

**GLORIOUS GOODWOOD**

'Best historic festival ever' thrills 100,000 fans

**BRIT BAGS F3 TITLE**

Jamie Green is Euro king - but what next?

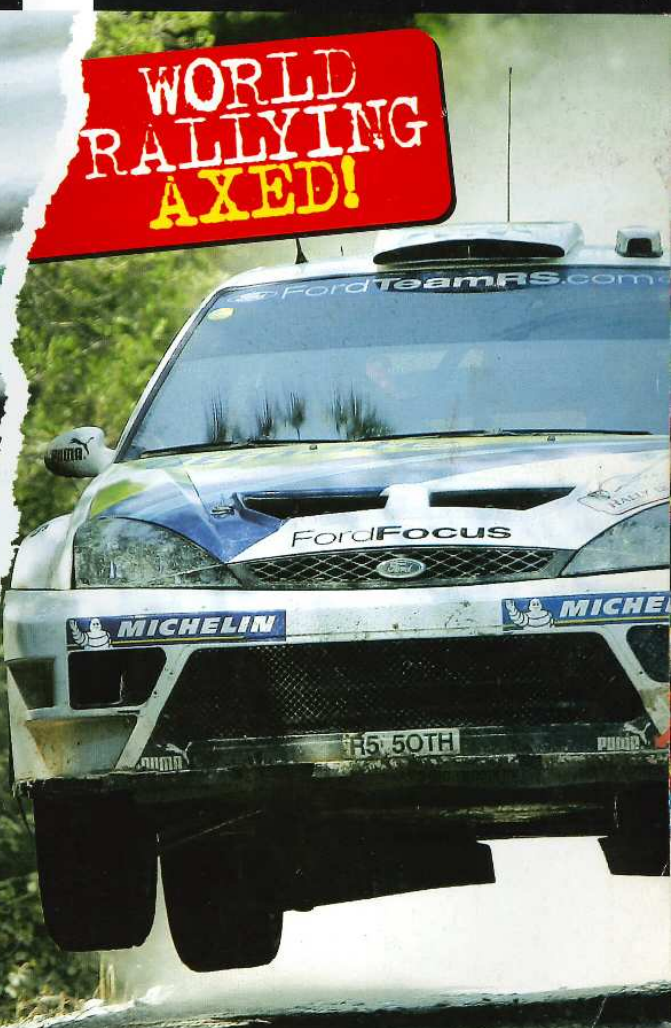
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# Autosport

'Ford's entire motorsport ethos is changing'

**JAGUAR RACING AXED!**

**WORLD RALLYING AXED!**



**SECRET PLANS REVEALED**

## Ford to kill Jag & WRC for 'F1 superteam'

Shake-up that will stun motorsport p6



haymarket

## PLAYING YOUR PART

YOU should really take some of the credit. And you should certainly share in the pride. Last weekend, a young British driver called Jamie Green won the Formula 3 Euroseries, fighting off the cream of developing racing talent. The championship promised heightened competition for Formula 1 hopefuls, but Green made winning it look so straightforward. His success made the odd website, probably his local paper, but none of the dailies seemed that interested. Just wait until he gets an F1 test...

Yet Autosport readers shouldn't have been too surprised. You spotted Mr Green a couple of years ago, voted in your thousands for him to be included in the final of the McLaren Autosport BRDC Award and then took delight when your nomination won the final shootout between six stars-in-the-making. It's impossible to say that any of the other five wouldn't have made similar progress if their name had been called out at the Grosvenor House that December evening in 2002, but Green was chosen and he has delivered. We look forward to chronicling his next step up the single-seater ladder, hopefully towards F1.

But the work doesn't stop there. Indeed, Jamie's success is particularly timely, coming as it does in the week that we launch the search for this year's McLaren Autosport BRDC Award winner. You'll find the voting form on page 66; we urge you to get involved, stick down a name and have your say. Don't think you can make a difference? Think again. If you've got a hunch about someone you've seen in action this year, there's a fair chance a decent percentage of your fellow readers agree. And let's face it: you've got a pretty good track record so far. Jamie Green alone should act as proof of that.



**JOHN McILROY**  
EDITOR

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## GOODWOOD REVIVAL

### 103,000 fans flocked to Lord March's Sussex track to revel in sensational racing



# History roars into life

## How to contact us

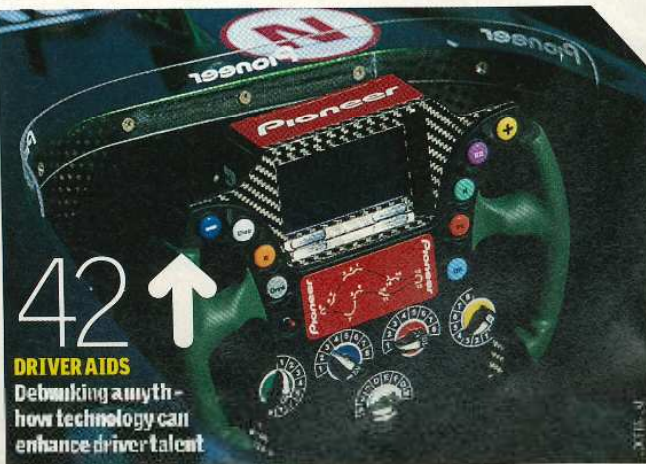
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# at the Revival



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Citroën's new C4 WRC breaks cover at last!

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**PLUS SOLBERG WINS IN JAPAN FULL REPORT p34**

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# Ford gets radical

**F**ord is planning to axe the Jaguar Racing name, step back from a full World Rally Championship programme and re-introduce its own brand into Formula 1 in a radical restructuring of its motorsport activities for 2005.

High-level meetings over the last few weeks have forced a brainstorm on motorsport policy within the top management of the world's third biggest car manufacturer. Investment in Jaguar's F1 project has not yet reaped sufficient reward in the all-important US market, so Ford is planning to restructure the Milton Keynes-based operation and use its own brand instead.

However, even if it gets the green light at a final meeting next week, 'Ford GP' is likely to involve backing from outside – sources indicate that management are close to securing investment from the Far East, probably China, and that the deal could extend to part-ownership of the F1 team. Some rumours link a consortium of Chinese investors with a 50/50 buy-in, potentially freeing up considerably more budget to the operation, and the forthcoming Paris Motor Show – which coincides with the inaugural Chinese Grand Prix – would be the ideal time to make an announcement.

Tony Purnell, the CEO of Ford's Premier Performance Division (which includes Jaguar Racing,

Cosworth Racing and Pi Group), has already hinted at an improved situation for 2005. He told Autosport's sister title *F1 Racing*: "If several other teams had the opportunities that are on my plate at the moment, they'd be very envious."

While Ford's decision to rebrand Jaguar has been rumoured in F1 circles for some weeks, its rethink on world rallying seems to have occurred in the space of the last fortnight. Autosport understands that, while no official announcement has been made on the future of the WRC programme, team boss Malcolm Wilson – who flew back from last weekend's Rally Japan before the event started to attend meetings with Ford top brass – has been told that there is insufficient funding for a full campaign in 2005.



Purnell sees a bright future for Ford under a major restructure

Last Friday the team took the exceptional step of releasing its young talent Francois Duval onto the driver market. Both he and Markko Martin are expected to find berths with French teams Citroën and Peugeot (see *Special Stage*, p24).

Ford TeamRS boss Jost Capito said: "If we continue in the WRC next year we would very much like to have Francois on board. However, we are not in a position to commit to him right now, so we agreed with Francois to release him in order not to deny him the opportunity to further his WRC career."

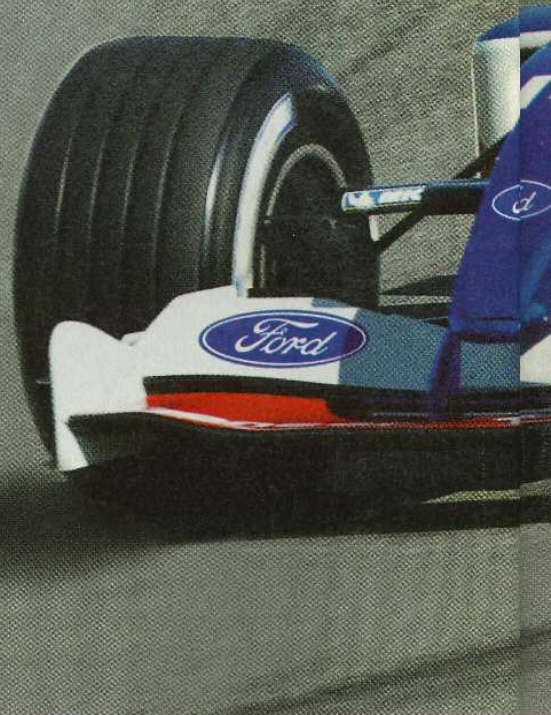
Wilson, whose M-Sport firm has run Ford's factory rally cars since 1997, is still said to be battling hard to secure some form of continued programme, probably through selected events and the chance to develop a new car for following seasons, based on the new Focus model. Other teams, including Mitsubishi and Skoda, have adopted a similar policy.

Both Wilson and Capito were unavailable for comment but one high-level Ford source said: "There are still things open to discussion and there are meetings in the coming weeks. Decisions will be made on the basis of how those meetings progress. Keeping the sporting connection with the Focus brand is enormously important to Ford."

The development of a new car would require a commitment to

**"If other teams had the opportunities that are on my plate, then they'd be very envious"**

**Tony Purnell**



## WHY WOULD FORD CAN RALLYING?

FORD has yet to confirm that it will not participate in all of next year's World Rally Championship, but Autosport's sources indicate that this is now the most likely option, and releasing Francois Duval to offers from rival teams without a fight hints at this.

However, the decision to step back from a full campaign could have more to do with a need to preserve resources and concentrate on developing a new car for future seasons, than a desire to divert money towards a rebranded Formula 1 campaign. While the budget for Jaguar's F1 effort has traditionally been approved by Ford's board in Dearborn in the United States, its rally programme has long been the preserve of Ford of Europe.

The present World Rally Car, the Focus RS WRC04, is the last to be based on the current Focus model and developing a new version will be costly. When the original Focus was introduced in 1999, it was comfortably the most

sophisticated and expensive World Rally Car in existence.

But the teams and motorsport's governing body, the FIA, have made considerable gains in cost-saving since 1999, so if Ford is effectively opting for a development year instead of a full assault on the series it still amounts to a hefty cut in budget.

If Ford does pull out of full-time WRC competition and Mitsubishi and Skoda fail to return for 2005, the series would be left with just six points-scoring cars from Subaru, Peugeot and Citroën. The latter two teams, which both fall under the control of the PSA Group, might find it harder to justify competing against each other when their only rival is not in the same sector of the car market.

Nevertheless, WRC sources have denied that a Ford withdrawal would cause lasting damage to the series. Subaru team principal David Lapworth said: "The stability in the championship – the agreement we have about the future – is probably the strongest we've ever had. The

problems in the last few months – Ford and Mitsubishi – are way beyond anything to do with rallying. It's not necessarily a reflection of the championship itself.

"In the short term, a Ford pull-out would detract a little bit from the show, but as long as we keep the sport going in the same direction, it opens up opportunities for other manufacturers."

Simon Long, managing director of the series' commercial rights holder International Sportsworld Communicators, said: "Manufacturers do come and go in a championship, but I was at the WRC Commission meeting recently and I saw the manufacturers, the rally organisers, the FIA and ISC sit around the table and find a position on common ground. We now have a stable platform for the championship to grow as a marketing tool and as a healthy sport. All of the stakeholders have a shared vision and we're all part of a vibrant and healthy championship."

## FORD'S RALLY LEGENDS

The cars and the drivers who have starred

ear • Jaguar Racing effort set to be scrapped • Limited world rally programme considered

# deal on F1 project



**GP focus:** Ford is considering running its own superteam in F1 next season – our artist's impression shows what the car may look like

JIM SAMBERG/AT



**1972**  
Ringer Clark beats the Scandinavians to claim victory on the RAC Rally in the Escort Mk1



**1981**  
Ani Vuorinen joins Björn Waldegård to become a World Championship winner with the Escort



**1986**  
Ford joined the Group B party with the RS200 – but the category died before it was developed

**"A Ford pull-out will detract from the show, but it opens up opportunities for other makes"**  
**David Lapworth**

# Ford motorsport worldwide

move back into the full WRC in the medium term, under World Rally Car regulations. However, given that the world rally budget comes from Ford of Europe, any 'partial deal' for 2005 would almost certainly take in events on that continent only, with additional rallies in countries such as Australia, New Zealand and Argentina only made viable by extra funding or sponsorship. Next year's series could therefore be the first without a Ford-approved works team since the start of the Group B RS200 project in 1985.

Ford is also examining other possibilities within motorsport as part of its change of philosophy. There have been persistent rumours of extra support for the junior Formula Ford category, which has been increasingly squeezed by rival series from Renault, and the marque continues to be linked to an assault on next year's World Touring Car Championship. The Ford source said: "There has been increased interest in a renewed world touring car series and it's no secret that Ford did pretty well the last time there were 'world touring cars'. I'd be flabbergasted if it isn't being examined as a possibility."

## USA

Ford pumps millions of dollars into its NASCAR Nextel Cup and Busch series programmes, drawing the benefits of well-publicised and massively popular competition with rival brands Chevrolet and Dodge. The Cosworth brand is also present in top-end single-seaters, thanks to a supply deal with Champ Car.



Rally news 24 →



Check out the Focus's first WRC win in the '99 Safari Rally on the Autosport Plus section of...

www.autosport.com

## Autosport says...

WE like the idea of 'Ford GP' – a well-funded team, a larger brand to identify with, the genuine prospect of the boys from Milton Keynes getting up among the top half of the grid on a more regular basis. It might take five seasons to achieve it, but knowing that there's commitment there for five seasons would be such a relief to everyone involved, not to mention the supporters who've winced at Jaguar's underachievement.

But at the same time, the perilous state of Ford's rallying effort is a painful demonstration of what can happen when a few zeros need to be rubbed out of one column on the balance sheet. When a brand as inextricably linked to motorsport as Ford has as major a rethink as this, the shockwaves go much further than the staff in blue

shirts. It appears that the entire ethos of the firm's sporting activities is changing.

The staff who have grafted so hard on the Focus WRC programme – particularly since this time last year, when they fought through similar uncertainty – deserve no less commitment than their F1 counterparts. There's no guarantee that they'll get it, though. Business is business, after all. Yet if enough money can be found to fund a limited programme and car development, then Ford could yet have a future in rallying in the medium term.

It could even be that next year is but a blip in an illustrious history of Ford and the WRC. We desperately hope so. Countless rally fans and the WRC itself would be much the poorer without its presence.

## SOUTH AMERICA

Ford has manufacturing facilities in South America and its local arm supports a number of different motorsport activities. Most prominent is the two-car Ford Focus team in the TC2000 touring car series in Argentina, but Ford also provides low-level support for classic cars in Turismo Carretera.



## FORD'S RALLY LEGENDS

The cars and the drivers who have starred



1985 Sierra Cosworth lacked traction but had bags of grunt for Group A. Didier Auriol won in Corsica.



1993 Escort Cosworth was a boy racer's dream; it was driven by Mikko Häkkinen and François Delecour.



1994 Unknown Finn called Tommi Mäkinen takes his Escort to 1000 Lakes victory. A legend is born.

## BRITAIN

Ford Britain has come to rely on European-funded efforts like the WRC for its motorsport presence, but it does still stay involved in a number of local series. It has involvement in the Formula Ford Zetec single-seater series and retains faint links to the bargain-basement Ka Rally series.

## EUROPE

The world rally programme has been the mainstay of European motorsport activity for several years. In the event of a move away from a full WRC campaign, Ford could develop a presence in alternative disciplines. A revived Formula Ford and World Touring Cars are said to be under consideration.



## GLOBAL

US-funded Jaguar Racing programme and world rallying set to be either cut or heavily reduced. Instead, Ford will increase its own brand presence in Formula 1. Cosworth customer engine supply will remain, but Ford's links with the Jordan team may not be continued beyond the end of this year.

## AUSTRALIA

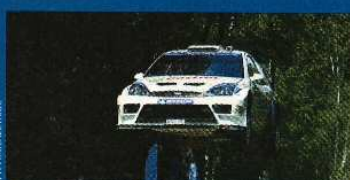
On-track presence is heavily biased towards the brutish Ford Falcon V8 Supercar programme, one side of which is run by Prodrive. But Fords can also be seen in the V8 Brutes series for pickups and in the Formula Ford single-seater category, which still uses the venerable Kent engine.



**1996**  
Carlos Sainz wins in Indonesia to claim the final Escort win before M-Sport takes over the project.



**2000**  
Focus introduced; Colin McRae signs to drive it. Takes cars' first win on the Safari, at all places...



**2003**  
Manojo Martindale's sub-body ease to the Finn on home soil with awesome jump-filled win

**"Manufacturers come and go - we now have a stable platform for the championship to grow" Simon Long**

# Button slams BAR as Williams

**B**AR insists it can still keep hold of Jenson Button next season despite the Briton openly criticising the team and its treatment of him for the first time this week.

With a ruling from Formula 1's Contracts Recognition Board (CRB) expected before this month's Chinese Grand Prix after Williams lodged its 2005 contract on Monday morning, Button chose to end his silence on the matter by accusing BAR's management of breaching his contract and making him appear to be at fault for his decision to switch.

"I would rather it had been a lot easier," he said. "I don't like the way it has been handled at all and it's not a nice position to be in."

"To say I've bitten the hand that fed me isn't correct. We had an agreement to be with BAR for two years and I honoured that."

Relations between Button and the team's management have faltered primarily over points-bonus payments made since he joined the team at the start of 2003. The change in the scoring system to award points down to eighth place for that year meant teams had to renegotiate contracts with their drivers. One BAR insider claimed Button was the only driver in F1 who refused to compromise over the issue.

But despite suggestions from high-level sources that Button could be earning up to twice as much as Mark Webber at Williams next year, the Brit remains adamant his decision is not just about money.

"My move to Williams is purely because I want to be a world champion and they can give me the best chance," he said. "It is definitely not a money issue. If I was at BAR I'd be earning more money next year."

Team boss David Richards refused to be drawn on the matter, claiming he could not speak until the matter had been legally resolved.

He told Autosport: "As a team we think it inappropriate to talk about these matters in public, and until the CRB hearing it is wrong to comment on anything anyone else is saying on the subject."

Williams' move to lodge its contract with the CRB came on the day that Button finally rejected an increased cash offer from BAR team owner British American Tobacco. But senior representatives at BAT and Honda remain as determined as BAR's management to build bridges with Button if it wins the CRB case.

Honda boss Takeo Fukui is in no doubt where Button will be driving next year. "The situation is very complex," he said. "But I do believe that Jenson will stay with us."

**"I don't like the way it has been handled at all. It's not a nice position to be in" Jenson Button**

## Q&A

### Jenson Button on his growing rift with BAR

#### Why is it that you want to leave BAR?

"I think we had a good working relationship in 2003 and this year, but at the start of this season we had a few contractual issues that I won't go into. I haven't been 100 per cent happy within the team. I don't think BAR

will be challenging for the championship. They are a very good team but they don't have the resources of a team like Williams."

#### What would you do if the CRB ruled that you had to stay at BAR next season?

"As far as I'm concerned I will be at Williams next year. There's no point talking about if it doesn't happen because it will happen."

#### You say that you've been unhappy for a year but you've always seemed happy at the races. Were you putting it on?

"When I am at the circuit I am

normally in a good mood and very positive – that's the best way to go racing. But away from there, when the adrenaline is not pumping, you get time to think. Maybe I was a different person on the outside."

#### Do you feel let down by BAR team boss David Richards?

"In certain ways, yes. There was a lot said after he realised that I didn't want to be there in 2005. It was over the top. I wish we could have talked about it before then [the announcement]. But it was leaked to the press and that made the situation very difficult."

## Engine rule in for '05

LAST-ditch attempts by Formula 1's engine manufacturers to head off the introduction of two-race engines next year have failed after motor racing's governing body declared there would be no compromise over the issue this week.

At a meeting of F1's Technical Working Group in Paris on Monday, the FIA issued three rules packages that the teams must choose from to form the basis of new regulations from next year.

Several car makers – including Honda, BMW and Mercedes – want to keep one-race engines for 2005, but the FIA has given the teams no option.

The only major changes to the rules package proposed in July relate to front and rear wings, and whether to make 2.4-litre V8s mandatory for 2006 (see right).

One high level source within a manufacturer accused FIA president Max Mosley of deliberately framing F1's rules to make life difficult for

engine makers. "Engine failures are high profile and it is embarrassing when things go wrong, especially with the threat of 10-place grid penalties," he said. "If a tyre or a wing fails in practice, there is no penalty."

Although Honda has campaigned chiefly to prevent two-race engines coming into F1, boss Takeo Fukui made it clear this week that he would support a long-term switch to 2.4-litre V8s.

"We would have preferred sticking to a three-litre, 10-cylinder engine," he said. "I would even prefer a 12-cylinder unit. But if a 2.4 litre-V8 is necessary we will build one."

● The FIA is aiming to improve the safety of F1 cars by reducing the minimum weight limit and proposing the "elimination of materials likely to leave sharp shards on the circuit in the event of an accident." This latter factor could lead to the banning of carbonfibre bodywork and wings.



Mosley  
Motor head

## DEALS ON THE TABLE

THE FIA has offered three rules packages to the teams and asked them to either support one or accept a mix-and-match of elements from the different proposals. These would then need to be ratified by the Technical Working Group and the Formula 1 Commission before they could be put into action.

The proposals are based on ideas published by the FIA in July, which revolved around the reduction of downforce, the switch to two-race engines for 2005 and then 2.4-litre V8s or rev-limited V10s in '06, plus a limit of three sets of tyres per grand prix weekend.

In addition to the basic principles in the July document, the extra or revised elements put forward by the FIA include:

#### PACKAGE ONE

● Further reductions in front-wing size and changes

in position to cut downforce.

● Mandatory cylinder bore, cylinder spacing, engine length, crankshaft centre-line height and engine-mounting points front and rear for 2006 engines. This effectively creates near-standard engines.

#### PACKAGE TWO

● A radical overhaul of the rear-wing regulations to drastically cut downforce and improve the chance of cars being able to follow each other closely enough to overtake.

#### PACKAGE THREE

● The banning of bargeboards and turning vanes plus ride-height restrictions for 2006.

● The compulsory introduction of 2.4-litre V8 engines for '06.

● The introduction of a sporting regulation forcing manufacturers to supply competitive customer engines free of charge from the start of '06.

## Police tactics

THE Belgian Grand Prix's place on next season's Formula 1 calendar has been thrown into doubt as continued revelations about the behaviour of local police during this year's race have come to light.

In the wake of reports that accredited photographers were moved by police from a legitimate vantage spot at the first corner just minutes before the start of last month's race, the FIA has been investigating further evidence of possible misconduct by security officials, including the use of unmuzzled dogs.

Autosport understands that FIA president Max Mosley has demanded an urgent investigation into the matter and expressed his concern about the situation in a letter to the FIA's secretary general.

He also wants answers from the Belgian organisers as soon as possible so that a decision about the race's place on the calendar can be made at October's meeting of the World Council.



# ms files contract



Button faces the press at the Carlton Tower in London on Monday night. Cheeky grin not present

## tics put Spa in jeopardy

F1 photographers have delivered evidence to the FIA about the behaviour of police and security officials, including the shot below of a guard holding an unmuzzled dog and using his digital camera to take

photographs of the cars in action.

The Belgian police have a history of tough behaviour and previously used batons against photographers whom they wanted to move from the side of the track.



A guard with an unmuzzled dog gets camera happy at Spa

## Red tape blocks Ralf

RALF Schumacher will be fit enough to return to Formula 1 at the Chinese Grand Prix after it was revealed that only an insurance problem prevented him from making his comeback at Monza this weekend.

The German was given the green light by doctors to get back in the car for last week's pre-Italian Grand Prix test at Monza, but his insurance company refused to cover him because a statutory 12-week period had not passed since his huge crash in the United States GP at Indianapolis. That period only expires on Sunday, meaning he would not be able to take part in practice or qualifying.

Schumacher said: "I feel fit and have trained hard over the last few weeks. On Monday I had a thorough medical examination, including spinal stress tests. The diagnosis was great - optimal healing, excellent condition, no pain or ailments and the spine is absolutely stable."

# Mark Hughes



F1'S INSIDE LINE

## "In eight of the 10 teams the hierarchy has been pretty clear"

At this stage of the season we can usually say who within each team has been the quicker driver. Qualifying comparison is a fairly blunt tool for analysing this, especially so now that parc ferme qualifying has muddied the waters through varying fuel loads.

But on the whole, we can say with a fair degree of confidence in 2004: Michael Schumacher is generally quicker than Rubens Barrichello; Juan Pablo Montoya is generally quicker than Ralf Schumacher; Kimi Raikkonen is generally quicker than David Coulthard; Jenson Button is generally quicker than Takuma Sato; Giancarlo Fisichella is generally quicker than Felipe Massa; Mark Webber is generally quicker than Christian Klien; Nick Heidfeld is generally quicker than Giorgio Pantano; Gianmaria Bruni is generally quicker than Zsolt Baumgartner.

There are provisos in almost all of those cases: Barrichello had the edge in speed over Schumacher in both Canada and America; Ralf was definitely quicker than Monty in Canada; DC had the edge over Kimi at Magny-Cours; Sato blew away Button at the Nürburgring and Indy etc. But on the whole those generalisations hold true.

At Toyota Olivier Panis and Cristiano da Matta were evenly matched, though on balance you'd hand it to Olivier on account of more consistent qualifying speed, and Cristiano is no longer there. At Renault Fernando Alonso and Jarno Trulli were remarkably well matched until Jarno's last-corner doze at Magny-Cours swung the balance away from him.

But in eight of the 10 teams the hierarchy has been pretty clear. The fascinating parts are the anomalies. Did Michael simply make the wrong tyre choice in Canada? But if so, that didn't hold true in the US, where both Ferraris were on the same rubber. And what of Ralf? He was dynamite in Montreal. If he could have got the car to his liking more often, would JPM have had an answer? Were Sato's performances at the Nürburgring and Indy indicative of where he will consistently be with more experience, or just part of the regular flutter of form? How would Klien and Pantano stack up with another season of experience? And what about Timo Glock?

How much of the differences are down to driving talent, how much to differing levels of communication between drivers and engineers? How much to different fitness levels and variation in mental focus? How much to who is better at psychological warfare? How much down to better technical understanding of one driver over more natural gift of another?

As ever in F1, the season has given us some answers, but we don't know the depth of the questions. That's 'we' as in F1 as a whole. But in a sense, it doesn't matter. Success is about combining all these factors and more. So what if Michael has the team centred more around him than Barrichello, or if Montoya is better at mind games than Ralf? The outcomes we see are the combined results of all the relevant factors. They are therefore definitive - for this year in these cars.



Barrichello pushed Schumacher in Canada, but still lost the race

# Pit & Paddock

Formula 1 news round-up

## ECCLESTONE DEFENDS F1... AGAIN

Formula 1 supremo Bernie Ecclestone has once again defended the sport from accusations that it is boring. Speaking to BBC Radio 5 Live, he said: "At every race, other than in Germany, attendances have been up. And in Germany, where the attendance was only down by around five per cent, this was down to the fact that they've experienced a little bit of a recession."

## MINARDI EXTENDS ENGINE DEAL

Minardi has confirmed that it has extended its deal to use Cosworth engines to next year. The change in regulations for 2005 means that the Italian outfit will have use of the same engine as the rebranded Ford F1 team.



## SAUBER TO TEST LIUZZI

Sauber has confirmed that it will test newly-crowned Formula 3000 champion Vitantonio Liuzzi at Jerez in Spain next week. The Italian is tipped for a drive with the team next year because of his close links with Sauber sponsor Red Bull. Team boss Peter Sauber said: "While there have been several indications in the past showing that Vitantonio has a lot of talent, what has impressed me most is the way in which he has been dominating F3000 this year. During this test we want to get a feeling for how he is able to apply his skills to an F1 car."

Liuzzi: got the backing, now he has to test well

## FERRARI HELPS OUT THE FIA

Ferrari helped conduct some aerodynamic testing on behalf of the FIA at Monza last week. Test drivers Luca Badoer and Andrea Bertolini ran very closely together on the Italian track to provide data on how turbulence from other cars affects performance.

## TRULLI GETS HIS NEW CHASSIS FOR HOME GP

Renault has completed a new chassis in time for Jarno Trulli to race it in his home grand prix at Monza this weekend. The team's director of engineering, Pat Symonds, said: "Jarno is a very technically sensitive driver and can often detect problems with a car that cannot always be seen on the data. Although we have dismantled his race car from Belgium and found no problems at all, we are all wise enough to know that there are some subtleties even our data logging cannot detect."

## McLAREN TO RUN WIDER NOSE IN ITALY

McLaren is set to run with a wider nose on its race-winning MP4-19B at this weekend's Italian GP following successful runs in last week's major test at Monza.



Coulthard tests the wider nose at Monza

# Will this crash per

This is the moment when world champion Michael Schumacher was given another sharp reminder that even he has no guarantee that he will be able to walk away from the sport on his own terms.

The newly-crowned champion was testing for Ferrari at Monza when his car suffered a puncture at more than 200mph on the main start-finish straight. The blow-out

pitched him backwards into the wall on the right-hand side of the track before he spun across the circuit into the barriers on the left.

Schumacher was able to climb out of the car, but he decided to lay on the ground for a few minutes due to feeling dazed. Despite being attended to by doctors, he waved away the offer of a stretcher and walked back to the pits before cutting his test short and returning

to his Swiss home.

Coming so soon after his latest title success, the accident has prompted fresh speculation over how much longer Schumacher is willing to put up with the sport's risks, even if in the short term there appears to be no wavering in his desire to race. "It'll take more than that to finish me off," he said. "I'm actually feeling fine. As you can see, it looks like I'm still in one piece. It was a shock. I lay down



"The wife, the kids... or an eighth title." A dazed Schuey takes a breather after his Monza accident

# Kumho set for 2007 F1 entry

FORMULA 1 is poised to have a third tyre supplier within the next three years after South Korean company Kumho gave the green light to ambitious plans to take on Michelin and Bridgestone.

Autosport understands that preliminary work on designing and building an F1 tyre has already started and that the company is now evaluating how best to make the step. This makes a graduation to the

top level unlikely before 2007.

The company has set aside a development budget of around £15 million for work on the F1 project and is willing to spend more than £50m per season when it finally decides to commit to F1.

A spokesman said: "The exact timing of a participation in F1 will be revealed after a thorough analysis of the expected gains compared to the necessary investments."

Kumho is the ninth largest tyre company in the world and has an annual turnover of around £1 billion. Its involvement in motorsport began in 1992 when it supplied tyres to the MG Owners' Club in Britain. It now provides rubber in Formula 3 - where it supplies the control tyre for the Euroseries and high-profile Marlboro Masters and end-of-season Macau event - as well as the Japanese GT series.

One of the reasons why it wants to expand its operation is that the company feels it receives no high-profile credit for having helped many of the current F1 stars on their way and could not advertise their success because they switched to other tyre brands. It also wants a better profile in Europe, having established itself as the second biggest supplier in the US.

Kumho president Dr Sae-Chul Oh said: "Of course we know that we cannot become the world leader in the tyre market. But we want to use niche markets even better."



Christian Klien won the Masters on Kumhos, then moved to F1

## BEHIND THE HELMET



**GIORGIO PANTANO** My helmet design was done in 1993 - it was me and my karting mechanic who came up with it. We sat down together drawing different layouts and patterns and this is the one I decided on. Initially it was red, green and white, the colours of the Italian flag. But when I left karting I began changing the colours but still retained the basic design.

# Persuade Schumacher to quit?

for a bit, but otherwise nothing special happened. I don't expect any lasting damage.

"I am amazed at how well I coped. There is nothing to complain about. I slept a tad longer than usual and everything is back to normal."

The Monza accident was Schumacher's 15th major shunt in F1 and delivered the German yet another lucky escape. Apart from cracking a vertebrae in a crash

at Suzuka in 1991 and breaking a leg at Silverstone in 1999, he has walked away from each crash largely unharmed.

Former Ferrari driver Jean Alesi told Autosport that crashes do play on drivers' minds, but that they can be quickly forgotten. "I think when you are on the grass like that, especially as a seven-time world champion, you can think about your family and why you are still racing," he said.

"But I don't think that lasts very

long, especially with someone like Michael. He is so strong. He is so focused and I really don't see him stopping for something like that."

Schumacher has said in the past that crashes do not pose a great fear for drivers as long as there is an obvious explanation as to what went wrong. Bridgestone believes the puncture was caused by debris, but was still awaiting a final analysis of the damaged tyre.



Schumacher climbs from the cockpit of his wrecked Ferrari...



...and declines a stretcher before walking to the pits



## Kimi anger at fragile McLaren

KIMI Raikkonen has warned McLaren that the team must improve its reliability record if it is going to stand any chance of toppling Ferrari next season.

Raikkonen proved the team's pace by recording its first win of the season at the Belgian Grand Prix, but the Finn wants to ramp up pressure on McLaren-Mercedes to improve its finishing rate. He has been forced out of seven races this year because of

mechanical problems, while Michael Schumacher's only retirement was caused by an accident.

"Michael's car is reliable and it also goes fast," he said. "Right now we also have good speed compared to what we had at the beginning of the season but, at the same time, when we have had to retire 10 times Ferrari is failing once at maximum. That makes a huge difference."

Raikkonen has retired from 21 of

the 47 races in which he has competed for McLaren. "What can I do for that? You cannot help it," he said. "I think I have not made many mistakes. It seems these problems happen at the beginning of the season and they destroy the whole championship fight. The team is working very hard trying to sort the problems out, otherwise we will not be able to challenge for the championship."

Raikkonen suffered a series of engine failures at the start of this season, but he says that it is not just up to Mercedes to improve its performance. He has found the situation especially frustrating given the leap forward the team has made with its overall competitiveness.

"This year has not been terribly good," he said. "It was painful that something went wrong and we had to retire. First the engine did not last, but right now the engine works well and we have encountered problems in other areas. It is these areas that the team is now focusing on."



Raikkonen is the expert on pull-off spots at the world's F1 tracks.

## Michelin says 'don't panic'

MICHELIN has insisted there is no reason to panic about its recent spate of tyre failures despite two further incidents during testing at Monza last week.

In the wake of the four high-profile tyre failures during the Belgian Grand Prix weekend at Spa, there was more bad news for the French tyre maker when Olivier Panis and Jarno Trulli ran into trouble while testing at the Italian track.

But Michelin diagnosed that both problems were caused by mechanics failing to correctly fit the valve caps.

The tyres then lost pressure when exposed to the considerable forces encountered at Monza.

The investigation into the failures at Spa has convinced Michelin the tyres were damaged by running over kerbs at the new Bus Stop chicane. This cut the sidewalls of the tyres which then failed due to the stresses imposed by Eau Rouge corner.

As a precautionary measure, Michelin has brought forward plans for a tougher casing on its tyres to ensure there will be no repetition of the problems.

### Monza times

1 A Pizzonia	Williams	1m20.027s
2 M Schumacher	Ferrari	1m20.194s
3 R Barrichello	Ferrari	1m20.236s
4 F Alonso	Renault	1m20.612s
5 J Button	BAR	1m20.690s
6 K Raikkonen	McLaren	1m20.778s
7 J Montoya	Williams	1m20.804s
8 A Davidson	BAR	1m20.872s
9 T Sato	BAR	1m20.978s
10 J Trulli	Renault	1m21.095s

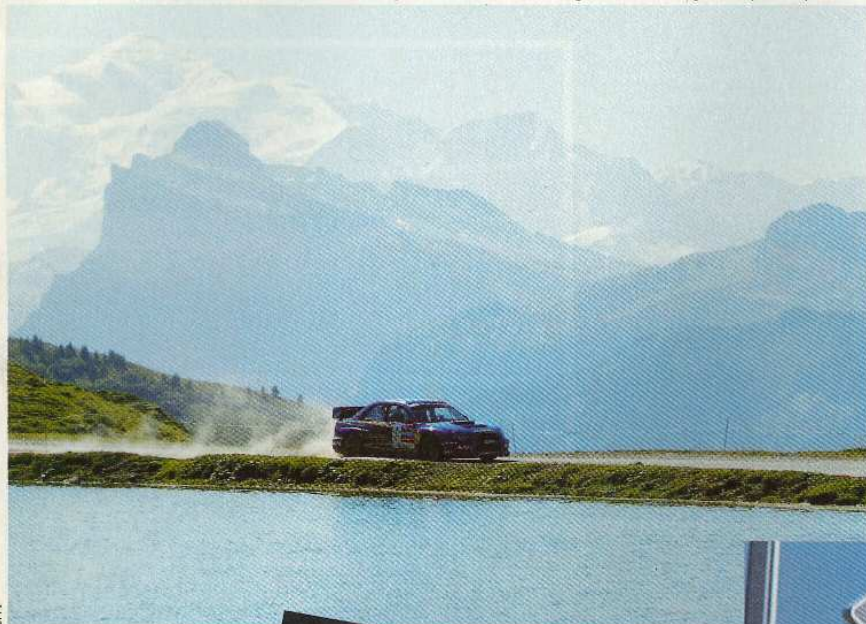


Michelin failures at Spa caused by sharp kerbs

# This week in pictures

If every picture tells a story, aren't these captions superfluous?

**MOUNTAIN CLIMBER** Former Formula 1 driver **Stephane Sarrazin** continued his mighty transition to rallying on the Rallye Mont Blanc Morzine last weekend, winning the event and extending his French Rally Championship lead



DUPPE

**HERBIE RIDES AGAIN**

The cult VW turned up at last weekend's NASCAR race at Fontana, California



MILLER/LAT



BERND/LAT

**LOSING HIS GRIP**

DTM über champion **Bernd Schneider** gets a consoling arm round the shoulder after another disappointing run at Zandvoort

**THE EMPIRE STRIKES BACK**

Youthful BTCC racer **Tom Chilton** discovers The Force has deserted him as he slides off at Snetterton



GRIFITHS/LAT



HAWKINS/LAT

**CENTRE OF ATTENTION**

The Goodwood Revival Meeting attracted a crowd of more than 100,000 people last weekend, and treated them to a neck-jarring combination of air and circuit displays throughout the weekend



'I can't keep challenging for thirds.'

## Racing Lives

Stan Piecha: *The Sun* grand prix reporter

**THE SUN'S** Stan Piecha reaches more English-speaking readers than any other journalist in the F1 press room, but when he's not scouring the shark-infested waters of the paddock for the latest exclusive, the 53-year-old's real passion is the more sedate world of fishing.

Brought up in Leicester, Stan could have followed a very different path. "I wanted to be a detective or a reporter," he says. "When I found out that the only way to be a detective was to start on the beat, that went out of the window. There was no way I was walking the streets in a funny hat as Policeman Plod!"

On leaving school, he began a 10-year spell with the Leicester Mercury, eventually becoming industrial editor. Since the age of eight he'd been fascinated by fishing, and in 1978 his competition success earned him an offer to join *The Sun* and write full-page angling columns. By 1981 he was also in the six-man England team, competing internationally.

When *The Sun* began to give less space to fishing, Stan drifted to snooker and boxing. He knew little about motorsport, but after writing a couple of features, got the job of F1 correspondent and was despatched to the 1988 San Marino GP. "I found out it was in Imola, turned up, and didn't know a soul. I went to Tamburello corner for the start, and when the cars come round for the first time, I was absolutely hooked," he says.

Stan made his mark exactly a year later. After Gerhard Berger's fiery crash, he ignored sceptical colleagues and drove to Austria on the Monday morning, grabbing an exclusive interview with the recuperating Ferrari star in time for a centrespread in Tuesday's paper. Since then Nigel Mansell, Damon Hill, David Coulthard, Eddie Irvine and Jenson Button have been his bread and butter, although the paper is less nationalistic than it once was.

"I think when I first started people thought I was looking for the sex and drug angles," he says. "Once they realised I was concentrating on sport I built up trust amongst everybody in the paddock. But motor racing ruined my England career! Like any sport you have to practice."

Although he no longer has time on race weekends, Piecha used to take his fishing gear to the handful of circuits where he knew he could sneak away for some relaxation. That led to his most embarrassing moment – getting caught in the stream behind the Imola paddock without an Italian fishing licence.

Adam Cooper



**DRIVEN UP THE WALL.** Frenchman Simon Pagenaud's Formula Renault Eurocup championship bid ended at Imola last Saturday. His first-lap aerial antics allowed Scott Speed to seal the title



### CITY SLICKER

**Fernando Alonso** drives around the streets of Lyon as part of a Renault demonstration last week



I want to win'

Explaining why he's left BAR for Williams

Jenson Button 06.09.2004

## Office obsessions No28

Service with a smile... but not much else

### Getting your hands dirty

JAWS dropped, eyes widened. Silence, then horror. Deputy editor Jim 'Noddy' Holder had just announced his plans to go to the Ulster Rally... as a mechanic.

A cheery wave later he was off, promising to "sharpen his spanners" before taking up his role with SWRT. That's the Simon Wallis Rally Team, not the Subaru World Rally Team, just in case you were wondering...

Wallis epitomises the best of the British Rally Championship's privateer. He runs on a tight budget, but loves driving the best events in Britain.

Even so, he might have wondered if he had bitten off more than he bargained for when Holder rocked up in Belfast, eager to assist him and his co-driver Neil Burgess in their bid to battle for two-litre, two-wheel-drive honours in their Vauxhall Astra, but sadly lacking anything in the way of advanced mechanical skills.

It wasn't good news, then, when the two-man service crew's mobiles blipped into life. "SQU in rally, had off on stage one, we lost

seven minutes, the farmer lost a concrete post. Cows confused." There was damage to repair.

At the next service, the team's lead mechanic Will Munns set to work on the serious stuff, while Holder set to with the ubiquitous handful of cable ties, strapping anything in sight down. Ten minutes in, the service crew doubled in size – *Autosport* reporter Gillian Bell and *Motorsport News'* David Harris chipping in. A flurry of activity later and the team was back out. They didn't make the finish – an oil leak saw to that – but at least Holder had got his hands dirty.



"Where's the engine?" asks Holder

# Pit & Paddock

International news round-up

## DTM RESULTS WILL STAND

The results of Sunday's DTM race at Zandvoort will not be protested, despite the race being restarted as a 10-lap sprint with cars that had not made a second mandatory pitstop starting artificially high up on the grid. Gary Paffett also complied as his drive-through penalty for hitting Tom Kristensen was completely negated on countback.

## ALBERS GETS IT ON TRUST

Below is how Christijan Albers's DTM Mercedes would have looked with full backing from computer firm Trust this year. The fully-liveried car did a demo run at Zandvoort last weekend.

## GR CUTS BACK TO ONE HONDA

GR Asia will run only one Honda Civic in the European Touring Car Championship for the rest of '04. Simon Harrison will drive, while Toni Ruokonen steps down so the team can develop the JAS-built cars.



A demo run for this Trust-liveried Mercedes

## KAFFER PARTNERS HERBERT AT CHAMPION

German Pierre Kaffer is the factory Audi driver who has been chosen to drive the second Champion R8 in the final two rounds of the American Le Mans Series. He will share the car with Johnny Herbert.

## VERGERS BACK IN SPORTSCAR RACING

Michael Vergers returns to the international sportscar ranks at the Spa 1000Km this weekend. The Dutchman shares a Porsche 911 GT3-RSR with Juan Barazi in the Le Mans Endurance Series finale. The car will be run by IN2 Motorsport, which is moving up from the Radical Enduro series.

## HUGHES AND KANE PAIR UP IN TVR AGAIN

Warren Hughes and Jonny Kane will share a TVR at the Spa 1000Km. The pair, who drove the same car at Silverstone last month, have been retained by Lawrence Tomlinson, the new owner of the ex-Chamberlain-Synergy T400 Rs.

## KIRKALDY GETS FERRARI SPA OUTING

British GT pacesetter Andrew Kirkaldy makes his return to international action at the Spa 1000Km. The Scot will share Cirtek's Ferrari 360GTC with Rob Wilson and Frank Mountain.



Magnussen: we always said he'd win a GP

## JAN MISSES ITALIAN RACES

Jan Magnussen skipped last weekend's Imola ETCC round to race in the Danish GP, the blue-riband of his national tin-top series, at Jyllandsringen. Sandro Sardelli drove the ETCC team's old three-door 306.

## BOUCHUT BACK IN FIA GT

Former FIA GT champion Christophe Bouchut returned to FIA GTs with the Zwaan's Chrysler squad at Imola as a favour to one of the Dutch team's sponsors.

## BERGMEISTER WITH FREISINGER AT IMOLA

Factory Porsche driver Jorg Bergmeister received a late call-up to race the third-string Freisinger 911 GT3-RS at the Imola FIA GT round. The 32-year-old shared the car with Russian Alexei Vasiliev in place of Nikolai Fomenko.

# Dumbreck survives DTM shunt

BRITISH DTM ace Peter Dumbreck has shrugged off the massive triple-somersault shunt at Zandvoort on Sunday which has written off his OPC Team Phoenix Opel Vectra GTS.

Dumbreck understeered wide at Zandvoort's final corner, the Arie Luyendyk Bocht, and hit the tyre wall head-on at 122.4mph. Although the tyre barrier cushioned much of the impact, it also acted as a launch-pad that pitched his car into a series of rolls that stripped every body panel and wheel from the Vectra.

Thanks to the DTM's mandatory safety systems, which include front and rear crash boxes, a carbonfibre safety cell and lateral crash structures, Dumbreck was uninjured.

"It was an odd place to go off, but I suddenly got huge understeer; by the time I was on the marbles there was no way to stop before hitting the barriers," he said. "After the first roll I was covered in dirt, which was when I realised the car had no roof."

Initial analysis has found no technical failure. Dumbreck will now switch to the Vectra used by Jeroen Bleekemolen at Zandvoort, while the Dutchman will revert back to his year-old Astra Coupe.

**"After the first roll I was covered in dirt, which was when I realised the car had no roof"**  
**Peter Dumbreck**

Dumbreck's Opel: somehow he managed not to knock over that fire extinguisher



# Turkington lined up for Vauxhall drive

RIISING British Touring Car Championship star Colin Turkington is being lined up to replace James Thompson at Vauxhall next year.

Thompson's switch to Alfa Romeo

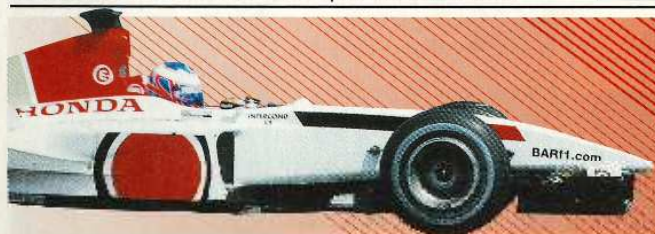
and the World Touring Car Championship will be confirmed within the next few weeks and Vauxhall has sounded out Turkington to partner Yvan Muller.

Autosport understands that a deal is very close to being agreed, although the squad has denied this is so. But VX Racing brand manager Stuart Harris did say he would like to see an up-and-coming driver take the place of the 2003 champ. "It's great for VX Racing to have a new driver coming to the team," he said. "It will alter the dynamic of the team and give us new impetus."

Turkington's appointment is bad news for outgoing Team PSP driver Shaun Watson-Smith, who had been in the running. His best chance of a works seat could lie at Turkington's current team, WSR, if it is able to convince MG to renew its backing.



Turkington politely sits behind Muller at Snet. A sign perhaps?



# BEAT JENSON TO THE NEWS...



# Daewoo set for WTCC

**D**aewoo is on course to become the next car manufacturer to sign up to compete in the new-for-2005 World Touring Car Championship.

The South Korean company is believed to be the sixth car maker series boss Marcello Lotti stated was poised to join the five other manufacturers which will have an involvement next season (see Autosport, July 1). The General Motors-owned brand would line up with Alfa Romeo, BMW, SEAT, Peugeot and Ford in a series that has grown out of the European Touring Car Championship.

The deal for Daewoo to launch its first major motorsport programme is understood to already to be in place. Series sources suggest an announcement is likely as early as this month.

Daewoo is understood to be

joining the WTCC with a full factory team of two or three cars run by a British race organisation well known in touring car circles. Prodrive and WSR are both believed to have talked to the South Korean manufacturer's European representatives, but the deal is believed to have been given to RML, formerly known as Ray Mallock Limited.

No comment was available from RML, which won the 1995 and 1999 British Touring Car Championships. It is believed that Daewoo is planning to use the Nubira model for its WTCC campaign. But it is unclear whether or not it will be the existing four-door model or a forthcoming five-door example.

Should RML be announced as the new team, it is also unclear if it would continue to run SEAT's programme in the BTCC.



An artist's impression of the Nubira. Look out, Alfa and BMW!

## DTM star Alesi hacks French street race

GRAND prix winner-turned-touring car star Jean Alesi hopes to bring the DTM to the historic city of Avignon in the south of France.

Alesi, who has won three DTM races for Mercedes, will meet with city officials this week to discuss his

proposal for the series to race on a street circuit. The backdrop would be the famous St Benezet bridge, which spans the River Rhone.

"I will meet the Mayor of Avignon and will show him the route of the circuit and the costings," said Alesi.



The St Benezet bridge could be shaking to the sound of the DTM

"The track would be like Norisring, with two hairpins and two chicanes, and we want to create a real festival atmosphere. I think it would be a fantastic event and the French public would be very receptive to it. I have received a good response from [series organiser] Hans Werner Aufrecht, so I'm hopeful."

Mercedes motorsport chief Norbert Haug acknowledged that spectator attendance is crucial to the selection of venues for the DTM, and that poorly-attended rounds such as Adria and Estoril may face the boot. "The races outside Germany are working well but we need to go where the spectators are," he said.

## Burt to race in Argentina

EX-JORDAN Formula 1 test driver Kelvin Burt will make his debut in Argentina's TC2000 touring car series next month.

Burt will link up with former Sauber Formula 1 racer Norberto Fontana for the end-of-season round at Buenos Aires on October 31. The deal to race in the TTA Toyota Corolla came about through Burt's long-standing friendship with team owner Sebastian Martino, who he has known since they raced together in the Japanese Formula 3 series.

"I've always wanted to go to Argentina and this was an excellent opportunity," said Burt. "But it won't be easy without any testing."

Burt will be joined in Argentina by British Touring Car Championship frontrunner Anthony Reid and former BTCC champion Rickard Rydell, who will be racing in Honda Civics.



Burt will join Fontana (above)

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# Champ Green in F1 test hunt



Green took the title, while main title rival Rosberg crashed out

Jamie Green is targeting a Formula 1 test drive after becoming the first Briton to win a full European Formula 3 championship by clinching the F3 Euroseries title at Zandvoort last weekend.

Green scored his fifth win of the season to wrap up the championship with four races

remaining. He is now 46 points clear of second-placed Alexandre Premat with just 44 still up for grabs.

A former McLaren Autosport BRDC Award winner, Green hopes to get his prize of a McLaren test later this year. "Nothing's arranged yet, but I think it's quite likely to be this year," he said. "To get an F1 testing role next year would be fantastic."

Green's cause was aided when his closest points rival, Nico Rosberg, suffered a high-speed brake failure that caused him to crash spectacularly in race one. Rosberg was held overnight in hospital for observation and was prevented from taking part in race two.

"When I hit the brakes at the end of the pit straight the pedal went to

the floor," he said. "My left-front brake disc had exploded and from there on I was a passenger and hit the barriers broadside. My knees are still very sore from where they bashed the monocoque, but I am okay."

Rosberg paid tribute to Green's season-long performance, during which he has scored 11 podiums in just 15 Euroseries starts.

"I want to congratulate Jamie on his season," said the son of former Formula 1 champion Keke Rosberg. "He has been very consistent and that is how titles are won."

In 1987 Briton Dave Coyne won the F3 Euroseries, which was a short mini-series of races.

**How Green clinched it 70** →

## THE BIG NUMBER

# 6

THE NUMBER of racing laps that were covered in race one of the Formula 3 Euroseries round at Zandvoort last weekend. There were two prolonged safety-car periods before the race, which was scheduled for 19 laps, was red-flagged.

## Signature targets GP2 slot

LEADING Formula 3 Euroseries outfit Signature is aiming for a slot on the GP2 grid next season as a possible precursor to the team stepping up into Formula 1.

Team principal Philippe Sinault was among the prospective team owners who attended the official presentation of the GP2 car at Paul Ricard yesterday (Wednesday). If he

can be convinced by the financial viability of the new Renault-backed replacement for Formula 3000, he intends to graduate to the grand prix support series next year.

"If we have the right budget and the right drivers I would like to do GP2," said Sinault. "The team has to move forwards and I think over the next few seasons there will be some big changes in F1. We need to be in GP2 to allow the team to grow and to get more experience."

Sinault said he had no drivers lined up for the series, but the team's current F3 star, Nicolas Lapierre, wants to race in the new championship.



Lapierre has had success with Signature in F3. More in GP2?

## Mawer lands T-Sport drive for Spa

AUSTRALIAN Barton Mawer will take over Karun Chandhok's T-Sport drive at Spa's British Formula 3 Championship round this weekend.

Mawer, who completed half the season in the Scholarship Class with Performance Racing, is not expected to step out for the finale at Brands

Hatch, where T-Sport could reunite with its 2003 driver, Steven Kane.

Alan Docking Racing will run Briton Adam Smith in its Scholarship class car in Belgium. Smith, runner-up in last year's Formula Palmer Audi series, has been out of racing since then due to a lack of funding.

## Giammaria back in F3000

RAFFAELE Giammaria will return to the FIA Formula 3000 International Championship for its final ever race at Monza this weekend in place of Nico Vandenbrouck at Team Asuncinaga. Giammaria, who has eighth in the championship, lost his seat at AFZ on

the eve of the previous round at Spa, but the Italian has now secured enough funds to return.

Belgian teenager Vandenbrouck has been forced to miss the race after failing to raise sufficient sponsorship to take part.



Giammaria: F3000 finale seat



# Pit & Paddock

International news round-up

## ALL-SOUTH AMERICAN F3 ENGINE ON TRACK

Reigning TC2000 champion Gabriel Ponce de Leon gave the Berta Formula 3 engine its first track test at the Alta Gracia circuit last week. The unit, installed in an Amir Nasr/Castroneves team Dallara F301, has been designed and built by Argentinian engine expert Oreste Berta. An initial batch of 20 engines is being manufactured and should equip all SudAm F3 Championship cars next year.



The Berta motor has had its first run-out

## CONWAY'S SPA F3 HOPES

Recently-crowned Formula Renault UK champion Mike Conway's chances of making his British Formula 3 Championship debut at Spa this weekend were rated as "70/30 against" by his Fortec Motorsport team boss, Richard Dutton, as Autosport went to press. Conway, who shook down one of Fortec's cars last Monday, is only willing to race if he has sufficient testing.

## NEGRAO WILL RACE FOURTH CARLIN ENTRY

Brazilian Xandinho Negrao has been confirmed as an addition to Carlin Motorsport's British F3 line-up at Spa. The South American F3 series points leader has been testing for the squad during this season.

## BRAZILIAN F3 ROLL OF HONOUR

Last week we asked if you could name all 21 Brazilians to have won in British F3 since 1979. They are: Chico Serra ('79); Raul Boesel ('81); Roberto Moreno ('81/'82); Ayrton Senna ('83); Mauricio Gugelmin ('85); Maurizio Sandro Sala ('86); Christian Fittipaldi ('90); Rubens Barrichello ('91); Gil de Ferran ('91/'92); Oswaldo Negri ('92); Ricardo Rosset ('94); Helio Castroneves ('95); Gualter Salles ('95); Cristiano da Matta ('95); Mario Haberfeld ('97/'98); Enrique Bernoldi ('97/'98); Luciano Burti ('98/'99); Antonio Pizzonia (2000); Nelson Angelo Piquet ('03/'04); Danilo Dirani ('04); Lucas di Grassi ('04).

## LOCAL DRIVERS GET BAHRAIN GRID SLOTS

The Bahrain international Formula 3 race in December will allow for up to four local drivers, following the usual pattern for Macau. "It might not be as many as four," said international F3 race coordinator Barry Bland. "We don't want to put just anyone in the race."

## ELLIOTT WANTS MORE RACE OUTINGS NEXT YEAR

Bill Elliott has said he wants to run more races in the 2005 NASCAR Nextel Cup. The series legend has run a limited campaign this year, but showed his pace remains when he qualified third for last weekend's California Speedway race. "I just get a little rusty," said Elliott, who is only doing a few '04 rounds. "Ten to 12 races is my goal. For this year I've not really done enough."

## HAMILTON JR JOINS PPI FOR REST OF 2004

Bobby Hamilton Jr took over at PPI Motorsports in the Nextel Cup at California Speedway. He will stay in the Chevy for the rest of the year, although previous incumbent Ricky Craven will have one further drive in New Hampshire.

## TEAM DYNAMIK FACES ENQUIRY

Australian V8 Supercar squad Team Dynamik is in hot water with its governing body, the Confederation of Australian Motor Sport. The team is alleged to have run Simon Wills at the Woomera airfield near Adelaide, which would be a breach of the series' testing regulations. The rules state that a team may only complete six days' testing at a nominated circuit, which is Mallala in the case of the Adelaide-based team.



GETTY IMAGES

Dynamik is alleged to have tested secretly

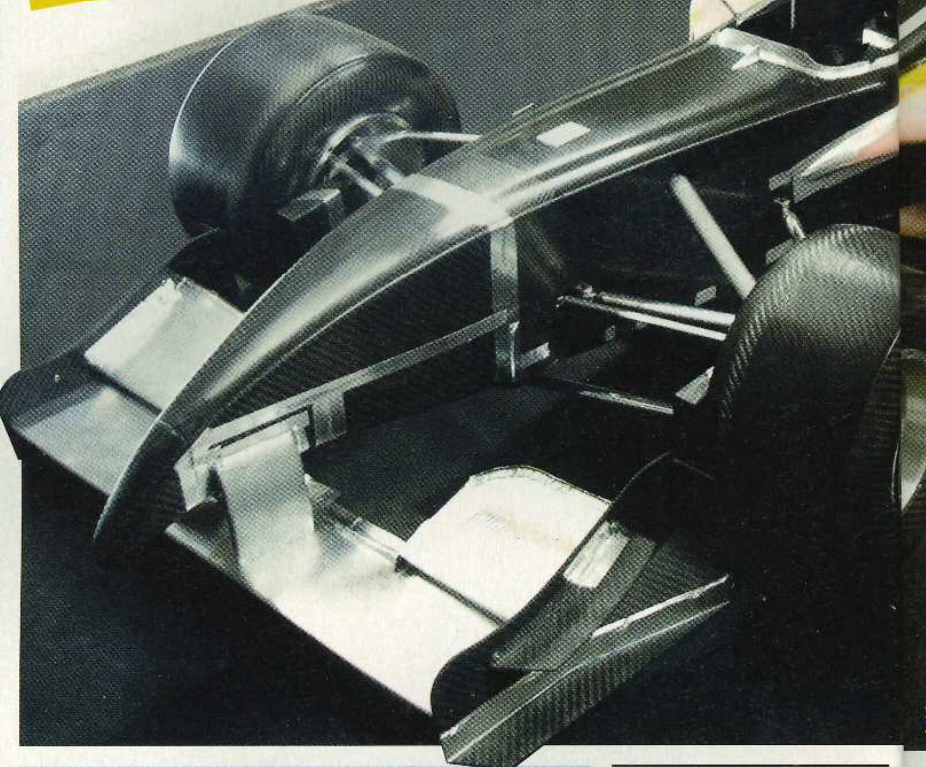
## On the box

This weekend is something of a feast for anyone with an interest in motorsport. Topping the bill are two of the sports classics, the Spa 1000km and the Italian Grand Prix at Monza. Both go out live on television, with the sportscar race kicking off at midday on Sunday (Motors TV) and the Grand Prix on air from 12:10 on ITV1. If you're not too square-eyed after all that, there's also a full suite of bank-entitled seat-of-the-pants racing. Champ Cars start at 2:00 on Motors, and the usual UK Top Gear Sports 2.

Listings

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# Autosport FIRST PIC



## Carpentier aims for IRL

CHAMP Car race winner Patrick Carpentier looks set to switch to the rival IRL IndyCar Series next year.

After eight seasons in Champ Car, the Canadian believes his future lies in the predominantly oval series.

"I have received some pretty

interesting offers from the other side, but nothing special over here," said the Champ Car veteran.

Carpentier has been linked to an expanded Chip Ganassi Racing line-up in the IRL, but Scott Sharp looks set for the team's third car next year.



Carpentier could call time on an eight-year Champ Car career

## Nine drivers vie for playoff places

NINE drivers will fight for the last four places in the inaugural Chase for the NASCAR Nextel Cup at Richmond this weekend, in the final round before the the cut-off is made.

The top six men have sealed their places in the 10-race 'playoff', while Kurt Busch in seventh is virtually assured of a spot. But there are just 76 points separating the next eight drivers, with 180 for a win.

After last weekend's race at the California Speedway, Mark Martin and rookie Kasey Kahne moved into the top 10. The biggest loser was Kevin Harvick, who has been in the top 10 all season but dropped back from eighth to 15th after finishing a lowly 28th.

## Chasing the Chase

Jimmie Johnson	3482pts
Jeff Gordon	3432pts
Dale Earnhardt Jr	3366pts
Tony Stewart	3304pts
Matt Kenseth	3253pts
Elliott Sadler	3204pts

<b>On the bubble</b>	
Kurt Busch	3183pts
Ryan Newman	3078pts
Kasey Kahne	3067pts
Mark Martin	3058pts

<b>Still in the hunt</b>	
Jamie McMurray	3033pts
Robby Labonte	3022pts
Dale Jarrett	3015pts
Jeremy Mayfield	3003pts
CW McHale	3002pts

## Aussie Besnard to race Champ Car

AUSTRALIAN V8 Supercar driver David Besnard has landed a one-off drive for the Surfers Paradise Champ Car race on October 24.

Besnard will join Kevin Kalkhoven's PKV Racing squad for the Australian event after Toyota Atlantic driver Josh Hunt pulled out.

Besnard, who drives a Ford Falcon for the WPS team, has overseas single-seater experience in Toyota Atlantic from 1999.

Hunt, 19, has chosen to focus on another year in Toyota Atlantic rather than a one-off outing in front of his home crowd.



# Arena Zytek link

**M**ike Earle's Arena Motorsport squad is aiming to run the Zytek lightweight prototype in the American Le Mans Series finale at Laguna Seca next month, ahead of a full programme in Europe in 2005.

The owner of the short-lived Onyx Formula 1 team of 1989-90, whose squad then ran Audi R8s at the Le Mans 24 Hours in 2001 and '03, has made no secret of his ambition to return to sportscars.

A Le Mans project for this year with a Mugen-powered Dome failed to come to fruition, but now Arena is moving towards a deal with Zytek.

Earle, whose team has been Honda's representative in the British Touring Car Championship for the past three seasons, said: "We are always looking at sportscars and we'd like to put something together for the Le Mans Endurance Series and the Le Mans 24 Hours for next season."

"It makes sense to do a race this year, but we can't do anything before the BTCC season is over. That rules out Petit Le Mans [at Road Atlanta]."

One potential driver is former Le Mans winner Stefan Johansson, who raced the Arena-run Gulf Audi

in '01 and who made a one-off appearance in the Zytek 04S at Monza this year.



**Earle**  
Sportscars

Trevor Foster, boss of Zytek's chassis division, said: "We're trying to conclude a deal with Mike so that the car will be at Laguna and there is also dialogue about '05."

● The Creation Autosportif squad has firming up its plans to run its DBA chassis, the forerunner of the Zytek, at Petit Le Mans on September 25. Nicolas Minassian and Jamie Campbell-Walter will race the car, possibly with a third driver.

## WTCC to get star billing

THE new World Touring Car Championship is set to take top billing over the FIA GT Championship at the meetings they share next year.

The European Touring Car Championship, which attains world status for next season, has had equal ranking since the revived series joined the Eurosport-backed SuperRacing Weekend package in 2002. Now Eurosport, which is a shareholder in SRW, is pushing for a greater emphasis on touring cars.

WTCC boss Marcello Lotti said: "Now we are a world championship we can't stay at the same level as the GTs. We have to be the main event."

Lotti claimed there was no ill-feeling between him and FIA GT chief Stephane Ratel, but it has emerged that the Frenchman is stepping down from his role as general manager of the SRW organisation. Ratel and Lotti denied that the reorganisation was linked to a potential split.

There will be only seven common WTCC/FIA GT dates in '05 and the two series will not race together outside Europe or in Spain, which the touring cars need to visit due to the involvement of SEAT.

## Ballast could be doubled

THE maximum amount of success ballast could be doubled on the introduction of the World Touring Car Championship.

No more than 40kg can be accrued by a driver in the European Touring Car Championship, but the organisers have proposed raising that to 60 or even 80kg next season.

Series organiser Marcello Lotti said he had come up with the idea because the current system is not working. This has been illustrated by drivers, including Britain's Andy

Priaulx at Donington Park, winning with 40kg on board.

Priaulx, who likes the existing system, said: "What we have now works well, so why change it? I concede that I won with 40kg, but that was with the benefit of starting from pole on the reversed grid."

The new proposal also includes scrapping the two-tier system by which ballast is gained according to championship position and a driver's results from the previous race weekend.

Superfund has released images of the windtunnel model of the chassis which will replace the Euro 3000 Series next year

## QUOTE OF THE WEEK

**"I'm racing at Spa and the Nurburgring-Nordschleife on one weekend. How cool's that?"**  
**Phil Bennett**

The former tin-top star on a dream weekend driving a BMW in the Langstreckenmeisterschaft on the old 'Ring on Saturday and a Saleen in the LMES race at Spa on Sunday

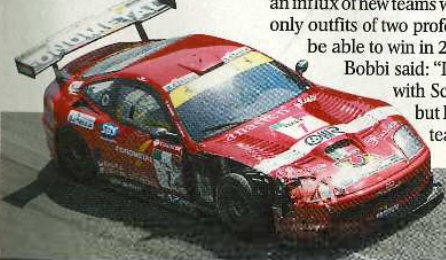


## Bobbi/Gollin to team up

SCUDERIA Italia Ferrari drivers Matteo Bobbi and Fabrizio Gollin are aiming to team up in the FIA GT Championship next season.

Bobbi and Gollin have won races this year with their respective teammates, pay drivers Gabriele Gardel and Luca Cappellari, but believe that an influx of new teams will mean that only outfits of two professionals will be able to win in 2005.

Bobbi said: "I want to stay with Scuderia Italia, but I need a good team-mate."



Bobbi and Gollin still want to team up, despite clashing at Imola

## Goossens gets Lister LMES call

THE British Lister team has called up sportscar stalwart Marc Goossens to drive its Chevrolet-engined prototype at Spa this weekend.

The 32-year-old Belgian has been signed to drive alongside Briton Justin Keen in the Le Mans Endurance Series finale. He replaces Rob Barff, who made a one-off appearance with the team at the Silverstone LMES round last month.

Goossens, a former Cadillac factory sportscar driver, said: "Lister is a good team and has a lot of potential. I'm looking forward to being back in a prototype for the first time since Le Mans 2003."



Tarquini won twice at Imola on Sunday. That'll be 80kg please

## Sebah: all you need is Lieb

THE British Sebah team has lent Porsche factory driver Marc Lieb for its attempt to win the Le Mans Endurance Series class title at Spa this weekend.

Sebah has claimed a pair of GT class podiums in the previous two rounds and is in the running for both the drivers' and teams' crowns at the series finale. Lieb has been brought in to share with Xavier Pompidou.

Sebah boss Hugh Hayden said: "We wanted the strongest line-up possible for the finale. Xavier is flying at the moment and is second in the points. We wanted to give him every chance to win it. That's why we have brought in Marc."

## Jones steps into Maassen's seat

Britain's Adam Jones has been chosen to replace Porsche factory driver Sascha Maassen in the British American Motorsport team for this month's Petit Le Mans enduro.

Maassen is switching to the works Alex Job Racing Porsche squad for the American Le Mans Series round on September 25 as planned. He suggested that the team replace him with Jones, his partner in the Le Mans Endurance Series in Europe.

Jones will share with Lucas and amateur Leo Hindery.

# Ryan Lewis 2004 Avon Tyres British Formula 3 Scholarship Champion



Esso Print



T-SPORT

# RL/F3/04



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14 fastest laps



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# First run for Citroën's next

This is the first picture of Citroën's all-new C4 World Rally Car, which began its test programme at a track near the firm's Paris headquarters last week.

The C4 is expected to contest its first round of the world championship in the second half of 2005. The first C4 WRC was driven for a day in Versailles by a member of the test team, as WRC drivers Sebastien Loeb and Carlos Sainz were still in Japan.

Nobody from the team was prepared to comment officially on the first run for the new car, but sources suggest certain key parts on the C4 have already been extensively bench tested with positive results.

Sainz's future in the Citroën team will become clear this week, as the double world champion will make his mind up about whether

he wants to drive next season. "I'm not saying whether I am thinking about staying," he said, "but the contract says I have to decide before the end of the week, so that's what I'll do."

Shortly after Sainz's record-breaking 26th world championship win in Argentina, he said he would be making an announcement about his future in September. Should he remain in a full-time WRC seat, next season would be the Spaniard's 17th full year at the highest level of the sport.

There was speculation in Japan last weekend that Sainz will stay at the team, but with a much reduced programme. Sources have suggested that he will carry out some of the test work on the C4 WRC and then tackle selected rounds of the championship later in the year. Sainz declined to comment on these suggestions, however.

## Duval denies rumours of Citroën deal

FRANCOIS Duval insists he has not signed for any other team - despite an early release from his Ford contract and strong rumours linking him with Citroën.

Ford let the young Belgian go last week as uncertainty over its 2005 world championship programme continued. But Duval's manager has pointed out that nothing can be signed with Citroën until the team's principal Guy Frequelin and current driver Carlos Sainz have decided whether they will continue their alliance into a third year.

Duval said: "I could be driving for any team next year. I hope it will be Ford. I have enjoyed my time with

the team and it would be good to carry that on."

The Belgian denied he would prefer a move to a French-speaking team. "I'm not bothered - I have no preference about that," he said.

Subaru is also thought to be in the running for Duval's services, but team principal David Lapworth said his focus remained on Mikko Hirvonen. "Francois is 12 months ahead of Mikko," said Lapworth. "His added experience means he stands a better chance of getting on the podium, but that kind of experience comes at a cost. Mikko is on schedule for his programme and we're in no rush to make any decisions."

**Autosport  
FIRST PIC**



## Worries for Gronholm

DOUBLE world champion Marcus Gronholm has admitted he has concerns about the performance of the Peugeot 307 WRC for 2005.

Gronholm's chances of winning last weekend's Rally Japan were hampered by transmission troubles and team-mate Harri Rovanpera hit similar glitches.

"At the moment it is really not easy," said Gronholm. "All of the time we are working, working at the tests, but we are just getting to sort the problem out when another one comes or the old one comes back. It is frustrating, but at the same time I have made some mistakes. There have been times when we could have scored points but I went off."

He added: "Next season is coming very quickly and we don't have much time left to sort things out this year. From now until the end of the season it's rally, rally, rally, so yes, I am concerned about the start of next year."

## Makinen back in action

FOUR-times world champion Tommi Makinen made a rare appearance on the stages during last week's Rally Japan.

The Finn drove a 2005-specification Group N Subaru Impreza WRX as course car on the rally, using the outing to promote

his own Tommi Makinen Racing concern and to offer Subaru development feedback.

Makinen said: "It was good to get back out again. The car felt very good. It's not often that you can feel a difference when a new Group N car comes, but you can with this one."



Makinen shook off the cobwebs to clear the Rally Japan route.

## Japan 'sets new standard'

RALLY Japan has set a new standard for the World Rally Championship, according to the sport's television boss Simon Long.

The event made a successful debut in the series last weekend and has cemented its position in the calendar for future years.

Long said: "The organisers put on a fantastic show. Asia is a very important area for the sport and Rally Japan has brought the WRC to a new territory and shown it off as the vibrant and exciting sport it is. The organisers of this event can stake a claim to be the new gold standard of the championship."

The only criticism of the Obihiro-based event was centred on the lengthy road sections on legs one and two. On this subject, Subaru team principal David Lapworth said: "If the long road sections are the price to pay for running a rally like this in Japan, then it's certainly a price worth paying. It's been a fantastic event run by tremendous & enthusiastic people."

Lapworth added that the standards achieved by Rally Japan - and fellow WRC newcomer Rally Mexico, which ran earlier this season - should have implications for other events, including long-standing rounds on the calendar.

"It should make some of the others sit up and take notice," he added. "Japan was as good as any event running and better than some of the others who have become complacent. This should be a wake-up call to them."

The Japanese manufacturer provided the dream result for the home fans as Petter Solberg and Phil Mills brought their Subaru Impreza WRC2004 home to win the inaugural event.

Mills said: "It was a great honour to win this rally in Japan in a Japanese car. I guess the only reminder of pressure was when somebody told us that there were only 135 million Japanese people expecting us to win!"

Rally Japan report

34

# WRC challenger



## Martin does Pug '05 deal

AFTER months of speculation about his future Markko Martin has signed to drive for Peugeot in next year's World Rally Championship, ending a three-year association with Ford.

No official announcement has been made by the French team and Martin himself has declined to comment on his future, but Autosport understands that he has already signed a deal that will take him to Peugeot as joint number one driver with double world champion Marcus Gronholm.

Although Peugeot has been Martin's most obvious choice for some weeks, he is known to have discussed the possibility of a return to Subaru or a seat at Citroën. Team chiefs at his present employer knew that they would lose their number one driver shortly after salary negotiations began, since Ford's budget was likely to be cut even before it decided not to contest the full calendar in 2005. That move is set to make the WRC even more of an employers' market.

Gronholm has admitted that he has heard a lot of talk about Martin joining him in next year's 307 WRC line-up. He said: "Markko is okay - good. For me it's not a problem, but they [Peugeot] still haven't told me what is happening."

Peugeot's second regular loose-surface driver Harri Rovanpera has yet to be contacted about being retained for next season.

"Of course I would like to stay," said Rovanpera. "Normally we would have started talking about this soon after Finland, but so far there is nothing. If I don't get anything with Peugeot then I have to start to look around, but I definitely want to keep driving in the sport. A lot depends on which teams have spaces."

### What they said...

#### PETTER SOLBERG

"I would like to thank everyone on the rally for everything. This rally was very well organised. You see the support; the flags and the banners with all the drivers' names on - it's just incredible. I can't remember such passion for rallying."

#### MARKKO MARTIN

"It was a good event, but I think everyone can improve. Japan has supported the WRC for so long and we have never come here to do any rallies, so it was a great move. The roads were okay and the organisation was good, but the road sections were 100km long, and when you are having to do between 50 and 60kph, that can seem like a long time."

#### SIMON LONG, ISC

"I know some people are a little surprised at the way this event has turned out. I'm not. I am privileged enough to have worked behind the scenes with the organisers in the run-up to the rally. I've seen as excitement and the passion."

## Special Stage

International news round-up



Porsche's new rally car will be seen in action from next season

**PORSCHE LAUNCHES RALLY 911** Porsche is launching a one-make series for its new rally-specification 911 car (above). The 380bhp machines will see action on the Belgian Championship scene and their outings will thus be restricted to sealed-surface events. The cars use a Supercup-trim exhaust system.

**JAPAN GETS TOP ENTRY** The 111-car entry for last weekend's Rally Japan was the biggest in this year's World Rally Championship. Only eight of the cars were entered by manufacturers. The event was not a Junior or Production car round, so the vast majority of competitors were Japanese.

**PEUGEOT WANTS THREE TO SCORE** Peugeot's sporting director Corrado Provera has called on the sport's governing body, the FIA, to return to three possible points-scoring cars on all rounds of the World Rally Championship. Provera pointed out that the SupeRally concept, designed to keep cars running in the championship even if they retired early, had proved unpopular and a third manufacturer entry all round would ensure the number of cars remained high.

#### PETTER SIGN RIOT

The Obihiro police force's crowd control capabilities were tested on Rally Japan last Thursday, when the barrier holding spectators back from Petter Solberg broke under the sheer weight of numbers. Policemen were forced to link arms to keep the fans away from the world champion.



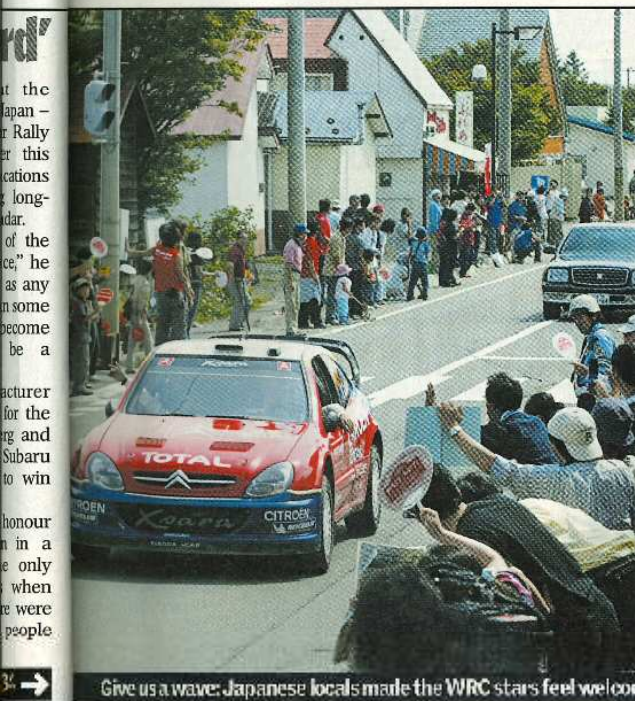
Know what Beatlemania was like? This Norwegian would. And his bird can sing

**TEAMS LIGHT UP** Last week's Rally Japan was the first round of the WRC ever to run a light-fitting zone. The cars had run through the main stages in daylight on legs one and two, but when they arrived back in Obihiro for the superspecial, it was dark enough to warrant spotlights, which were left in an allotted area by a team member and then picked up and fitted by the crews.

**SINGH BAGS ASIA-PACIFIC SPOILS** Former Production Car world champion Karamjit Singh won the Rally Japan Asia-Pacific Championship round last weekend. The APC qualifier ran on legs two and three of last week's Obihiro-based WRC round. Singh's Proton Pert, run by British team MEM, was challenged by Suzuki Ignis driver Chris Atkinson, who led initially but dropped to second place with a puncture.

**NEW SUZUKI HITS THE STAGES** Suzuki ran a Group N Ignis Sport for the first time ever on last week's Rally Japan. The firm has received a lot of interest in the car, which was homologated on July 1, and expects to sell them across the world. "It's basically a road car with a roll cage in," said a spokesman for the firm. "But it's a very competitive package and a good car to drive. I think it will be very popular."

**RALLY JAPAN TAKES A FLY-ER** Last week's Rally Japan wasn't popular with everybody in the country. Prior to the running of Japan's first ever World Rally Championship round, one environmentalist worked out exactly how many insects would be killed by the competing cars, and then worked out what effect this would have on the food chain, before sending his work to the authorities.



Give us a wave: Japanese locals made the WRC stars feel welcome

# Suzuki retains Junior team

**S**UZUKI Sport's 2005 Junior World Rally Championship team will remain the same as this season, following strong performances from all four of the Ignis drivers.

Britain's Guy Wilks currently drives alongside Italian Mirco Baldacci, Swede Per-Gunnar Andersson and Finn Kosti Katajamaki. All four drivers were signed on one-year contracts, with Suzuki retaining an option to retain the drivers for a second season. Andersson took the top slot on Rally Turkey and Finland, while Wilks won JWRC on this year's Acropolis Rally.

Risto Laine, who manages the Milton Keynes-based Monster Sport Europe outfit that runs Suzuki's campaign, said contracts had still to be signed, but he admitted that there were no plans to alter his line-up.

"This year, the team has been so competitive," said Laine. "I can't

think why we would like to make any changes or where we would start in trying to decide who to keep and who not to keep. In previous years we have changed the drivers at the end of a season, but that was more to do with them either reaching the age limit or receiving an offer to drive for a WRC team."

Laine added that he was hoping to add further world championship outings to Suzuki's Junior World Rally Championship programme next season.

"We did Rally Japan for obvious reasons," he said. "But it would be good experience for the team and for the drivers if we could get out on more than the eight JWRC rounds."

The four drivers could also get the opportunity to test Suzuki's forthcoming World Rally Car, which is under development ready for a potential entry into the championship in 2006.



The Suzuki squad of (l-r) Baldacci, Katajamaki, Andersson and Wilks

## Mexico to join JWRC

The proposed calendar for next season's Junior World Rally Championship will take crews in the 1600cc-only formula to a long-haul rally for the first time in the category's four-year history, as participants are expected to take part in Rally Mexico.

The season will start, as usual, in Monte Carlo, move on to Mexico and then travel to Italy, Acropolis, Finland, Germany, Corsica and Catalunya.

The revised schedule means Turkey (which proved unpopular because of its similarity to Greece) and Britain have been dropped.

## Kankkunen returns to contest Dakar

FOUR-TIME world champion Juha Kankkunen will return to Rally Raid driving on the 2005 Telefonica Dakar.

Kankkunen, 45, will drive a Volkswagen Race-Touareg; his co-driver will be long-time WRC partner Juha Repo. The pair will contest the

UAE Desert Challenge, the final round of the FIA World Cup, from October 11-15 as a warm-up.

The Finn, who won the Telefonica Dakar event in 1988 and has already tested the VW, said: "We want to learn in Dubai and fight at the front

in Dakar. During my first test in Turkey I was pleasantly surprised at just how well the car handled."

He will be partnered at VW by two other former Dakar event winners, Jutta Kleinschmidt (2001) and Bruno Saby (1993).

## Solberg targets five more victories

REIGNING world champion Petter Solberg has admitted he needs to win all five of the remaining rounds of this year's series to stand any chance of retaining the crown he secured on Rally Great Britain last season.

Solberg's victory in Japan last weekend moved him up into second

place in the standings, 30 behind Sebastien Loeb, and brought the Norwegian his first points since Turkey back in June.

Solberg said: "We have the same motivation as Sebastien, but for us to catch him we have to win them all and Sebastien has to be unlucky."

BRC LATEST...BRC LATEST...BRC LATEST...BRC LATEST...BRC LATEST...BRC LATEST...BRC

## Retirement dents Milner's title hopes

JONNY Milner has admitted that his hopes for a third straight British Rally Championship crown are all but gone after his retirement from last weekend's Ulster Rally.

The Yorkshireman was lying sixth overall and second in the BRC points when he slid off and got stuck in a ditch at the start of day two. By

the time co-driver Nicky Beech had found enough spectators to push the car back on to the road, the pair had exceeded the permitted time limit.

Now Milner is battling to get the budget together to run his Impreza on next month's Trackrod Rally. He said: "You'd be a brave man to bet I could win the title now. We're still

working on a deal for Trackrod. I want to be there in the Subaru, but it's looking difficult."

David Higgins still leads the BRC points after finishing ninth in Ulster despite mechanical problems on his Hyundai Accent. Ford Focus drivers Austin McHale and Matt Wilson are second and third in the standings.



Former Irish Tarmac champion Andrew Nesbitt broke three ribs on the Ulster Rally, hitting a bank heavily shortly after a puncture forced him to fit an intermediate tyre to his slick-shod car

## McGarrity will appeal charge of illegal recceing

DEREK McGarrity has lost his lead in the Irish Tarmac Championship after being excluded from last weekend's Ulster Rally for illegal recceing.

The Northern Ireland Motor Club issued a statement on the eve of the Armagh-based event to say that McGarrity and co-driver Dermot O'Gorman had been excluded from the competition at a stewards' meeting, but would be permitted to run in the rally under appeal.

The statement said that the stewards were satisfied the crew had contravened one of the regulations "by driving over part of a special stage before the start of official reconnaissance".

It added that the pair had appealed to the International Sporting Code, and would therefore

be allowed to drive in the rally, but would "not be included in the official classification, results, prize-giving and podium ceremonies".

McGarrity denied the charges levelled, saying: "There is a recce infringement which has reported that we were in the vicinity of a stage. It wasn't illegal recceing."

Unofficially, McGarrity's Subaru Impreza finished third in the event and he must now wait 30 days for the appeal hearing to see if he will be reinstated in the points standings.

His exclusion means he is now tied on points at the top of the ITC table with Eugene Donnelly, who finished second in Ulster.



Appealing

Ulster report 83 →

# Star letter

Oi, Bernie, is Goodwood too Sussexy for you?

## Golden oldies

Here's a request for Lord March. Please invite Max Mosley and Bernie Ecclestone, and their heads-in-the-sand team bosses (with the notable exception of David Richards), along to next year's Revival meeting at Goodwood.

Those of us privileged enough to be at the meeting last weekend were treated to the best in motorsport that it is possible to see. We enjoyed close racing between a huge variety of cars, with overtaking galore and the wonderful sight of Grant Williams power-sliding his Jaguar through Woodcote and other corners.

The drive by Rae Davis in his A35 to defeat Grant Williams in the far more powerful Jag will live in my memory forever, particularly over the final corners as they both bore down on an MC Magnette through Woodcote. We also had sportsmanship of the highest order when Grahame Bryant and Bill Shepherd, despite problems with their own engine, went to the aid of another Cobra team.

Rene Arnoux emotionally summed it up at the prize-giving ceremony when he said that cars in museums are dead; this was the way to admire them and that he will be coming back next year.

Please can Formula 1 take note of how this event aims to please not just the team bosses but also the drivers and fans as well. Take note, Mr Ecclestone - it can be done.

Alastair Graham

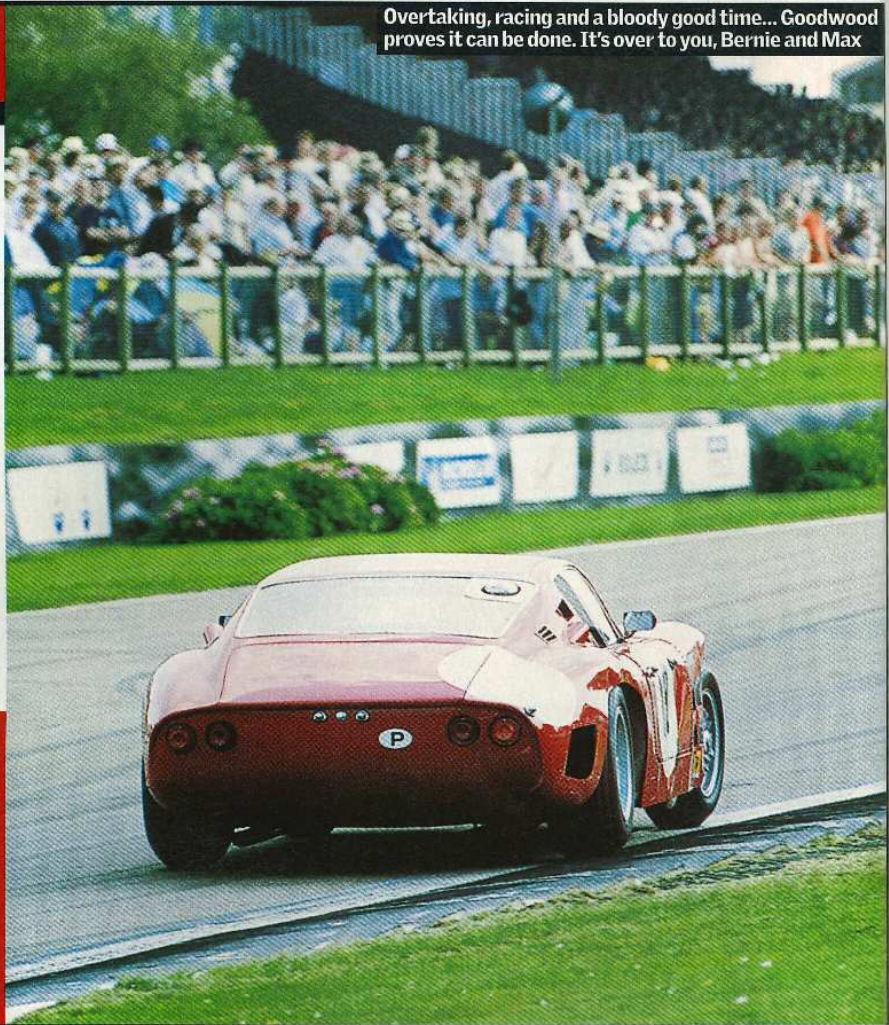
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Overtaking, racing and a bloody good time... Goodwood proves it can be done. It's over to you, Bernie and Max

## Super Solberg

After such an enormous accident in Germany, it was fabulous to see Petter Solberg in such stunning form as he won the first Rally Japan. The fact that just weeks after such an incident Petter was able to drive at such a high level speaks volumes for his talent, his confidence in co-driver Phil Mills, and of the strength of his

Impreza. To win on Subaru's home ground must make it even sweeter.

As for the event itself, it has to be said Rally Japan was a superb event, and a very welcome addition to the WRC calendar. The course was quick but safe (take note, Germany) and, although the crowds were huge, there were no problems (take a hint, Spain!)

Kirsty James  
Berkeley

## Bad attitude

I was disappointed by the attitude of Nelson Piquet Jr when he was asked to drive at the Goodwood Revival (Autosport, September 2).

As an enthusiastic racer of an MG Midget in MGCC championships for 15 years I would sell my soul for an opportunity to drive at what must be the best historic festival in the world.

And as for his comments that his appearance in the Porsche Cup at Silverstone was "racing against real drivers on a big track", it would be interesting to hear what Rae Davies and Grant Williams or Frank Sytner, Ray Bellm or Simon Hadfield would have to say following their crowd-thrilling performances.

I'm sure the 100,000 crowd that attended over the weekend would

agree that the Revival can survive without the likes of Piquet Jr.

Jeff Culklin

By e-mail

**AUTOSPORT SAYS:** It's a great shame when today's stars don't respect history - but, then again, how many of yesterday's stars made it to the top by being in awe of their forerunners?

## Bamber's view



Plenty of you wrote in applauding Petter Solberg's and Phil Mills' efforts on the inaugural Rally Japan



## A question of cash

I must raise a question on James Attwood's latest article. Last time around, I held my tongue when reading his piece on the Olympics, in which he extolled the concept of stars such as Schumacher and Button competing for their countries and for gold medals. Clearly, in all the hours Mr Attwood spent watching the 2004 games, he did not pick up on the fact that paid professionals are not allowed to take part...

This week we learn that, "among [Alex Zanardi's] many gifts to the motorsport world was the donut". Can this really be true? Memory plays tricks, but I am sure I recall Uwe Alzen being censured by Porsche Supercup officials for performing victory donuts years before. And I wouldn't be surprised if rallying fans told me their heroes had been indulging in such celebrations for even longer still.

Perhaps the answer lies in making synchronised donut-spinning an Olympic sport?

**Jamie Willis**  
By e-mail

**ATTWOOD SAYS:** Professionals are allowed to take part in certain Olympic events (basketball and football, for example) so long as they're not paid for taking part in the Games. On the Zanardi front, it is perhaps more accurate to say that the Italian 'popularised' rather than 'invented' the donut.

## Five-stars, it ain't...

Bernie should really stop bitching about Silverstone.

I arrived at a Spa campsite on Thursday. My mistake, it wasn't a camp site, but a field with a single portable loo! Showers? Yes, at the race circuit, but they were only open on the day of the grand prix!

And the facilities at the track weren't that much better, either. Walking around, some areas had no paths, just mud! The bridge to the support paddock resembled a pond. The toilet facilities were non-flushing portable loos. The roads around the

track after race day were jammed and the parking fields reminded me of Silverstone a few years ago.

But would I go again? You bet! The Spa-Francorchamps circuit is truly awesome, and getting to see the F1 cars in the rain in pre-qualifying was superb. Unless you've been to Spa you really can't appreciate how steep the cars have to go around there.

**Jackie Perry**  
By e-mail

## Master stroke

Wow, at last! This is the first time I have had to run around the room shouting - the Grand Prix Masters series sounds fantastic. What a change to the boredom that F1 has become. Mr Ecclestone will be banging down their door for the TV rights to this one!

This has to be the best spectacle ever planned for F1 nuts such as myself, to see former stars race in identically-powered cars fight it out.

How exciting it would be to attend one of the events. Imagine all those stars racing - yes, racing - against each other to find out who has the best skills, not the best car. This is what I - and the rest of the public - have been crying out for to see.

**Mark BW McDermott**  
Richmond

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## SOUND BITES

If drivers in F1 and the IRL keep driving out of the pits with their fuel nozzles still attached, why not place a mandatory engine drive cut-off switch in the nozzle receptacle? The driver then won't be able to drive away while he's still attached to the fuel rig.

**Adam Barber**

By e-mail

The 'Greatest Crashes' feature in the recent magazine is not the kind of journalism that I expect from Autosport. The feature had no merits that I could see (such as a discussion of increased circuit safety, car design, etc). Furthermore, I hope that this crass and sensationalist feature was merely a one-off misjudgment, as opposed to a indication of how the features in Autosport will develop.

**Mark Barry**  
By e-mail

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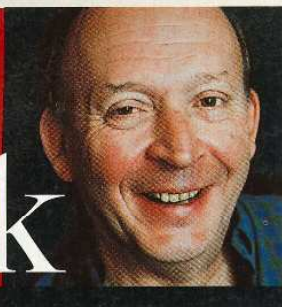
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# Nigel Roebuck

FIFTH COLUMN



## "Goodwood attracts drivers who always loved racing for the sake of it"

## Reviving old classics

There is a line in *Grand Prix* – for all its shortcomings, still the best movie ever made about motor racing – that made me smile the first time I heard it, in 1967, and never fails even now, 37 years on.

Scott Stoddard, team leader of Jordan-BRM, is at his mother's opulent country house. In the sitting room hangs a painting (by Michael Turner) of Stoddard's brother, world champion in 1958, then later killed in an accident.

Scott himself is recovering from a huge accident at Monte Carlo, and decides, while visiting his mother, it would be a good plan to have a run around the grounds in his late brother's championship-winning car, which still resides in the garage.

"Roger," he says gravely, before climbing painfully aboard, "had some very big days in this car," and that was strange because nobody else ever did. This was a Lotus 16, dubbed the 'mini-Vanwall', which made its debut at Reims in 1958, then raced all through '59, and never achieved anything along the way.

Given that he was a genius, and perhaps the greatest innovator in the history of the sport, Colin Chapman was strangely slow to follow John Cooper's lead: for 1960, he finally accepted that the right place for the driver was in front of the engine, came up with the 18, and won his first grand prix (at Monaco, by Stirling Moss in Rob Walker's privately-entered car). Thereafter, Lotus moved swiftly, inexorably, into Formula 1 legend.

Thoughts of Roger Stoddard and his Lotus 16 came back into my mind at Goodwood last weekend, as I watched Richard Attwood and Mark Hales do something with a Bizzarini it had never been known to do in its heyday: race. These two duly won the RAC TT Celebration race (for the second successive year), and most impressively, too, providing Bizzarini with a competition pedigree previously lacking. Indeed, my only previous Bizzarini memory was of Edgar Berney contriving to spin his car into a barrier at Le Mans in 1966 – and what made this the more remarkable was that it occurred within seconds of the start.



Goodwood allows racing enthusiasts to get close to the action like nowhere else



The Bizzarini finally gained some kudos by winning the RAC TT Celebration race

Back then, of course, the *Vingt-Quatre Heures* and some other long-distance sportscar races began with a 'Le Mans start', wherein the cars were lined up, tails close to the pitwall, and the drivers sprinted across the road, leaped aboard, fired up the engine, took off, and hoped for the best. Invariably there was some contact in these manoeuvres, but Berney was rare in making it into an accident, and managing to do it on his own.

At the time, Bizzarini was considered something of a joke, but in the context of the Goodwood Revival Meeting it is anything but. And as I watched the red car drifting – there's a word from the past – through Woodcote, I was very admiring of its drivers. It looked the kind of car that, as Richard Petty inimitably put it, "if you lose it, it stays lost..."

Like the Festival of Speed in July, the Revival Meeting was a complete advance sell-out, which was good not only for Lord March, but for everyone else, too: if you didn't have a ticket, there was no point in setting out, and therefore interminable queues were a thing of the past.

There is something about Goodwood, and its pair of annual events, that you either get, or you don't. If you don't, I feel sad for you, because it means that the heritage of our sport leaves you cold. Quite obviously, though, an enormous number of you do.

My old friend, Donald Davidson, an Englishman who has worked at Indianapolis since the mid-'60s and knows more about the 500 than any man alive, has often talked about the crowds drawn to the Speedway for its three events: the 500, the Brickyard 400, and the US Grand Prix. They are, he insists, *totally* different from each other, and he reckons very few folk attend all of them.

Makes sense, I suppose. Expatriate Italians, with their Ferrari banners, are about as thick on the ground at the Brickyard 400 as NASCAR buffs who can spell 'Barrichello', and of course there are many who think it sacrilegious that *any* race, other than the 500, should be run at the Indianapolis Motor Speedway and would not contemplate going near the place any time but May.

Similarly, a Goodwood crowd – either for the Festival or the Revival – is not like any you encounter at a grand prix. No 'casual F1 fans' here, but rather enthusiasts of motor racing,

whose knowledge of the sport never ceases to astonish those competing.

At the Festival a few years ago, in a deserted paddock late on Thursday afternoon, I was chatting to Parnelli Jones, standing next to his Lotus 34. A shy fan wandered over and asked the great Indianapolis driver to sign his programme. "I can't get over," Parnelli smiled, "that these people know who I am."

The fan came back. "Excuse me, Mr Jones," he said, "is this the one you raced at Milwaukee – or is it the Trenton car?" Mr Jones was almost lost for words.

In the same way, Goodwood attracts a particular kind of driver, as well, a type whose active career may have come to an end, but who always loved racing for the sake of it, and will happily turn out to drive almost anything on offer. People like Patrick Tambay or Jochen Mass or Rene Arnoux or Marc Surer, alongside the Mosses and the Brabhams *et al*. People having fun.

As I walked in on Saturday morning, I passed something called 'Cripsey's International Stunt Show', and went to investigate. It turned out to be an old-fashioned 'Wall of Death', such as I remembered from childhood, and so, appropriately to the strains of Del Shannon's *Hes Off To Larry*, I paid my four quid, climbed the steps and waited for the show to begin.

It was *insane!* Two guys – without leathers, let alone helmets – on old Indian motorbikes, flashing round this vertical wooden wall, no hands a lot of the time, pulling stunts you wouldn't believe, inches from the top, where we watched. "If you'd like to show your appreciation," one of them called up to us at the end, "we'd be very grateful. You see, we can't get insurance for doing this..."

I could understand that. And afterwards even a Cobra sideways through St Mary's seemed tame. ☒

Goodwood Revival report

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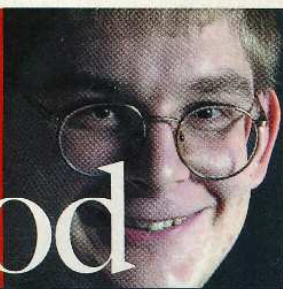


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# James Attwood

CLUB AUTOSPORT DEPUTY EDITOR



## "The 2004 British GT champion is fully three years younger than his Renault counterpart"

Your 18th birthday is unquestionably one of the major milestones in your life. As well as becoming old enough to vote and drink (legally), it's the age where you finally escape the shackles of childhood and become a fully-fledged adult. It's not normally the age where you go off and win the British GT Championship at your first attempt.

But that's exactly what Jonathan Cocker, who celebrated his 18th in the week before clinching the title at Thruxton, has done. It's a mind-boggling achievement, not least because GT racing is traditionally seen as the preserve of the, er, seasoned veteran, where experience counts for more than youthful exuberance.

But not anymore. Just consider this: the 2004 British GT champion is fully three years younger than his nearest counterpart in Formula Renault, Mike Conway. It makes you think, doesn't it?

With such gratuitous overachievement, you probably really want to hate young Mr Cocker. But annoyingly, you can't. He's a genuinely likeable person, quiet and considered but with a steely determination. Outside the car he barely looks 18, but when he's inside his Porsche 911 GT3-RSR... well, you'd think he'd been driving GT cars for years.

In fact, Cocker's only been driving race cars for three years, beginning in T-Cars, a series especially for 14-16 year-olds. Last season he

moved up to the Porsche Carrera Cup, while this season was his first in full-blown GT racing. As learning curves go, that's pretty much vertical, yet Cocker took to the series like a seasoned veteran, winning five races on his way to the championship.

Undoubtedly, Cocker was presented with a golden opportunity this season. Kenny Chen's impressive GruppeM Racing equipe presented him with arguably the best all-round car in the series, and he was partnered by veteran Porsche ace Tim Sugden (who doubles as Cocker's manager), who would have shared the title had he not missed the Oulton Park round on ALMS duty. But in many ways this placed a greater burden on Cocker. GruppeM came into the series intent on winning, placing great pressure on young shoulders. Despite this, he has driven faultlessly all season. His only notable error this year came in the Donington Park season-opener, where he slid off the track while in a winning position. But given the tricky damp conditions that day and the trail of oil smeared across the track, you can forgive him the one little slip.

Perhaps the scariest thing isn't how good Cocker's been this year, it's how good he could become. The youngster has grown in stature and ability throughout the season and, at just 18, he's only going to get better. Expect to hear a lot more about him in years to come. ☒



Maserati MC12: not yet fast enough, but already changing the face of sportscars

# Gary Watkins

INTERNATIONAL EDITOR-AT-LARGE



## "The days of a wealthy amateur sharing with a seasoned sportscar hand must be over"

Imola witnessed the start of a new era for the FIA GT Championship. That might sound like a statement of the bleeding obvious given the arrival of the Maserati MC12 last weekend, but to my mind the significance of the event stretches beyond the presence of the pair of V12-engined supercars, as controversial as they are.

The jury is out on whether the MC12 is going to 'do a Mercedes' and render everything else competing in the series obsolete. The car was quick on its debut, but the prospect of it dominating proceedings disappeared over the two practice days. The Maserati was fast, but not fast enough to beat the best of the five Saleen S7Rs on the grid.

Part of the reason for that was the decision of the FIA to cut the size of the rear wing the car must run while its performance is assessed. The way the car's entry into the series on a trial basis has been handled suggests the FIA is serious about sticking to its promise of pegging back the performance of any car that threatens to upset the equilibrium. Don't forget that the Maserati has so far been refused homologation because it was deemed too extreme in the aerodynamic department.

New rules for next year will slow the so-called supercars, which means not only the MC12 but also the Saleen. That should ensure 'real' GTs such as the Ferrari 550 Maranello and the forthcoming Aston Martin DBR9 will be able to compete on equal terms.

What you can't do, however, is clip the wings of 'super-teams' so that they don't show up

more run-of-the-mill operations. You can't penalise teams just because they have better drivers, better engineers or do a better job.

Because direct manufacturer involvement is banned in FIA GTs, the two MC12s were entered under the banner of AF Corse. To try to pretend it was anything other than a thinly-veiled factory affair would be a nonsense, judging by the look of the organisation behind the two cars.

Just look at the type of driver employed by Maserati. Johnny Herbert is a top-line sportscar professional used to racing Audi and Bentley prototypes; Mika Salo is a couple of years out of grand prix racing and retains that sharpness.

The arrival of the likes of Herbert and Salo will lift the championship and can only increase the spectacle. But it also means that the days of the wealthy amateur sharing with a seasoned sportscar hand or a young hotshoe must now be over. That kind of partnership has been one of the foundation stones on which the series has been rebuilt over the past five years.

Reigning champion Scuderia Italia has realised what is going on. Rising sportscar stars Matteo Bobbi and Fabrizio Gollin, who are each going for this year's FIA title in partnership with a paying driver, have recognised that they will need to team up next year if they are to have any chance of winning.

They may suspect that a Scuderia Italia Ferrari can beat a Maserati under the new rules, but they know for sure that a Gollin and a Cappellari is never going to beat a Herbert and a de Simone. And that's why the FIA GT Championship changed last weekend. ☒




Cocker has had Kenny Chen looking over his shoulder. But the talent is his own



**JAPAN**  
**WRC**  
ANALYSIS

Obihiro  
Japan



3-5.9.04

Round 11/16



# Solberg's speedy recovery

The Norwegian put memories of his monster Deutschland shunt behind him with victory for Subaru on the manufacturer's home turf in Japan. By DAVID EVANS

Solberg turned in one of his most accomplished drives to win in Japan



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ALLEN K. WOODRIDGE

Just over two weeks ago, Petter Solberg climbed from the wreckage of the Subaru Impreza WRC2004 which he had just destroyed in the biggest crash of his life, leaving his co-driver Phil Mills unconscious. That was Rally Deutschland. Last Sunday Solberg and Mills climbed from their car, stood on top of it, breathed a sigh of relief and then covered each other in champagne. That was Rally Japan. They won the event after a fabulously controlled drive from Solberg and a trouble-free weekend for the Impreza. Once again Sebastien Loeb and Marcus Gronholm looked like they might have troubled the winner, but neither threat materialised. Still, Loeb was runner-up, extending his drivers' championship advantage to 30 points, with Solberg's eighth World Rally Championship win moving him up to second in the title race.

**LEG ONE (93.57 miles)**

Solberg hadn't been his usual bullish self on the eve of the event. Having no idea how his Rally Deutschland accident would affect his confidence, he was making no predictions. But the smile was back on his face after the first ever WRC stage in Japan. The Subaru driver had blown everybody into the weeds and was fastest by 10.7 seconds. His car was in good shape, his confidence sky high. Not content with that, he piled on a further 6.9sec on the next test.

"It's much better than I expected," said Solberg. "The speed is good, but we're not driving at maximum."

Gronholm and Loeb were in immediate pursuit of the Norwegian, but while the Peugeot was 19.9sec off Solberg, the Frenchman was just 1.5sec behind.

A common problem for the top runners – albeit in varying degrees – concerned their pacenotes. Having only seen the roads twice previously, and at race speed, they were finding numerous corners which required a degree of caution they had not prepared for. Fourth-placed Markko Martin admitted to a moment in the Niueco test, saying: "As I was going into the corner I thought, 'This is not a fifth-gear corner. What am I doing?' I came out in third gear; we didn't like that at all. I would say 'Beef' [co-driver Michael Park] is 50 percent reading the notes and 50 percent writing changes for this afternoon."

Without consistency in their notes, those behind the leader admitted they were struggling to find

the commitment to get to the head of the field and challenge Solberg.

All the drivers enjoyed the extra grip of a softer-compound tyre for the morning loop, figuring the tight and narrow roads wouldn't allow the kind of exuberance which would overheat the rubber. But as the ambient temperature rose higher into the 20s, a harder compound was considered for the afternoon.

Solberg took the hardest compound narrow Pirelli, but then the rain Subaru had expected never came and he paid the price. The tyres overheated and left him struggling for grip. He consistently lost time to Loeb on the rerun of Yam Wakka, Kunneywa and Niueco. It was only when they reached the much shorter Rikubetsu test that Solberg managed to stem the flow of time heading in Loeb's direction.

"The car was just moving about all over the place," said Solberg. "The tyres were too soft. We were lucky not to lose more time."

As if Petter hadn't got enough to worry about with trying not to cook his tyres, he came face to face with a brace of deer midway through SS6. He dropped a couple of gears, offering the wildlife a chance to flee, at the cost of two seconds to Loeb.

Loeb's run in the morning had been impressive given that he was the first driver to venture through all four stages at competitive speed, and therefore was forced to sweep the loose gravel off the road surface. His efforts in the afternoon were hampered by a puncture apiece on the three long stages. Each deflation had been ably battled off by Michelin's mousse system, but there was still a vibration in the car. He ended the opening leg 12.7sec adrift of Solberg, who would go to bed hoping for cooler weather on day two.

Loeb's burst of speed was enough to put breathing space between him and Gronholm. The Peugeot driver looked considerably more flustered than usual when he arrived at the refuel following stage seven.

"They're going too fast," he muttered. "We had a soft brake pedal in all three of those stages. We had the problem a bit this morning, but more this afternoon. It's shit when you have to pump the pedal on the straight before the corners. Not good for the confidence."

Worse still for the Finn, his Peugeot had started to suffer a similar transmission problem to the one that had plagued team-mate Harri Rovanpera all day. The second

307 was not selecting fourth gear due to a clutch problem.

Despite Gronholm's glitch, the top trio had moved into a rally of their own, 43.9sec clear of the best of the rest by the end of leg one. Martin held an overnight fourth, but his efforts to keep Carlos Sainz behind took a knock on stage five when the Spaniard came past. Suspension changes made to Martin's Focus by the Ford team at lunchtime had taken it in the wrong direction. Martin did all he could to rectify the problem, but was forced to put up with it for the remainder of the day. Despite that he still managed to elbow his way back past the Citroen.

If it was unease behind the wheel you wanted, Sainz was ready to match the Estonian. The springs at the back of his Xsara WRC had been too hard that morning and were changed at lunchtime. Despite the revision to the car's suspension, Sainz was still unhappy with how the Xsara was running.

"I don't know, maybe it's even worse than this morning," he said, although he'd dialled himself in well enough to set fastest time on the first run through the Satsunai superspecial on the outskirts of Obihiro at the close of Friday.

Francois Duval was another driver unhappy with the way his car was running. He had understeered his way through the first four stages – including one close shave described by the Belgian as a "hello airport moment" – only to suffer more nose-pushing action in the afternoon. By then, however, he was in no-man's land, equidistant between Sainz and Mikko Hirvonen in seventh.

Like Solberg, Hirvonen's tyres had overheated through the afternoon. That bad news was countered by alterations to the Impreza's differential maps which boosted the Finn's confidence.

The last of the manufacturer runners was Rovanpera, who had hoped a gearbox change midway through the day would rectify his transmission problem. It returned in the afternoon, and while he didn't want to say too much, the 307WRC told the story for him. Coming into service, the dashboard flashed up the message: "Clutch problem 125 degrees C." Enough said. He'd dropped more than three minutes and was faced with another difficult couple of days chasing the crumbs from the WRC's top table.

The top 10 was rounded out by leading WRC privateer Antony Warmbold (Focus RS WRC02) and top Group N runner and local favourite Toshi Arai in his Impreza.

**POSITIONS AFTER LEG ONE**

1 Solberg/Mills	1h30m35.1s
2 Loeb/Elena	+12.7s
3 Gronholm/Rautiainen	+178s
4 Markko Park	+1m01.7s
5 Sainz/Martin	+1m05.8s
6 Niueco/Duval	+1m15.1s



Sainz usually stars on new events, but had to settle for fifth place this time around



Warmbold won the fight with Arai to be top privateer and scored a point in eighth

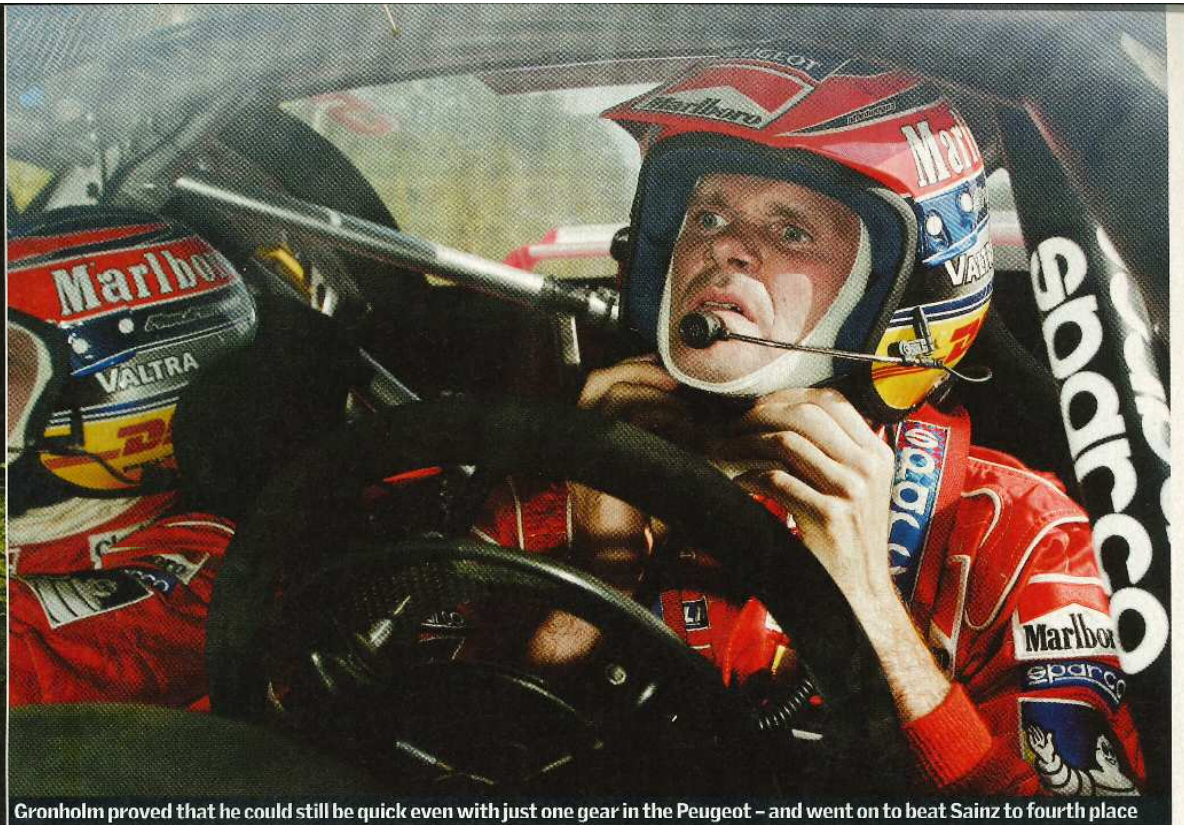


By day two second-placed Loeb was concentrating on bolstering his title lead



Arai lived up to his reputation as Japan's best-known rally driver with a strong run

**"The speed is good but not at maximum"**  
**Petter Solberg**



Gronholm proved that he could still be quick even with just one gear in the Peugeot - and went on to beat Sainz to fourth place



It's fair to say the bulk of the fans were there to see Solberg in action - Subaru is the only Japanese manufacturer in the WRC

# Markko Martin

FORD WRC DRIVER



**"Our pacenotes were absolutely awful - they cost us any chance of winning"**

AT the moment it seems there is always going to be something stopping me from winning a round of the world championship. In Japan last weekend, our BP Ford World Rally Team worked perfectly. The car ran without missing a beat and every tyre choice was perfect. This time it was our pacenotes that were the problem.

On Friday and Saturday they were absolutely awful. I couldn't believe it in some of the stages. I just don't know what had been going on during the recce. When I was coming to the corners in the rally car the corner was nothing like what 'Beef' [co-driver Michael Park] was calling - in some places we were two gears too fast.

Luckily for us we discovered the notes weren't working quite early in the stage, so from then on I knew that I couldn't afford to trust them. That meant I was driving with some caution, always looking for the corner that was going to catch us out. There was no way we could commit to the notes and really attack. On the first day we had a problem with the wrong suspension settings, which didn't help, but really it was the notes which cost us the chance of winning.

It's hard to say exactly why the notes were so bad. Of course it was our first time in Japan and on these roads, but earlier in the year we went to Mexico for the first time and it wasn't nearly so bad. The one thing I did notice is that the worse notes came from the first day of our recce, so that makes me wonder if I was suffering from a bit more jet lag on that day than the next.

The other factor was starting the first day of the recce at five in the morning and finishing it at seven in the evening - that was too long. I'm not going to moan about this - it was the same for everybody - but it's frustrating that when everything else worked, this didn't.

It was good to finally have Japan in the championship. It makes sense for a country which has put so much into the sport in terms of manufacturers to have its own round in the series. The stages weren't going to make you jump up and down and talk about classics, but they were okay. I preferred the ones on the final leg - they were really challenging. The rest of the event was pretty good, but maybe it was a bit over-organised and some of the road sections were definitely too long.

Anyway, Japan is behind us now and we have to focus on Britain. Wales Rally GB is an event which I really like, but this year it's going to be quite different running in the late summer. 'Beef' is always moaning at me that I don't drive fast enough on his home rally, so I'll have to put that right next weekend.

I've also been busy editing Autosport's Rally GB supplement. You'll be able to see the fruits of my labour in the next issue. Hope you enjoy it!

www.fordrallysport.com



Once he'd got to grips with his notes, Martin flew onto the podium

## LEG TWO (77.66 miles)

The first two stages on Saturday morning offered the crews a brief respite from the narrow roads. Pawse Kamuy and Nupri Pake were open and more like the fast, flowing terrain found in New Zealand. Solberg was on it again. Running a narrow Pirelli in deference to the occasional damp patches through the early part of leg two, he nudged the gap to Loeb back to the right side of 20 seconds.

Loeb was mystified by his lack of pace through the opening couple of stages. He too had chosen a narrow tyre, but he found himself unable to get near the Subaru. He'd gone for a slightly harder compound than most, which was where the trouble lay.

"We thought it would be a bit wet, but then was drier," he said.

With no chance to change the rubber, Loeb went into the next three stages - including the longest of the day, the 16-mile Kimun Kamuy - knowing he faced an uphill struggle to contain the leader. He also relinquished his grip on second as Gronholm moved past on SS12.

Loeb fought back to pull 0.1sec out of the Peugeot in Rikubetsu, then in the time that it took Gronholm to go from third to fourth gear on the way to Kimun Kamuy, the battle for second was finished.

The double world champion lost fourth and fifth gears and then later in the stage dropped first and second as well. Although he admitted the ratios were probably there, he just couldn't get to them.

As is often the case with Gronholm this year, just as people were ready to write him out of the script, he came up with a spellbinding storyline: his time through SS14. Despite going off the line and driving all six and half miles of SS14 in third gear, he was only 7.1sec off the fastest time. But wait, there's more... He'd had 10 seconds added to his time for a jump start.

Having overcome his anger over the transmission failure, Gronholm was amused at what he'd managed to do with the 307.

He said: "On the start line, I was trying to hold the car on the clutch, but it was pushing, pushing, pushing. In the end I had to go; we were about four seconds too soon. The time was pretty good, eh? I'm getting used to driving with one gear."

While Gronholm was grappling with his gearbox and Loeb was annoyed by his tyre choice, Solberg sailed serenely on, nailing a further three fastest times. By lunchtime he was 46.4sec to the good and driving to the split times.

"On the long one we saw minus 10 on the splits," said Solberg. "I thought, 'That's enough.' We backed off a bit then. We can control the rally a little more from here, but there's no way we can relax."

Martin had moved into third courtesy of Gronholm's problems, which was probably more than he had expected after another tricky first run through the day's stages.

"These notes were made by an optimist," said Martin. "Francois is having the same sort of problems - maybe there was something on the windscreen of our Volvo recce cars."

Second time through the stages

## "I'm used to driving with one gear" Marcus Gronholm

and with his notes revised, Martin was happier. He'd built up a buffer between himself and fourth place, but admitted that he now had to wait to see if anything happened to those ahead for further advancement.

Sainz was fourth at lunchtime, despite an intercom problem after the day's first two stages. The problem was traced to co-driver Marc Marti's crash helmet. Unable to fix it any other way, the Spaniards had to remove the faulty intercom and shoehorn the road section intercom inside Marti's helmet, which Sainz crammed down on his colleague's head. It did the job, but Marti was complaining of a severe headache when they arrived back in Obihiro.

Gronholm gambled on taking a harder tyre for the afternoon. It worked well through the first two stages, allowing him to pass Sainz, but the Citroën retook fourth and held it at the end of the day after the rerun of the long stage, where Gronholm's choice of Michelin was found to be flawed. The Finn's efforts hadn't been helped by air in the car's hydraulic system: after the transmission change, he'd been told to pump the clutch to get rid of the air, but he'd forgotten.

The battle for the final podium position looked set to go down to the wire, with Martin unconvinced that his 26sec buffer over Sainz would be enough with more new stages on leg three. Gronholm in turn was 8.6sec behind the Xsara. Fifth-placed Duval wasn't out of the picture, either. He'd softened the suspension on his Focus for leg two, improving the handling. Unfortunately for him, he softened it further for the afternoon and felt he'd gone too far. He ended the day 10.4sec behind Gronholm.

Hirvonen was seventh. The low point of his day was a one-minute penalty for arriving at the start of SS12 too early. To balance that he had numerous high points, notably two top-three times in a Subaru that ran without fault. The bottom end of the top 10 stayed the same with Rovannerpa, Warmbold and Arai holding station.

Holding station was just what Solberg had in mind, and not any heroics. "It's the middle of the road tomorrow," he said.

### POSITIONS AFTER LEG TWO

1 Solberg/Mills	2h38m31.6s
2 Loeb/Elena	+1m09.2s
3 Martin/Park	+1m40.3s
4 Sainz/Marti	+2m06.2s
5 Gronholm/Rautiainen	+2m17.8s
6 Duval/Droeven	+2m26.4s

### LEG THREE (69.55 miles)

The roads running beneath the near-blanket cover of trees on the stages north-west of Obihiro still contained a lot of damp and wet patches when

the crews arrived for Sunday morning's first run. Solberg's only drama was running a tyre which was too hard and that was the kind of problem he could deal with. He maintained his policy of driving to the split times and listening to every beat of the Impreza's flat-four heart. It didn't miss and neither did he. He brought the car home 1m13.3s ahead of Loeb to the unbridled joy of everybody wearing blue and yellow in this corner of the firm's homeland.

Loeb's day was similarly undramatic. Since his tyre trouble the previous morning, he'd had an eye on the championship. He might not have won, but he'd taken another step towards this year's drivers' title. The Citroën was precisely half a minute up on Martin's Ford when the cars arrived in Obihiro for the finish.

Martin was happier than he had been all weekend, his notes finally bearing some resemblance to the road ahead. The only problem for him was an intercom glitch on the long morning stage, which meant that even though 'Beef' was making sense, Martin couldn't hear him!

While the podium dwellers were all afforded the luxury of being able to drive with a degree of caution, Sainz, Gronholm and Duval still had to go for it, chasing fourth place.

Sainz wasn't happy with the hard settings on the rear of his Xsara. "The back of the car is sliding too much. I'm not so confident in it," he said grim-faced after dropping behind Gronholm on the Penke test.

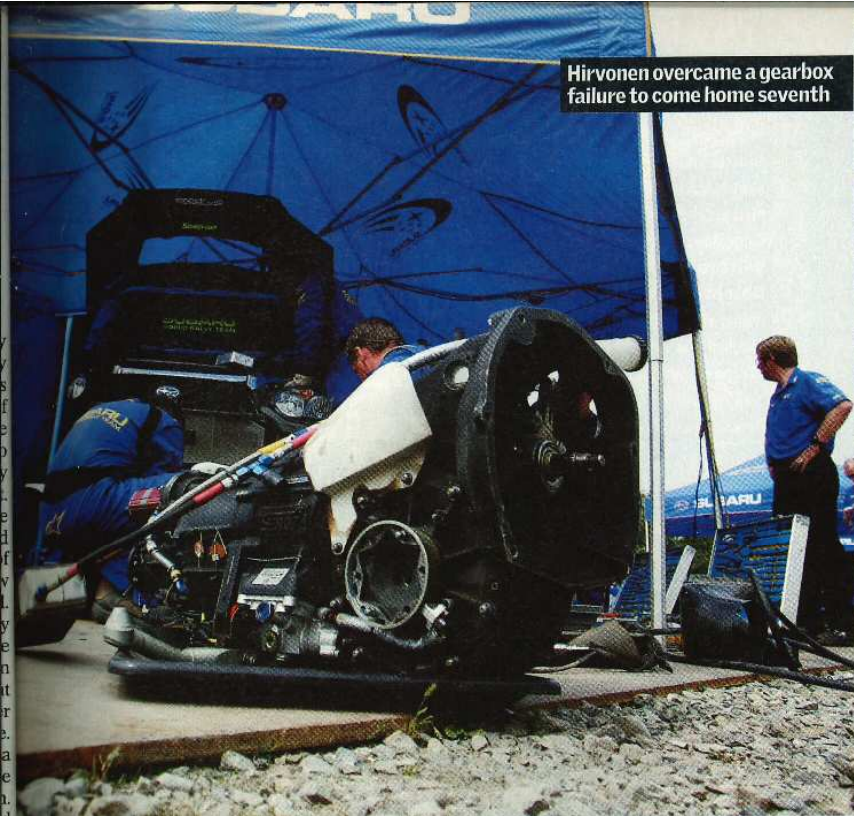
At least Sainz was still in the game - on SS22 Duval ditched his Focus after sliding off the road backwards.

Once Gronholm had the edge over his rival, he was away. Fastest times on the three remaining stages delivered the 307 to the finish in fourth, just in time for clutch problems to materialise again. Sainz was 15.1sec adrift, ruining the morning oversteer which he felt had cost him.

After a couple of days chasing his tail, Rovannerpa made up a place on the final leg, despite minor brake problems. He passed Hirvonen who suffered serious gearbox trouble - caused by a hydraulic problem - at the start of SS24. The younger of the two Finns continued participation in the event was only due to his mechanical aptitude. Behind them was an almighty scrap for eighth, with Warmbold beating Arai by 0.7sec.

While there was disappointment in the blue Subaru which had scraped a couple of points, there was elation in the one which had bagged more than anybody else at the other end of the top 10. It's probably not fair to say that Solberg and Mills were the happiest men in Obihiro last weekend; every one of the fans - and Subaru's top brass - who watched them do it looked like they were too. Hardly surprising, as





Hirvonen overcame a gearbox failure to come home seventh

Round 11/16

3-59:04



Obihiro  
Japan

JAPAN  
**WRC**  
ANALYSIS

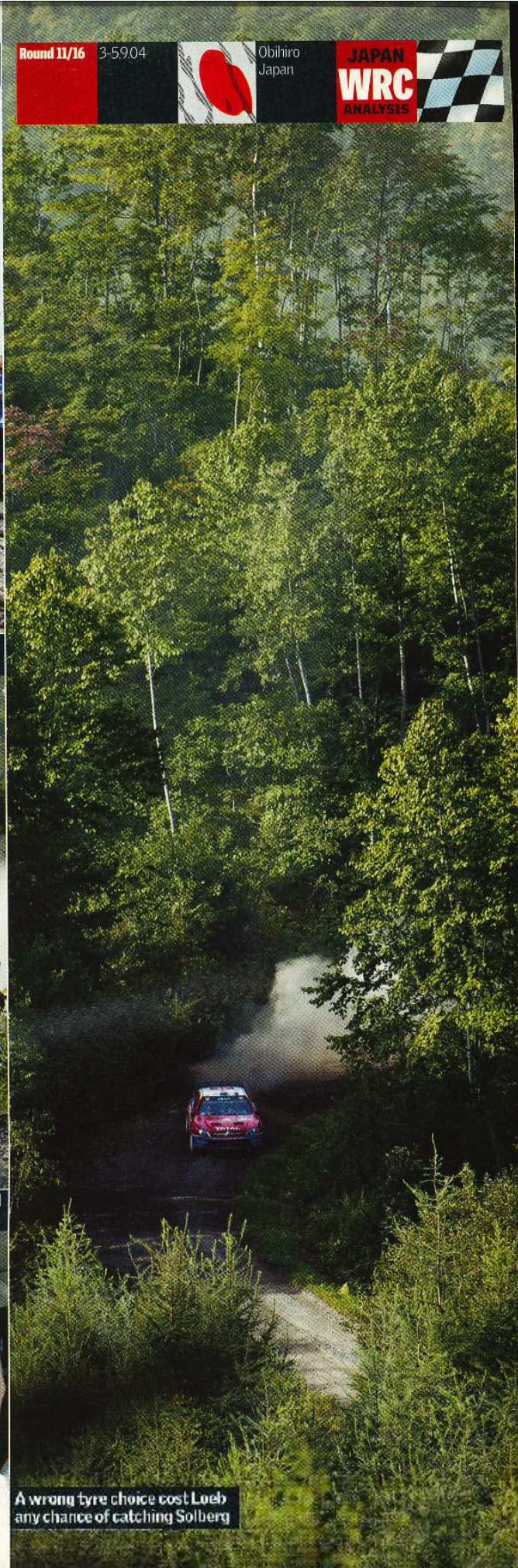


Rovanpera's challenge was blunted by transmission woes



Duval was in the fight for fourth – until he hit a ditch

'Come again?' Martin struggled to make sense of his pacenotes



A wrong tyre choice cost Loeb any chance of catching Solberg

# Results



Solberg gifted Subaru's top brass a win on Japan's WRC debut

## FINAL STANDINGS September 4-6, Rally Japan, round 11 of 16

Pos	No.	Driver/navigator	Car	Time	Driver table
1	1	Petter Solberg/Philip Mills	Subaru Impreza WRC2004	3h43m50.6s	Pos Driver Pts
2	3	Sebastien Loeb/Daniel Elena	Citroën Xsara WRC	3h45m03.9s	1 Sebastien Loeb (F) 84
3	7	Markko Martin/Michael Park	Ford Focus RS WRC04	3h45m33.9s	2 Petter Solberg (N) 54
4	5	Marcus Gronholm/Timo Rautiainen	Peugeot 307 WRC	3h46m08.5s	3 Markko Martin (EST) 53
5	4	Carlos Sainz/Marc Marti	Citroën Xsara WRC	3h46m21.6s	4 Carlos Sainz (E) 50
6	6	Harri Rovanpera/Risto Pietilainen	Peugeot 307 WRC	3h51m16.8s	5 Marcus Gronholm (FIN) 47
7	2	Mikko Hirvonen/Jarmo Lehtinen	Subaru Impreza WRC2004	3h52m57.1s	6 Francois Duval (B) 39
8	11	Antony Warmbold/Gemma Price	Ford Focus RS WRC02	4h02m05.3s	7 Mikko Hirvonen (FIN) 21
9	31	Toshihiro Arai/Tony Sircombe	Subaru Impreza WRX STI	4h02m06.0s	8 Harri Rovanpera (FIN) 17
10	42	Takuma Kamada/Kase Naoki	Subaru Impreza WRX STI	4h05m41.8s	9 Janne Tuohino (FIN) 16
Retirements/exclusions					Stage stopped/reason
Rtd	8	Francois Duval/Philippe Droeven	Ford Focus RS WRC04	SS22: accident	10 Freddy Loix (B) 7
					11 Daniel Carlsson (S) 6
					<b>Manufacturer table</b>
					1 Citroën 137
					2 Ford 102
					3 Subaru 79
					4 Peugeot 73
					5 Mitsubishi 37

**Class winners** A8 Solberg/Mills, A7 No finishers, A6 Christopher Atkinson/Benjamin Atkinson (Suzuki Ignis) 4h07m16.0s; A5 Tadahiro Hiratsuka/Suzuki Hiroshi (Daihatsu Storia) 4h36m45.9s; N4 Arai/Sircombe; N3 Sumao Sasaki/Kazuto Suzuki (Renault Clio) 4h55m28.0s; M2 Yufuka Awazuhara/Shigeyuki Gotoh (Suzuki Ignis) 4h45m12.8s; M1 Masuhiro Ito/Jun Chigami (Daihatsu Storia) 4h58m05.2s.  
**Starters/finishers** 83/53 **Rally leaders** SS1-SS27 Solberg.

### Rally summary

Japan's first ever round of the World Rally Championship was based 500 miles north of Tokyo on the island of Hokkaido. Obihiro, the host city, was where central service was based for all three days. Legs one and two headed east and north-east, while Sunday's action took place to the west of the city, all on narrow gravel roads.

## SUBARU

**CAR Impreza WRC2004**  
Tyres Pirelli



**PETTER SOLBERG**  
Philip Mills  
Finished 1st

Solberg may not be a big fan of Rudyard Kipling, but in Japan he was certainly a man, my son. In the last couple of weeks he's faced triumph and disaster, and dealt ably with both. This was fairly tale stuff for a Japanese manufacturer on Japan's first round of the WRC. The record will show 10 points to Solberg, but in reality this was one of the Norwegian's most accomplished drives.

**MIKKO HIRVONEN**  
Jarmo Lehtinen  
Finished 7th

Wasn't completely at home with the car's handling on the first morning, but once he and his engineers had played around (technical term) with the differential settings, he was much happier. His leg two times, especially in the morning, were impressive, while the mechanical nous he showed to get the car to service after gearbox failure on SS24 was tremendous.

## CITROËN

**CAR Xsara WRC**  
Tyres Michelin



**SEBASTIEN LOEB**  
Daniel Elena  
Finished 2nd

Seb's victory challenge went wrong on the first loop on Saturday morning. He'd chosen a tyre which was too hard and paid the price. Solberg wasn't a million miles away, but it was hard to ignore the eight points on offer to move Loeb into a 30-point championship lead. His march to glory continues with the kind of certainty usually reserved for Arsenal fans.

**CARLOS SAINZ**  
Marc Marti  
Finished 5th

Wasn't impressed with his car's set-up on day one and an intercom problem on Saturday left Marti with a sore head after he and Sainz had forced his recce intercom set inside an already close-fitting crash helmet. Fought Gronholm on the final leg for fourth place, but lost out when his Xsara developed the handling of an Escort Mk 2, courtesy of suspension that was too hard.

## PEUGEOT

**CAR 307 WRC**  
Tyres Michelin



**MARCUS GRONHOLM**  
Timo Rautiainen  
Finished 4th

Brakes that didn't brake spoiled leg one, and transmission that didn't transmit one gear to the next ruined leg two and any chance of victory. Gronholm's speed through stage 14 with only third gear was awesome – and about the only reason he had for being cheerful on Saturday. Taking a harder Michelin that afternoon didn't work, but he still passed Sainz for fourth on the final leg.

**HARRI ROVANPERA**  
Risto Pietilainen  
Finished 6th

Just when Rovanpera was looking forward to running a five-speed 307 WRC for the first time, he lost the use of fourth gear and was confined to a four-speed transmission once again. The problem returned on Friday afternoon, dropping him in excess of three minutes. That his 307 WRC ran without major fault for the remainder of the rally came as scant consolation.

## FORD

**CAR Focus RS WRC04**  
Tyres Michelin



**MARKKO MARTIN**  
Michael Park  
Finished 3rd

Must have considered attaching a white stick to the front of his Focus on his first run at the stages. His notes were by the Estonian's own admission optimistic. He admitted to driving much of the time on sight, and given that his left eye was still a bit wonky after his Argentina shunt, he wasn't in the best shape. Found suspension settings he was happy with after leg one and claimed a podium place.

**FRANCOIS DUVAL**  
Philippe Droeven  
Retired

Crashed, SS22  
Was another driver to struggle with his notes, but Duval's plight was worse as he also had a replacement co-driver for the event after a bereavement in Stephane Prevot's family. Overcame chronic understeer on leg one to fight Sainz and Gronholm for fourth. Sadly it all went wrong when he slid off the road backwards.



Solberg Jr picked flags bigger than himself to cheer on Dad



WRC fan lives up to the cliché about camera-mad Japanese



Makes a difference from the usual post-rally nightclub...



Tommi Mäkinen was on hand to advise his former team-mate



Clearly there was nothing the new hosts couldn't cater for

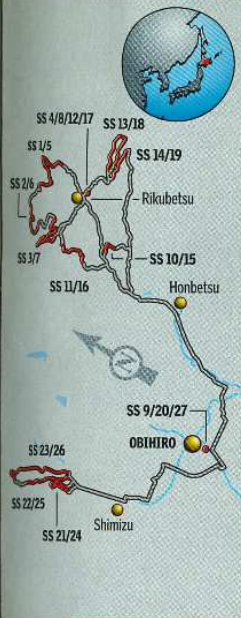
## EXTRAS

**CAR Subaru Impreza WRX**  
Tyres Pirelli  
**TOSHI ARAI**  
Tony Sircombe  
Finished 9th

It wasn't hard to tell when Arai was about to tackle the superspecial stage – the crowd went bananas for Japan's best-known rally driver. This was a great event for Toshi, who had his work cut out to get near the points and hoped to be top privateer. It looked as though his dream would come true, until the final stage where Warmbold pipped him by 0.7sec.

## STAGE BY STAGE

## NEXT ROUND Wales Rally GB, September 16-19



**S1 Yam Wakka 1 (23.26km)**  
1 Solberg 15m03.5s; 2 Loeb +10.7s;  
3 Gronholm +11.2s  
**S2 Kunneywa 1 (21.56km)**  
1 Solberg 12m11.5s; 2 Gronholm  
+6.9s; 3 Sainz +8.9s  
**S3 Niueo 1 (26.57km)** 1 Loeb

15m28.3s; 2 Solberg +1.4s;  
3 Gronholm +2.6s  
**SS4 Rikubetsu 1 (2.80km)** 1 Solberg  
2m13.0s; 2 Gronholm +0.6s; 3 Sainz  
+1.7s  
**SS5 Yam Wakka 2 (23.26km)**  
1 Loeb 14m46.6s; 2 Solberg +0.1s;  
3 Gronholm +3.6s  
**SS6 Kunneywa 2 (21.56km)**  
1 Loeb 11m54.0s; 2 Gronholm +0.8s;  
3 Solberg +3.6s  
**SS7 Niueo 2 (26.57km)** 1 Loeb  
14m57.0s; 2 Gronholm +3.2s;  
3 Solberg +6.7s  
**SS8 Rikubetsu 2 (2.80km)** 1 Solberg  
2m14.2s; 2 Duval +0.3s; 3 Martin  
+0.8s  
**SS9 Satsunai 1 (2.20km)** 1 Sainz  
1m34.2s; 2 Martin +0.4s; 3 Duval  
+0.7s  
**SS10 Pawse Kamuy 1 (7.89km)**  
1 Solberg 4m12.4s; 2=  
Martin/Gronholm +1.1s  
**SS11 Nupri Pake 1 (13.90km)**  
1 Solberg 7m11.5s; 2 Gronholm +2.2s;  
3 Duval +3.7s  
**SS12 Rikubetsu 3 (2.80km)**  
1 Solberg 2m10.5s; 2 Martin +0.4s;  
3 Loeb +0.6s  
**SS13 Kimun Kamuy 1 (26.03km)**  
1 Solberg 14m06.5s; 2 Loeb +18.6s;  
3 Hirvonen +19.8s  
**SS14 Cup Kamuy 1 (10.77km)**  
1 Solberg 5m47.0s; 2 Martin +4.2s;  
3 Hirvonen +4.5s  
**SS15 Pawse Kamuy 2 (7.89km)**  
1 Gronholm 4m04.4s; 2 Solberg

+3.0s; 3 Martin +4.2s  
**SS16 Nupri Pake 2 (13.90km)**  
1 Solberg 7m02.2s; 2 Martin +0.7s;  
3 Duval +2.1s  
**SS17 Rikubetsu 4 (2.80km)** 1 Duval  
2m12.2s; 2 Loeb +0.1s; 3 Martin  
+0.2s  
**SS18 Kimun Kamuy 2 (26.03km)**  
1 Solberg 13m50.8s; 2 Martin +4.7s;  
3 Sainz +9.8s  
**SS19 Cup Kamuy 2 (10.77km)**  
1 Sainz 5m37.4s; 2 Solberg +0.7s;  
3 Loeb +1.6s  
**SS20 Satsunai 2 (2.20km)** 1 Sainz  
1m34.1s; 2 Martin +0.1s; 3 Solberg  
+1.1s  
**SS21 Rera Kamuy 1 (8.76km)** 1 Loeb  
5m17.5s; 2 Solberg +2.3s; 3 Gronholm  
+2.5s  
**SS22 Panke Nikorpet 1 (17.04km)**  
1 Loeb 9m38.3s; 2 Solberg +0.9s;  
3 Martin +7.0s  
**SS23 Penke 1 (29.07km)** 1 Martin  
17m13.4s; 2 Solberg +0.5s; 3  
Gronholm +1.1s  
**SS24 Satsunai 3 (2.20km)** 1 Martin  
1m32.4s; 2 Gronholm +0.5s; 3 Sainz  
+1.9s  
**SS25 Rera Kamuy 2 (8.76km)**  
1 Gronholm 5m10.5s; 2 Martin +3.9s;  
3 Sainz +4.1s  
**SS26 Panke Nikorpet 2 (17.04km)**  
1 Gronholm 9m31.6s; 2 Solberg +0.1s;  
3 Sainz +0.8s  
**SS27 Penke 2 (29.07km)**  
1= Gronholm/Martin 16m43.4;  
3 Solberg +2.5s

An estimated 52,000 eager fans turned out just for the rally start, never mind the rest of the event



**CAR Suzuki Ignis Super 1600**  
**Tyres Michelin**  
**CHRIS ATKINSON**  
Ben Atkinson  
**Finished 12th**  
Did a cracking job to lead the Asia-Pacific Championship runners early on, only falling back after suffering a puncture on the rerun of the longest stage of day two. Was forced to drive for five miles on the front-right wheel, losing 40sec and the APC lead to rival Singh's Proton. Other than a late retire, this was a largely brilliant run for the Australian.

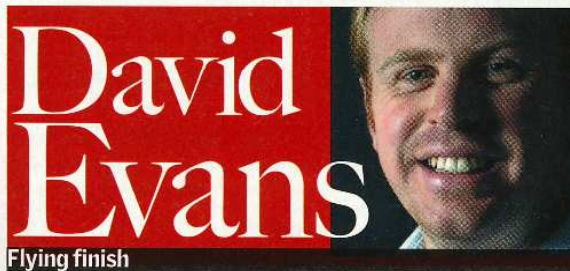
**CAR Ford Focus RS WRC**  
**Tyres Michelin**  
**ANTONY WARBOLD**  
Gemma Price  
**Finished 8th**  
Enjoyed Friday, but wasn't so keen on the weekend action after he was left with the unenviable task of sweeping the stages clear of the loose gravel. His efforts to fight with Arai for the final points-paying position were hampered by turbo problems through the final leg, but otherwise his car ran well on its first visit to Rally Japan.

**CAR Subaru Impreza WRX**  
**Tyres Pirelli**  
**TAKUMA KAMADA**  
Naoki Kase  
**Finished 10th**  
Hailing from the island of Hokkaido, the rally's local hero was desperate for a good showing on the biggest event of his life. He delivered just that. His only problems came with the roads. On leg two he complained about holes in the ruts, while on the final day it was just the size of the rocks which the runners ahead were pulling out on the road which concerned him.

Round 11/16 3-5.9.04



Obihiro Japan



# David Evans

## Flying finish

### "The in-car footage from Japan will be some of the most impressive all year"

SWORDS were not welcome in the service park at Kita Aikoku last week. It said so on the sign. People were also asked not to throw paper snowfalls, or dine and wine on picnic sheets. For World Rally Championship regulars last week's Rally Japan was something new. And something very different. It was difficult to compare Japan with anything, but in the end it was best not to try, best to just enjoy it. Eating pig's ear and raw cow's liver might have been a change from the usual cuisine found on WRC rounds, but it was the stages which provided a bigger contrast. The roads were... well, they were bonkers.

The surface alternated between deep gravel and a near-asphalt base. The distance from the side of the road to the nearest tree seemed to range from just under to just over an inch, while the depth of the grass down the middle of the tracks offered more variety. One thing uniting the stages was the speed – they were mighty quick. The in-car footage from Japan last week will be some of the most impressive seen all year.

About the only complaint was the long road sections between the service park and the stages. Granted, it was a trek. But two things: it was a small price to pay for such a fascinating event, and they were very entertaining. Every junction was lined with locals who greeted the cars with bewildered excitement, desperately trying to simultaneously wave their hand-painted flags, bow, smile, wave, take pictures and basically do everything in their power to make you feel as though they had waited all their lives for this moment.

It wasn't just those standing by the sides of the roads, either. Anybody driving in the opposite direction to rally traffic appeared quite content to risk full control of their car just to get one – or preferably both – hands out of the window to wave to the passing stars.

Superspecial stages are usually well-stacked with fevered fans, but nowhere – not even Argentina – could compete with Rally Japan. After 52,000 turned out just to watch the start, the spectator stage was always going to be immense, and there wasn't an empty seat in the house. All the drivers bar one were greeted with a roar that probably registered as seismic activity in Tokyo. Special welcome was reserved for Carlos Sainz. The manic screams were replaced with stunned gasps – finally the most successful man in the world championship had blessed them with his presence.

This column could go on with quirky stories from last weekend, but space dictates otherwise. Oh, one more then: the lead drivers are used to spectators offering assistance when they stop to change tyres, but this time they were offered a fish to help with the task in hand.

Japan is a stunning country with the most hospitable people I've ever met, but just before I go, I have to apologise. Japan, I'm sorry for blowing my nose in public.

**2004 RALLY JAPAN 3-5 SEPTEMBER**

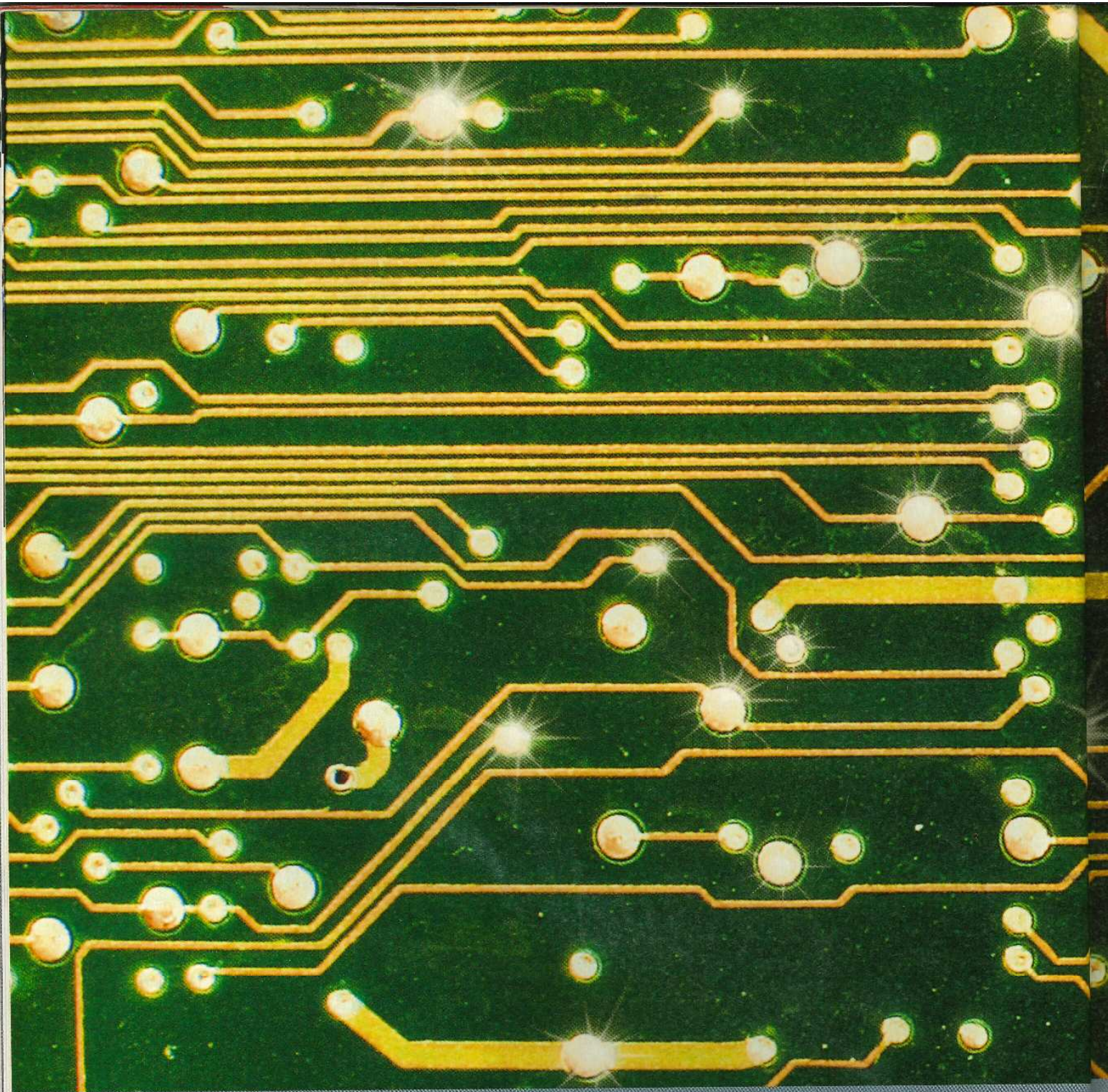
### Banned:

- 1 To smoke & to drink
- 2 To bring along alcoholic beverages
- 3 To bring along swords & firearms, firecrackers, bottles, cans and the like
- 4 To bring along pets
- 5 To dine and wine on a picnic sheets
- 6 To use paper snowfalls
- 7 To play with balls and riding on any kind of vehicle
- 8 Any acts which is considered nuisance to other visitors

No smoking No uncaged animals

TOSHIBA SANKYO JAL

Rules are rules – and Japan had plenty to be adhered to



# Where science makes

**A**re driver aids killing the art of driving in Formula 1? Do traction control and electronically-controlled differentials take the skill out of a driver's hands and place it with the engineer instead? Inescapably there's an element of that. The part of the driver's brain that used to deal with just how much throttle could be squeezed through a bend without inducing wheelspin and oversteer can now largely be reallocated to other

potential areas of advantage as the software takes over. But how come the top drivers are still the top drivers? What is really going on in the cockpits in this new age of computer-aided aces? Has that magically intriguing mix of nerve ends and psychology that has traditionally formed the stuff of our F1 heroes really been replaced by silicon, radio waves and electronic circuitry?

"I've got to admit," says Jaguar's Mark Webber, "there are times when it's a bit frustrating in the

middle of a race and it's 'here's another lap'. That's where concentration and precision would probably give you a bigger advantage than it does now, where the electronics are optimising things for you. But that's only one side of it. The whole picture of the part you play in the car is much more complex than that."

It's a question of how the driver best optimises the tools at his disposal, just as it's always been. It's just that the tools have got a bit juicier. Quite

aside from the skills required to work with the engineers to get the best technical solutions from the tools, driving skill still differentiates the effective these tools are. In fact, in certain cases it may even have amplified its importance.

## WHERE THE QUICKER DRIVER'S ADVANTAGE IS UNAFFECTED BY DRIVER AIDS

The speed with which a car exits a corner is either traction-limited (slow-to-medium corners



Circuit bored? Are computers taking the fun out of watching a driver's art?

# e art beautiful...

**[ANALYSIS]** Driver aids can further amplify the greatness of the best in F1. By MARK HUGHES

torque-limited (higher-speed ones, where the downforce more than overcomes the engine's ability to break traction and so the powerplant's torque therefore determines acceleration).

Traction control carries out its work in the slower and medium-speed corners. The overriding truism to be borne in mind is that the more momentum that a driver can maintain up to the apex, the less he will trigger the traction control. The more speed a driver kills into

the apex, the more he is going to induce power oversteer on exit and the more reliant he will therefore be on traction control, which will hurt his exit speed by cutting in, just the same as lack of traction would have hurt it in the days before the systems.

For any corners that are on the cusp of being traction or torque-limited, the faster driver will find an even bigger advantage. This is true with or without traction control, but the significant

point is that traction control has not in any way nullified that advantage.

#### **WHERE THE QUICKER DRIVER'S ADVANTAGE IS NULLIFIED BY DRIVER AIDS**

The weight distribution of current-configuration F1 cars makes them natural understeerers on slow corners. Setting them up to offset this tends to give fast-corner oversteer, a trait Ferrari's Michael Schumacher is supremely comfortable

with. Consequently he has often been able to achieve a better set-up for the slow corners than those less adept at the high-speed balancing act.

Traction control, however, can give those lesser drivers the confidence that they will be rescued by it in the fast corners if the car oversteers too much. They can therefore begin to trim their cars more like Schumacher's and benefit from a reduction in slow-corner understeer.

Furthermore, electronically-controlled

**"Most drivers left-foot  
brake, but Michael  
Schumacher does  
more than that"**  
**Gary Anderson**



Michael Schumacher would be the fastest, with or without driver aids

differentials allow handling traits to vary corner to corner by adjusting their pre-load.

"That is what makes these diffs such powerful tools," says Toyota technical director Mike Gascoyne. "Normally you might have understeer at one corner, but oversteer at another. If you soften the front suspension you get more front grip, but you get that everywhere. With the aerodynamics it's the same. The diff's the device that allows you to tune it corner by corner."

Having this facility available to all further reduces the advantage endowed by the adaptability of a Schumacher.

The more a corner is traction-limited – especially in the rain – the bigger advantage a driver blessed with throttle and car control has traditionally had. Traction control, by equalising how consistently the available traction is used, takes away that advantage against anyone that is able to equal his entry speeds. Before traction control, in certain corners, such entry speeds may only have been feasible to those with the ace's ability to control the consequences on the exit, via throttle and steering. Now those consequences are tamed, so the lesser driver gains access to those entry speeds, as long as he can maintain control up to the apex. But it's a rare corner where even the ordinary driver can get immediately on the limit the way Schumacher does without having a drama before the apex.

#### WHERE A QUICKER DRIVER'S ADVANTAGE MIGHT BE MAGNIFIED BY DRIVER AIDS

In considering how much momentum a driver can maintain up to the apex, the transient dynamics of the car are crucial. Schumacher's fast-in/fast-out style relies heavily on turning in earlier and with less lock than the geometric ideal, thereby enabling him to stay on the power longer, even as he's making his shallow turn-in point. For this to work – that is, not to leave him at the apex at the wrong angle – it needs a car that readily yaws in that transient part.

Schumacher has an exquisite ability to do this by transferring weight. Former Jordan technical director Gary Anderson has studied it. "Most drivers left-foot brake, but Michael does more than just that," he says. "He drives the car with both feet. He is constantly redistributing the loads put upon the front or the back to get the effect he's after. If he gets too much oversteer, for instance, he will use brake and throttle together to push the car back towards understeer."

On the entry to a corner he can use this technique to get just the right amount of pre-apex oversteer that buys him his entry speed.

Electronically-controlled diffs can be programmed to achieve a similar effect, but because they are not 'active' (active diffs, that respond directly in a feedback loop with their effects, are banned) they cannot approach Schumacher's dexterity in achieving this.

A 'looser' diff (less pre-load) will induce more transient oversteer than a tighter one, so you might suppose that here's another erosion of the importance of a critical skill. But it doesn't work like that – it works to Schumacher's advantage: the tighter the diff, the more stable the rear end under braking. In fact, several teams are now locking their diffs completely under braking. But a tight diff will induce entry understeer. The transition from tight diff to loose diff as the braking load comes off and the cornering load goes on is done by electronic mapping, but the less transition there is to make, the smoother and more consistent is the transient from braking to

## "Driver aids have changed a driver's skills - not taken them away"

Dave Pitchforth



coming phase. A driver like Schumacher who can induce the yaw with minimal change in diff settings between the two phases (braking and cornering) can take the stability advantage offered by a tight diff under braking without the need to change it as much to get the entry yaw. Previously he would have had no braking-stability advantage over the others.

With his advantages respectively unaffected, nullified and amplified, the net score is still in the faster driver's favour. That's why he is faster. But what is he doing as he uses these systems?

### GETTING THE BEST OUT OF THE SYSTEMS - DRIVING

"When we used to test at Barcelona with Ferrari," recalls Anderson, "their traction control was heavily ignition-based, so you could really hear it, and it was fascinating to listen to Michael through Turn 5.

"They used to play around with the driver versus traction control. At Jordan we'd always try switching it off and having a play, but the drivers don't usually want to do that. They just want to let the systems do it. But the more you fine-tune it, the less traction control you need. Listening to Michael, you would hear the car get slip from the engine note, but he was quicker than the traction control often, because you could hear the distinction between him modulating the throttle and the traction control retarding the ignition.

"When we had Giancarlo Fisichella and Takuma Sato it was quite interesting because Giancarlo could get a few per cent ahead of what the car could take, modulating it, bringing it back, going on it again, and he'd get the absolute limit maybe four or five times in the corner. With Taku he'd hit the throttle and let the traction control do the work. Because it's not perfect, Fisi was in

theory closer to the limit initially, but because what he was doing wasn't perfectly repeatable, it didn't give the control engineer anything to go on, whereas Taku's method did, so you saw them come closer together as time went on."

So why can current-generation traction control not achieve perfection? "It's to do with the control systems," says Gascoyne. "Traction control is easy, but having one that gives you maximum acceleration isn't. Six to eight per cent wheelslip is the optimum. It's then a matter of where the control system can control to because you've got different rates of where the engine is in its band, its throttle response, what throttle is being used, what condition the tyres are in, wind-up in the system, drivetrain oscillation, the wheels oscillating one way, the car another. Sometimes a driver will say it feels like it's holding him back. So you can tweak it. So maybe you're trying to control to six per cent, but it won't control to that. Therefore you set it artificially high so you get that amount."

### GETTING THE BEST OUT OF THE SYSTEMS - SET-UP

"I would say that driver aids have changed the skill requirements of the driver a little, rather than taken them away," says Jaguar Racing managing director Dave Pitchforth. "There's an extra dimension to the tools, and the driver who can extract more will go faster. His understanding of what the traction control and diff are doing, and of how they interact and of how that is affecting tyre performance, is hugely important.

"There are several settings and he will go through them, and he knows as he does so which he likes and dislikes. When you're doing that it's essential his performance is totally consistent. Then it's looking at the data and comparing it

with the subjective analysis. The driver who can tie that together is at a big advantage."

### NO GOING BACK

Driver aids could be removed from F1 cars tomorrow - and maybe they should be - but the reality is that it would probably make far less difference than is commonly imagined.

"These systems have given us a far greater

understanding of the dynamic control of the cars," says Ferrari tech boss Ross Brawn, "particularly transient dynamics. The car is now an incredibly stable platform. The diff and the traction control do this for us, but they have given us the understanding that would still give us this stable platform even without those things. Now we know what characteristics we need, we could replicate much of it mechanically." ❧

## How the diff works

FORMULA 1 differentials are not allowed by the regulations to be 'active' (automatically changing settings in reaction to the car's behaviour), nor can there be a greater ratio of torque-split between the two driven wheels than the ratio of grip between those wheels (this latter rule outlaws the torque-steer diffs that both McLaren and Williams were working on in 2000).

But what can be done within the rules is to vary resistance to the inner wheel. The mechanism of the diff means if the resistance rises, the diff must then increase torque to that wheel, and so it will also transmit more to the outer wheel.

The inner tyre can be at the point where it cannot transmit

any more thrust, but the outer one can. Such a diff can steer the car as it varies the torque across the rear axle as a whole.

Tightening up the pre-load - by increasing the resistance on the relevant plates or clutches - to give the inner wheel more resistance will tend towards

understeer. Loosening it off will have the opposite effect.

The pre-load can be programmed over the lap, so the diff reacts to input lap distances. This is controlled electro-hydraulically, converting software to action via moog valves and hydraulics.



F1 nerve centre: okay, where's the fog-light switch?



Fisichella can transcend the average by not inducing traction control so often



DUNBAR/LAT



# There are precious few black people in motorsport. But is this about to change?

**INSIGHT** Motor racing has always been the domain mainly of white males. DAVID PHILLIPS examines why and explains how the tide is starting to turn

**W**hen Zsolt Baumgartner finished eighth in the United States Grand Prix, his home country of Hungary joined the league of nations whose sons have scored world championship points. In addition to traditional motorsports powerhouses from Europe, the Antipodes and North and South America, it's a league that includes Thailand (Prince Bira), Venezuela (Johnny Cecotto), Chile (Eliseo Salazar) and even Switzerland, despite motor racing being banned there since 1956.

Anglos and Latins, Scandinavians and Eastern Europeans, Teutons and Asians have raced in Formula 1. Thanks to Lella Lombardi's sixth place in the 1975 Spanish Grand Prix, even women are represented among the ranks of world championship points scorers.

But you will work long, hard and fruitlessly trying to find a blackman – or woman – who has started a Formula 1 race, let alone scored points. F1 is hardly unique in that respect. Sportscars, stock cars, IndyCars, rally cars, sprint cars, motorcycles, dragsters... just about anywhere you look across the spectrum of professional motorsport you are confronted by a sea of white flesh. Male white flesh.

The reasons for that are at once simple and complex. Simple in that most racers were introduced to the sport by attending a race with their parents. And if parents don't attend motorsport events, their kids are unlikely to do so; ditto their kids' kids and their kids' kids' kids

and so on, be they black or white, male or female. Thus, a sport that has not traditionally attracted black or female athletes and fans in significant numbers continues to be largely white and male.

Undoubtedly, a host of complex socio-economic factors come into play as well. And not just in terms of black families generally having less disposable income to 'dispose' on junior's racing career than their white counterparts, but when it comes to access to the halls of power – and money – where the sponsorship deals necessary to even the aspiring upper-crust drivers are spawned.

Slowly, glacially, the colour – and gender – of racing is changing. McLaren-Mercedes, of course, placed Lewis Hamilton on its Champions of the Future programme during a stellar karting career, and helped fund his 2003 Formula Renault championship and this year's Formula 3 Euroseries assault that has seen the 19-year old take a win at the Norisring. And, had he not been so dreadfully injured in a motorcycle accident, would mixed-race Dane Jason Watt – a race winner in International Formula 3000 in the late 1990s – have made it into Formula 1?

In the United States, the white, male bastion otherwise known as NASCAR not only sees Bill Lester running full-time in the NASCAR Craftsman Truck Series, but the mid-season addition of Deborah Renshaw to the NCTS as well. Danica Patrick is knocking on the door of her first win in Toyota Atlantic (with a move to the Indy Racing League on the horizon) and Tim

Crocker races sprint cars in the ultra-macho World of Outlaws even as she is groomed by Ford for a move to NASCAR in the near future.

Elsewhere, a handful of minority drivers and mechanics were plucked from obscurity by NASCAR's new Drive for Diversity programme. NASCAR even added a date at the Autodromo Hermanos Rodriguez in Mexico City to its 2005 Busch Grand National Series calendar in what is widely perceived as an effort to break into huge, untapped markets both 'south of the border' and within the United States, where Latins recently surpassed African-Americans as the country's largest ethnic minority.

Critics call NASCAR's new-found interest in minorities nothing more, or less, than a public relations ploy, the appointment of former National Basketball Association star Magic Johnson as a programme spokesman doing very little to dissuade them.

"I think they're about as sincere [in their efforts to embrace minorities] as Al-Qaeda is in wanting to have a peaceful relationship with the United States," says the ever understated Willy T Ribbs.

"It's all smoke. The only reason NASCAR are doing it is to cover themselves with their major corporate sponsors... to cover what is, I'll flat out say it, the most racist sport in the world."

Ribbs is history's most accomplished black driver. Born and raised in California, he raced in the Dunlop Star of Tomorrow Formula Ford series in the UK, then returned to the United States, eventually carving out a major career



Jason Watt leads an F3000 pack at the Nürburgring. Among his chasers are Nick Heidfeld and Justin Wilson

in Trans-Am and IMSA – where he was twice named ‘Driver of the Year’ – before becoming the first black driver to race in the Indianapolis 500 in 1991.

Ribbs attracted an array of patrons during his career, from Dan Gurney and TrueSports Racing founder Jim Trueman to Paul Newman and, in particular, Bill Cosby. But he never translated his

winning Trans-Am ways to Indycars and finished his career racing in the NCTS.

Although he qualified on the front row on his debut, Ribbs fell back with a loose plug lead in the race. It would not be the last time he suffered rudimentary mechanical problems, fuelling his belief that he was sabotaged. Ribbs left the sport for good in 2002 and while he retains

(mainly) fond memories of Trans-Am, IMSA and Indycars, obviously he is profoundly suspicious of NASCAR’s commitment to minorities.

Unsurprisingly, a number of NASCAR’s current contingent of black drivers offer a considerably more benign take on matters.

“I think NASCAR is doing it because they do believe it’s the right thing to do, to give everyone

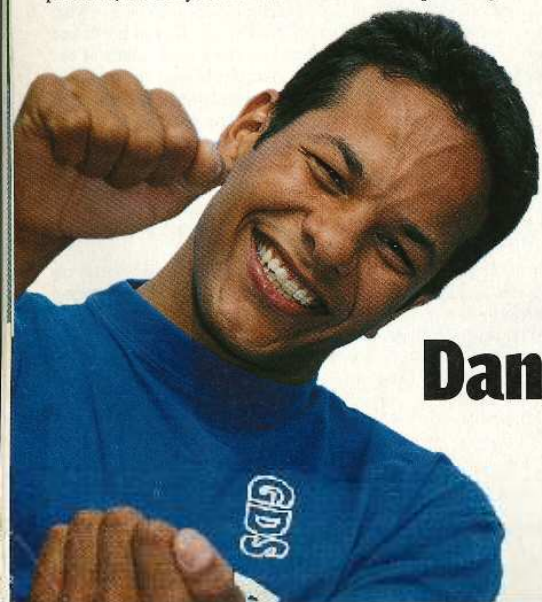
an opportunity,” says Lester, who Toyota tabbed for an NCTS ride independent of the Drive for Diversity programme. “To be considered an American sport it needs to reflect the hue of this country, and in order to continue to grow the sport it has to be diverse. It’s good business, it’s good sport, it’s good decision making, so I commend NASCAR for what they’re doing. It may take a while for any of these drivers to have a real impact, but you’ve got to start somewhere.”

“People are gonna have their own opinions,” says Reggie Primus, who is racing in NASCAR’s Dodge Weekly Series largely thanks to the Drive for Diversity programme. “That’s how it’s going to be. I’ve got something I’m trying to do and that’s race... and I’m happy for the opportunity.”

Drive for Diversity is not the first ‘affirmative action’ programme for minority racers in the United States. At the behest of then-chairman Andrew Craig, Championship Auto Racing Teams initiated its African American Driver Development Programme in 1998, taking applications from aspiring drivers, selecting three with clear potential and testing them with a Toyota Atlantic team. The best of the three was then given a test with Team Green’s Indy Lights programme, then left to his own devices to find the necessary financial backing, armed with nothing more – or less – than the data sheets suggesting he had what it took to be competitive.

Predictably, some called the programme a ‘hand-out’ to minorities, others said that without

**“Had he not been badly injured in a bike accident, would mixed-race Dane Jason Watt have made it to F1?”**





Chandhok is a good bloke and is sponsored by Kingfisher beer - a pretty unbeatable combination

financial support and a bona fide ride, it didn't go nearly far enough.

In the end, Craig's ouster the following spring and CART's subsequent free-fall during its squabble with the rival Indy Racing League, spelled the AADDP's end. Ironically, the driver selected for the lone Indy Lights test was none other than Lester. "The [Indy Lights] test went extremely well," he says. "I was within a whisker of Jonny Kane's time - he was their full-time driver at the time. They said I did a terrific job and if I could bring \$1.5 million I'd have a ride..."

Undaunted by that dead end, Lester continued his personal 'affirmative action' programme racing sportscars and eventually got his break as an imported road-racing specialist in NASCAR's Busch Grand National Series event at Watkins Glen in 1999.

Lester admits his appearance in the Watkins Glen garage prompted stares and whispers. "The NASCAR fraternity is a small, close-knit family environment," he says. "And here's this guy coming out of California, from a sportscar racing background, racing in NASCAR. There was a lot of buzz around the garage area. I thought it was kind of funny that people were tripping off the fact that I was different. But I was there to do a job, I was there to race and beat these guys at their own game. So I didn't let all that stuff derail me."

Indeed, where some people saw barriers - he'd imagined - Lester saw opportunity.

It's fair to say Lester had broken the

## Sub-continental culture shock

"YOU have to earn the respect of the other drivers and pay your dues. That's the main thing to overcome," says British F3 racer Karun Chandhok of the challenges facing an Asian driver trying to make the break in Britain.

Chandhok is one of a small but growing group of drivers from ethnic minorities building a reputation at the top level of British motorsport. The Indian racer has followed his countryman Narain Karthikeyan into British F3, where he has recently raced against Malaysian Fairuz Fauzy. But they are still the exception, and Afro-Caribbean drivers remain virtually unknown in the higher ranks of the sport in the UK.

That's in stark contrast to a country like Brazil. Back in 1969, Emerson Fittipaldi blazed a trail by coming to British F3 and cleaning up in British F3 on his rap drive to F1. Since Fittipaldi, another

nine Brazilians have won a title and, aside from Takuma Sato's 2001 crown, the series remains the domain of Europeans and Brazilians (plus one each for Australia and South Africa).

While Indian and Asian drivers, buoyed by the growing interest in the sport in their own countries, are now becoming more common in British F3, Afro-Caribbean drivers are rare.

Away from F3, ethnic drivers in British Touring Cars and British GT are incredibly rare. Backed by Proton, Malaysian youngster Farique Hairuman is racing in the BTCC this season, but he has been out of his depth in a completely alien environment.

Yet Chandhok, now in his third season of British F3, doesn't believe his Indian nationality has been a particular handicap. "It's very different. The guys you are



**"I knew the culture, but I got a council tax bill and two weeks later a court notice!"**  
**Karun Chandhok**

racing against know each other from karting and Formula Ford. You have to earn their respect in the early days."

he says. "I don't think it matters where you come from. And I think that applies with the other drivers as well."

What Chandhok has found tough is the challenge of living in a different culture. "It is a massively different culture. Everyone at home had a big concern about how people would treat me 5000 miles away. I was fortunate that I understood the culture a bit before I came and I spoke English," he recalls. "But I got the council tax bill and two weeks later I got a court notice!" Some parts of British life are unavoidable, it seems.

In terms of sponsorship, Chandhok, Karthikeyan, Fauzy and co have all brought major funding with them to pay for their drives. Raising backing in the UK is extremely tough, but Chandhok reckons it is possible. "The potential is huge, like the Asian population here." *Paul Lawrence*

Willy T Ribbs tested a Formula 1 Brabham at Estoril in 1986 but never got to race in the top flight



colour barrier first breached by Wendell Scott in the '60s and by Ribbs in the '80s by the time NASCAR formulated its Drive for Diversity, it's also fair to say NASCAR has made a greater commitment to its programme than did CART. And, of course, that NASCAR has vastly greater resources to commit to its programme than CART ever did.

In addition to Primus and three other drivers competing in the Dodge Weekly Series, the programme held try-outs for – and selected – a handful of aspiring mechanics, including a woman, who have been placed with teams in the DWS and the NCTS. In addition to this, NASCAR has managed to create an ongoing diversity programme within its administrative and

operational arms, and a walk through the Nextel Cup, Busch and Craftsman Truck garage areas reveals a sprinkling of minorities in official garb. Ditto the CART and IRL paddocks.

Thanks to representatives of manufacturers and suppliers, racing is slowly starting to reflect the gender and colour of society as a whole. That's no accident. "We have stakeholders in

our business," says Steve Miller, Goodyear's NASCAR marketing manager, "from customers to suppliers to the associates who work with us. It's a very diverse group. We try to have a workforce representative of the people we serve as a customer base and a consumer base – that's important to us. Goodyear likes to bring a lot of those same philosophies to thoughts in the way we go to market in NASCAR."

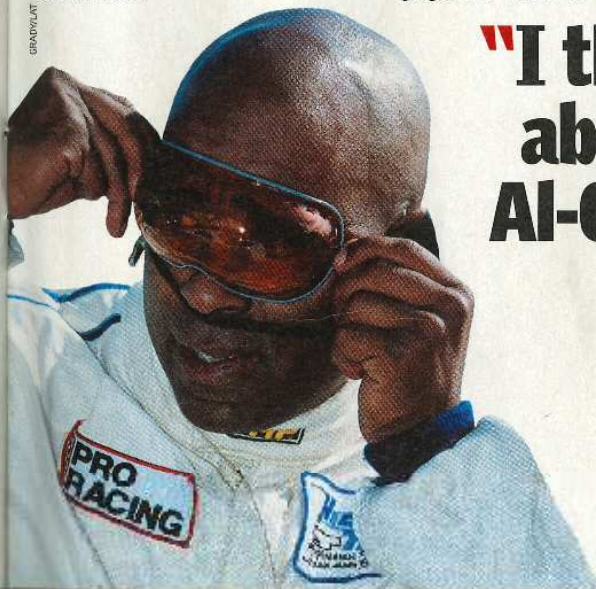
A similar philosophy lies behind another less well publicised, less formal 'diversity programme', namely Ford's new push to promote young women racers.

Earlier this year, Ford put several candidates through a heavy-duty test with its USAC midjet standard bearer, Bob East. Thanks to her performance in that trial by fire – not to mention on the brutal World of Outlaws circuit of nearly 100 races a year – Erin Crocker, a 23-year-old graduate of Rensselaer Polytechnic Institute, is now on the fast track to a factory ride, most likely in NCTS or Busch GN. "Our racing products, to the best extent possible, ought to mirror our customers," Dan Davis, Ford's director of racing technology, recently told *USA Today*. "We've known that for some period of time. The question is, what do you do about it?"

"If you let nature take its course, you'll get what we've got today – a lot of white males. I think we're taking the initiative here."

So too is McLaren-Mercedes. While its Champions of the Future programme is not a minority driver development per se, Lewis

**"I think NASCAR are about as sincere as Al-Qaeda in wanting peace with the United States"**  
**Willy T Ribbs**



Lewis Hamilton won the British Formula Renault series in 2003 and looks set for a bright future



Hamilton is perhaps its most high-profile protege. With a Formula Renault title to his credit, a productive first season of Formula 3 in progress and ties to one of the most formidable racing organisations in the world, it's no exaggeration to suggest Hamilton is closer to making the biggest breakthrough of any minority driver in the history of motorsport. Not to put too much pressure on him...

"There's loads of pressure coming from different directions: pressures from sponsors, pressure I put on myself which is the biggest one, pressure from my family, but it's all one big package, so it doesn't bother me," he said.

"Because I've come from nothing, I have a big drive. Because of my colour I can probably have influence on other culture. That's a big bonus. I'd love to be able to do something for other people

and have them say, 'Oh yeah, that was him that sort of opened the gateway.' That would be great. I know a lot of people say they don't want to be anything special but everyone wants to be special in some way, whether it's good or bad. It's an opportunity for me to do something and I don't want to waste my life. I'm here for one thing now and I want to complete that."

Still, like Lester and others, Hamilton is not

overly concerned by the fact that he is a black man in an overwhelmingly white man's sport. "When I wake up every day I don't say, 'Oh shoot I'm black,'" he says. "I don't get treated as if I'm different, maybe occasionally by some people, but by most people I get treated normally, so it never really occurs to me unless someone mentions it somehow."

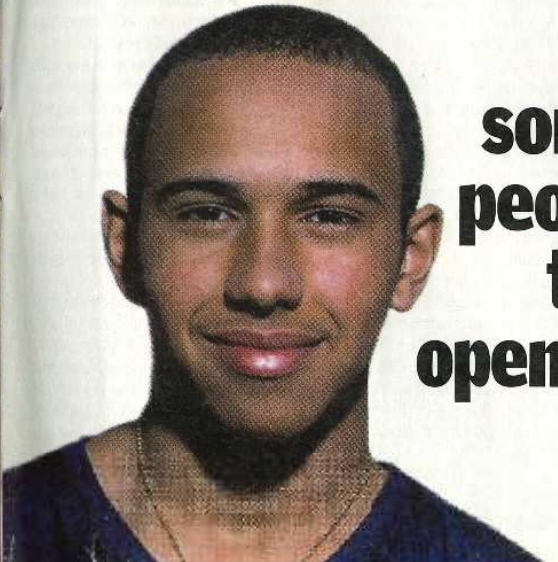
"I'm just here to do what I love doing."

Ultimately, when it comes to the topic of minorities in racing, Hamilton seems of two minds. On the one hand, he not only understands it's a highly significant issue, he understands that he is something of a role model, one with the potential to not only achieve great things individually, but also to make a lasting impression on the sport as a whole. On the other hand, he yearns for the day when the spotlight will turn his way because of results, not race.

Much like Lester, "If I let myself get wrapped up in the colour issue it defeats the whole purpose of what it is I'm out here for," he says. "The fact of the matter is I know about my uniqueness: it's clear to me; it's brought to my attention all the time as soon as I walk into the garage area that I'm different. But if I'm tripping on the colour issue, it's counterproductive."

"I'll be happy when we don't have to have conversations like this - when it won't be worth media attention. Until then, I understand that it's something I have to talk about but I'll be a lot happier to talk about my first race victory."

Won't we all? ☺



**"I'd love to do something and have people say, 'Oh yeah, that was him that opened the gateway'"**  
**Lewis Hamilton**

# Thompson's triumph

## James Thompson

TRIPLE EIGHT ENGINEERING DRIVER

AT THIS stage of the series, Snetterton counts as a very good weekend. I changed a three-point deficit into a four-point advantage, so I'm very pleased.

In qualifying, nobody looked like threatening us and in the first race nobody looked like touching me. I had the advantage and needed to hammer it home. We'd made some improvements to the car and they worked well. I had no weight, but I'm still pleased with the margin I had.

Remember how quick I was for the first three meetings? Our pace then was fantastic. We lost our way a bit in the middle of the year, but we were back on it at a circuit which suits us a bit better than the ones we've just come from.

The second race was frustrating due to some bad driving. Rob Collard is just a rock ape. Points were crucial, and he could have pushed me out of the race - that's not on. It was frustrating because I was slow on the straight because of the weight, but I had speed to spare, so I should have made better progress.

In the third race, there was a lot of work to do from seventh. I just made sure of the point for fastest lap.

Overall, I'm pleased with the weekend. You can't not be pleased when you come away leading the championship with just one meeting to go. And Donington Park, historically, has been good to me. It's the right place to be.

The pace I had this weekend, I have to carry over, then there's a good chance I can go for pole position. The car won't be that heavy, so pole's a very realistic possibility. So, the plan is to start from pole and see what happens.



**RACE REPORT** The Vauxhall man put his title bid back on track at Snetterton, with a win and a third place. By NICK PHILLIPS

**V**auxhall ace James Thompson clearly had the pace advantage last weekend at Snetterton. He set the fastest time in both practice sessions, before taking pole position for race one in qualifying, a healthy 0.536sec ahead of his nearest opposition. And what's more, he looked the class of the field as he and team-mate Yvan Muller effectively put the drivers' title beyond the reach of the rest - only WSR's Anthony Reid now has an (outside) mathematical chance of beating the Vauxhall boys.

By recent British Touring Car Championship driving standards, the Snetterton races were relatively tame, but they were still closely-fought and produced the usual bag of angry comments, post-race spats and appeals. Elephants, apes and frogs all came into it!

Race one was a Thompson benefit. He beat fellow front-row man Muller to Riches and just pulled away as the Prandina came under pressure from Matt Neal - again the quickest of the Honda gang last weekend.

Muller's Astra was out of sorts,

though, and at the start of lap three a moment at Riches gave Neal the chance he needed. He darted past, followed by Tom Chilton in the Arena Honda. Muller regained third from Chilton before they finished the lap, but he wasn't happy with his car.

"The balance was not right," he said. "Huge oversteer everywhere, which is a surprise, and a big problem. Either there is something wrong with the car or with me."

By the end of the race Muller had dropped to fifth place. Chilton had repassed him in a good move at the Bombhole, after the Astra again oversteered wide on the approach to the corner.

Muller also dropped behind Colin Turkington. The WSR MG driver had earlier dragged past team-mate Reid out of Sear after the Scot's MG oversteered, and he pulled a very similar move there on Muller.

As ever this year much of the manoeuvring was in quest of 10th place and pole for race two. The king of the tactical 10th place was in trouble, though. Jason Plato had a driveshaft failure pre-race and had to

start on cold tyres from the end of the pitlane. He almost made it to his target position, but it was ultimately all he could do, although for a moment he thought he might luck in as Luke Hines and James Kaye slowed across the line. Hines just took it from Kaye, who had long held the place.

Reid also looked to be in the battle, but said he was only there accidentally. His MG was running very high water temperatures, which meant that he had to back off to control them. He finished in eighth place and the WSR crew immediately set about changing the engine.

Stefan Hodgetts and Shaun Watson-Smith had also been there or thereabouts until they connected again (as at Brands Hatch). This time it was Watson-Smith who was in trouble, and he was excluded from the race.

Hodgetts had bounced back well from a disastrous qualifying session in which he'd coated the entire track with oil after the cooler broke, the result of a power-steering problem. He was also lucky to stay the night way up after his blip from the

Thompson flew high at Snett to get his championship quest back on track



to close the door on him. Officials didn't rule on this one, but then they may just have reckoned that Reidy had already sorted it out – by pushing Muller wide under braking for Sear, retaking the place.

"Without these guys, life would be too nice," sighed Muller.

The Scot held onto second until the end, but Muller lost another place before the flag.

Muller still wasn't happy with the car. "A bit less oversteer," he conceded, "but now we have increased understeer. It's very difficult to drive, and I made so many mistakes, which is not my way."

The man who pipped him to third was another of his least favourite opponents – Plato. The SEAT man had flown up from 11th on the grid, setting fastest lap on the way.

"He's finished – yesterday's gravy," was JP's sneering comment on fourth-placed Muller.

Turkington was again right with Muller for much of this race, but couldn't find a way past and had to settle for fifth.

"Well done to Turkington, he was clean," said Muller.

Kaye was sixth after a run-in with the Computeach Racing with Halfords Hondas, which sent team boss Steve Neal bouncing off the rev-limiter.

"Kaye ought to take a trip to Gibraltar to visit his relatives," said Neal after the Synchro man's unsuccessful lunge inside Dan Eaves between Riches and Sear. After a couple of side-to-side hits as Kaye made his move and Eaves squeezed him, the latter's car slewed sideways and was collected by Neal. Eaves spun to the back and Neal picked up damage which later contributed to a race-ending puncture.

"Eaves made a mistake at Riches, and racing's about taking advantage of things like that, or so I was taught in my early years – in Gibraltar," said Kaye with a weary smile.

An irritated Thompson was seventh after spending almost all race bottled up behind Rob Collard's privateer Astra. Collard finally made a mistake on the last lap, letting both Thompson and Rob Huff past as he ran wide.

The start played a crucial role in the final race as front-row men Hines and Reid failed to get away smartly. Hines barely saw the lights go red and then out, while Reid had a senior moment waiting just for a second for the green lights to come on, a system which disappeared from UK racing at the beginning of the year.

"My fault, and a very basic error. I can't believe I did it," admitted a distraught Reid after the race.

Hines and Reid weren't the only ones in trouble, either. Plato on the second row had a gearbox problem. He got away okay in first, but then the 'box wouldn't select second, so many of those behind who'd started well were then blocked by three slow cars at the front. Through it all came Muller from the outside of row two and Huff from the outside of row four.

Muller led into Riches, but lost out to Huff at Sear. Reid managed to hang on to third place for the first lap, but Thompson – from seventh on the grid – was right on his tail and sailed by between Riches and Sear on lap two.

Thommo was again the man with all the pace and he stuck in a new

## Trouble brews at Triple Eight



Muller (above) and his team-mate are barely on speaking terms

RELATIONSHIPS within teams, and the way they affect squad and driver performance, are fascinating, so the situation at VX Racing is throwing up plenty of fun for the avid student of the racing driver mentality.

After the best part of four years in relative harmony at Triple Eight Race Engineering, James Thompson and Yvan Muller are barely on speaking terms as they fight for the 2004 British Touring Car Championship drivers' title.

The one previous major hiccup in the relationship came at the end of '02, when Muller annoyed Thommo by knocking him into a gravel trap at Brands Hatch. The Brit came back with a nicely-judged tip-and-run move on the Frenchman in the final meeting at Donington Park, which effectively sealed the title for him.

Things look remarkably similar now, and it's all down to a run-in at Brands Hatch again.

"I'm aware he decided he was quicker than me at Brands," said Thompson after the third race at Snetterton, "and decided it was okay to knock me out of the way."

How far Thommo's return to form at Snetterton – after a relatively

barren time – is down to the anger generated by that incident is hard to say, but there was no question he was seriously fired up. It could just be Muller has lit a fuse he shouldn't have done – for the second time.

The Frenchman, just back from a quick trip to Australia to test for the upcoming Aussie V8 endurance races, by contrast was pretty downbeat this weekend.

"I just feel tired and fed-up about many things – tired from the trip to Australia and fed-up with the atmosphere here," he said.

Thompson, too, has claimed the moral high ground, which must grate more than a little with Muller.

"Obviously I didn't hit him like he did me at Brands," Thompson pointed out after harassing Muller in race three at Snetterton. "The roles were reversed and I decided that I wanted to do it fair and square. I just hope that doesn't cost me."

Don't be surprised, though, if Thommo's attitude changes at Donington Park. There's little doubt he feels he's at least one Muller biff in credit, and it could well be he's saving it to use to win the title at Donington. Don't miss it.

Proton on the entry to the Bombhole. The Alfa slewed onto the grass and all but rolled, before rejoining trailing a plume of oil smoke – the damage including another broken oil cooler.

Hodgetts' boss, Gary 'Olls' Ayles, wasn't impressed by Watson-Smith's antics. "He should go back to South Africa and try driving <sup>\*\*\*\*</sup>ing elephants," he fumed.

Hines took the lead at the start of race two, and again a Vauxhall led all the way, the youngster taking his second win of the year as VX Racing bagged two in a row having failed to win since Muller took the first race at Mondello Park in June. Hines barely put a wheel wrong as he took advantage of pole and a light car for a solid victory.

Reid looked favourite to challenge, but his new engine wasn't pulling as well as it should – a mapping problem, he felt. In any case, in the early laps, he had his hands full fending off Muller.

The Frenchman got past once after tapping the MG into a lurid slide at the top of Coram.

"I'm not happy with that at one of the fastest corners in the country," complained Reid. "How I didn't hit a barrier I'll never know."

Muller deemed Reid had made an error at the Bombhole and then tried

**"I'm not happy with Muller. How I missed a barrier I'll never know"**  
**Anthony Reid**



Hines won race two from pole



A second for Reid was cancelled out by a later startline blunder



Chilton makes a good pass on Muller to finish third in race one

**"We can't do the weight. We're being penalised for our success"  
 Jason Plato**



The start of race three. Green light not pictured, Mr Reid

Lap record on the third tour to make sure of another bonus point before giving his Astra to the boodler of Muller's car for the duration.

Over the first half of the race Muller seemed able to challenge Huff, too, and the three ran in close formation, seeking chinks in each other's armour, to no avail. Later, Huff pulled clear assisted, he reckoned quite reasonably, by the battle between the Vauxhall team-mates. Muller thought weight was the difference.

"They're so much lighter that they are easier on the tyres and can keep a

more consistent pace," said Muller of the SEATs, and Huff's in particular.

That, of course, is not the line on weight that was on offer at SEAT, where they're not at all happy about the decision to add 25kg to their base weight after the last round at Brands.

"We just can't do the weight," said Plato. "We're being penalised for our success, not our pace - it's not based on a scientific formula."

Behind the Vauxhalls, Neal worked his way up from the ninth row to fourth in another fine run. He was assisted by team-mate Eaves, who'd been hassling

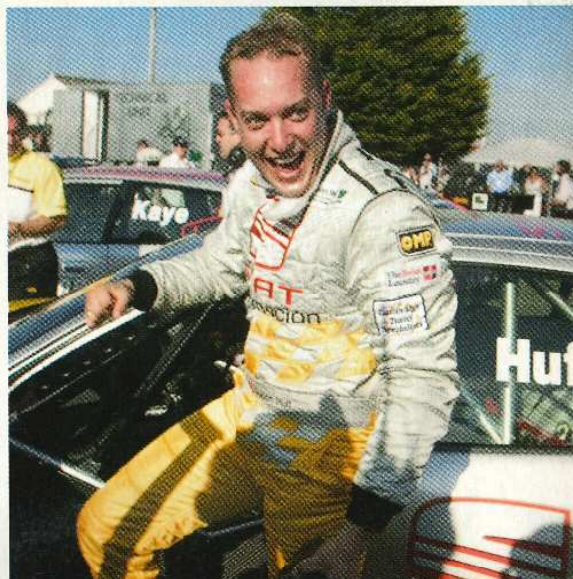
Reid but appeared to defer to his team leader in the closing laps. Once past Eaves, Neal soon also got by Reid, but the MG man just kept the clearly faster Eaves behind to the flag to salvage fifth and something from the race.

"All the weight [second-place success ballast] didn't help," said Reid, "but our pace with it was impressive."

Turkington had another good run to seventh, ahead of Hines, who never recovered from his poor start and struggled with his maximum success ballast. He also had a run-in with Chilton, which knocked the Honda into a spin at the Esses.

"He ruined my race," said Chilton. Right behind Hines, Hodgetts took a good ninth. He'd sat out race two while his accident damage was sorted out, but put in a storming first lap this time to move up from last on the grid to 10th and then showed his mettle in an often frantic battle that included Plato and Collard, as well as Hines.

Kaye was out of luck again with a gearbox problem. "It was like a box of frogs," he said after coming 13th. ❏



Huff has surely sealed his SEAT seat for 2005, with another win



Hodgetts bounced back well from a disastrous qualifying



Plato took only one podium at Snetterton - in race two

**RESULTS** September 5, British Touring Car Championship, Snetterton (GB), round 9 of 10

RACE 1 - 16 LAPS, 31.232 MILES					RACE 2 - 16 LAPS, 31.232 MILES					RACE 3 - 16 LAPS, 31.232 MILES					CHAMPIONSHIP TABLE		
Pos	Driver (nationality)	Team	Car	Result	Qual	Grid	Pos	Driver	Result	Grid	Pos	Driver	Result	Grid	Pos	Driver	Points
1	James Thompson (GB)	Triple Eight Engineering	Vauxhall Astra Coupe	19m31.349s	1m11.588s	1	1	Hines	19m45.453s	1	1	Huff	19m39.688s	8	1	Thompson	244
2	Matt Neal (GB)	Team Dynamics	Honda Civic Type-R	19m33.102s	1m11.993s	3	2	Reid	19m46.179s	3	2	Muller	19m40.778s	4	2	Muller	240
3	Tom Chilton (GB)	Arena International	Honda Civic Type-R	19m38.721s	1m12.127s	4	3	Plato	19m46.557s	11	3	Thompson	19m41.050s	7	3	Reid	196
4	Colin Turkington (GB)	WSR	MG ZS	19m40.962s	1m12.339s	6	4	Muller	19m51.013s	6	4	Neal	19m42.030s	18	4	Plato	189
5	Yvan Muller (F)	Triple Eight Engineering	Vauxhall Astra Coupe	19m41.234s	1m11.924s	2	5	Turkington	19m51.265s	7	5	Reid	19m44.857s	2	5	Neal	181
6	Dan Eaves (GB)	Team Dynamics	Honda Civic Type-R	19m46.778s	1m12.355s	7	6	Kaye	19m54.488s	2	6	Eaves	19m45.097s	11	6	Turkington	154
7	Rob Collard (GB)	Collard Racing	Vauxhall Astra Coupe	19m47.335s	1m12.567s	10	7	Thompson	19m56.181s	10	7	Turkington	19m52.620s	5	7	Huff	141
8	Anthony Reid (GB)	WSR	MG ZS	19m49.608s	1m12.138s	5	8	Huff	19m56.181s	12	8	Hines	19m58.743s	1	8	Eaves	127
9	James Kaye (GB)	Synchro Motorsport	Honda Civic Type-R	19m51.803s	1m12.968	14	9	Collard	19m58.005s	4	9	Hodgetts	19m59.012s	20	9	Hines	109
10	Luke Hines (GB)	Triple Eight Engineering	Vauxhall Astra Coupe	19m51.810s	1m12.530	8	10	Chilton	19m58.523s	8	10	Plato	20m00.138s	3	10	Chilton	98
11 Jason Plato (GB), SEAT Sport UK SEAT Toledo Cupra, 19m52.019s (Q9-1m12.533s); 12 Rob Huff (GB), SEAT Sport UK SEAT Toledo Cupra, 20m07.400s (Q13-1m12.912s); 13 Jason Hughes (GB), Kartworld Racing MG ZS, 20m15.222s (Q17-1m14.496s); 14 Carl Breeze (GB), GA Motorsport Vauxhall Astra Coupe, 20m19.798 (Q11-1m12.619s) 15 John George (GB), Mardi Gras Motorsport Peugeot 406 Coupe, 20m46.134s (Q19-1m17.782s); R Michael Bentwood (GB), Tech-Speed Motorsport Vauxhall Astra Coupe, 15 laps - accident (Q15-1m13.372s); R Stefan Hodgetts (GB), GA Motorsport Alfa Romeo 156 GTA, 14 laps - accident damage (Q20-1m25.880s); R Richard Marsh (GB), Quest Team Varta Peugeot 307, 13 laps (Q18-1m15.634s); R Faruque Hairuman (MAL), Team PSP Proton Impian, 9 laps - misfire (Q16-1m14.45s); DQ Shaun Watson-Smith (GB), Team PSP Proton Impian (Q12-1m12.809s). Winner's average speed 95.92mph. Fastest lap Thompson, 1r-12.339s (97.14mph). 11 Eaves, 20m10.242 (Q5); 12 Watson-Smith, 20m14.278s (Q20); 13 Hughes, 20m17.506s (Q13); 14 Bentwood, 20m20.773s (Q15); 15 Hairuman, 20m22.083s (Q18); 16 George, 21m02.689s (Q14); 17 Marsh, 20m09.868s (Q17); R Neal, 10 laps - puncture; R Breeze, 2 laps - accident damage; DNS Hodgetts, accident damage (Q16). Winner's average speed 94.84mph. Fastest lap Plato, 1m12.510s (96.19mph). 11 Collard, 20m00.435 (Q9); 12 Chilton, 20m00.852s (Q10); 13 Kaye, 20m02.132s (Q6); 14 Bentwood, 20m07.418s (Q14); 15 Watson-Smith, 20m08.625s (Q12); 16 Hughes, 20m10.658s (Q13); 17 George, 20m43.894s (Q16); 18 Marsh, 20m53.882s (Q17); R Breeze, 5 laps - overheating (Q19); R Hairuman, 2 laps - suspension (Q15). Winner's average speed 95.30mph. Fastest lap Thompson, 12m12.297s (97.71mph).																	
11 Kaye 45 12 Collard 37 Independents 1 Reid 282 2 Turkington 263 3 Neal 253 4 Eaves 216 FINISH 23:10, 9-6-4-1-2-3 1st lap position 1-1-2-3-4-5 Fastest lap Thompson																	

NEXT ROUND: Knockington Park (GB), September 25/26



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# SPEEDEQUIPE

motorsport

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From the ARCHIVES



Germany's F1 contingent in 1989: Volker Weidler, Bernd Schneider and Christian Danner (left to right) racked up a total of four points. But they *did* all have slow cars

On this week in motorsport

10 years ago...

Michael Schumacher is barred from the Italian and Portuguese GPs following his black-flag misdemeanour at Silverstone. Damon Hill would win both to set up a title showdown...

20 years ago...

Niki Lauda bags the Italian GP, despite slipping a disc during Saturday practice. The BMW 635CSI of Gianfranco Brancatelli and Helmut Kelleners takes the wet/dry Tourist Trophy at Silverstone.

30 years ago...

Victory in the Italian Grand Prix gives Ronnie Peterson his third win of the season. His Lotus finishes less than a second ahead of champion-to-be Emerson Fittipaldi. Back at home, Ian Ashley's Lola triumphs in the Oulton Park F5000 thrash.

40 years ago...

John Surtees (Ferrari) wins the Italian GP after battling with Dan Gurney, and despite still suffering from the after-effects of a motorcycle crash at Goodwood the week before.

50 years ago...

Juan Manuel Fangio (Mercedes-Benz) inherits the Italian GP at Monza after Stirling Moss (Maserati) had led for 71 of the 100 laps before being forced to retire with a split oil tank.

2000 Cyprus Rally, Limassol

CARLOS Sainz chose the inaugural running of the Cyprus Rally to reassert himself in the race for the 2000 drivers' world championship (September 14, 2000).

Spanish legend Sainz, paired in the Ford 'superteam' with Colin McRae, hadn't won since taking a Toyota Corolla to victory in New Zealand nearly two years before. This time, though, the durable Focus vanquished all before it as Carlos led home McRae by over half a minute for a Ford one-two – it was the team's second of the year, the other coming on the equally physical Acropolis.

The Limassol-based event was not a classic in terms of the last-stage

showdowns or three-day battles that the WRC often produces, but it did throw the battle for drivers' title honours wide open. By finishing second in this, the 10th round of the series, McRae edged ahead – by a single point – of fellow Brit Richard Burns in the points table. Both men were a couple of points shy of series leader and champion-elect, Peugeot-powered Finn Marcus Gronholm...

Back on the holiday island, meanwhile, Sainz set some blistering times on the first of the three legs to take a lead that he wouldn't lose.

Giving chase to the dominant Fords were Burns – who managed to outpsyche the Spaniard with several fastest times on the first day, despite

problems with an uncooperative throttle pedal – and Francois Delecour. The Frenchman upheld Peugeot honours valiantly after Gronholm's 206 lunched its electrics, forcing him out after just six stages.

Never far from the fastest stage times – although he only set one top time on days two and three – Sainz maintained his advantage to the end.

Little did he know at the time, but it would be another season and a half before he'd taste the winner's champagne again with an inherited victory in Argentina in 2002.



Read the full Cyprus Rally analysis in the Autosport Plus section of...

www.autosport.com



Carlos Sainz's Focus blitzed the first Cyprus Rally to lead Britain's Colin McRae home for a Ford 1-2

Anniversaries

SEPTEMBER 9  
Kenneth Hansen (b1960)

SEPTEMBER 10  
Bruno Giacomelli (b1952)  
Claudia Hürtgen (b1971)  
Raymond Sommer (d1950)  
Wolfgang von Trips (d1961)

SEPTEMBER 11  
Stephane Daoudi (b1971)  
Tomas Enge (b1976)  
Kieth Odor (d1995)  
Ronnie Peterson (d1978)  
Antonio Pizzonia (b1980)  
Gonzalo Rodriguez (d1999)

SEPTEMBER 12  
Tony Bettenhausen (b1916, d May 12, 1961)  
Gustav Brunner (b1950)  
Ricky Rudd (b1956)  
Jean-Louis Schlesser (b1948)  
Guy Smith (b1974)  
Bjorn Waldegaard (b1943)

SEPTEMBER 13  
Mike Smith (b1955)

SEPTEMBER 14  
Robert Benoist (d1944)

SEPTEMBER 15  
Antonio Ascari (b1888, d.J. 26, 1925)

# Juan for my old team

Jonesy says that Montoya could get Williams' first win of the 2004 season

If you were getting a bit tired of all those Michael Schumacher wins then you had me to thank for his failure to get victory at Spa last week – I well and truly put my jinx on him there. Both Michael and Ferrari will be relieved to find out, therefore, that I'm tipping Juan Pablo Montoya to take Williams' first win of the year at Monza.

After his win at Spa I think Kimi Raikkonen could have a real go at Monza, especially as he got fourth there last year and was less than 13 seconds behind Schumacher's winning Ferrari. So McLaren could be a real threat, although you could never rule out Ferrari at Monza, even in the old days when they weren't very competitive elsewhere.

McLaren have bounced back and Ferrari are still there, but I'm going to go for Montoya. He was second there last year and Marc Gene was fifth, the BMW horsepower is still as good as any and the chassis is now making an improvement after they went back to the traditional type of nose.

It was interesting to see Antonio

## Alan Jones

1980 FORMULA 1 WORLD CHAMPION



Pizzonia going so quickly in the test. If I was a betting man I'd be half-tempted by this and you'd get great odds on Pizzonia – I reckon you'd get about 50 to one. It's strange: he went really well as test driver at Williams and when he went to Jaguar alongside Mark Webber I thought, 'Ooh, Mark's gonna have a few problems here', but it never eventuated. But then he went back to Williams and he was quick again.

I think he did a pretty good job at Spa and that would have done his confidence a load of good. He's the real dark horse – I'd have a bet on him if I had a spare tenner.

Spa, I thought, was a very entertaining race. It was one of the

most spectacular F1 races in terms of action and it was helped by tyres bursting and people running over other people's backsides.

But Spa was really brought to life because they had inconsistent weather in qualifying. Someone said a few years ago that maybe they should have half the track wet and half of it dry, and I don't think that's such a stupid or outrageous suggestion. We saw unusual grid positions at Spa. I'm not suggesting we smash up Formula 1 cars to make it more interesting, but it was one of the best grands prix we've had in a long time.

It's all down to decreasing cornering speeds and increasing braking areas – that's what the wet

conditions do – although they've never let common sense get in the way of making decisions on rules so why should they start now?

So, back to Monza and I'm going to go for Montoya from Raikkonen – and I'm saying this with both my head and my heart – and I suppose I've got to put Schumacher in there somewhere, so he can go third.

Pizzonia is the threat, and funny enough David Coulthard always goes well at Monza, but I don't see anybody else as a threat.

BAR have lost the plot a little bit and they're not up there like they were a couple of months ago. I don't know whether this saga with Jenson Button has anything to do with it – I'd like to think not, but they've definitely dropped their pace a bit while McLaren have stepped up and Williams have made improvements.

As far as Renault are concerned, I don't think Monza's their kind of circuit. It has some flowing corners, although Spa does as well, but I just don't know if they're going to be there in the picture. ☐



Montoya and Schumacher bang wels a last year. Expect more of the same's tin

## VIEW FROM THE COCKPIT



Felipe Massa Sauber Formula 1 driver

MOST of the tracks we go to are similar – it's always difficult to overtake, and there's high downforce. So it's important to have somewhere like Monza, which is completely different. I really like the track, because it's so different now that Hockenheim has changed. The race is always good in terms of overtaking. At Sauber, we do have a lot of home tracks, like Malaysia, but for sure, Monza is the closest to having one in Switzerland!

It has a long pit-straight, and the top speed is about 360km/h (223mph) in seventh gear, which is maybe the highest top speed in F1. Then, you brake heavily and change down to first gear for the chicane.

We're running low downforce here, so the car will be much more unstable on the brakes compared to many other circuits.

It's a very tight first chicane, taken at maybe 80km/h (50mph). It's a right- then left-hander; it's very important to have good traction on the exit because you have another long straight. You get up to seventh gear and go through a very quick corner, the Curva Grande, which is easily taken flat. Then you brake hard again ready for the second chicane.

You drop down to second gear, and jump over the kerbs. It's not so easy to find exactly the right position to go, but you make times by using the kerbs. Then you have a small straight where you go from second to fourth; you come back down again to third in order to make the first Lesmo, which is taken at about 170km/h (106mph).

You go up to fourth again, and then back to third to make the second Lesmo, which is quite a tight corner. You have to go quite wide afterwards on the kerbs. Then you have another straight going downhill to the Ascari chicane. Brake hard and change down to



third gear; again it's very important to go on the kerbs, and try not to lose too much time.

There's a left-hander which is taken in third gear, then for the right-hander you're already on full-throttle and going up the gears. The left-hander on the exit is very quick and, because of the low

downforce, the car is quite snappy.

After that it's up to seventh for the long straight to Parabolica, where you go down to fourth gear. It's a quick corner, and important to get it right because you have such a long straight afterwards. But it's a nice corner. Then you have the finish, and you're on pole!



ILLUSTRATION: PAUL LAGRETT

m

ing wheels at Monza same time round



Ferrari has won both titles already so there's sure to be local high jinks



Super-brave Sato could stick the BAR on pole – but can he win?



It's hairy stuff into the first chicane after a long straight



Da Matta's '03 Toyota suffers mysterious handling issues

## ITALIAN GP STATISTICS AND RACE ODDS

2003 driver	Name	Team	ITA GP starts	Best ITA qualifying	Best ITA finish*	Career starts	Career GP wins	Career points	Odds to win race
128	Michael Schumacher	Ferrari	11	1 (3)	1 (6)	209	82	1166	1/2
88	Rubens Barrichello	Ferrari	11	2 (2)	2 (1)	194	7	425	9/2
65	Jenson Button	BAR	4	7 (1)	5 (1)	80	0	110	12/1
46	Jarno Trulli	Renault	7	5 (1)	6 (1)	127	1	117	25/1
45	Fernando Alonso	Renault	2	20 (1)	n/a	46	1	100	12/1
39	Juan Pablo Montoya	Williams	3	1 (2)	3 (1)	64	3	201	25/1
28	Kimi Raikkonen	McLaren	3	4 (1)	n/a	64	2	152	6/1
21	David Coulthard	McLaren	10	1 (1)	1 (1)	170	13	467	33/1
18	Takuma Sato	BAR	1	16 (1)	18 (1)	32	0	22	50/1
14	Giancarlo Fisichella	Sauber	7	4 (1)	3 (1)	138	1	112	125/1
10	Felipe Massa	Sauber	1	4 (1)	14 (1)	30	0	14	300/1
7	Mark Webber	Jaguar	2	19 (1)	11 (1)	46	0	26	200/1
6	Olivier Panis	Toyota	8	9 (1)	6 (1)	155	1	72	250/1
4	Antonio Pizzonia	Williams	0	n/a	n/a	14	0	4	80/1
3	Nick Heidfeld	Jordan	4	14 (2)	9 (1)	81	0	28	500/1
3	Christian Klien	Jaguar	0	n/a	n/a	14	0	3	500/1
1	Zsolt Baumgartner	Minardi	0	n/a	n/a	16	0	1	2000/1
0	Gianmaria Bruni	Minardi	0	n/a	n/a	14	0	0	2000/1
0	Giorgio Pantano	Jordan	0	n/a	n/a	14	0	0	1000/1
0	Ricardo Zonta	Toyota	2	17 (1)	6 (1)	46	0	3	400/1

\*Number of times achieved shown in brackets. †Odds correct at time of going to press

## PREDICTIONS

### JONATHAN NOBLE

Grand prix editor  
**POLE** Takuma Sato. BAR's traction and braking, plus Michelin's speed will do it.  
**WINNER** Michael Schumacher. Ferrari is still the class act over race distances.

### MARCUS SIMMONS

Chief staff writer  
**POLE** Takuma Sato. Honda power, BAR braking and Japanese commitment...  
**WINNER** Juan Pablo Montoya. BMW power and Colombian commitment...

## PAST WINNERS

2003	Michael Schumacher	Ferrari
2002	Rubens Barrichello	Ferrari
2001	Juan Pablo Montoya	Williams
2000	Michael Schumacher	Ferrari
1999	Heinz-Harald Frentzen	Jordan
1998	Michael Schumacher	Ferrari



# Who will be the 2004 Autosport Young Driver?

Once again Autosport readers are being given the opportunity to nominate the winner in British motorsport's most prestigious young drivers' competition



**McLAREN  
AUTOSPORT  
AWARD**

**T**o encourage and assist young British drivers in progressing their career into Formula 1. This is the aim of the McLaren Autosport BRDC Award, and the results are self-evident. Since its inception in 1989, the McLaren Autosport BRDC Award has helped four British drivers to achieve the ultimate level of motorsport competition in the rarefied atmosphere of Formula 1: David Coulthard, Jenson Button, Ralph Firman and Anthony Davidson. But there are former Award winners starting in other motorsport fields too. Gary Paffett's superb performances in DTM have put him in contention for the title, and have earned him a

test with the Sauber F1 team. Over in the USA, Dario Franchitti (1992) has shrugged off his injury-affected '03 season to hit front-running form in the IRL IndyCar series and now has two wins to his name.

So now we begin the search for the next young driver with the talent, dedication and hunger to join an exclusive club. One deserving driver will be given the McLaren Autosport BRDC Award at this year's Autosport Awards in London's Grosvenor House on December 5.

But who do you feel is worthy of joining the list of McLaren Autosport BRDC Award winners? Send us your nominations by filling out the coupon below and play a part in finding Britain's next F1 star.

#### WHERE YOU MAKE THE DIFFERENCE

Readers of Autosport have a unique chance to make their voices heard by nominating Britain's top young racing driver of 2004. However, the number of nominations received for each driver will not be a factor; a

single nomination is all a driver requires to be considered.

This year the McLaren Autosport BRDC Award chooses five finalists from your nominations. They are put through two gruelling days of interviews and driving evaluations in a variety of racing cars at Silverstone. Finally one driver is chosen by our expert judges to win the award.

The winner will receive an exclusive test drive in a McLaren F1 car, the Chris Bristow and James Hunt trophies, BRDC Rising Stars Membership, a Graham 'Silverstone' watch and funding towards their next season.

#### ELIGIBILITY

Nominees must hold a British passport and be aged between 18 and 23 years old on January 1, 2004. They must have competed in a British or European single-seater championship up to and including the British Formula 3 Scholarship class (or European F3 equivalent) in 2004. F3 Championship class entrants are excluded. The panel's decision on eligibility is final.

**NOMINATIONS CLOSE ON FRIDAY, SEPTEMBER 17, 2004.**

**Fill out this coupon to nominate your candidate**

DRIVER'S NAME

RACE CATEGORY

YOUR NAME

ADDRESS

TELEPHONE NUMBER

E-MAIL ADDRESS

**EACH READER MAY VOTE ONLY ONCE** (no photocopies allowed) **BUT IT ONLY TAKES ONE VOTE FOR A DRIVER TO BE CONSIDERED**

Please tick the box if you do not wish to receive information from carefully selected companies

Your entry must reach us by Friday, September 17, 2004. Send this form (photocopies not accepted) to McLaren Autosport BRDC Award, Autosport, Somerset House, Somerset Road, Teddington, Middlesex TW11 8RU



**Jenson Button 1998**  
 He's shone brighter than ever, taking BAR Honda to the podium on several occasions, and scoring his first pole



**David Coulthard 1989**  
 This is DC's ninth and final season at McLaren, with whom he has scored 12 of his 13 grand prix victories



**Dario Franchitti 1992**  
 Dario has blossomed in his second year in the IRL IndyCar series, scoring two wins for the Andretti-Green squad



**Gary Paffett 1999**  
 Superb DTM campaign has not only put him in contention for the title, it has also caught the eye of Peter Sauber



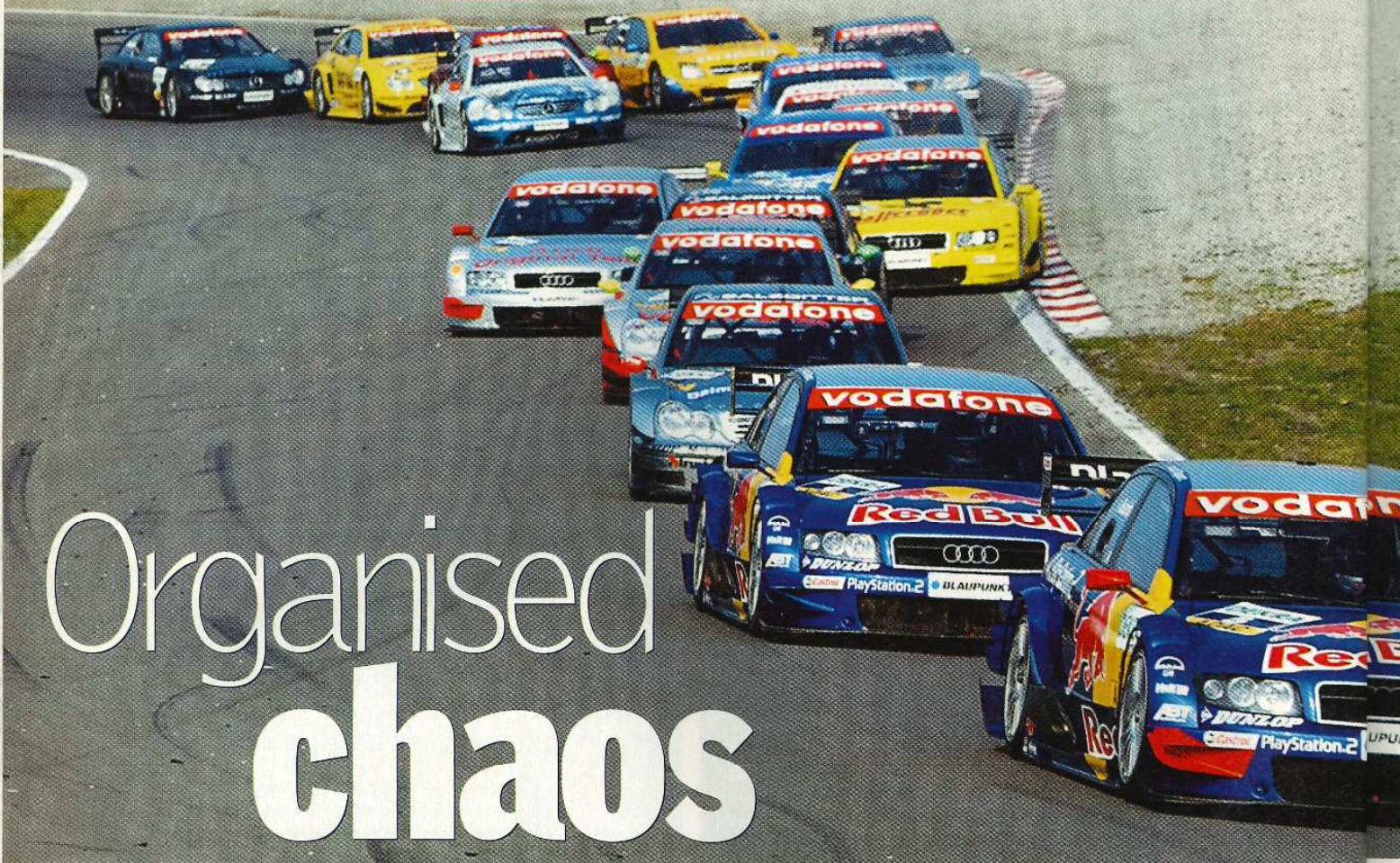
**Jamie Green 2002**  
 The 2004 Formula 3 Euroseries champ. Five wins - so far - have been the cornerstone to a truly dominant season



**Oliver Gavin 1991**  
 Formula 1 test driver of repute and a lynchpin of GM's factory Corvette project in the ALMS and Le Mans

You help decide!





# Organised chaos

**RACE REPORT** With the race order in disarray after Peter Dumbreck's spectacular shunt, it was Audi's Mattias Ekstrom who took advantage to strengthen his claim on the DTM crown. By CHARLES BRADLEY

**C**onfusion was the watchword of the day at Zandvoort in the Netherlands, as the eighth round of the German touring car series, the DTM, was plunged into chaos after a scary high-speed crash that befell Peter Dumbreck stopped the race at a crucial juncture, a juncture that could have ended fellow Briton Gary Paffett's championship hopes, but didn't. Lost? You will be.

In the final analysis, Zandvoort will no doubt be viewed as crucial in the outcome of this year's championship. Audi's Mattias Ekstrom left the seaside track with one hand firmly on the DTM trophy, following a quite masterful performance that left series rivals Christijan Albers, who starred on home turf once again, and Paffett with the tallest of orders.

Ekstrom took pole position by a whisker from Paffett, who was lucky to nail a front-row starting spot after only just making it into the top 10 Super Pole. Ironically, that proved beneficial, because the track conditions appeared to worsen as the session went on, while Zandvoort's pesky sand - that seems

to get everywhere - played havoc with the levels of grip.

The Swede's start was as stunning as Paffett's was tardy, which allowed his AMG Mercedes team-mate, Bernd Schneider, to leap into second place. Paffett held on to third spot from Martin Tomczyk's Audi, while Albers' stunning first-corner, round-the-outside effort on the Audis of Christian Abt and Tom Kristensen worked for a few fleeting moments, but the yellow A4s managed to demote him from whence he came, which was seventh.

Ekstrom took his first mandatory pit-stop on lap six, followed by Schneider, Paffett and Abt. He rejoined with two backmarkers between him and Schneider, which was handy. Paffett had a poor stop, however, so when Tomczyk and Kristensen pitted a lap later, they rejoined just at the wrong moment for him.

The Briton complained that he was shuffled out too aggressively by Kristensen as they rounded Tarzan, which also allowed Abt through, but the gloves are off between Audi and Mercedes, so it was no-holds-barred. Paffett got some revenge when he



The title leader took top spot



Albers held on for a podium

muscled his way past Abt a few laps later, with a robust move at Tarzan.

Abt then fell prey to a charging Albers, who received a warning flag for pushing the German around Tarzan on lap 13 (although, in Albers' defence, Abt appeared unusually slow

at that point) but, undeterred, he scabbled past with a great move at the same corner a lap later. The luckless Abt would later drop out when his fire extinguisher went off during a pit-stop.

At the front, Schneider initially whittled into Ekstrom's lead, but the gap soon widened again. The Swede was 2.7 seconds up when Schneider elected to take an early second stop on lap 17, a reaction to Tomczyk's closing Audi and the fact his rival had stopped a lap earlier. But a flying out-lap from Tomczyk meant he was alongside Schneider as he rejoined from the pits, claiming the line, and second position, at Gerlach-Bocht.

The early second pitters were in among the slower late-stoppers, and as Kristensen tried to pass Jeroen Bleekemolen's Opel at the Audi chicane, he ran wide. As he attempted to square off the corner, the close-following Paffett tagged him into a spin, for which the Briton received a drive-through penalty notice. Kristensen rejoined back in ninth.

Now it's about to get confusing. Paffett took his drive-through penalty at the end of lap 23, but as he pulled

back onto the track, Dumbreck's Opel Vectra exploded into a blur of body parts, dust and flying wheels at the exit of the final corner. He had just made his second stop, was on new rubber and was completely at a loss as to why his car had suddenly veered straight on at 120mph.

Despite rolling three times, and the severe nature of the initial impact, Dumbreck emerged unhurt. The red flag appeared immediately, and then the discussions began.

An hour later, after much toing and froing, reading of regulations and changing of the grid line-up, the race finally got under way once again. Despite being backdated by two laps, Emanuele Pirro was elevated from a 'real' position outside the top 10 to a lofty third on the grid thanks to his late pit-stop strategy. Even more surprisingly, the drive-through penalty that Paffett observed in the first race would stand, despite the fact that the grid was set before he did it, effectively wiping out his penalty completely!

Anyway, back to the proper stuff. Ekstrom made another great start to the 10-lap shout-out that (hopefully)

Ekstrom led all the way – even after the race was restarted

## Roughly translated

Zandvoort's Scheivlak corner is not for the faint of heart

**SCHIEVLAK** means a flat or smooth surface in Dutch, which is kind of ironic because at Zandvoort, Scheivlak corner is anything but flat or smooth. It is a colossus of a bend, a throwback to the huge old grand prix circuit on which a hotel, luxury flats and a golf course now reside. Many drivers consider it the most challenging corner on the calendar.

Scheivlak is approached in fifth gear at 145mph, through the daunting and bumpy kink, called Rob Slotemaker (who, if you're wondering, was a Dutch racer who took part in the filming of the Steve McQueen classic *Le Mans* and was killed at this very bend) before a dab on the brakes and a flick down to fourth gear.

The glorious right-hand sweeper

that follows packs a minimum corner speed of 110mph, and the shower of sparks as the cars kiss the ground simply adds to the spectacle. Oh, and did I mention it's banked?

"The turn-in does not present too much of a problem because you can use the camber," says former Formula 1 ace Jean Alesi, "but if you run wide in the corner, you have to get out of the throttle right away because of all the shit off-line. The exit is very tricky to get right. I just wish they would resurface the track to give it some more grip."

Zandvoort not only lacks grip, but it also lacks run-off in certain areas, as Peter Dumbreck's scary shunt in the race on Sunday proved. It's a great place to come and race, but it's not for the faint-hearted.



Albers sends up sparks at the right-hander following Scheivlak

was all over him through Tarzan on lap two. Behind him, Schneider slowed on the approach to the Audi chicane and allowed Paffett past him ("he must have missed a gear," said a tongue-in-cheek Paffett later), but almost allowed Kristensen to get by as well. The pair made some solid contact on the run towards the final corner, but Schneider kept his place.

Albers then almost overstepped the mark in his attack on Tomczyk, making a save that England keeper David James would have died for when he got completely crossed up at the final corner on lap three. Paffett was able to close in as a result, but Albers made sure of the final spot on the podium with a fastest lap on his next tour.

It remained close at the front, but it

also remained static. Ekstrom prevailed by eight-tenths of a second from Tomczyk, Albers and Paffett. Schneider took fifth place, ahead of Kristensen, while Pirro held off the somewhat disappointing Opel challenge led by Manuel Reuter.

"Today was a major step towards the title," said Ekstrom. "The toughest thing was the race being stopped. A new start always harbours a new risk, but everything went perfectly."

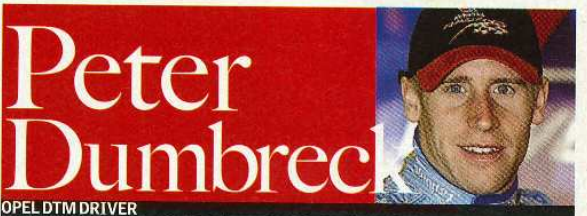
It's a great shame that the race organisers couldn't seem to operate at Ekstrom's level. Let's just hope that the results are allowed to stand without any effect on the championship chase, and that the post-race grumbles in the paddock can be resolved without any retrospective action. ☒



Paffett (left) holds his line as Abt has a look on the outside



Ekstrom and Audi team-mate Tomczyk stage a formation finish



OPHEL DTM DRIVER

I LEFT Zandvoort feeling a little sore after my crash, but for me it was hardly on the scale of my Le Mans 24 Hours accident some years back!

The last corner was a strange place to go off, because it is flat-out on old tyres, never mind new ones. I had just made my second pit-stop after running wide at the penultimate corner on the previous lap. Everything seemed normal in the corner, but then I got massive understeer, I don't know where from, so by the time I was on the marbles, there was no way to stop.

I remember everything about the accident, I got as low down in the seat as I could when I realised that I was going to hit the tyres, which seemed to just suck me into them. After the first impact and the first roll, I recall being covered in dirt, which was when I realised there was no roof on the car. It kept on rolling, and when it stopped, I sat in the car waiting for the pain to come – but thankfully it never did.

Okay, so it left me feeling a bit stiff, but there was no personal damage at all. The car is going straight to OPC at Bobigen, where it will be analysed, but the first checks found nothing appeared to have broken to cause the crash.

The car didn't snap or drop down or anything, so it's a real mystery as to why it suddenly did that.

After Zandvoort, I am more determined than ever to finish the season on a high. I want people to remember some top results, rather than a big crash like that one.

*Peter Dumbreck*

[www.peterdumbreck.co.uk](http://www.peterdumbreck.co.uk)



A strong safety cell helped Dumbreck stay unharmed in his crash

would decide it. Tomczyk slotted in as trailrunner, but the real hero of this second element was Albers. He repeated his earlier around-the-outside effort at Tarzan to shoot ahead of Schneider and Paffett, while Pirro made an awful start and slipped back down to sixth position.

From sixth on the grid, Albers was now hassling Tomczyk for second, and

## RESULTS September 5, Zandvoort (NL), round 8 of 10

10 LAPS - 26.720 MILES				CHAMPIONSHIP TABLE			
Pos.	Driver (nationality)	Team	Car	Result	Qual	Grid	Pos. Driver Points
1	Mattias Ekstrom (S)	Abt Sportsline	Audi A4	16m16.858s	1m34.051s	1	1 Ekstrom 61
2	Martin Tomczyk (D)	Abt Sportsline	Audi A4	16m17.663s	1m34.710s	4	2 Albers 48
3	Christijan Albers (NL)	OPC Team Phoenix	Opel Vectra GTS V8	16m18.298s	1m35.104s	7	3 Paffett 45
4	Cary Paffett (GB)	AMG Mercedes (HWA)	Mercedes C-class	16m19.615s	1m34.168s	2	4 Tomczyk 31
5	Bernd Schneider (D)	AMG Mercedes (HWA)	Mercedes C-class	16m21.356s	1m34.537s	3	5 Kristensen 30
6	Tom Kristensen (DK)	Abt Sportsline	Audi A4	16m21.839s	1m34.908s	6	6 Schneider 26
7	Emanuele Pirro (I)	Team Joest	Audi A4	16m24.880s	1m34.511s	11	7 Alesi 14
8	Manuel Reuter (D)	OPC Team Holzer	Opel Vectra GTS V8	16m25.675s	1m35.295s	8	8 Scheider 13
9	Frank Biela (D)	Team Joest	Audi A4	16m31.979s	1m35.060s	14	9 Aiello 12
10	Marcel Fassler (CH)	OPC Team Phoenix	Opel Vectra GTS V8	16m34.395s	1m35.708s	10	10 Reuter 9

11 Jean Alesi (F), AMG (HWA) Mercedes C-class, 16m36.256s (Q13-1m34.781s); 12 Timo Scheider (D), OPC Team Holzer Opel Vectra GTS V8, 16m40.218s (Q9-35.322s); 13 Jeroen Bleekemolen (NL), OPC Euroteam Opel Vectra GTS V8, 16m42.546s (Q15-1m35.071s); 14 Markus Winkelhock (D), Persson Motorsport Mercedes CLK, 16m43.900s (Q18-1m35.935s); 15 Bernd Mayländer (D), Team Rosberg Mercedes CLK, 16m44.062s (Q19-1m36.309s); 16 Jarek Janis (CZ), Team Rosberg Mercedes CLK, 16m46.760s (Q21-1m38.361s); 17 Stefan Mücke (D), Persson Motorsport Mercedes CLK, 16m52.131s (Q17-1m35.823s).  
**DNF** NOT TAKE RESTART: Christian Abt (D), Abt Sportsline Audi A4 – fire extinguisher went off (Q5-1m34.813s); Heinz-Harald Frentzen (D), OPC Team Holzer Opel Vectra GTS V8 – hydraulic leak (Q12-1m34.651s); Peter Dumbreck (GB), OPC Team Phoenix Opel Vectra GTS V8 – accident (Q16-1m35.232s); Laurent Aiello (F), OPC Team Phoenix Opel Vectra GTS V8 – vibration, (Q20-1m37.563s). **Winner's average speed** 99.470 mph.

**NEXT ROUND** Brands Hatch, September 19

**EURO  
F3  
REPORT**

Zandvoort  
Netherlands

4-5:04

Round 8/10

# Jamie's magic touch

**RACE REPORT** Jamie Green took the title with a win. **ANDREW VAN DE BURGT**

**H**e's done it! Jamie Green is now the Formula 3 Euroseries champion. The Brit did it in style too, claiming his fifth win of the year with a drive that waved a metaphorical two fingers at the decision to prevent him taking part in race one and underlined the assured style that has epitomised his season.

Going into the weekend, Green knew that his only realistic challenger for the title was Nico Rosberg. Mathematically, his ASM team-mates Eric Salignon and Alexandre Premat and Signature Plus driver Nicolas Lapierre could have taken the fight at least to the next round at Brno, but that required Green to endure a repeat of his last outing at Zandvoort – the Marlboro Masters, where he spun off after an underwhelming performance.

But, when Green qualified second for race two, the odds on him wrapping up the championship in Holland shortened considerably. He became the odds-on favourite after a spectacular shunt eliminated Rosberg from race one and prevented him from taking part in the second race too.

That's not to say it was plain sailing for Green, especially after he was barred from taking part in race one when the officials threw the book at him for a seemingly minor qualifying indiscretion (see sidebar). So the cars lined up for race one without Green in

sixth, where he had qualified. Even if he had started, though, it's unlikely he would have been able to stop Salignon from taking the win.

From pole position, Salignon made a superb getaway and was more than half a second ahead by the time the leaders had exited the right-hand Tarzanbocht hairpin that makes up turn one. Lapierre held second, while his Dutch team-mate Giedo van der Garde fended off Manor Motorsport's Lewis Hamilton for third.

Salignon's advantage was almost a second as they came across the line, but it counted for little as the safety car was now controlling the pace at the head of the pack. On the exit of Tarzan, Signature's Loic Duval ran wide and placed his left rear wheel on the dusty edge of the track. As he fed in the power the rear end of his Dallara-Opel came round, spearing him into his team-mate Greg Franchi, who was alongside. The two yellow cars put forward a convincing case for a new Olympic sport – synchronised spinning – as they pirouetted off into the barriers on either side of the track.

At the restart Lapierre positioned himself right under the wing of Salignon's Dallara-Mercedes. It was not a winning strategy, though, and the loss of downforce through the quick final corner meant he crossed the line 0.8sec down on the leader. Hamilton made no such error and timed his



Jamie Green was excluded from race one but won race two – and the title

ASM boss Frederic Vasseur celebrates with (l-r) Salignon, Green and Premat



Lewis Hamilton held his nerve to drive around the outside of Giedo van der Garde at Tarzan corner

restart perfectly, drawing alongside van der Garde on the run into Tarzan, where he bravely drove around the outside of the Dutchman to grab third.

Once again there were problems at the first corner as HBR driver Hannes Neuhauser went off. But the race continued uninterrupted.

With Salignon clear at the front, and Lapierre comfortably ahead of Hamilton, the main interest in the race was the battle for sixth between Franck Perera (Prema), Rosberg (Team Rosberg), Daniel La Rosa (HBR) and Robert Kubica (Mucke).

Going into Tarzan for the 10th time, both La Rosa and Rosberg had a run on the French rookie. La Rosa dived to the inside, while Rosberg looked to the outside. But as Rosberg hit the brakes his left front disc exploded. This caused the black and white car's other brakes to lock and, in a flash, he was bouncing across the gravel.

With the car barely touching the sand trap as it skipped along, the impact speed was horrific when he slammed sideways into the tyre barrier. The Dallara-Opel broke in two, but to everyone's relief Rosberg was able to wave to the crowd as he was taken away by the extraction team. As a precaution he spent the night in hospital but, aside from being badly bruised, Rosberg is otherwise okay.

After a long delay the race finally restarted on lap 12, but no sooner had it started than it was over. Again the action came going into Tarzan. This time it was the yellow car of La Rosa which made contact with the barrier. In

an accident frighteningly similar to Rosberg's, the German suffered a right-rear brake failure. Unlike Rosberg, who managed to turn in slightly, La Rosa went into the tyres head-on as a Rene Arnoux in the Formula 1 race in 1982. With the HBR car wedged in the tyres and La Rosa unable to get himself out, the race was immediately red-flagged.

"When I put my foot on the brake it went straight to the metal," said La Rosa, who was shaken but unhurt. "After that there was nothing I could do except take my hands off the wheel and wait for the impact."

It was an unfortunate end, but did not detract from a sublime drive from Salignon, who a month earlier had thrown away victory in the Marlboro Masters with a late spin.

"That was definitely in my mind in the early laps," he said. "It feels good to win here after what happened before. It was almost a perfect race."

Salignon lined up on pole for race two as well, heading an ASM one-two-three. Again he made a good start but on his inside, Green made an absolute stormer and was past going into Tarzan.

Once again there was contact on the opening lap. This time it was Brazilian Ruben Carrapatoso who triggered it. The KMS driver spun into the unfortunate Duval, eliminating both cars. The debris was cleared up under waved yellows and Green slotted into a comfortable rhythm at the head of the pack. The gap to Salignon hovered around the half-second mark for almost the whole race as the leading pair drove away from the field.

"I'm really shocked," said Green. "I can't believe it! I didn't expect to win and it was pretty tough out there because I had everything to lose and nothing to gain."

Salignon was gracious in defeat. He said: "Jamie doesn't make too many mistakes. I tried to put pressure on him at the end, but I got nothing from it. I will do everything I can now to finish second in the championship."

A magnificent day for ASM was capped by third place for Premat. The Marlboro Masters winner lost fourth gear in the race and was unable to keep up with his team-mates ahead. Still, he remains in the thick of a great battle for the runner up spot. Just two points separate Premat in second place and Rosberg in fifth, with Salignon and Lapierre the filling in their sandwich.

Lapierre was again the top non-ASM car in fourth, ahead of Kubica. Hamilton made it a good haul of points for the weekend by taking sixth. The young Brit had been catching Kubica and Lapierre when gearbox problems kicked in, which forced him to use the clutch to change gear.

La Rosa, who was unsure that he would race in the morning, produced a brave drive to take seventh ahead of van der Garde. "I was fighting Giedo, the car and my body," said La Rosa.

Even with the title won, Green, who was strapped to a trolley and pushed around the paddock naked by the team after the race, vowed he won't ease off over the remaining four races. Smiling, he said: "It's a bit like Michael Schumacher's situation in F1."

## Caught on camera

The television evidence never lies

THERE are no excuses that can save you when the camera catches you in the act, as Jamie Green found to his cost at Zandvoort.

Following race one qualifying the Brit was hauled into the stewards' office to explain his behaviour. Initially, the 22-year-old was shocked – he didn't feel he'd done anything wrong. By the time he'd left, he was absolutely stunned after all his times were disallowed and his entry into the race removed.

His crime? Weaving during his out-lap, which compromised Daniel La Rosa's qualifying run. Plus he was charged with failing to slow sufficiently on his warm-down lap at the end of the session.

In his defence, Green correctly pointed out that everybody weaves on their out-lap in order to generate heat in their tyres and that he had lost at least one flying lap in the same circumstances. It didn't wash. Unfortunately for Green, when he was thwarted the TV cameras were looking elsewhere.

When he backed off to give himself a gap to Lewis Hamilton's car in front and a shot at a clear lap,

La Rosa's effort was the centre of the TV director's attention. And Green's weaving tactics, which blatantly kept La Rosa behind, were clear for all to see.

"I looked in my mirrors and I saw La Rosa and that there was a queue of cars behind him," said Green. "If there's one car behind, I'm happy to let it by. But if there's a whole group you're going to ruin your next lap."

La Rosa and his HBR team accepted the incident was just one of those things, and the German was surprised at the penalty's severity.

"It's very hard," he said. "But the good thing is that it should stop these situations happening again."

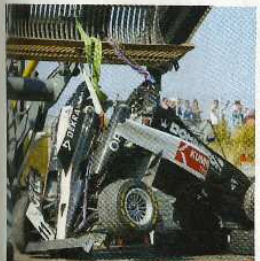
Green's ASM team chose not to appeal and risk a more severe punishment in the event of losing that. But Mercedes boss Norbert Haug was enraged that one of his drivers was not able to race.

"At Mercedes we want to see championships decided on the race track," he said.

Now, though, a precedent has been set. It will be interesting to see how the inevitable weaving in the remaining two rounds is dealt with.



A brake failure also accounted for Daniel La Rosa. He was unhurt



A brake disc failure pitched Rosberg into the barriers



After missing the Masters, Kubica grabbed five points

## RESULTS September 4/5, Formula 3 Euroseries, Zandvoort (NL), round 8 of 10

RACE 1 - 14 LAPS, 37.649 MILES					RACE 2 - 19 LAPS, 50.851 MILES					CHAMPIONSHIP TABLE		
Pos	Driver	Team	Time	Points	Pos	Driver	Time	Points	Pos	Driver	Points	
1	Eric Salignon (F)	ASM	DMB F303 28m58.299s	1m32.267s	1	Green	29m59.938s	1m32.186s	2	Green	111	
2	Nicolas Lapierre (F)	Signature	DO F304 28m58.785s	1m32.483s	2	Salignon	30m00.145s	1m32.171s	1	Premat	65	
3	Lewis Hamilton (GB)	Manor Motorsport	DMB F302 28m59.102s	1m32.850s	4	Premat	30m07.793s	1m32.478s	3	Salignon	64	
4	Giedo van der Garde (NL)	Signature	DO F302 28m59.597s	1m32.554s	3	Lapierre	30m10.795s	1m33.065s	8	Lapierre	64	
5	Alexandre Premat (F)	ASM	DMB F303 28m59.643s	1m32.872s	5	Kubica	30m11.597s	1m33.001s	6	Rosberg	63	
6	Franck Perera (F)	Prema Powerteam	DO F304 29m00.777s	1m32.917s	7	Hamilton	30m17.312s	1m32.871s	5	Kubica	50	
7	Daniel La Rosa (D)	HBR Motorsport	DO F304 29m01.571s	1m33.252s	10	La Rosa	30m18.109s	1m33.335s	9	Hamilton	45	
8	Robert Kubica (PL)	Mucke Motorsport	DMB F302 29m02.178s	1m33.054s	9	van der Garde	30m19.225s	1m33.057s	7	Perera	35	
9	Maximilian Gotz (D)	TME	DT F303 29m03.824s	1m33.417s	11	Perera	30m22.318s	1m33.361s	10	van der Garde	27	
10	Katsuyuki Hiranaka (J)	Prema Powerteam	DO F304 29m05.672s	1m33.668s	14	Margaritis	30m25.506s	1m33.561s	14	Spengler	23	

11 Alex Margaritis (GR), AB Racing Performance DO F303, 29m05.702s (Q20-1m33.839s); 12 Marco Bonanomi (I), Team Ghinzani DM F302, 29m05.974s (Q21-1m33.986s); 13 Bruno Spengler (CDN), ASL-Mucke Motorsport DMB F302, 29m06.341s (Q23-1m34.106s); 14 Tom Kimber-Smith (GB), Kollas DMB F302, 29m06.760s (Q17-1m33.769s); 15 Adrian Sutil (D), Kollas DMB F303, 29m07.029s (Q22-1m33.991s); 16 Kohei Hirate (J), Prema Powerteam DO F304, 29m07.380s (Q24-1m34.292s); 17 Charles Zwolsman (NL), Manor Motorsport DMB F302, 29m08.125s (Q18-1m33.822s); 18 Peter Elkmann (D), Swiss Racing Team DO F302, 29m09.472s (Q25-1m34.449s); 19 Ruben Carrapatoso (BR), KMS DO F303, 29m10.147s (Q12-1m33.478s); 20 Alejandro Nunez (E), Swiss Racing Team DO F302, 29m11.411s (Q27-1m34.549s); 21 Philipp Baron (A), Team Ghinzani DM F302, 29m11.658s (Q28-1m35.357s); 22 Roberto Streit (BR), Prema Powerteam DO F304, 12 laps (Q19-1m33.825s); 23 Andreas Zuber (A), Team Rosberg DO F303, 10 laps (Q12-1m33.478s); R Nico Rosberg (D), Team Rosberg DO F303, 9 laps - accident (Q8-1m33.052s); R Hannes Neuhauser (A), KMS DO F303, 3 laps - accident (Q13-1m33.529s); R Loic Duval (F), Signature DO F302, 0 laps - accident (Q16-1m33.701s); R Greg Franchi (B), Signature DO F302, 0 laps - accident (Q15-1m33.683s); DNS Jamie Green (GB) ASM DMB F303, 0 laps - qualifying times disallowed (Q6-1m32.882s). Winner's average speed 77.598mph. Fastest lap Salignon, 1m33.203s (103.375mph).	11 Spengler, 30m26.018s (Q16-1m33.616s); 12 Streit, 30m27.067s (Q11-1m33.431s); 13 Hiranaka, 30m28.045s (Q15-1m33.575s); 14 Neuhauser, 30m29.911s (Q19-1m33.823s); 15 Sutil, 30m34.999s (Q12-1m33.461s); 16 Gotz, 38m39.784s (Q21-1m33.938s); 17 Bonanomi, 30m44.058s (Q26-1m34.736s); 18 Nunez, 30m53.785s (Q27-1m35.169s); 19 Baron, 30m53.873s (Q28-1m35.255s); 20 Zwolsman, 30m56.679s (Q17-1m33.617s); 21 Franchi, 15 laps (Q25-1m34.266s); R Elkmann, 7 laps - accident (Q24-1m34.127s); R Zuber, 3 laps - accident (Q18-1m33.698s); R Carrapatoso, 1 lap - accident (Q23-1m34.044s); R Duval, 0 laps - accident (Q13-1m33.502s); R Hirate, 0 laps - accident (Q20-1m33.879s); R Kimber-Smith 0 laps - accident (Q22-1m34.004s); DNS Rosberg 0 laps - unfit (Q4-1m32.745s). Winner's average speed 77.598mph. Fastest lap Salignon 1m33.203s (103.375mph).	11 Duval 21 12 Streit 17 13 La Rosa 15 14 Margaritis 12 15 Hiranaka 9
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KEY Chassis and engines: D=Dallara; O=Opel/Spiess; MB=Mercedes-Benz/HWA; M=Mugen/Honda/Neil Brown; T=Toyota/TOM'S; Q=Qualifying position; R=Retired; EX=Excluded.

CHAMPIONSHIP POINTS 10-8-6-5-4-3-2-1 plus 1 for fastest in qualifying.

NEXT ROUND Brno (CZ), September 16/17

# Reversal of fortune

**RACE REPORT** Alfa Romeo proved unstoppable on the twists and turns of Imola as Gabriele Tarquini's pair of wins turned the title chase upside down. By GARY WATKINS

Racing drivers aren't always the most optimistic of chaps. Gabriele Tarquini decided last time around at Spa-Francorchamps that there was little chance of him retaining his European Touring Car Championship crown. Last weekend at Imola, the Alfa Romeo driver promptly changed his mind. And with good reason, because, not for the first time this season, the ETCC ended up turned on its head.

The reason the 42-year-old Italian is suddenly favourite for the 2004 title wasn't just down to the pair of wins he bagged on home ground. Nor was it down to the three BMW drivers trying to steal his crown - Jorg and Dirk Muller and Andy Priaulx - leaving

Italy with only a handful of points between them. No, it was largely down to the way the works Autodelta Alfa squad dominated proceedings around the Autodromo Enzo e Dino Ferrari.

Autodelta's trio of 156 S2000s were in a different class, both in qualifying and the race (see panel). They were a couple of divisions ahead of BMW, which endured what might kindly be described as 'an indifferent weekend'. This meant that SEAT provided the closest opposition, yet even the Spanish team's Toledo Cupra Rs were playing at a level below the Italian cars.

Former ETCC champion Fabrizio Giovanardi claimed pole position by 0.4sec from team-mate Tarquini, while August Farfus Jr lined up behind them

in the third of the Autodelta cars. Jordi Gene qualified fourth for SEAT just ahead of Alfa independent Salvatore Tavano in his year-old Oregon 156.

The best of the BMWs, Andy Priaulx's BMW Team Great Britain entry, qualified in ninth spot, a massive 1.4sec from the pole. The Mullers, meanwhile, were nowhere in their pair of Schnitzer 320is. Jorg took three runs to end up 11th, while a gearbox problem restricted Dirk to 19th.

Tarquini managed to outdrag his team-mate Giovanardi at the start of two beautifully-choreographed races for Autodelta. The 2002 ETCC champion had little or no chance of winning the title going into these races and ended up getting bogged down on the start-line just enough to allow Alfa's title challenge to rise to the front.

And that was where Tarquini would stay for all 11 laps of the opening race, as Giovanardi kept a watching brief from just over half a second behind. Farfus, meanwhile, dropped back and played the role of rear gunner, making sure that 'best of the rest' Gene would never be in a position to get anywhere near the front two.

The Spaniard ended up fourth at the chequered flag, while Priaulx moved up to fifth after finally making it past Tavano at Tosa with two laps to go. The Schnitzer cars filled out the final points-scoring positions. Dirk Muller overtaking 11 cars on the way to eighth. "That was one of the most



Tarquini revels in one of his two wins - he's back in the title hunt

attacking races I've ever driven in my life," he said. "I don't think I've ever overtaken so many cars before."

The younger of the two Mullers had to work to make up places. That was in marked contrast to the way Tarquini and Giovanardi were able to breeze through the field from the fourth row of the grid in race two.

Giovanardi was third by the end of the first lap. He took the lead from pole starter Dirk Muller one lap later and his team-mate joined him at the front at the start of lap four. A safety car after Luca Zanardi caused a three-car pile up at Variante Bassa, probably the result of a nudge from behind, froze

the positions until the green flag was waved just after half distance. Tarquini then needed just two laps to 'overtake' the race leader.

Farfus Jr completed the clean sweep Alfa made of the podium, only to be given a 30-second penalty after the race. He was penalised for hanging back at the restart, a move that the officials interpreted as a deliberate attempt to safeguard the positions of his team-mates ahead of him.

The decision dropped the Brazilian to 11th and promoted Dirk Muller to an unexpected place on the podium; it also meant that all three SEATs finished in the points for the first time



Priaulx was BMW's top dog, but lost valuable points in a clash

Tarquini and Giovanardi led an Alfa 1-2-3 first time out



## RESULTS September 5, FIA European Touring Car Championship, Imola (I), round 8 of 10

### RACE 1 - 11 LAPS, 33.696 MILES

Pos	Driver (nationality)	Team	Car	Result	Qual	Grid
1	Gabriele Tarquini (I)	Autodelta	Alfa Romeo 156	22m08.554s	1m58.924s	2
2	Fabrizio Giovanardi (I)	Autodelta	Alfa Romeo 156	22m09.128s	1m58.460s	1
3	Augusto Farfus (BR)	Autodelta	Alfa Romeo 156	22m15.104s	1m59.111s	3
4	Jordi Gene (E)	SEAT Sport	SEAT Toledo Cupra	22m15.615s	1m59.221s	4
5	Andy Priaulx (GB)	RBM Motorsport	BMW 320i	22m15.949s	1m59.929s	9
6	Salvatore Tavano (I)	Oregon Team	Alfa Romeo 156	22m16.984s	1m59.254s	5
7	Jorg Muller (D)	Schnitzer	BMW 320i	22m20.786s	2m00.551s	11
8	Dirk Muller (D)	Schnitzer	BMW 320i	22m23.222s	2m02.532s	19
9	Antonio Garcia (E)	Ravaglia Motorsport	BMW 320i	22m23.644s	2m00.524s	10
10	Alessandro Balzan (I)	JAS Motorsport	Honda Accord	22m26.513s	1m59.902s	8

### RACE 2 - 11 LAPS, 33.696 MILES

Grid	Pos	Driver	Result	Grid
1	1	Tarquini	26m16.027s	8
2	2	Giovanardi	26m16.736s	7
3	3	D Muller	26m19.233	1
4	4	Gene	26m19.854	5
5	5	Rydell	26m20.256	11
6	6	Balzan	26m23.528	10
7	7	Bartyan	26m26.400s	18
8	8	Diefenbacher	26m27.587s	9
9	9	Rangoni	26m28.183s	12
10	10	Rosenblad	26m32.275	11

### CHAMPIONSHIP TABLES

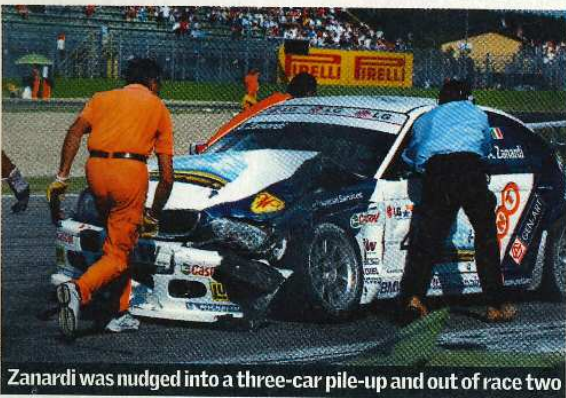
Pos	Driver	Points
1	D Muller	93
2	Tarquini	86
3	Priaulx	85
4	J Muller	85
5	Giovanardi	62
6	Garcia	43
7	Farfus	35
8	Gene	33
9	Diefenbacher	20
10	Coronel	19
11	Thompson	17
12	Rydell	17
13	Mollekens	9
14	Tavano	6
15	Rangoni	5

11 Rickard Rydell (S), SEAT Sport Cupra R, 22m34.821s (Q7-1m59.684s); 12 Tom Coronel (NL), Carly Motors BMW 320i, 22m35.771s (Q14-2m01.218s); 13 Alessandro Zanardi (I), Ravaglia Motorsport BMW 320i, 22m37.927 (Q15-2m01.440s); 14 Michele Bartyan (A), Oregon Team Alfa Romeo 156, 22m38.148s (Q13-2m00.799s); 15 Stefano D'Aste (I), Proteam Motorsport BMW 320i, 22m41.896s (Q16-time disallowed due to engine change); 16 Sebastian Grunert (D), RS-Line Rotpunkt Sport Ford Focus ST170, 22m44.179s (Q17-time disallowed due to engine change); 17 Frank Diefenbacher (D), SEAT Sport Toledo Cupra, 22m47.978s (Q12-2m00.732s); 18 Sandro Sardelli (I), Peugeot Sport Engineering 307 GTi, 22m50.470s (Q21-2m04.044s); 19 Simon Harrison (GB), GR Asia Honda Civic Type-R, 22m51.335s (Q20-time disallowed due to engine change); 20 Carl Rosenblad (S), Crawford Racing BMW 320i, 22m54.973s (Q18-2m02.308s); R Luca Rangoni (I), Oregon Team Alfa Romeo 156, 1 lap - accident (Q6-1m59.482s). Winner's average speed 92.08mph. Fastest lap Giovanardi, 1m59.756s (92.08mph).

11 Farfus, 26m48.741s (Q6); 12 Coronel, 28m27.594s (Q12); 13 Grunert, 10 laps (Q16); 14 Sardelli, 9 laps (Q18); 15 Harrison, 9 laps (Q19); DNF Tavano, 3 laps - accident (Q3); DNF Priaulx, 3 laps - accident (Q4); DNF Zanardi, 3 laps - accident (Q13); DNF D'Aste, 3 laps - accident (Q15); DNF J Muller, 0 laps - accident (Q2); DNF Garcia, 0 laps - accident (Q9); Winner's average speed 76.969mph. Fastest lap Giovanardi, 2m00.330s (91.70mph)

POINTS 10-8-6-5-4-3-2-1 to top eight finishers. NB Grid for second race taken from result of first race, with top eight in reverse order.

NEXT ROUND Oschersleben (D), September 19



Zanardi was nudged into a three-car pile-up and out of race two

# Andy Priaulx

BMW TEAM GREAT BRITAIN DRIVER

I'm so disappointed. I knew I wasn't going to win either race, but I knew I was the fastest BMW this weekend. All I had to do was beat Dirk Muller both times. I did that in the first race, and I believe was on course to do it in the second.

I'm not happy with the tactics Alfa used. Salvatore Tavano tried a ridiculous move on me and got a suspended ban. That's no good to me because he put me out of the race. And when Tarquini was trying to overtake, he hit me in the rear on the run down to Acque Minerali. That's not on - it is one of the fastest points on the tracks. As far as I'm

concerned, Alfa can have the title if they want to play games like that. I wouldn't want to win it that way.

I've still got the chance to be the best BMW, but I don't know about the Alfas after this weekend."

www.andypriaulx.com

## Alfa's advantage

BMW at a loss (of power)

THERE'S been a lot of shoulder shrugging in the European Touring Car Championship paddock this season. Normally, it falls to Alfa Romeo to offer such gesticulations of bewilderment in response to the questions asked about a lack of performance. This time around, however, it was BMW which found itself at a loss to explain why it was so far off the pace, and in the sort of temperatures that the Italian cars have struggled with this year.

There are any number of reasons why the Alfa Romeo should have been more competitive around the quirky three-mile Italian circuit than in previous rounds. There was success ballast to take into consideration and a track with four chicanes is always going to favour the front-wheel drive Alfas and SEATs over a BMW rear-wheel-drive 320i. Then there were the three major tests Autodelta had undertaken in the five-week gap between the Spa and Imola rounds, and the claim that the marque had made real progress with a car that had won just once in the previous 10 race attempts.

And just to complicate matters, there was a low suspension

## "The 156 S2000 has a straightline speed advantage not seen since the end of 2003"

component on the Autodelta cars that allowed them to run more castor. The new bracket wasn't strictly legal, but the rival manufacturer's all consented to its use on a one-off basis on safety grounds after the team suffered a series of blow-outs during high-temperature running at Vallelunga. Everyone agreed, however, that there was negligible performance gain, at least over one lap.

But none of that explains the way Alfas were able to drive past BMWs and even SEATs at will. The 156 S2000 has a straightline speed advantage not seen since the end of last year. And now Tarquini and co can make their tyres last the distance, the balance of power in the ETCC seems to have swung dramatically in favour of the reds.



SEAT's Jordi Gene took the fight to the dominant Alfa Romeos



The BMWs of Jorg and Dirk Muller and Priaulx struggled in Imola

since the marque's arrival in the ETCC. Gene again led the Toledo charge and was able to bag another fourth place, one position up on Rickard Rydell.

Dirk Muller's third place turned out to be a real bonus for BMW, which had lost its other two championship challengers early in the race. Jorg Muller led until going on to the grass at the Variante Alta chicane. Ravaglia BMW driver Antonio Garcia then missed his braking at Rivazza and collected the Schnitzer car.

Priaulx carried on for another lap and a half before an ill-judged move by Tavano to grab third went wrong and saw the Briton retiring with broken suspension. Priaulx was livid. "It was a crazy move," he said. "I wasn't going to win, but I had the measure of Dirk. I lost some very important points today."

Priaulx now trails Tarquini by one point, who in turn lies six behind Dirk Muller. It is a situation he could never have seen after Spa five weeks ago. "Before this race I thought the title chase was over for me," he said, "but this shows that anything can happen."

Tarquini reckoned he would need a miracle to win the title in the wake of Spa. Now BMW reckons it needs divine intervention over the remaining two race weekends.

"Alfa turns up at Oschersleben in two weeks at the same level as they were here," said Dirk Muller, "we haven't got a chance."



**RACE REPORT**

The S7R headed the expected supercar winner Maserati.

By GARY WATKINS

# Super Saleen w

**S**hock. Horror. Supercar claims Imola GT race glory! Now that's a headline to send shivers down the spine of the gloom and doom merchants who abound in sportscar racing. And it's entirely accurate, even though it wasn't the controversial Maserati MC12 that came up trumps

at the Italian track last weekend, but Konrad Motorsports Saleen's S7R.

The Maserati didn't quite manage a debut victory on its home ground. The pair of MC12s came home an impressive second and third, while the Konrad-run AB Racing Performance Saleen driven by Uwe Alzen and Michael Bartels finished 43 seconds

ahead of the Andrea Bertolini/Mika Salo Maserati to notch up its third FIA GT Championship win of the season.

It was, perhaps, a perfect result for everyone. DTM refugees Alzen and Bartels claimed a deserved victory after a near-faultless display, while Maserati and the FIA GT organisers could argue that the MC12 wasn't the

sledgehammer to crack a nut that the harbingers of doom had claimed.

The Saleen proved that it is no less of a supercar than the Maserati, even if it does lack a carbon composite monocoque, Formula 1-style push-rod suspension and a sonorous V12 powerplant. It still has the engine in the right place, good aerodynamics and traction in abundance.

Meanwhile, the Saleen's credentials were rarely called into question over the entire Imola weekend.

The car was fastest in both free sessions, though Alzen only qualified third, blaming traffic for his failure to get on the front row. Come the race, the German hit the front on lap 11, and that's where the AB/Konrad Saleen stayed for all but one of the remaining 86 laps. The two Maseratis had less straightforward races compared with the winner, thanks in part to their disappointing performances during the qualifying session.

Whereas Alzen had qualified on the second row, Bertolini and Johnny Herbert lined up eighth and 12th in the Maseratis. The MC12 drivers reckoned they were affected by the smaller rear wing they have been forced to run in the three FIA GT races the cars will contest this year. The

Maserati has been allowed to compete, but not for points, while its performances are assessed prior to the next application for homologation.

Maserati, which ran the cars in conjunction with the AF Corse team, also took a conservative approach to qualifying. It opted for a harder Pirelli rear tyre to the Saleen.

"The smaller rear wing has affected us a lot," said Salo after qualifying. "We've been working towards the race, and the car has been really good over a long run. We can still win this one."

After the race the Finn still reckoned that victory could have been his, pointing to the time that Bertolini lost early in the first stint. Maserati's chief test driver struggled to find a way around Paolo Ruberti in the Graham Nash Saleen and was more than 40 seconds behind Alzen when he found a way past into fifth place on lap 23. Herbert, meanwhile, was lagging a further four seconds behind.

Maserati's race came alive in the middle hour. Salo found himself nearly a minute behind after Bartels took over the Saleen without taking on fresh tyres. Now on the softer Pirelli compound, the Finn cut that advantage to just 15 seconds before



Maserati's crews both got on the podium, but the top step was Saleen's

The Saleen of Bartels and Alzen was the unlikely winner



Gardel tries a new racing line



Herbert was happy with third



The Gosse/Kutemann/Malucelli Ferrari 575M gets it all wrong

impressive as Salo's to cement the victory. Bertolini didn't have the pace to catch him, more so when fading brakes caused the Italian to ease off. The second Maserati was a further 40 seconds down at the finish. Fabrizio de Simone hadn't been able to match Salo's pace in the middle hour and fell over 30 seconds behind. More time was lost in the pits when Herbert took over, which left him no chance to mount a push for second.

Salo was again disappointed to finish second in an FIA GT race, as he had been at the Spa 24 Hours in a Ferrari 575GTC last month.

"When I took over, we were more than 50 seconds behind," he said. "If that had been 25 seconds it was definitely possible."

Herbert was happy with third place, although he was keen to point out that Salo and Bertolini had much more experience of the MC12.

"Fabrizio and I have had only one test and we're still learning the car," he said. "Mika and Andrea have been driving it all summer."

No-one else got much of a look-in at Imola. Fabrizio Gollin shocked even himself by claiming pole position in a Scuderia Italia Ferrari 550 Maranello laden with 100kg of success ballast. "The perfect lap" was how he described a performance that left team-mate Matteo Bobbi, who lined up fourth with only 45kg of lead, looking shell-shocked.

Gollin led for the first 10 laps and

then had to fight off the advances of Bobbi, who misjudged a passing move at Variante Bassa and tipped his team-mate into a spin. Bobbi was given a drive-through penalty for the incident.

There was more trouble in store for the Bobbi car. Team-mate Gabriele Gardel had no problem catching Luca Cappellari, who had taken over from Gollin, but then locked up trying to pass him at Rivazza, went through the gravel, and then had a blow-out which removed much of the front bodywork.

A stop for repairs cost the car more than a lap, which restricted Bobbi and Gardel to sixth. That left them a lap behind Gollin and Cappellari in

## N-GT class

Victorious Ferrari loses out in post-race scrutineering

THE GPC Squadra Corse Ferrari team finally repeated its Brno FIA GT Championship N-GT triumph from May, or so it seemed. Christian Pescatori and stand-in driver Iradj Alexander dominated the race, only to lose victory in scrutineering.

The Ferrari 360GT was better suited to Imola's chicanes than the Porsche 911 GT3-RSRs, especially given that the factory Freisinger cars were carrying 50 and 75kg of ballast. Throw in a chassis-bending shunt for Sascha Maassen in second practice and it is easy to see why the GPC drivers had things all their own way.

The Ferrari's eventual 28-second



Luhr/Maassen won by default

margin over Maassen and his team-mate, Lucas Luhr, didn't do their performance justice, nor did exclusion for failing the airbox compression test - a decision against which the team has appealed.

## Hung jury

No verdict on MC12s

IF Maserati was sandbagging at Imola, the Italian marque and its AF Corse squad deserved full marks for choreography justice, nor did exclusion of a race of it, and there was nothing contrived about the post-race celebrations of the team's mechanics.

The sandbagging allegation was always going to be in the air. After all, the Maseratis are taking part in three FIA GT Championship races in 2004 so the performance of the car can be assessed. It has already been denied homologation for being too aerodynamically extreme, and the form in which it will race next year will be decided, at least in part, on the basis of how it performs this year.

It is not in Maserati's interests to destroy the opposition, only to have its wings clipped. On the other hand, the new black box data recorders introduced into FIA GTs for this season should provide the technicians at the FIA, the sport's governing body, with enough information to decide if the MC12s are at their full potential.

They certainly didn't achieve their full potential at Imola, but there was nothing sinister about that. This was, after all, the car's competition debut. There's more to come from the MC12, but the jury is still out on how much.



Mika Salo and Andrea Bertolini hussled the Maserati up to second

# Wins

diving into the pits. The Saleen driver, in his defence, was never going to be as quick on the tyres that went on to complete 60 racing laps.

Alzen emerged from the pits with new tyres, a six-second lead and the bit between his teeth. The quicker of the two AB/Konrad drivers had a point to prove and put in a stint just as

## RESULTS September 5, FIA GT Championship, Imola (I), round 8 of 11

24 HOURS - 558 LAPS							CHAMPIONSHIP TABLE			
Pos	Drivers (nationality)	Team	Car	Class	Result	Qual	Grid	Pos	Driver	Points
1	Uwe Alzen (D)/Michael Bartels (D)	Konrad Motorsport	Saleen S7R	GT	3h01m26.436	1m45.697s	3	1	Gollin/Cappellari	70
2	Andrea Bertolini (I)/Mika Salo (FIN)	AF Corse	Maserati MC12	GT	+43.143s	1m46.975s	8	3	Bobbi/Gardel	53.5
3	Johnny Herbert (GB)/Fabrizio de Simone (I)	AF Corse	Maserati MC12	GT	+1m22.526s	1m47.381s	12	5	Babini/Peter	44
4	Luca Cappellari (I)/Fabrizio Gollin (I)	BMS Scuderia Italia	Ferrari 550 Maranello	GT	96 laps	1m45.593	1	7	Wendlinger	40.5
5	Stefano Livio (I)/Enzo Calderari (CH)/Lilian Bryner (CH)	BMS Scuderia Italia	Ferrari 550 Maranello	GT	96 laps	1m47.232s	10	8	Calderari/Bryner/Bartels/Alzen	38
6	Matteo Bobbi (I)/Gabriele Gardel (CH)	BMS Scuderia Italia	Ferrari 550 Maranello	GT	95 laps	1m46.251s	4	12	Livio	32.5
7	Phillip Peter (A)/Fabio Babini (I)	BMS Scuderia Italia	Ferrari 575 M Maranello	GT	95 laps	1m49.075s	17	13	Jaime Melo	20
8	Emanuele Naspetti (I)/Gianni Morbidelli (I)	GPC Squadra Corse	Ferrari 575 M Maranello	GT	95 laps	1m46.728s	7	14	Naspetti	18
9	Sascha Maassen (D)/Lucas Luhr (D)	Freisinger Motorsport	Porsche 996 GT3-RS	N-GT	94 laps	1m52.911s	24			
10	Karl Wendlinger (A)/Jaime Melo (BR)	JMB Racing	Ferrari 575 M Maranello	GT	94 laps	1m47.411s	13			

11. Stephane Ortelli (MC)/Emmanuel Collard (F), Freisinger Motorsport Porsche 911 GT3-RS (NGT), 93 laps (Q2:1m52.628s); 12. Alexei Vasiliev (RUS)/Jorg Bergmeister (D), Freisinger Motorsport Porsche 911 GT3-RS (NGT), 92 laps (Q2:1m52.877s); 13. Thomas Erdos (F)/Mike Newton (GB), RML Saleen S7R (GT), 92 laps (Q1:1m46.680s); 14. Alex Piccolo (I)/Gianni Berton (I), Mik Corse Ferrari 360 Modena (NGT), 90 laps (Q2:1m52.851s); 15. Antoine Gosse (F)/Peter Kutemann (NEO)/Matteo Malucelli (I), JMB Racing Ferrari 575 M Maranello (GT), 90 laps (Q1:1m47.862s); 16. Jens Peterson (D)/Oliver Mathias (D), Jan-Dirk Leuders (D), JP Porsche 911 GT3-RS (NGT), 89 laps (Q2:1m55.914s); 17. Paolo Ruberti (I)/Gabriele Lancia (I)/Luca Pirri-Ardizzone (I), Graham Nash Motorsport Saleen S7 (GT), 88 laps (Q1:1m47.567s); 18. Antonio de Castro (I)/Renato Premoli (I)/Bruno Barbara (I), AB Motorsport Porsche 911 GT3-RS (NGT), 88 laps (Q2:1m58.445s); 19. Bert Longin (B)/Serjey Zibin (RUS)/Chris Buncombe (GBR), JMB Racing Ferrari 575 M Maranello (GT), 88 laps (Q1:1m47.567s); 20. Cerold Ried (D)/Christian Ried (D), Priton Competition Porsche 911 GT3-RS (GT), 84 laps (Q2:1m59.935s); 21. Jean Deletraz (SUI)/Andrea Piccini (I), DAMS Lamborghini Murcielago R GT (GT), 86 laps (Q1:1m49.123s); 22. Jan Vonka (CZ), Massimo Degiovanni (I)/Marco Panzavolta (I), Vonka Racing Porsche 911 GT3-RS (GT), 84 laps (Q2:1m59.935s); 23. Christophe Bouchut (F)/Val Hillebrand (BEL)/Stephane Lemeret (BEL), Zwaarts Chrysler Viper GTS (GT), 77 laps (Q1:1m47.289s); 24. Nikola Ivanov (B), 73.8M Team, 84 laps (Q1:1m47.411s); 25. Jochen Neumeister (D), Jochen Neumeister Porsche 911 GT3-RS (NGT), 84 laps (Q2:1m52.851s); 26. Jochen Neumeister (D), Jochen Neumeister Porsche 911 GT3-RS (NGT), 84 laps (Q2:1m52.851s); 27. Jochen Neumeister (D), Jochen Neumeister Porsche 911 GT3-RS (NGT), 84 laps (Q2:1m52.851s); 28. 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Nick Wigley fought off Adrian Hall to win the Madgwick Cup in the Tojeiro



Mark Hales (left) and Richard Attwood repeated last year's TT Celebration win



Mark Gillies took Richmond & Gordon honours in Rodney Smith's Cooper T53



First time racegoer Rolf Harris and wife Alwen met pit queen 'Marilyn Monroe'

# Phew, what a scorcher!

**REPORT** A record audience of 103,000 racing fans enjoyed another stunning Goodwood Revival. By MARCUS PYE



Julian Bronson kept his pursuers at bay for a sensational Sussex Trophy victory in the Lister-Chevrolet Costin



Michael Steele and the ex-Tony Gaze HWM-Jaguar en route to a fine victory

**S**earing heat, sensational racing and superlative aerobatics characterised Lord March's seventh Goodwood Revival meeting, which unfolded before a record sell-out audience of 103,000 fanatics over three days last weekend.

Saturday's Sussex Trophy contest was simply sublime, as a pair of snarling Lister-Corvette V8s, Jaguar-powered Lister and Tojeiro and the world's most famous Aston Martin engaged in a thrilling 150mph battle for supremacy.

Julian Bronson's drag racing hole-shot start from row two gave him the lead in the slipperier Costin-bodied Lister-Chevy, but try as his pursuers did, working singly and as a pack, none could usurp the burly Bristolian as the quintet drifted round the hallowed 2.4 miles as one.

Stuart Graham came closest, jinking his Knobbly-bodied Lister past Tiff Needell's wailing Equipe National Belge Lister-Jaguar as Barrie Williams' bulky Tojeiro faded and Peter Hardman retired the 1959 Tourist Trophy-winning DBR1.

"Fantastic. This was the one I've always wanted to win," declared Bronson, after several years of trying. "My crew told me if I won I'd get a beer, if not orange juice. It's beer!"

The pageant kicked off with Alfa Romeos, Maseratis and ERAs harking back to Goodwood's opening meeting in 1948. This time around, the gallant English pre-war voiturettes triumphed, with John Ure piloting Peter Mann's 1500cc R9B brilliantly (it was unplaced in Geoffrey Ansell's hands 56 years ago) to fend off triple Revival victor Ludovic Lindsay's ex-Bira R5B 'Remus' by a whisker. Mac Hulbert ran with them in the ex-works R4D until, as Lindsay colourfully put it, he "rearranged Lord March's flowers", and the chicane wall having suffered steering failure at the circuit's slowest corner.

Nick Wigley drove the ex-Cliff Davis Tojeiro-Bristol LOY 500 (a regular Goodwood winner in period) beautifully to stave off the similarly-powered Lotus 10s of Ken White and Adrian Hall for Madgwick Cup honours. Hall "had a look at the crowds" when he spun at Woodcote, causing pursuer White some alarm, but got going again for third. First BMW home in the race to mark 75 years of the Bavarian car marque was the 328 streamliner of Patrick Blakeney-Edwards in sixth.

The Chichester Cup Formula Junior race was also hotly contested among a five-car breakaway. Eventually, James Hicks - in the driving seat of the sleek Caravelle which father Bob built in Sussex in 1960 - just got the better of returnee Neil Daws's loftier 15inch-wheeled Lotus 18 to record a memorable first race win.

Derek Walker also led in the neat Crossle 4F (which had two corners savaged at Oulton Park a week earlier) but he became embroiled with American John Delane's 18 and Jarrah Venables before the feisty young Australian went kangarooing over the St Mary's greensward and lost precious yards in his Sydney-built Nota. **E**

**"The feisty young Australian went kangarooing over the St Mary's greensward"**



Rae Davis proved that ticklers can slay giants in his mighty Austin A35

## History meets mystery



### AC COBRA

One of two 4.7-litre Cobras entered for Le Mans in 1963, chassis CSX2142 was raced by US East Coast distributor Ed Hugus and Briton Peter Jopp. Its Ford V8 engine failed during the night. Found in France and restored for Frank Sytner by Simon Hadfield's team, it raced in pukka spec for the first time in many years. Gearbox damage, after first gear stripped, ended a very strong Tourist Trophy run.



### ALVIS GREY LADY

Not since father and daughter Gerry and Hazel Dunham raced one in period has an Alvis Grey Lady graced British race tracks. Ivan Dutton's beautifully detailed '54-esque machine finished second, despite its cammy straight six engine hindering pace after the hot one blew during testing at Millory Park. "You've not seen anything yet," warned co-driver Gerry Marshall with an evil grin...



### BENTLEY 'PACEY HASSAN SPECIAL'

Built for Bill Pacey by Tim Birkin's former riding mechanic Walter Hassan - co-creator of the Jaguar XK and Coventry-Climax racing engines post-war - this 4.5-litre monster finished second in the 1936 BRDC 500 race at Brooklands, driven by Pacey and CT Baker-Carr. The short-chassis car was beaten by Freddie Dixon's impudent little Riley.



### BRABHAM-BRM BT8

Unique among production BT8s in that it was powered by a BRM V8 engine, mated to a BRM gearbox, Jack Brabham himself finished third in the '64 Lavant Cup race at Goodwood in it. Subsequently with Team Rosebud in Texas, it has been restored for New Yorker Duncan Dayton by Hoole Racing. Alas it was badly damaged in Sunday's Whitsun Trophy finale.



### COOPER-BRISTOL SPORTSCAR

Converted from a single-seater T20 for Sir Clive Edwards in the '50s, this attractively bodied (by Peels of Kingston) car was campaigned in hillclimbs. John Quenby raced it in the '60s, and used it extensively on the road. The former MSA chief bought a wreck back five years ago. Ian Nuttall, who rebuilt it, wrestled with a seized steering rack on its debut.



Unable to race, Goodwood king Sir Stirling Moss was as much in demand as ever

Brooklands cars provided a different spectacle this year, and the hot little Dixon Riley, scourge of the Surrey track in Freddie Dixon's hands, socked it to the exotica once more. Driver Duncan Ricketts recovered from a hairy spin while trying to unseat leader Thomas Bscher's monoposto Alfa Romeo Tipo B at Madgwick, surprising the German when he made up almost 20 seconds and shot ahead. An overjoyed Robert Fink was third in his Alfa, followed by Julian Majzub's stubby Bentley Pacey Hassan Special. Run in two-parts for the first time, the 'Pro-Am' St Mary's Trophy '50s saloon race saw an extraordinary plethora of machines in harness (see *Humble Pye*, p111). All of the fancied Jaguar Mk1s hit trouble, and when Grant Williams's bonnet popped open after Sunday's restart –

Adam Gittings having rolled his Zodiac at Madgwick – he pitted and the chase was on. The banzai Welshman threw the ex-Roy Salvadori Jag around dramatically, but was a lap short as he monstereed Rae Davis's Austin A35 to the chequer. Third on Saturday, in TV F1 pundit Tony Jardine's hands, the A35 proved a popular aggregate winner, from the extraordinary Alvis Grey Lady of Gerry Marshall/Ivan Dutton and the A40 of Perry McCarthy/Ivor Miller. Australian Tony Gaze inspired the current Lord March's motoring-mad grandfather to open RAF Westhampnett for racing, thus 50 years after Gaze's successes in his HWM-Jaguar at Goodwood, it was entirely appropriate that VPA 9 did it again in Sunday's Freddie March Memorial race with Michael Steele driving. ➤

## Baxter and Black Jack

A PACKED house on all three days was treated not only to track fever in abundance, but also to breathtaking air displays in the cloudless blue skies above West Sussex. The legendary voice of wartime pilot-turned-BBC broadcaster and competitor Raymond Baxter – whose first racing commentary for radio

was from Goodwood on Easter Monday '50 – added a dignified air as we remember those who fought for king and country. Now long into his 80s, Raymond's first-hand insight into the Old Flying Machine Company's aerial antics with Spitfires, a P51 Mustang and the thumping P47 Thunderbolt kept everybody in their thrall. The Battle of Britain Memorial Flight's Lancaster, with Spits at each wing, brought lumps to

throats as six Rolls-Royce Merlin engines rasped over the neighbouring car factory. And the sight of twin-boomed De Havilland Vampire and Hawker Hunter jets was as special. Tributes on the ground were moving too. Triple world champion Sir Jack Brabham, who drove Cooper's truck to Goodwood in the '50s, drove Nigel Tait's '66 BT19-Repco in a parade headed by his little dirt oval car of '47 to a BT33 of the type he raced in 1970, his last season of Formula 1. Telegrams from old pal Ron Tauranac, Dan Gurney and son David, plus fine recollections from Roy Salvadori, Sir Stirling Moss and Sir Jackie Stewart brought broad grins to the 78-year-old's face at the climax of a great weekend with friends. Fcignat nerr mnders of an era when motor racing was still a sport, albeit a bloody combative and dangerous one.



Sir Jack Brabham reunited with the '66 BT19

## Classics & oddities



**DEEP SANDERSON**  
Formula Junior guru Duncan Rabagliati's unique Deep Sanderson ran for the first time on Friday, Tony Steele having restored it from a rotting pile of bits. Carburettor problems thwarted practice, but it finished on Saturday! Fabled engineer and racer Chris Lawrence derived the marque's name from Deep Henderson, his favourite jazz tune, substituting an old family handle!



**DE TOMASO-ALFA ROMEO**  
The roots of expatriate Argentinian racer Alejandro de Tomaso's eponymous road car business in Italy were in this customer Formula 1 machine of 1961. Powered by a four-cylinder Alfa Romeo engine (an Osca option was available), it was driven by Marco Cajani, president of the Alfa factory's Scuderia del Portello historic squad.



**ECHIDNA-CHEVROLET**  
Last of three of these sleek mongrels, built independently in Minnesota, USA, in the late '50s, using recycled Chevrolet road car frames and potent V8 engines. Named due to their snouts after an Australian ant-eater, these backyard bombers were phenomenally successful. One won an SCCA title. Steve Steers' chassis was beautifully restored in '99.



**KIEFT-CLIMAX GP**  
Debuted in 2002, 48 years late, the downfall of hard-trying Cyril Kieft's grand prix challenger was the non-arrival of the Coventry-Climax Godiva V8 engine for the new 2.5-litre Formula 1. Lovingly assembled, finally, by Bill Morris, it was raced to seventh in the Goodwood Trophy by Aussie engineer Greg Snape, compatriot Mark Webber's F3 mechanic in '97.



**SHELBY AMERICAN COBRA DAYTONA**  
Daytona Coupe chassis CSX2299 was a GT class-winning fourth at Le Mans in '64, crewed by Bob Bondurant and Dan Gurney. It repeated the result with Gurney up in Goodwood's TT, and was first GT at Daytona and Sebring in '65. For its first F1 appearance since 1960, Bondurant was behind the cockpit. All six of the original 1965 Shelby Cobras

## "Sytner had to fly to deny Ray Bellm, driving his Ford GT40 absolutely balls-out"



Ten thousand horsepower unleashed as the Whitsun Trophy gets under way

Spinner Carlos Monteverde only just held off Gerry Marshall and 'Spike' Milligan in the rush to the flag, but Jochen Mass's bare-handed mastery in a replica Lancia D24 was a joy to behold as he hailed the V6 to fifth.

Duncan Dayton retrieved his Lotus 16 from some crazy angles in his bid to stay with Mark Gillies' Cooper T53 and Michael Schryver's Lotus 18 in the Richmond and Gordon Trophy shootout. Schryver had just nosed ahead when a driveshaft let go in front of the pits, but Gillies dodged the fallout and stormed on to victory.

Dayton spun at Lavant, but picked himself up and chased Gary Pearson's T53 home for a front-engined class-winning third after 2003 winner Phillip Walker beached his 16 at Woodcote.

Frank Sytner demonstrated his versatility by triumphing in the last two events, in very different cars. Both the Glover and Whitsun Trophy features were red-flagged, the latter twice.

The '60s Formula 1 and Tasman field was halted for a long time while Chris Smith was cut from his Lotus 18 following a horrible head-on impact at Madgwick (see *National News*).

Sytner had already blasted his Brabham BT4 from 19th to sixth following engine dramas in Friday practice – and had time for a rotation at Lavant – but he finished off his rise to the top in the Climax PPF-powered machine by shooting past Dayton's screaming 1500cc V8 BT11, in which the American refused to be shaken off.

After all three BRM P261s failed, Robs Lamplough's tiny Lotus 53 V8 came home next, pipping Simon Hadfield in Bob Tabor's ex-Jim Clark Springbok series-winning 21'four'.

The curtain-closing Sports Prototype war looked like being a repeat of last year's audience-pleaser, albeit with Hadfield's Lotus 30 ahead of Sytner's Lola T70 by inches when red flags flew for the extrication of Joe di Loreto's Dolphin from the bunker at Madgwick. Marshals had already done a fantastic job moving Junro Nishida's Lotus 30 after it demolished the chicane.

As a fuel vapour lock saw poleman Hadfield struggle away last at the restart, Sytner had to fly to deny Ray Bellm, driving his Ford GT40, one of eight in the field, absolutely balls out. Their absorbing fight was curtailed when Dayton's oil-burner Brabham BT8 and Willie Green's G140 collided before Madgwick while disputing fifth. The cars were badly damaged. ❧

## Bizzarini's TT double

RICHARD Attwood and Mark Hales repeated last year's Royal Automobile Club Tourist Trophy Celebration victory (Hales' third in seven years) with a finely-judged run in Jose Albuquerque's well-sorted Iso Bizzarini A3C.

While fellow Le Mans winner Andy Wallace made the early running in the unique Lister Jaguar Coupe, polesitter Attwood was jostled down the order at the start. He withstood a particularly unruly opening lap – on which he was tagged at Lavant by Gerry Marshall's Ferrari 330 LM/B – and crucially relayed Hales early, when the pit lane was empty.

Hales was always ahead on stagger thereafter, despite Wallace, Barrie Williams (in Chris Phillips' AC Cobra) and John Young (making Jeff Barley's Chevrolet Corvette dance) all taking a turn in front.

Wallace, beginning to enjoy himself, had a ding-dong battle for many laps with Williams

and Jochen Mass, driving Viscount Cowdray's ex-Lumsden/Sargent Jaguar E.

Behind them, Frank Sytner's newly-restored Le Mans Cobra (the nose of which was reshaped against the rump of Williams' in the hairy first four skirmishes), Young and former winner Gregor Fisker were at it hammer-and-tongs too.

Ludo Lindsay had an all too brief go after Mass's stint, and Sytner's Cobra, now with Tiff Needell up, succumbed to a stripped gear while lying second six laps from home.

It was supplanted by the Grahame Bryant/Bill Shepherd Cobra, which blasted through from 18th on the grid after a post-practice engine change.

Tyre problems sidelined the Corvette, but Justin Law kept the Lister 'mobile sauna' going for third, ahead of Phillips, the last unslapped runner.

Further down, Jackie Oliver and Eric Heerema drove Innes Ireland's '62 TT-winning

Ferrari GTO to 10th, and Alain de Cadenet and Jo Bamford the rebodied '63 winner to 16th, ahead of veteran Bob Bondurant who skipped one of the '64-contending Shelby American Cobra Daytona Coupes in the presence of Carroll Shelby himself.

**ROYAL AUTOMOBILE CLUB TT CELEBRATION for closed-cockpit GT cars 1960-64 (1 HOUR)** 1 Richard Attwood/Mark Hales (Iso Bizzarini A3C) 39 laps in 1h00m41.909s (92.52mph); 2 Grahame Bryant/Bill Shepherd (AC Cobra) 1h01m09.086s;

3 Andy Wallace/Justin Law (Lister Jaguar Coupe); 4 Barrie Williams/Chris Phillips (AC Cobra); 5 Nick Whale/John Fitzpatrick (Jaguar E); 6 Gregor Fisker/Sam Hancock (Jaguar E); 7 David Franklin/Michael Cowdry (Jaguar E low drag coupe); 8 Gerry Marshall/Peter Hardman (Ferrari 330 LM/B); 9 Tony Dron/Michael Salmon (Ferrari 330 LM/B); 10 Jackie Oliver/Eric Heerema (Ferrari 250 GT). **Fastest Lap** Hales & Hardman 1m29.815s (96.19mph).



Andy Wallace boots the Lister Coupe ahead of the RAC TT Celebration stampede

## Victory roll

**GOODWOOD TROPHY for GP, F2 & FLibre cars of a type raced 1940-54 (12 LAPS)** 1 John Ure (ERA R9B) 18m36.466s (92.86mph); 2 Ludovic Lindsay (ERA R5B) 18m36.908s; 3 Mark Gillies (Maserati 4CL); 4 Gary Pearson (Alfa Romeo 12C-37); 5 Duncan Ricketts (ERA GP1); 6 Alexander Boswell (Ferrari 500/625). **Fastest Lap** Mac Hulbert (ERA R4D) 1m31.532s (94.39mph).

**MADGWICK CUP for Pre-1955 Production Sports Racing Cars powered by BMW or derivatives (12 LAPS)** 1 Nick Wigley (Tojeiro-Bristol) 20m16.893s (85.20mph); 2 Kenneth White (Lotus-Bristol Mk1D) 20m19.012s; 3 Adrian Hall (Lotus-Bristol Mk10); 4 Frank Sytner (Frazer Nash Le Mans Replica); 5 Michael Ehrlich (Kieft-Bristol); 6 Patrick Blakeney-Edwards (BMW 328). **FL** White 1m37.908s (88.24mph) **Establishes Record**

**CHICHESTER CUP for rear-engined drum-braked Formula Junior Cars 1950-61 (12 LAPS)** 1 James Hicks (Caravelle Mk11) 18m55.523s (91.30mph); 2 Neil Davis (Lotus 18) 18m56.513s; 3 Derek Walker (Crossle 4F); 4 John Delane (Lotus 18); 5 Jarral Venables (Nota); 6 Kevin Musson (Lotus 18). **FL** 1m32.198s (93.71mph) **Record**

**ST MARY'S TROPHY for Production Saloons 1950-59 (2x12 LAPS)** 1 Tony Jardine/Rae Davis (Austin A35) 42m13.308s (81.85mph); 2 Gerry Marshall/Ivan Dutton (Alvis Grey Lady) 42m44.581s; 3 Perry McCarthy/Ivor Miller (Austin A40); 4 Sir John Whitmore/Ed Glaister (Ford Anglia 100E); 5 Tiff Needell/Tom Harris (Jaguar Mk7); 6 Rowan Atkinson (Jaguar Mk7). **LEC 1** Justin Law (Jaguar Mk1) 20m47.436s (83.11mph); 2 Marshall 21m02.118s; 3 Jardine; 4 Tony Dron (Ford Zodiac Mk2). **FL** Law 1m40.687s (85.81mph) **Record** **LEC 2** 1 Davis 20m59.458s (82.32mph); 2 Grant Williams (Jaguar Mk1) 20m59.911s; 3 Jim Woodley (Austin A105); 4 Dutton. **FL** Williams 1m40.669s (85.82mph) **Record**

**BROOKLANDS TROPHY for pre-1939 cars (10 LAPS)** 1 Duncan Ricketts (Riley Dixon Special) 17m07.678s (84.07mph); 2 Thomas Bscher (Alfa Romeo Tipo B) 17m 21.315s; 3 Robert Fink (Alfa Romeo Tipo B); 4 Julian Majzub (Bertley Pacey Hassan Special); 5 Alexander Boswell (Bequet Delage); 6 Tom Dark (MG Q-type). **FL** Ricketts 1m38.539s (87.68mph) **Establishes Record**

**SUSSEX TROPHY for World Championship Sports Cars 1955-60 (12 LAPS)** 1 Julian Bronson (Lister-Chevrolet Costin) 18m13.364s (94.82mph); 2 Stuart Graham (Lister-Chevrolet Knobby) 18m14.373s; 3 Tiff Needell (Lister-Jaguar Knobby); 4 Barrie Williams (Tojeiro-Jaguar); 5 Willie Green (Ferrari Dino 196S); 6 Derek Bell (Jaguar D-type). **FL** Williams 1m29.384s (96.66mph)

**FREDDIE MARCH TROPHY for cars in the spirit of the Nine Hours races 1952, '53 & '55 (12 LAPS)** 1 Michael Steele (HWM-Jaguar) 19m44.990s (87.49mph); 2 Carlos Monteverde (Ferrari 750 Monza) 20m02.672s; 3 Gerry Marshall (Austin-Healey 100S); 4 'Spike' Milligan (HWM-Jaguar); 5 Jochen Mass (Lancia D24); 6 Nigel Webb (Jaguar C-type). **FL** Steele 1m35.772s (90.21mph)

**RICHMOND & GORDON TROPHIES for Inter-Continental Formula and FL cars 1954-61 (15 LAPS)** 1 Mark Gillies (Cooper T53) 21m58.316s (98.30mph); 2 Gary Pearson (Cooper T53) 22m10.425s; 3 Duncan Dayton (Lotus 16); 4 Ted Rollason (Cooper T53); 5 Joaquin Folch (Lotus 16); 6 Rod Jolley (Cooper T45/51). **FL** Michael Schryver (Lotus 18) 1m26.054s (100.40mph).

**GLOVER TROPHY for 1.5-litre FL and Tasman cars 1961-66 (11 LAPS)** 1 Frank Sytner (Brabham BT8) 16m 15.788s (97.39mph); 2 Duncan Dayton (Brabham BT11) 16m 17.095s; 3 Robs Lamplough (Lotus 33); 4 Simon Hadfield (Lotus 21); 5 John Clark (Lotus-BRM 24); 6 Roy Walzer (Brabham BT11). **FL** Sytner 1m26.925s (99.39mph).

**WHITSUN TROPHY for Prototype Sports Racing Cars 1963-66 (5 LAPS)** 1 Frank Sytner (Lola-Chevrolet T70 Spyder) 7m14.273s (99.47mph); 2 Ray Bellm (Ford GT40) 7m14.274s; 3 Colin Blower (Lola-Chevrolet T70 Spyder); 4 Ray Bellm (Ford GT40); 5 Duncan Dayton (Brabham BT11) 7m14.274s; 6 Willie Green (Ford GT40). **FL** Sytner 1m24.95s (101.74mph).



David Higgins still leads BRC

**A**rmed with a Ford Focus WRC, former British Rally Champion Mark Higgins dominated last weekend's Ulster Rally. He led all 19 stages of the event, while younger brother David battled back from mechanical problems with his Hyundai Accent to maintain the narrowest of leads in the BRC series. But while the Higgins brothers had cause to celebrate, there was only commiseration in the Jonny Milner camp. The reigning British champion had looked set for a decent points haul to further boost his title challenge before a run-in with a ditch and a whole heap of lost time put him out of the rally, and all but killed off his championship hopes.

Although a former British champion, Mark Higgins was competing in Ulster to score points in the Irish Tarmac Championship, and his main challenge came from other contenders in this series. He may have led from the off on the first eight stages, but a cracked exhaust pipe on SS2 made life pretty hellish. The broken part gave off enough heat to burn Higgins' right foot, which was wrapped in gloves and a balaclava for extra protection by the end of SS5. Acid fumes then leaked into the car and almost choked him and co-driver Mike Gibson, although they stayed right on the pace to end the first day's eight stages with a 40-second lead.

"I feel like I've smoked 50 fags all in one go," said Higgins.

Irish contender Eugene Donnelly (Toyota Corolla) finished leg one behind Higgins after a nasty accident eliminated local man Andrew Nesbitt from second place. The Subaru Impreza driver's charge ended with a huge off on SS3. Nesbitt suffered three cracked ribs, and he and co-driver James O'Brien were kept in hospital overnight for observation.

Behind Donnelly, impressive fishman Kevin Lynch held an early third spot just ahead of BRC title contender Austin McHale, who was having a strong run in his Focus,

# Ulster double act

**REPORT** Brothers Mark and David Higgins were the story of the rally – the former winning the event and the latter maintaining his series lead. By GILLIAN BELL



Mark Higgins dominated events in Ireland last weekend

despite suspension niggles and then a small fire under the bonnet.

Impreza driver Milner found himself in sixth after admitting he was too conservative in the last group of three stages, run in the dark and wet. But David Higgins' dramas with the Accent had allowed Milner some breathing space. The series leader was hit by driveshaft and transmission problems on SS1, which left him well down the field before power-steering failure also struck. The team got to work on the car back at service after SS5, but Higgins was late out and incurred a 40sec penalty. He ended the leg 24th, but vowed not to give up.

Day two began in the hills around Gortin where Mark Higgins traded fastest times with Donnelly, but never lost his lead. Then, on the second run through Rousky, Donnelly hit a rock which he swore could only have been placed in the road on purpose. The resultant puncture cost him 1m20s and left him a disappointed second.

Higgins, on the other hand, was understandably jubilant. "It's good to be back in a proper car and with a

proper team again," said the winner, who is hoping to be out on the two remaining BRC rounds.

The other Higgins was hampered by further power-steering problems, but hauled the Accent back up the leaderboard to be the fourth BRC finisher in ninth place.

"The battle is with Austin now, not me and Jonny," he said. "The championship is not ideal in that you can drop two scores. When you have a battle, it doesn't reward consistency."

Milner's title bid had unravelled on the day's first run through Rousky when he missed a turn-in and ended up in a field. As he tried to exit, one of the Impreza's rear wheels hit a ditch and the car was beached. Co-driver Nicky Beech ran off in search of spectators who helped push the car back on the road, but the drama pushed Milner outside the permitted time limit and forced him to retire.

"Maybe we should have slowed down, but the car felt good," he said.

Third place for McHale has left him one point behind David Higgins in the championship. Irish contenders Tim

Round 6/8

3-49.04

Armagh Northern Ireland

ULSTER BRC REPORT



Dessie Keenan (left) won GpN



Milner's title hopes went west

McNulty and Eamonn Boland were fourth and fifth in their Imprezas, with Matt Wilson sixth. The teenager's consistency in the Focus means he is now third in the standings, just one point behind McHale.

"Second in the points is good," he said. "This was a finishers' rally. Now I'm going to have a go in the Trackrod, which is one I've done before."

Super 1600 runners Gwyndaf Evans and Guy Wilks were seventh and eighth (see panel below), with Irishman Sean Devine (Impreza) rounding out the top 10.

One person who didn't feature in

the results, but who would have been third overall, was asphalt specialist Derek McGarrity (see *Special Stage*). His Impreza was allowed to run in the rally under appeal, having been excluded for a race infringement.

In Group N, victory for Dessie Keenan means he is now the Irish champion in that category. BRC campaigners Aaron McHale and Lorna Smith were third and fifth, while sixth-placed Jennie-Lee Hermansson has moved to the top of the points ahead of Dorian Rees, who retired, as did frontrunner Sebastian Ling. ☑

## Super 1600 Evans returns

Guy Wilks may have scored maximum Super 1600 points in Ulster, but for once he didn't win the event. That honour fell to Gwyndaf Evans, who made a welcome return to the British Rally Championship at the wheel of a Ford Puma.

Suzuki Ignis driver Wilks took an early class lead and finished leg one in the top 10, the best part of a minute up on Evans. But if day one belonged to Wilks, then day two was Evans', with the 40-year-old taking the lead before finally passing him on



Veteran Gwyndaf Evans took home the Super 1600 spoils

SS14 and going on to secure the victory by just 1.4sec.

Evans had had only 60 percent throttle on leg one and admitted to being a bit rusty, but thereafter he was able to get the hammer down.

"It's fantastic to be back," he said. "Yesterday, I was driving okay, but I was braking too early and wasn't committed. I've made up for it today."

Wilks was satisfied with the result, particularly after his nearest title rival, Jonnie Wignall, crashed out on SS14. That leaves Wilks with a

hefty 38-point lead in S1600, with just two rounds left to go.

"On the last stage, we took time out of Gwyndaf, but we didn't want to do anything stupid," said Wilks. "I had to think of the championship."

The only other finisher was Gareth Jones, co-driven by David Senior, who was 16th overall in the Gadget Shop-backed Renault Clio.

Barry Clark retired after crashing and rolling his Puma on SS7, but not before impressing Birtack team-mate Evans with his pace.

**RESULTS** 1 Mark Higgins/Mike Gibson (Ford Focus WRC), 1h58m23.2s; 2 Eugene Donnelly/Paul Kiely (Toyota Corolla WRC), 2h01m01.8s; 3 Austin McHale/Brian Murphy (Ford Focus WRC), 2h03m07.9s; 4 Tim McNulty/Eugene O'Donnell (Subaru Impreza WRC), 2h03m19.7s; 5 Eamonn Boland/Francis Regan (Subaru Impreza WRC), 2h03m20.1s; 6 Matthew Wilson/Scott Martin (Ford Focus WRC), 2h06m24.0s; 7 Gwyndaf Evans/Huw Lewis (Ford Puma), 2h07m42.2s; 8 Guy Wilks/Phil Pugh (Suzuki Ignis), 2h07m43.6s; 9 David Higgins/Daniel Barritt (Hyundai Accent WRC), 2h07m48.4s; 10 Sean Devine/Brendan Connor (Subaru Impreza WRC), 2h08m22.1s. **POINTS** 10 Higgins, 89pts; 2 McHale, 88; 3 Wilson, 87; 4 James Johnson, 72; 5 Wilks, 69; 6 Jimmy Milner, 60; 7 Steve Penry, 17; 8 Sebastian Ling, 35; 9 Paul Birt, 33; 10 Dorian Rees, 31. **NEXT ROUND** Inverlorran Rally Oct 2-3



Giorgio Mondini leads away in race one, chased by Neel Jani and the pack. Sven Barth (right) recovered from his off to come fourth

# Formula Renault new boy scores home victory

Christian Montanari took his first V6 Eurocup win in only his third meeting in the series. Giorgio Mondini was the other winner. By GARY WATKINS

**Formula Renault V6 Eurocup**  
Mondini takes the points lead  
Imola (I), September 4/5, Rd 8/10

Formula 3 Euroseries driver Christian Montanari chose the perfect venue to score his first Formula Renault V6 Eurocup victory on Sunday. The principality of San Marino doesn't have a racing circuit, so it was fitting that the Victory Engineering driver should notch up the triumph at the home of his nation's grand prix, the Autodromo Enzo e Dino Ferrari at Imola.

Montanari, who was contesting only his third V6 Eurocup round, claimed the win in the second of two races last weekend. The 21-year-old was running second to Neel Jani when the DAMS driver suddenly slowed and retired with electrical problems. That handed Montanari a narrow advantage over the Cram Competition team's driver, Cesar Campanico, which he held to the end of the 17-lap race.

"To have my first win here at Imola is fantastic because this is my home track," said Montanari. "We tested at Mugello last week and have made a big step forward with the car."

It was perfect way for Montanari to finish his best weekend of his short V6 Eurocup campaign. He had qualified only eighth for the opening race on Saturday, but made a flying start to claim fifth by the end of the first lap.

Montanari vaulted past teammate Damien Pasini during the pit-stop sequence, while a slow stop for AFC Motorsport driver Andrea Barde moved him up into the podium positions. Third place became second when Jani retired

with a broken fuel pump with two laps to go.

The winner of the Saturday race was Giorgio Mondini. The EuroInternational man converted pole position into the race lead and led all 21 laps. Victory moved him into the championship lead ahead of Britain's Ryan Sharp, who could only finish sixth.

The 24-year-old Jenzer driver salvaged something from a disappointing weekend when he sneaked onto the podium in race two, despite qualifying in eighth. A good start left Sharp fifth at the end of lap one and, when Campanico moved ahead of Mondini on the second lap, he realised he had a chance to try to claw back some of the ground in the championship he had lost on the previous day.

Sharp trailed Mondini until the 11th lap when he made his move at the Rivazza.

"I'd tried three times to get past Mondini, but he had blocked me each time," he said. "He made an error at Variante Alta, I got a run on him. There was no way I was giving in. I had to pass him somehow."

The move put Sharp into third place, courtesy of Jani's retirement three laps earlier.

**RESULTS Race 11** Giorgio Mondini, 24 laps in 42m36.469s; 2 Christian Montanari, +5.296s; 3 Damien Pasini; 4 Sven Barth; 5 Cesar Campanico; 6 Ryan Sharp; 7 Robert Bell; 8 Andrea Belicchi; 9 David Martinez Leon; 10 Alex Danielsson. **Fastest lap** Montanari, 1m44.420s (105.67mph). **Race 21** Montanari, 17 laps in 30m10.474s; 2 Campanico, +0.566s; 3 Sharp; 4 Mondini; 5 Belicchi; 6 Danielson; 7 Bell; 8 Martinez Leon; 9 Pasini; 10 Andreas

Feichtner; etc. **FL** Barth, 1m44.583s (105.51mph). **Points** 1 Mondini, 233; 2 Sharp, 215; 3 Belicchi, 202; 4 Neel Jani, 177; 5 Bell, 142; 6 Montanari, 122; 7 Campanico, 120; 8= Barth & Pasini, 98; 10 Stefano Proetto, 74; etc.

**Formula Renault 2000 Eurocup**  
Speed seals the title  
Imola (I), September 4/5, Rd 8/9

AMERICAN Scott Speed claimed the Formula Renault 2000 Eurocup crown with his sixth victory of the season at Imola on Saturday. The Oschersleben Motopark driver became champion on the opening lap of the afternoon race when his only rival for the title, Simon Pagenaud, crashed out in spectacular style.

The Graff driver's absence for the race didn't affect British Formula 3 referee Speed's concentration and he was able to ease away from fellow countryman Colin Fleming over the remainder of the 15-lap race.

**Ferrari 360 Challenge**  
Imola (I)

A STROKE of bad luck for Ange Barde at the Nürburgring went hand in hand with a strong showing from Irish duo Michael Cullen and Paddy Shovlin, providing a glimmer of hope for an exciting end to the season.

With Michael Schumacher the star guest at his home circuit last Sunday, it seemed fitting for Barde to continue his Schumacher-like dominance of the series by winning race one, his seventh of the year. Convincing pole-sitter Shovlin was pushed out of the lead on lap eight, handing the win to Barde, who had been waiting patiently at the relex.

The two Americans were separated by nearly two seconds at the chequered flag, with Austrian Richard Kofler a further one and half seconds behind.

"It's great to win the title and put my career back on track," said 21-year-old Speed, whose 2003 British F3 campaign was dogged by illness. "Colin and I have showed that US drivers can win in Europe."

Speed had as good as sealed the crown when he took second place behind Pascal Kochem in the morning race. The Jenzer Motorsport driver converted pole position into the lead and immediately pulled away from Speed. Kochem extended his advantage to more than five seconds before backing off over the final laps.

Fleming claimed the final podium position after moving past Dutchman Paul Meijer on lap two.

Gary Watkins



L-r: Speed, Kochem, Fleming

**RESULTS Race 11** Pascal Kochem, 14 laps in 26m00.436s; 2 Scott Speed, +1.074s; 3 Colin Fleming; 4 Paul Meijer; 5 Reinhard Kofler; 6 Simon Pagenaud. **FL** Kochem, 1m50.679s (99.70mph). **Race 21** Speed, 15 laps in 28m01.317s; 2 Fleming, +2.741s; 3 Kofler; 4 Luigi Ferrara; 5 Luca Filippi; 6 Meijer; etc. **FL** Speed, 1m51.359s (99.09mph). **Points** 1 Speed, 306; 2 Pagenaud, 216; 3 Kofler, 188; 4=Kochem & Fleming, 186; 6 Guillaume Moreau, 148; etc.

**Danish Touring Car Championship**

Magnussen locks in

Jyllands-Ringen (DK), September 5, Rd 6/8

JAN Magnussen won the biggest race of the Danish Touring Car Championship season, the Danish Grand Prix at Jyllands-Ringen, but it was a pretty unsatisfying experience because the victory was inherited after Casper Elgaard and Michel Nykjaer were disqualified after their cars were found to be too noisy.

Nykjaer had taken victory in the first, pre-final, race, heading home Elgaard and Magnussen.

In the all-important race two,



Elgaard's 'win' didn't stand

Elgaard made a lightning start to move ahead of poleman Jason Watt, who promptly went off. Elgaard was never headed.

Nykjaer passed Magnussen in a daring move to cross the line second, but it was Magnussen who took the victory after post-race scrutineering led to 50-second penalties for Elgaard and Nykjaer.

Morten Alstrup

**RESULTS Race 11** Michel Nykjaer (SEAT Toledo), 10 laps in 12m18.480s; 2 Casper Elgaard (BMW 320i), +1.669s; 3 Jan Magnussen Peugeot 307; 4 Henrik Lundgaard (Toyota Corolla); 5 Jason Watt (Peugeot); 6 Pontus Morth (Volvo S60); etc. **Race 21** Magnussen, 14 laps in 17m14.192s; 2 Mike Legarth (BMW), +6.224s; 3 Kurt Thiim (Renault Megane); 4 Lundgaard; 5 Martin Jensen (Peugeot); 6 Morth; etc. **Points** 1 Lundgaard, 172; 2 Elgaard, 138; 3 Jensen, 132; 4 Jens Edman, 116; 5 Nykjaer, 113; 6 Legarth, 104; etc.

**Autosport** Young Journalist

**RESULTS Class 1 Race 11** Ange Barde, 21 laps in 35m40.608s; 2 Michael Cullen, +0.978s; 3 Louis Machiels; 4 Raffaele De Simone; 5 Paddy Shovlin; 6 Daniel Model. **FL** Karl Baron, 1m34.581s (85.57mph). **Race 21** Cullen, 28 laps in 45m08.266s; 2 Shovlin, +12.067s; 3 Karl Baron; 4 Model; 5 Robert Pergl; 6 Wido Roessler. **FL** Barde, 1m34.809s (85.36mph). **Class 2 Race 11** Rolf Galliker, 36m02.591s; 2 Freddy Kremer, +0.329s; 3 Pierre Schroeder; 4 Zdenek Holubovsky; 5 Franko Mose; 6 Jürgen Froehlich. **FL** Oliver Morley, 1m31.973s. **Race 21** Kremer, 45m10.760s; 2 Holubovsky, +25.370s; 3 Schroeder; 4 Galliker; 5 Hainje-Hemse; 6 Karl Oppitzhaus. **FL** Morley, 1m34.973s.



The winning Andre Lotterer/Tsugio Matsuda Honda leads the second-placed Toyota Supra crewed by Juichi Wakisaka/Akira Iida

# Honda makes return to form at wet Motegi

Andre Lotterer set up the marque's first All-Japan GT win of '04 with a fine first stint, and Tsugio Matsuda held on to the flag. By JIRO TAKAHASHI

**All-Japan GT Championship**  
Nakajima Honda comes good  
Motegi (J), September 5, Rd 5/7

Tsugio Matsuda and Andre Lotterer underlined Honda's return to form with the first win of the season for the NSX in their Satoru Nakajima-run car.

The Naoki Hattori/Shigekazu Wakisaka Toyota started the wet race from pole position, and Wakisaka made a good start to lead initially from Satoshi Motoyama's Nissan and Akira Iida's Toyota.

Lotterer started the Honda eighth, but quickly made progress - up to fifth by the end of lap one and fourth on lap three.

Shigekazu Wakisaka looked to have a comfortable lead until he spun on lap nine and handed it to Motoyama. Lotterer was the man on the move, though, passing Iida for second on lap nine and taking the lead from Motoyama three laps later.

Despite picking up a slow puncture towards the end of his stint, the young German handed the car over to Matsuda in the lead.

Matsuda kept ahead to the chequered flag, although he was being closed down towards the end by both Juichi Wakisaka in the Supra he shared with Iida, and by Richard Lyons, who had taken over the Nissan from Motoyama. After a little over two hours of racing, the top three were covered by two and a half seconds.

**RESULTS** 1 Tsugio Matsuda/Andre Lotterer (Honda NSX), 63 laps in 2h04m26.984s; 2 Juichi Wakisaka/Akira Iida (Toyota Supra), 40.7s; 3 Satoshi Motoyama/Richard Lyons (Nissan); 4 James Cole (Toyota); 5 James Cole (Toyota);

5 Takeshi Tsuchiya/Marco Apicella (Toyota); 6 Jeremie Dufour/Andre Couto (Toyota); 7 Toshihiro Kaneishi/Eric Comas (Nissan); 8 Masami Kageyama/Michael Krumm (Nissan); 9 Shinji Nakano/Hiroki Kato (Honda); 10 Yuji Tachikawa/Seiji Ara (Toyota); etc. **Fastest lap** Naoki Hattori (Toyota), 1m48.537s. **Points** 1 J Wakisaka/Iida, 48; 2 Motoyama/Lyons, 47; 3 Dufour/Couto, 43; 4 Kaneishi/Comas, 38; 5 Kageyama/Krumm, 36; 6 Matsuda/Lotterer, 36; 7 Tachikawa/Ara, Hattori/Shigekazu Wakisaka & Courtney/Kataoka, 34; 10 Tsuchiya/Apicella, 24; etc

**NASCAR Nextel Cup**  
Sadler blasts to victory  
Fontana (USA), September 5, Rd 29/26

ELLIOTT Sadler delivered a blockbuster performance to take his second win of the season under the lights at the California Speedway.

Elliott led coming out of a caution period with 10 laps to go in the day

to night race, and held off the challenges of Kasey Kahne, Mark Martin and Jamie McMurray to win.

"When I took the lead, that thing was on rails for the last 10 or 12 laps," Sadler said. "It was fun to drive."

There were two crucial periods in Sadler's race, the first when he opted to gain track position by gambling that he could maintain his pace with just two fresh tyres when his rivals took on four, and the second when he passed Kahne to take the lead.

"I had been watching Kasey all night kill people in Turn 2 on the outside," explained Sadler. "I came off Turn 2 using his move, and I got the lead."

With just one more race before the series moves into its 10-man run-off stage, Sadler and five others have guaranteed themselves places in the elite 10. There are nine drivers who still have a mathematical shot at

claiming the remaining four slots; Kahne's second place and Martin's third have given them a boost in their quests to join in, but they'll both still have to go well at Richmond this weekend to book a slot.  
*Bruce Martin*

**RESULTS** 1 Elliott Sadler (Ford Taurus), 250 laps; 2 Kasey Kahne (Dodge Intrepid); 3 Mark Martin (Ford); 4 Jamie McMurray (Dodge); 5 Ryan Newman (Dodge); 6 Carl Edwards (Ford); 7 Scott Riggs (Chevrolet Monte Carlo); 8 Dale Jarrett (Ford); 9 Robby Gordon (Chevrolet); 10 Rusty Wallace (Dodge); etc. **Points** 1 Jimmie Johnson, 3482; 2 Jeff Gordon, 3432; 3 Dale Earnhardt Jr, 3366; 4 Tony Stewart, 3304; 5 Matt Kenseth, 3253; 6 Sadler, 3204; 7 Kurt Busch, 3183; 8 Ryan Newman, 3078; 9 Kahne, 3067; 10 Martin, 3058; etc.

**French Supertourisme Championship**  
Helary double fires title battle  
Albi (F), September 4/5, Rd 6/8



Eric Helary bounced to two valuable wins at the Albi races

ERIC Helary won both races at Albi to bring himself within firing range of long-time points leader Soheil Ayari.

The pair - team-mates in the Pescarolo Sport Peugeot squad - are at the top of the points standings, and Helary has now closed to just six behind Ayari.

Ayari was second in race two, but dropped out of a podium position near the end of race one with an electrical problem.

Young 206 CC Cup graduate Robin Longechal was second in race one ahead of fellow Peugeot driver William David. Longechal was fourth, despite an early off.

**RESULTS** Race 1: Eric Helary (Peugeot) Coupe, 16 laps in 22m06.957s; 2 Robin Longechal (Peugeot) Coupe, 16 laps in 22m06.957s; 3 William David (Peugeot) Coupe, 16 laps in 22m06.957s; 4 Soheil Ayari (Peugeot) Coupe, 16 laps in 22m06.957s; 5 Eric Debard (Peugeot) Coupe, 16 laps in 22m06.957s; 6 Adrien Paviot (Opel) Coupe, 16 laps in 22m06.957s; 7 Lucas Lasserre (Opel) Coupe, 16 laps in 22m06.957s; 8 Soheil Ayari (Peugeot) Coupe, 16 laps in 22m06.957s; 9 Eric Debard (Peugeot) Coupe, 16 laps in 22m06.957s; 10 Adrien Paviot (Opel) Coupe, 16 laps in 22m06.957s; etc.

Elliott Sadler heads for his second win of the year at Fontana



Longechal (Peugeot), +6.994s; 3 William David (Peugeot); 4 Julien Gilbert (SEAT Cordoba); 5 Bruno Bazaud (Peugeot); 6 Mike Parisy (Opel Astra Coupe); etc. **Fastest lap** Lucas Lasserre (Opel), 1m21.506s. **Race 2** 1 Helary, 17 laps in 23m21.125s; 2 Soheil Ayari (Peugeot), +1.653s; 3 Gilbert; 4 Longechal; 5 Eric Debard (Peugeot); 6 Adrien Paviot (Opel); etc. **FL** Helary, 1m21.367s. **Points** 1 Ayari, 153; 2 Helary, 147; 3 David, 106; 4 Gilbert, 88; 5 Longechal, 75; etc.

**French GT Championship**  
Dupuy/Fiat triumph in Saleen  
Albi (F), September 4/5, Rd 6/8

DOMINIQUE Dupuy starred in the Saleen S7R he shared with Francois Fiat, and they took a win and a third place in searing heat.

The pair had been delayed by a fuel pump problem in race one, but Dupuy drove a stirring stint to get back on the podium as the Antony Beltoise/Stephane Lacroix Wasover Viper inherited victory when Bruno Besson hit mechanical trouble in the closing laps in the Viper he shared with David Hallyday, dropping from first to fourth.

Dupuy/Fiat and Besson/Hallyday were again the form teams in race two, and the Saleen was in control when the Viper again hit trouble.

**RESULTS** Race 1: Antony Beltoise/Stephane Lacroix/Wasover (Chrysler Viper GTS-R), 44 laps in 1h00m45.948s; 2 Emmanuel Clerico/Patrick Herbert (Viper), +11.237s; 3 Dominique Dupuy/Francois Fiat (Saleen S7R); 4 Bruno Besson/David Hallyday (Viper); 5 Olivier Porta/Frederic Hauchard (Porsche 996 BiTurbo); 6 Jean-Philippe Bellof/Gael Lesoudier (Viper); etc. **Fastest lap** Dupuy/Fiat, 1m16.901s. **Race 2** 1 Dupuy/Fiat; 2 Patrick Bornhauser/William David (Viper); 3 Clerico/Herbert/ etc.

## In brief

News from around the world

**NASCAR BUSCH SERIES**  
Greg Biffle got the better of Casey Mears in the closing 12 laps to win at Fontana. Points leader Martin Truex was the top Busch full-timer in sixth.

**GERMAN FORMULA BMW**  
Sebastian Vettel clinched the title with another pair of accomplished wins at Zandvoort. Atila Abreu was second in both races.

**FINNISH TOURING CARS**  
Champion Olli Haapalainen (Audi) won both races in the series finale in Hameenlinna. Visiting Swede Tomas Engstrom's Honda was twice second.

**FIA MIDDLE EAST RALLIES**  
Sheikh Khalid Al-Quassimi of the UAE and his co-driver, Michael Orr from Northern Ireland, won the Syria International Rally in a Subaru.

**MASERATI TROFEO**  
Andrea Palma took a step towards clinching the title with a win at Imola, while challenger Alberto Cerri failed to score.

**FINNISH FORMULA FORD**  
Markus Marnela sealed the title with two third places at Hameenlinna.

Editor  
Edd Straw

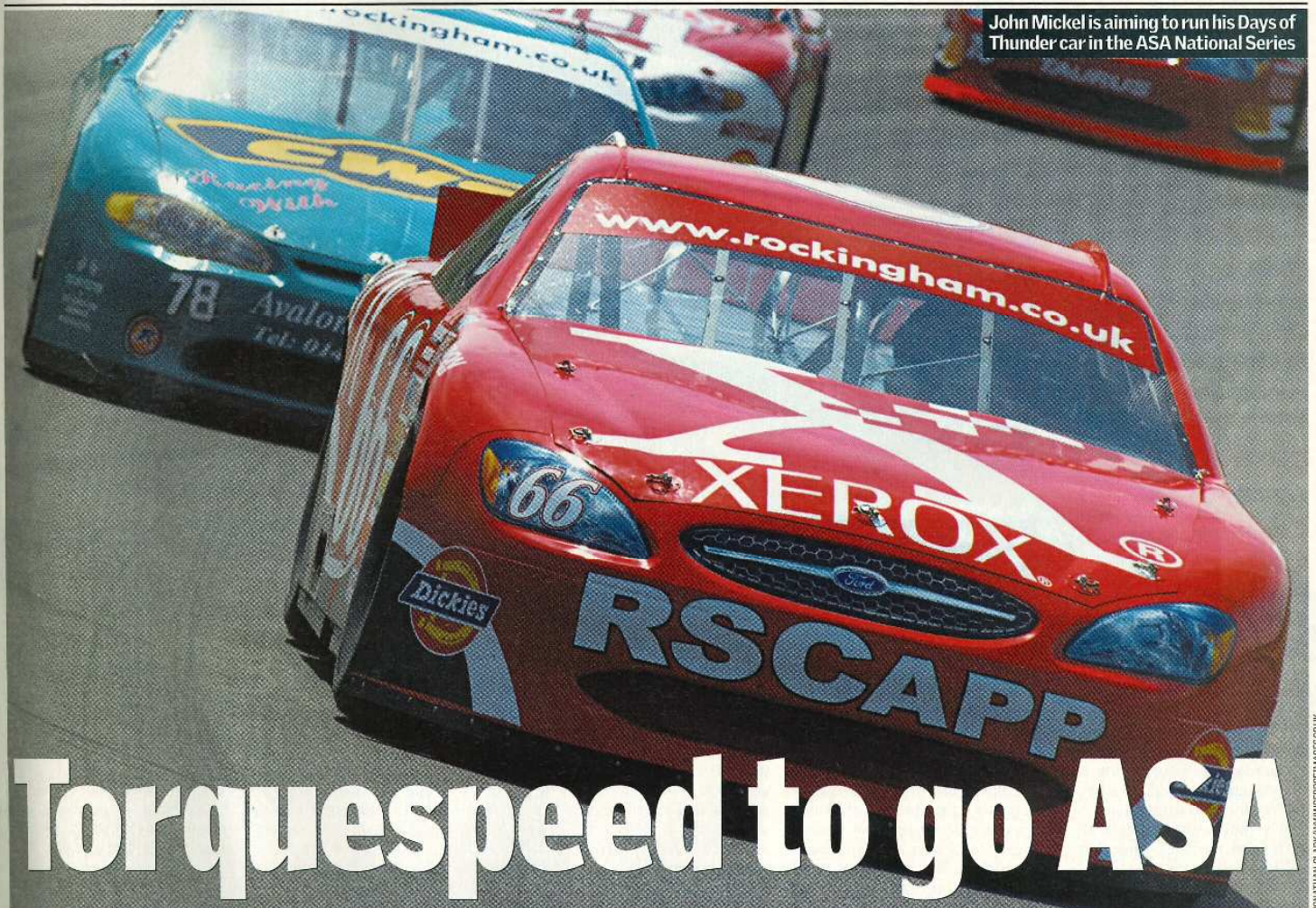
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# CLUB Autosport

THE WORLD'S FASTEST MAGAZINE

All the national race, rally and historic news. Plus full results round-up



John Mickel is aiming to run his Days of Thunder car in the ASA National Series

## Torquespeed to go ASA

Leading Days of Thunder team Torquespeed will compete in the final two rounds of this season's ASA National Series in the United States in October.

Torquespeed co-owner John Mickel will drive his Xerox-backed Days of Thunder car, which will be converted to ASA spec and shipped over to America, in the two races held at Charlotte and Atlanta on October 14 and 28. Torquespeed personnel will travel out to run the car, and will be based in the team's American workshop. Stevie Hodgson, this year's Days of Thunder champion, will act as Mickel's crew chief.

"I think we've got a good chance of getting in the race and giving the Americans a bit of a run for their

money," said Mickel, the 2001 Days of Thunder champion. "I don't think we're going to win, but I do think we've got a good chance of getting in the top 20. We're quietly confident we can hold our own."

Mickel is convinced that the team will benefit from running its own car. "Anybody can go over there with a load of cash and buy a drive, but you don't know what you're getting," he said. "We've know the car can compete for wins."

The races will mark the first time ASA has run on 1.5-mile circuits with engine restrictors, and Mickel hopes that this will allow Torquespeed to compete on more level terms.

"The ASA guys haven't raced at either track before, but they've tested

on both," he said. "Our car builder Chas Howe has helped with some data and set-ups, so that will help us. We've got a test at Charlotte on October 5. It's going to be a new learning curve for everybody."

Mickel will have some familiar opposition in the form of 2003 Days of Thunder champion Ben Collins, who will drive a Texaco-backed car in the Charlotte race for the established Wood Brothers team [June 24]. NASCAR Nextel Cup regulars Mark Martin and Michael Waltrip will also compete in the event.

Although Days of Thunder cars are converted ASA racers, it has taken two weeks to adapt Mickel's car to fit the ASA regulations. As well as the restrictor, the ASA mandates extra structural bars, a smaller fuel tank and tighter body templates.

### What is the ASA?

THE American Speed Association was founded by Rex Robbins in 1968, initially promoting a mix of sprint and stock car races.

The ASA eventually came to focus purely on stock cars, establishing the National Circuit of Champions - the forerunner of the National Series - in 1973.

The National Series, which features 14 rounds, runs largely on short ovals, with the addition this season of two 1.5-mile circuits.

It has established itself as a feeder formula into the higher-level NASCAR series, with graduates including Darrell Waltrip, Mark Martin and Rusty Wallace.



Mickel should feel right at home in the ASA National Series...



# Briefs

## News from around the UK

### AKA POLAR

Peruvian Formula Renault UK racer Juan Polar returned to the category at Snetterton last weekend in a second Team aka entry. Polar, 23rd in race one, retired from race two after a collision with Pippa Mann.

### CHENG SITS IT OUT

Franky Cheng was forced to miss last weekend's Formula Renault double-header at Snetterton because he was enjoying his first run in a Grand Prix car for McLaren at Brno.

### JONES IN AT PASTON

American Nick Jones made his Formula Renault UK debut for Paston Racing at Snetterton last weekend finishing, 24th and 20th.

### SIME BACK

Barry Sime returned to Renault Clio Cup action at Snetterton last weekend. The Scot, who will also race at Donington, finished 12th and 10th. The team is seeking drivers for the forthcoming Clio Winter Series.

### MORTIMER BOW

Alex Mortimer made his Porsche Carrera Cup GB debut at Snetterton last weekend. He finished seventh in race one, before retiring from the second with clutch failure.

### RED LINE CROWNED

Red Line Racing sealed the Carrera Cup team title at Snetterton.

### THOMAS OUT

Team VLR driver Marcus Thomas missed last weekend's Snetterton rounds of the Carrera Cup after cutting his arm in a work accident.

### TURN 4 TURNAROUND

Team Turn 4 mechanics worked through the night to repair Ben Collins' Days of Thunder car in time for qualifying on Saturday. The reigning champion crashed after hitting oil in official testing last Friday. The team had to strip parts off the damaged shell, converting its show car for race use.

### FISHER PENALISED

Josh Fisher was dropped from fourth on the road to fifth in the final results behind title rival Philip Glew in last weekend's second Formula BMW UK Championship race at Rockingham, after moving down on his rival on the oval section of the circuit. Glew was also fined for an incident involving the two in parc ferme.

### SWEET 16

Last weekend's Formula BMW race at Rockingham didn't feature a 15-year-old for the first time. The youngest competitor in the series, Ry Leon, turned 16 on August 21.

### FRANK'S A ROCK STAR

Eponymous Formula 1 team boss Frank Williams was on hand at Rockingham for the Formula BMW UK Championship rounds.



Rolling Clio Renault Clio Cup racer Tom Onslow-Cole escaped unscathed from this spectacular accident in last Saturday's Clio race at Snetterton. The Aurok Motorsport driver overcooked it coming into the left-hander at the Esses and ran on to the grass on the inside. He wasn't seriously hurt thanks to the strength of the survival cell and his HANS device, which prevented facial injury



# SEAT revamps one-make series

SEAT has opened up its one-make Cupra Championship to teams and individuals and has scrapped its British Touring Car Championship prize drive in favour of a six-figure prize fund.

Although SEAT Sport UK is yet to finalise details of costs, the cars are set to be offered as part of an all-in package which will give teams a ready-to-race car and a full season's entry fees. The cars cost €48,000 new, but are expected to be significantly cheaper to attract the necessary competitors. The

regulations dictating testing and car set-up will also be relaxed, with full details of the format and regulations to be announced at Donington Park on September 25/26.

The series, which is contracted to the TOCA package until 2005 at present, is scheduled to run an expanded calendar next season, and could run at all BTCC races barring Mondello Park.

SEAT Sport UK national motorsport manager Dennis said: "We've struggled to fill grids. For whatever

reason no-one wants to race in a one-make championship run under one roof. You could say that we've reacted to market forces. We could have walked away, but we didn't. We've made some changes, and we think these are the changes people want."

Although SEAT's contract with TOCA currently runs only until the end of next season, the company is eager to establish the championship in this form in the longer term.

Dennis said: "We will run it to at least 2006, and who knows what

the future will be with the second-generation Leon Cupras. Maybe it could even become like the Volkswagen Racing Cup, with a number of different SEAT models competing in it."

A number of existing Cupra Championship racers have expressed their support for the change in emphasis of the category.

Cupra frontrunner Gordon Shedden said: "More freedom with the set-up and preparation of the cars will make the championship a lot more appealing. It's good, as grids have not been so good this year."

### Shedden



### Positive

# SpeedEquipe plan SEAT Cupra assault



Richard Williams claims his first Renault Clio Cup victory

FRONTRUNNING Renault Clio Cup outfit SpeedEquipe is planning to run up to three cars in next season's SEAT Cupra Championship, including one for championship regular Melanie Healy.

The project, which will run alongside the team's existing commitment to the Clio Cup, is dependent on the final details of how the championship will be run, but team boss Dave Older remains optimistic his plans will come off.

Older said: "We're probably the first team to be able to say we're doing it. Obviously it's going to have

to be sensible cost-wise, otherwise SEAT are going to struggle to get people interested.

"Our interest is in running saloon cars, and the SEAT series is the right profile for us."

The team is planning a sizeable winter testing programme at Spanish testing favourite Guadix, with developing the one-make Leon Cupra-Rs high on its agenda.

SpeedEquipe has also become the first team to confirm an entry for the Clio Winter Series, with Healy set to try out the one-maker in both double-header rounds.

## Legge back in Renault UK

SOMETIME British Formula 3 racer Katherine Legge returned to the Formula Renault UK Championship at Snetterton last weekend.

Legge, who has filled the seat vacated by Joey Foster at Motaworld, will also contest the final rounds of the championship at Donington Park on September 25/26 ahead of a full-time return to the UK.

Legge retired from the first race with a driveshaft failure and was unable to start the second. Previously, she competed in the category with Fortec Motorsport in 2002, claiming a pole at Oulton Park.

Legge



Return

Legge, who raced three times in the US Renault championship earlier this season, said:

"It was a bit disappointing. Someone hit me in qualifying and did some damage to the rear; that damage put me out of the races."

Foster, who missed the last four rounds of the championship, switched to Team JVA for the weekend.

Following a traffic-dogged qualifying session, the Cornishman ended up 13th in race one, before retiring from race two after being hit by Sean McIntosh.

## Jamun to skip Spa Fford round

LEADING Formula Ford UK Championship outfit Jamun Racing will skip this weekend's round at Spa.

Lead driver Charlie Donnelly, who has won three races this season, and Julian Yap have opted to skip the event to save budget, but the team will return for Brands Hatch.

Donnelly said: "I'm not going to win the championship this year, and it's a lot of money to go, so it's better to concentrate on Brands."

Team boss Tony Mundy said: "It's sad we won't be going, but it's expensive with testing on Tuesday and the races on Sunday. It's not a reflection of what we think of Fford."

# Marcus Pye

Humble Pye



## "The writhing mass of GTs at the start of the TT was awesome"

ONE hundred and three thousand enthusiasts – a number not unakin to that which attended July's British Grand Prix meeting over three days at Silverstone, and an impressive 9000 up on last year's record – tells its own story. The seventh Goodwood Motor Circuit Revival meeting will have everybody counting the days until September 2005.

The writhing mass of '60s GT cars at the start of the Royal Automobile Club Tourist Trophy retrospective was awesome. With an estimated value of £30 million, it's doubly amazing that owners are delighted to lend them to aces prepared to race so hard. And good business for bodywork specialists up and down the land.

For many, the sight of two (of the six) original Shelby American Cobra Daytona Coupes, which raced in the final Goodwood TT of '64, was very special. Eagle-eyed spectators in the startline grandstand may have snapped Peter Brock's curvaceous design masterpieces together on the grid, with the slightly blunter-edged red Willment Cobra Coupe in the background, in what was a surreal 40-year time-warp.

This year, however, the St Mary's Trophy saloon race (back in its '50s guise for a twin-legged hurrah) brought out arguably the most bizarre grid of tin tops ever seen in Britain. Wacky racers crewed by an equally diverse range of drivers, from tiny Rene Arnoux to giant Nick Whale.

If Ford Escort Mexico champion of the 1970s Ivan Dutton's far from stately Alvis Grey Lady – built without constraint of cost, judging by its finish, specification and modern electronic wizardry controlling the three-litre triple Weber-carburetted straight six engine from within the glove box in the wooden dash – was very much a talking point in the paddock, and more so for its performance on track, so were its opposition.

Where else on the planet would you see Austin A35s scurrying around with pace to match Jaguar Mk1s and Le Mans winner Richard Attwood saddling a Tatra 603? Or Standard Tens doorhandling around corners with the Lincoln Cosmopolitan – a mighty racer handily equipped with automatic transmission and drum brakes – of extrovert artist Julian 'Julio Balmez' Balme and Desire 'Desirez Weelson' Wilson?

Lord March's theatre worked superbly again, but for one or two shunts too many. Motorsport fanatics hardly need reminding that racing cars of the period were dangerous animals, flimsy flyers in comparison to today's carbonfibre cocoons. Genuine accidents like Chris Smith's in the Lotus 18 will always happen, and shock, but those fuelled by adrenaline over common sense are unwelcome. And unnecessary given the competence presumably required of all Revival invitees.

Thank God that Smith, an ardent racer since the '60s, is on the mend, and will return. But Goodwood must issue sterner warnings, and be prepared to exclude competitors not yet ready for its super-fast circuit.



## Andy plans Neate Renault Clio bow

SEAT Cupra Championship refugee Andy Neate will make his Renault Clio Cup debut with TCR at Donington on September 25/26.

Neate, a former Ford Fiesta championship challenger, is hoping to impress ahead of a possible move into touring cars next season.

Neate said: "To race with one of the best teams in the paddock means I've got a really good chance to do well. I've got no excuse not to."

Another Cupra racer, former Caterham Academy champion Ben Winrow, is also set to make his Clio Cup debut with Aurok Motorsport, who will be running three cars.

## QUOTE OF THE WEEK

"The passenger door actually closes much more smoothly now, so that's something"

Jules Phillips

The Aurok Motorsport boss explains how Tom Onslow-Cole actually improved at least one part of his significantly-modified Clio (see story left).

## Falding claimed his fourth BriSCA F1 short oval title



## Falding takes BriSCA win

FIFTHS of Thunder racer Peter Falding took time out from last weekend's Rockingham meeting to claim his fourth BriSCA F1 title at Coventry Motorspeedway in the event's 50th anniversary running.

The Intersport driver made his way from the fourth row of the grid, and was third by half-distance in Saturday evening's BriSCA final. He took the lead after favourite Frankie Stannan Jr clashed with pole man Stuart Smith, and fended off Mark Gibbank in the closing stages despite turning into some parked cars at the end. Gibbank also collected the lead, but took longer to recover.

Falding said: "I've had a bad

season, but this makes up for it. I knew Mark would try to go for it near the end, but I was ready for it and was already in first gear when I hit the parked cars. I was able to get out of trouble straight away and then it was a case of just getting to the finish.

Falding's victory takes him to third place on the all-time list of BriSCA F1 world title winners, behind John Lund and Stuart Smith.

Despite his success in the short oval event, Falding was unable to repeat his winning run in Days of Thunder. He failed to finish both races due to technical problems.

Days of Thunder report T10 →

## More guest slots for Rockingham

ROCKINGHAM is looking to hold more support races at its Days of Thunder events next year, after the Formula BMW UK Championship's visit was judged to be a success.

Days of Thunder is usually only supported by the Pickup Series, which also runs on the oval. Rockingham officials are in talks with a number of series for 2005, including Legends, which supported the series throughout the 2002 season.

Although Rockingham would ideally like a guest series to run on the oval, it takes just 20 minutes to convert the track to use the International circuit.



Julian Balme's '54 Lincoln threatens to swat a Standard Ten

# Briefs

News from around the UK

## YOUNG WINS IN ITALY

Dunlop Motorsport Ireland Young Driver of the Year Eoin Murray took a double win in the European Alfa Challenge at Imola last weekend.

## TIGHT GURSTON DECIDER

Lotus drivers Tim Stevens (Exige) and Steve Butts (Elise) are split by 0.3sec on aggregate going into this Sunday's Gates of Brockenhurst Gurston Down hillclimb championship finale. Peter Smith (Pilbeam MP62B) and Karl Davison (Gould GR37) head the BARC SW Top 10 Challenge.

## MCMILLAN HATCHES HOT PLAN

Hot Hatch championship favourite Paul McMillan is planning a move into Britcar for next season with his Honda Civic Type-R. He said: "I'd like to do the last couple of races this year to prepare for next."



BLD/DAW/LAT

## ARNOUX PICKED UPON

Former Renault and Ferrari Formula 1 star Rene Arnoux (above) was flying in Andrew Thorogood's Alfa Romeo Giulietta Ti at Goodwood last weekend when it was savaged by Tiff Needell's sideways Jaguar Mk7.

## LORD LUCK

So frustrated was Irvine Laidlaw – who recently became Lord Laidlaw of Rothiemay – when his Maserati 6CM broke in the assembly area at Goodwood last Saturday that he sold it on the spot to Lukas Hurni.

## CROSSLER REFRESHED

Derek Walker finished third in last Saturday's Formula Junior race in Andrew Robertson's Crossle 4F, despite his son-in-law's heavy shunt at Oulton Park a week earlier. "Two corners were smashed and the engine was pushed across in the frame, but we'd fixed it by Wednesday," said Walker.

## ROBERTSHAW WANTS STEP UP

Gary Robertshaw has targeted a move into a Mini Cooper S for next season after securing the John Cooper Challenge Club Class title at Oulton Park last Saturday.

## HILLCLIMB KEEPS TITLE

Nicholson McLaren Engines will continue its title sponsorship of the British Hillclimb Championship in 2005. PowerMec has also renewed its support of the Hillclimb Leaders series.

## WIGHT JR GUEST DRIVE

Graeme Wight Jr returned to the British Hillclimb Championship at Prescot. L. Wight Jr drove Duncan Barnes' Force-Suzuki to second in the T100cc class.

# Smith escapes Goodwood



Smith sustained fractures to his leg and a broken ankle when his Lotus 18 hit the tyre wall during last Sunday's Glover Trophy event

## Hicks bags first-ever victory

JAMES Hicks scored his maiden outright race win, and the first for the Caravelle marque, in last Saturday's hotly-contested Chichester Cup Historic Formula Junior race at the Goodwood Revival meeting.

The success, witnessed by a huge audience, was a family triumph on home soil, because James' father, Bob, and designer Richard Utley built three of the cars in 1960.

Now based in North America, Utley – who first raced at Goodwood in 1955 and later worked with John Tojeiro – owns the prototype Caravelle, which he drove to 16th place in the same event.



Hicks claimed his and the Caravelle's maiden wins at Goodwood

## Wallace gets taste for Revival spirit

SPORTSCAR legend Andy Wallace added the unique Lister-Jaguar Coupe to his log of cars driven at Goodwood last weekend, and led the RACTT Celebration for 12 laps in the 1963 Le Mans 24 Hours car, despite just three laps of practice.

"After that, Le Mans is a doddle," said Wallace after co-driver Justin Law finished third. "It's really hot in there, and it goes all over the place. Hard work, but fun."

"It's my first time at the Revival but it's fantastic. I really want to come back," continued Wallace, who also raced Law's ex-Albert Betts Jaguar Mk1 in the saloon event.

## Kirkistown improvements under way

WORK has begun on Kirkistown's new paddock facility, built to celebrate the circuit's 50th year of continuous operation.

The two-story building, which overlooks the back straight of the Northern Irish circuit, contains a bar/briefing room and restaurant, as

well as shower and changing facilities. Provision has also been made for a viewing gallery, although this feature will not open until 2005.

The building is expected to be completed at the end of November, and is part of a raft of improvements to the circuit.



Kirkistown's brand-new paddock building is already taking shape

## Bridgman slams penalty

FORMULABMWUK Championship title contender Tim Bridgman criticised the decision to allow Oliver Turvey to keep his win in last weekend's second race at Rockingham, despite him missing the Turn 1 chicane.

Turvey and Bridgman were disputing third place, which became first after James Sutton and Josh Fisher slid off on oil, heading into the chicane where the cars peel off the oval banking onto the pit exit road.

Bridgman moved to the inside of Turvey coming up to the corner, but Turvey carried on round the oval, rejoining the circuit ahead of his rival.

The clerk of the course

subsequently awarded Turvey a 0.2sec penalty – the time it was ruled that he gained by not taking the chicane. Turvey's on-the-road victory margin was 0.411sec. Had Bridgman won he would have assumed the points lead in the series heading into the final round.

Bridgman said: "It's an ineffective penalty. This is my life, this is my career. It's only a few points, but it could be the difference between winning and losing."

Turvey said: "Tim was only halfway up on my inside. I had the right to the corner, but he didn't bad out so I went round the oval. I backed off so I didn't gain an advantage."

## SELOC set to go national next season

THE South East Lotus Owners' Club (SELOC) BMW Challenge is to be expanded into a national series.

The Challenge, which was started by Lotus club members eager to compete in the readily available and relatively cheap BMW 5 series cars, mainly uses Lydden Hill, although the series,

which also runs with Kumho BMW, has also run at Brands Hatch and Croix-en-Ternois.

SELOC's Guy Lloyd said: "We've got several new drivers on board, and we're looking to get bigger grids in next year and raise more interest as we move to the bigger circuits."

# Good accident

Vastly-experienced historic racer Chris Smith had a miraculous escape at Goodwood last Sunday, when his Lotus 18 Formula 1 car ploughed head-on into the belted tyre wall at Madgwick Corner in the early stages of the Glover Trophy race.

Despite the 1961 spaceframe car sliding around him - in an accident reminiscent of Stirling Moss's career-ending shunt in a Lotus 18/21 at Fordwater bend on Easter Monday '62 - Smith sustained a broken ankle and a fractured tibia in his other leg. Rescuers took almost an hour to cut the conscious driver from the wreckage under medical supervision. Smith was then taken to hospital in neighbouring Chichester, where five fractures in his leg were repaired in an operation over that evening.

Further surgery is likely to be necessary, but Smith is expected to make a full recovery.

Despite the severity of the impact, Smith was quick to allay any thoughts that mechanical failure had caused the accident. He subsequently told long-time team engineer Ray Concar that it was down to driver error.

The Westfield Sports Cars founder has been racing for more than 30 years. Having competed in Austin-Healey Sprites (culminating in the Group 6 ArkSprite) and Chevron GT cars internationally, he has achieved much in historic competition, particularly with a Lotus 6 and a one-litre Formula 3 Chevron.

Smith campaigned the ex-Innes Ireland '61 US Grand Prix-winning Lotus 21 without incident for more than a decade.

# Piquet denied F1 debut

BRITISH Formula 3 Championship points leader Nelson Piquet Jr experienced a troubled time on his first visit to the Goodwood Revival meeting last weekend.

The Brazilian had been due to make his debut in Formula 1 machinery, driving former British touring Car Champion Frank Cooper's Lotus 24 in the Glover Trophy, but mechanical problems prevented the car running in either the practice sessions or the race.

Piquet Jr encountered further mechanical trouble in the St Mary's Trophy race. Driving a 1958 MG Magnette ZB, he qualified ahead of Ian McNish and Richard Attwood,

but only lasted four laps in the race after a head gasket problem caused the car to overheat.

Piquet Jr, who confessed that he was only participating in the event because it was better than being at home, said: "I've never been to anything like this before and I've never done any historic racing. It's been good to have a bit of fun and see how it feels to drive cars like that."

"I'm disappointed that I wasn't able to drive the Lotus because it would have been quick and fun to drive, and it was a shame I couldn't finish the race in the MG. But I'm very happy I was invited and look forward to coming back in the future."

# Marcus Pye's club legends

**Brighton Speed Trials**

SEVENTY-NINE years ago, when Clifford Earp, perched high on his 10hp Napier, took 23 seconds for a flying kilometre along Brighton's seafront, little did he know he was establishing a legend.

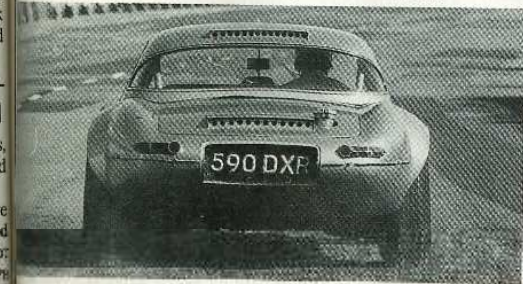
In fact, motorsport's intrepid pioneers did not return until 1923. However, since then, but for war and foot and mouth disease in '69, the National Speed Trials has remained an annual fixture.

Some illustrious names grace the victory roll, including Sir

Malcolm Campbell in a Sunbeam.

Aero-engined hybrids thundered down Madeira Drive in the '50s. Ted Lloyd-Jones won twice over a kilometre in the Triangle Flying Saucer (below).

Through the '70s, Formula 5000 and Formula 1 cars dominated. But despite these having gone, the spectacle remains. Sprint cars, motorcycles and dragsters now go against the clock over a quarter-mile in the September showdown.



# National Gallery

Club motorsport in pictures



**ROSS AND ROLL** Formula BMW UK Championship racer Ross Curnow was pitched into a roll at Yentwood in an opening-lap melee at Rockingham last weekend. The Panther driver recovered to finish 13th in the second race



**STAR AND STRIPES** A brutal P47 Thunderbolt patrols over Goodwood



**KARTING BREAK** Renault racer Joey Foster (centre) and FBMW aces Tim Bridgman (left) and Matt Harris completed a day of promotional karting last Monday



**COOKE IN THE FRAME** Chris Cooke found a rather novel way of keeping cool at Rockingham when his Days of Thunder car shed its bodywork in the second race



**FORZA FERRARI GTO** The 1962 (left) and '63 (right) Tourist Trophy-winning Ferrari 250 GTOs - the latter rebodied in its lowline '64 trim - sandwiched the second JCR GTO during Goodwood's magnificent RAC TT Celebration last Sunday

## NATIONAL RACING

Days of Thunder

Late lunge secures race two win for White

Rockingham, September 5

Stevie Hodgson placed one hand firmly on the Days of Thunder crown with his second victory of the year in the opening encounter, a race in which his two title rivals hit trouble. But his hopes of a double faltered late in race two, when Colin White came through to win.

Race one came in two distinct parts, with the first 35 laps caution free, but 18 of the final 25 run behind the safety car. At the start pole-sitter Hodgson led away Torquespeed team-mate Ian McKellar Jr, up from fourth on the grid. But the stewards handed McKellar Jr a drive-through penalty for a jump start, leaving Oli Playle second, with White fighting past Anthony Swan and John Steward for third. McKellar Jr's race ended when the radio link to his team and spotter failed, causing him to be black-flagged on safety grounds.

Playle soon closed right in on Hodgson, but lost ground when he spun entering the pitlane, a legacy of a broken third gear. But with White's stop prolonged after he had his own radio trouble, Playle retained second, while Chris Cooke moved from fifth to third.

The safety car was brought out on lap 35 for debris on the track. Playle struggled on the restart without third gear, helping Swan to vault from fourth to second, while White moved past Cooke for fourth.

The safety car was back out at the end of the next lap, as Steward, Rob Speak and Mark Proctor clashed.

Six laps of yellow were then followed by just half a lap of racing. John Mickel moved past Cooke on the restart, but the latter had greater momentum coming off Turn 3, with the two tangling.

Hodgson made a clean break on the final restart to secure a dominant win, while Swan held off Playle and White for second.

For much of race two Hodgson looked likely to take a double, as he ran comfortably at the head of the field, chased by Playle, White and the impressive Shaun Richardson.

On lap six, Cooke's bodywork, hastily repaired after his race one shunt, detached itself from the frame of his car, scattering over the track. Mike Luck ran over a piece, slicing his oil line and spewing a big slick over much of the track, necessitating a lengthy stoppage.

McKellar Jr was the man on the

move when the race restarted, climbing to fourth after a long fight with Richardson. He found it easier to get past Playle and White to move into second, with a stellar pit-stop by his crew vaulting him ahead of both.

McKellar Jr then applied great pressure on Hodgson before diving down the inside at Turn 4 on lap 39 to take the lead, with White following soon after. Playle also tried to pass Hodgson, but the two touched, cutting the latter's left rear tyre in the process. As a result the tyre began to deflate, eventually blowing on the final lap, dropping Hodgson to ninth.

Playle pressured White for second, eventually making a move on the approach to Turn 2. But the youngster moved back to the outside a bit too quickly and tagged White's car, spinning into the wall and out, bringing forth the yellow flags.

The restart came on lap 58, with McKellar Jr under pressure from

The championship leader was unstoppable in race one

# Hodgson closes on title

A dominant victory at the Rockingham oval by the Days of Thunder points leader has put him within a stone's throw of his first championship title. By JAMES ATTWOOD

White. The latter got a big run into Turn 2 on the penultimate lap and squeezed through to snatch victory, with Swan taking third ahead of Rob Speak and Richardson.

● To vote for the official driver of the day visit [www.autosport.com](http://www.autosport.com) and choose one of the three drivers nominated by Autosport.

**DAYS OF THUNDER (60 LAPS)** 1 Stevie Hodgson 52m35s.495s (101.24mph); 2 Anthony



White (leading) fights off Playle in the second race

White. The latter got a big run into Turn 2 on the penultimate lap and squeezed through to snatch victory, with Swan taking third ahead of Rob Speak and Richardson.

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**DAYS OF THUNDER (60 LAPS)** 1 Stevie Hodgson 52m35s.495s (101.24mph); 2 Anthony

Swan 52m37s.514s; 3 Oliver Playle; 4 Colin White; 5 John Higgins; 6 Shaun Richardson; 7 Ben Collins; 8 Michael Vergers; 9 Malcolm Clein; 10 John Mickel. **Fastest lap** Ian McKellar Jr 36.287 (146.73mph). **RACE TWO (60 LAPS)** 1 White 1h29m30.503s (59.48mph); 2 McKellar Jr 1h29m30.911s; 3 Swan; 4 Rob Speak; 5 Richardson; 6 Mickel; 7 Collins; 8 Vergers; 9 Hodgson; 10 Higgins. **FL** Playle 36.327s (146.56mph). **Points** 1 Hodgson 166; 2 John Steward 144; 3 Mickel 140; 4 Collins 139; 5 White 138; 6 Mark Proctor 133.

## PICKUP TRUCKS

GAVIN Seager went to Rockingham looking to wrap up the title, but left with his two closest rivals, Kevin Clarke and Mark Willis, having closed the points gap right down.

The first race belonged to Steve Dance, who first took the lead at the end of the second lap, despite starting in eighth. In typical fashion a vast gaggle of cars squabbled for the lead positions, with Dance's main challenge coming from Seager, Mark Willis and Kevin Clarke.

After the disruption of a multi-truck crash, in which Phil White escaped despite being T-boned by Paul Thurgood, Clarke made a break on the penultimate lap. But Dance reeled him in on the final tour, sweeping round the outside in the last turn to win. Clarke was third, ahead of Simon Carr.

There was trouble behind as Seager, running third, tagged the wall in Turn 3, before contact with another truck pinned him heavily

into the infield wall, damaging his car beyond repair in time for race two.

The second race was even more intense, with the lead pack stretching to 11 cars for much of the time. Four trucks eventually broke away, with Willis again moving to the fore late on, only for Clarke to sneak down the inside coming off Turn 4 and just edge victory on the run to the line. The battle for third was just as close, with Carr edging Dance, the top four blanketed by just 0.107 seconds.

**PICKUP TRUCKS (31 LAPS)** 1 Stephen Dance 30m32.492s (90.07mph); 2 Mark Willis 30m32.550s; 3 Kevin Clarke; 4 Simon Carr; 5 Michael Smith; 6 Ricky Impey; 7 Kelly Jayne Wells; 8 Nic Grindrod; 9 Robert Butterfield; 10 Martin Heath. **Fastest lap** Stretch Harrison 40.234s (132.33mph).

**RACE TWO (31 LAPS)** 1 Clarke 28m54.923s (95.13mph); 2 Willis 28m55.024s; 3 Carr; 4 Dance; 5 Impey; 6 Smith; 7 Grindrod; 8 Wells; 9 Heath; 10 Frank Francis. **FL** Pete Wilkinson 40.824s (130.42mph).



Colin White battled his way to the top of the podium in race two



Steve Dance celebrated his race one win by driving into a wall



Curnow was among the victims of the race's first-lap mayhem

**Formula BMW UK Championship**  
**Oliver wins topsy Turvey race**  
**Knockhill International, September 5**

ALTHOUGH Joao Urbano and Oliver Turvey shared the victories in a pair of eventful races, Tim Bridgman was the big winner at Knockhill, taking a second and a third to move to within four points of championship leader Philip Glew. However, Bridgman was left angered after Turvey controversially missed the Turn 1 chicane when battling for the eventual lead with the privateer. Pole-sitter Urbano made a great start to lead the first race ahead of James Sutton and Bridgman, who bumped past Turvey off the line. While the head of the field all made through the first lap safely, all manner of mayhem broke out in the bustling pack into the Deene hairpin. Ross Curnow and Sam Bird then crashed on the approach to the wood, with the former's car sliding over. Matthew Harris, Peter Dempsey and Christian Bakkerud were all forced into retirement after contact with various rivals.

Bird then found himself in more trouble when he tagged the rear of Jordan Wise's car at the Gretton hairpin in the queue behind the speedy car. The green flag flew but, with his car in a precarious position, the safety car was soon back out again, causing Ry Leon to crash as he approached the queue of cars.

Urbano stayed in control after the start, fending off a charge from Milton in the closing laps to take his third win of the year. "It was difficult with all the safety car periods," he said. "On this track, it's easy to go off, I tried not to push too much."

Bridgman finished third ahead of new, with Matt Howson taking fifth ahead of Josh Fisher and Oliver Turvey, who'd slipped down the order from third on the grid.

Urbano's chances of a double were good when he made a mega start to jump from fourth on the grid challenge pole-sitter Sutton for the lead heading into Deene. Howson was also in the mix on Sutton's

outside but, when he tried to cut down to the inside, he struck the rear of Urbano's car heavily.

"Matt didn't brake at all," said Urbano. "He's an experienced driver - he should know where to brake."

Howson said: "I braked at the same place I always did, but I couldn't stop from hitting him. The next thing I knew I was on top of him."

As a result Sutton held the lead from Fisher, while Bridgman put Turvey under immense pressure for third. Heading into the chicane on lap two Bridgman made his move, diving down the inside. With Bridgman there, Turvey determined that he couldn't make the turn and continued round the banking, retaining third spot.

Two laps later third became first for Turvey as Sutton and Fisher both slid wide on oil dropped on the Steel straight on consecutive laps.

After a brief safety car period to clean up the oil, Turvey built up a small edge over Bridgman, which he was able to hold to the finish to take his first victory.

Christian Bakkerud took third after a mighty effort from 10th on the grid. He finished ahead of Fisher on the road. However, the Motaworld driver was later given a time penalty after a scary near miss with Glew on the banked oval section, when Fisher appeared to faint down to block his rival, almost causing the two to clash at high speed.

James Attwood

**FORMULA BMW UK CHAMPIONSHIP (15 LAPS)** 1 Joao Urbano 31m26.044s (69.94mph); 2 James Sutton 31m26.344s; 3 Tim Bridgman; 4 Philip Glew; 5 Matt Howson; 6 Josh Fisher; 7 Oliver Turvey; 8 Felix da Costa; 9 Simon Walker-Hansell; 10 Jack Goldstraw.  
**Class winner** Goldstraw. **Fastest lap** Urbano 1m37.113s (90.56mph). **RACE TWO (15 LAPS)** 1 Turvey 29m37.133s (74.23mph); 2 Bridgman; 3 Christian Bakkerud; 4 Glew; 5 Fisher; 6 Ollie Smith; 7 Stian Sorlie; 8 Walker-Hansell; 9 Matthew Harris; 10 Dean Smith. **CW** D Smith. **FL** Bridgman 1m37.788s (89.93mph). **Points** 1 Glew 198.5; 2 Bridgman 195; 3 Fisher 166; 4 Urbano 158.5; 5 Sutton 136; 6 Sorlie 111.



Thorburn made a strong start to move ahead of Playfair in F Ford

**SMRC**  
**Practice makes perfect for Thorburn**  
**Knockhill, September 4/5**

SCOTTISH Formula Ford stalwart Stuart Thorburn took a deserved win at Knockhill last Sunday, having put his mid-week starting practice to good effect to slingshot into the lead from Sarah Playfair.

Alan Kirkcaldy, the 2003 champion, returned to the series with a bang, driving Derek Butcher's car for the weekend and passing Playfair for second at the hairpin on lap 13.

One of the best Sports and Saloon races in recent years was won by Ian Forrest, who fended off the challenge of former Radical Enduro champion Bryce Wilson. The pair swapped places numerous times and ran nose to tail for the entire race. Joining them were Legends racer Colin Noble and the LM3000 of Brian Sarofilovic, who made the battle for the lead even more frantic, especially as the four-car train encountered lapped traffic.

Derek Pierce finally sealed his first Scottish Legends crown after taking two third places in the opening heats, won by Dave Newsham and Robin Drysdale. Heat one was set to go Lance Gauld's way, but he made a couple of mistakes to allow Newsham through.

The second heat had to be restarted after a collision on lap one involving Ray Davison, Alastair Thom and Gauld, with the latter requiring medical attention. Once restarted, the heat was a classic, with nine cars battling it out for the victory. Drysdale held on to win, although just one second covered the top six.

A highly-entertaining lead battle in the XR2s again highlighted the supremacy of Oliver Mortimer and Sandy Forrest. The pair set a blistering pace, with the latter setting a new lap record. Despite this, Forrest only made it into the lead on one occasion, passing Mortimer on the main straight on lap 10, although the latter was soon back in front with a round-the-outside manoeuvre at the hairpin on the next lap. Ian Milton's solid run to third on the road was soured when it was ruled that he had jumped the start. He was handed a time penalty, dropping him to fifth.

In a similar vein to the XR2s, Iain Cowie and George Brewster had the legs on the entire Caterham field, but although the former held on to win, one does have to wonder how points

leader Brewster would have fared if he had not spun at the first corner. His comeback drive provided the highlight of the race as he dived with Cowie in the closing laps.

The Dunlop Supercars made an impression on a damp Knockhill as Noel Dunne skidded and slid his way to a double win. He and closest championship contender Rob McGovern slugged it out in both races, but a mechanical problem in event number two robbed the latter of a possible win.

As if connected, Mike Connon and Vic Covey spent the entire distance in the Mini race separated by just a few tenths of a second. Findlay Crocker would have doubtless joined in the battle had he not had a delayed start penalty imposed due to a technical infringement.

Jonathan Crawford

**SCOTTISH FORMULA FORD ZETEC (15 LAPS)** 1 Stuart Thorburn (Van Diemen) 13m45.580s (83.72mph); 2 Alan Kirkcaldy (Van Diemen) 13m46.250s; 3 Sarah Playfair (Mygale SJO1); 4 Joe Tannic (Van Diemen); 5 Alastair Morton (Mygale SJO1); 6 Julian Taylor (Mygale SJO1). **Fastest lap** Thorburn 53.85s (85.57mph).

**SCOTTISH SALOONS AND SPORTSCARS (15 LAPS)** 1 Ian Forrest (Radical SR3) 13m27.400s (85.61mph); 2 Bryce Wilson (Radical SR3) 13m27.840s; 3 Brian Sarofilovic (LM3000); 4 Colin Noble (Radical SR3). **Class winners** Tim Jacobsen (Crosle 9S); Stewart Whyte (Ford Cosworth); John Nathan (Ford Escort Mk2). **FL** Wilson 51.55s (89.39s) record. **SCOTTISH LEGENDS FINAL (8 LAPS)**

1 Chris Grieve 8m33.470s (71.79mph); 2 Robin Drysdale 8m38.900s; 3 Aly Hunter; 4 Dave Newsham; 5 Jamie Willis; 6 Gerard McCosh. **FL** Pierce 62.21s (74.07mph). **HEAT ONE (6 LAPS)** 1 Newsham 6m24.910s (71.83mph); 2 Lance Gauld 6m25.140s; 3 Pierce; 4 Hunter; 5 Ray Davison; 6 Benjamin Mason. **FL** Pierce 61.70s (74.68mph). **HEAT TWO (6 LAPS)** 1 Drysdale 6m29.090s (71.06mph); 2 Newsham 6m29.230s; 3 Pierce; 4 Mason; 5 Daniel Clark; 6 Grieve. **FL** Pierce 62.39s (73.86mph).

**SCOTTISH XR2 (15 LAPS)** 1 Oliver Mortimer 16m22.070s (70.38mph); 2 Sandy Forrest 16m23.950s; 3 Nick Sanderson; 4 Stewart Scott; 5 Ian Milton; 6 Colin McKinnon. **FL** Forrest 64.25s (71.72mph) record. **SCOTTISH CATERHAM ROADS RACE AND ACADEMY (15 LAPS)** 1 Iain Cowie 13m33.540s (74.04mph); 2 George Brewster 15m34.040s; 3 Bob Lyons; 4 Ross Wilson; 5 Mark Wilson; 6 Ross Taylor. **FL** Brewster 59.92s (76.90mph).

**DUNLOP SUPERCARS (12 LAPS)** 1 Noel Dunne 11m52.420s (77.62mph); 2 Rod McGovern 11m53.170s; 3 Brendan Donegan; 4 David Donegan; 5 John Farrelly; 6 David Hall. **FL** Dunne 58.02s (79.42mph). **RACE TWO (15 LAPS)** 1 Dunne 14m41.310s (78.43mph); 2 Brendan Donegan 14m41.880s; 3 Hall; 4 Rodgers; 5 Sands; no other finishers. **FL** McGovern 57.70s (79.86mph) record. **SCOTTISH MINI COOPER CHALLENGE (15 LAPS)** 1 Mike Connon 15m43.340s (68.39mph); 2 Victor Covey Jr 15m43.710s; 3 Finlay Crocker; 4 Steve Mitchell; 5 Owen Will; 6 Cyril O'Hagan. **FL** Covey Jr 66.29s (69.51mph) record.

**HISTORIC ECOSSE (15 LAPS)** 1 Darren McWhirter (Aston Martin DB4) 16m41.290s (69.03mph); 2 Steven Swan (Renault Gordini) 17m41.770s; 3 Stephen Cooper (Cooper MG); 4 Angus Geddes; 5 Vernon Williamson; 6 Tom McWhirter. **FL** D McWhirter 63.85s (72.17mph).



Stuart Thorburn claimed a deserved Scottish F Ford win



Iain Cowie kept George Brewster at bay in Scottish Caterhams



Urbano headed Sutton from the off in Formula BMW's race one

Formula Renault UK

Hogan and Hall lead support acts

Snetterton, September 4/5

The others need not have taken the trouble to return for the race at Snetterton following Mike Conway's blistering performance in qualifying. On Saturday, the Fortec Motorsport motorsport driver had presided over a top 25 separated by a mere 0.952 secs in first qualifying, but champions really don't like to be pushed, and in the second he banged in a stunning final flier as he topped the timesheets by 0.429 secs. As you might expect, he went on to win both races and bag a couple of fastest laps.

That's not to say the supporting cast didn't play their part. Conway's team-mate Stuart Hall challenged the champion on the outside on the run into Riches at the start of the first after claiming a career-best second on the grid. While Conway sprinted into the sunset, Hall spent a few laps holding off Westley Barber before settling into second place.

"He had a couple of goes, but nothing too serious," revealed the delighted Hall. "I spent the first four laps getting into a rhythm, but there was nothing I could do about Mike."

Barber, likewise, was unable to attack Hall, although he had little to fear from Paul di Resta, the form man coming into the meeting. While di Resta's run may have seemed a little lacklustre by his own recently high standards, to hold off race-long pressure from Team Firststair's Sean McIntosh despite an evil-handling



Conway showed his rivals a clean pair of heels... yet again

# Conway quick step

Mike Conway proved he hasn't lost any of his motivation since sealing the Formula Renault championship with a superb display at Snetterton. EDD STRAW reports

car was quite simply magnificent.

There was also some character-building stuff a little lower down the order. Di Resta's Manor Motorsport team-mate Patrick Hogan threw away seventh position with a penultimate lap off on oil at Coram.

Another racer to suffer was Alex Storckenfeldt. The Mark Burdett Motorsport man has struggled to hit top form since breaking his collar bone earlier in the season, and was deprived of a top 10 finish thanks to an electrical failure.

Conway again maintained his advantage at the start of the second race after Hall moved over on the fast-starting Hogan on the run to the first corner. This allowed di Resta to get past both of them, with Hogan

leading Hall and Storckenfeldt in fourth. However, before the race could settle into a rhythm, the safety car was soon deployed to retrieve the beached Craig Dolby from Riches. At the restart Hogan pulled a superb move to demote di Resta around the outside into the Esses. A few laps later the safety car was again out after Juan Polar went off in the right-hander of the Esses after making contact with Pippa Mann.

This gave Hogan the opportunity he needed and, despite making an inspired restart and challenging Conway around the outside of Riches, and again on the inside of Sear, he was forced to settle back into a comfortable second place.

Further back, Westley Barber was

certainly making his presence felt. After qualifying 10th after Comtec's second qualifying set-up gamble failed, he looked set to lose ground to di Resta in the battle for second in the series. But he was in inspired form, and crowned his superb charge by diving inside Storckenfeldt into the Esses to seal fourth place.

Also on form was Firststair's Patrick Rocha, who picked up the baton as the team's lead driver in the second race after Sean McIntosh lost ground after colliding with Team JVA new boy Joey Foster at the Esses. Meanwhile, Rocha would claim his second eighth place of the day on his first visit to the Norfolk circuit.

Another to impress was Paston Racing's Dan Welch who, despite

slipping behind Dan Clarke and Gustavo Sondermann in the closing stages, claimed a strong 11th place.

**FORMULA RENAULT UK CHAMPIONSHIP (16 LAPS)** 1 Mike Conway 17m42.842s (105.78mph); 2 Stuart Hall 17m28.829s; 3 Westley Barber; 4 Paul di Resta; 5 Sean McIntosh; 6 Oliver Jarvis; 7 Carlos Mastretta; 8 Patrick Rocha; 9 Rodolfo Gonzalez; 10 Susi Stoddart. **Fastest lap** Conway 1m05.684s.

**RACE 2 (19 LAPS)** 1 Conway 27m39.641s (80.44mph); 2 Patrick Hogan 27m42.539s; 3 Di Resta; 4 Barber; 5 Alex Storckenfeldt; 6 Charles Hollings; 7 James Jakes; 8 Rocha; 9 Clarke; 10 Gustavo Sondermann. **FL** Conway 1m05.695s. **Championship standings (after 18 rounds)** 1 Conway 540; 2 Barber 394; 3 Di Resta 363; 4 Stoddart 281; 5 Storckenfeldt 244; 6 Stephen Simpson.



Hogan: Back on the podium

## PORSCHE CARRERA CUP GB

WITH just five points separating title protagonists Tim Harvey and Richard Westbrook, and the prize of a £55,000 Porsche awaiting the eventual champion, the penultimate double-header for the Porsche Carrera Cup was always going to be a tightly-fought affair.

Just how tight was revealed in qualifying for race one. With a last-

gasp effort, Westbrook snatched pole position – and the extra point that accompanies that feat – by just six hundredths. A frustrated Harvey, who'd been fastest for most of the session, had to settle for second after being baulked on his final run. Behind him, rapid Irishman Damien Faulkner, who'd been quickest in Friday testing, took third on the grid

despite also suffering with the traffic.

As the lights turned green for race one, Westbrook duly converted pole to the lead, shadowed by Harvey and a fast-starting Jonathan Fildes. Faulkner, in contrast, had a terrible getaway, struggling off the line and dropping to seventh. It proved the prelude to a fine recovery, though, as Faulkner fought his way through

the field to grab third spot off Fildes. Meanwhile, Westbrook's lead was beginning to come under threat from a determined Harvey as they approached half-distance. As Harvey pressed, the unfortunate Westbrook lost his front splitter after hitting debris, causing him to understeer wide at Coram and spin away the lead. He recovered in time to hold off the advancing Faulkner and Fildes for second position, but any hopes of catching Harvey were gone.

However, Westbrook made up for that in style with a lights-to-flag victory in race two. After fending off the chasing pack into the first corner, he pulled out a lead in the opening laps, only for Harvey to reel him in.

"For the first three laps the car was blinding," Westbrook said. "After that the tyres went off so quickly that they were almost forcing me into a mistake." Despite his best efforts though, Harvey would have falling under the lead after losing his front splitter early on, couldn't find a way

around. Behind them, Faulkner recovered from another slow start to again overhaul Fildes for third.

A win piece for Harvey and Westbrook leaves the championship finely poised going into the decider at Donington, with the title and its £55,000 jackpot still firmly up for grabs.

Oliver Timson

**PORSCHE CARRERA CUP (16 LAPS)** 1 Tim Harvey 19m04.627s (98.22mph); 2 Richard Westbrook 19m05.874s; 3 Damien Faulkner; 4 Jonathan Fildes; 5 Jason Templeman; 6 Nigel Rice; 7 Alex Mortimer; 8 Jason Young; 9 David Rothwell; 10 Gary Britnell. **Fastest lap** Harvey 1m10.004s (100.38mph) record

**RACE TWO (16 LAPS)** 1 Westbrook 18m57.732s (98.82mph); 2 Harvey 18m58.003s; 3 Faulkner; 4 Fildes; 5 Templeman; 6 Rice; 7 Andy Britnell; 8 Young; 9 Rothwell; 10 Eddie Wighton. **FL** Faulkner 1m10.322s (99.92mph). **Championship standings after 18 rounds:** 1 Harvey 312; 2 Westbrook 302; 3 Faulkner 220; 4 Fildes 215; 5 Rice 184; 6 A Britnell 1



Westbrook leads Harvey on the longest straight in Britain

in association with Autosport

**Renault Clio Cup**

**Williams secures his reward**

Snetterton, September 4/5

RICHARD Williams might not have taken as many podiums as he would have liked to this season, but no-one would suggest that the former Caterham racer deserved to make it to the end of the season without a win to his name. Only the championship battle raging in his wake in race two overshadowed his feat, with race-one winner Paul Rivett putting himself in pole position for the Donington finale with a second spot in race two.

It was Williams' SpeedEquipe team-mate Ian Curley who startled everyone off the line by catapulting from the second row of the grid to hold a sizeable lead going into Riches. Williams, in contrast, slid down to eighth after getting "a little bit over-excited" off the line.

With Curley struggling to get heat into his tyres in the early stages, Rivett quickly closed in on the leader. On lap four Rivett passed the green machine into the Esses after Curley ran a little wide coming out of Sear. By now, Jonathan Adam, who had prevailed in an early-stages battle with Mardi Gras Motorsport's Ed Pead, was up with the leaders, while Pead and Neil Waterworth were fiercely disputing fourth place.

Rivett was unable to drop Curley, who was becoming increasingly satisfied with the grip of his tyres, but with a dramatic finish in prospect Aurok driver Tom Onslow-Cole got it all wrong into the Esses, running onto the grass on the inside and being flicked into a lurid end-over-end roll which stopped the race (see *National News*).

This left Rivett to secure a crucial victory, with Adam stuck in third spot behind Curley, while Pead lost out to Waterworth in fifth place.

Curley again rocketed into the lead at the start of race two, although his team-mate Williams eclipsed him by torpedoing from sixth to be right



**Williams (centre) celebrates with Rivett (right) and Adam**

JACOB EBERY

up there with him going into Riches.

With Adam and Rivett keeping a watching brief, Williams dived up the inside at the entry to the Esses to relegate Curley to second place. Thereafter, he stroked away to take a comfortable victory. "That's the way we like it," declared the delighted Williams. "It has been a long time coming and I like to think we deserved it. It has been a difficult first year at times, but things have really come together well now."

Behind Williams things were a little more fraught. Rivett battled past Adam in the early stages for third. Curley, under severe pressure from Rivett and Adam, again ran wide at Sear, allowing both to get alongside him. The trio piled into the Esses

three abreast, with middle man Curley slipping to fourth behind Rivett and Adam.

*Edd Straw*

**ELF CLIO RENAULTSPORT UK CUP**

**(7 LAPS)** 1 Paul Rivett 9m18.900s (88.01mph); 2 Ian Curley; 3 Jonathan Adam; 4 Neil Waterworth; 5 Ed Pead; 6 Richard Williams; 7 Nick Adcock; 8 Michael Simpson; 9 Fulvio Mussi; 10 Steven Hunter. **Fastest lap** Adam 1m18.148s (89.92mph).

**RACE 2 (14 LAPS)** 1 Williams 18m30.279s (88.60mph); 2 Rivett 18m33.934s; 3 Adam; 4 Curley; 5 Pead; 6 Matt Allison; 7 Waterworth; 8 Hunter; 9 Adcock; 10 Barry Sime. **FL** Williams 1m18.494s (89.52mph).

**Championship standings (after 18 rounds)** 1 Rivett 425; 2 Adam 417; 3 Pead 401; 4 Williams; 5 Curley; 6 Adcock 306.

**g motoring assistance Green Flag gassi**



**Rivett leads Curley and Adam on his way to the top in race one**

FERRARIAL

**Heritage GT Challenge**

**Veteran Williams sees it through**

Snetterton, September 4/5

TED Williams drew on three decades of racing experience to fend off Philip Walker in a fabulous BRDC Historic Sports contest. However, it was Roger Bennington who headed the early running in race one at the wheel of Boysie Thurtle's mighty Aston Martin V8. He held a narrow lead over Russell McCarthy, whose nimble MGB had slipped past Tom Alexander's DB4 on lap three.

McCarthy's pressure was finally rewarded, though, when an unfortunate Bennington was forced to retire the overheating V8. Despite a resurgent Alexander blasting back ahead of McCarthy as they approached the mid-race pit-stops, a rapid driver change allowed Russell's father, Roy, to take the wheel with a winning advantage.

Race two quickly turned into survival of the fittest. With Thurtle's V8 absent, Alexander and Roy McCarthy led early on, quickly joined

by Mike Youles' flying DB4. On lap 13 Youles grabbed second place, only to retire shortly afterwards.

A lengthy pit-stop then shoved McCarthy out of contention, while Alexander retired with a tyre blow-out. This allowed Brewer and Wright to pick up the pieces and secure a victory ahead of Hollins and Burry. *Oliver Timson*

**HERITAGE GRAND TOURING CARS**

**(37 LAPS)** 1 Roy McCarthy/Russell McCarthy (MGB GT V8) 50m58.382s (85.01mph); 2 Tom Alexander (Aston Martin DB4) 51m18.884s; 3 Martin Brewer/Danny Wright (Aston Martin DB5); 4 Phil Hollins/Paul Burry (Morgan +8). **Class winners** Clive Death/Harvey Death (Austin Mini Cooper S); Ian Moss/George Miller (Aston Martin DB4); McCarthy/McCarthy; Jason Kennedy/Louise Kennedy (TVR Griffith); Hollins/Burry. **FL** Hollins/Burry 1m19.432s (88.46mph).

**RACE TWO (33 LAPS)** 1 Brewer/Wright 51m07.551s (75.59mph); 2 Hollins/Burry 51m21.382s; 3 Ian McCallum/Ronnie Farmer (Aston Martin DB5); 4 McCarthy/McCarthy. **CW** Pat Thomas/Mike Youles (Lotus 26R); Brewer/Wright; Kennedy/Kennedy; Hollins/Dunry; FL Andy Jenkinson/Mike Youles (Aston Martin DB4 Lightweight) 1m17.795s (90.33mph)



**The Brewer/Wright Aston Martin DB5 claimed the second race**

TOM BRACK

**SEMSEC**

**Craig regains the initiative**

Lydden, September 4

THE first race on the programme set the tone for the rest of the meeting, with some cracking action to be seen at the front as Nigel Craig regained the upper hand from Peter Hillocks.

Craig led the Intermediate Saloons for the first four laps, until Hillocks' potent Porsche blasted past and began to ease away.

A little further back Peter Wilks was driving like a man possessed in his efforts to parry a series of attacks from Bill Richards. Eventually, Wilks was pushed into running wide at Paddock, with Richards racing past to secure third place.

"I can't see how a little Mini could be in all three mirrors at once" said a puzzled Wilks afterwards. Hillocks had seemed safe in the lead, but at the very last corner he was balked by backmarkers and Craig dived past to snatch victory by a length.

In the Southern Formula Ford race former Lydden champion Chris Glazier was forced to settle for second place as Matt Wood eased away, going on to win by a margin of five seconds. Jamie Smyth soon found a way past Matt Green and finished a strong third.

Leigh Parkes shook off earlier problems with his Vision V86 and scored a confident victory over Chris Setters in the Credit Professionals sportscar event. The Radicals of Lewis Shaw and Paul Trayhurn followed them home. It was almost the same story in the Sports Racing event as Parkes claimed a second win over Setters, but this time around Trayhurn got the better of Shaw.

Jeze Braker was another double winner in the two BMW races. First time out he built up a useful lead over Guy Lloyd and Liam Crilly, and when they met again in the Saloon Car Challenge it was Crilly who finished second with Lloyd in third.

Single Seater Challenge winner Peter Ware shadowed the fast-starting Mark Smith for four laps before his ex-Damon Hill Ralt RT32 powered past. Matt Green finished third and was the best of the FFord runners, well clear of John Tweedale.

Nigel Bent's potent Caterham raced past the little Ginetta of 16-year-old Ed Morris to beat him by 3.7 seconds in the Handicap event. *Kerry Dunlop*

**PRODUCTION SPORTS CARS & INTERMEDIATE SALOONS (15 LAPS)**

1 Nigel Craig (Ford Escort RS2000) 11m54.048s (75.62mph); 2 Peter Hillocks



**Peter Wilks: Puzzled by the image of three Minis in one**

KEVIN DOWLING

(Porsche 911T) 11m 54.905s; 3 Bill Richards (BL Mini); 4 Peter Wilks (Ford Sierra Cosworth). **Class winners** Hillocks, Richards, Wilks, David Fuller (MG Midget), Ron Watson (BL Mini). **Fastest lap** Hillocks, 46.428s (77.53mph).

**SOUTHERN FL1600 (15 LAPS)** 1 Matthew Wood (Swift SC93F) 11m 18.469s (79.59mph); 2 Chris Glazier (Swift SC92F) 11m 23.818s; 3 Jamie Smyth (Van Diemen RF90); 4 Matt Green (Van Diemen RF88); CW Green, Orlando Johnson (Van Diemen RF01/PA). **FL** Smyth, 44.505s (80.89mph).

**CREDIT PROFESSIONALS SPORTS CARS AND SUPER SALOONS (15 LAPS)**

1 Leigh Parkes (Vision V86) 10m 53.969s (82.57mph); 2 Chris Setters (Radical Clubsport) 10m 56.697s; 3 Lewis Shaw (Radical Clubsport); 4 Paul Trayhurn (Radical Clubsport); CW Mark Burton (Westfield 7), Bill Richards (BL Mini), Colin Rooney (Singer Chamois), Marc Dennis (Ford Fiesta XR2i). **FL** Parkes, 42.132s (85.44mph).

**SELOC BMW (15 LAPS)**

1 Jez Braker (BMW 320) 13m 32.987s (66.42mph); 2 Guy Lloyd (BMW 320) 13m 37.728s; 3 Liam Crilly (BMW 318); 4 Craig Jamieson (BMW 318); 5 Pete Golding (BMW 318); 6 Paul Skovens (BMW 318). **FL** Braker, 53.394s (67.42mph).

**KIT CAR & SPORTS RACING (12 LAPS)**

1 Leigh Parkes (Vision V86) 9m 40.673s (82.97mph); 2 Chris Setters (Radical Clubsport) 9m 48.268s; 3 Paul Trayhurn (Radical Clubsport); 4 Lewis Shaw (Radical Clubsport); CW Setters, Mark Burton (Westfield 7), Ed Morris (Ginetta G20). **FL** Parkes, 42.267s (85.17mph).

**SE SPORTS & SALOON CARS - CLASS F (10 LAPS)**

1 Jez Braker (BMW 320) 9m 03.246s (66.26mph); 2 Liam Crilly (BMW 318) 9m 06.564s; 3 Guy Lloyd (BMW 320); 4 Adrian Beard (BMW 320). **FL** Braker, 53.379s (67.44mph).

**SINGLE SEATER CHALLENGE (10 LAPS)**

1 Peter Ware (Ralt RT32) 7m 13.739s; 2 Mark Smith (Reynard FV1) 7m 17.187s; 3 Matt Green (Van Diemen RF88); 4 John Tweedale (Van Diemen RF88); CW Smith, Green, Adam Parkinson (Van Diemen RF82). **FL** Ware, 42.186s (85.33mph).

**JOHN TAYLOR HANDICAP (10 LAPS)**

1 Nigel Bent (Caterham 7 RSV) 7m 54.005s (75.94mph); 2 Ed Morris (Ginetta G20) 7m 57.787s; 3 Mark Aytton (BMW 320); 4 Oliver Hulme (Syva Phoenix). **FL** Bent, 44.599s (80.71mph).



**Nigel Bent bagged his first ever win in the John Taylor Handicap**

FRANK WILKINSON



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A brave passing move earned Erik Fairbairn Locost honours

# Fairbairn's outside edge

In a virtuoso manoeuvre, Erik Fairbairn went around the outside of championship leader Brian Mitcham to secure Locost honours at Oulton Park. By PETER SCHERER

150 MC  
Locost winner takes the high ground  
Oulton Park International, September 4

A brave challenge around the outside of Locost Championship leader Brian Mitcham at Cascades secured Erik Fairbairn a hard-fought victory. Mitcham led from the start, with Fairbairn ousting Tom Ballentyne for second cresting Hilltop on the first lap. After plunging down the Avenue nose to tail, Fairbairn went for the outside line and emerged from Cascades with his nose in front. Nick Lear and Lee Baverstock closed up on Mitcham late in the race, with contact between

Baverstock and Mitcham under braking for Knickerbrook allowing Lear through for second. Mitcham continued to claim third, with Baverstock a lonely fourth.

A lightning start from Mark Cunningham's Fiesta Sport gave him a good first lap-lead in the Hot Hatches. Meanwhile, Paul McMillan's Honda Civic Type R battled past Andy Neal's XR2 for second. Within a couple of laps McMillan had closed the gap on the leader and was poised to challenge. McMillan had his first attack repelled down the Avenue on lap five, only for Cunningham to run wide onto the grass along Lakeside and allow his

rival by. Despite a determined push, Cunningham had to settle for second, while Adrian Lowes' XR2 inherited third after Neal's car blew up cresting Hilltop on lap six.

Andy Hiley's Taydec was never headed in the Kit Car race, as his rivals battled between themselves. Hiley started to escape on lap three, as Simon Childs snatched second from Mark Conroy over Hilltop. As Steve and Mark Owen made it a four-way scrap for second place, Hiley's advantage started to reduce. Steve Owen took third from lap four, with Conroy forced to retire after contact with Mark Owen at Knickerbrook.

With a couple of laps remaining Childs and Steve Owen had caught the leader. Hiley held on to win, but Owen grabbed second on the last lap.

With Tom Smith's expected challenge to Oliver Bryant failing to emerge after Smith's early retirement, Bryant was left a clear winner in the MG Team race. Brian Lambert and Malcolm Johnson were comfortable in second and third.

Andy Sayle won the charge to Old

Hall at the start of the John Cooper Challenge, with Arthur Forster, Mark Speller and Martin Wallbank line astern. Speller made it into second at Knickerbrook before exiting Lodge side by side with Sayle. Over the line Speller nosed ahead, taking a clear advantage when Sayle's suspension broke at Knickerbrook on lap two.

Both Wallbank and Rob Holgate had battled past Forster on the opening lap, and while Wallbank spent the rest of the race chasing Speller, Forster managed to reclaim third from Holgate from lap four.

With class points leader Gary Robertshaw starting with a 10-

second penalty, Graham Parsons was never headed in the Club class, despite the race-long attention of Barney Craggs. Robertshaw grabbed fourth behind James Whelan on the last lap to secure the title.

Lee Noble was cruising to an easy win in the Closed Wheel Allcomers race when he suddenly slowed at Knickerbrook on lap six, handing victory to James Johnson. Noble recovered to take second.

**DEMON TWEEDS/YOKOHAMA HOT HATCH (8 LAPS)** 1 Paul McMillan (Honda Civic Type R) 16m22.67s (78.90mph); 2 Mark Cunningham (Ford Fiesta Sport) 16m23.25s; 3 Adrian Lowes (Ford Fiesta XR2); 4 Carl Lawrence (Ford Fiesta XR2). **Class winner** Cunningham. **Fastest lap** McMillan 1m00.94s (80.13mph).

**WHICH KIT? KIT CARS (8 LAPS)** 1 Andy Hiley (Taydec Mk2) 15m47.70s (81.81mph); 2 Steve Owen (Sylva Clubman) 15m48.50s; 3 Simon Childs (Sylva Phoenix); 4 Mark Owen (Sylva Phoenix). **CW** Gary Goodyear (Raw Striker). **FL** Hiley 1m56.63s (83.09mph).

**LOCOST (8 LAPS)** 1 Erik Fairbairn 17m21.39s (75.45mph); 2 Nick Lear 17m21.49s; 3 Brian Mitcham; 4 Lee Baverstock; 5 Michael Robinson; 6 Brendan Dudley. **FL** Mitcham 2m07.36s (76.09mph).

**MG TEAM (21 LAPS)** 1 Oliver Bryant (B) 46m12.82s (73.40mph); 2 Brian Lambert (B) 46m26.31s; 3 Malcolm Johnson (B); 4 Mark Lambert (B); 5 James Cottingham/Jeremy Cottingham (B); 6 Ronald Watt (B). **CW** Andrew Actman (Sprite); Johnson; Geoffrey Maycock/Nick Smith (Alfa Romeo GTA). **FL** Bryant 2m07.85s (75.80mph).

**JOHN COOPER CHALLENGE (7 LAPS)** 1 Mark Speller (S) 14m41.80s (76.93mph); 2 Martin Wallbank (S) 14m43.69s; 3 Arthur Forster (S); 4 Rob Holgate (S). **CW** Graham Parsons (Club). **FL** Forster 2m03.83s (78.26mph).

**CLOSED WHEEL ALLCOMERS (8 LAPS)** 1 James Johnson (Fisher Fury) 15m35.33s (82.89mph); 2 Lee Noble (Noble M12) 15m52.49s; 3 Simon Childs (Sylva Phoenix); 4 Clive Hudson (Sylva Phoenix); 5 Bryan Healey (Sylva Striker); 6 Rob Johnston (Locost). **FL** Noble 1m54.81s (84.41mph).

## MDS BATTERY RGB

TITLE rivals Andy Charsley and Tim Harmer split the wins in two hotly contested MDS Battery RGB races.

Although Charsley's Raw Striker inched ahead as the lights went out in race one, Harmer's Genesis Evo darted ahead into Old Hall. Tim Gray had started to drop back from the lead pair when Harmer suddenly pulled off at Old Hall on lap two. "A front wishbone broke and pushed the wheel up into the arch," he said.

While Charsley was left in the clear, Gray was reeled in by Mike Field. After taking a brief look up Gray's inside into Cascades, Field eased into second as they crossed

the line at the end of lap five.

Further back, Ian Gray came under attack from Graham Hills and Gordon Milner for fourth. Milner took the place on the last lap, after both he and Hills demoted Ian Gray.

Having missed out at his first attempt, Harmer never put a foot wrong in race two. Charsley stayed close for most of the race, but settled for second. Ian Gray started strongly, but on lap four he lost out to Tim Gray, before a spin at Knickerbrook left him seventh.

**MDS BATTERY RGB (8 LAPS)** 1 Andy Charsley (Raw Striker) 15m30.27s (83.34mph); 2 Mike Field (Fisher Fury) 15m33.50s; 3 Tim Gray (Stuart Taylor Phoenix); 4 Gordon Milner (Fisher Fury). **Class winners** Adrian Terry (Sylva Striker); Field. **Fastest lap** Charsley 1m52.70s (85.99mph). **RACE TWO (8 LAPS)** 1 Tim Harmer (Genesis Evo) 14m51.33s (86.92mph); 2 Charsley 14m52.19s; 3 Ian Gray; 4 Field. **CW** Alan Bushill (Type R6); 1 Gray. **FL** Charsley, 1m45.67s (88.37mph).



Harmer (front) and Charsley took a win apiece at Oulton



Mark Speller won the tight John Cooper Challenge encounter



Adrian Terry exits his RGB race one class-winning Sylva Striker after a clash with Tim Evans



Robin Bradbury took the Silver Star win in his Ford Escort Mk2

**BTRDA Gold Star Championship**

Perrott charges through for top honours  
Woodpecker Stages Rally, September 4

MITSUBISHI Lancer driver John Perrott overcame Andy Burton's recent domination of the Woodpecker Rally to take a well-deserved first-ever outright win after an exciting three-way battle with fellow local drivers Shaun Gardener and Theo Bengry. Partnered by Shelley Rogerson, Perrott fought back from a first-stage mechanical failure that left him in 36th place to take the spoils by just eight seconds.

The eighth round of the BTRDA series attracted a packed entry of 180 to the host town of Ludlow. Burton was clearly determined to secure a fourth win on his local event, and powered into the lead on stage one at Ringwood, ahead of Bengry and Gardener, with Gary Smith fourth. The tight, deceptive corners in the first mile of the stage proved to be a nasty wake-up call for several competitors, including Ian Joel, who overshoot a right-hand bend and got stuck in the undergrowth. By the time he had extracted himself, he had flattened his Ford Escort Cosworth's exhaust and, with a damaged differential as well, Joel retired.

Burton extended his lead through High Vinnalls and Wigmore, but his rally ended abruptly on stage four, Black Hill. "The whole bottom part of the diff dropped out, and I lost all the oil. Unfortunately, it doesn't run too well air-cooled," he said.

With Burton sidelined, the battle for glory turned into a tussle between Gardener and Bengry. Both drivers pushed hard, Gardener having a narrow escape on Black Hill when he overshoot a corner after mishearing a call from co-driver Dave Brick.

But there was an ever-increasing challenge from Perrott, in third. The Leominster driver had a dreadful first stage, breaking a driveshaft and

dropping down the order. This setback spurred him into action, and at the service halt Perrott gave an indication of how hard he had been pushing: "That broken driveshaft really cheesed me off, so I drove like a lunatic through High Vinnalls - it was a really wild ride. Shelley's obviously got strong nerves, but even she shrieked a couple of times."

Perrott upped his pace even more after service, hurling his Mitsubishi Lancer through the high-speed corners of New Radnor 18 seconds faster than Gardener and relegating Bengry to third. He consolidated this phenomenal run to take eight more seconds out of his rivals through stage six, Cwm-y-Gerwyn, and move himself into first position.

On the final stage, Haye Park, Perrott beat Gardener by four seconds to cement the win. Bengry finished third, while Wayne Sisson survived a moment on stage two to come fourth and take Group N honours ahead of Rob Smith. In Silver Star, Ford Escort driver Robin Bradbury made a late charge to take the honours from Phil Squires' similar car, with former champion Jon Ballinger (Opel Manta) third. James Wozencroft survived a last-stage scare when his Vauxhall Nova's oil light came on to secure the Silkolene 1400 category from Neil Weaver. *Ian Harden*

**WOODPECKER STAGES 1** John Perrott /Shelley Rogerson (Mitsubishi Lancer Evo V) 47m2s; 2 Shaun Gardener/Dave Brick (Mitsubishi Lancer Evo V) 47m10s; 3 Theo Bengry/Les Forsbrook (Ford Focus WRC); 4 Wayne Sisson/Allan Whittaker (Mitsubishi Lancer Evo VII); 5 Rob Smith/Alun Cook (Subaru Impreza); 6 Stuart Newby/Graham Lewis (Subaru Impreza); 7 Gary Smith/Paul Spooner (Subaru Impreza); 8 John Lloyd/Pauline Gullick (Subaru Impreza); 9 Tim Clark/Henry Richardson (Subaru Impreza); 10 Robin Bradbury/Paul Wakely (Ford Escort Mk2).



# Champ stars

He may have claimed the championship, but Adam Fleetwood keeps racking up the wins and records. By JERRY STURMAN

**British Hillclimb Championship**

Record-breaking Fleetwood is unstoppable  
Prescott, September 5

**D**espite having sewn up the British crown, Adam Fleetwood was determined not to slacken his pace and reeled off a pair of new hill records at Prescott.

The Gould V8's datalogger registered 118mph on the charge into the sweeping Orchard Corner despite soaring track temperatures during the morning run-off. "I could feel the car moving about as the tyres started to go off," said the champion. "It was so hot that the engine was on the point of overheating." But he'd carved almost half a second off his old mark, and snicked off another 0.04sec in the second shoot-out.

Until Fleetwood's final *coupe de gras*, Rob Turnbull had headed the field in his new Gould. He trailed by well over a second at the end, although second marked a superb debut for the new car and moved him into the championship's top six.

Earlier, Roger Moran had chased Fleetwood home to consolidate his bid for second place in the points, but the challenge from Willem Toet, just three points adrift, evaporated with a rear suspension breakage. Toet struggled home in eighth, but despite his and a score of helpers' efforts, the Pilbeam V8 failed to reappear.

Fourth on the table, Martin Groves closed in with a fighting third place in the opening shoot-out, but his challenge was blunted later after a wheel-locking moment into Pardon Hairpin dropped him down the order. Safe in a championship fifth place, Mike Dean tied with Roger Fleetwood as they harried Groves before lunch. Then a superb closing shot by the Guernseyman bagged third place, Scott Moran closing in to ease out his father.

A brilliant class record-breaking shot by Phil Cooke in his Force-Suzuki not only carved almost a second off the old mark and sealed

the concurrent Clark's Midland hill series, but he qualified fifth for the opening British shoot-out. The flying dentist outpaced two-litre pacemaker Trevor Willis - but only after the OMS had put two wheels into the Ettores gravel. Another mid-field Q-shot for the closing stanza was nullified by a slide at Pardon, but the point had been made.

Willis fought back to secure seventh position, just clear of Oliver Tomlin, who made the points each time with the four-pot Pilbeam-Hart on his best British showing to date. Family joy was further compounded when his mother, Sandra, managed to reset her own Prescott Ladies' record in the car.

**NICHOLSON McLAREN MSA BRITISH HILLCLIMB CHAMPIONSHIP**

**BTD** Adam Fleetwood (3.5 Gould-NME XB GR55) 36.53s; **outright record.** **ROUND 31** 1 Adam Fleetwood (3.5 Gould-NME XB GR55) 36.53s; 2 Roger Moran (4.0 Pilbeam-Judd KV4 MP88) 37.96s; 3 Martin Groves (3.5 Gould-DFR/LPE GR37S) 38.13s; 4 Roger Fleetwood (3.5 Gould-NME XB GR55) & Mike Dean (4.0 Gould-Judd/J&F EV GR37) 38.39s; 6 Scott Moran (4.0 Pilbeam-Judd KV4 MP88) 38.74s; 7 Phil Cooke (1.6 Force-Suzuki/Mistral PC) 38.84s; 8 Willem Toet (4.0 Pilbeam-Judd/J&F MP88) 38.98s; 9 Oliver Tomlin (2.8 Pilbeam-Hart MP58)

39.16s; 10 William Mason (2.0 Reynard-Peugeot 913) 39.32s; 11 Trevor Willis (2.0 OMS-Vauxhall CF04) 39.33s; 12 Karl Davison (4.0 Gould-Judd/J&F EV GR37) 39.36s.

**ROUND 32** 1 Adam Fleetwood 36.53s; 2 Rob Turnbull (3.5 Gould-HB/LPE GR55) 38.19s; 3 Dean 38.39s; 4 Scott Moran 38.44s; 5 Roger Moran 38.68s; 6 Groves 38.79s; 7 Willis 38.80s; 8 Tomlin 39.04s; 9 Davison 39.06s; 10 Simon Durling (2.5 Gould-Opel/PRE GR55) 39.76s; 11 Cooke 39.97s; 12 Roger Fleetwood 40.54s. **Class winners** Robert Kenrick (1.2 Caterham-Honda) 43.31s; Steve Day (1.8 Caterham K Series) 47.89s; Andrew Cooke (1.4 Renault 5 Turbo) 48.32s; Dave Kimberley (2.0 Caterham-Vauxhall) 43.33s; Roy Standley (2.0 Mitsubishi Evo 5) 46.81s; Dave Jones (4.5 TVR Tuscan) 45.81s; Ashley Ward (1.7 Mallock Mk20X) 42.66s; Ian Fidoe (2.0 Pilbeam-Millington MP43) 41.50s; Matt Harrison (3.5 SPA-Judd) 40.63s; Adam Steel (0.6 Martlet-Suzuki) 42.53s; Phil Davies (1.1 Force-Suzuki) 40.80s; Cooke 38.50s record; Willis 38.66s; Adam Fleetwood 36.99s record; Jon Goodwin (3.5 Ferrari 355GT5) 50.55s. **H/cap winners** Mike Marshall (2.3 Bugatti T35B) 55.22s; David Oakes (1.0 Singer Chamois) 57.90s; Ian Ritchie (2.3 Triumph TR3) 51.98s; William Rivers-Fletcher (1.6 Lotus 61/69 Spl) 47.81s; Yve Rivers-Fletcher (1.6 Royale RP33M) 54.28s. **Points** 1 Adam Fleetwood 294pts; 2 Roger Moran 172; 3 Toet 157; 4 Groves 147; 5 Dean 127; 6 Turnbull 106; etc.



John Perrott bounced back from a broken driveshaft to triumph



While waiting for his new car to be built, series frontrunner Graeme Wight Jr had a one-off outing in a bike-engined Force

# Why I hate... Paddock transport



**A**utosport is proud to announce the launch of an all-new championship. Initially running in the UK, but almost certain to catch on like wildfire around the world, is the new-for-2005 Paddock Transportation Allcomers' Trophy (subject to MSA approval).

One of the few categories to run in this country that is unlikely to suffer from undersubscribed grids, the Allcomers' Trophy will be divided into a number of different classes and based on number of wheels, type of engine and, more importantly, how unsuitable it is for riding around a crowded paddock when walking would be so much quicker.

Examples of eligible machinery include: stupidly-small motorbikes which somehow fully-grown men seem able to ride; those irritating scooters that make a noise like that of a stuttering hornet; quad bikes; tricycles; bicycles; skateboards; Segways; mopeds; gopeds; bipeds... the list goes on. Zeppelins are illegal.

Vehicles which are actually used for something – and there are many at race meetings, such as quad bikes to tow tyre trailers and the like – will

Like those biplanes in *King Kong*, trikes and mopeds really irritate office giant EDD STRAW

be excluded as being outside of the spirit of the regulations. The points system as follows: 20-19-12-9-8-7-3-2 will be awarded to the top eight for deliberately obscure reasons, with the top-15 scores from 17 races divided by eight and multiplied by pi before being dropped. An extra point will be awarded for the longest amount of time spent riding/driving somewhere compared to the time required to walk. Additional points will also be awarded for vaulting fences at Stalg Silverstone in an attempt to go from A to B without visiting point Z, while points will be deducted for waiting for the light in the Thruxton tunnel to turn green before hurtling through it.

Events will be held at all of the major circuits around the country.

While entries are expected to be massive for the major circuits, which attract the big packages, some of the smaller club circuits are likely to be less well supported as competitors will generally be spending their money on something useful such as cars or equipment. Knockhill's hilly paddock is expected to be particularly popular, while the downhill slalom event on Brands Hatch's secondary complex is expected to establish itself as the jewel in the crown.

One unnamed source said: "This is a fantastic idea. For so long, as a team owner, I have felt the need to invest in an ever-increasing fleet of motorised vehicles without really knowing why. Now we have something to do with these pieces of equipment, hopefully creating a new revenue stream to be squandered in the process."

However, this new initiative has not been met with universal approval, with a number of team bosses unwilling to commit.

One said: "My fleet of vehicles are not for racing. The whole point is to prove to everyone how professional the team is. Everyone knows that the success of a team is measured in the amount of irrelevant machinery it has, and how

well it shows it off. This completely debases the whole of motorsport worldwide."

A number of different race formats have been mooted for the category, which is expected to appear on all the major packages in the UK, with the crowded paddock slalom the most popular option. This format would see groups of five or six vehicles drawn in heats, with prizes for sending spectators flying. Bonus points will be available for damaging the wing endplates of unwary single-seater drivers.

With almost limitless potential for TV deals, there's every chance of attracting full works teams into the Allcomers' Trophy. Already one major moped company has tapped up some big names from grand prix racing for appearances in 2005.

A plan for spectators to be forced to provide their own wheeled transportation in order to gain entrance to these meetings is being considered, and it is suspected that the once-thriving 'walk-around-the-paddock' policies of old may make a well-deserved comeback.

Non-championship pilot races are being held at most race circuits worldwide for the rest of the year. I'll just walk if it's all the same to you. ☒



Tandem races in the Allcomers' Trophy are set to dazzle racegoers next year

**"Bonus points for damaging wing endplates"**

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