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AUTOSPORT

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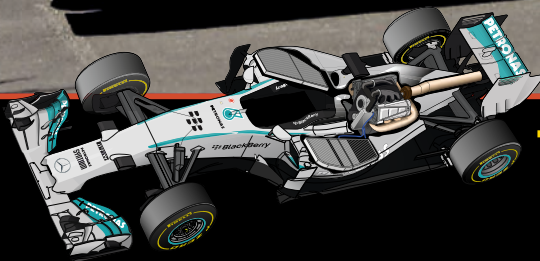
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Porsche Carrera Cup GB

Barker wins at Le Mans

Ben Barker was the star of Le Mans on Saturday (14 June) with a resounding win in round seven of the Porsche Carrera Cup GB. Barker (Parr Motorsport) took overall race victory as the championship contender joined with drivers from Carrera Cup France for a spectacular race on the famous track during the build-up to the start of the 24-hour race.

For all of the drivers, the chance to tackle this awesome high-speed track on a very special weekend made it an unforgettable event. A magnificent 61-car field included three drivers in the GT3 Cup Challenge GB and memorable category victories were taken by Team Parker Racing drivers Karl Leonard (Pro-Am1) and Steven Liquorish (Pro-Am2) as well as Peter Smallwood from Parr Motorsport (GT3 Cup Challenge).

One of the drives of the race came from Carrera Cup Scholar Josh Webster (Redline Racing) who started down in 18th overall, but raced superbly to fight up to seventh place and second GB racer at the finish. In the closing laps he moved ahead of Michael Meadows (Samsung UHD TV Racing) as they both battled furiously with leading French racers. Meanwhile, Paul Rees (In2 Racing) drove a storming race to finish fourth of the GB pack in 14th place after dropping to 35th overall when he was squeezed into a first lap spin.

The Porsche Carrera Cup GB season will now rejoin the British Touring Car Championship for rounds eight and nine at Croft (28/29 June).

To keep up with all the latest news, images and video from the Porsche Carrera Cup GB, please visit the championship's 'Trackside' web platform at <http://porschercupgb.porsche.com>

Provisional 2014 Driver Championship points positions

1	Michael Meadows	139
2	Josh Webster	125
3	Victor Jimenez	97
4	Paul Rees	92
5	Steven Liquorish	56
=	Karl Leonard	56
7	Peter Kyle-Henney	47
8	Graeme Mundy	42
9	Justin Sherwood	36
10	Jake Hill	34

Pro-Am1 category

1	Karl Leonard	65
2	Graeme Mundy	46
3	Justin Sherwood	37
4	Rob Smith	29

Pro-Am2 category

1	Steven Liquorish	75
2	Peter Kyle-Henney	55
3	Kelvin Fletcher	33
4	Will Goff	29

Provisional 2014 Team Championship points positions

1	Redline Racing	222
2	In2 Racing	168
3	Samsung UHD TV Racing	139
4	Team Parker Racing	98



POLE POSITION

Le Mans never fails to deliver drama

WHAT AN ENTHRALLING LE MANS 24 HOURS. RIGHT UNTIL the final hours on Sunday the outcome wasn't certain, with the lead Toyota falling out just before sunrise, both remaining Audis requiring new turbochargers, and Porsche being right in the mix on its comeback to the top class with Mark Webber (make sure to read his exclusive thoughts about that on page 28).

Amid doubts about Audi's pace against the petrol-powered cars, they rose above it with the key to all 24-hour races: superior reliability and a little bit of luck. And while a first win for Toyota, a record 17th for Porsche or a 10th for Tom Kristensen might have made for more attention-grabbing headlines, huge congratulations to Andre Lotterer, Marcel Fassler and Benoit Treluyer.

We can also breathe a sigh of relief that Loic Duval is safe after his huge accident on Wednesday – I wonder if we'll ever learn the cause of what exactly happened? – and our best wishes too for James Calado, who suffered a brain haemorrhage during his qualifying crash at the Porsche Curves.

Le Mans remains the ultimate endurance racing challenge of humans and machines, and this year's edition was a true epic.



Bradley

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PRIVATE EAR



S BLOXHAW/LAT

FIND US ON



Cover images: Hone/Getty & Nick Worth

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THE BIG PICTURE

Loic Duval was ruled out of the Le Mans 24 Hours after this huge crash during Wednesday practice, but Audi rebuilt the R18 around a new tub that would go on to finish second

➔ P16 IN-DEPTH LE MANS RACE REPORT

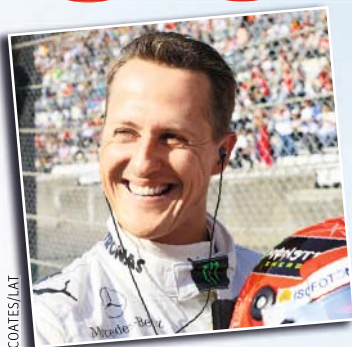




NICKWORTH

This week in F1

SCHUMACHER OUT OF COMA



Seven-time world champion Michael Schumacher is no longer in a coma and has left the Grenoble hospital (pictured below) where he was being treated for injuries sustained in a skiing accident on December 29 last year.

The German's family released a statement on Monday that said: "Michael has left the CHU Grenoble

to continue his long rehabilitation. He is not in a coma anymore.

"His family would like to explicitly thank all his treating doctors, nurses and therapists in Grenoble as well as the first aiders at the place of the accident, who did an excellent job in those first months.

"The family also wishes to thank all

the people who sent many good wishes to Michael.

"We ask for understanding that his further rehabilitation will take place away from the public eye."

Schumacher has been moved to the University Hospital of Lausanne, and no further updates on his condition are expected imminently.



6

It's very difficult to really understand what is going on. It can feel very difficult one lap, then suddenly, for some reason, it's like the tyres work better

COATES/LAT



Kimi Raikkonen is at a loss to explain why he continues to struggle relative to Ferrari team-mate Fernando Alonso



Ferrari calls for F1-future talks

Ferrari president Luca di Montezemolo has asked Bernie Ecclestone to call Formula 1's key figures together to discuss its future, amid concerns the sport has lost its way.

Di Montezemolo has written to Ecclestone and Donald McKenzie, of F1's owner CVC, to express his worries that grand prix racing is neglecting fans and sponsors and needs to react to a decline in interest.

In the letter, di Montezemolo suggests Ecclestone brings together F1's main stakeholders – including

teams, media, television companies, and race promoters – for an open workshop to establish what is wrong and how it should be fixed. He also believes companies not directly involved in F1 – such as social media platforms and organisations such as Google and Apple – should be invited too.

Di Montezemolo has offered to make Ferrari's Maranello factory available for the meeting, and suggests it happens in the week before the Italian GP in September.

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

HAAS SEEKS TECH ALLIANCE

Gene Haas wants a technical partnership with a current Formula 1 manufacturer to get his new team on the 2016 grid, having decided against Dallara chassis.

'Customer car' rules will be relaxed from 2015, to allow teams to buy more parts, and rather than use Dallara to build his first F1 challenger, Haas wants to buy engines and as much of a car as he can from another squad.

Haas told AUTOSPORT: "We are trying to nail down a technology partner. We've spent a lot of time with Ferrari, and talked a little bit with Mercedes. Engine supplier is only half the equation, and we're still working on that."

An American team with an American driver in a European series. That would be phenomenal



Gene Haas hopes to pair a homegrown talent with a driver experienced with F1's latest powertrains in his new team, and has refused to rule out NASCAR driver Danica Patrick for the seat

P32 SHOULD F1 ALLOW CUSTOMER CARS?



VETTEL'S RED BULL RECORD

2009	2014	Fastest laps 23
Seasons 6		
Drivers' titles 4		PTS Points 1470
Wins 38	Podiums 63	Poles 44

RED BULL: VETTEL WON'T QUIT OVER NEWHEY

Red Bull does not believe that Sebastian Vettel's future at the team is threatened by Adrian Newey's decision to step back from Formula 1. When asked about what impact

Newey's move would have on his own future, Vettel said: "I think my contract's still long enough... I'm looking short-term if you ask me about the future right now." Some interpreted those comments as a

sign Vettel's long-term commitment could be in doubt, but Red Bull boss Christian Horner countered: "I have got no doubt that he will be with the team for many years to come."



Double points key to title fight

Mercedes is predicting that Formula 1's controversial double points rule will keep Nico Rosberg and Lewis Hamilton's 2014 title fight going until the last race of the season. With little to separate the two drivers in terms of pace, Mercedes boss Toto Wolff says there is no alarm at the team about the 22-point gap that has opened up

between them thanks to Hamilton suffering a second retirement of the season in the Canadian Grand Prix. "How many races are we into the season? Seven. So we have another 13 because we have double points," Wolff said. "I guess between the two of them it will come back to an end-of-season [decider] with double points."

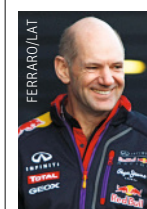
Austria upgrade for McLaren

McLaren is confident the update package it is bringing to the Austrian Grand Prix will help deliver a good step forward in performance. Racing director Eric Boullier is expecting the Woking-based team to jump up the grid following a major aerodynamic overhaul of the MP4-29.

"I think the package is good enough to step up and close the gap in front of us," Boullier said. "We will not be winning races from that point, but it is a decent package."

P34 AUSTRIAN GP PREVIEW

What I find amazing about him is how calm he is in the car. When he's on the radio it's like he's sitting down with a cup of tea and driving one-handed



Red Bull chief technical officer Adrian Newey is impressed with Canadian Grand Prix winner Daniel Ricciardo's approach since stepping up into Red Bull's A-team

F1 set for fire-safety revolution

The FIA plans to introduce a new fire-safety system that will prevent a repeat of the kind of garage fuel blaze suffered by Williams at the 2012 Spanish Grand Prix. 'MADMAT' floor decking (pictured below left) is designed to suffocate flames, reduce temperature and minimise smoke in the event of a fuel spillage igniting in a garage.

93 BIG NUMBER

The temperature in Celsius of a fuel fire controlled by MADMAT, a reduction of 222C



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Customer deposit	£1,240	Finance facility fee	£99	Duration	49 months
Cash price	£13,195	Optional final payment	£5,008	Fixed interest rate p.a.	6.12%
Dealer deposit contribution	£1,250	Option to purchase fee	£149	6.9% APR representative	

Model shown is Clio Dynamique S MediaNav from £189 per month[†].



The official fuel consumption figures in mpg (1/100km) for the Renault Clio core range are: Urban 40.4 (7.0) – 78.5 (3.6); Extra Urban 60.1 (4.7) – 94.2 (3.0); Combined 51.4 (5.5) – 88.3 (3.2). The official CO₂ emissions for the range are 127-83g/km. EU Directive and Regulation 692/2008 test environment figures. Fuel consumption and CO₂ may vary according to driving styles, road conditions and other factors.



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Jonathan Noble

F1's newshound

The double-points swingometer could play havoc with the season finale, which is just the sort of negative publicity that F1 doesn't need

It wasn't the complaints about noise. It wasn't the claims that new rules had created a form of taxi-cab racing. And it wasn't that campaign by Bernie Ecclestone to talk down everything Formula 1 2014 had to offer. No, the tornado of negativity that blew through F1 in the early stages of this season was first stirred by the furore over the introduction of double points for the season finale (and then refusal to back down) that left everyone bar those who voted for it up in arms.

Worse than that, it showed how little the sport's chiefs and team bosses really cared about what those who follow the sport think. And while F1 has come on brilliantly to show that the noise has a different quality that most of us have come to like, that the racing is still sensational, and that some unreliability is not necessarily a bad thing, the dark spectre of double points is looming ever larger – and has the chance of wrecking what instead should be a classic season.

For with the cars barely cooled down after Lewis Hamilton's second retirement of the season in Canada, which left him 22 points adrift of team-mate Nico Rosberg, Mercedes chiefs were already talking about why the title fight was far from over – because of what was on offer in Abu Dhabi later this year. Indeed, double points may be good news for one of the Mercedes drivers if he is well behind his rival heading to the final round of the year.

But what criticism could F1 be left open to if a shock



reliability drama in Abu Dhabi does not rob him of the title at the last hurdle, he will, if Rosberg finishes second each time, have to win every race from now until the Brazilian GP to seal the crown with one race to go. That's 10 consecutive victories...

And should Rosberg turn the tables just once – as he did in Monaco and as he looked set to do so in Canada – then it will mean that the gap between the pair will never get above the magic 50-point buffer that would ensure Hamilton could not be robbed at the end. Can you imagine the headlines and arguments if Hamilton

“Let's hope double points doesn't influence the title – then F1's most hated rule can be ditched”

result at the end means the man who has done the best job over the year is ultimately defeated at the last hurdle through something that should never have been there in the first place?

For with the way the season is panning out – with Mercedes looking likely to keep grabbing one-two finishes as long as their cars hold up, it's quite a scary prospect to work out what Hamilton needs to do to ensure that he is not at risk of heading to Abu Dhabi with less than a 50-point margin that would guarantee him the title. Rosberg currently has that 22-point edge in the standings – thanks in part to the retirements that Hamilton suffered in Melbourne and Montreal.

Should Hamilton recover in the way he says he will and pull off a series of wins to claw his way back to the top of the standings – just as he did from Malaysia to Spain – then it'll take him until the Hungarian Grand Prix next month to get back ahead.

But to build up enough of a gap to ensure that a

were to arrive in Abu Dhabi, having won 14 races in a campaign in which he has had to dig pretty deep, and he is then left without the title?

This of course is a doomsday scenario for the sport. But it's one that's perfectly feasible judging by what we have seen so far this year – and one that F1's chiefs should have considered when they refused to back down over the rule.

It's too late to change double points for this year now; so let's hope for the sake of F1 that the Rosberg and Hamilton title battle is decided in a fair way on the track – not as the result of something fluky happening on the final afternoon of the season when there are twice as many points at stake.

Perhaps best of all for everyone – Rosberg and Hamilton included – is that their brilliant duel is effectively settled before Abu Dhabi so double points never influences the outcome at all. After that, F1's most hated rule change should be ditched forever. ❧

This week in motorsport



Filippi returns to IndyCar fold

GP2 veteran Luca Filippi is to return to the IndyCar Series for the next round, the double-header at Houston.

The Italian will replace Oriol Servià, who was only scheduled for a limited programme, at Rahal Letterman Lanigan Racing. The deal is for Houston and the mid-July round at Toronto.

Filippi contested three rounds last year with Bryan Herta Autosport, taking a best finish of 10th at Houston. He came close to a deal with RLLR in 2012, when the team created a seat for him but had to call off the plan due to a lack of funding.

Edwards: no go at RCR

Speculation surrounding the future of NASCAR Sprint Cup star Carl Edwards intensified last weekend at Michigan when he turned down an approach from Richard Childress Racing.

Roush Ford racer Edwards, who lost the 2011 title on a tie-breaker, remains linked to a move to a fourth Joe Gibbs Racing Toyota.

His other strong option is a third Penske Ford, but Roger Penske recently claimed he didn't have sponsorship for a third car, despite running Juan Pablo Montoya in one at Michigan.

WRC EYES MID-STAGE PITSTOPS

Mid-stage 'pitstops' are on the menu for possible inclusion on selected World Rally Championship events next season.

The FIA's WRC manager Michele Mouton is aware of plans to introduce compulsory tyre changes in the middle of competitive stages and is keen to hear more about it.

"We heard about this last year for the first time," said Mouton. "I am not against this idea. We have to see a proposal. If it works from a safety point of view then it could be exciting – it could add another dimension to rallies."

Rally Italy's Antonio Turitto said he wants tyre changes in the middle

of a 50-mile Monte Lerno test on his event next year.

Turitto said: "The plan would be to find a village in the middle of the stage with lots of fans, then allow the teams to bring two or four mechanics to change the wheels before the cars contest the second half of the stage."

Rear-drive hit in BTCC move

British Touring Car points leader Colin Turkington is among a group of drivers of rear-wheel-drive cars who will have to use a longer first gear from next week's Croft round.

The move has been made to cut the advantage of the BMW 125i M Sport and Audi A4 at race starts.

BTCC boss Alan Gow said: "It has no effect on RWD lap times. It merely assists in balancing startline acceleration."



Lotus unveiled at Le Mans

The German Lotus team unveiled its LMP1 racer at the Le Mans 24 Hours.

The AER-engined P1/O1, whose build was hit by a series of delays resulting from a late switch to the V6 twin-turbo powerplant, is scheduled to begin testing imminently ahead of a race debut in the Austin World Endurance Championship round in September.

Its pool of drivers is Christijan Albers, Christophe Bouchut, Pierre Kaffer, James Rossiter and Thomas Holzer.

For all the breaking news, visit AUTOSPORT.COM

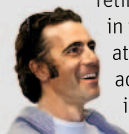
Franchitti made an MBE

Dario Franchitti has been made a Member of the British Empire in the Queen's Birthday Honours list.

The 41-year-old Scot, four-time IndyCar Series champion and three-time Indy 500 winner, has been recognised for services to motor racing.

Franchitti was at last weekend's Le Mans 24 Hours as an ambassador for the Honda-backed

Safe is Fast driver-support programme. He revealed that, prior to his retirement at the end of last season in the wake of his serious crash at Houston, he was on course to achieve his ambition of racing in the French classic.



MARIN/DPPI

In brief



EBREY/LAT

MACLEOD FOR SNETT

Sam MacLeod, winner of two races in the British Formula 3 opener at Rockingham, returns with Fortec Motorsport at Snetterton this weekend. Meanwhile, Performance Racing expects to join the series for the following round at Spa, and is testing Indian racer Parth Ghorpade.

ZAMPARELLI RACES F3

British GP3 racer Dino Zamparelli contested a one-off German Formula 3 round at Hockenheim last weekend in order to learn the circuit for next month's GP3 clash. Zamparelli, who drove with Italian team ADM, claimed a best finish of sixth.

BOURDAIS PUNISHED

French IndyCar ace Sebastien Bourdais has been fined \$10,000 and placed on probation until the end of the season after series officials held him responsible for the clash that eliminated him and Justin Wilson from the recent race at Texas Motor Speedway. Sarah Fisher Hartman Racing also picked up a fine – \$5000 for an illegal rear-wing angle on Josef Newgarden's car.

'MAKO' IN BOP CALL

Porsche works driver Frederic Makowiecki wants the ACO to re-evaluate the GTE Pro Balance of Performance, despite finishing third in the Le Mans 24 Hours. The factory Manthey 911 RSRs carried 25kg of ballast and struggled to match the Ferraris, Corvettes and Aston Martin. "They should understand they must be careful not to penalise or advantage one car," said Makowiecki.

JUNIE DONLAVEY

Former NASCAR team owner Junie Donlavey died last week, aged 90. He entered cars for 45 years, starting in 1950, during which time he picked up one win – with Jody Ridley at Dover in 1981. His team became well known for developing young drivers, and he was described by NASCAR as "a treasure who personified NASCAR's proud past".

Gene wants more LMP1

Ferrari Formula 1 development driver Marc Gene hopes to extend his prototype career after a starring performance on his recall to the Audi team at last weekend's Le Mans 24 Hours.

The Audi test-and-reserve pilot, who finished second after replacing Loic Duval in the #1 R18 e-tron quattro, said: "I wasn't expecting that – no one was."

"I think the new rules suit my style and I'd like to do two more years in prototypes. I could only do two races – Le Mans and Spa – because of my Ferrari commitments. I hope I have done enough to be asked back."



DOLE/LAT

Ekstrom team makes WRX debut

Mattias Ekstrom's EKS team made its World Rallycross debut in last weekend's Norwegian round at Hell with a pair of Audi S1s. Ekstrom was 20th in the Supercar rankings after the heats, during which he took one win, so failed by eight places to make the semi-finals. Team-mate Pontus Tidemand (leading in pic) fared better, in 14th.



MCKLEIN/LAT

VW IN WRC FOR FIVE YEARS

Volkswagen's board has signed off World Rally Championship participation for the next five years – if team principal Jost Capito wants to stay in the series.

Capito said VW remaining in the WRC was dependent on a hike in media coverage. "The board allows us to do the WRC until 2019, but it's up to us to do it or not. If we don't think it's going in the right direction then we don't have to be in the WRC," he said.



MCKLEIN

BIG NUMBER

4 NASCAR tracks where Jimmie Johnson is yet to win out of the 23 venues on the Sprint Cup circuit after breaking his duck at Michigan on Sunday. They are Kentucky, Watkins Glen, Chicago and Homestead.



LABOUNTY/LAT

Zytek coupe for 2016

British racing car constructor Zytek is working on an LMP2 coupe for 2016.

Work has already started on the replacement for the existing Z11SN open-top P2 under "a name designer", according to company boss Bill Gibson. The car is due to start testing at the end of next year prior to the start of deliveries in 2016.

Gibson said: "We really want to make a big step forward with our coupe."



P16 LE MANS RACE REPORT



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Having competed 12 times in the Le Mans 24hrs,
Almo has been involved in Motorsport for over
35 years

Almo Coppelli knows Le Mans better than his house! Multiple lap record holder, class winner and an overall second finish in LMP1. The aim to share his passion, experience and dreams has pushed him to open this luxury motorsport agency. Its vision is to offer everything needed to clients acting in Motorsport and even making the Le Mans dream come true. We are a specialized GT racing operation that caters for individuals and companies wishing to join and enjoy the motorsport lifestyle. Almo Coppelli Racing is the one stop solution from the first ever lap on a race track to the so much aspired chequered flag at La Sarthe. Winning in style!



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BULLETIN NO 4



John Booth

The Inside Line

The Canadian GP might have been a disaster, but don't forget the achievement of Monaco as Marussia's boss joined the points-scorers club

Formula 1 is not just twice as hard as any other form of motorsport – it's 10 times harder. So for Marussia to become a points-scoring F1 team through Jules Bianchi's ninth place (although I like to call it eighth place, as that's where we crossed the line before the penalty) in the Monaco Grand Prix, our 83rd race, was the pinnacle of my racing career.

F1 is very difficult technically, and every single week has been tough financially. That does wear you out after a while, particularly the financial worries, but to get to this point has made all of the hard work over the past five years worthwhile.

We employ 193 people, whereas the biggest teams in F1 have got more like 800. And our budget is about \$100 million, which is a lot of money but a quarter of what some teams have.

The lowest point was the Chinese Grand Prix in 2010, our fourth race. Timo Glock's car lost valve pressure in the engine on the grid and couldn't start, while Lucas di Grassi was stuck in the garage with a clutch problem and was late getting going before retiring after a few laps. But every ash cloud has a silver lining and the Icelandic volcano meant we got stuck there for a four-day 'stag do', which in actual fact was a really important bonding experience that helped gel a brand-new team of people together. That team spirit remains to this day as we are still a racing team full of racing people rather than a sprawling corporate entity.



very sadly missed by everyone at Marussia.

Our first key performance target was always to start getting into Q2 on merit. After Thursday practice in Monaco, I thought we had a car that could take us there but we had a differential problem in qualifying on Jules Bianchi's car. In Canada we were very close with Max Chilton, so that's a sign of the progress made.

Scoring the points has massive implications for the future for the team. For a start, as a points-scoring team we are guaranteed entry into F1 in 2015. It's not certain that we will remain in the top 10 this year because there

“The ash cloud meant we got stuck in China for a four-day ‘stag do’, a real bonding experience”

Most of those people are still with us today, so it was a great feeling for everyone to share that success in Monaco and reflect on the progress we've made. We celebrated in the garage after the race and I was back in the factory on Monday morning to enjoy the moment with everyone there. We have 11 Ferrari personnel within the team thanks to our new engine partnership and they celebrated as if they had been with us every step of the way, which is a sign of the strength of that link.

Timo deserves praise for the contribution he made to the team and the work he did over the first three years. He was very demanding, but in a constructive way because he knew how F1 worked, so he was important. And Pat Symonds, who was our technical consultant, was essential in putting into place systems and working practices that have been vital in getting the team to this point.

Monaco was also a time to remember Maria de Villota, a part of this team who shall never be forgotten and is

are still 12 races to go and a lot can happen, but if we can pull it off it will be important for us financially. We need to still be around in F1 when it becomes fair and equitable. I don't know when that will be, but we will still be there and it will be a fair fight for the first time.

The team is now more appealing commercially for potential investors and partners. The points mean that people recognise the progress we have made. When you are still in much the same position on the grid, nobody really notices if your performance level is improving, but Monaco has shown how competitive a unit we have become.

Had I been told when we started this adventure how difficult it would have been, I probably wouldn't have believed it. But if I had, perhaps we wouldn't have ever started.

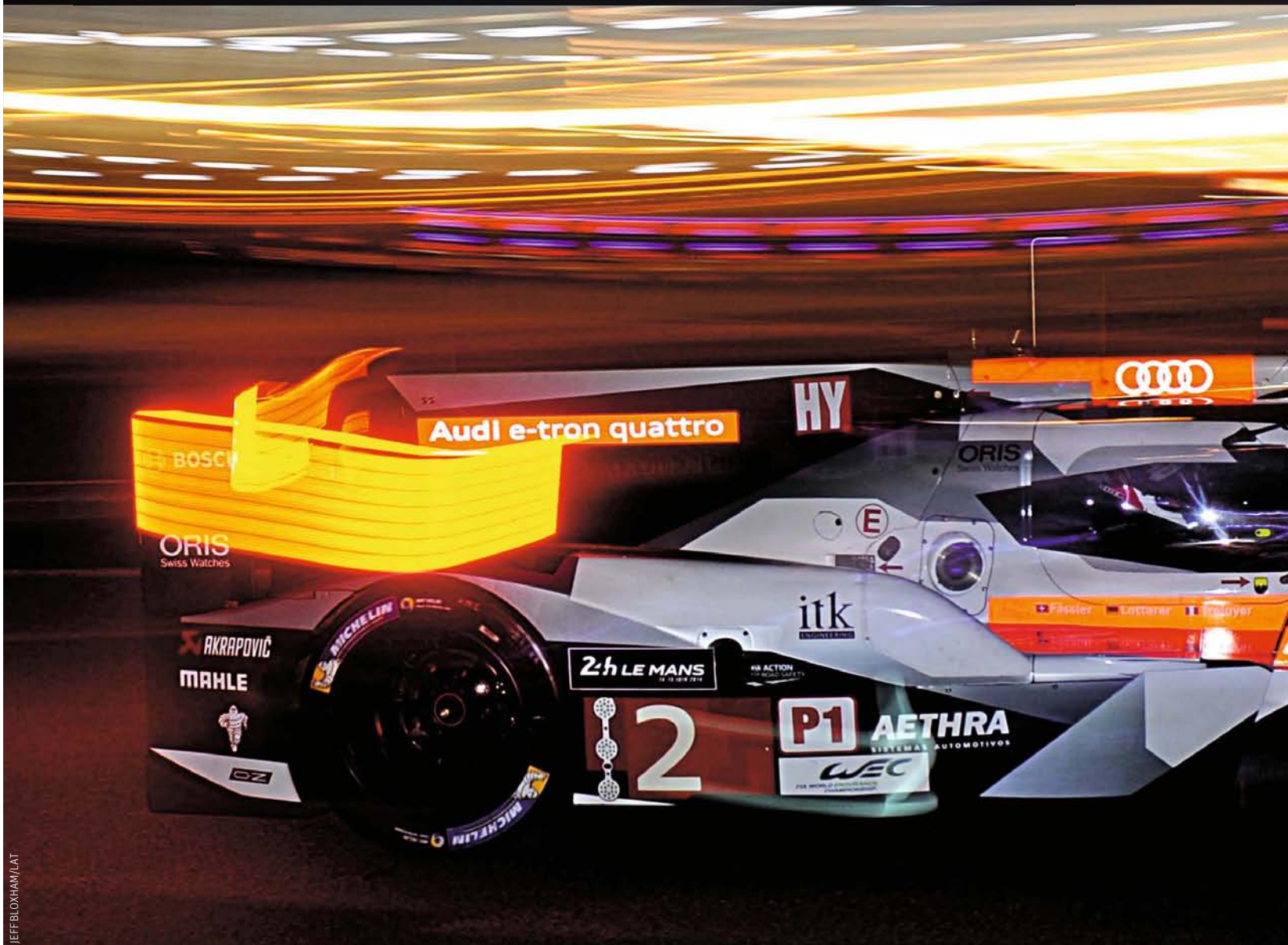
We've come a long way and it's taken a huge amount of effort. The next step is to ensure that the wait for the next points finish is a lot shorter. ☼

THE RACE REPORT

LMP1 • LMP2 • GTE PRO • GTE AM • STORIES OF THE RACE • FULL RESULTS

Audi masters the long game

Toyota had by far the quickest car, and even category newcomer Porsche hit the front on Sunday morning until engine trouble struck. But Audi took its fifth win on the trot. **GARY WATKINS** reports



AT A GLANCE



"You have to find a strategy and the race developed in our favour. Maybe Lady Luck smiled on us" **WOLFGANG ULLRICH**

LE MANS 24 HOURS

Circuit de la Sarthe

ROUND 3/8**LAPS** 379**LMP1 WINNERS**

Marcel Fassler, Andre Lotterer,
Benoit Treluyer – Audi
24h01m59.830s

LMP2 WINNERS

Harry Tincknell, Simon Dolan,
Oliver Turvey – Zytek
356 laps

GTE PRO WINNERS

Gianmaria Bruni, Toni Vilander,
Giancarlo Fisichella – Ferrari
339 laps

GTE AM WINNERS

Nicki Thiim, Kristian Poulsen,
David Heinemeier Hansson
– Aston Martin, 334 laps

POLE POSITION

Kazuki Nakajima
3m21.789s

FASTEST LAP

Andre Lotterer
3m22.567s

RACE RATING

★★★★★ A dramatic race that just missed a grandstand finish to be considered an all-time classic

DRIVERS' STANDINGS

1 Davidson/Lapierre/Buemi 80pts
2 Lotterer/Treluyer/Fassler 60pts
3 Kristensen/di Grassi 54pts



#7 Toyota led from the start until a freak electrical failure just after sunrise



18

DOLE/LAT

A NEW HIGH-TECH ERA DAWNED WITH THE 82ND running of the Le Mans 24 Hours at the weekend, yet this year's race had a decidedly old-school feel. This was a Le Mans where each and every factory LMP1 car encountered problems, where there were fightbacks galore and where the order continually reshuffled. Out of it all, Audi came through to notch up victory number 13 in the French enduro.

Andre Lotterer, Marcel Fassler and Benoit Treluyer scored their third win in four years aboard the #2 Audi R18 e-tron quattro because they, of all the factory entries, encountered fewest problems – or rather wasted least time sat in the pits. But their victory was far from a case of last man standing. In between problems, they drove flat-out around the 8.47-mile Circuit de la Sarthe, which was the case for the six drivers of the two R18s that made it beyond the second hour.

The winning Audi drivers – along with team-mates Tom Kristensen, Lucas di Grassi and late stand-in Marc Gene in the R18 that finished second – had no choice if they were to be successful in keeping within some kind of range of the Toyota TSO40 HYBRID that led nearly all the way through the first 14 hours. And they had to again when they encountered problems of their own during the daylight hours on Sunday to overcome a fleeting challenge from Porsche.

The Audi, as expected after the first two rounds of the World Endurance Championship at Silverstone and Spa, didn't have the pace of Toyota's TSO40 HYBRID, at least in qualifying

and the early stages of the race. The advantage of the greater hybrid punch from the Japanese car – which runs an eight megajoule system in comparison to the Audi's 2MJ – was plain to see by the naked eye, even out of a medium-quick corner such as Tertre Rouge.

The three R18 turbodiesels had ended up fifth, sixth and seventh on the grid, behind both Toyotas and the two Porsche 919 Hybrids, after Audi put less focus than ever on qualifying. That wasn't surprising given Loic Duval's dramatic shunt in the Porsche Curves an hour into the start of practice on Wednesday afternoon. The #1 car's monocoque was destroyed in the accident, which Audi refused to attribute to driver error, and Duval was ruled out of the event by the medical officials from the FIA and race organiser the Automobile Club de l'Ouest. Hence test-and-reserve driver Gene's recall from the Jota Zytek LMP2 squad to drive the rebuilt car alongside Kristensen and di Grassi.

Toyota's superiority continued into the early stages of the race. Alexander Wurz, who converted Kazuki Nakajima's pole into the lead of the race, was nearly half a minute up on second-placed Lotterer by the time the first round of pitstops began. The car came through two heavy rain showers, which both resulted in short safety car periods, with a similar margin in hand over the best of the Audis.

A lead of nearly a minute for the #7 Toyota as good as doubled thanks to the third safety car of the race in the seventh hour, but that's more or less

where the gap stayed. Through the night, there didn't appear to be much in it between the leading Toyotas and the chasing Audi duo.

Audi reckoned that the R18 became more of a competitive proposition as grip levels went up. "At the beginning, Toyota were quicker, but as the track rubbered in it was pretty even," reckoned Gene. "I think they were pushing flat-out; it make no sense if they weren't, because Le Mans is all about opening up a one-lap advantage."

Toyota, with all its eggs pretty much in one basket after Nicolas Lapierre crashed the #8 car in the first of the storms in hour two, pointed out that it had been taking it easy through the night.

"Once we realised that we had the base, we decided during the night not to take any risks in traffic," said Wurz. "When I had clean laps, I was still the fastest car on track."

Toyota Motorsport GmbH technical director Pascal Vasselon explained that the leading TSO40 encountered tyre-warm-up issues during the night, and this was the reason for this strategy.

The plan at Toyota was to start pushing once track temperatures began to increase after dawn, but the leading car didn't get to see the sunrise: it stopped out on the circuit with an electrical glitch in the 14th hour. With the second TSO40 shared by Anthony Davidson, Sebastien Buemi and Lapierre languishing 11 laps down in sixth place after its shunt – which also put the #3 Audi out of the race – Toyota's challenge was effectively over.

The failure was a freak one. The Toyota

Rain storm took out #3 Audi
(in barrier) and delayed #8
Toyota (middle of pic)...



encountered an issue with the wiring loom of one of its FIA scrutineering systems – used for downloading data – and the team was aware of it.

“We knew what it was, we had called Kazuki in, the mechanics were ready to change it and it would have take two or three minutes to solve,” explained Vasselon. “But unfortunately the loom melted before the car could get back to the pits.”

The end of Toyota’s challenge left the winning Audi two laps clear of the second-placed Porsche shared by Mark Webber, Timo Bernhard and Brendon Hartley. The #1 Audi was a further lap behind – Kristensen and co had been delayed in the 13th hour, first by a fuel-injector problem, which resulted in the loss of six minutes in the garage, and then by a puncture.

Their pace meant they were up into second ahead of the Porsche by the time Fassler came into the pits with engine problems shortly before two-thirds distance. The turbocharger was eventually changed after one failed attempt to fix the problem, with the total loss of 23 minutes.

That appeared to set the #1 entry on course for what would have been a fairytale victory after the events of Wednesday, even without factoring in a 10th Le Mans victory for Kristensen. It wasn’t to be. A repeat of the #2 Audi’s turbocharger issue brought Kristensen into the pits in hour 21.

Gene’s pace was a revelation from a driver who has been regarded more as a safe pair of hands than an out-and-out star. He was a match for his team-mates across the two cars, with the exception of Lotterer, who once again ended up with fastest race lap at the end of the 24 Hours.

Either Audi could have won this race, reckoned Gene. “We had two more problems with the injector issue and the puncture,” said the Spaniard. “That was the difference today, otherwise it



...which Lapierre limped
back to the pits for
lengthy repairs

would have come down to seconds.”

Kristensen’s trip into the garage remarkably promoted a Porsche into the lead, although the pace of the car was such that a 17th victory for the Stuttgart marque was never really on the cards. Lotterer was at this stage routinely five seconds per lap quicker than Bernhard aboard the 919, and moved ahead in the 22nd hour.

Porsche never looked like a potential frontrunner once the race started on Saturday. The 919 Hybrid, which had missed out on pole in Romain Dumas’s hands by just three tenths, just wasn’t on the pace of the Toyota or the Audi.

Both cars were afflicted by problems that slowed them from the very beginning: the #20 car had a handling imbalance, while the #14 entry, in which Dumas was joined by Neel Jani and Marc Lieb, had a braking issue.

“The car was very hard to drive,” said Bernhard. “We had a big balance shift on the car, which we will have to analyse to understand.”

The ill-handling car was clearly a problem for Webber, who was a Le Mans rookie of sorts. He was racing at Le Mans for the first time, having never got behind the wheel during the 24 Hours on his first two Le Mans participations in the late 1990s. The Formula 1 refugee wasn’t as fast as his team-mates in either his car or the sister Porsche, and was happy to admit that he went at a pace at which he felt comfortable.

Porsche still looked on course for what would have been an impressive podium on its first year

back at the sharp end of the Le Mans grid since 1998 before Webber encountered engine problems and had to bring the car back to the pits on electric power. It was a bitter disappointment for Porsche.

“We stated before the event that we wanted to get to the finish and that a podium was unrealistic,” said Porsche LMP1 technical director Alex Hitzinger. “I know we said all this, but to get so close to a podium and then all that to come true is very disappointing.”

Porsche did get one of its cars to the finishing post. The #14 919, which had twice been delayed with fuel-pressure problems, took the chequered flag after more than an hour in the pits undergoing gearbox repairs. It was initially not classified, because the last lap was longer than the six minutes allowed under the race rules. The car had already crossed the timing beam at the start of the lap when it pitted in the 23rd hour, and was therefore credited with a 1h26m time for its final tour of Le Mans with Lieb at the wheel. But the stewards eventually relented and the car ended up where it should have been in 11th place.

The #20 Porsche’s retirement allowed the delayed TSO40 to take the final podium spot, although it was of no compensation to Toyota.

“I’ve come here eight times and seven times I have led with the potential to win,” said Wurzel. “I’ve only won it twice, so I know the feeling, but it gets harder to take each year.”

Vasselon was more succinct: “Don’t talk to me about podiums.” ▶

Treluyer sprays the bubbly
flanked by Lotterer, Fassler
and Kristensen





J. BLOXHAM/LAT

20

Brilliant Britons battle back to snare victory

Harry Tincknell, Oliver Turvey and Simon Dolan overcame early problems to take LMP2 honours, watched by EDD STRAW

“THE FIRST THREE OR FOUR HOURS WERE RUBBISH and we just had to claw it all back.” Save for the fact that the first hour went superbly, with Harry Tincknell leading the opening stint before the car lost ground, Simon Dolan’s summary of his Jota Sport Zytek-Nissan tells the story of what proved to be the closest-fought class battle of the Le Mans 24 Hours this year.

It was not until the final hour that Oliver Turvey decisively took the lead from the TDS Racing Ligier driven by Pierre Thiriet, Ludovic Badey and Tristan Gommendy at the penultimate round of pitstops. That’s the same Turvey who wasn’t even in France during the first day of qualifying following the withdrawal of the ADR-Delta-run Millenium Racing entry he

was originally slated to drive. When Marc Gene was called up by Audi to take the recuperating Loic Duval’s place, Turvey was phoned on Wednesday night and summoned to rejoin the squad he had raced for in 2013 both at La Sarthe and in the European Le Mans Series.

After Tincknell’s opening stints, Turvey took over and after just one lap came the deluge. A combination of multiple stops to switch between wets, intermediates and slicks – and a stop to replace a broken number panel that followed – meant the car lost a couple of laps. More time was then lost when Dolan later made several precautionary pitstops to investigate possible damage, believed to have been caused by debris being caught under the car.

“I was coming through Porsche Curves and the front end just washed away,” said Dolan. “I could see massive sparks coming out of the back of the car. So I pitted and they couldn’t find anything. Ollie had the same thing in the night.”

So began the comeback. The car was three laps down as late as the 19th hour, but a charge from Tincknell, who showed superb pace even on ageing rubber, got the Zytek back into the top three.

“I lay down in the truck afterwards because I had nothing left to give,” said Tincknell. “I knew if I could get Ollie close enough to the lead cars we had a chance.”

But they did need one slice of luck. In a competitive category, the #35 G-Drive-backed OAK Racing Ligier was the undisputed class of the field. As expected, Jann Mardenborough and Alex Brundle both did an excellent job, while unheralded Mark Shulzhitskiy was a revelation.

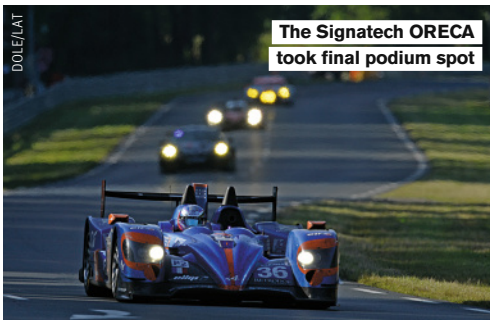
The new Ligier JSP2, which had not turned a wheel for the first time until March 7, was starting its first race and made a big impression. While the TDS-entered version of Gommendy took pole



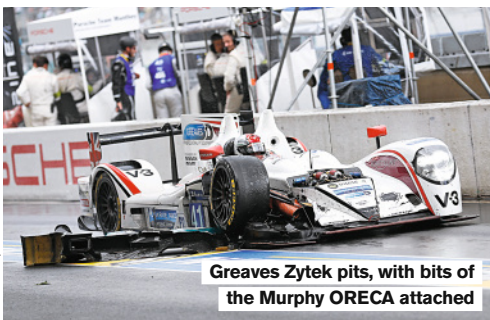
Tincknell and Dolan embark on synchronised champagne quaffing

DOLE/LAT

Class-winning Zytek (38) passes Pegasus Morgan at night



The Signatech ORECA took final podium spot



Greaves Zytek pits, with bits of the Murphy ORECA attached



All-new Ligier starred, with TDS car taking P2

position, it was the British-crewed car that had the edge in LMP2. For hours, it gradually built a commanding lead, but near the end of Mardenborough's morning stint things started to go awry when its Zytek-tuned Nissan powerplant hit trouble.

"Out of Dunlop towards Tertre Rouge, the car felt like it was pulling with traction control on," said Mardenborough, one of the star drivers of the race. "It wasn't misfiring, but the engine wasn't completely free. It made us 20km/h slower in a straight line so on a clear lap we were five seconds slower, but with trying to overtake GT cars it ended up being more like eight seconds. The team didn't know what it was, so we pounded around losing time hoping we could salvage a podium."

When Mardenborough pitted at the end of his stint and the engine was given the once over, it was noticed that the right-rear brake disc was broken, so that was changed. This temporarily gave the TDS car the lead before it suffered a puncture, necessitating some suspension repairs. The hobbled OAK Ligier retook the lead but it didn't have the pace to stay ahead.

Inexorably, the TDS Ligier and the Jota Zytek closed in. OAK hoped for a long safety car period to save it, but as soon as the lead Ligier was passed by its two pursuers, Brundle brought it in for repairs. It turned out the problem was not major – a coil and three spark plugs – so the car rejoined and resumed at full pace. Had this been done earlier, it might have been different, but a podium was lost and the car finished fifth.

After his rapid stint, Tincknell handed the Zytek over to Turvey, who continued to fly with the aim of jumping the TDS Ligier when they made their penultimate stops. Turvey had been given fresh Dunlops at his previous stop, while Gommendy pitted both for new rubber and a

driver change, handing over to the slower Badey. Turvey stopped two laps later, emerging just in front of the Ligier. Both crews needed just one more splash-and-dash stop, so the race was won. The eventual winning margin of one lap does not convey how close it was, as Badey was delayed by a late front-lower wishbone problem.

"When Harry handed the car over, I was second and pushing hard as I knew they had to do a driver change," said Turvey. "When I came out of the pits and saw him 1.5s behind me, it was a great sight! It was tough to the end of the race, but I was confident once I got the gap I could bring it home."

The TDS car's second place was just reward for a remarkable debut for the Ligier JSP2, with third place taken by the Signatech Alpine ORECA driven well by Paul-Loup Chatin, Oliver Webb

IN BRIEF

McMURRY BREAKS AGE RECORD

Matt McMurry, at 16 years and 202 days, broke Ricardo Rodriguez's 55-year-old record (17 years 126 days) for the youngest driver to start Le Mans. The #42 Greaves Motorsport Zytek that McMurry shared with Tom Kimber-Smith and Chris Dyson finished 10th after a delay for a transmission change, meaning he also broke Gunnar Jeanette's record (18 years 43 days) for the youngest finisher.

KCMG STARS THEN SHUNTS

The KCMG ORECA retired after 87 laps when Alexander Imperatori suffered a driveshaft failure and crashed at Karting Corner. But it started early on, with the Italian charging from seventh to first during the first stint before Richard Bradley lost time when the car aquaplaned into a tyre stack.

RAST FOURTH ON LMP DEBUT

GT specialist Rene Rast made his debut both at Le Mans and in a prototype, spearheading the Sebastien Loeb Racing ORECA-Nissan's run to P4 and best Michelin LMP2 car. The German, sharing with Jan Charouz and Vincent Capillaire, qualified the car and only a trip through the Mulsanne Corner gravel blotted his copybook.

MURPHY'S BAD LUCK CONTINUES

The Murphy Prototypes ORECA showed top-three pace, but its race was ruined by Karun Chandhok aquaplaning off on a flash-flooded Mulsanne Straight while on slicks during the third-hour downpour and being collected by the spinning #41 Greaves Zytek. After lengthy repairs, the car stopped on track with a steering problem.



Brundle/Mardenborough/Shulzhitskiy Ligier was the star of the race

and Nelson Panciatici. With the ORECA benefitting from this year's new, low-drag package, which made up for the straightline speed deficit it struggled with last year, the car was in contention for much of the race. Only time lost to replace the front-left suspension following an upright failure prevented it from being in pole position to capitalise on the OAK Ligier's engine problem.

Last year's winning package, the OAK-run G-Drive Racing Morgan-Nissan, would also have been a threat, but for Olivier Pla collecting a spinning Ferrari in the ninth hour and suffering too much damage to get the car back to the pits.

But while others could talk about what-ifs, especially the OAK Ligier entry that was the moral victor, it was the well-run and well-driven Jota Zytek that took the win that really mattered. ▶

Flawless AF Ferrari doubles up

The Bruni/Fisichella/Vilander 458 was untroubled for a second Le Mans win. By **SCOTT MITCHELL**

“NO,” SAID GIANMARIA BRUNI WHEN ASKED IF THE GTE Pro-winning AF Corse Ferrari had encountered any problems – any at all – during a typically thrilling GTE fight at Le Mans. “The last four hours were just waiting, waiting, waiting.”

The Italian, reflecting on a performance from the #51 458 Italia that bordered on perfection, was not being arrogant. It really was that good.

This was a contest that, although all-but-decided heading into the final few hours, offered so much more than last year’s race. Unlike the straight Aston Martin versus Porsche fight of 2013, this had more to the storyline. Aston starred before it hit trouble, Corvette’s new challenger was a factor, but its drivers rued a missed opportunity, while Porsche, unable to replicate its race-challenging form of years past, knuckled down nonetheless and salvaged a podium.

But having emerged on top of the wheel-to-wheel racing for the lead that characterised the race up until three-quarter distance, the Ferrari was a worthy winner.

Bruni had fired an early warning shot with a stellar pole lap that left it well over a second faster than its first Pro-class challenger, Jan Magnussen’s C7.R. And while both Chevy and Aston were legitimate challengers – Jan Magnussen led early on in the #73, the #74 Chevy also hit the front and Darren Turner propelled the Vantage into the lead for most of the night shift – the Ferrari was the most constant if never the outright quickest.

With Fisichella putting in arguably his finest drive in a GT car, and the feisty Vilander going toe-to-toe with Bruno Senna and Tommy Milner mid-race, there was no suggestion the outfit was undeserving when reliability woes hit its rivals.



BLOXHAM/LAT

Bruni, Fisichella and Vilander celebrate

“Bruni is one of the fastest GT drivers out there,” said Vilander. “Giancarlo and I are also fast and consistent. It’s a good combination.”

It was more than good, it was potent. Earmarking attrition as a potential factor at Le Mans is as far from earth-shattering as it gets, but it’s the simple truth that to win your armour must have very, very few chinks. And come 3pm on Sunday, Ferrari’s had stood up with aplomb.

It was not without serious challenge though, and the fact that each manufacturer – and six different crews – led at one stage or another is testimony to the opposition’s charge.

The new-for-2014 Chevy caught the eye. Magnussen dived with Bruni in the first stint, leading twice, but the #73 car’s victory bid was undone when unfortunate pitstop timing before the rain came forced a second stop under the

safety car and a bizarre failure on the air hose that operates the jack in the pits cost them more time.

Thereafter began a recovery drive in which Antonio Garcia and young American Jordan Taylor starred. As its rivals encountered strife in the second half of the race the #73 Corvette rose up the order to third, before Taylor’s efforts, particularly his final stint three hours from the end, put them within striking difference of the #92 Manthey Porsche in second.

Stellar new-tyre pace from Garcia almost brought him onto the rear bumper of Frederic Makowiecki, though an on-track pass was unnecessary as the 911 RSR pitted and was swiftly swamped by mechanics, costing it second place.

It was a blow for Makowiecki, who had starred earlier in the race when the rain hit, as both Manthey cars moved up from the fringes of the lead battle, at least until the track dried and they slipped back again.

The pace deficit for the squad that conquered La Sarthe 12 months ago, attributed to a weight penalty and breaks for its rivals, meant that over a race distance it was a spectator to the lead fight, though its cause was not helped when both the #91 and #92 cars were split from the lead trio by an early safety car.

As mechanical issues dropped the #91 car out of contention entirely, Makowiecki, flanked by Marco Holzer and Richard Lietz, ploughed on. But for the issue at the end it was a near-flawless race for that trio – “We pressed 120 per cent out of the car,” said Holzer – that secured a podium, though losing second in the closing stages was frustrating.

Despite stealing that place, there was also a tinge of disappointment in the Corvette camp.

The polesitting Ferrari had an almost perfect run to GTE Pro victory





The #95 Aston was almost untroubled en route to GTE Am win

"In a way it's frustrating because we had the pace to win," added Taylor. "Last night we were all a little bit disappointed with where we were, but we've done a really great job to get a podium."

That was greater consolation than Richard Westbrook, Oliver Gavin and Tommy Milner found in finishing fourth – seven laps down – after spending the first half of the race firmly in the lead fight.

Though the American squad's salvo was undone in the early hours of Sunday by two pitstops to solve an alternator problem and another to replace the right-hand side door, it said a lot about the progress Corvette has made with the introduction of the C7.R that its predecessor's best result from a year ago felt like a missed opportunity this time.

"The difference to last year is night and day," said Westbrook, "but if you get a sniff of victory you want to continue it through."

They still fared better than the Aston. Between Turner, Stefan Mucke and Bruno Senna that car had led more laps than any other before a problem with the power-steering hose left it stranded in the pits for several laps – leaving the Ferrari a clear run to victory while the #97 Vantage only

emerged again late on to bank an equivalent third-place score (the Corvettes and #79 ProSpeed Porsche being ineligible for WEC points).

"I'm really disappointed because we were scrapping hard and it was going to be very close," said Turner. "Third in the WEC points was our target after the problems. We could have fixed it quicker and got back out but we would not have gained anything extra."

ASTON ON TOP IN GTE AM

Though Aston's Pro effort was derailed, its #95 Am entry reigned supreme after its sister car suffered mechanical misfortune and the pole-claiming AF Corse Ferrari was wiped out early on.

GP2 runner-up Sam Bird had planted the #81 458 Italia second overall in GTE and held his own in the early stages against more experienced opposition as he built up an early class advantage over the chasing Astons.

When rain fell suddenly at the end of hour two though, flooding the Mulsanne straight, an unsighted Bird slammed into the rear of the slow-moving LMP1 Audi of Marco Bonanomi.

"I was comfortable with the visibility, what I

IN BRIEF

#99 ASTON WITHDRAWN

Aston Martin was forced to withdraw its #99 GTE Pro car after a huge qualifying crash for Fernando Rees at the Porsche Curves. The Brazilian, who hurt his foot in the Wednesday-night shunt but avoided any broken bones, damaged the chassis while the roof was also broken during the recovery process.

PROSPEED PAIR PROFITS

The two-driver ProSpeed Porsche pairing claimed fifth in GTE Pro after a late switch from GTE Am. Jeroen Bleekemolen and Cooper MacNeill competed without a third driver after team-mate Bret Curtis crashed heavily in Thursday's final qualifying session and was ruled out on medical grounds. Sebastien Crubile was lined up as a replacement but not given permission to compete.

BRAIN INJURY FOR CALADO

AF Corse Ferrari driver James Calado was due to be released from hospital on Tuesday after suffering a brain haemorrhage in a qualifying crash at the Porsche Curves. The Briton, who said he expected to make a full recovery, was knocked unconscious in the high-speed collision. Pierre Kaffer replaced him in the #71 car, which retired with an engine issue.

CLASS WIN 'FOR SIMONSEN'

Aston Martin Racing's GTE Am winner Kristian Poulsen paid tribute to former team-mate Allan Simonsen after clinching class victory alongside Nicki Thiim and David Heinemeier Hansson. Poulsen, who was sharing the #95 Aston Martin Vantage with Simonsen last year when the Danish driver was killed early in the race in a Tertre Rouge crash, said the victory was because "we had the spirit of Allan".

was doing and was in control," explained Briton, whose Ferrari's front end was destroyed in the crash, ending its race immediately.

That put Aston Martin into first and second, with the Pedro Lamy/Paul Dalla Lana/Christoffer Nygaard car in control until shortly after midnight, when the same power-steering problem that hit the Pro car struck its class-leading sister.

Into the lead went Nicki Thiim and co-drivers David Heinemeier Hansson and Kristian Poulsen, who were almost without interruption en route to victory. Poulson briefly stopped at the end of the pitlane with two hours remaining and was later wheeled into the garage for routine maintenance, though neither threatened its four-lap advantage.

The #77 Dempsey Porsche and #72 SMP Ferrari had stints in the top three, but were error-prone as well as fast, meaning the #88 Proton Competition Porsche and the #61 AF Corse Ferrari rounded out the top three. The 911 RSR, driven by Christian Reid, Klaus Bachler and Khaled Al-Qubasi, rose to second through perseverance more than anything else, while the Marcio Cioci/Luis Perez-Companc/Mirko Venturi 458 Italia recovered from a trip into the Arnage gravel to complete the podium. ▶



Bird starred before Mulsanne shunt



Aston's #97 crew went unrewarded



Taylor/Magnussen/Garcia Chevy flew



LE MANS 24 HOURS 2014

WINNING TEAMS CHOOSE DUNLOP TYRES

The Le Mans 24 Hours race provides some of racing's most challenging conditions. In 2014 Dunlop teams filled all three podium places in the only class in which tyre brands compete head to head*.



JOTA SPORT #38
TYRES: DUNLOP

2014 LE MANS 24 HOURS (LMP2 CLASS)

- 1: **JOTA SPORT** – ZYTEK NISSAN (#38 DOLAN / TINCKNELL / TURVEY)
- 2: **THIRIET BY TDS RACING** – LIGIER NISSAN (#46 THIRIET / BADEY / GOMMENDY)
- 3: **SIGNATECH ALPINE** – ALPINE NISSAN (#36 CHATIN / PANCIATICI / WEBB)

* THE FIA WORLD ENDURANCE CHAMPIONSHIP LMP2 PROTOTYPE CATEGORY, INCORPORATING THE FIA ENDURANCE TROPHIES FOR DRIVERS AND TEAMS.



THIRIET BY TDS RACING #46 TYRES: DUNLOP



SIGNATECH ALPINE #36 TYRES: DUNLOP



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IN THE PADDOCK

Calendar reshuffle for autumn reveal

NEXT YEAR'S LE MANS 24 HOURS LOOKS

set to be the final round of a short 2015 World Endurance Championship before the series switches to a winter schedule straddling two calendar years.

WEC boss Gerard Neveu has refused to rule out an immediate introduction of the plans first outlined in March. He is insisting that the plans have universal approval in the paddock and that he will go public with the details of the coming season in the autumn.

Neveu and Pierre Fillon, president of WEC promoter and Le Mans 24 Hours organiser the Automobile Club de l'Ouest, have always insisted that the major hurdle to be overcome is the transition into the new calendar. It is understood that their plan is for a five-round season at the beginning of next year.

This would kick off in February and include the current Silverstone and Spa rounds, an event in the US (though not necessarily the current Austin race) and an additional European fixture.



Le Mans could be last round of new-look WEC calendar

SBLOXHAM/LAT



The ZEOD made history with one full-electric lap

ZEOD makes history despite race failure

NISSAN MIGHT HAVE BEEN MORE distraught upon the retirement of its ZEOD RC after 23 minutes and five laps into the race had it not already achieved the two primary targets of the project: 300km/h or 186.4mph on the Mulsanne Straight and the first all-electric lap of Le Mans.

The ZEOD, holder of the 'Garage 56' entry for experimental machinery this year, hit the 300km/h mark through the speed trap in qualifying in Satoshi Motoyama's hands on Thursday evening. At that stage Nissan and the RML team spearheading the programme weren't planning to go for the electric lap until the night on the race, but it took advantage of the data it had accrued during the 30 laps achieved on Thursday and cool temperatures during the morning warm-up to make an early attempt.

Wolfgang Reip went around the 8.47-mile Circuit de la Sarthe in a time of 4m22.159s using only the ZEOD's dual 110kW electric motors to make a little bit of history.

There were targets left unmet courtesy of

the ZEOD's early retirement with gearbox failure, however. Its best time with electric power was some way short of the 4m00s mark Nissan had been hoping for, and its best lap on petrol power from its three-cylinder turbo engine was only a 3m50.185s, which was also shy of its goal of going quicker than all the LMP2s.

The ZEOD would have moved closer to those marks had it ran longer into the race, according to Nissan global motorsport boss Darren Cox.

"We have done what we said we wanted to do, but there is a frustration because we know we definitely could have gone faster on both the petrol engine and the electric motors," he said.

The irony for the adventurous ZEOD project was that it wasn't its high-tech hybrid systems that hindered the car from the moment it arrived at Le Mans for the Test Day on June 1.

"It is the old tech that has let us down," said Cox, "not the new technologies."

REBELLION RESULT STILL TOO DISTANT

REBELLION RACING EQUALLED ITS PREVIOUS

best result of fourth at the Le Mans 24 Hours with its new Toyota-powered R-One, yet the petrol-powered LMP1 car was no nearer to the factory cars than it had been with the Lola back in 2012.

Nick Heidfeld, Mathias Beche and Nicolas Prost ended up 19 laps down on the winning Audi, eight more than two years ago. That kind of deficit wasn't what it had in mind when it commissioned the R-One from ORECA 14 months ago, nor what the FIA and the ACO intended when they created the LMP1-L (Light) sub-class for privateers.

The best of the two Rebellions had a largely trouble-free run, losing time in the pits with a clutch problem, which was resolved by a quick bleed, and an issue with an electrical sensor. Its pace started off some way shy of the manufacturer entries, but it picked up speed as the rubber went down, so much so that there were times in the closing stages when Heidfeld was outpacing the Porsches 919 Hybrids.

"Our roll-out was only seven weeks ago and now we've finished a 24-hour race, we have to be pretty happy," said Beche. "The disappointing thing is how far away we are from them [the factory LMP1s]."

Rebellion got a helping hand before the race with a 40kg weight break. The limit on the amount of fuel the cars could use over the course of a lap was removed, though the flow rate was only adjusted by two per cent in the car's favour.



Podium selfie for Heidfeld/Beche/Prost

25

DOLE/LAT

Tribute to a legend

Ayrton Senna

1/18 RESIN MODEL
COLLECTION



McLaren MP4/6 #1
1991 Japanese Grand Prix
A. Senna 2nd Place
(TSM141819R)

LIMITED
500



McLaren MP4/5 #1
1989 Monaco Grand Prix
A. Senna Winner
(TSM124331)

McLaren MP4/6 #1
1991 Brazilian Grand Prix
A. Senna Winner
(TSM124333)

1/43 RESIN MODEL
COLLECTION

McLaren MP4/4 #12
1988 Japanese Grand Prix
A. Senna Winner
(TSM134323)

McLaren MP4/6 #1
1988 Monaco Grand Prix
A. Senna Winner
(TSM134324)

IN THE PADDOCK

GARY WATKINS
SPORTSCAR
CONTRIBUTOR

@gazzasportscars



being driven flat-out through the entire duration without issue that we somehow now expect the Le Mans frontrunners to have clean runs.

Those kind of races have provided some real highlights in recent Le Mans history. I'm thinking 2008, '11 and '12 here. But the kind of fightback we saw from the winning Audi R18 e-tron quattro last weekend made for excitement of another sort.

Some amazing stunts from the recovering Audis were impressive to watch. Andre Lotterer starred as we would

expect, and ended up with fastest lap for the third time in four years. Marcel Fassler, definitely the junior partner in 2011 and '12, was super-fast, and so too was Marc Gene, all the more so given the circumstances of his Audi rise.

I'm not saying that this year's Le Mans will be remembered in the same way as 2008 or '11 – or even 1977, the year of the greatest comeback of them all from one Jacky Ickx. But the glitches endured by the factories added a dimension that is sometimes missing from the great race.

YOU CAN GET BLASE ABOUT THE RELIABILITY of the cars that emerge from megabuck factory racing programmes. We've become so used to LMP1 machinery

RESULTS

WORLD ENDURANCE CHAMPIONSHIP RD3/8 - 379 LAPS, 3209.619 MILES

POS	NO	DRIVERS (NATIONALITY)	TEAM	CAR	CLASS	RESULTS	QUAL	GRID
1	2	ANDRE LOTTERER (D) BENOIT TRELUYER (F) MARCEL FASSLER (CH)	AUDI SPORT TEAM JOEST	AUDI R18 E-TRON QUATTRO	LMP1	24h01m59.830s	3m24.276s	6
2	1	TOM KRISTENSEN (DK) LUCAS DI GRASSI (BR) MARC GENE (E)	AUDI SPORT TEAM JOEST	AUDI R18 E-TRON QUATTRO	LMP1	-3 laps	3m25.814s	7
3	8	NICOLAS LAPIERRE (F) ANTHONY DAVIDSON (GB) SEBASTIEN BUEMI (CH)	TOYOTA RACING	TOYOTA TS040 HYBRID	LMP1	-5 laps	3m25.523s	3
4	12	NICK HEIDFELD (D) NICOLAS PROST (F) MATHIAS BECHE (CH)	REBELLION RACING	REBELLION-TOYOTA R-ONE	LMP1	-19 laps	3m29.763s	8
5	38	HARRY TINCKNELL (GB) OLIVER TURVEY (GB) SIMON DOLAN (GB)	JOTA SPORT	ZYTEK-NISSAN Z11SN	LMP2	-23 laps	3m32.674s	11
6	46	TRISTAN GOMMENDY (F) LUDOVIC BADEY (F) PIERRE THIRIET (F)	THIRIET BY TDS RACING	LIGIER-NISSAN JSP2	LMP2	-24 laps	3m37.609s	10
7	36	NELSON PANCIATICI (F) PAUL-LOUP CHATIN (F) OLIVER WEBB (GB)	SIGNATECH ALPINE	ORECA-NISSAN 03R	LMP2	-24 laps	3m38.089s	14
8	24	RENE RAST (D) JAN CHAROUZ (CZ) VINCENT CAPILLAIRE (F)	SEBASTIEN LOEB RACING	ORECA-NISSAN 03R	LMP2	-25 laps	3m40.407s	20
9	35	JANN MARDENBOROUGH (GB) ALEX BRUNDLE (GB) MARK SHULZHITSKIY (RUS)	OAK RACING	LIGIER-NISSAN JSP2	LMP2	-25 laps	3m37.892s	12
10	43	CHRISTIAN KLIEN (A) GARY HIRSCH (CH) ROMAIN BRANDELA (F)	NEWBLOOD BY MORAND RACING	MORGAN-JUDD/BMW LMP2	LMP2	-27 laps	3m39.135s	17
11	14	NEEL JANI (CH) ROMAIN DUMAS (F) MARC LIEB (D)	PORSCHE TEAM	PORSCHE 919 HYBRID	LMP1	-31 laps	3m22.146s	2
12	33	HO-PIN TUNG (NL) ADDERLY FONG (CDN) DAVID CHENG (USA)	OAK RACING-TEAM ASIA	LIGIER-HPD JSP2	LMP2	-32 laps	3m42.988s	24
13	34	FRANCK MAILLEUX (F) JON LANCASTER (GB) MICHEL FREY (CH)	RACE PERFORMANCE	ORECA-JUDD/BMW 03R	LMP2	-37 laps	3m39.993s	18
14	50	PIERRE RAGUES (F) RICKY TAYLOR (USA) KEIKO IHARA (J)	LARBRE COMPETITION	MORGAN-JUDD/BMW LMP2	LMP2	-38 laps	3m43.843s	25
15	51	GIANMARIA BRUNI (I) TONI VILANDER (FIN) GIANCARLO FISICHELLA (I)	AF CORSE	FERRARI 458 ITALIA	GTE Pro	-40 laps	3m53.700s	28
16	73	JAN MAGNUSSEN (DK) ANTONIO GARCIA (E) JORDAN TAYLOR (USA)	CORVETTE RACING (PRATT & MILLER)	CHEVROLET CORVETTE C7.R	GTE Pro	-41 laps	3m54.777s	30
17	92	FREDERIC MAKOWIECKI (F) RICHARD LIETZ (A) MARCO HOLZER (D)	PORSCHE TEAM MANTHEY	PORSCHE 911 RSR	GTE Pro	-42 laps	3m55.516s	34
18	29	LEO ROUSSEL (F) JULIEN SCHELL (F) NIKI LEUTWILER (CH)	PEGASUS RACING	MORGAN-NISSAN LMP2	LMP2	-43 laps	3m42.438s	23
19	95	NICKI THIIIM (DK) KRISTIAN POULSEN (DK) DAVID HEINEMEIER HANSSON (DK)	ASTON MARTIN RACING	ASTON MARTIN VANTAGE V8	GTE Am	-45 laps	3m55.944s	37
20	74	OLIVER GAVIN (GB) TOMMY MILNER (USA) RICHARD WESTBROOK (GB)	CORVETTE RACING (PRATT & MILLER)	CHEVROLET CORVETTE C7.R	GTE Pro	-46 laps	3m55.190s	32
21	88	KLAUS BACHLER (A) CHRISTIAN RIED (D) KHALED AL QUBAIS (UAE)	PROTON COMPETITION	PORSCHE 911 RSR	GTE Am	-47 laps	3m56.974s	40
22	61	MARCO CIOCI (I) LUIS PEREZ COMPAN (RA) MIRKO VENTURI (I)	AF CORSE	FERRARI 458 ITALIA	GTE Am	-48 laps	3m55.977s	38
23	90	PAOLO RUBERTI (I) FRANKIE MONTECALVO (USA) GIANLUCA RODA (I)	8STAR MOTORSPORTS (AF CORSE)	FERRARI 458 ITALIA	GTE Am	-49 laps	3m57.217s	42
24	77	PATRICK LONG (USA) PATRICK DEMPSEY (USA) JOE FOSTER (USA)	DEMPSEY RACING-PROTON	PORSCHE 911 RSR	GTE Am	-50 laps	3m57.004s	41
25	42	TOM KIMBER-SMITH (GB) CHRIS DYSON (USA) MATTHEW McMURRY (USA)	CATERHAM RACING (GREAVES)	ZYTEK-NISSAN Z11SN	LMP2	-50 laps	3m40.035s	19
26	98	PEDRO LAMY (P) CHRISTOFFER NYGAARD (DK) PAUL DALLA LANA (CDN)	ASTON MARTIN RACING	ASTON MARTIN VANTAGE V8	GTE Am	-50 laps	3m55.644s	35
27	66	SPENCER PUMPELLY (USA) ABDULAZIZ AL FAISAL (SA) SETH NEIMAN (USA)	JMW MOTORSPORT	FERRARI 458 ITALIA	GTE Am	-52 laps	3m57.757s	44
28	70	SHINJI NAKANO (J) PIERRE EHRET (D) MARTIN RICH (GB)	TEAM TAISAN	FERRARI 458 ITALIA	GTE Am	-52 laps	4m01.446s	52
29	58	SOHEIL AYARI (F) FABIAN BARTHEZ (F) ANTHONY PONS (F)	TEAM SOFREV ASP	FERRARI 458 ITALIA	GTE Am	-54 laps	3m58.837s	50
30	57	NICLAS JONSSON (S) BEN COLLINS (GB) TRACY KROHN (USA)	KROHN RACING	FERRARI 458 ITALIA	GTE Am	-55 laps	4m01.006s	51
31	76	NICOLAS ARMINDO (F) RAYMOND NARAC (F) DAVID HALLYDAY (F)	IMSA PERFORMANCE MATMUT	PORSCHE 911 GT3-RSR	GTE Am	-56 laps	3m58.398s	47
32	53	JOHNNY MOWLEM (GB) MARK PATTERSON (USA) ARCHIE HAMILTON (GB)	RAM RACING	FERRARI 458 ITALIA	GTE Am	-60 laps	3m57.958s	45
33	79	HEROEN BLEEKEMOLEN (NL) COOPER MACNEIL (USA)	PROSPEED COMPETITION	PORSCHE 911 GT3-RSR	GTE Pro	-60 laps	3m59.012s	48
34	67	ERIC HELARY (F) ERIK MARIS (F) JEAN-MARC MERLIN (F)	IMSA PERFORMANCE MATMUT	PORSCHE 911 GT3-RSR	GTE Am	-60 laps	4m03.277s	53
35	97	DARREN TURNER (GB) BRUNO SENNA (BR) STEFAN MUCKE (D)	ASTON MARTIN RACING	ASTON MARTIN VANTAGE V8	GTE Pro	-69 laps	3m54.891s	31
36	91	PATRICK PILET (F) JORG BERGMEISTER (D) NICK TANDY (GB)	PORSCHE TEAM MANTHEY	PORSCHE 911 RSR	GTE Pro	-70 laps	3m55.745s	36
37	27	MIKA SALO (FIN) SERGEY ZLOBIN (RUS) ANTON LADYGIN (RUS)	SMP RACING (AF CORSE)	ORECA-NISSAN 03R	LMP2	-76 laps	3m42.131s	22
38	62	YANNICK MALLEGOL (F) JEAN-MARC BACHELIER (F) HOWARD BLANK (USA)	AF CORSE	FERRARI 458 ITALIA	GTE Am	-84 laps	4m10.354s	54
R 20		TIMO BERNHARD (D) BRENDON HARTLEY (NZ) MARK WEBBER (AUS)	PORSCHE TEAM	PORSCHE 919 HYBRID	LMP1	346 laps-engine	3m22.908s	4
R 7		ALEXANDER WURZ (A) STEPHANE SARRAZIN (F) KAZUKI NAKAJIMA (J)	TOYOTA RACING	TOYOTA TS040 HYBRID	LMP1	219 laps-electrical	3m21.789s	1
R 72		ANDREA BERTOLINI (I) VIKTOR SHAITAR (RUS) ALEKSEY BASOV (RUS)	SMP RACING	FERRARI 458 ITALIA	GTE Am	196 laps-accident	3m56.063s	39
R 75		EMMANUEL COLLARD (F) FRANCOIS PERRODO (F) MARKUS PALTTALA (FIN)	PROSPEED COMPETITION	PORSCHE 911 GT3-RSR	GTE Am	194 laps-lost wheel	3m58.394s	49
R 52		MATT GRIFFIN (IRL) ALVARO PARENTE (P) FEDERICO LEO (I)	RAM RACING	FERRARI 458 ITALIA	GTE Pro	140 laps-gearbox	3m55.347s	33
R 26		OLIVIER PLA (F) ROMAN RUSINOV (RUS) JULIEN CANAL (F)	G-DRIVE RACING (OAK)	MORGAN-NISSAN LMP2	LMP2	120 laps-accident	3m38.000s	13
R 60		RAFFAELE GIAMMARIA (I) LORENZO CASE (I) PETER MANN (USA)	AF CORSE	FERRARI 458 ITALIA	GTE Am	115 laps-accident	3m57.274s	43
R 47		ALEXANDRE IMPERATORI (CH) MATT HOWSON (GB) RICHARD BRADLEY (GB)	KCMG	ORECA-NISSAN 03R	LMP2	87 laps-accident	3m38.689s	16
R 13		ANDREA BELICCHI (D) DOMINIK KRAIHAMER (A) FABIO LEIMER (CH)	REBELLION RACING	REBELLION-TOYOTA R-ONE	LMP1	73 laps-engine	3m31.608s	9
R 48		NATHANAEEL BERTHON (F) KARUN CHANDHOK (IND) RODOLFO GONZALEZ (YV)	MURPHY PROTOTYPES	ORECA-NISSAN 03R	LMP2	73 laps-steering	3m38.207s	15
R 41		JAMES WINSLOW (GB) ALESSANDRO LATIF (GB) MICHAEL MUNEMANN (GB)	GREAVES MOTORSPORT	ZYTEK-NISSAN Z11SN	LMP2	31 laps-acc damage	3m44.293s	26
R 71		DAVIDE RIGON (I) OLIVIER BERETTA (MC) PIERRE KAFFER (D)	AF CORSE	FERRARI 458 ITALIA	GTE Pro	28 laps-engine	3m58.086s	46
R 3		MARCO BONANOMI (I) FILIPE ALBUQUERQUE (P) OLIVER JARVIS (GB)	AUDI SPORT TEAM JOEST	AUDI R18 E-TRON QUATTRO	LMP1	25 laps-accident	3m23.271s	5
R 81		SAM BIRD (GB) MICHELE RUGOLO (I) STEVE WYATT (AUS)	AF CORSE	FERRARI 458 ITALIA	GTE Am	22 laps-accident	3m54.665s	29
R 37		NICOLAS MINASSIAN (F) KIRILL LADYGIN (RUS) MAURIZIO MEDIANI (I)	SMP RACING (AF CORSE)	ORECA-NISSAN 03R	LMP2	9 laps-engine	3m41.297s	21
R 0		WOLFGANG REIP (B) LUCAS ORDONEZ (E) SATOSHI MOTOYAMA (J)	NISSAN MOTORSPORTS GLOBAL (RML)	NISSAN ZEOD RC	G56	5 laps-gearbox	3m50.185s	27
NS 99		FERNANDO REES (BR) ALEX MACDOWALL (GB) DARRYL O'YOUNG (PRC)	ASTON MARTIN RACING	ASTON MARTIN VANTAGE V8	GTE Pro	accident	3m57.258s	

In each car, first-named driver started race; driver in italics set qualifying time. Winners' average speed: 133.549mph. Fastest lap: Lotterer, 3m22.567s, 150.504mph; LMP2: Panciatici, 3m37.767s, 139.999mph; GTE Pro: Turner, 3m53.763s, 130.419mph; GTE Am: Nygaard, 3m54.480s, 130.020mph. Loic Duval (F) drove car #1 in practice, replaced by Gene due to injury; Gene drove #38 in practice, replaced by Turvey; James Calado (GB) drove car #71 in qualifying, replaced by Kaffer due to injury; Bret Curtis (USA) drove car #79 in qualifying, withdrew due to injury with car upgraded to GTE Pro

LMP DRIVERS

1	D'DSON/LAPIERRE/BUEMI	80
2	LOTTERER/TRELUYER/FLEUR	60
3	DI GRASSI/KRISTENSEN	54
4	BECHE/HEIDFELD/PROST	42
5	GENE	36
6	WURZ/NJIMA/SARRAZIN	35

LMP1 MANUFACTURERS

1	TOYOTA	115
2	AUDI	114
3	PORSCHE	60

GTE DRIVERS

1	BRUNI/VILANDER	90
2	MAKOWIECKI/HOLZER	63
3	LIETZ	61
4	FISICHELLA	51

GTE MANUFACTURERS

1	FERRARI	135
2	PORSCHE	123
3	ASTON MARTIN	85

LMP2 DRIVERS

1	ZLOBIN	77
2	A LADYGIN	65
3	PLA/CANAL/RUSINOV	52
4	SALO	50

GTE AM DRIVERS

1	POULSEN	93
2	THIIM	75
3	COMPAN/CIOCI/VENTURI	64
4	BACHLER/RIED/QUBAIS	60

POINTS SYSTEM EXPLAINED Drivers' championships: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers, 0.5 for all other finishers, 1 for pole. In GTE manufacturers, top two cars from each make score points. Double points for Le Mans.

I didn't really think the win was on, but second place was ours...

The last time **MARK WEBBER** drove at Le Mans, his Mercedes flipped on two occasions. His comeback with Porsche ended in glorious failure, but he loved every second of it

This year has laid a few ghosts: the last time I was at Le Mans wasn't nearly as enjoyable, for obvious reasons. When you've been flying through the air, it's hard not to remember it, but the race here this year was even better than I expected, from a personal as well as a sporting point of view. We led quite a few laps purely because we hung on so well. And we can all feel incredibly proud of that: it was a pretty amazing first time out here for Porsche.

Toyota and Audi went very hard on each other initially and, to be honest, we couldn't match their pace, so we just had to do fuel and tyres and keep stroking the girl as best as we could to bring us into the game.

To actually get within 90 minutes of a podium was a real feather in the cap. We didn't have ourselves down for that. But just after I took over in second place on Sunday we had a noise in the engine, and it just wasn't running clean so we couldn't continue. A shame, but it's been a massively positive experience.

The win would have been difficult, to be honest. Timo [Bernhard] had a puncture, so we brought him in a bit early before my last stint on Sunday as he couldn't do the full range. Then



This time Webber got to actually race

HONE/GETTY

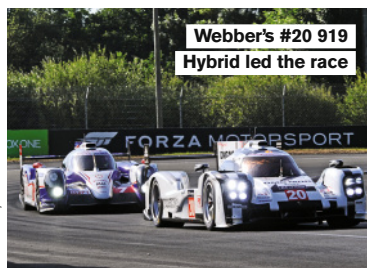
it was down to me: it was an honour to be asked to finish the race for Porsche. But I didn't really think the win was on; Audi were still playing with us a bit, which is an incredible position to be in. To have Audi still playing with you with an hour and a half to go at Le Mans? They certainly wouldn't have wanted that... But second place was ours and I was pretty confident about that.

On the whole I was happy with the stints and the consistency of my driving. I still think I've got a few areas to improve on at night, which I always knew was going to be one of the most difficult aspects to assimilate to. It's the first time I've driven here at night: it's certainly different, it's quick and you've got backmarkers but I did OK. The sleep wasn't actually a problem. I got about two hours, which is a bit light in 36 hours of being awake, but you're not aware of it. It's more mentally draining: it's hard to know, for example, what to eat and when.

The car was a bit tricky throughout the race. We had a chassis issue with the front at about 8pm, which is why both me and Brendon went off down an escape road. In order to deal with it, we had to put on quite a weird



The Aussie enjoyed his Le Mans return and doesn't miss F1



Webber's #20 919 Hybrid led the race

BLOXHAM/LAT

WEBBER EXORCISES HIS LE MANS 24-HOUR DEMONS

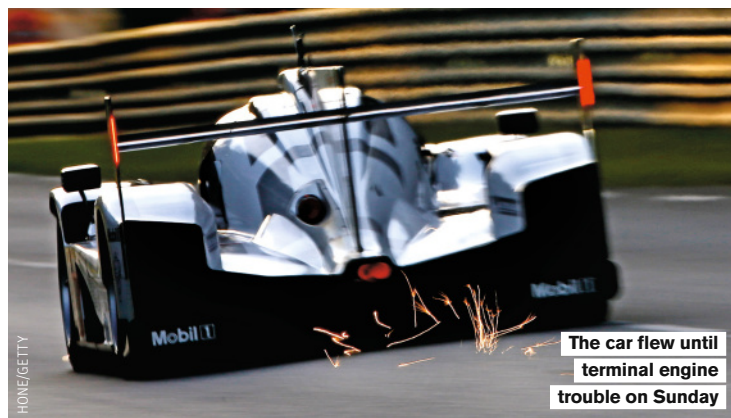
Despite two previous participations with Mercedes, when he didn't actually get to race, this was Mark Webber's first drive in the Le Mans 24 Hours.

The #20 Porsche crew got off to the best possible start by going quickest in first qualifying, thanks to a time from Brendon Hartley. In the end, neither he nor Timo Bernhard nor Webber could improve, and they started from fourth, with Bernhard in the car.

The German had the worst of the weather, handing over to Hartley and then Webber, who embarked on the first of his two quadruple stints just before 9pm. It was then that he had what proved to be his only significant



Webber downloads as co-drivers listen in



The car flew until terminal engine trouble on Sunday

off-track excursion of the weekend: skating down an escape road due to the front wheels locking. Having got out of the car after midnight, he settled down to what turned out to be only two hours of sleep before getting back in at 6am for his second quadruple stint.

This 53-lap effort turned out to be easier, despite the chassis issue persisting and the team deciding to up the pace to try to stave off the

Audis. "You've doubled your experience, you're feeling more confident, and the times were OK," concluded Webber. It was also fully light, which aided his task considerably.

The Australian was chosen to end the race, but it wasn't to be: the car slowed at the first Mulsanne chicane just before 1pm, with what turned out to be a terminal engine problem.

brake balance, and that was making it very easy to lock the front tyres. So I lost around 40 seconds, but in the overall scheme of things that doesn't really matter. I did two 3h40m stints, then we'd planned one 2h30m stint to the finish. So a good amount of driving.

The thing I'm going to take away most is that this is a great event, simply a brilliant race. Just the emotion of it all, it was incredible to share that with Timo and Brendon [Hartley]. I couldn't be happier at the moment and Formula 1 isn't something that I miss at all. The first race, at Melbourne, was a little tricky but now I'm over that and it's good to have your life back.

Endurance racing isn't for everyone: you have to reset your mind compared to F1 and accept that there are going to be compromises because you have to share the car and the set-up has to work for everyone. But personally, the team aspect is something I really enjoy, in every sense. I remember we did a 24-hour

"I couldn't be happier at the moment and F1 isn't something that I miss at all. I'm over that – it's good to have your life back"

Mark Webber

test and I went to get some sleep at the track, but it was still nice to hear the car going round and think to myself, 'there's Brendon, he's out there now' and wonder how he was getting on.

And Porsche is such a bloody great brand. There's a real heritage and a history and I think that definitely did influence me signing for them.

It's hard not to get passionate about the way these guys go racing. Timo is a wily fox, so experienced. As for Brendon, it's great to have that enthusiasm and that passion. But it's

about the whole team, just seeing the way everyone approaches the race and how brilliant they are at trailblazing. That's why it's going to be so great to keep building towards the future with these guys. And this is really where I see my future.

Whether I have the same length of career in sportscars remains to be seen – I had 13 years in F1 and that probably won't happen in sportscars. But it's got off to the best possible start and I've been made to feel very welcome. I wanted to do something different; there was the chance to go to Ferrari the year before, which might have been interesting, but I'm very glad I ended up here.

The history at Porsche runs so deep: one of the people I met over the weekend was Wolfgang Porsche, who came with his kids, and of course he remembers coming here with his own father. Then there was Derek Bell, another guy who has a massive history with Porsche. You're surrounded by that history all the time and it's important.

I think Le Mans is definitely the hardest race to win of them all, and having been through it now that's something I appreciate even more. On Sunday night the plan was to invite ourselves to the Audi party to congratulate them: you have to tip the cap because they deserve it. You know what? I was actually tipping the cap after five laps here, so to go and win the thing is quite something.

You never stop learning at Le Mans: that's one thing I've definitely learnt. And look at it this way: I'm definitely a much better Le Mans driver now than before I started. ☘



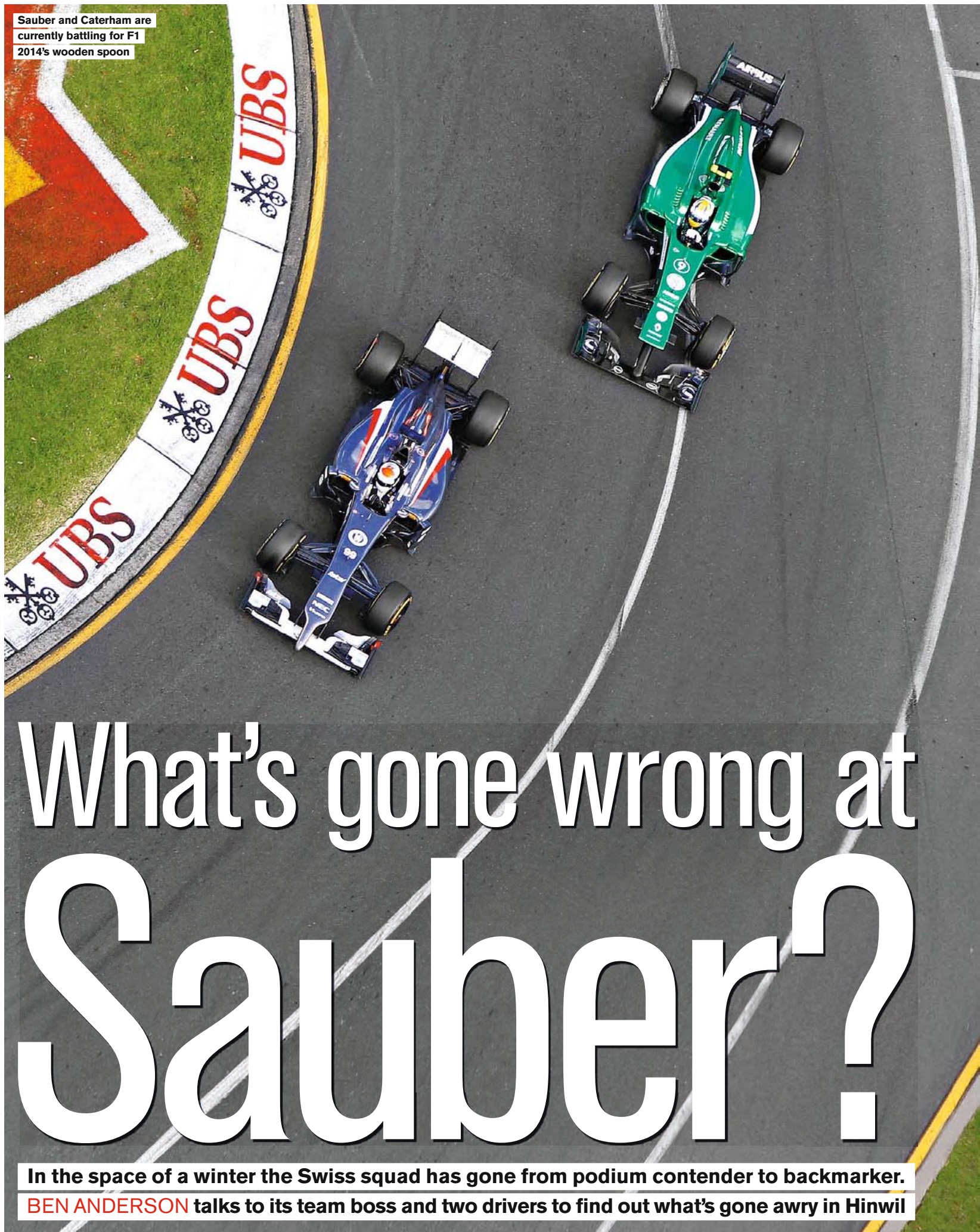
Webber with chairman Wolfgang Porsche



HOME/GETTY

HOME/GETTY

Sauber and Caterham are currently battling for F1 2014's wooden spoon



What's gone wrong at Sauber?

In the space of a winter the Swiss squad has gone from podium contender to backmarker.

BEN ANDERSON talks to its team boss and two drivers to find out what's gone awry in Hinwil

Monza, 2013: Hulkenberg qualified third for Sauber



During the final seven races of last season, Nico Hulkenberg's Sauber battled with and beat the likes of Fernando Alonso, Lewis Hamilton and Nico Rosberg. Four times the German finished inside the top six, results that helped carry his team past Toro Rosso to seventh in the constructors' championship.

Seven races into 2014, the Swiss squad has yet to qualify or finish inside the top 10 with the Ferrari-powered C33.

True, if Esteban Gutierrez hadn't clipped the Rascasse barrier in the closing stages of the Monaco GP Sauber would be on the score sheet by now. But his retirement means the Hinwil-based team is sandwiched between Marussia and Caterham, battling to not be last in the constructors' table.

How times have changed.

IT'S THE RULES

Sauber team principal Monisha Kaltenborn says the massive shift in F1's regulations over the winter put extra pressure on smaller teams to strike the right balance between developing last year's car and switching focus to this year. She says her squad is now paying the price for pushing up the grid in late-2013.

"We had to focus more on last year, but since we don't have endless capacity and means, we had to make compromises on the following year.

Now we are seeing the results of that," Kaltenborn tells AUTOSPORT.

"This is also very much a powertrain-dominated season. There is one that is clearly dominating, there's another that has definitely caught up a lot, then there is a third one..."

"In fairness our supplier has made significant progress, but it makes it tough for us. We have not done the best job, but everything coming together is leading to this."

THE DRIVERS' VIEWS

F1 sophomore Gutierrez, who also spent his rookie season with the team, agrees a combination of financial pressure amid massive rule change has played the biggest part in Sauber's struggles.

"Obviously the change of regulations threw up a lot of new variables, which have been difficult to adapt to," the Mexican explains. "Having the difficulties last year financially put even more challenges on top of everything.

"When you start the season and everything is tight," he adds, "the car is late and a lot of things are not totally understood before testing, it takes time.

"We are a professional team, we are trying to do our best, but it's not like there is only one problem. The car in certain occasions is very well balanced, but at slippery tracks like Montreal and Monaco

things become exponential.

"It's when you realise there is a lot more work to do."

Team-mate Adrian Sutil, who must be galled to see his former team Force India battling at the front this year while he struggles, says the C33 has been difficult to drive all season. This is despite a significant upgrade introduced for May's Spanish GP, designed principally to lighten an overweight car.

"Still the driveability is no progress to be honest, so on power it's very, very hard to control," the German admits. "There must be some solution but it's very difficult to find. In a few areas there are some improvements, but then other areas are made worse. It's not a clear direction at the moment."

HISTORY GIVES HOPE

Sauber's fall from grace shows just how quickly you get left behind in a sport as fast-paced as Formula 1. But it's been here before. It was outscored by all bar Williams across the first half of last season, but went on to record just five points fewer than McLaren (admittedly having a difficult year of its own) through the final eight races.

Kaltenborn believes the progress Sauber made last year shows how adept the team is at turning fortunes around. "We are still hopeful; there is potential in the car. Last year we could unlock it and we have to do the same here," she says. "I don't think we need any changes to our infrastructure, we just need to understand things better."

For Gutierrez the team needs to avoid a crisis of confidence while results are poor. "It is challenging. At the moment, if we do an extraordinary job we can be 13th, but if we are normal our package is capable of being 15th or 16th maximum," he says. "It's hard to accept that. We need to get together again as a team, because there is an energy happening at the moment, which is not positive and is dragging us down." ❧

Q&A



ERIC GANDELIN SAUBER CHIEF DESIGNER

There have clearly been issues with your car this year, requiring significant weight saving. Why was the car so heavy in the first place? Was there some miscommunication in terms of the engine spec?

The late start of the design left very limited time for optimisation. Some of the key data of the powertrain also arrived late, and the development of the power unit was ongoing until the last minute. This forced us to make compromises on the chassis, because we had to make sure the car was running at the first pre-season test. In a perfect world, we would have started development of the new car at an earlier stage. The powertrain played an important role. Under the time constraints the communication was not ideal.

The drivers say the car is difficult to drive and there is no obvious solution. Why is this?

Our influence on the driveability is limited, because it has a lot to do with the powertrain, and although a lot of progress has been made, there is still room for improvement. We are also having some issues on the chassis side with aerodynamics and set-up, which takes time to sort.

What will it take to get Sauber back up to where it wants to be?

We have very good people and a good infrastructure. Of course, more resources always help, but we have shown in the past that we are able to have good ideas and be creative. We will work very closely with our engine partner to maximise the potential of the car.

Sutil has branded the C33 "very, very difficult to control"



GARY ANDERSON'S VERDICT



Sauber is still playing catch-up, and can't throw money at development because it's not as well financed as some other teams. The car is nothing special, just a simple design. Over the past couple of seasons Sauber has lost its main design team leaders, James Key and Matt Morris, and it will take time to strengthen that area and come up with good ideas. For now the priority should be to increase the budget.



What customer cars would mean to F1

Should customer cars be allowed in Formula 1? **JONATHAN NOBLE** analyses the pros and cons

32

Increasing concerns about unsustainable spending, allied to doubts about the future of some of the teams on the grid, has once more opened up the prospect of customer cars being allowed back into Formula 1.

It was only from the start of 2010 that F1 moved to close off rules that had allowed outfits like Toro Rosso and Super Aguri to run cars designed by other outfits. But with costs having ramped up dramatically since that rule tweak was made, and efforts being made to try to guarantee grid numbers over the longer term, F1 supremo Bernie Ecclestone has proposed the return of customer cars – or even some outfits running a third entry.

Such a move would be a drastic departure from the way F1 has been in recent years. Here, **AUTOSPORT** looks at the various arguments in what is quite an intense debate within the sport.

THE FINANCIAL BENEFITS...

During recent discussions about cost control, one idea put forward by Ecclestone is for the big teams to form a technical tie-up with a smaller 'partner' outfit and supply them with cars and engines.

The notion behind the move is that it would bring two benefits: increase the income for bigger outfits at a time when budgets are running out of control, and also bring down costs for the smaller teams – because buying a whole customer car should be cheaper than designing and manufacturing one from scratch.

And as Toro Rosso showed at Monza in 2008, when Sebastian Vettel won in a Red Bull Technology car, there is no limit to what can be achieved with a customer chassis if it is run well.

Success with a customer chassis would bring about increased sponsorship revenue, thus further helping those cash-strapped outfits.



Last privateer win:
Sebastian Vettel for
Toro Rosso, Monza '08

D. NEUBAUER/LAT

...BUT THERE IS A SPORTING COST

With customer cars, a two-tier grid would likely open up – with six big-money teams at the front and six partner teams behind, forced to become customers and having to accept second-rate machinery.

Such a divide would threaten to diminish interest in the sport, and bring an end to the giant-killing performances of years gone by when midfield teams caused a surprise.

Toro Rosso's success in 2008 was a

modern-day one-off: the sport has changed so much in four years that a repeat would be a pipedream.

In addition, F1 could face huge problems after just one year, when sorting out whose customer car the partner teams would buy for the following campaign. There would be no incentive to take on an uncompetitive old chassis.

For 2015, for example, which team would not want the current Mercedes – and why would you



Super Aguri (behind) had a customer-car relationship with Honda



Kaltenborn (l) disagrees with Bernie over future

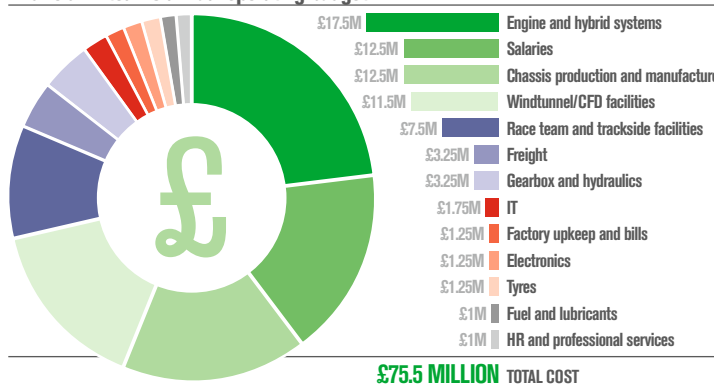
REVEALED

THE TRUE COST OF CURRENT F1

The customer-car debate has returned because of concerns about costs in F1 now being too high. F1's biggest teams are spending in excess of £150 million per season to fight for title glory, which is unsustainable for those outfits that do not win.

Teams further down the grid are struggling to raise the money needed to simply compete. So where does the money go? Sources have revealed to AUTOSPORT the real cost of being a midfield team in F1 – and details where the money is spent.

Midfield F1 team's annual operating budget



"I am personally against customer cars because I think it is detrimental to many teams who are proper constructors"

Toto Wolff

bother paying for anything else? There would likely be a rush for the smaller teams to all get the best car, which would increase the prospect of a grid mostly made up of one type of car. This would take away much of the DNA that has made F1 successful.

TEAMS AGAINST IT

Sauber team principal Monisha Kaltenborn has no doubts that the damage that would be done to F1 if customer cars came in.

"I don't think a DTM direction is the right way to go," she tells AUTOSPORT. "That's a very different championship and it cannot be done at a global level. The fans will not find it that exciting and interesting, so it will not be able to generate the right income. I'm very sure about that."

But it is not just the small teams who are against it.

Mercedes motorsport boss Toto Wolff thinks bigger outfits should look beyond their own financial gains

from customer cars and think about the long-term health of the sport.

"I am personally against customer cars because I think it is detrimental to many teams who are proper constructors," he says.

SECURING THE GRID IS KEY

While there is resistance to Ecclestone's idea of manufacturer teams and 'partner' outfits, it is clear that F1 has to think carefully about how to secure future healthy grids.

It remains to be seen if the FIA will achieve effective cost-control measures at its next World Motor Sport Council meeting later this month – when a plan to sort out F1's financial crisis is on the agenda.

Should that fail – and should some current teams find themselves unable to continue in F1 – then there are options for third cars to be brought in if the grid falls below 18 competitors. But even that scenario poses dangers in pushing midfield teams even

further down the grid.

"It would be 10 per cent of our budget if we ran a third car, but you don't want to fill the grid with a third Mercedes, Red Bull and Ferrari," argues Wolff. "Then some other teams, instead of finishing in the top 10, would end up in the top 20."

Rather than tinkering with customer cars, it would make most sense for F1's chiefs to focus on a way of making the sport sustainable – so that all the current teams can survive in their current guise.

The relaxing of F1's customer-car rules, already planned for 2015 by cutting back on the 'listed parts' that teams must make themselves, is a step to try to find a halfway-house that can help the smaller squads survive – and deliver income to the bigger outfits.

But more needs to be done later this month to sort out costs properly – so the customer-car argument can be put to bed once and for all. ❧



AUSTRIAN GP PREVIEW

F1'S NEWEST FORM OF ENERGY RECOVERY

The MGU-H is part of F1 2014's new green revolution. **CRAIG SCARBOROUGH** explains how it works

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This year, Formula 1 adopted a new kind of energy-recovery system on top of the kinetic (ERS-K). There is now the ERS-H, the H standing for Heat. This is a second motor-generator unit (MGU-H) alongside the turbocharger shaft.

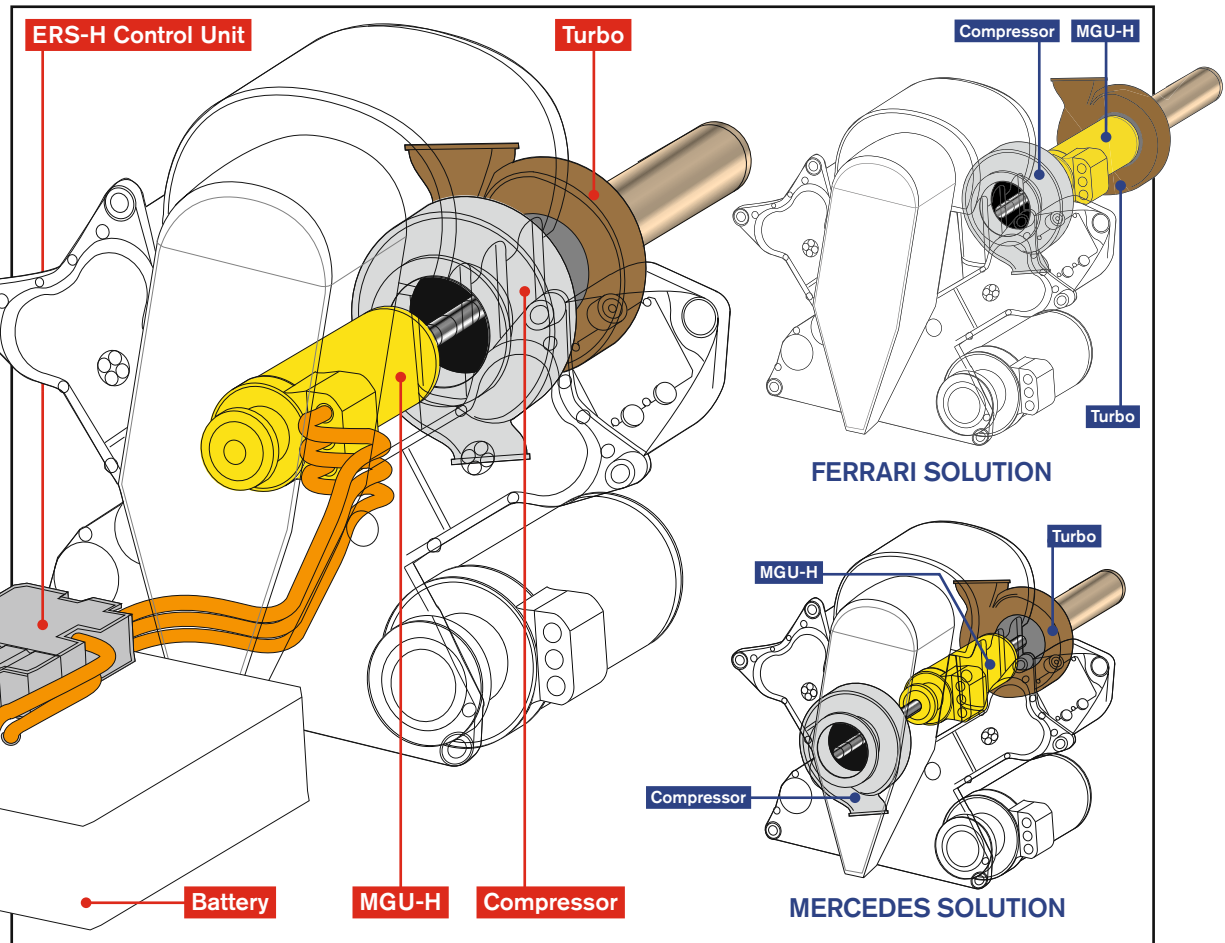
The heat title is a misnomer, as the MGU-H harvests the kinetic energy of the rapidly spinning turbocharger, not its thermal energy. Unlike the ERS-K, the energy recovered, stored and reused by the ERS-H is not capped and can add to the capped energy limit of 4MJ for the ERS-K.

To recover energy, the MGU-H works in its generator mode to create electricity within its internal windings. When the driver is off the throttle, the spinning turbocharger is slowed by the magnetic drag of the MGU-H. The energy collected can then be reused.

This energy can be either stored in the batteries for use later or immediately deployed. In either case, there are two ways that the energy can be used, either to spin the turbocharger back up to reduce turbo lag or to power the larger MGU-K extending the 33-second duration of the 160hp ERS-K boost.

In the former case, the energy is sent via the three-phase AC cables to the control electronics and then into the battery. As the driver presses the throttle pedal to accelerate, the energy flow is reversed and the MGU-H is used as a motor to spin the turbocharger. As the turbo is spun up quicker, more boost is immediately created for a quicker response and more acceleration.

In this mode the ERS-H acts like a wastegate on the turbocharger,



although wastegates are also fitted to the exhausts to reduce turbo lag or overboost in some situations.

In the second mode, the ERS-H can add directly to the power at the rear wheels. Energy created by the MGU-H can be sent via the control electronics to the MGU-K.

Energy from ERS-H in this mode can be either from the battery or direct from the MGU-H. In the latter case power can even be harvested on full throttle. However this is effectively

burning fuel to create the energy, so this mode is only used tactically, such as in qualifying or for overtaking during the race.

The unit is similar in size to last year's KERS MGU, being somewhat larger than a road car's alternator. As the MGU needs to have a mechanical link to the turbo, the unit is typically coupled to the turbocharger's shaft. Renault mounts its MGU in front of the engine, this being in front of the turbocharger, which is at the back of

the engine. Mercedes, with its split turbo design also mounts the MGU in the engine's 'V', but the unit sits on a long shaft between elements of the turbocharger.

Ferrari also has the MGU mounted between the compressor and turbine; uniquely this is on a much shorter shaft and sits with the turbo behind the engine. These different positions have little effect on the MGU-H itself, but are more to do with the packaging of the turbo and its cooling.

WHAT TO WATCH OUT FOR

Red Bull & McLaren making a big push

Red Bull is set for a major engine upgrade from Renault for the home race of team owner Dietrich Mateschitz, as it bids to build on Daniel Ricciardo's fortunate win in Canada last time out. McLaren has endured a much less competitive start to its season, but hopes a substantial aerodynamic update for this race will push it further up the grid.



FERRARI/LAT

Drivers learning the track

The Red Bull Ring (formerly known as the A1-Ring, and before that the Osterreichring) returns to the calendar for the first time since 2003. A decade is a long time, and by our calculations only 10 drivers on the current grid have raced at this circuit before. That will make for some interesting moments in FP1 as the rest get to grips with the layout.



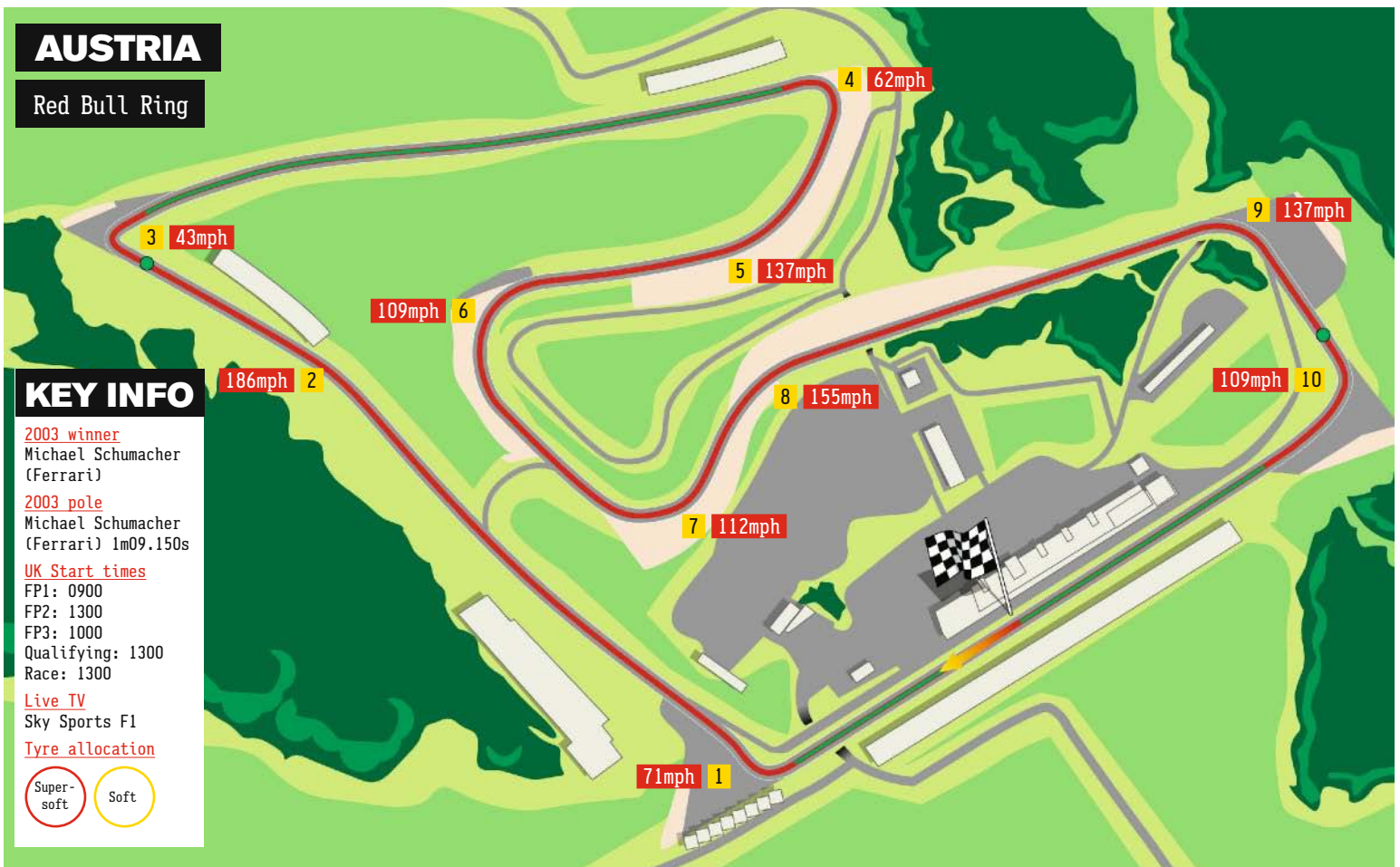
RED BULL RACING

Jean-Eric Vergne making Q3

The Toro Rosso driver has been an unsung hero of Saturdays at GPs this season, making Q3 for every race bar Bahrain (where he had fuel-flow meter problem) and Spain (where he sat out Q2 to save tyres after receiving a grid penalty in practice). Qually was the Frenchman's weak suit last season, but he looks to have turned things around this year.

AUSTRIA

Red Bull Ring



KEY INFO

2003 winner
Michael Schumacher (Ferrari)

2003 pole
Michael Schumacher (Ferrari) 1m09.150s

UK Start times
FP1: 0900
FP2: 1300
FP3: 1000
Qualifying: 1300
Race: 1300

Live TV
Sky Sports F1

Tyre allocation



35

CLASSIC RACE: 1997

Jacques Villeneuve closed to within a point of leader Michael Schumacher by taking his sixth win of 1997. Jarno Trulli's Prost started third and led for half the race until the pitstops. The Italian remained on course for second until an engine failure struck 13 laps from home, handing the place to David Coulthard's McLaren. The drivers were given extra 'acclimatisation' sessions on the Thursday, as the new 'A1-Ring' layout was new. The general consensus

was this was a Bridgestone circuit, but although four of its runners qualified inside the top seven, its top finisher was Damon Hill's seventh-placed Arrows. The reigning world champion, who announced his 1998 deal to drive for Jordan on the eve of the race, was passed late-on by Schumacher's Ferrari – the German recovering from a 10-second stop-go penalty for passing Heinz-Harald Frentzen's Williams under yellow flags.



WHAT THE AUSTRIAN GP MEANS TO *AUSTRIANS*

Formula 1 returns to Styria this weekend. Veteran journalist **HEINZ PRULLER** argues that the return to his homeland is more important than you think, and recalls some great moments

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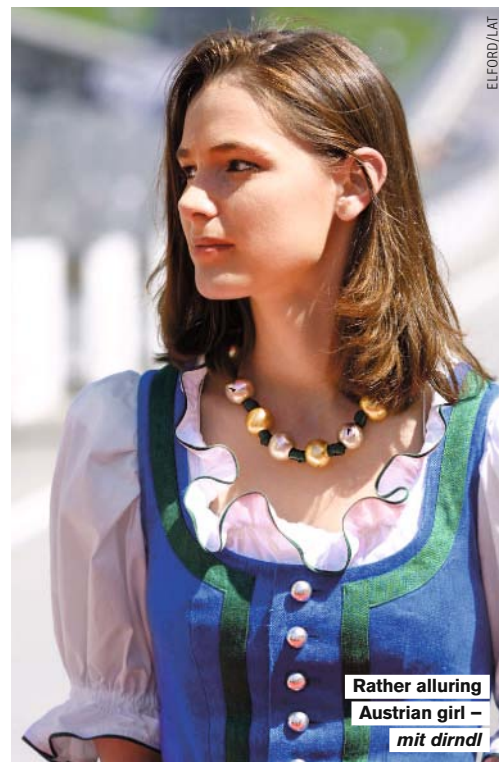


So, we're about to see the Austrian girls in the pits again in their dirndl (*traditional dress in the Styrian region – Ed*) as the Formula 1 circus happily returns to one of the most charming grand prix venues. The Austrian GP, killed 10 years ago by the politicians, is back. Not for a one-off performance, but for seven years.

“One day we’ll be back,” Bernie Ecclestone had promised at a very sentimental, touching, farewell party in 2003 in the big tent in Zeltweg. “We’ve always had a very good time in Austria.” And he kept his word.

The new contract, signed with Red Bull Ring owner Dietrich ‘Didi’ Mateschitz, runs until 2019. Styria, the home of Jochen Rindt, Helmut Marko and Mateschitz himself, is again the green heart of F1, and a favourite grand prix of many drivers – past and present.

The ski-crazy nation of Austria is now eagerly awaiting the stars on asphalt. The comeback sensation was hardly announced when, during the winter, ticket selling opened on the internet and all the servers broke down. Once fixed, the GP was sold out within 36 hours.



Rather alluring Austrian girl – mit dirndl

‘Bandini had always forbidden his wife to come to a grand prix, but Clark had smuggled her into the track’

After that, new steel grandstands had to be built or enlarged. Discussions about the environment and the noise of racing cars quietened down.

“For 30,000 spectators I won’t make a GP,” Mateschitz once said. Now the local politicians officially allow 225,000 spectators on all three days. Almost a quarter of a million, a lot more than in Monaco or at Monza, not to mention some of the Asian races in front of empty grandstands...

So on June 22 Austria has a glorious end to a long fight. And to a remarkable success story.

A RICH HISTORY

The love affair of the motorsport-crazy Austrians with the big stars of motor racing began in 1960 with a Formula 2 race at Zeltweg airport in the heart of Austria – beautiful scenery and an enthusiastic crowd that was difficult

to control. There were no guardrails, only ropes separating the racing cars from the spectators, who pushed towards the racing cars more and more “until there was only a very narrow path left for us”, remembers Sir Stirling Moss. “Bloody dangerous.”

No wonder the race was stopped a few laps from the flag, with Moss’s Rob Walker Porsche winning from Hans Herrmann’s works car.

Next chapter in the adventurous Zeltweg story was a non-championship F1 race in 1961. Innes Ireland won, and celebrated his victory by climbing up the Judenburg church tower around midnight. There were always parties at Zeltweg.

Many years later Ireland went back to the Austrian GP as a journalist. A bit older, carrying a few more kilos, but no less adventurous. He desperately wanted to repeat his tower-climbing performance from 1961. We just managed to hold him back...

Fifty years ago the country at last held its first world championship grand prix. For Austria it was like the beginning of a space race. There was the same enthusiasm as in 1960, the same bumpy airfield that killed floors, suspensions, brakes and gearboxes. And in the 105-lap race all the favourites dropped out, including Jim Clark, Graham Hill and John Surtees. So Lorenzo Bandini was a surprise winner in his Ferrari, taking his first (and only) world championship race victory from Richie Ginther’s BRM and Brabham privateer Bob Anderson.

The real surprise, however, came on the winner’s rostrum. This was the time of superstition and Bandini had always forbidden his wife Margherita to come to a grand prix because he feared bad luck when she was there. But what did Bandini see at the victory ceremony? A smiling, familiar face in the crowd – his wife: Clark had smuggled her into the circuit without telling her husband! ▶



The track has changed, but thankfully the Styrian scenery hasn’t



Zeltweg 1964: Maggs leads Anderson past stranded car of Taylor

OSTERREICHRING FIRSTS

► Sentimental feeling or not, Austria now needed a real racetrack. Enter the 3.7-mile picturesque Osterreichring, in the hills just above the old airfield circuit. At the sensational premiere in 1970 more than 100,000 celebrated the pole position of Austria's national hero Jochen Rindt, for many their first man in space and, for others, the first popstar in motor racing.

Rindt was heading towards the world championship. He had already won five grands prix that year and was not too disappointed about his engine failure in his home race. "Better here than at Monza", he told this writer. "You can't win them all..." But the crowd cared and, sadly, people started leaving the circuit.

Ferrari celebrated a double triumph on the new circuit, Rindt's rival Jacky Ickx winning from Clay Regazzoni. Later, at the Osterreichring 1000Km world sportscar race, Regazzoni broke his leg playing football with the Ferrari mechanics behind the pits and was replaced by Helmut Marko...

The circuit established its prestige with wet races, interrupted events and remarkable maiden victories, 1975 being a good example. Amid terrible rain, red flags flew, desperately ordered by Bernie Ecclestone and Luca di Montezemolo "before somebody gets killed". Winner Vittorio Brambilla raised both his arms in triumph – and promptly crashed heavily into the pitwall.



Brambilla won in 1975, and Bernie wound up Max



Charismatic Rindt was a national hero in Austria

Brambilla's March was damaged, and Bernie frightened team boss Max Mosley by telling him: "Quickly repair your car for the second heat." Max turned white in horror, Bernie smiled, and the result stood.

Of course, every track has its dark side. Shortly after the 1975 race, Mark Donohue, who had suffered a tyre explosion at high speed during the warm-up, died in a hospital close to Zeltweg. "He was able to talk to me, but his head and brain injuries were too heavy," recalls Mario Andretti.

When F1 returned the following year, Austria's new hero Niki Lauda was still in hospital after his dramatic Nurburgring accident. And Roger Penske – one year after losing Donohue – left Zeltweg with another new F1 winner: John Watson, who had to shave off his trademark beard after losing a bet. Much like famous journalist Denis Jenkinson had to do in 1969 when he lost his bet that "Jochen Rindt will never win a grand prix".

The run of first-time winners continued in 1977 with Alan Jones, driving the white Shadow of Don Nichols, a former CIA secret agent in Hong Kong, who walked through the pits with hat and black raincoat.

Nobody had rated Jones as a possible winner. "Fat and quick" was how Lauda described the Australian, who started the rain-affected race 14th. The organisers had not bothered to prepare the Australian national anthem, creating a difficult situation when Jones won. What to do now?

"The quickest corner has to be named after Rindt. A chicane would terribly offend him" GERHARD BERGER



In 1977, winner Jones started down in 14th



'Lazy' Lauda won in 1984 from Piquet and Alboreto

The race director had an idea: "Just play something English." And so, out of the loudspeakers, came *Happy birthday to you*, much to Alan's – and everybody else's – surprise!

TRUMPETS AND HIGH SPEEDS

There are endless Zeltweg stories: how Alain Prost, three-time winner of the Austrian GP, always caught trout from the nearby river and made his own barbecue for friends every evening, or how Lauda had a gearbox problem in his leading McLaren at the Boschkurve in 1984. Instead of stopping and jumping out, he decided to keep the car rolling, cruising slowly downhill to the pits "because I was too lazy to walk all the way."

Unexpectedly the gearbox started working again, so Niki continued slowly past the pits, and carefully carried on to take victory.

Second-placed runner Nelson Piquet thought: "Typical Niki, the master of strategy." He too slowed down and his Brabham got to the flag 23 seconds behind Lauda. Niki told him the truth at the victory ceremony. Piquet was surprised and shocked: "What an idiot I am. I could have won the race." If he had, Lauda would not have won his third title in 1984.



Despite changes, circuit retains organic old-school feel



Mansell won final GP on Osterreichring, 1987



Few know how much Mateschitz paid Ecclestone

Every Saturday evening there was an exclusive Ferrari dinner party in Zeltweg. In 1981, Gilles Villeneuve, the quickest but riskiest driver of the era, grabbed a trumpet and played the famous solo from the great movie, *From Here to Eternity*, performed by Montgomery Clift after his friend Frank Sinatra had died in prison. Some of us felt cold shivers on our backs. Villeneuve did not come back to Zeltweg the following year...

In the 1980s, the Osterreichring and Silverstone were the fastest F1 tracks in the world. After Nigel Mansell hammered in his incredible 1m09.832s Silverstone lap, averaging 153.1mph around the ex-RAF airfield in the 1987 British GP, his fastest lap in Austria a month later was less than 3mph slower. The Osterreichring had become too fast, the start/finish straight too narrow — as the two multiple shunts that year indicated.

The last winner on the old, classic circuit was Mansell. On his victory lap in a pick-up truck he

hit his forehead on a low bridge, but luckily escaped without serious injuries. Years later, when this writer met him on a British golf course, he could still show off the marks.

“I was never really intelligent,” Nigel joked, “but since Zeltweg it has become even worse.”

REBIRTH AND REVIVAL

The Austrian GP fell off the calendar for almost a decade, but returned in 1997 on a shortened 2.69-mile circuit. Some complained it had too few corners, but the races often produced tension.

The corners were — like now — named after champion drivers. “The quickest corner of them all has to be given to Jochen Rindt,” said Gerhard Berger. “Because with a chicane we would terribly offend him.”

Jacques Villeneuve was the first winner on the rebuilt A1-Ring; Michael Schumacher the last in 2003, a year after the controversial team-orders fiasco in which Rubens Barrichello was ordered to let Ferrari team-mate Schuey through to win.

And then darkness fell on Zeltweg: rusty guardrails, abandoned houses, empty pubs. It looked like the old East Germany. Zeltweg, such a glorious natural place for many years, had become a ghost city.

But Red Bull supremo Mateschitz had been born and raised quite near Zeltweg, and is still proud of an autographed picture of Rindt. He decided to resurrect the circuit. Country houses were repaired and freshly painted, hotels and restaurants transformed.

He had his Red Bull Ring, now officially in Spielberg, declared a “playground for racing-interested fans and friends”. But behind the scenes, he had many talks with Ecclestone and the wonder happened: Austria got its GP back.

That the country has beaten billion-dollar, state-pushed competition is sensational. “There’s nothing better than to get back your grand prix,” says Lauda. “We all have to say thank you to Didi.”

For Helmut Marko, Rindt’s school buddy in Graz, the Austrian Grand Prix is “the absolute crowning of it all”.

Contract details have to remain secret. Normally, some people believe, the first GP of the year costs \$30 million, the last \$50m, and every other race — including the Red Bull Ring — \$20m. But money is not everything to Mateschitz. And we know Bernie has already helped the Nurburgring on some occasions...

So thank you Bernie, *danke Didi*. Or, as the Austrians say, *prost!* 🍷



Barrichello robbed in 2002 by team orders



Vettel in a Ferrari! With new grandstand behind

NASCAR SPRINT CUP MICHIGAN (USA), JUNE 15 RD 15/36

Champ Johnson breaks Michigan jinx

NASCAR GOLIATH JIMMIE JOHNSON broke a personal duck at Michigan International Speedway on Sunday afternoon while adding to a streak of five race wins for Hendrick Motorsports that, even by the team's stratospheric standards, is impressive.

Johnson's third victory of the season in his Hendrick Chevrolet – all of which have come in the past four weeks – came at a track on which he'd never tasted success before. He quipped later that he had "figured out every way to lose this race; this time we found a way to win it".

As usual, Johnson owed much to the tactical nous of crew chief Chad Knaus. A perfectly timed pitstop with 36 laps to go meant he rejoined in clear air and on four fresh tyres, and he simply waited for those ahead to peel off into the pitlane before cruising to a 1.2s victory over poleman Kevin Harvick (Stewart-Haas Chevy). Johnson's only real rival on pace, Harvick had to battle past Brad Keselowski and Paul Menard while Johnson streaked away during a long green-flag run to the finish.

Third-placed Keselowski pointed to the "big-motor cars" as his Penske Ford was the only interloper in the Chevrolet top eight, six of which were Hendrick-powered. The fourth-placed Richard Childress-run/powered Chevy of Menard led a trio of Hendrick team cars comprising Kasey Kahne (an early spinner), Jeff Gordon (car great in clear air, terrible



Johnson extended mega recent run

in traffic) and Dale Earnhardt Jr.

Kyle Larson bounced back from a spin and pitlane speeding penalty to finish eighth, with Juan Pablo Montoya 18th on his series return.

● Connell Sanders Jr

RESULTS

1 Jimmie Johnson (Chevrolet SS), 200 laps in 2h47m19s; 2 Kevin Harvick (Chevy), +1.214s; 3 Brad Keselowski (Ford Fusion); 4 Paul Menard (Chevy); 5 Kasey Kahne (Chevy); 6 Jeff Gordon (Chevy); 7 Dale Earnhardt Jr (Chevy); 8 Kyle

Larson (Chevy); 9 Joey Logano (Ford); 10 Clint Bowyer (Toyota Camry). **Points 1 Gordon, 537**; 2 Johnson, 522; 3 Earnhardt, 514; 4 Matt Kenseth, 513; 5 Keselowski, 490; 6 Carl Edwards, 462; 7 Logano, 454; 8 Larson, 454; 9 Harvick, 447; 10 Kyle Busch, 446.

40



Jeffri broke his F3 duck

GERMAN FORMULA 3 HOCKENHEIM (D), JUNE 14-15 RD 4/8

Jeffri shares it with Pommer

IT WAS HONOURS EVEN FOR NABIL Jeffri and Markus Pommer as each took a win and a second. And it was dishonours even too, as the Motopark duo clashed in the reversed-grid race and failed to finish.

Malaysian Jeffri converted pole for race one into his first win, while Pommer led all the way in the finale.

Britain's Sam MacLeod took his second German F3 win in the reversed-grid race in his Van Amersfoort Racing car, with Santino Ferrucci next for his first podium.

● Rene de Boer

RESULTS

Race 1 1 Nabil Jeffri (Dallara-VW F311), 19 laps in 30m18.271s; 2 Markus Pommer (DV F308), +2.480s; 3 Indy Dontje (DV F308); 4 Weiron Tan (DV F308); 5 Santino Ferrucci (D-Mercedes F311); 6 Dino Zamparelli (DV F308). **Race 2 1 Sam MacLeod (DV F311)**, 13 laps in 20m49.792s; 2 Ferrucci, +8.825s; 3 Dontje; 4 Tan; 5 Andres Mendez (DV F309); 6 Nikita Zlobin (DV F308). **Race 3 1 Pommer**, 19 laps in 30m29.484s; 2 Jeffri, +0.885s; 3 Nicolai Sylvest (DV F309); 4 MacLeod; 5 Mendez; 6 Zlobin. **Points 1 Pommer, 218**; 2 Jeffri, 151; 3 Dontje, 146; 4 MacLeod, 129; 5 Sylvest, 85; 6 Tan, 72.

FORMULA RENAULT NEC HOCKENHEIM (D), JUNE 14-15 RD 3/7

Barnicoat joins winners

BRITAIN'S BEN BARNICOAT TOOK HIS first victory to become one of seven NEC winners in seven races.

Barnicoat chased Swede Gustav Malja (Josef Kaufmann Racing) in the first race. Front-row starter Seb Morris damaged his front wing on lap one, leaving a charging Levin Amweg to overhaul Louis Deletraz in an all-Swiss battle for third.

Fortec-run Barnicoat shook off an early challenge from points leader Steijn Schothorst before settling down to win race two. Behind them, Amweg held off Callan O'Keeffe, with Morris taking fifth.

Aurelien Panis started from pole for the reversed-grid finale and led O'Keeffe and Amweg in an ART 1-2-3. Amweg held second before locking his brakes and flat-spotting his tyres, letting O'Keeffe through.

Schothorst kept his points lead with seventh, while Morris charged from 21st on the grid to ninth.

Two more Brits claimed top-10

places, Jake Hughes taking a best of seventh and Raoul Owens a 10th.

● Rene de Boer

RESULTS

Race 1 1 Gustav Malja, 16 laps in 26m36.036s; 2 Ben Barnicoat, +1.552s; 3 Levin Amweg; 4 Louis Deletraz; 5 Callan O'Keeffe; 6 Aurelien Panis. **Race 2 1 Barnicoat**, 15 laps in 25m02.722s; 2 Steijn Schothorst, +2.045s; 3 Amweg; 4 O'Keeffe; 5 Seb Morris; 6 Deletraz. **Race 3 1 Panis**, 15 laps in 25m04.487s; 2 O'Keeffe, +1.977s; 3 Amweg; 4 Malja; 5 Ukky Sasahara; 6 Barnicoat. **Points 1 Schothorst, 122**; 2 Barnicoat, 116; 3 Deletraz, 107; 4 Amweg, 107; 5 O'Keeffe, 94; 6 Morris, 85.



Barnicoat leads Malja and Amweg



WORLD RALLYCROSS HELL (N), JUNE 14-15 RD 3/12

Teenager Nitiss gives them Hell

LATVIAN REINIS NITISS BECAME THE youngest winner of an FIA Supercar rallycross event as he claimed victory in the third round of the world championship at Hell in Norway.

Fast all weekend, Nitiss was second at the intermediate classification behind Brit Liam Doran, who had his best weekend of the season to date.

While 18-year-old Nitiss took his Ford Fiesta to victory in his semi-final, Doran was forced out with a puncture, leaving the door open for local hero Petter Solberg to join Nitiss on the front row for the final.

Solberg made the best start and his Citroen headed straight for the joker lap, while Nitiss remained on the main circuit followed by reigning European champ Timur Timerzyanov, who had retired from round two at Lydden Hill with engine failure.



Trouble at start for Marklund

Timerzyanov's team-mate Timmy Hansen chased Solberg into the joker but left the door slightly ajar, just enough for Henning Solberg to try and find a way past. Contact was made, Hansen going up the bank on the outside with broken power-steering, while American World Rallycross debutant Ken Block jumped the pair to run fourth.

Timerzyanov took his joker lap on the fourth tour, returning to the main circuit behind Solberg but neck and neck with Block, the Gymkhana star just getting ahead of the Russian.

Having built a comfortable lead, Nitiss saved his joker until the final lap, and maintained his position to win his first Supercar event in only his third start in the category and claim the series lead. "It's an amazing result, it was really hard to drive in front of these two stars," said Nitiss. "I made lots of mistakes this weekend, but I didn't in the final."

Solberg was happy to finish second to keep his championship challenge on track, and Block was equally delighted with third. Timerzyanov finished fourth, his rain tyres having

gone off on a drying track, while Henning Solberg's rear suspension collapsed as he crossed the finish line.

Lydden winner Andreas Bakkerud had a torrid weekend. Driveshaft problems on day one meant he just scraped into the semi-finals, from which he would not progress, while Jacques Villeneuve's hopes of a semi-final position were dashed by a puncture in heat four.

Mattias Ekstrom debuted his new Audi S1 in what was effectively an extended test session for his recently formed EKS RX team. The new car performed well but lacked power – once those issues are resolved Ekstrom and team-mate Pontus Tidemand will be contenders.

● Hal Ridge

RESULTS

1 Reinis Nitiss (Ford Fiesta), 6 laps in 4m07.165s; 2 Petter Solberg (Citroen DS3), +0.098s; 3 Ken Block (Ford); 4 Timur Timerzyanov (Peugeot 208); 5 Henning Solberg (Saab 9-3); 6 Timmy Hansen (Peugeot). **Points** **1 Nitiss, 72**; 2 Solberg, 69; 3 Toomas Heikinen, 60; 4 Andreas Bakkerud, 56; 5 Timerzyanov, 41; 6 Anton Marklund, 39.



Canapino leads the way in Argentina

SUPER TC2000 LA PAMPA (RA), JUNE 15 RD 5/12

Canapino on form in Pug

AGUSTIN CANAPINO DROVE A faultless race to take his first win since switching to Peugeot for 2014.

As the winner of the fastest heat, Canapino started from pole with Leonel Pernia's Renault (the other heat winner) alongside. But it was the Fiat of Facundo Arduso who darted through from the second row to lead for a few metres, before Canapino reasserted himself in front.

Fiat's challenge fell apart at half distance when Mariano Werner's engine went sour while he was running fifth, and then Arduso's hydraulics failed on his Linea.

Pernia therefore inherited second,

but was little threat to Canapino, and was similarly untroubled by Toyota's Matias Rossi, the reigning champion who is beginning to recover from a meagre early-season points haul.

Series leader Norberto Fontana battled his Chevy Cruze through to fourth from his handicap start.

● Tony Watson

RESULTS

1 Agustin Canapino (Peugeot 408), 24 laps in 30m28.280s; 2 Leonel Pernia (Renault Fluence), +1.410s; 3 Matias Rossi (Toyota Corolla); 4 Norberto Fontana (Chevrolet Cruze); 5 Facundo Chapur (Peugeot); 6 Esteban Guerrieri (Toyota). **Points** **1 Fontana, 87**; 2 Canapino, 80; 3 Nestor Girolami, 71; 4 Mariano Werner, 65; 5 Facundo Arduso, 61; 6 Emiliano Spataro, 59.



ISHIHARA/LAT

JAPANESE FORMULA 3

Nissan protege Daiki Sasaki took his first win since returning to F3 this year at Okayama. The 2012 National Class F3 champion, who switched to Super GT last year, got ahead from second on the grid to steer his B-Max Dallara-Toyota (above) to victory from the HFDP Dallara-Mugen Honda of Nobuharu Matsushita. F3 rookie Kenta Yamashita won the second race in his TOM'S Dallara-Toyota to move into the series lead. He was third on the grid, but front-row man Matsushita had to start from the pits, then Takamoto Katsuta in the sister TOM'S car suffered gearshift problems, losing the lead with seven laps remaining. Katsuta had to be satisfied with third, behind Sasaki.

AUSTRALIAN FFOOD

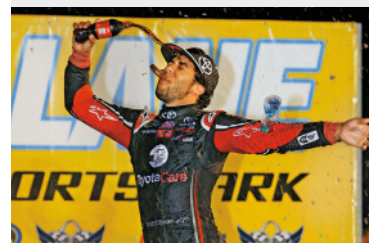
Jordan Lloyd claimed his first pole position and his first two race wins in the second round of the revamped series at Winton. Thomas Randle won the first race from James Golding, before Lloyd bounced back to drive his Mygale to two victories on Sunday. Golding, who was the man on form in the opening round, was second in all three races in his Spectrum.

NASCAR NATIONWIDE

Sprint Cup regular Paul Menard inherited victory at Michigan on his first Nationwide start of the season when leader Joey Logano was forced to pit with four laps remaining with a cut right-rear tyre. Logano, who had sailed away from the field following the final restart, was a disappointed 16th across the line. That left Menard to lead home Sam Hornish Jr, Dale Earnhardt Jr, Kyle Busch and Brian Scott. Title contenders Chase Elliott and Regan Smith were sixth and seventh, Smith retaining his points lead.

NASCAR TRUCKS

A thrilling intra-team battle at Gateway between the Kyle Busch Motorsports Toyotas ended with African-American Darrell Wallace Jr (below) – a graduate of NASCAR's Drive for Diversity programme – defeating Mexican team-mate German Quiroga Jr in a four-lap dash after the final green flag. Timothy Peters headed Johnny Sauter to third, Sauter taking the points lead from Matt Crafton, who crashed out when a tyre blew.



ELLMAN/LAT

WHY MERC HAS F1

So far this season, the F1 W05 HYBRID has led 433 racing laps from a possible 438.

EDD STRAW examines how Mercedes has been able to make such huge strides

MERCEDES F1 W05 HYBRID

The loss of the MGU-K on both cars during the Canadian GP in Montreal, as a result of overheating control electronics, ended the prospects of this car winning every single race in 2014. That the possibility was seriously being talked about before the race tells you just how dominant it has been.

Even with Daniel Ricciardo winning that grand prix, Mercedes has only failed to lead five laps in the seven races held so far.

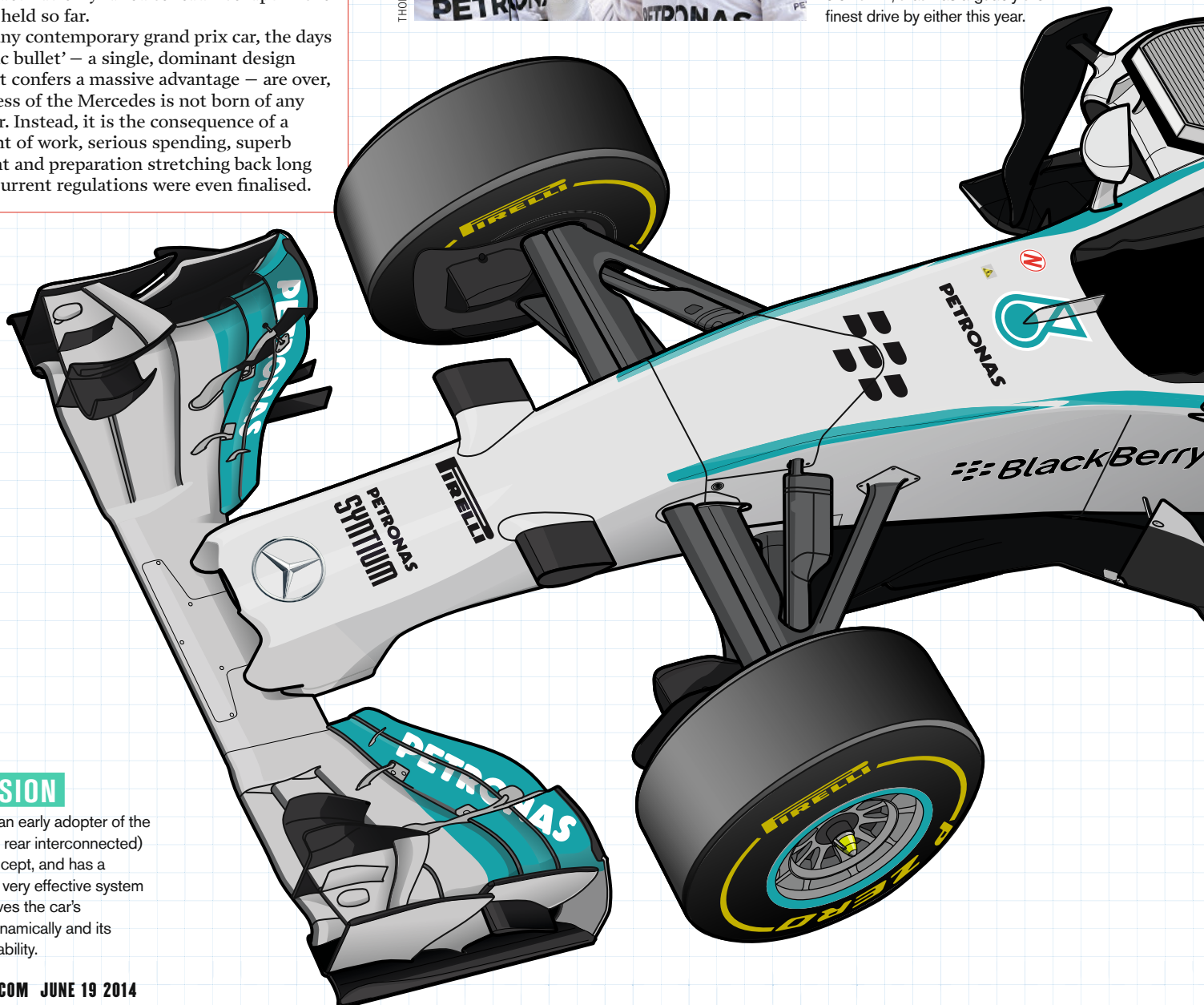
As with any contemporary grand prix car, the days of the 'magic bullet' – a single, dominant design concept that confers a massive advantage – are over, so the success of the Mercedes is not born of any single factor. Instead, it is the consequence of a huge amount of work, serious spending, superb management and preparation stretching back long before the current regulations were even finalised.



THOMPSON/GETTY

DRIVERS

Nico Rosberg and Lewis Hamilton are first and second in the drivers' championship, 61 and 39 points respectively clear of third-placed Daniel Ricciardo. While the car is dominant, both have had to drive well to exploit the most from it, although by a perverse twist of fate, it was Rosberg's second place in Canada, the one race that Mercedes didn't win, that was arguably the finest drive by either this year.



SUSPENSION

Mercedes was an early adopter of the FRIC (front and rear interconnected) suspension concept, and has a well-honed and very effective system that both improves the car's performance dynamically and its aerodynamic stability.

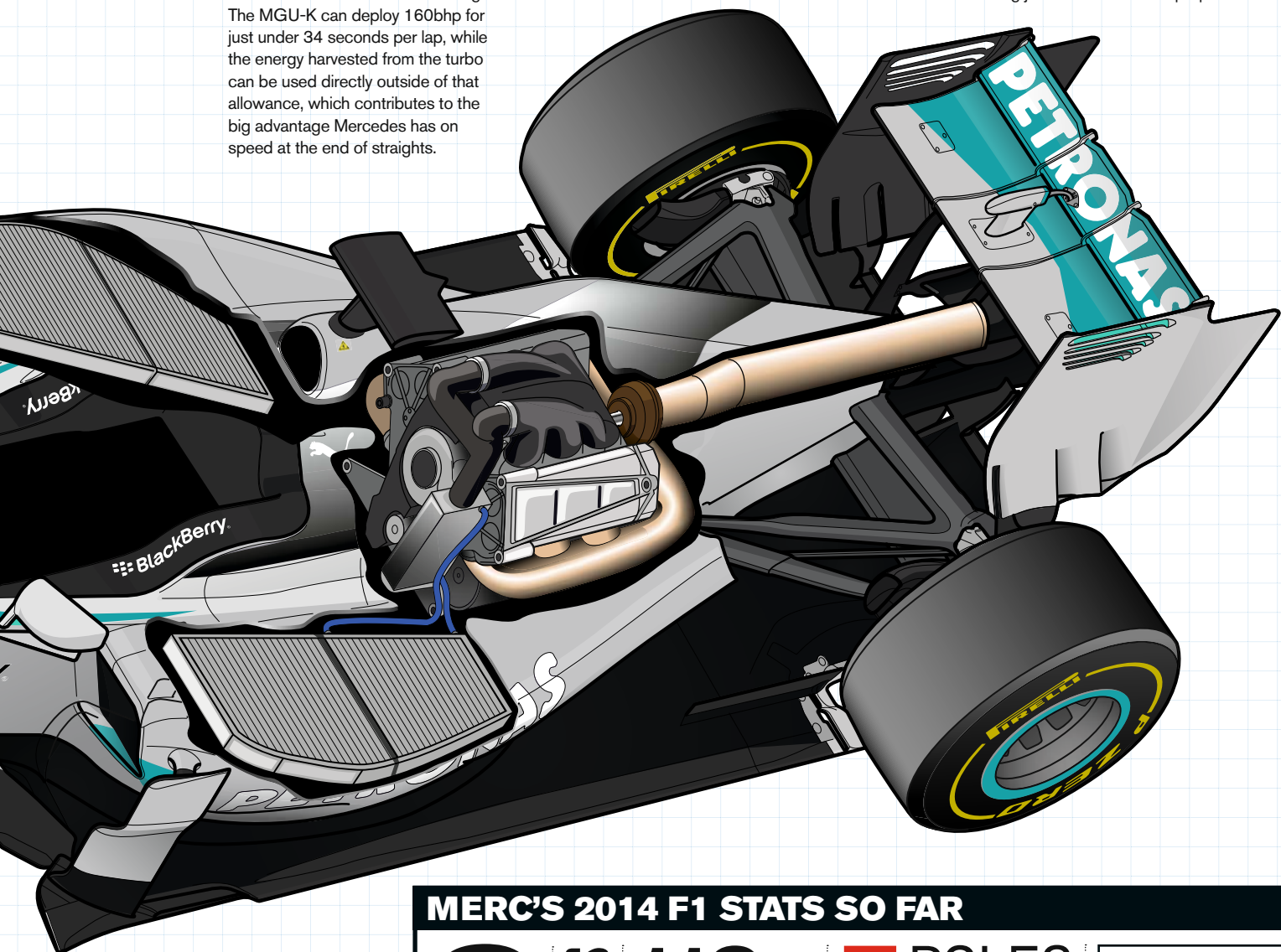
'S DOMINANT CAR

ENERGY RECOVERY

Key to the potency of the engine this year are the energy recovery systems. They come in two forms: ERS-K, whereby energy is recovered under braking at the rear axle, and ERS-H, which is attached to the turbocharger. The MGU-K can deploy 160bhp for just under 34 seconds per lap, while the energy harvested from the turbo can be used directly outside of that allowance, which contributes to the big advantage Mercedes has on speed at the end of straights.

ENGINE

Since the days when its engines were rapid, but unreliable, Mercedes has made great strides in terms of internal-combustion design. While the new-generation engines are hugely complex, at the heart of the powerplant is the 1.6-litre turbocharged ICE, the Mercedes unit is clearly strong given that Rosberg came close to completing a Canadian GP win using just the conventional propulsion.



PACKAGING

The concept of the car, which dates back to preliminary work overseen by Geoff Willis in 2012, has allowed Mercedes to package its engine superbly. This has aerodynamic advantages, as well as ensuring that cooling is, usually, highly effective.

MERC'S 2014 F1 STATS SO FAR

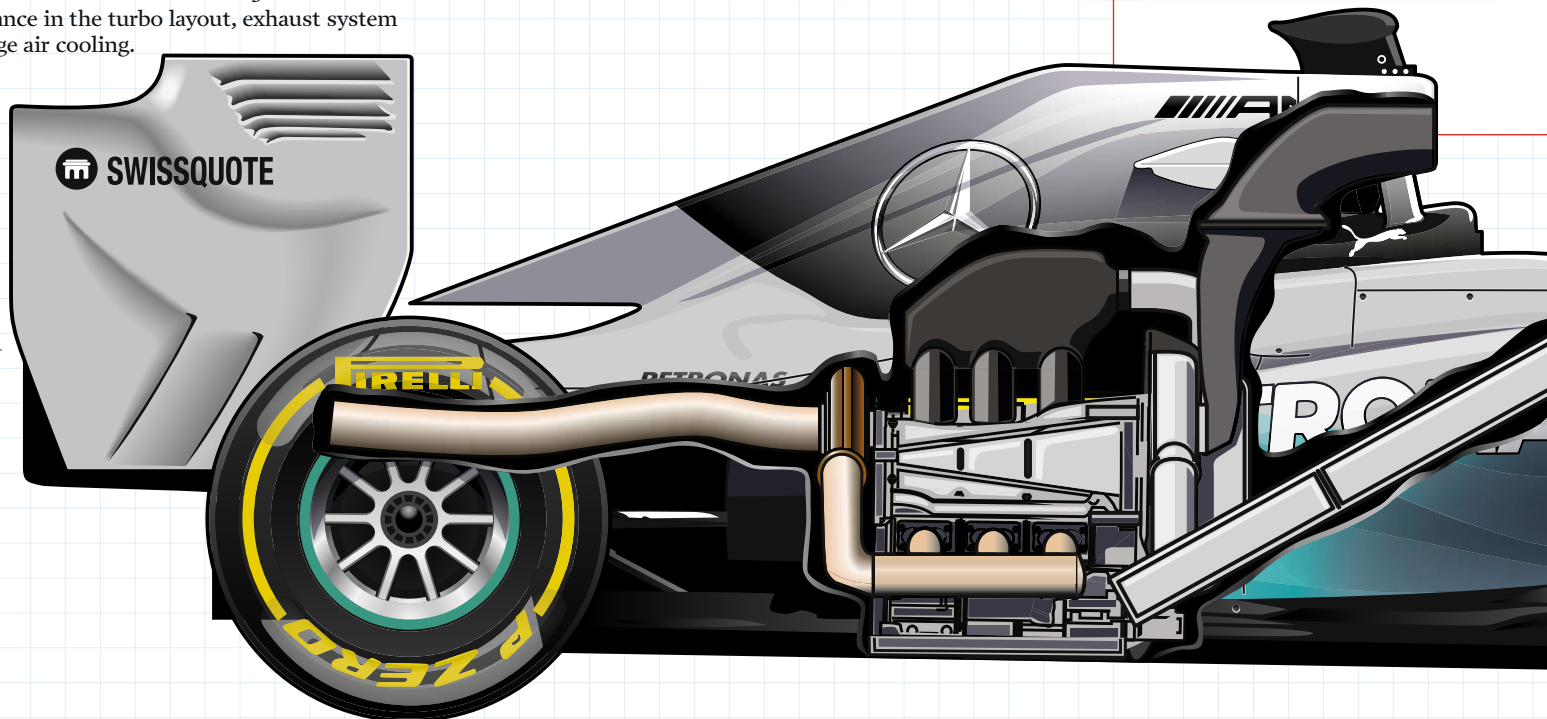
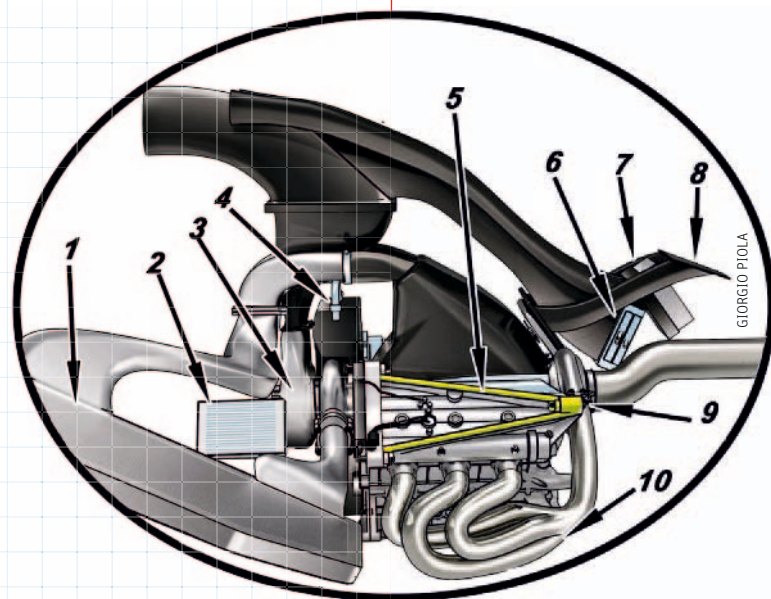
6	7 RACES	119	CONSTRUCTORS' CHAMPIONSHIP POINTS LEAD	7 POLES	433 LAPS LED
WINS	258	12	PODIUM FINISHES		

Harnessing Merc's horses

By **CRAIG SCARBOROUGH**

One of the key design aspects of the Mercedes F1 W05 HYBRID is the integration of the new-generation power unit into the chassis. This is a benefit both in terms of power delivery and the aerodynamic packaging of the car. It's perhaps too simplistic to say that the close relationship between the Mercedes F1 base in Brackley and Mercedes Benz High Performance Powertrains in Brixworth is solely responsible for this. After all, Ferrari's chassis and power-unit departments are together in Maranello, while Renault has a very close relationship with Red Bull.

Yet Mercedes has ended up with an engine that sits well in the chassis and still produces not only excellent peak performance but a smooth power delivery. Several facets of the power-unit design typify the inter-departmental thinking that has boosted the W05's performance in the turbo layout, exhaust system and charge air cooling.



ENGINE PACKAGING

The turbo layout has been the focus of a lot of media attention, with the two major components of the turbo – the compressor and the turbine – split between the front and rear of the engine.

Mercedes has mounted the compressor stage at the front of the engine and the turbine at the rear. These are joined by an elongated shaft that also spins the MGU-H as part of the energy-recovery system (ERS).

This immediately takes the heat-transfer problem of the hot turbine away from the compressor, being relatively cool now that the compressor is shrouded by the engine oil tank

– something that's not practical with a more closely coupled turbo. Having a cooler charge means more power can be produced. Also, the intercooler and hence the sidepods can also be smaller for better aerodynamics.

Next, the pipework that feeds the air compressed by the turbo back into the engine can be much shorter. This reduces turbo lag and therefore aids driveability of the engine.

A less obvious benefit for similar reasons to the turbo position is the exhaust system. This is unique in the current crop of the new power units, as it uses a 'log' layout, rather than longer separate pipes. With this design, the exhaust gases exit the ports in the cylinder head

via very short pipes, which immediately join a larger common pipe, which then routes directly to the turbo. The benefits of conventional exhaust tuning are lost in place of greater exhaust velocity at the turbocharger.

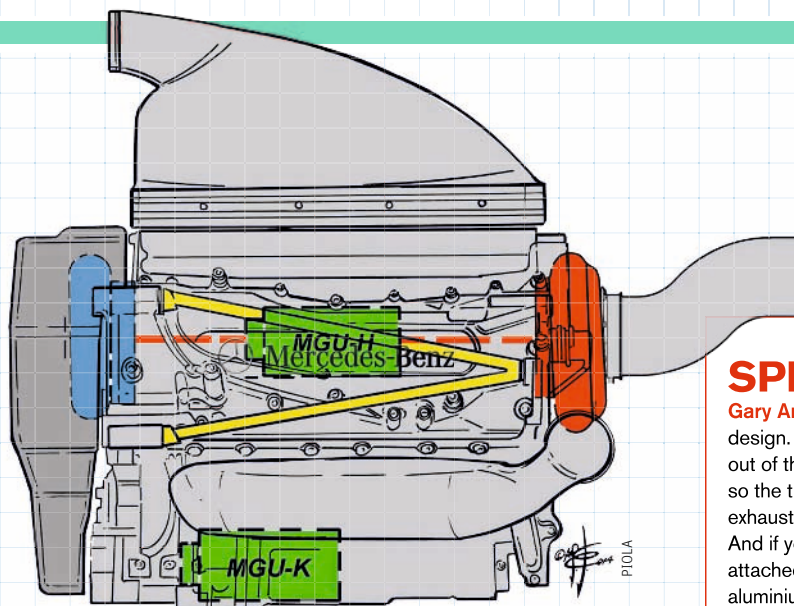
The net result is more power from the turbocharger rather than gas exchange in the cylinder head. A side benefit is that this set-up is incredibly compact, which is critical for the aerodynamic shape of the Coke-bottle area of the sidepods. Again, power and aero are the winners from a single design decision.

Both these features are common to all Mercedes-engined cars – so McLaren, Williams and Force India all benefit from these designs.

COOLER PACKAGING

Gary Anderson: This shows the superb integration of the intercooler/cooler packaging (left) and the engine. It's an area where Mercedes has a clear advantage over its customer teams because there is a lot to gain.

- 1 Intercooler
- 2 Water radiator
- 3 Intake for turbo
- 4 Oil tank
- 5 Engine-stiffening brace
- 6-8 Ducts for the gearbox and hydraulic cooler
- 9 The exhaust pipe connects to the hot side of the turbo
- 10 Exhaust

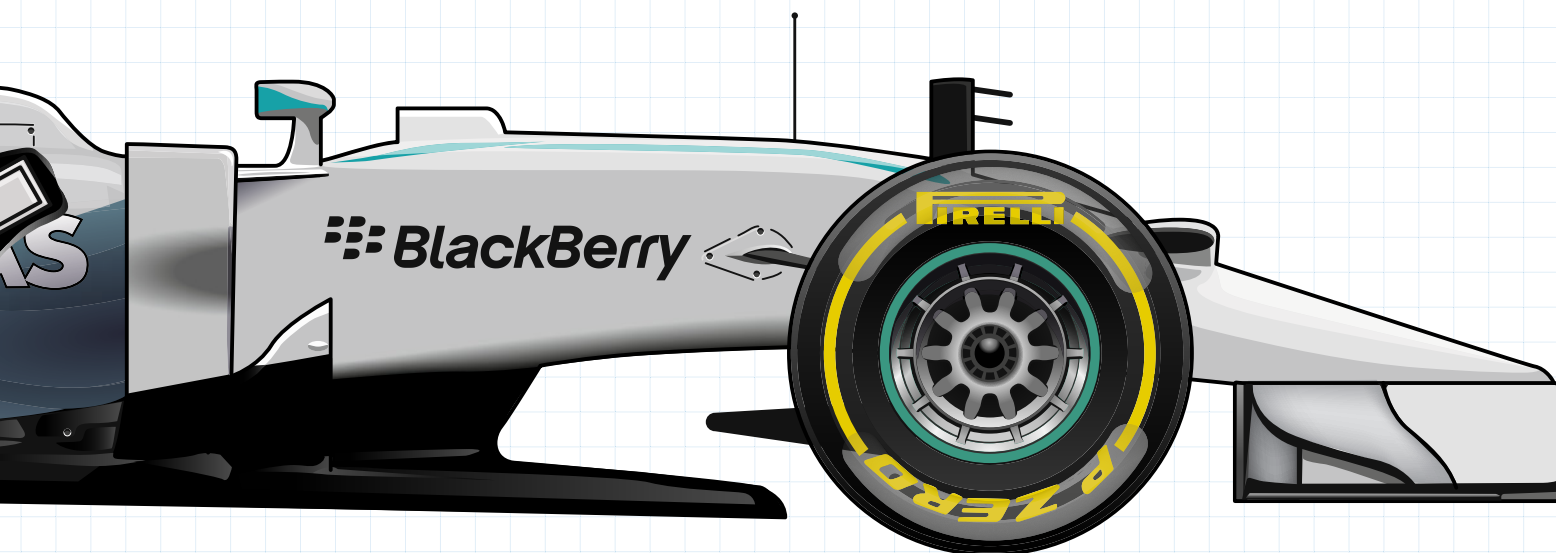


SPLIT TURBO

Gary Anderson: This is a logical design. You've got hot air coming out of the exhaust into the pipework, so the turbo side that is affected by the exhaust can be running at up to 600C. And if you've got another element attached to the side made of aluminium, while you'll try to insulate it, some of the heat will transfer.

Mercedes has the inlet side of the turbo at the front of the engine (in blue), and the shaft going through the V (red dotted line) to the exhaust half of the turbo (red) at the back of the engine. So these two parts – one of which you want as cool as possible and one you want as hot as possible – have been separated.

There's nothing you can look at in the Mercedes engine and declare a revolution. This design is important, but it's not the case that you simply take this approach and have the best engine. It's one of the many good ideas in the Mercedes package.



One area where Mercedes has diverged from its similarly engined rivals is in the way it cools the air compressed by the turbo. Rather than a bulky air-to-air intercooler, Mercedes has adopted the water-to-air solution.

Packaging this, Mercedes uniquely positions the smaller water-jacketed intercooler in a recess in the back of the fuel-tank area, leaving a much smaller water radiator in the sidepod. This aids driveability as again the pipe routing is so short, and aerodynamics are improved as the sidepods can be much smaller. Although this solution comes at the cost of weight, if a lighter chassis can offset the extra mass of the cooler then performance will benefit overall.

POWER DELIVERY

When describing a power advantage for an F1 motor, it's often peak horsepower that is the focus. But it has long been realised that driveability can be far more important in cutting lap times.

This is one area where Mercedes is far superior to its rivals. The design of the power-unit packaging sets out to reduce turbo lag and boost driveability. Also, the efficiency of the ERS means that electrical power can be used to smooth the delivery of power as the car accelerates. Having a better power delivery is also critical for tyre management and Pirelli has noted that Mercedes has the

lowest rear-tyre slip on the grid.

Any spikes or variances in power delivery under acceleration create wheelspin. This added energy going into the tyre will prematurely wear the tyres and lose the car performance over a stint in the race.

Compounding the benefit of driveability is driver confidence – having the car snap into power oversteer may look exciting to TV fans, but wins no favours from the timing screens.

The more predictable and progressive the power delivery can be, the easier it is for the driver to manage the car, not only when he's at 100 per cent on a qualifying lap, but also when he needs to be consistent in the race.

Circuit de Spa-Francorchamps

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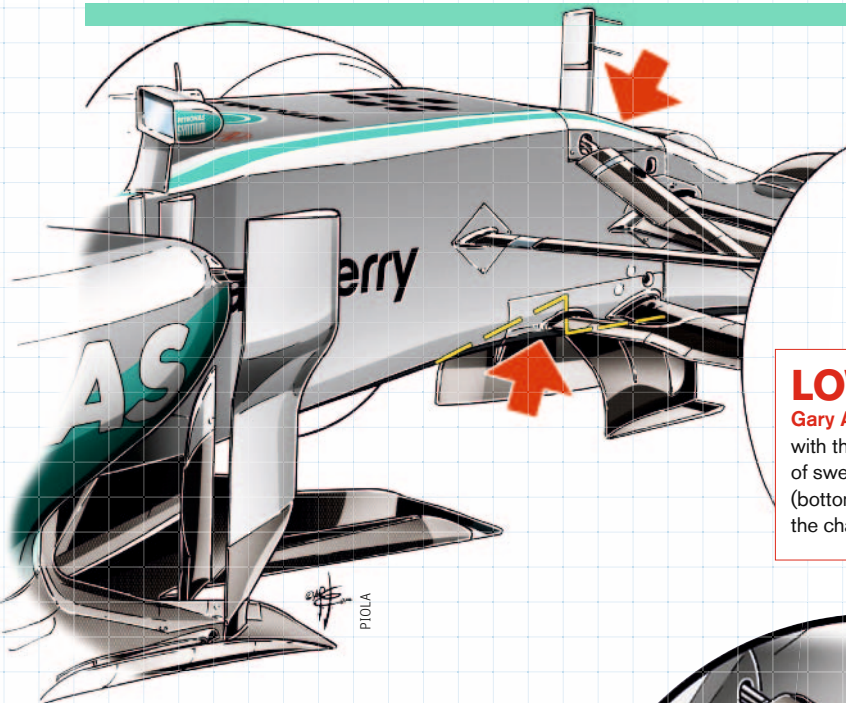
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Technical focus



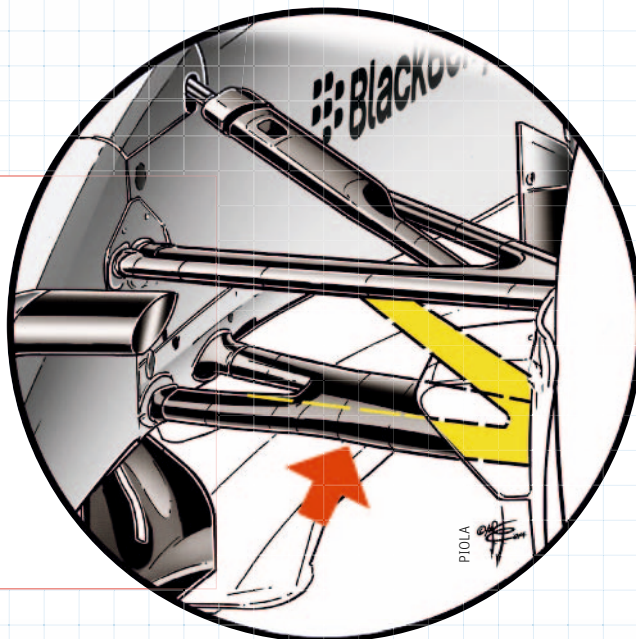
LOWERED CHASSIS UNDERSIDE

Gary Anderson: The top arrow shows that the front of the chassis complies with the maximum height of 525mm as decreed in the regulations. But instead of sweeping the chassis up, Mercedes has kept the bottom of the chassis (bottom arrow) lower than is necessary. This makes the airflow underneath the chassis more consistent, allowing a better flow to the sidepods.

NARROW-ANGLED WISHBONE

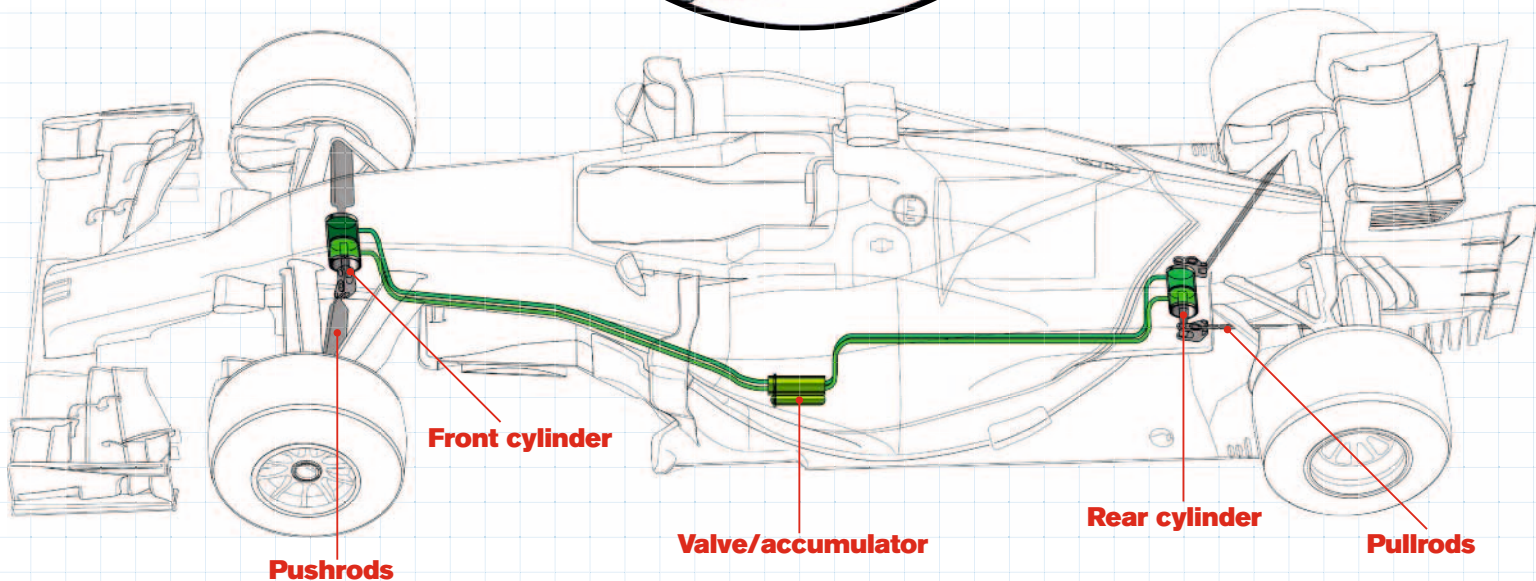
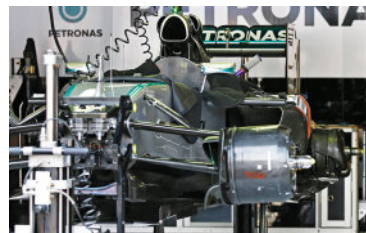
Gary Anderson: This is a good example of the excellent detail work on the Mercedes, with a very narrow angle between the two legs of the lower wishbone in the front suspension. In yellow, you can see the typical, wider-angle approach.

It's difficult to make this work because, under braking, the loads in the wishbone leg and the chassis increase dramatically as you narrow the angle. There is a weight penalty, but there's an aerodynamic gain from this design as it moves the rear leg away from the leading edge of the sidepod.



CHASSIS DETAIL

Gary Anderson: While the Merc's engine has been given much of the credit for the strength of the car, even under the new regulations it's not the only factor in the competitive equation. Aerodynamically, the Mercedes is also a good car, while there are also plenty of admirable pieces of detail work.



FRIC SUSPENSION ALLOWS GREATER CONTROL AND RAKE ANGLE

Craig Scarborough: Looking at the chassis in isolation from the power unit, the complex interlinked suspension system known internally as FRIC (Front Rear Inter Connected) continues to be an asset for the team.

Now mature technology, the Mercedes system remains one of the more complicated, with the

hydraulic links working not only to control pitch, but also roll and a combination of the two modes.

The system still requires a mechanical spring and anti-roll bar to provide the base spring effect for the suspension. The passive hydraulic cylinders on each corner of the car's suspension are linked with pipework

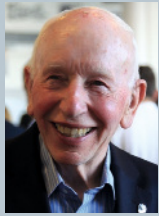
through an accumulator and valve system.

These can then be used to tune the suspension's reaction to heave, dive and roll, which allow greater control over the aerodynamic underbody and better prevent the splitter against grounding. More rake can be run for even better aero performance.

COATES/LAT

CRAIG SCARBOROUGH

JOIN US FOR A SPECIAL DAY TO REMEMBER



On July 1 2014 I would be delighted if you would join me and my friends at Mercedes-Benz World, on the historic Brooklands site in Weybridge, Surrey, for a memorable experience, both on and off-track!

Please help me celebrate my double anniversary year, and support HSF by entering a team of four to compete in the HSF Team Karting Challenge, alongside fellow corporates and stars of motor sport, past and present.

And for those of you not competing, you are welcome to join my friends and I for the post-race G.H. Mumm Champagne evening reception, prize-giving and auction.

In the first 12 months of the new HSF-supported service, Kent, Surrey and Sussex Air Ambulance have performed 69 emergency blood transfusions. Please help HSF to save more lives, improve quality of life for people with injuries and inspire young people to fulfil their potential.

It will be a super event and I would be thrilled if you could join us.

*With very best wishes,
John Surtees OBE*

What is the HSF Team Karting Challenge and Champagne Reception?

Now in its third year, this special event is established as a firm favourite on both the corporate and motor sport calendar, bringing together many motor sport celebrities in British Grand Prix week.

The karting itself is a challenging two-hour endurance race in which you will be driving Daytona's high-performance DMax karts. Some experience would be useful, but is not essential as the detailed brief and practice on the day will teach you all you need to know.

It is 50 years since John Surtees OBE secured his Formula 1 World Championship. The Barber Museum and race track in Birmingham, Alabama, is home to a collection of cars and motorcycles associated with John's life, including his title-winning Ferrari 158. The owner, George Barber, has made this car available to John for the

season, with the challenge to raise £50,000 for HSF – a sum he has promised to match.

In celebration of John's remarkable racing career on two wheels and four, the Ferrari 158 will lead a spectacular on-track car display during the racing programme.

As the sun sets over the track, you will step out of your race suit and into the superb, state-of-the-art venue, where you will be able to explore fascinating exhibitions, get up close to legendary Mercedes-Benz vehicles and enjoy a champagne and canapé reception.

Steve Rider and Henry Hope-Frost will host the evening, interview John's special guests and the day's track stars, award the prestigious 'H' trophies and present a glittering auction, hosted by Bonhams.

G.H. Mumm Champagne will, once again, be poured by generous arrangement with the House and Bernie Ecclestone.

HOW TO GET INVOLVED

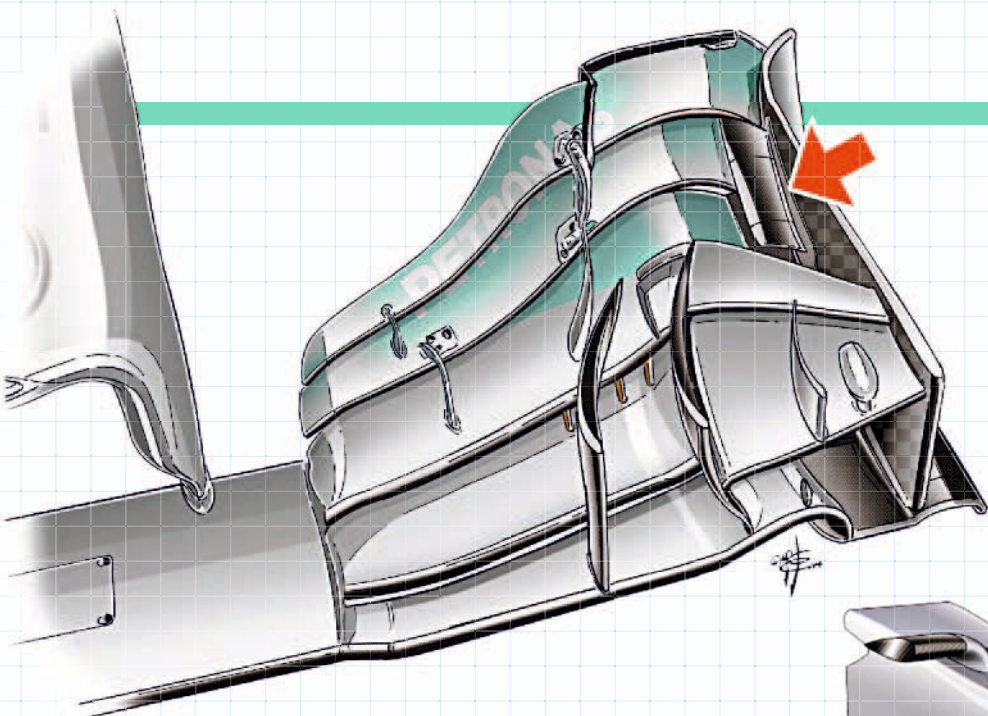
- Enter a team or teams to compete in the 2014 HSF Team Karting Challenge
- For non-competitors, purchase individual tickets for the evening G. H. Mumm Champagne and canapé reception
- Share this invitation with your family, friends and business contacts.



To enter a team of four costs £1000 (including four tickets to the G.H. Mumm Champagne and canapé reception). In addition, we ask you to confirm that your team will secure a minimum of £500 in sponsorship or make a minimum donation of £500. For non-karters, to attend the evening G. H. Mumm Champagne and canapé reception costs £65 per person. Please email info@henrysurteesfoundation.com to secure your place on the grid, or to reserve individual tickets for non-karters to attend the evening G. H. Mumm Champagne and canapé reception. Numbers are strictly limited, and will be allocated on a first-come, first-served basis.



Henry Surtees Foundation
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FRONT WING ELEMENTS

Gary Anderson: Like Red Bull, Mercedes has recently chosen to go down the path of running a large number of elements (up to seven) in its front wing. While this does offer less peak downforce than having fewer slot gaps, it makes the airflow much more consistent. If you do get airflow separation, it will be over a far smaller proportion of the wing.

The red arrow indicates a vane added at the Spanish GP designed to better manage the airflow around the front tyre. It's an indication of the kind of small detail work the team is able to focus on after getting its initial concept correct.

ILLUSTRATIONS: PIOLA

SHORT NOSE

Gary Anderson: At the Chinese Grand Prix, the Mercedes raced for the first time with the shorter nose design. As the graphics show, in order to meet the regulations, the shorter nose (top drawing) finishes slightly higher in its revised form.

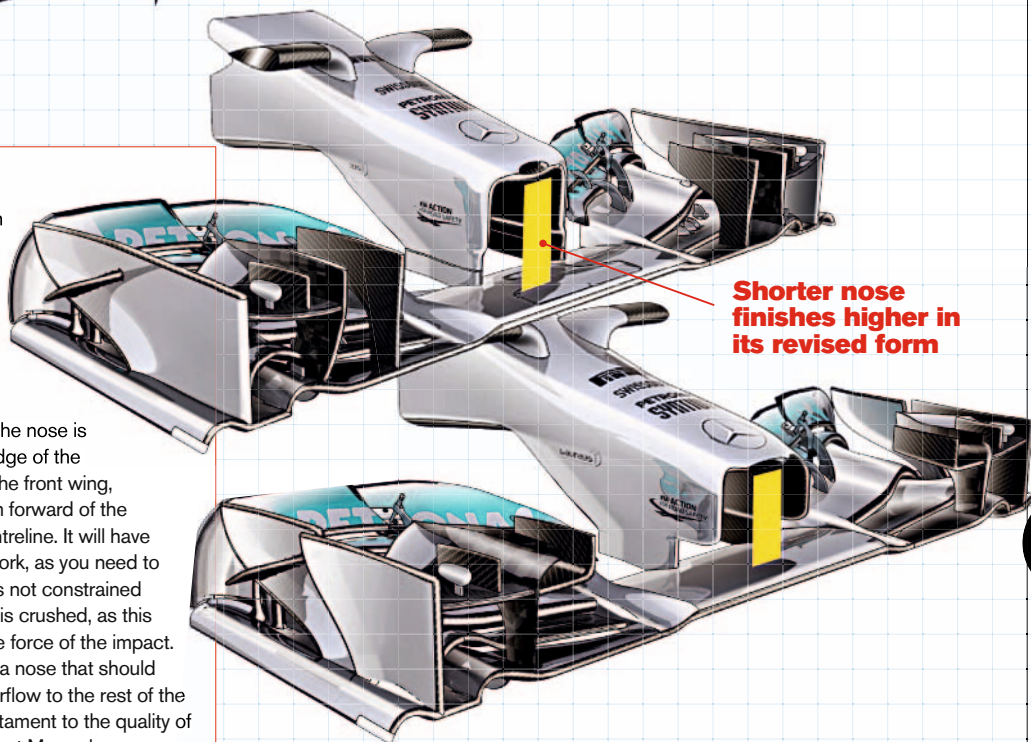
The car was conceived around this design, but it took a lot of effort to produce the nose so that it was able to pass the frontal crash test and did not appear until the post-Bahrain GP test. The original nose hung over the neutral section of the front wing, and when you have two surfaces one above the other, you are constraining the airflow and then expanding it again. This can have a negative effect on the car as a whole.

The anteaer noses have a cosmetic section to satisfy the

regulations with the nose itself not starting until further back. The W05 has a different solution to this.

The front of the nose is at the trailing edge of the central part of the front wing, roughly 800mm forward of the front-wheel centreline. It will have taken a lot of work, as you need to ensure debris is not constrained when the nose is crushed, as this will increase the force of the impact.

The result is a nose that should supply better airflow to the rest of the car. It's also testament to the quality of the engineering at Mercedes.



Shorter nose finishes higher in its revised form

HAMILTON: MY MOST COMFORTABLE CAR

Ask the driver who's won four of the first five races this year about their favourite Formula 1 car and you are going to get a predictable answer. It's no surprise Lewis Hamilton cites the Mercedes F1 W05 as the machine with which he feels most at one, but watching the exuberance with which he dragged a laptime good enough for pole position out of the car in Spain proves he is far from lacking in the confidence to lean on it.

"Last year, we had a great car but it was giving me feedback that I didn't fully understand, so that is what I worked on a lot at the end of last year," says Hamilton. "This year's car is one that I have been involved in the development of, so

it is mine and Nico's car this year, so I feel more comfortable.

"Over the years I have had some great cars and this is definitely one that, at least from what I remember, I feel most comfortable in."

The car certainly appears better suited to Hamilton's favoured driving style: brake late, turn in relatively aggressively then get on the power early. Last year, he struggled to get the right feel for his super-sensitive left foot, making it harder to brake as late as he liked.

But it's important not to overlook what the two drivers have each brought to the competitive equation. As well as a different driving style, Hamilton has also



DUNBAR/LAT

brought new ideas to the team that complement Rosberg's. While the 2008 world champion has had the upper hand, it has often been close, with Rosberg having better pace both in Bahrain and Spain

but unable to capitalise on it. This intense rivalry between the two drivers has, so far, helped to push Mercedes on and keep it well ahead of the chasing pack.

Edd Straw

THE TEAM BEHIND THE CAR

It has taken Mercedes a few seasons to emerge as F1's leading team. But, as **GARY ANDERSON** explains, it has been making all the right moves to emerge as the dominant force

50

When the Mercedes team grew out of the championship-winning Brawn squad of 2009, everyone expected the team to live up to its potential immediately. Things didn't work out like that and it has taken time for it to emerge as a team that now appears to be a dead cert to win the drivers' and constructors' titles.

Some rival teams will snipe about the amount of money spent, and Mercedes has certainly not lacked for investment, but money is no guarantee of success. You can't simply throw money at the problem of Formula 1 and automatically expect to thrive. Too many teams have failed to do that.

While the team is run by Paddy Lowe (executive director technical) and Toto Wolff (executive director business) today, you can't overlook the foundations laid by Ross Brawn. While he left the team at the end of 2013, he has good reason to feel very satisfied with the success Mercedes is having. He was there from the beginning after joining what was then Honda ahead of the 2008 season and has overseen the rebuilding project.

There was plenty of criticism of the number of

technical-director types at the team. Brawn himself was team principal, with Bob Bell as technical director. Then you had Aldo Costa (engineering director) and Geoff Willis (technology director), who have both held the top technical job in big grand prix teams. This isn't a problem in itself, but only if you can manage the structure correctly and egos aren't allowed to get in the way. That's a very tough job.

What Brawn has done has been essential. He built his reputation as a technical director, but the better handle for him is perhaps technical manager. He is able to recognise the right people and put them together correctly to allow them to operate in the way they need to. It's easy to underestimate how difficult that is – even if you have the money and, on paper, good technical people, that is no guarantee of success.

He knows enough about what is happening technically not to be misled by anyone and can just get on with the job. The structure worked well, with Bell fulfilling the technical-director role with Costa and Willis working under him. From my understanding, this is Aldo's car, but Geoff spent a long time looking at 2014 concepts, particularly on the car/engine integration side, so has also made a good contribution.

That Bob is leaving but still working there day to day tells you how strong the team is. Others might put him on gardening leave, but he's still doing his job, and if I'm driving out of Tesco's



car park of an evening in Brackley, I'll often see Bob heading out of the Mercedes factory opposite. That shows a sense of security and makes more sense than forcing him onto gardening leave. In Lowe, Mercedes has an experienced successor who is very different to Brawn, but it will take a little longer to judge his input into the team as he's been there less than a year.

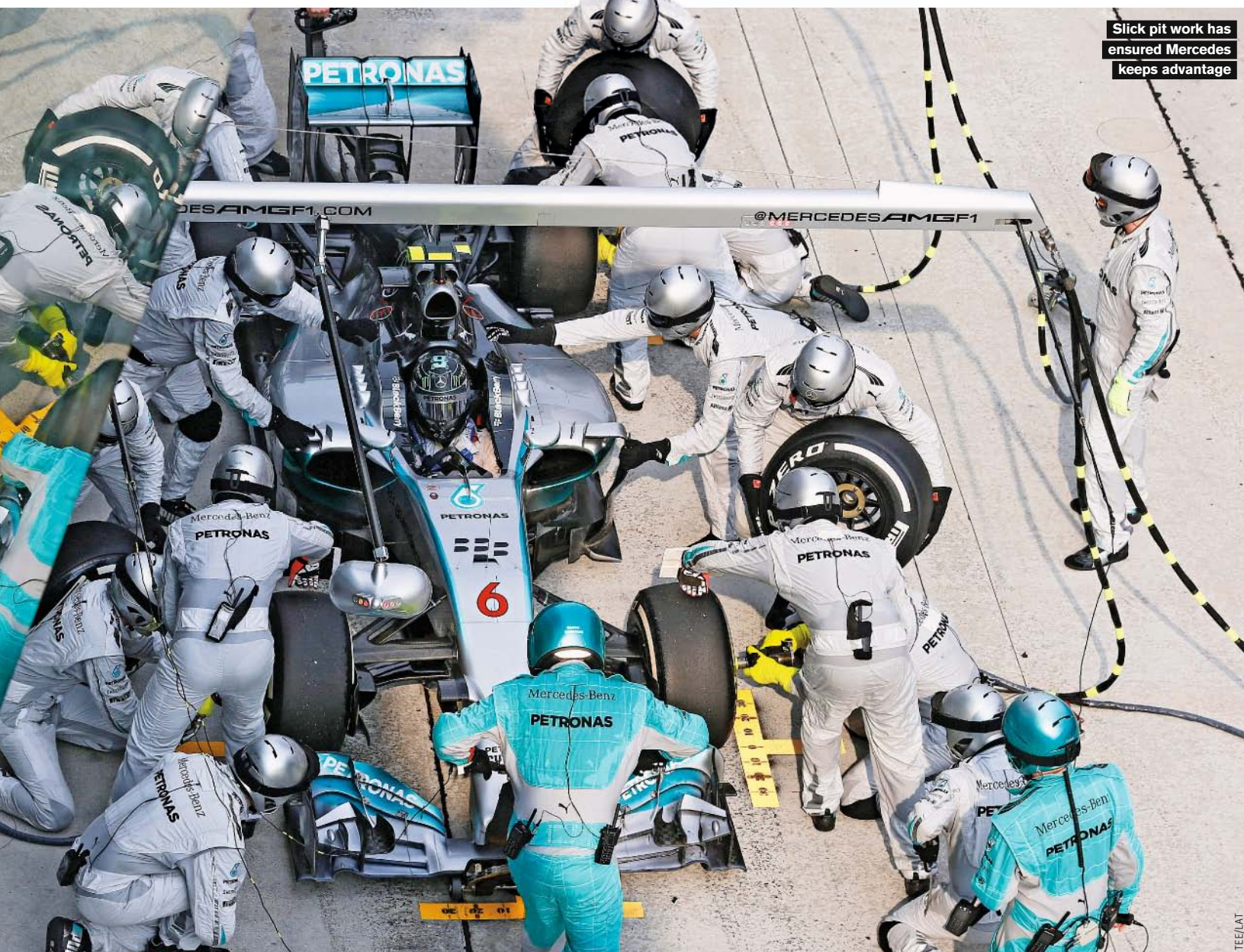
The investment has been significant, but that doesn't in itself mean anything. Ferrari and McLaren also have the resources, but haven't pulled up many trees in recent years. It's very tricky to get a group pulling in the same direction and those two teams are examples of what can go wrong. To be successful you need to be strong in all areas, and if any one of them gives you'll fail. That goes for the power-unit side of the operation at Brixworth too.

It has taken time for Mercedes to get to this point. A few years ago it went the wrong way with its front-wing concept, opting for fewer elements, which potentially gives you more downforce but is far less stable. This was a path it went down during the Brawn season and continued until the start of 2012, when it launched with a more consistent-looking wing. That car won on its third outing and was the starting point for the upward curve.

Last year there were troubles with tyre management, although the Mercedes was certainly very quick, albeit not fast enough to beat Red Bull. That created the platform to build from and Merc



Button won the 2009 world title for the team in Brawn guise



Slick pit work has ensured Mercedes keeps advantage



Brawn put structure in place for success

ETHERINGTON/LAT

appears to have learned a lot about tyre management from its troubles last year. On top of that it's been good in the pitlane, although Lewis Hamilton did have a couple of slightly slow stops in Spain, and has exploited the best car on the grid well.

There are still a few questions aerodynamically. The car is good, but watching trackside it doesn't look the equal of the Red Bull in the high-speed corners. It's good enough with the strong power-unit package, but it's an area where you would expect to see some improvement.

Mercedes will face some stronger competition as time goes on, which will put the team to the test. But now it's done the best job, has the best package and is exploiting it superbly. That's not easy and Mercedes deserves credit for what it has achieved. ☑

HOW PETRONAS HAS PLAYED ITS PART

Mercedes' ability to produce its chassis and engine in-house is well documented as having played a large part in its success this season. But one aspect that is also crucial is the integration of its fuel to the overall package.

From the outset of the 2014 engine project, Mercedes and fuel supplier Petronas enjoyed a two-way working relationship to ensure that their products were tailor made for each other.

Although that close relationship is not unique in F1 – Shell has long been associated with Ferrari, and Elf/Total with Renault – it has been important in helping the Brackley-based team hit the ground running.

As Petronas COO Eric Holthusen points out, this year marks the first occasion he can remember where fuel was such a key factor in the engine design.

"Petronas and Mercedes have been working for almost two years together on this project," he said. "And right from the start – and I've been in the business for more than 20 years – I can't remember that this has ever happened that, from the conception

of the engine, the fuel was a design element."

The importance of the fuel/engine integration is greater this year because the 2014 turbo power units are far more sensitive to what goes inside them. There is a greater risk of detonation, and that means suppliers need a better optimisation of octane and power. Also, improvements in efficiency can have huge performance benefits in allowing drivers to use more energy recovery systems.

Petronas's efforts to deliver the best products possible is helped by its large R&D facility near Turin, where 55 people work on racing and road-car fuels.

With GPS analysis having shown that Petronas may have delivered an edge for the teams it supplies, it is clear that its work is paying off.

"I would say there's no magic," adds Holthusen. "But it is science. It's what you know and what you can find out with the budget that you have available. If you have good people like we do, then you can make strides."

Jonathan Noble

AN EMBODIMENT OF GERMANY

Propaganda, meticulous engineering, company loyalty and post-war rebuilding: Mercedes-Benz has been a microcosm of its nation. **PAUL FEARNLEY** recalls over a century of grand prix endeavour

Christian Werner was a company man. In that respect, he was one of many at Daimler-Motoren-Gesellschaft, for it was that kind of company. Born in nearby Cannstatt, this son of a shoemaker joined as a mechanic in 1911. After World War One, during which he chauffeured Count Zeppelin, he entered the R&D department to prepare and test competition cars. His promotion to works racing driver was a natural progression, a reward for talent and loyalty. Again, it was that sort of company.

Werner's supercharged (by Dr Ferdinand Porsche) two-litre Mercedes at the 1924 Targa Florio was red and therefore hiding in plain sight, albeit in the fiercely independent, untamed European outpost of Sicily. No other manufacturer has been so shaped by sledgehammer global politics. This not only created the esprit de corps that carried it through isolations – some by order, others self-imposed – reparations and hyperinflation, but also the curious brew of conservatism and innovation that forged its brand.

Camouflaged in Italy's racing colour, Werner's low-key victory in Sicily unlocked the company's flexibility and malleability. Though not its natural state, this was vital if it were to win hearts and minds as well as races. Thirty years later, in a Reims paddock crackling with anticipation, Mercedes unloaded three – plus a spare, of course – of the most sensational grand prix cars ever built. It did so with understandable trepidation.

Memories of Daimler-Benz-designed Panzer tanks, under the command of General Walther von Brauchitsch (uncle of the 1938 grand prix winner at Reims) surging through Champagne towards Paris were still raw. So too were those of Germany's unconditional surrender – signed in a Reims schoolhouse on May 7, 1945. The '54 French GP was thus a loaded gun of a race. It could neither be a *Blitzkrieg* nor, for the sake of the burgeoning German Economic Miracle, a capitulation.

Mercedes-Benz – automobile pioneers Daimler and Benz merged out of financial necessity in 1926 – had with typical thoroughness tested the water in 1951: in Argentina, another racing outpost. Despite the fact that – or possibly because – its fabulous but outdated pre-war cars were scuttled on the banks of the River Plate by the Ferrari of



W196 streamliners won on F1 debut at Reims in 1954



Company man Werner took '24 Targa win

local hero Froilan Gonzalez, it deemed the trip a success. Rectifying failings on the track was within its comfortable compass; problems away from it would be more difficult to fathom.

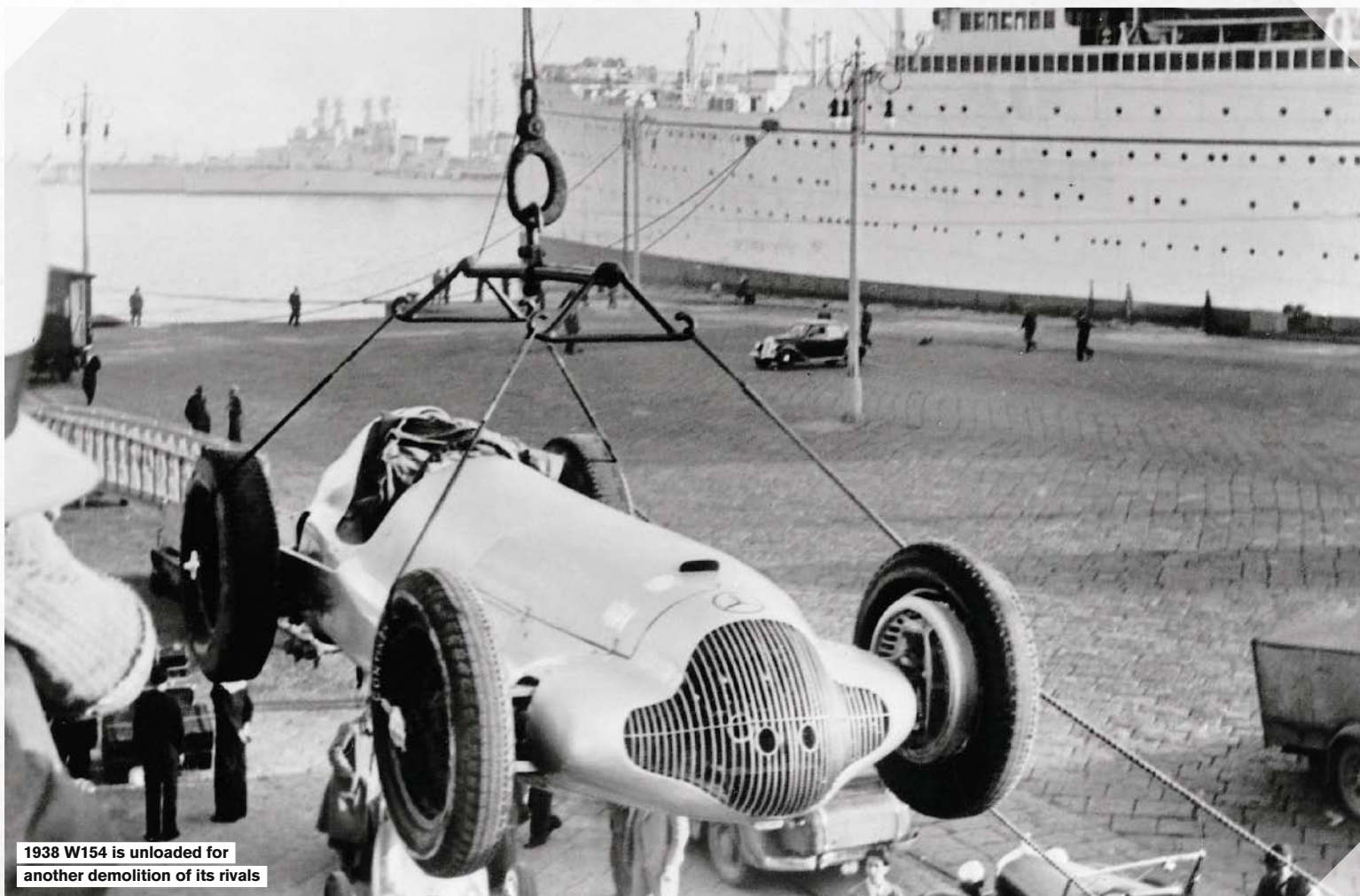
This healing process continued in 1952, with wins at Le Mans, where its relentless hunt of a heroic lone French knight – Pierre Levegh in a Talbot Lago – did not create the anticipated backlash, and in Mexico's Carrera Panamericana, despite the divebombing by a vulture of its lead gullwing 300SL.

But now, on the 40th anniversary of Christian Lautenschlager's clinical 1914 defeat of another heroic lone French knight, Georges Boillot in a Peugeot, Mercedes faced its greatest challenge.

It was as sure as it could be of victory at Reims. Its no-expense car bristled with new technology underpinned by those conservative choices and values. Every detail had been pored over: its futuristic, forward-thinking architects had calculated revs and ratios to within one/two per cent; the spaceframe had been tested on a chassis dyno, forerunner of today's seven-post shaker rig; and the all-enveloping, streamlined body had emerged from the 1:5-scale wind tunnel at Stuttgart Technical College. ▶



Victorious 1914 French GP line-up. Lautenschlager had won in car #28



1938 W154 is unloaded for another demolition of its rivals

► To cap it all, the brilliant, calm and universally respected Juan Fangio had been selected to lead this tricky mission. Though Mercedes would look after the Argentinian legend for the rest of his life (a courtesy car was waiting whenever he landed) distinctly he was not a company man. His presence acted instead as a relief valve at Reims, while his charisma added flavour to a diet of success that threatened to be either stodgy or, at worst, unpalatable to non-Germanic tastes.

Lautenschlager's win at Lyon had occurred in very different circumstances, albeit using the same methods. The clouds of war were bubbling up six days after the assassination of Archduke Ferdinand in Sarajevo, yet Mercedes went briskly and efficiently about its business and finished 1-2-3 to bayonet the Belle Epoque. The crowd, stunned into silence to begin with, rustled up some cheers and claps as Lautenschlager, another unswerving company man, departed on his lap of honour. Admiration, grudging or otherwise, for Mercedes has never been in short supply.

It had been different again in 1934.

Global conflict was still five years distant but already the spectre of a resurgent and destabilising Germany loomed. Its new government-backed racing cars from Mercedes – and Saxon upstarts Auto Union – were powerful indicators of that. Though they failed their first big test, losing to an Alfa Romeo 1-2-3 in the French GP at Montlhéry, they had by the corresponding race of 1938 destroyed the opposition. This time there was no Miracle of the Marne, no Marshal Joffre – his chauffeur Boillot dodging shell holes – to save France's face. Instead there were stripped but hardly ripped Talbot sportscars, the singularly sad remains of the formerly omnipotent Bugatti and the mysterious and overhyped SEFAC. Outgunned. No contest.

Manfred von Brauchitsch, fast, but hard on his cars and perceived to be unlucky as a result, took a rare victory that day. This well-connected



Neubauer masterminded mid-1950s dominance



Von Brauchitsch was left-wing 1930s star

Prussian was racing royalty. Though reportedly holding surprisingly (and therefore secretive) left-wing views, he epitomised Hitler's hope for Mercedes: superiority in all aspects. It was von Brauchitsch who drove the original Silver Arrow – he won the 1932 Avusrennen in a streamlined but ugly semi-works SSKL – and it was he who gave the best-remembered Silver Arrows their winning debut at the 1934 Eifelrennen.

But it was von Brauchitsch who lost to Tazio Nuvolari's aged Alfa Romeo at the 1935 German GP, in front of 250,000 spectators at the Nurburgring – another potent symbol of intent – and it was he, his car taken alight at a pitstop, who lost the lead to English team-mate Dick Seaman in the 1938 GP at the same circuit. Both races were diplomatic incidents: Nuvolari gleefully fished out the record of the Italian national anthem that he kept stashed in his kit; and Seaman mustered a half-hearted Hitler salute on the podium alongside embarrassed but still brazen Nazi officials.

That went with the territory. If you wanted to win in the late '30s, you had to drive a car bearing a Swastika. Even Nuvolari. Well-connected Seaman, who married a German lady, was acutely aware of the minefield through which he had elected to steer. His fatal accident while leading in the wet at Spa in June 1939 precluded his wartime decision, but the likelihood is that he would have returned home and pulled strings to fly with 601, the RAF's Millionaires' Squadron, in Hurricanes and Spitfires.

Von Brauchitsch, seven years Seaman's senior, made his intention clear. He planned to fly to neutral Switzerland at the outbreak of war and there join long-time team leader Rudolf Caracciola, another company man. According to team manager Alfred Neubauer, Manfred had to be dragged from the airport to contest the race in Belgrade in September 1939, by which time the 'opposition' numbered a single, eight-year-old privateer Bugatti. Only men blinkered by warped ideology could extract much pleasure from Nuvolari's victory for Auto Union that day.

The six-season battle between Mercedes and Auto Union was titanic verging on sadistic. Nobody could have been inured to that. The metaphor was too obvious. But there was honour, as well as courage and skill, among the hard-working men at the front. When Bernd Rosemeyer,

'Admiration for Mercedes, grudging or otherwise, has never been in short supply'

Lang (far left) salutes paymasters as Brit Seaman makes half-hearted gesture at the 'Ring in 1938



by now the lone German knight at Auto Union, invited promising newcomer Hermann Lang to join him against Mercedes, the shy ex-mechanic explained that he had grown up at Stuttgart and intended to stay, and Rosemeyer understood perfectly. When later it was suggested to Lang that he might stay in England should war be declared – the 1938 Donington Park GP was postponed for three weeks as Neville Chamberlain sought "Peace in our Time" – he smiled and thought: "Thank you, but it's not home."

Lang would end the decade as the fastest driver of cars that were unimaginable – in terms of their technology, complexity, power, noise and speed – at its outset. A formula for 1934 supposedly tailored for 215bhp and 150mph resulted in 600bhp and 200mph (on narrow public roads!) by 1937. A change of formula intended to reduce these startling figures resulted in faster lap times within two years. It was without question the most remarkable and radical period in the sport's history (Formula 1's turbo era of the 1980s came close in some aspects, but its politics were small-town).

**Fangio and Moss took three
one-twins in 1955 W196s,
including here at Zandvoort**



LAT

European peace could not be guaranteed in the mid-1950s either. Von Brauchitsch's imprisonment on charges of espionage and subsequent defection was symptomatic of tensions between East and West, and the Federal Republic of Germany, just five years old, was not only on the front line but also in the middle. Poised for recovery yet unsure of its role; seeking forgiveness and acceptance without wishing to forfeit its pride and identity.

Thanks to Neubauer, the corpulent and flamboyant showman, and fellow pre-war carryover, London-born designer Rudolf Uhlenhaut, a worldly-wise owl, Mercedes struck exactly the right note at Reims. Its W196 engendered wonder rather than jealousy and its lead battle between Fangio and team-mate Karl Kling, making the most of his many testing miles in the car, went some way to obscuring the fact that they were streets ahead of the opposition.

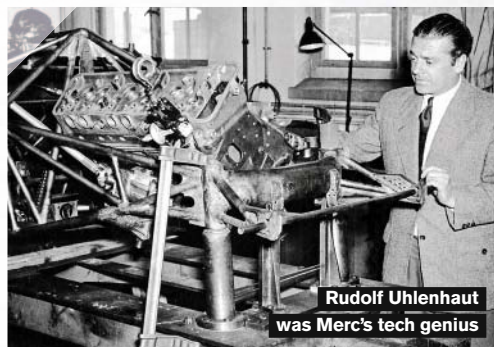
There was an undoubted element of stage-management. This high-speed triangular circuit ideally suited the car's slippery bodywork while asking little of its chassis (its handling was found wanting at the subsequent British GP). But Mercedes wouldn't have been true to itself had it not considered such factors. Nothing could be allowed to go wrong. And very little did. But when it did, it was fixed with zero fuss and maximum efficiency. When mpg proved higher than calculated, extra fuel tanks were designed and rushed through in Stuttgart, transported overnight and fitted into the left-hand side of the cockpit.

That unparalleled capability – an open-wheeled version was created in time for the German GP, for instance – when added to excellent reliability allowed Fangio to clinch his second world title. In all honesty, however, he would have won too in the Maserati 250F in which he twice took victory before Mercedes made its return. The W196 was a handful, an odd-box of tricks that was defeated not only at Silverstone but also at Barcelona; plus it was very lucky to win at Monza.

It was much improved for 1955. Though Mercedes made few mistakes, it was always smart enough and sufficiently organised to learn from them and act on them. With Stirling Moss

now on its roster alongside Fangio, it proved unbeatable. These victories, however, were in no way as significant as that at Reims.

As the race had progressed, so the crowd kept abreast, via transistor radios, of the World Cup Final in Berne. Clear favourites Hungary rushed into a 2-0 lead, only for rank outsiders West Germany to equalise before half-time. The match was being held in rain and, unbeknown to Hungary, a new type of boot, with screw-in studs, gave their opposition a technological advantage.



**Rudolf Uhlenhaut
was Merc's tech genius**



**Fangio took final W196
win at Monza in 1955**

The second half was tense and goalless until six minutes before the final whistle, when winger Helmut Rahn scored his second to put West Germany 3-2 ahead. The Mercedes team was toasting its own success in the pits – no need to go overboard – when it was confirmed that the country had a second sporting reason to celebrate. The importance of success in such matters can be overplayed, but not on this occasion: the Federal Republic of Germany won acceptance and earned independence on July 4 1954.

This was a tough act to follow. Hence Mercedes' cagey F1 involvement of recent times. When it decided, prior to the 1955 Le Mans disaster – when the 300SLR of Levegh, a rare sentimental appointment, flew into the crowd and killed more than 80 – that it would withdraw from GP racing at the season's end, it could not have known that it would not return to F1 for almost 40 years. And then by 'concept' only with Peter Sauber.

Norbert Haug, a modern and more effective take on Neubauer, persuaded the board, conservative by nature, to increase its involvement: first via a partnership with McLaren from 1995, and then by taking a 40 per cent share in that company in 2000. Finally, in 2010, he helped to facilitate the purchase of a controlling 75.1 per cent share of Brawn Grand Prix.

The days of company men are fading fast: Haug departed, after 22 years, at the end of 2012, when one victory in three seasons was deemed insufficient return for this significant and high-profile outlay. And clearly the days of instant F1 success have gone, even for a giant like Mercedes. Yet once again the Three-Pointed Star today finds itself in a position of technical and sporting dominance and juggling its needs with those of the wider audience and the sport.

The stakes are not as high as they were 100, 90, 80 and 60 years ago – Lewis Hamilton versus Nico Rosberg is an electrical storm in tea cup, but still it needs to be dealt with. And Mercedes' history – from the harsh realities of Kaiser to Fuhrer, to the silver lining of Reims – guarantees that it will be successful in this endeavour.

Because fundamentally Mercedes-Benz is still that kind of company. ☒

GREAT CAR

1914 Mercedes GP

It scored the firm's first 1-2-3 at the epic 1914 French GP and could have indirectly helped Britain's aerial war effort against the Germans. By **KEVIN TURNER**

Important landmark

The Paul Daimler-designed 1914 GP car was one of the key machines in the early years of the German marque. Mercedes had won the 1908 French GP – effectively a one-race world championship – but its 1-2-3 result on July 4 1914 was the first in the company's history. It was also the first time a team had filled the top three positions in a major GP.

Preparation

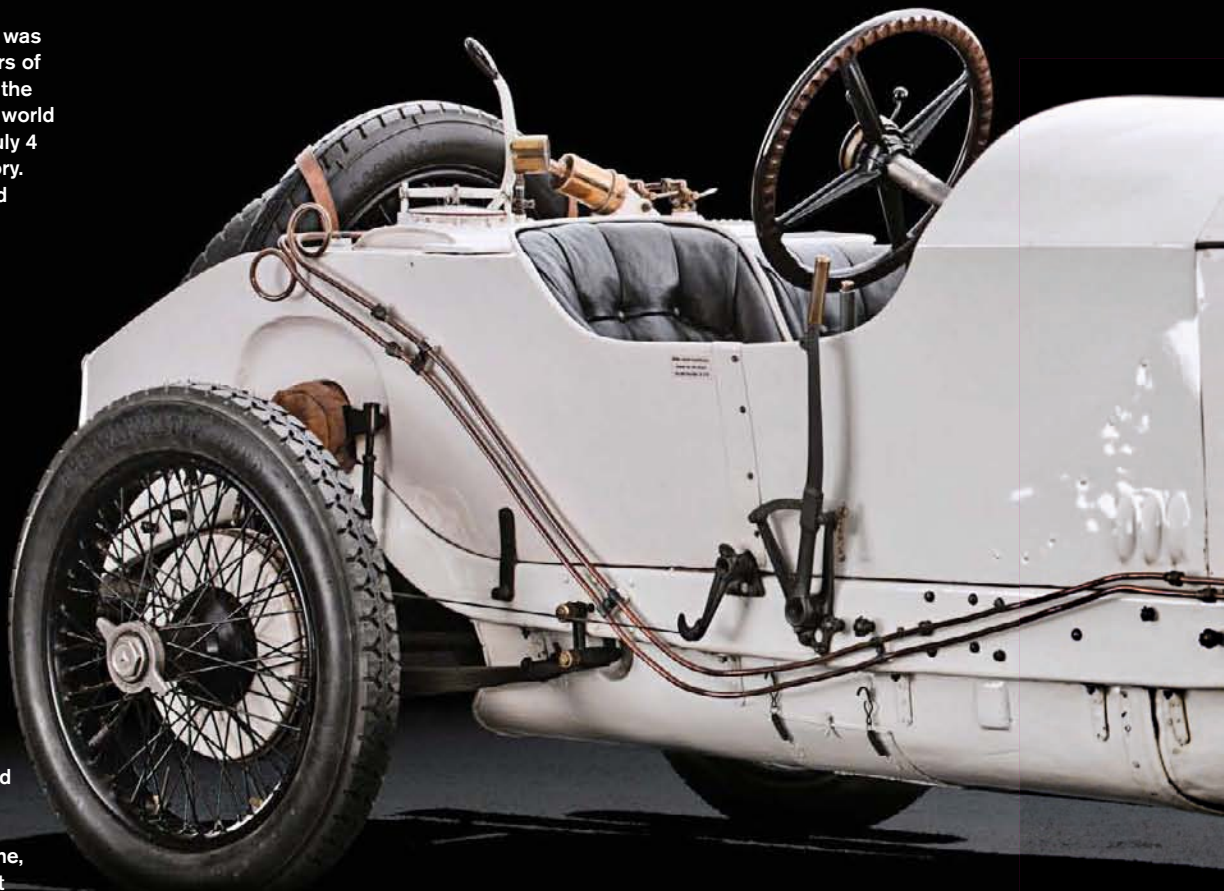
Perhaps unsurprisingly, Mercedes was meticulous in preparing for its five-car assault on the arduous 23.4-mile course south of Lyon. "The planning began at an early stage and was very fastidious," says Anita Greiner, head of press communications at Mercedes-Benz Classic. "Several weeks before the race the circuit was completely inspected and the racing cars were checked and tested several times."

British wartime role

One of the French GP cars was put on display in London shortly after the race. When WW1 broke out the car is believed to have been commandeered and handed over to Rolls-Royce. Its engine was studied and it is widely believed to have contributed to the firm's Eagle aero engine, which was used in fighter aircraft against German planes in WW1. "It's possible that the engine of one of these cars served as a prototype for Rolls-Royce, but we can't confirm this," says Greiner. "But what we know is that there are currently only three cars left."

After 1914

The car's success continued after Europe went to war. One car was bought by Ralph de Palma (pictured right), who won numerous events in the US, most notably the 1915 Indianapolis 500. It is thought that this car may have contributed to American aero-engine design in a similar way to the one held in Britain. After the war, a modified 4.5-litre machine won the 1922 Targa Florio with Count Giulio Masetti (pic far right).





Engine

As fresh regulations reduced engine sizes to 4.5 litres, Mercedes developed an entirely new four-cylinder engine with an overhead camshaft and two inlet and exhaust valves per cylinder – the first use of a four-valve-per-cylinder design in a Mercedes engine. The racing unit, borrowing heavily from the firm's aero experience, delivered a peak output of just over 100bhp at 3100rpm, a very high engine speed for the time. Driving through a four-speed gearbox, it gave the car a top speed of a little over 110mph.

RACE STATS: 1914 FRENCH GP

- 1 Christian Lautenschlager
Mercedes 7h08m18.4s
- 2 Louis Wagner
Mercedes 7h09m54.2s
- 3 Otto Salzer
Mercedes 7h13m15.8s
- 4 Jules Goux
Peugeot 7h17m47.2s
- 5 Dario Resta
Sunbeam 7h28m17.4s

37 ENTRIES

FASTEST LAP

Max Sailer (Mercedes) 20m06.0s

WINNER'S AVERAGE SPEED 65.504MPH

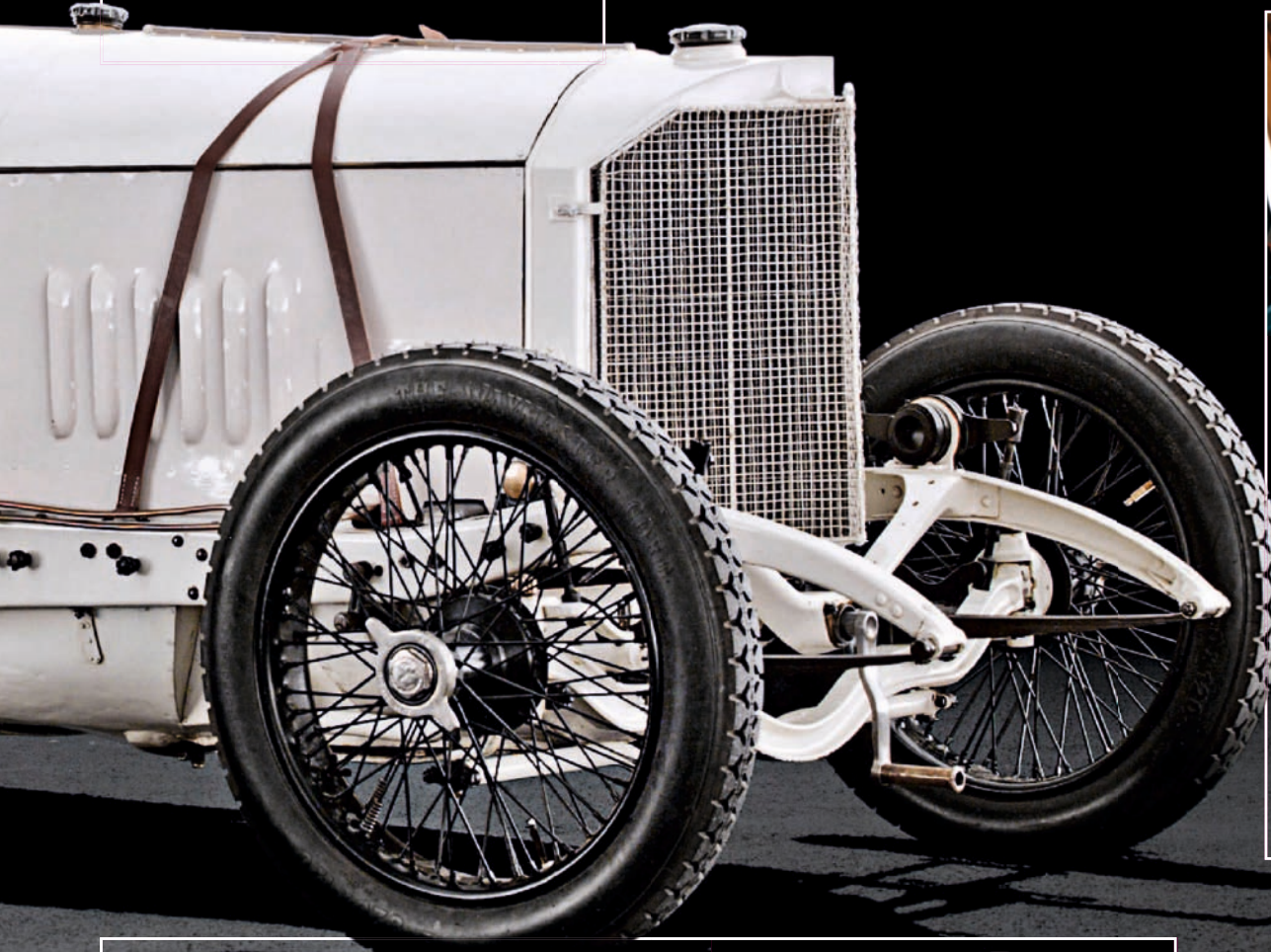
DISTANCE
467 MILES

FINISHERS 11

Chassis and handling

The chassis consisted of pressed-steel side members with semi-elliptic leaf springs, while the pointy radiator represented an early attempt at reducing drag. In *Autocar's* race report, the roadholding of the Mercedes stood out: "The Mercedes apparently held the road best under very heavy braking stress on the straights; the others were inclined to sway and skid. They sit low on the road, and one does not realise how incredibly fast they are going until they are very close, because of their steadiness."

Finishers 11



GARY HAWKINS

No front brakes

Main rival Peugeot had already developed a four-wheel-braking system, but Mercedes stuck to the period norm, with retardation only applied to the rears (above). Former Le Mans winner Jochen Mass, who has driven a number of historic racers, says it made sense. "With the surfaces they had then, if you had too much braking on the front it understeered off," he explains. "The technology of balancing front and rear braking had not yet developed."

Tyres

Mercedes gained time over the hard-charging Peugeots, which had switched from all-rubber to steel-studded tyres, when it came to pitstops. While lead Peugeot driver Georges Boillot – winner of the French GP in 1912 and '13 – stopped several times, the frontrunning Continental-shod Mercs made just one scheduled pitstop.



You can see all three remaining 1914 cars at the Goodwood Festival of Speed on June 26-29, as Mercedes-Benz celebrates 120 years in motorsport



Silver Arrows lead away in '89. The #63 car (mid-pack) would lead a Mercedes 1-2-5 finish

INGHAM/GETTY

MERCEDES & LE MANS

AN UNEASY RELATIONSHIP

58

Catastrophe in 1955 and a near-disaster in 1999 have tainted Merc's relationship with Le Mans.

But there have been high points, including two wins. ADAM COOPER charts a love-hate relationship

For a company that has played such a huge role in motorsport history, Mercedes has made relatively few official appearances at Le Mans – a total of just eight over the past 84 years. There have been two famous victories, but inevitably everything is overshadowed by the 1955 accident, an event that would keep the company out of the sport for over three decades. In later years other incidents contributed to an uneasy relationship with an event in which victory is so prestigious for any manufacturer.

The story began in 1930 when Mercedes entered a single SSK, a car designed by Ferdinand Porsche. Christian Werner and Rudolf Caracciola put up a spirited performance against a mighty team of five works Bentleys, ultimately retiring with what was officially deemed an electrical failure.

Mercedes subsequently wound down its works involvement in racing. However, a private SSK appeared in 1931 for Russian Boris Ivanowski and his French partner Henri Stoffel. Bentley



SSK retired on firm's 1930 Le Mans debut

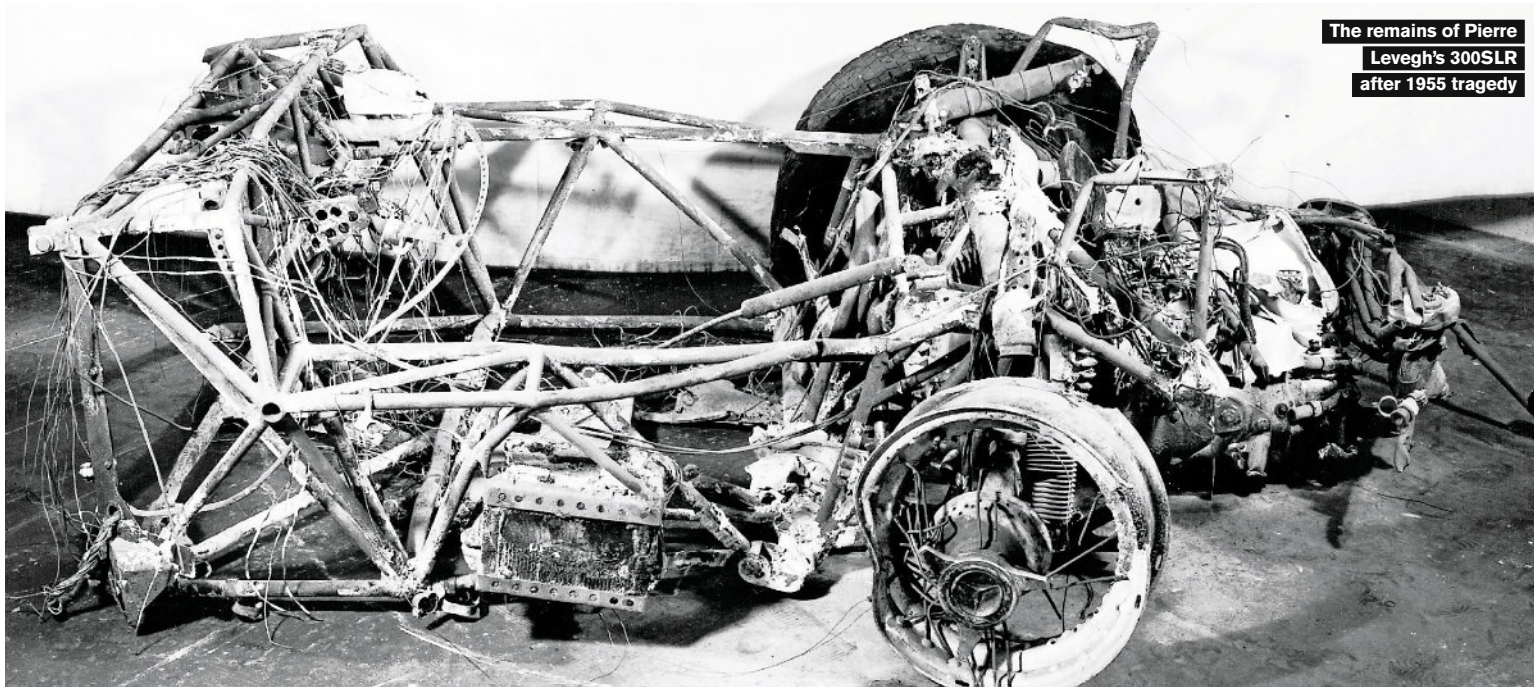
Mercedes finally returned in 1952, the fourth event to be held after WW2. A trio of attractive 300SLs was entered under the stewardship of Alfred Neubauer. One car retired early, but the others ran strongly behind the Talbot of local hero Pierre Levegh, who attempted to drive solo. His extraordinary effort ended with a blown engine with just 70 minutes to go, allowing pre-war star Hermann Lang and Swiss team-mate Fritz Riess to head a triumphant Merc one-two.

Mercedes missed the next two years as its grand prix project gathered momentum, returning in 1955 with a trio of 300SLRs. The lead car was handled by Juan Manuel Fangio and Stirling Moss – perhaps the greatest driver line-up Le Mans has ever seen. Their car was the 'hare', sent out to break the opposition, while the sister entries were regarded as the potential race winners.

One of them was driven by Levegh, hired by Neubauer in the light of his heroic 1952 drive, and because it was always handy to have a Frenchman in the squad. The race was only a few hours old when the 49-year-old perished in the accident that also cost the lives of 83 spectators, and which

was absent, but there was strong opposition from Bugatti and Alfa. The car led for a long time, until tyre problems proved costly, and it fell back to second. Stoffel entered an SSK once more in 1932, handled by brothers Paul and Marcel Foucret, but it was an early retirement.

As the decade went on, Nazi support helped Mercedes and rivals Auto Union to become the dominant forces in grand prix racing. Despite the huge available resources, and the growing prestige of the race, there was no Le Mans side project.



The remains of Pierre Levegh's 300SLR after 1955 tragedy



Fangio/Moss SLR chases the '55-winning Hawthorn/Bueb Jaguar



First win came in 1952 with Lang/Riess 300SL



AMG ran 'unofficial' 300SEL in 1972 testing

would change the course of motor racing history.

The race carried on, and so did Mercedes, until consultation with management in Stuttgart led to Neubauer withdrawing the remaining cars in the middle of the night. The disaster precipitated a long hiatus from any works motorsport involvement, although a private 300SL competed at Le Mans in 1956, and was an early retirement.

Much later there would be two failed unofficial efforts from AMG, both featuring Hans Heyer and Clemens Schickentanz. In 1972 the Mercedes tuning specialist entered a 300SEL, a yellow four-door beast that looked like a taxi tarted up with flared wheelarches and extra spotlights. It was quick on the straights, but its weight put a big strain on the brakes, and it was withdrawn after the test weekend.

Six years later there was another AMG entry, this time with more sporty-looking 450SLC, and in traditional silver/grey. The car had competed in Group 2 form in the European Touring Car Championship, but up against well-proven Porsche 935s in Group 5 at Le Mans, it failed to qualify.

The seeds of a full-blown return by Mercedes

were sown in 1985, thanks to the tenacity of long-time sportscar entrant Peter Sauber. He'd been running cars powered by the Cosworth DFL (handicapped by vibration) and BMW M1 V6 (not enough power), and was looking for an alternative.

"The easiest way was to go with a Porsche engine," he recalls. "But it made no sense, because at this time there were a lot of cars from the factory, and teams like Joest and Brun. And I had the idea to drive with a Mercedes engine. It was a funny idea, as at this time it was impossible to work together with Mercedes officially. They were allowed to support Mercedes customers – some guys had a rally car, and they helped them a little.

"I met some engineers from R&D, and they had some experience running turbo engines, both diesel and normal, breaking speed records in Nardo. They were immediately interested in the project."

Sauber duly built the C8, and equipped it with a 5-litre turbocharged V8. Following a brief test at Hockenheim it appeared at Le Mans in 1985, painted white and bearing no Mercedes identification. Alas in qualifying John Nielsen took off at the hump after the Mulsanne kink – the car

performed a backflip, landed on its wheels, and slid to a halt against the barrier. It was repairable, but Sauber decided to pack up and go home.

"Even today we don't know exactly what was the problem," says Sauber. "Although for sure it was at the front of the car. For us it was a disaster, especially with the Mercedes history at Le Mans. I was just happy because John Nielsen had absolutely nothing [injury-wise]. In fact the engine was [still] running after the accident! But that was the start."

Despite this setback the project was under way, and having found some sponsorship Sauber committed to a World Sportscar Championship programme in 1986.

"Officially Heini Mader built the engine, and he did build at least one, but all the others came from Stuttgart. In the beginning it was not so easy, because it was not allowed for the engineers to help on track. It was necessary that they did it while on holiday, and I paid them. It was even a huge challenge to convince the legal department at Mercedes to call the car a 'Kouros Mercedes', because officially this was not possible, according to their guidelines." ▶



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Remains of flipped Webber car after big qualifying accident

► Two C8s ran but retired early at Le Mans in 1986, and the following year resulted in a similar outcome with the new C9. However, the dark-blue cars were competitive in shorter races, and for '88 Mercedes finally committed to full works support.

It was a momentous decision, and inevitably put a much sharper focus on that year's Le Mans effort – a factory Mercedes team was back for the first time since 1955. However, fate was to play a hand. During qualifying Klaus Niedzwiedz suffered a tyre failure on the straight, and when Michelin could not explain it, a nervous Sauber withdrew.

"I took the decision to stop the whole Le Mans operation," he recalls. "It was not an easy one, because all the Mercedes engineers pushed to race, but for me it was too dangerous with the Mercedes history."

The following year Sauber was accorded full Silver Arrows status, and this time there was great success with a 1-2-5 finish. Circumstances dictated that victory went unexpectedly to the third-string C9, crewed by Jochen Mass, Stanley Dickens and Manuel Reuter.

"The car was reliable and fast," says Sauber. "The only problem we had was the Michelin tyres – they were fast for one lap, not more. It was a real handicap. For me it's still the biggest success for the company, and all three cars finished the race. But at Mercedes the whole marketing machine was not really running behind it, as it is today."

Mercedes missed the 1990 race, and quite probably another victory with the superb new C11, after a dispute between the FIA and the ACO meant the 24 Hours dropped out of the championship. The team was back in 1991



Sauber-Merc C9s took formation 1-2-5 Le Mans finish in '89

(by now on Goodyears), and again set the pace. The C11s ran 1-2-3 at one stage, until a silly problem led to the retirements of the two main entries. That allowed the works Mazda – running to generous IMSA GTP regs – to steal a surprise win.

"It was a ridiculous mistake," rues Sauber. "A bracket of the alternator was broken, and the water pump was on the same belt."

After various delays the third junior-team car, anchored by Michael Schumacher in his only Le Mans appearance, finished fifth: "I think you can say that he was driving circles around his competition. He was the fastest, at the same time he used the least tyres and fuel."

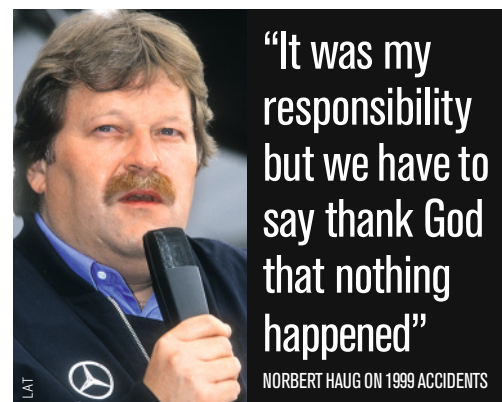
Sauber subsequently turned his attention to grand prix racing, and for the next few years the Mercedes focus was on its own F1 efforts, and the increasingly high-profile DTM series. A return to sportscars came by default after the DTM's transition to international status in 1996 proved to be a trifle ambitious, and the category collapsed. Mercedes and AMG needed somewhere to race in '97, and they opted for the FIA GT series, with spectacular results.

That led to a return to Le Mans with two CLK LMs in 1998. There was big excitement surrounding the race given that Toyota, Audi, BMW and Nissan also fielded works teams. So competitive in four-hour FIA races, the silver cars didn't even manage that distance, with both entries retiring early.

"It was not a good performance, but we were not gambling with a 'sprint' car," says former Mercedes motorsport boss Norbert Haug. "That would not be the right judgement. We had done some long runs."

A much stronger 1999 effort was focused on Le Mans, with three brand new CLR. However, the weekend turned into a PR disaster. A huge airborne accident for Mark Webber on the run to Indianapolis in qualifying set alarm bells ringing. And then in Saturday's warm-up the Aussie repeated Nielsen's 1985 flip after the Mulsanne kink. Inevitably there were questions about whether or not to carry on, and calls were made to McLaren's Adrian Newey, busy in Montreal, for urgent advice on modifying the aero set-up. In the end, the other two entries started the race.

"It was a common decision between the drivers," says Haug. "I was not in favour in the first place, but I got all the good arguments as to why.



"It was my responsibility but we have to say thank God that nothing happened"

NORBERT HAUG ON 1999 ACCIDENTS

Everybody had their doubts, but I spoke to the drivers individually and in the whole group, and they were sure that everything was on the right path. I don't want to go into it 15 years later, and at the end of the day it was my responsibility. It was a decision between the drivers and the management."

Alas, early in the race there was a third incident when Peter Dumbreck took off and flew into the trees before Indianapolis. The Scot had a miraculous escape; the sister car was withdrawn.

"In fairness to the guys who built the '99 car it's just not possible to simulate Le Mans," Haug explains. "The rules were dangerous, and that car explored the rules to the limit. It shouldn't be an excuse, but other cars were close to being airborne."

"Le Mans is special, with all the crests and high kerbs and so on. I was there when we tested at Fontana and Magny-Cours for 36 hours without any problem. In the end, the special request of that underfloor and the Le Mans circuit, it was just not possible to simulate 100 per cent. No excuses, that's just to try to explain it. At the end of the day we have to say thank God nothing happened."

AMG and Mercedes subsequently returned to the revived DTM, and thus '99 will stand for the foreseeable future as the company's final experience of Le Mans.

"It just got more and more expensive," admits Haug. "And we had a different philosophy, involving F1 and DTM and sprint racing, but not because we didn't perform well that year at Le Mans."

"And you could also ask Porsche and Audi: why are they not in F1?" ❧

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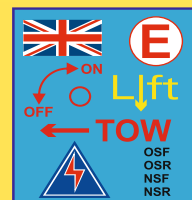
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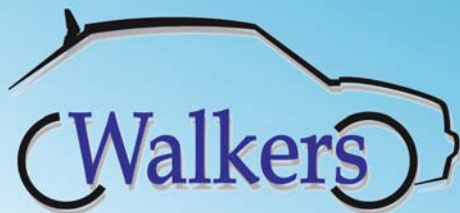
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Jon Hilton FIMechE CEng, Managing Partner, Flybrid Systems LLP

"The decision to advertise for staff in Autosport was easy as the magazine is one of the most widely read motorsport publications in the world. The resulting response also met our expectations providing us with a large number of high quality candidates. What exceeded our expectations was the friendly and helpful nature of the Autosport staff who helped us with the timing and preparation of our advertisement. I would recommend the use of Autosport to any organization looking to recruit staff in our business."

Steve Hallam, Director of Competition, Michael Waltrip Racing

MOTOSPORT JOBS



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- An understanding of the principles of Aerodynamics although this is not a prerequisite

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The ideal candidate would also have experience of data analysis tools and techniques as well as some previous exposure to wind tunnel and CFD testing.

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Experience with the development of user interfaces, cloud computing and engineering software tools (Matlab, Dymola and Python) would also be appreciated. Previous motorsport experience is not mandatory.

To apply for positions at Red Bull Technology and Red Bull Racing, please visit the recruitment page on our website www.infiniti-redbullracing.com.

Closing Date for Applications: **26 JUNE 2014**

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Fun Cup race was ended early after road-car incident

HAWKINS

SCOTT MITCHELL
EDITORIAL ASSISTANT

scott.mitchell@haymarket.com
@ScottMitchell189



IT MAKES ME DESPAIR WHEN people fail to grasp that the phrase "motorsport can be dangerous" is about more than having something to post on signs around race tracks.

The lack of understanding or appreciation some people have for the high safety standard in modern-day racing is usually the cause of my frustration. But the worst thing that happens in those cases is that a huge accident occurs without serious consequence, and those people sit up and realise the progress that has been made and the importance of such steps.

Decrying that health and safety's gone mad and modern motorsport is too safe is one thing, but blatantly flouting the rules and putting yourself and others in danger is another.

Like most connected to motorsport, I watched astounded as the video playing on my computer screen revealed a member of the public deliberately drive a road car onto a circuit while the race was still on. I actually thought someone had got the wrong end of the stick when I was first told about it – that video proved it was as outrageous as it first sounded.

That an arrest was made in connection with the incident and an investigation continues after the 21-year-old in question was bailed for just over a month means we must let the correct legal processes take place.

It's also now down to the circuits and the MSA to work out what steps, if any, should be taken to change procedures trackside. The obvious suggestion doing the rounds is that security should be beefed up. Admittedly that's another expense for clubs and organisers across the UK, but sadly it seems relying on common sense may no longer be enough.



Arrest after Brands invasion

Man bailed and investigation prompted after road car interrupts race

AN INCIDENT AT BRANDS

Hatch last weekend involving a Volkswagen Polo road car being driven onto the track during a club race is still under investigation after a man arrested in connection with the disruption was released on bail.

A 21-year-old from Tonbridge in Kent was taken into police custody on Monday on suspicion of false imprisonment, but released on bail until July 24 pending further investigation. It follows an incident on Saturday when the private car was driven onto the circuit towards the end of a four-hour Fun Cup race.

A video filmed by a passenger in the back of the car showed the Polo accessing the circuit from the pitlane, having been driven through the main paddock and then a garage. The driver appears to ignore pleas from the front-seat passenger to stop and drives a lap of the Indy circuit before returning to the pits.

INVESTIGATIONS UNDERWAY

An inquiry into the incident was immediately launched by Kent Police, the Motor Sports Association and circuit operators MotorSportVision, with assistance from The British Racing and Sports Car Club, which organised the meeting.

MSV boss Jonathan Palmer told AUTOSPORT: "I'm absolutely seething at this complete madness. It was deliberate and endangered competitors and his passengers.

"It's a completely unprecedented occurrence. It's very important the law takes a strong stance to make it clear it's not acceptable."

Part of the inquiry will look into how the car was able to drive into the pitlane in the first place and then continue onto the track unabated.

A statement from the MSA said it was "extremely concerned" by the incident and confirmed it would also work with the Association of Motor

Racing Circuit Owners and organising clubs to prevent a repeat.

"As the governing body, the MSA condemns in the strongest possible manner the irresponsible actions of these individuals, and is pleased that Kent Police shares its view of the gravity of the incident."

'COMMON SENSE' REQUIRED

Palmer, who is understood to be considering a civil claim against the driver, said the bizarre nature of the incident made it difficult to criticise how easily the car was able to get on track, though stated that the ultimate responsibility for stopping the car lay with those present.

He added that MSV would engage in discussions over reviewing circuit procedure but said that simply beefing up track security was not an easy solution.

"Unfortunately it looks as though no effort was made to stop the car but in their defence they were probably so flabbergasted they didn't know what they were looking at," he added. "One can't have a view that this is just about security, this is about behaviour.

"Anyone could drive onto any circuit in the UK, you do rely on common sense and that has prevailed until now. I suppose the good thing is the amount of publicity means everyone will be alert to the risk of it in the future."

You do rely on common sense and that has prevailed until now. I'm absolutely seething at this complete madness.

MSV boss Jonathan Palmer



Spectator footage caught the incident



Barff has lost
Ferrari GT seat

British GT

Carroll to replace Barff in FF Corse Ferrari

GP2 RACE WINNER ADAM Carroll will replace Rob Barff in FF Corse's Ferrari 458 Italia for this weekend's British GT round at Snetterton, and could take the seat for the rest of the season.

The Northern Irishman will join Gary Eastwood, who claimed his first win in British GT alongside Barff at Rockingham earlier in the year, for the pair of 90-minute races at the Norfolk track.

Barff said he was dropped after an accident with a GT4 car – for which the opposing driver was excluded and had his licence marked – caused them to retire from the previous round at Silverstone.

"Gary reacted badly to the incident at Silverstone," Barff said. "He thought I was in the wrong [for trying to go around the outside of the GT4 car at Becketts]."

"It's left me disappointed and

embarrassed. I'm sure Adam has a tenth or two on me but I've done a pretty good job getting Gary up to speed and establishing a reputation as a bloody good driver.

"Clearly I now have a big hole in my diary. If another drive, in GT3 or GT4, became available I'd definitely consider it."

Carroll, the 2008-'09 A1 Grand Prix champion, has also raced in the DTM, IndyCar and finished on the

podium in a one-off GT1 World Championship appearance.

The 31-year-old said this weekend would help decide whether he has further outings, though the finale clashes with his European Le Mans Series commitments.

"I'm available to do the next three," he said. "Hopefully if it all goes well we'll see about the rest of the year. I'm sure I'll get up to speed quickly."

British GT

Reip swaps Le Mans ZEOD for Snetterton GT drive

NISSAN GT ACADEMY DRIVER Wolfgang Reip will partner Sir Chris Hoy in this weekend's British GT races at Snetterton, one week after driving the electric ZEOD RC racer at the Le Mans 24 Hours.

Reip is standing in for Hoy's regular team-mate Alex Buncombe, who is on Nissan duty at the Nurburgring 24 Hours.

The 2012 GT Academy winner drove

the GTR-NISMO GT3 in the FIA GT and Blancpain Endurance series and will use the meeting as a GT refresher ahead of a Super GT programme later in the season.

"It is good timing for me to compete in British GT this weekend," he said. "I know the car very well after doing two series in it last year but I hadn't actually driven it for seven months before this weekend."

Snetterton will be a very useful refresher."



Reip will stand in
for Buncombe

British GT

Al Masood to finally make Bentley debut in British GT

ABSENT M-SPORT BENTLEY driver Humaid Al Masood will finally make his British GT debut this weekend alongside Steven Kane.

The Emirati, who has won in the defunct American Le Mans Series alongside Kane and partnered him last year in the Blancpain Endurance Series, has missed the first three meetings of the season.

He was replaced by Rembert Berg at Oulton Park and Silverstone, but the team's Continental GT3 missed the



Kane has driven
with Berg so far

third round at Rockingham.

In addition to Al Masood joining the grid, Britcar regular Ian Stinton will return to the series replacing Colin White, who is on Nurburgring 24 Hours duty, alongside Tom Sharp in the IDL Ginetta G55 GT3.

Irishman Richard Lyons is returning to partner AF Corse team-mate Pasin Lathouras after missing Silverstone while racing in Japan, while Jade Edwards joins GT4 racer Matt Draper in his Ginetta G55.

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HUMBLE PYE

The voice of club racing



Combe Mazda grid was packed out

One-make series are bucking the low-grid trend

The composition of the 750 Motor Club's racing portfolio has changed beyond recognition in recent years as the now-75-year-old organisation has taken several one-make production car series under its wing. While this may grate with a lot of its older-stagers, reacting to market forces has attracted record competitor numbers, a current membership of more than 2000 and made the club a major player with circuit owners.

At Castle Combe on Saturday, its Toyota MR2 championship, BMW Compact Cup and 5Club Racing Mazda MX-5 Cup put 96 cars in the paddock alone – a number that the BTCC package yearns for – on top of which a strong turnout of 26 Formula Vees and a whopping 39 Stock Hatch cars made for an average of more than 32 per grid.

It was not many years ago that Stock Hatch was the UK's best-supported club championship, with registrations well into three figures, but those heady days have gone. Splitting the post-1991 'Stocks' from the 'Classic Stocks' over the past three seasons may have given the older machinery greater identity and allowed their drivers to gun for glory but in other respects the move has been counter-productive.

Given the numerically-dominant Citroen Saxos have not been made since 2003 it should come as no surprise that stock numbers have dwindled. Initiatives to engage later models came to nothing, but the top Classic dicers raced inside the top 10 at Combe, so surely there is a compelling case for reuniting the fields on an ongoing basis?

With the exception of Castle Combe's vibrant Saloon competition, which attracted a very healthy 32 starters on Saturday, the resident

championships are going through tough times. Most of the earlier [Pre-'96 and Pre-'91] FF1600s are either racing elsewhere or have gone into hibernation, resulting in disappointing sub-20 car grids this term, although the action out front has been superb. The dropouts need to be enticed back – some teams have several cars lying dormant.

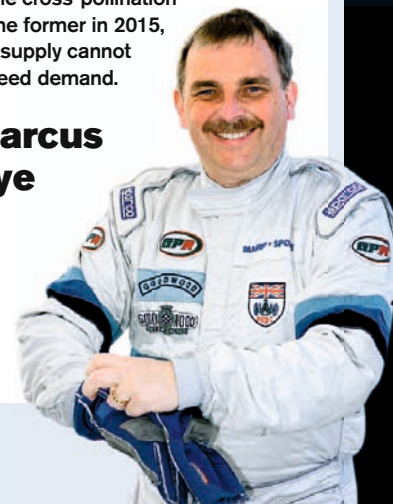
The Sports & GT championship, meanwhile, has not recovered from

"With the exception of the vibrant Saloons times are tough for Combe series"

the axing of the awesome bigger prototypes. Separating production-based cars (which mustered 11 this time) from sports-racers hasn't worked, surprisingly, but there are encouraging noises that more of the big cars will compete once the Open Sportscar Series finishes in August.

Perhaps a season-ending challenge to contenders in Oulton Park's excellent championship might trigger some cross-pollination of the former in 2015, but supply cannot exceed demand.

Marcus Pye



Circuit of Wales

Investigation into minister's £300m Circuit of Wales role

THE FIRST MINISTER OF WALES is investigating allegations there was a breach of ministerial code in relation to the £300m Circuit of Wales project.

First minister Carwyn Jones confirmed he had requested a probe into the role that minister for natural resources and food Alun Davies might have played in a U-turn on the project by Natural Resources Wales.

It has been suggested that Davies, the assembly minister for Ebbw Vale where the planned facility would be built, may have broken the ministerial code by encouraging the NRW – which was

originally opposed to the project – to reconsider its position.

"I have asked the permanent secretary to look into the facts surrounding this matter," said Mr Jones. "I have requested that they report back within two weeks."



Packard-Bentley a Pageant star

Duncan Round's Packard-Bentley spits flames at the Cholmondeley Pageant of Power last weekend on its way to fifth in the Classic Pre-War class. The overall fastest time went to Robbie Kerr's Radical SR8, but the Briton fell short of his record-setting best from 2013.

Goodwood Festival of Speed

Lotterer to drive IMSA Audi

ANDRE LOTTERER WILL DRIVE AN Audi 90 quattro IMSA sportscar at the Goodwood Festival of Speed, two weeks after scoring his third victory in the Le Mans 24 Hours on Sunday.

Lotterer will be fulfilling a long-held ambition when he demonstrates one of the 1989 IMSA GTO-class silhouette racers, which produced more than 700bhp, at Goodwood on July 27-29.

"I'm so stoked, because that was a dream car for me when I was growing up," he said. "My dad's team [RAS Sport] had Audi Coupes at one point, and that five-cylinder sound has stayed with me."

The Audi 90 quattro took seven GTO victories with Hans Stuck, one shared with Walter Rohrl, in the '89 IMSA series.

Audi will also bring one of its two R18s that that finished one-two at Le Mans.



Lotterer "stoked" to drive IMSA monster

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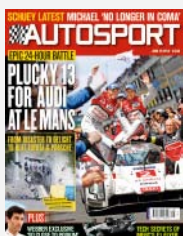
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Single-seaters

Carlin launches driver academy

SINGLE-SEATER POWERHOUSE
Carlin is to run a driver-training scheme from its 'satellite' workshop at the Pembrey circuit in South Wales.

The Hampshire-based squad's Carlin Academy is designed to develop young drivers before they take their first steps in car racing, whether they have karting experience or not. It is spearheaded by former racer and sports-training expert Tom Gaymor, together with Carlin Formula 3 engineer Stefan de Groot, an ex-Dutch Formula Ford champion.

Gaymor, who took his first steps in racing with the French La Filiere scheme after a brief karting career, told AUTOSPORT that the Academy will use coaching techniques from the wider sporting world to develop new drivers.

Classroom-based instruction and simulator work will focus on repetition, as well as enhancing a driver's knowledge base, and programmes will be tailored to each individual's needs.

Only after these stages will the on-track work begin – Carlin, which has

long favoured Pembrey as its testing facility, has a Dallara Formulino 'school car' powered by an old-spec Formula Ford engine, as well as a Formula Renault.

Carlin boss Trevor Carlin, who is understood to be eyeing the planned introduction of FIA Formula 4 to the UK, said: "The motorsport industry can be quite daunting, but the aim is to assist and equip young drivers with the skills they need to step into single-seaters.

"We hope this will be something that produces some great talents."



Ingram chases the leader

In brief

Ingram's Fun outing

British Touring Car driver Tom Ingram competed in the Fun Cup races at Brands Hatch last weekend in place of his injured Speedworks team boss Christian Dick. The youngster qualified the Global Racing-run car second and led early on, but the car retired from the race.

Mitchell back on track

Historic Formula Ford 1600 champion Sam Mitchell will return to the series as part of a 32-strong entry for the Wolds Trophy meeting at Cadwell Park this weekend. Mitchell, 17, missed the first half of the season as he was concentrating on his A-level examinations.

Chaos at Cadwell

The final Mazda MX-5 race at Cadwell Park last Sunday was abandoned after twice being red-flagged. The first followed a five-car startline shunt, the second after a high-speed off on Park Straight involving Kevin Brent, Richard Collins and an impact with a marshals post. The drivers and the marshals escaped injury.

Electric Priaulx's record

Multiple touring car champion-turned-BMW GT driver Andy Priaulx set a new electric vehicle record on the Val des Terres hillclimb earlier this month. The Guernsey-born ace contested the island's event for the first time since 1995 in a BMW i3. His 41.39s best beat the old record, which stood at more than a minute, by 21.66s.

Historic rally tender

The Roger Albert Clark Rally Motor Club Ltd has been announced as the preferred bidder for the British Historic Rally Championship for the next five years, starting in 2015. The Club, which currently promotes the R.A.C. Rally Championship, the Roger Albert Clark Rally and the DMACK Carlisle Stages, has been selected to go forward into formal negotiations.



Group C

Bell misses out on farewell

FIVE-TIME LE MANS 24 HOURS
winner Derek Bell missed out on what he was expecting to be his farewell performance at the Circuit de la Sarthe last weekend.

The Porsche 962C in which Bell and car owner Mark Sumpter were scheduled to contest the Historic Group C/GTP Racing event ahead

of the start of this year's 24 Hours on Saturday was withdrawn before the race after sustaining a water leak in qualifying.

Bell, 72, said: "It's a real disappointment because I was looking forward to driving here once again. It looks like that's it as far as me driving here goes."

Castle Combe

New chairman at Castle Combe

WELSHMAN KEN DAVIES HAS taken over as chairman of the Castle Combe Racing Club with immediate effect, following the resignation of founding chairman Adrian Fawdington.

Adrian's wife Nicki, who has served as marshals' secretary, is handing this role over to Richard Beard at the end of the season, after which the Fawdingtons – Adrian having started the club in 2006 with late circuit owner Howard Strawford – intend to become more involved with SCCA racing from their home in Florida.

Long-time racer Davies will work alongside CCRC competition secretary Steve Weston to develop future strategies for the circuit.



Loggie joined SR3 field

Radical SR3 Challenge

Britcar champ among Radical debutants

BRITCAR CHAMPION IAN LOGGIE made his Radical SR3 Challenge debut at Oulton Park last weekend alongside ex-British Formula Ford champion Callum MacLeod.

Loggie, who initially bought the car for trackdays, shared the Team Parker-run

car to fifth place. BRDC Formula 4 race winner Matt Bell was another former single-seater ace taking part, joining Brian Harvey's RAW Motorsport outfit to replace Harvey's son Tom.

They were set for a class win until running out of fuel, a fate that also befell

series debutant Rob Courtneidge. The Radical data engineer, sharing with Neil Houston, was running seventh.

Current BRDC F4 racer Michael Claessens was seventh in the second Club race, but crashed heavily in the Challenge encounter.

Bell leads the Deegan brothers



FATHERS' DAY MEETING CASTLE COMBE, JUNE 14 CCRC

Final corner decides thrillers

ALL PICS: STEVE JONES

WITH A WIN AND A SECOND PLACE apiece, reigning 750 Motor Club Stock Hatch champion Tom Bell and team-mate Shayne Deegan left a frenetic Castle Combe's Father's Day meeting with honours even.

Bell survived Deegan's sensational attack round the outside at the final corner by 0.002s in the opener. Lee Deegan ran away with the sequel, but a 10-second track-limits penalty relegated him to fourth behind brother Shayne, Bell and Carl Swift.

Reunited to great effect, the Classic Stock Hatch boys gave good accounts of themselves. Peugeot 205 stalwart Matt Rozier top-scored having finished ninth – on reigning champ Lee Scott's tail – and eighth

overall. Scott and fellow Ford Fiesta man 'Baldy' Philpotts collided at the Esses before race two was stopped with cars off at Quarry.

Kevin Mills Racing duo Ash Crossey and Nathan Ward were inseparable as they traded the FF1600 lead. Having truncated his Spectrum's nose against Crossey's rear wheel, Ward nailed the win last time round. Richard Higgins relegated brother Adam to third as Roger Orgee struggled with a broken HT lead and Ed Moore a ravaged dog ring, which left his car jumping out of top gear.

Paul Smith's torrid Formula Vee season continued, engine gremlins striking as a safety car emerged in race one and on the green-flag lap

later. Martin Farmer was a happy racer after extending his points lead with two wins. John Hughes and Graham Gant headed the chasers, with Ian Buxton third in race two.

Tony Hutchings's Audi TT completed a Combe Saloon treble, outrunning Charles Hyde-Andrews-Bird (Renault Megane) after poleman Mark Wyatt's Vauxhall Astra broke again. The Vauxhall VXR of Julian Ellison and John Barnard were next in. Carl Loader (Citroen Saxo), Tony Dolley (Peugeot 206) and ex-champion Russell Poynter-Brown (Vauxhall Corsa) won their divisions, but title chaser Dave Rose jostled his VW Lupo back from fifth to second among the tiddlers.

All three big 750MC one-make grids provided double winners. Stuart Voce was clear of David Drinkwater in the BMW Compact Cup rounds, leaving an 80mph lap record. Mike Tovey and FF1600 convert Josh Harvey nailed thirds, Tovey battling back past team-mate Matthew Parkes for fourth following a terrible second start. Defending champion Steve Roberts had a poor

day by his standards, besting at fifth.

Can anybody stop Matthew Palmer in a Toyota MR2? The uber-smooth reigning champ picked up where he left off last time they were here in 2012, making it eight in a row this term. From row two, Mike Wells led Palmer for a lap in the opener, while Jim Davies pegged him back and erased his lap record in eking more speed from his 1800cc Roadster later.

Brian Chandler and Ben Short outsprinted Mazda MX-5 rivals, their pace so great that they repassed Will Blackwell-Chambers – a previous gearbox kart victor at Combe – within a lap of an excursion at Quarry. The Greatrex siblings, Jason and Kris, fought two gripping battles, although Kris spun in race one.

Gary Prebble had brake pads biked up from Hampshire, then discovered as the Combe Sports & GT race was called that his Mitsubishi Evo's exhaust manifold was cracked. With Barry Squibb's Evo out with a blown engine in qualifying, Prebble trod gently in keeping Tim Woodman's Caterham-Honda behind.

● Marcus Pye



Ward fends off Crossey in FF1600

RESULTS

STOCK HATCH/CLASSIC STOCK HATCH (11 LAPS)
1 Tom Bell (Citroen Saxo) 15m15.852s (79.99mph); 2 Shayne Deegan (Saxo) +0.002s; 3 Lee Deegan (Saxo); 4 Carl Swift (Saxo); 5 Steve Powlesland (Saxo); 6 Paul Jarvis (Saxo). **Class winner** Lee Scott (Ford Fiesta XR2i). **Fastest lap** L Deegan 1m21.426s (81.79mph). **RACE 2 (8 LAPS)** 1 S Deegan 11m07.696s (79.79mph); 2 Bell +2.222s; 3 Swift; 4 L Deegan 5 Jarvis; 6 Powlesland. **CW** Matt Rozier (Peugeot 205). **FL** L Deegan 1m20.769s (82.45mph). **FF1600 (15 LAPS)** 1 Nathan Ward (Spectrum 011C) 18m23.063s (90.56mph); 2 Ashley Crossey (011B) +0.208s; 3 Richard Higgins (Van Diemen JL12); 4 Adam Higgins (JL12); 5 Felix Fisher (Swift SC93K); 6 David Cobbold (Van Diemen RF89). **CW** Fisher; Cobbold. **FL** Crossey 1m12.239s (92.19mph). **FORMULA VEE (9 LAPS)** 1 Martin Farmer (GAC) 12m33.399s (79.55mph); 2 John Hughes (Scarab) +0.388s; 3 Graham Gant (WEV); 4 Ian Jordan (Sheane)

Jordan); 5 Peter Belsey (Spyder); 6 Paul Taylor (GAC). **CW** Tim Probert (Sheane). **FL** Hughes 1m15.900s (87.74mph). **RACE 2 (10 LAPS)** 1 Farmer 14m44.560s (75.29mph); 2 Gant +0.983s; 3 Ian Buxton (GAC); 4 Hughes; 5 Daniel Burton (AHS Challenger); 6 Taylor. **CW** Tim Probert (Sheane). **FL** Farmer 1m16.794s (86.72mph). **SALOONS (15 LAPS)** 1 Tony Hutchings (Audi TT) 19m37.256s (84.85mph); 2 Charles Hyde-Andrews-Bird (Renault Megane) +5.646s; 3 Julian Ellison (Vauxhall Astra VXR); 4 John Barnard (Vauxhall Astra VXR Turbo); 5 David Challenger (SEAT Leon Cupra); 6 Carl Loader (Citroen Saxo VTS). **CW** Loader; Tony Dolley (Peugeot 206GTi); Russell Poynter-Brown (Vauxhall Corsa). **FL** Mark Wyatt (Vauxhall Astra) 1m17.142s (86.33mph). **BMW COMPACT CUP (BOTH 11 LAPS)** 1 Stuart Voce 15m21.348s (79.51mph); 2 David Drinkwater +7.367s; 3 Mike Tovey; 4 Josh Harvey; 5 Steve Roberts; 6 Alex Dew. **FL** Voce 1m22.649s (80.58mph). **RACE 2 1 Voce** 15m18.783s (79.73mph); 2 Drinkwater +3.932s;

3 Harvey; 4 Tovey; 5 Dew; 6 Richard Miles. **FL** Voce 1m22.401s (80.82mph). **TOYOTA MR2 (BOTH 11 LAPS)** 1 Matthew Palmer 15m04.981s (80.95mph); 2 Michael Wells +4.464s; 3 Jim Davies; 4 Russell Hennessy; 5 Stuart Nicholls; 6 Cam Walton. **CW** Davies. **FL** Palmer 1m21.061s (82.16mph). **RACE 2 1 Palmer** 15m04.534s (80.99mph); 2 Davies +4.752s; 3 Wells; 4 Nicholls; 5 Ben Rowe; 6 Mark Barber. **CW** Davies. **FL** Davies 1m20.763s (82.46mph). **SLUB RACING MX5 (BOTH 11 LAPS)** 1 Brian Chandler 15m19.063s (79.71mph); 2 Ben Short +4.975s; 3 Will Blackwell-Chambers; 4 James Rogers; 5 Jason Greatrex; 6 Jonathan Hughes. **FL** Chandler 1m22.509s (80.71mph). **RACE 2 1 Chandler** 15m18.314s (79.77mph); 2 Short +1.899s; 3 Blackwell-Chambers; 4 Rogers; 5 Kris Greatrex; 6 J Greatrex. **FL** Chandler 1m22.079s (81.14mph). **SPORTS & GT (15 LAPS)** 1 Gary Prebble (Mitsubishi



Voce won in Compacts

Lancer Evo) 18m27.222s (90.22mph); 2 Tim Woodman (Caterham-Honda) +2.795s; 3 Mark Higginson (Rage RT200T); 4 Phil Gale (Darrin-Vauxhall T9); 5 Craig Moore (Rage RT200T); 6 Dave Scaramanga (VW Vento V6). **CW** Woodman; Higginson; Scaramanga. **FL** Prebble 1m12.045s (92.44mph).

CLASSIC FF1600 THRUXTON, JUNE 14-15 BARC

Smith nips Gardner double in the bud



Gardner led Smith in the opener

MIKE GARDNER AND ANDREW SMITH took one Classic FF1600 win apiece at Thruxton last weekend.

Poleman Gardner's Crossle was sluggish off the line in the first race, but it didn't take long for the Newark driver to get back to the head of the field. He passed Stuart Kestenbaum (Van Diemen) for second at Allard on lap two, and went around the outside of Smith at Campbell the next time around to gain the initiative.

He remained in the lead for the rest of the race, but couldn't shake off Smith's Class B Van Diemen. "Every time I made a break I got blocked by

backmarkers," he said afterwards.

Kestenbaum was having a great battle with the similar-era Van Diemen of Simon Davey for third, only to inadvertently switch his engine off and drop to ninth.

Smith took the honours in the second thrash, after early pacesetter Gardner pirouetted at Village on the second tour. This mistake dropped Gardner to 16th, but he soon recovered, scything his way back through the pack to take second just 10 laps later.

The five-car battle for third was frantic, but it was Kestenbaum who

came out on top in the end, slipstreaming past Davey up Woodham Hill on the last lap.

● Matt Upton

RESULTS (BOTH 14 LAPS) 1 Mike Gardner (Crossle 30F) 20m09.365s (98.18mph); 2 Andrew Smith (Van Diemen FA73) +0.480s; 3 Simon Davey (Van Diemen RF80); 4 Colin Williams (PRS RH01); 5 Kevin Mansell (Crossle); 6 Chris Stuart (Van Diemen RF80). **CW** Smith. **FL** Smith 1m25.036s (99.74mph). **RACE 2** 1 Smith 20m22.192s (97.15mph); 2 Gardner +2.771s; 3 Stuart Kestenbaum (Van Diemen RF79); 4 Davey; 5 Mansell; 6 Stuart. **CW** Gardner. **FL** Gardner 1m24.668s (100.17mph).

MONO 2000/CLASSIC THRUXTON, JUNE 14-15 BARC

Dallaras dominate as power proves key

MONO 2000 CHAMPIONSHIP leader Robbie Watts took a back seat at Thruxton as rivals Lee Cunningham and Dave Gillett scored their first wins of the year.

Watts could only manage a sixth and a seventh place as he struggled with his underpowered Lola. Cunningham's Dallara decimated the field in race one, leading from start to finish.

Kevan McLurg slotted in behind

Cunningham from the start, but his Dallara was forced to retire with a right-rear puncture.

Ben Cater then took up the cudgels, but he couldn't fend off Gillett, who wrestled the position from him at Club on lap seven.

Peter Venn looked set for third after demoting Cater, but a fuel-scavenge problem caused him to slow on the last lap. This helped Malcolm Scott, who passed three

cars in one go at Club, into third.

Gillett was the deserved winner of the second race. He was running slightly less wing than his rivals, and he used that straight-line speed advantage to good effect, charging back up the order from seventh after a tardy start.

He bravely dived up the inside of Venn at Campbell to take the lead on lap 10 of 12, crossing the line with just over a second in hand.

● Matt Upton

MONO 2000 AND CLASSIC (BOTH 12 LAPS) 1 Lee Cunningham (Dallara F398) 15m11.253s (111.69mph); 2 Dave Gillett (F398) +10.254s; 3 Malcolm Scott (F398); 4 Ben Cater (F301); 5 Peter Venn (F399); 6 Daniel Hands (Van Diemen O1). **CW** Hands. **FL** Cunningham 1m14.760s (113.45mph). **RACE 2** 1 Gillett 15m08.846s (111.98mph); 2 Venn +1.282s; 3 Cater; 4 Scott; 5 Russ Giles (F398); 6 Robbie Watts (Lola F106/03). **CW** Hands. **FL** Cater 1m13.911s (114.75mph).



Gillett took a win and a second



In brief

Pickups

Michael Smith took the glory in the first Thruxton thrash, passing polesitter Charlie Weaver at Campbell on lap two. Smith (above) then got the better of David O'Regan in their fight for the lead. Nic Grindrod took a comfortable win in race two, diving up the inside of Anthony Hawkins at Club and pulling away. O'Regan gained second when Smith suffered a suspension problem.

Mono Moto/Dtec/1600/1800

After poleman Jeremy Timms pulled into the pits on the installation lap with a failed wheelbearing, the door was left open for Adrian Wright (Gem) to take the victory. Kevin Waring was second after Graham Read slowed on the last lap. Jason Timms (Speads), who had started from the back, charged to third. Jeremy Timms dominated race two, defeating cousin Jason by 14 seconds.

Mini Sevens

Andrew Deviny had to fend off Paul Spark and Darren Thomas early in race one. Unfortunately, the battle was cut short when Spark went off on oil, bringing out the safety car and securing Deviny's victory. The trio were once again fighting it out in race two, with Thomas leading home Spark, who nicked second from Deviny at Campbell on the final lap.

Britcar Trophy

Nigel Mustill dominated the first Britcar Trophy race in his Riley, leading from lights to flag. John Martin got behind the wheel of the Riley for race two, winning despite having a lengthy pitstop to check for an oil-pressure problem. The Riley didn't start race three. Victory went to Steve Glynn's TVR Sagaris.

Mini Miglias

Rupert Deeth soaked up the pressure from Kane Astin to win the first encounter, after Astin hit oil and slid off at Club on the eighth lap. Astin (below) won the second, bouncing across the Club Chicane to snatch the lead from Deeth on the last lap. The subsequent two-second penalty was not enough to deny him the spoils.



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**Thirlwall leads
Tanner and Sleigh**

MOIR

SCOTTISH MINI COOPER CUP KNOCKHILL, JUNE 15 SMRC

Thirlwall and Tanner share Mini spoils

AFTER A RETIREMENT AT THE LAST round, Joe Tanner went into the weekend with much to prove in his attempt to chase down runaway points leader Kenneth Thirlwall.

Although their battle raged until the last gasp in 2013, Tanner admitted he needs something to change to make up for lost ground this year.

Thirlwall took pole by just three thousandths from returning BTCC driver Aiden Moffat, with Tanner in fourth. With such strong drivers left to jostle behind, Thirlwall eased away to a comfortable lead.

Tanner made up two places on lap two and immediately pulled a gap from former champion David Sleigh in third, but by now Thirlwall was out of range. Sleigh was left to fend off a train of cars which grew lap by lap.

By lap seven there were nine cars in close company and contact at Clark Corner, which led to Oliver Mortimer's retirement from fourth on the penultimate lap.

The battle for the win was closer in race two, with Tanner and Thirlwall swapping places throughout.

Tanner looked to have it, but

Thirlwall pulled a bold move at Duffus at the start of the last lap which gave him the win. Sleigh compounded the misery for Tanner as he dragged past on the run to the flag to snatch second by a tenth.

A top-seven reversal in the final delayed Thirlwall's progress and it was front-row starter Malcolm McNab who led until lap seven when Tanner overtook at Duffus.

Spots of rain began to fall but they didn't dampen the spirits of a relieved Tanner who took victory. Thirlwall cited a gearbox problem

as a reason not to be disappointed with third.

● Jonathan Crawford

RESULTS (ALL 9 LAPS) 1 Kenneth Thirlwall 9m32.374s (71.96mph); 2 Joe Tanner +1.323s; 3 David Sleigh; 4 Aiden Moffat; 5 Lewis Carter; 6 Malcolm McNab. **Fastest lap** Thirlwall 1m02.907s (72.75mph). **RACE 2 1 Thirlwall 9m35.351s (71.59mph);** 2 Sleigh +0.159s; 3 Tanner; 4 Moffat; 5 Carter; 6 McNab. **FL** Thirlwall 1m02.879s (72.78mph). **RACE 3 1 Tanner 9m37.012s (71.38mph);** 2 McNab +0.435s; 3 Thirlwall; 4 Ian Munro; 5 Moffat; 6 Sleigh. **FL** Tanner 1m03.005 (72.64mph).

**CLASSIC SPORTS AND SALOONS
KNOCKHILL, JUNE 15 SMRC**

Returning champ Smith on top again

A DAMP QUALIFYING LED TO SHONNY Paterson's Triumph TR8 being on pole by over two seconds, but the track had dried by the start of race one which helped Tommy Gilmartin's Morgan jump into the lead and pull a small gap from Paterson.

Returning champion Andrew Smith made it past Paterson on lap five and chased down the leader, pulling a smooth move on the run to Clark to take the win.

The damp conditions returned at the start of race two and Paterson burst into a healthy lead. But the warm weather soon dried the surface and by half-distance Smith had taken the lead. The highlight was a



Smith claimed both victories

race-long battle for fourth with Harry Simpson's Ginetta just getting the better of Raymond Boyd's Porsche.

● Jonathan Crawford

RESULTS (BOTH 12 LAPS) 1 Andrew Smith (Morgan +8) 11m46.910s (77.69mph); 2 Tommy Gilmartin (Morgan +8) +1.322s; 3 Shonny Paterson (Triumph TR8); 4 Harry Simpson (Ginetta G4); 5 Raymond Boyd (Porsche 911); 6 John Marshall (Ford Fiesta). **Class winners** Boyd; Tim Reid (Marcos GT); George Leitch (Ford Fiesta); Simpson; Marshall. **FL** Smith 57.655s (79.38mph). **RACE 2 1 Smith 12m06.037s (75.64mph);** 2 Paterson +4.317s; 3 Gilmartin; 4 Boyd; 5 Simpson; 6 Alex Montgomery (MGB GT V8). **CW** Boyd; Simpson; Reid; Steve Uphill (Ford Fiesta). **FL** Smith 57.792s (79.19mph).

SALOON AND SPORTSCARS KNOCKHILL, JUNE 15 SMRC

Donaldson recovers well

WITH SUCH HIGHLY TUNED CARS, so often the story of this series is one of balancing risk with reward.

Ian Donaldson took a more conservative approach with his Mitsubishi Evo's turbo set-up to help reliability and he led race one comfortably. But after a mid-race safety car, Donaldson lost his front right wheel, bringing out the red flags and handing the

win to Colin Simpson's Marcos.

Donaldson entertained as he powered through from the back of the grid in the second race to take the win, ahead of Cameron Purdie.

● Jonathan Crawford

RESULTS (BOTH 12 LAPS) 1 Colin Simpson (Marcos Mantis) 9m24.647s (48.63mph); 2 Cameron Purdie (Westfield) +0.353s; 3 Gary Wait (Escort Cosworth); 4 Andrew Morrison (SEAT Cupra); 5 Chris White (VW Corrado); 6 Mark Dawson (Corrado). **CW** Purdie; Wait; Morrison; Bob Stuart (Peugeot 206 GTi); Olly Ross (Mazda MX5). **FL** Donaldson 52.334s (87.45mph).

Race 2 1 Ian Donaldson (Mitsubishi Evo) 11m19.866s (80.78mph); 2 Purdie +3.323s; 3 Morrison; 4 Wait; 5 Peter Cooke (Porsche GT3); 6 Fiona Kindness (Subaru Impreza). **CW** Purdie; Morrison; Cooke; Ross; Stuart. **FL** Donaldson 53.461s (85.60mph).



**Donaldson retired
from race one lead**

MOIR

RADICAL SR3 CHALLENGE OULTON PARK, JUNE 14 MSVR

Fuel error halts Harvey and Bell's charge

PETER BELSHAW AND PHIL KEEN made it three wins out of five to extend their championship lead after a last-lap victory.

Chris Hyman and Alex Mortimer's guesting SR8 took the spoils on the track, but the race for the championship was in the hands of Matt Bell and Brian Harvey until the final lap.

Bell had been shadowed throughout his stint by Lewis Plato, with Andy Cummings and Callum Macleod both spinning out of fourth and fifth at Island on lap eight. Plato was out after the stops when his paddleshift broke, which left Scott Malvern/Nick Jones in a distant second to Harvey.

Keen took over from Belshaw in ninth place and worked his way through the order and into third at the expense of team-mate Tony Wells, as they completed lap 40. Jones was the first to pull off out of fuel, and suddenly Keen was second in class.

But with a lap to go Harvey also ran out of fuel and had to pit, leaving Keen and Belshaw to take a surprise win.



Guesting Mortimer and Hyman (SR8) lead the pack

"It just began to splutter coming out of Druids and I knew it was fuel. I am gutted," said Harvey.

"We didn't even expect a podium finish, never mind a win," was Keen's contrasting verdict.

Wells was second in class and Shahin Nouri pipped Ian Loggie/Macleod for third with a lap to go.

Bell/Harvey were classified sixth.
● Peter Scherer

RESULTS (55 LAPS) 1 Chris Hyman/Alex Mortimer (SR8) 1h31m12.793s (97.39mph); 2 Peter Belshaw/Phil Keen +49.380s; 3 Tony Wells; 4 Shahin Nouri; 5 Callum Macleod/Ian Loggie; 6 Matt Bell/Brian Harvey. **CW** Belshaw/Keen. **FL** Mortimer 1m33.473s (103.68mph).



In brief

Scottish Legends

Duncan Vincent (above) suffered reliability problems in the second heat but made a storming start from seventh in the final to take a deserved win at Knockhill. Kyle Reid took driver of the day, while former champion Ben Mason returned to take a podium in heat two. John Paterson and Paul O'Brien won the heats.

Scottish Formula Ford

An epic battle between four cars was won by Ciaran Haggerty who followed up his recent Oulton Park victory with his first home win of the year. Graham Carroll was disqualified from second. Haggerty won the second race under pressure from standings leader Jordan Gronkowski. Newcomer Adam MacKay enjoyed two podium finishes.

Scottish Compact Cup

Alan Kirkaldy was beaten away by Steven Dailly at the start of the first Scottish Compact Cup race. Dailly defended hard and held up an ever increasing queue until Kirkaldy took a big risk and squeezed by on the inside of Clark corner to secure victory. Kirkaldy dominated the second race.

Radical Clubmans Cup

As at Brands Hatch last week Oskar Kruger's PR6 and Steven Burgess's SR3 had one win each at Oulton Park. Burgess led the first race from the start with Dan Vaughan's SR3 moving into second when Kruger fell over a backmarker at Cascades on the ninth lap. Kruger was never headed in the second race, with Burgess and Vaughan holding station behind.

Team Trophy

An early spin proved costly for Oulton poleman Mark Flower's BMW M3. He led the first 14 laps, but from then on it was the Ginetta G20 of Richard Preece and James Reed (below) to the fore. Apart from the driver change, they never lost the lead and were well clear of the second-placed Porsche 968 of Andrew Ball and Rich Hughes at the flag. Matt Cherrington and Martin Gambling's BMW Z3 completed the podium.



Gore (9) makes the race-winning move

LOTUS ELISE TROPHY OULTON PARK, JUNE 14 MSVR

Gore to the fore at Oulton with double win

ADAM GORE COLLECTED A DOUBLE WIN in two vastly different Lotus Elise Trophy races at Oulton Park.

Poleman Fulvio Mussi made a dreadful start in race one, which allowed Gore to head Jason Baker and Jack Goff into Old Hall, ahead of the recovering Mussi.

Mussi soon made up for his poor getaway and was in second as they exited Druids, and with Gore running wide at Lodge he nosed ahead as they completed the opening lap.

They stayed locked together for the entire race, but Gore found the gap at Lodge on lap nine to claim the win.

It was just as close behind with Jason Baker fending off Jack Goff for the whole race, the BTCC racer unable to make a pass stick.

Two early incidents in the second race brought out the safety car, with first-lap leader Knight among the victims. Gore was left in the clear with Donnelly initially second. But Baker came back strongly

and consolidated second from lap six, leaving Donnelly to take third, well clear of Ryan Savage and Radestock.

● Peter Scherer

RESULTS (11 LAPS) 1 Adam Gore 21m27.991s (82.76mph); 2 Fulvio Mussi +0.284s; 3 Jason Baker; 4 Jack Goff; 5 Craig Denman; 6 Matthias Radestock. **FL** Mussi 1m55.267s (84.07mph).

RACE 2 (9 LAPS) 1 Gore 19m55.970s (72.92mph); 2 Baker +6.673s; 3 Stefan Donnelly; 4 Ryan Savage; 5 Radestock; 6 Seth Walpole. **FL** Gore 1m56.416s (83.24mph).

Raven retaliates with gripping triumph

IN A PAIR OF GRIPPING RACES IN which the outcome remained in doubt right to the finish, Luke Williams narrowly beat James Raven to take victory in race one, before the latter took advantage of a mistake by Williams in the second race to claim the win ahead of Stuart Gough.

In the first race, poleman Abdul Ahmed held the initiative in the early laps, leading from Gough and Raven. On lap three, Raven snatched second away from Gough at Clearways, but their tussle was far from over. Trying to benefit from the slipstream, Gough got too close to Raven and hit the back of the Ray 13/14, damaging his nosecone. Both continued and began to pressurise Ahmed.

On lap nine of 22, Raven forced Ahmed wide at Paddock and snatched the lead. On the same lap Gough tried to follow, but spun on the inside of Druids and was grounded, leading to a brief safety-car period and allowing third-placed Williams to close.

A brilliant move on the outside of McLaren propelled Williams past Ahmed for second on lap 16. Not long after, he made the decisive move for the lead by passing Raven at Paddock. Raven fought back, including a lunge a Graham Hill bend on the penultimate lap, but his efforts proved unsuccessful.

Behind, David McArthur took third



Williams took the spoils in race one

from Ahmed in the closing stages.

Keen to make amends for his race-one frustration, Gough was in inspired mood in race two. Having started at the back, he worked his way into the top five by lap seven. Williams led, closely pursued by Raven, but the positions changed on lap 17 when Raven

dived up the inside at Clearways.

Two laps later, Williams spun at Paddock trying to outbrake Raven, allowing Gough through to third.

● Mark Libbeter

RESULTS (22 LAPS) 1 Luke Williams (Ray GR13) 20m22.125s (78.28mph); 2 James Raven (Ray GR13/14) +0.261s; 3 David McArthur (Van

Diemen LA10); 4 Abdul Ahmed (GRK09); 5 Chris Hodgen (Van Diemen RF89); 6 Jamie Jardine (Reynard 84FF). **Class winners** Stuart Gough (Van Diemen RF92); Hodgen; Jardine.

Fastest lap Raven 50.316s (86.42mph).

RACE 2 (24 LAPS) 1 Raven 20m35.874s (84.44mph); 2 Gough +1.476s; 3 McArthur; 4 Williams; 5 Hodgen; 6 Ahmed. CW Gough; Hodgen; Jardine. **FL** Gough 50.503s (86.10mph).



A sideways Jordan leads Daniell early on

Daniell delight, Jordan woe

MARK DANIELL FOLLOWED UP VICTORY in May's HRDC Touring Greats race at Oulton Park by repeating the feat in his Austin A40 at Brands, but not before enjoying a great battle with Mike Jordan's similar car early on.

The 32-car field made a glorious sight as Daniell grabbed the lead from Jordan at the start. A superb move on the approach to Druids on lap eight reversed the positions until Jordan suddenly drove down the pitlane and into retirement.

Aside from the compulsory pitstop phase, Daniell was never headed thereafter and cruised to a dominant

victory. Behind, the Volvo Amazon of Malcolm Harrison was able to fend off a late charge from Richard Dutton's Austin A35.

● Mark Libbeter

RESULTS (44 LAPS) 1 Mark Daniell (Austin A40) 45m45.968s (69.67mph); 2 Malcolm Harrison (Volvo Amazon) +54.130s; 3 Neil Brown/Richard Dutton (A35); 4 Nick Naismith/Philip Perryman (Austin A95 Westminster); 5 David Griffiths (Standard Vanguard Vignale III); 6 Geoff Gordon (Alfa Romeo Giulietta). CW Harrison; Gordon; Malcolm Verey (Jensen 541R); Paul Alcock (Morris Minor Lowlight). **FL** Mike Jordan (A40) 1m00.311s (72.10mph).

Gusterson at the double

SIMON GUSTERSON PROVED unstoppable at Brands Hatch, securing both victories from reigning champion Simon Hill.

Gusterson was dominant in race one, taking an impressive lights-to-flag win. Hill, meanwhile, had to battle through from the fifth row of the grid. Having got up to third by the second lap, he grabbed second from Martyn Walsh on the penultimate tour after getting a great exit out of Clearways.

The top two finished in the same order in race two, with

Nick Porter claiming third.

British GT star Tom Onslow-Cole made a guest appearance and claimed a pair of fifth places.

● Mark Libbeter

RESULTS (15 LAPS) 1 Simon Gusterson 15m46.579s (68.91mph); 2 Simon Hill +0.643s; 3 Martyn Walsh; 4 Nick Porter; 5 Tom Onslow-Cole; 6 John Mawdsley. CW Dick Clayton. **FL** Hill 58.096s (74.85mph).

RACE 2 (16 LAPS) 1 Gusterson 15m43.283s (73.76mph); 2 Hill +0.365s; 3 Porter; 4 Walsh; 5 Onslow-Cole; 6 Mawdsley. CW Craig Roberts. **FL** Onslow-Cole 57.959s (75.02mph)



Gusterson won twice in GTIs

Barker inherited Le Mans win



GRIFFITHS

CARRERA CUP LEMANS, JUNE 14 ACO

Barker victorious after Estre blowout

AFTER 43 MINUTES OF LAST Saturday's Le Mans 24 Hours-supporting Porsche Carrera Cup race, and having survived a wheel-banging match with Earl Bamber that forced the New Zealander into retirement with a left-rear puncture, Kevin Estre was on the verge of completing a procession run to victory.

But he didn't win — Ben Barker did. The Briton, feisty in the opening laps in passing Tom Dillmann, inherited second after Bamber and Estre made contact as the former attacked for

the lead. The front of Estre's car was briefly pitched into the air, and Bamber hobbled back to the pits as his tyre vacated its rim.

Barker, who kept Estre on his toes throughout, was therefore perfectly placed to benefit when Estre dramatically suffered a tyre blowout with just half a lap remaining.

Dillmann and Lonni Martins completed the podium, with 1998 Le Mans winner Laurent Aiello, making a guest appearance, one of the stars of the race as he scythed his way through from the mid-teens on the grid to finish fourth.

A race-long duel for fifth was settled in favour of Sacha Bottemanne, just ahead of Maxime Jousse. Behind them, Porsche GB scholar Josh Webster was a superb seventh in the 61-car field, having charged through the field from 18th.

● Scott Mitchell

RESULTS (11 LAPS) 1 Ben Barker 45m07.642 (123.83mph); 2 Tom Dillmann +5.029s; 3 Lonni Martins; 4 Laurent Aiello; 5 Sacha Bottemanne; 6 Maxime Jousse. CW Laurent Pasquali. FL Kevin Estre 4m04.514s (124.70mph).



HAWKINS

In brief

Fun Cup

Subbing for his injured Speedworks team boss Christian Dick at Brands, BTCC youngster Tom Ingram led in the early stages of a chaotic and curtailed Fun Cup event on Saturday. Sadly, his Global Racing-run car, and those of reigning champion Racelogic and Oulton Park winner Team Honeywell, all hit problems later in the race. Eco Racing (above) emerged as the race victors.

TVR Challenge

Tim Davis produced a stunning performance to defeat Dean Cook's Sagaris in a highly-entertaining opening TVR contest at Brands. The pair enjoyed a similarly frantic battle in race two, despite some close skirmishes with several backmarkers. Cook emerged the victor, as Davis struggled with a cracked exhaust in his Tuscan.

Formula Jedi

Andrew Dunn was never headed in race one at Brands, securing his second victory of the season. Despite suffering clutch problems, Paul Butcher held off Jack Lang to claim second. Dunn also won race two from the battling Lang and Butcher, but not before early leader Dan Clowes was forced to retire with mechanical problems.

HRDC Allstars

Once a suspected misfire ended the challenge of John Spiers' TVR Griffith, Richard Skinner cruised to race victory in his Marcos 1800GT. Kerry Michael hung on to second in his Ford Lotus Cortina, despite almost colliding with the Ford Anglia of Peter Alexander at Graham Hill bend as the pair dived for the position in the closing stages.

MR2/Hyundai Cup

Aaron Pullan (below) survived a late charge from Paul Corbridge, including a passing attempt on the outside of Druids on the last lap, to secure victory in the first race at Brands. Corbridge took a lights-to-flag win in race two from Adam Lockwood, with Nathan Harrison claiming third when Pullan was penalised for exceeding track limits.



HAWKINS

GROUP C LEGENDS LEMANS, JUNE 14 ACO

Lynn wins battle of the Mercedes

THERE WAS NEVER ANY DOUBT WHAT type of car would win the Group C Le Mans 24 Hours curtain-raiser. The only question was, which of the two Mercedes C11s would it be?

The one driven by Bob Berridge was faster, amassing a 15-second lead on the opening lap after passing the Nissan R90CK of Joaquin Folch at the start. But the car had suffered a blowout in qualifying and despite the camber and toe-in settings being modified, the same thing happened to Berridge on lap three of the race with the left-front blowing under braking for the second Mulsanne chicane.

This handed the lead to the Sauber Mercedes driven by Shaun Lynn.

Lynn had earlier blasted past the Aston Martin ARM1 of Tom Kimber-Smith, who was also competing in the 24 Hours, on the Mulsanne Straight. This turned out to be the move that won Lynn the race thanks to Berridge's woes.



Berridge stormed into an early lead

BLOXHAM/LAT

Kimber-Smith held second, with Katsu Kubota taking over the Nissan from Folch to take third.

Five-time Le Mans winner Derek Bell's planned swansong race at La Sarthe was scuppered when the FAT Porsche 962 he was due to share with Mark Sumpter failed to start.

● Edd Straw

LE MANS LEGENDS GROUP C (10 LAPS)

1 Shaun Lynn (Mercedes C11) 42m11.470s; 2 Tom Kimber-Smith (Aston Martin ARM1); +32.758s; 3 Joaquin Folch/Katsu Kubota (Nissan R90CK); 4 Christophe D'Ansembourg (Porsche 962); 5 Richard Eyre (Jaguar XJR16); 6 Henrik Lindberg (Porsche 962). **CW** Eyre; Frank & Michael Lyons (Gebhardt C91). **FL** Bob Berridge (Mercedes C11), 3m45.873s (134.96mph).

Henderson won twice in Mazdas



ALLPICTURES: MICK WALKER

MAZDA MX-5 CADWELL PARK, JUNE 14-15 BRSCC

Blake-Baldwin and Henderson on top

JAMES BLAKE-BALDWIN AND ALAN HENDERSON shared the 'A' race spoils after typically close MX-5 racing.

Simon Baldwin snatched an early lead in the initial encounter before dropping to fifth on the second tour. This left Henderson to take over at the head of the pack, but he was usurped by polesitter Blake-Baldwin on lap three and the new frontman held off Henderson to the flag.

Next time out there was an early safety car period following a multi-car incident at Coppice. At the restart Richard Collins swept into the

lead ahead of Callum Edwards, but they soon switched positions.

Henderson outsprinted polesitter Blake-Baldwin into Coppice at the start of race 2A and he proceeded to make the race his own. Johnathan Clements got the better of Blake-Baldwin to finish a clear runner-up.

In the subsequent 2B event Lewis Field converted his pole position into an early lead. It was not to last though as on the second tour Simon Goddard hit the front and was a comfortable winner from Field.

Henderson also controlled race 3A,

establishing an early advantage over Clements and never looked in any danger of relinquishing it. The 3B encounter was twice red-flagged and then abandoned following an incident involving Kevin Brent and Collins.

● Graham Read

RESULTS (11 LAPS) 1 James Blake-Baldwin 19m42.313s (73.25mph); 2 Alan Henderson +0.334s; 3 Johnathan (JJ) Clements; 4 Charlie Charman; 5 Simon Baldwin; 6 Martin Tolley. **Fastest lap** Alan Henderson 1m45.893s (74.35mph). **RACE 1B (10 LAPS) 1 Callum Edwards 20m59.185s (62.52mph);** 2 Richard

Collins +8.597s; 3 Kevin Brent; 4 David Hart; 5 David Henderson; 6 Matthew Taker. **FL** Brent 1m50.038s (71.54mph). **RACE 2A (12 LAPS) 1 Alan Henderson 21m21.935s (73.69mph);** 2 Clements +9.161s; 3 Blake-Baldwin; 4 Charman; 5 Tolley; 6 Sam Smith. **FL** Blake-Baldwin 1m45.418s (74.68mph). **RACE 2B (11 LAPS) 1 Simon Goddard 19m59.528s (72.19mph);** 2 Lewis Field +18.911s; 3 Jake Simpson; 4 Jiri Horalek; 5 Joshua Jackson; 6 Matthew Tasker. **FL** Goddard 1m47.667s (73.12mph). **RACE 3A (12 LAPS) 1 Alan Henderson 21m20.491s (73.78mph);** 2 Clements +4.904s; 3 Charman; 4 Smith; 5 Blake-Baldwin; 6 Goddard. **FL** Alan Henderson 1m45.936s (74.32mph).

MX-5 SUPERCUP CADWELL PARK, JUNE 14-15 BRSCC

Tale of two leaders at Cadwell

TOM ROCHE SEEMED SET TO CLAIM the opening spoils after heading championship leader Mike Comber for the first nine laps.

But Roche damaged the rear of his car in an off at Charlies, dropping him to second ahead of Matt Davies and setting Comber on his way to a treble.

Roche again headed Comber in race two but retired with an apparent exhaust problem, leaving the race-one winner to double up with David Chapman second.

Comber completed his hat-trick in style ahead of Chapman, while



to their rear Roche fought through from the rear of the grid to third.

● Graham Read

RESULTS (ALL 12 LAPS) 1 Mike Comber 20m45.432s (75.85mph); 2 Tom Roche +12.518s; 3 Matt Davies; 4 Liam Murphy; 5 David Chapman; 6 Abbie Eaton. **FL** Comber 1m42.262s (76.99mph). **RACE 2 1 Comber 21m01.117s (74.91mph);** 2 Chapman +12.617s; 3 Eaton; 4 Davies; 5 Clint Bardwell; 6 George Line. **FL** Roche 1m42.947s (76.47mph). **RACE 3 1 Comber 20m38.633s (76.27mph);** 2 Chapman +5.695s; 3 Roche; 4 Murphy; 5 Davies; 6 Eaton. **FL** Chapman 1m42.282s (76.97mph).

ALFA ROMEO CADWELL PARK, JUNE 14-15 BRSCC

Shrubb thrives in the Park

AFTER QUALIFYING ALMOST THREE seconds quicker than his nearest rival it was no surprise when Bryan Shrubb pedalled his glorious-sounding 33 to a convincing victory in the first encounter.

Behind, a superb battle for the runner-up spoils between Alastair Kellett's Punto Abarth and Robin Eyre-Maunsell's 75 developed before the latter fell into the clutches of Andy Robinson on the final lap.



The following day Shrubb was again unchallenged as he disappeared into the distance, reaching the chequered flag a mighty 53 seconds ahead of second-placed Kellett.

Eyre-Maunsell could not match the pace of Kellett, but he completed the podium trio with James Bishop's 156 taking fourth, and the Class E honours for the second time.

● Graham Read

RESULTS (BOTH 12 LAPS) 1 Bryan Shrubb (33) 20m50.246s (75.56mph); 2 Alastair Kellett (Fiat Punto Abarth) +33.524s; 3 Andy Robinson (156); 4 Robin Eyre-Maunsell (75); 5 Roger McMahon (Fiat Punto Abarth); 6 James Bishop (156). **Class winners** Kellett; Robinson; Eyre-Maunsell; Bishop. **FL** Shrubb 1m42.081s (77.12mph). **RACE 2 1 Shrubb 20m44.040s (75.94mph);** 2 Kellett +53.920s; 3 Eyre-Maunsell; 4 Bishop; 5 McMahon; 6 Stephen Potts (147). **CW** Kellett; Eyre-Maunsell; Bishop. **FL** Shrubb 1m41.430s (77.62mph).

NATIONAL RESULTS ROUND-UP

THRUXTON JUNE 14-15, BARC



BRITCAR TROPHY (21 LAPS) 1 Nigel Mustill (Riley TDC) 30m04.804s (98.68mph); 2 Steve Glynn (TVR Sagaris V8) +16.869s; 3 Martin Schiele (BMW E36 M3); 4 Nick Holden (Ariel Atom); 5 Chris Valentine (Porsche Boxster); no other finishers. **Class winners** Glynn; Schiele; Holden.

Fastest lap Mustill 1m19.835s (106.23mph).

RACE 2 (21 LAPS) 1 John Martin (Riley TDC) 30m00.704s (98.91mph); 2 Glynn +36.699s; 3 Schiele; 4 Holden; 5 James MacIntyre-Ure (BMW E46 M3); 6 Valentine. **CW** Glynn; Schiele; Holden. **FL** Martin 1m11.378s (118.82mph).

RACE 3 (20 LAPS) 1 Glynn 29m18.046s (96.48mph); 2 MacIntyre-Ure +4.560s; 3 Schiele; 4 Holden; 5 Valentine; 6 Alyn James (Honda Civic Type R). **CW** MacIntyre-Ure; Holden; James. **FL** Glynn 1m22.953s (102.24mph).

MONO MOTO/DTC/1600/1800 (BOTH 12 LAPS) 1 Adrian Wright (Gem AW3) 15m54.889s (106.58mph); 2 Kevin Waring (Jedi Mk6) +4.286s; 3 Jason Timms (Speads RM07); 4 Graham Read (Dallara F301); 5 Geoff Fern (JKS TFR10); 6 Jonathan Reed (Jedi Mk6). **CW** Paul Britten (Van Diemen RFOO); Mike Gardner (Crosle 30F); Douglas McLay (Mygale S10). **FL** Wright 1m17.028s (110.11mph).

RACE 2 1 Jeremy Timms (Speads RM03) 15m16.152s (111.09mph); 2 Jason Timms +14.779s; 3 Waring; 4 Read; 5 Britten; 6 John Whitbourn (Ray GRS10). **CW** Britten; Whitbourn; Andrew Colebrooke (Van Diemen Vauxhall Junior). **FL** Jeremy Timms 1m14.412s (113.98mph).

MINI SEVEN CHAMPIONSHIP (9 LAPS) 1 Andrew Deviny 18m45.652s (67.81mph); 2 Darren Thomas +1.152s; 3 Ross Billison; 4 Kieren McDonald; 5 Graeme Davis; 6 Leon Wightman. **FL** Paul Spark 1m39.296s (85.41mph).

RACE 2 (8 LAPS) 1 Thomas 13m20.438s (84.76mph); 2 Spark +0.892s; 3 Deviny; 4 Ashley Davies; 5 Wightman; 6 McDonald. **FL** Thomas 1m38.221s (86.35mph).

MINI MIGLIA (BOTH 10 LAPS) 1 Rupert Deeth 15m17.533s (92.43mph); 2 Kane Astin +4.928s; 3 Tony Le May; 4 James Coulson; 5 Daniel Wheeler; 6 Aaron Smith. **FL** Wheeler 1m29.718s (94.53mph).

RACE 2 1 Astin 15m07.133s (93.49mph); 2 Wheeler +0.626s; 3 Deeth; 4 Colin Peacock; 5 Dave Drew; 6 Sam Summerhayes. **FL** Wheeler 1m29.892s (94.35mph).

PICKUP TRUCK CHAMPIONSHIP (16 LAPS) 1 Michael Smith 22m55.170s (98.68mph); 2 David O'Regan +0.684s; 3 Pete Stevens; 4 David Longhurst; 5 Nic Grindrod; 6 Paul Tompkins.

FL O'Regan 1m24.926s (99.87mph).

RACE 2 (14 LAPS) 1 Grindrod 19m59.926s (98.95mph); 2 O'Regan +7.427s; 3 Stevens; 4 Longhurst; 5 Charlie Weaver; 6 Pete Wilkinson. **FL** Grindrod 1m24.265s (100.65mph).



KNOCKHILL JUNE 15, MSRC

SCOTTISH BMW COMPACT CUP (8 LAPS) 1 Alan Kirkaldy 12m54.735s (47.26mph); 2 Steven Dailly +2.430s; 3 Gary Clark; 4 Cliff Harper; 5 Mark Souter; 6 David McNaughton. **FL** Kirkaldy 1m07.710s (67.59mph).

RACE 2 (12 LAPS) 1 Kirkaldy 12m40.539s (72.21mph); 2 Dailly +1.312s; 3 Harper; 4 Souter; 5 Clark; 6 Shaun Forsyth. **FL** Kirkaldy 1m02.734s (72.95mph).

SCOTTISH FORMULA FORD CHAMPIONSHIP (BOTH 12 LAPS) 1 Ciaran Haggerty (Ray GR14) 11m59.393s (76.34mph); 2 Jordan Gronkowski (Van Diemen RF90) +0.826s; 3 Adam MacKay (Ray GR09); 4 Matthew Chisholm (Van Diemen RF92); 5 Neil Broome (Swift SC93K); 6 Clay Mitchell (Ray GR13). **FL** Gronkowski 57.040s (80.23mph).

RACE 2 1 Haggerty 11m09.084s (82.08mph); 2 Gronkowski +1.064s; 3 MacKay; 4 Chisholm; 5 Paul Kopec (Ray GR08); 6 Mitchell. **FL** Haggerty 54.970s (83.26mph).

SCOTTISH LEGENDS - HEAT 1 (8 LAPS) 1 John Paterson 8m20.932s (73.09mph); 2 Paul O'Brien +0.029s; 3 Duncan Vincent; 4 Ben Mason; 5 David Hunter; 6 Kyle Reid. **FL** Vincent 1m00.794s (75.28mph).

HEAT 2 (8 LAPS) 1 O'Brien 8m14.635s (74.02mph); 2 Mason +0.325s; 3 Reid; 4 Robbie Burgoyne; 5 Euan McKay; 6 Paterson. **FL** Paterson 59.376s (77.08mph).

FINAL (10 LAPS) 1 Vincent 10m16.438s (74.24mph); 2 O'Brien +3.296s; 3 Hunter; 4 MacKay; 5 Reid; 6 Paterson. **FL** Paterson 59.616s (76.77mph).

SCOTTISH FORD FIESTA CHAMPIONSHIP (BOTH 12 LAPS) 1 Wayne MacAulay (ST) 12m37.835s (72.47mph); 2 Peter Cruickshank (ST) +6.361s; 3 Kevin Whyte (ST); 4 Andrew Christie (ST); 5 Hamish Smart (XR2); 6 Stephen Ward (ST). **CW** Smart. **FL** MacAulay 1m02.490s (73.24mph).

RACE 2 1 MacAulay 12m39.563s (72.30mph); 2 Cruickshank +7.242s; 3 Whyte; 4 Christie; 5 Ward; 6 Smart. **CW** Smart. **FL** MacAulay 1m02.403s (73.34mph).

OULTON PARK JUNE 14, MSVR



RADICAL CLUBMANS CUP (13 LAPS) 1 Steve Burgess (SR3) 21m18.512s (98.54mph); 2 Dan Vaughan (SR3) +3.332s; 3 Oskar Kruger (PR6); 4 Tony Wells (SR3); 5 John Macleod (SR3); 6 Ben Dimmack (PR6). **FL** Burgess 1m37.238s (99.66mph).

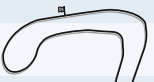
RACE 2 (11 LAPS) 1 Kruger 21m01.333s (84.51mph); 2 Burgess +1.695s; 3 Vaughan; 4 Wells; 5 Brian Caudwell (SR3); 6 John Caudwell (SR3). **FL** Kruger 1m37.645s (99.25mph).

LOTUS CUP UK (32 LAPS) 1 Adrian Hall (Exige) 1h02m46.059s (82.34mph); 2 Fabio Randaccio (Europa) +27.006s; 3 Marcus Jewell (2-Eleven); 4 Adam Knight (Exige); 5 Simon Deacon (2-Eleven); 6 Glenn Sherwood (Exige).

CW Jewell; Knight; Adam Gore (Elise). **FL** Ben Hetherington (Exige) 1m48.420s (89.38mph).

MSVT TEAM TROPHY (28 LAPS) 1 Richard Preece/James Reed (Ginetta G20) 58m23.040s (77.46mph); 2 Andrew Ball/Rich Hughes (Porsche 968) +7.545s; 3 Matt Cherrington/Martin Gambling (BMW Z3); 4 Rick Bromley/Andy Montgomery (BMW E36 M3); 5 Mark Flower (M3); 6 Brett Evans (Porsche 944 S2). **FL** Flower 1m57.216s (82.67mph).

BRANDS HATCH JUNE 14-15, BRSCC



FUN CUP (210 LAPS) 1 Eco Racing (Paul Abraham/Tom Mills/Daimian Hinds) 3h36m45.287s (70.21mph); 2 JPR (Ed Cole/Nigel Griffiths/Dominic Jackson) +3.252s; 3 Holden Hawthorn Racing (Andy Holden/Rod Barrett/Jan Persson/Jay Shepherd); 4 Team O'BR (Tom Pattle/Guy Wenham/Zoe Wenham); 5 Jolly Roger White (Ben Gill/Andrew Beverley); 6 Team Racelogic (Nigel Greensall/Joaachim Ritter/Julian Thomas). **FL** Shepherd 56.488s (76.98mph).

FORMULA JEDI (27 LAPS) 1 Andrew Dunn 20m41.900s (94.54mph); 2 Paul Butcher +1.064s; 3 Jack Lang; 4 Barry Armstrong; 5 Matthew Ryder; 6 Dan Clowes. **FL** James MacLachlan 44.926s (96.79mph).

RACE 2 (24 LAPS) 1 Dunn 20m26.243s (85.11mph); 2 Lang +0.762s; 3 Butcher; 4 Armstrong; 5 Adam Walker; 6 Michael Watton. **FL** Butcher 46.022s (94.48mph).

HRDC ALLSTARS (28 LAPS) 1 Richard Skinner (Marcos 1800GT) 30m17.301s (67.00mph); 2 Kerry Michael (Ford Lotus Cortina) +23.588s; 3 Neil Merry (Sunbeam Tiger); 4 Peter Alexander (Ford Anglia 105E); 5 Matt Green (MGB Roadster); 6 Jon McDonald (Ashley GT). **CW** Michael; Merry; McDonald; Stephen Miles (Austin A40 Downton); Christopher Scholey (Jaguar XK120 Roadster). **FL** Skinner 57.484s (75.64mph).

ARROWPAK SALOONS & SPORTSCARS (BOTH 23 LAPS) 1 Kevin Wendt (BMW E46 M3) 20m17.593s (82.14mph); 2 Wayne Schofield (Suzuki Cappuccino) +38.464s; 3 Mark Todd (SEAT Leon Cupra); 4 Steven King (SEAT Leon Cup); 5 Joachim Bunkus (Triumph Dolomite Sprite) no other finishers. **CW** Schofield; Todd; Bunkus. **FL** Schofield 51.081s (85.13mph).

RACE 2 1 Schofield 20m00.646s (83.30mph); 2 Wendt +3.918s; 3 Chris Whiteley (Ginetta G50); 4 Bunkus; 5 Todd; 6 King. **CW** Wendt; Bunkus; Todd. **FL** Schofield 51.364s (84.66mph).

TVR CHALLENGE (23 LAPS) 1 Tim Davis (Tuscan) 20m03.732s (83.08mph); 2 Dean Cook (Sagaris) +0.459s;



Mini Cooper driver Steph McMurdo gets it wrong at Knockhill

3 Jason Clegg (Tuscan Speed Six); 4 Andy Race (Tuscan); 5 Jamie Golby (Cerbera); 6 Christian Douglas (Tuscan). **CW** Cook; Cliff Jobson (T350R); Mike Luck (Chimera). **FL** Cook 50.348s (86.37mph).

RACE 2 (24 LAPS) 1 Cook 20m41.547s (84.06mph); 2 Davis +0.232s; 3 Douglas; 4 Clegg; 5 Golby; 6 Keith Vaughan Williams (Tuscan). **CW** Davis; Jobson; Luck. **FL** Davis 49.941s (87.07mph).

MR2 RACE SERIES & HYUNDAI COUPE CUP (BOTH 15 LAPS) 1 Aaron Pullan 15m04.153s (72.14mph); 2 Paul Corbridge +0.506s; 3 Nathan Harrison; 4 Adam Lockwood; 5 Neale Hurrain; 6 Jon Winter (Coupe). **CW** Winter. **FL** Lockwood 58.770s (73.99mph).

RACE 2 1 Corbridge 15m52.974s (68.44mph); 2 Lockwood +1.813s; 3 Harrison; 4 Winter; 5 Hurrain; 6 Pullan. **CW** Winter. **FL** Lockwood 58.799s (73.95mph).

CADWELL PARK JUNE 14-15, BRSCC



XR CHALLENGE (BOTH 11 LAPS) 1 Simon Robinson (XR2) 19m55.128s (72.46mph); 2 Mark Robinson (XR2) +0.107s; 3 Craig Readyhough (XR2); 4 Tony Rudd (XR2); 5 Steven McMurrough (XR2); 6 Peter Lancaster (XR2). **CW** Lee Bowron (XR3i). **FL** S Robinson 1m46.760s (73.74mph).

RACE 2 1 M Robinson 20m00.779s (72.12mph); 2 S Robinson +0.119s; 3 Readyhough; 4 Rudd; 5 Bowron; 6 Lancaster. **CW** Bowron. **FL** S Robinson 1m46.735s (73.76mph).

MG METRO CUP (8 LAPS) 1 Tom Sanderson (Rover Metro GT1) 19m48.324s (53.00mph); 2 Mike Williams (Metro

+5.001s; 3 Ben Rushworth (Metro); 4 Philip Gough (Rover 100 GTi); 5 Tony Howe (Metro); 6 David Javes (Metro Turbo). **CW** Jonathan Woodcock (Metro GTi); John Gould (MG ZR 104). **FL** Sanderson 1m56.234s (67.73mph).

RACE 2 (10 LAPS) 1 Sanderson 19m45.166s (66.43mph); 2 Williams +14.457s; 3 Javes; 4 Howe; 5 Rushworth; 6 Woodcock. **CW** Woodcock; Gould. **FL** Sanderson 1m45.326s (74.75mph).

FIESTA JUNIOR (11 LAPS) 1 Thomas Grundy 20m35.467s (70.09mph); 2 Michael Higgs +0.869s; 3 Robert Cox; 4 Jessica King; 5 Nathan Edwards; 6 Samuel Watkins. **FL** Cox 1m49.441s (71.94mph).

RACE 2 (12 LAPS) 1 Aaron Thompson 21m33.753s (73.02mph); 2 Geri Nicosia +0.384s; 3 Cox; 4 Grundy; 5 King; 6 Edwards. **FL** Cox 1m45.753s (74.44mph).

FIESTA CLASS C (9 LAPS) 1 David Ellesley 20m26.685s (57.76mph); 2 Nathan Lawley +1.465s; 3 Rory Green; 4 Simon Horrobin; 5 Saghir Hussain; 6 George Jackson. **FL** Ellesley 1m43.555s (76.02mph).

RACE 2 (12 LAPS) 1 David Grady 20m37.617s (76.33mph); 2 Ellesley +0.808s; 3 Andrew Taylor; 4 Lawley; 5 Daniel Holland; 6 Rex Nye. **FL** Ellesley 1m42.075s (77.13mph).

FIESTA CLASS A/B/D (BOTH 12 LAPS) 1 Harry Cockill (Zetec S) 21m31.031s (73.18mph); 2 James Appleby (Zetec S) +7.009s; 3 David Abbott (Zetec S); 4 Keith Chapman (Zetec); 5 Ian Scruton (Si); no other starters. **CW** Chapman; Scruton. **FL** Cockill 1m44.426s (75.39mph).

RACE 2 1 Cockill 21m15.843s (74.05mph); 2 Appleby +12.796s; 3 Abbott; 4 Scruton; 5 Chapman; no other starters. **CW** Scruton; Chapman. **FL** Cockill 1m45.025s (74.96mph).



Miller/Britten Exige shunt at Oulton halted Lotus Cup UK race

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AUTOSPORT, ISSN number 0269946X,

is published weekly by Haymarket Media

Group, Teddington Studios, Broom

Road, Teddington TW11 9BE, United

Kingdom. The US annual subscription

price is \$235. Airfreight and mailing in

the USA by agent named Air Business

Inc, c/o Worldnet Shipping Inc., 156-15,

146th Avenue, 2nd Floor, Jamaica, NY

11434, USA. Periodicals postage paid at

Jamaica NY 11431. Subscription records

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Peterborough, Cambs, PE21 2TS, Tel: +44

(0) 1733 555161. Printed in England

by Wyndeham Heron Ltd. Cover and

centre sections printed by CSM Impact,

Basingstoke. Colour origination: FMG,

90-92 Pentonville Road, London N1 9HS.

ISSN 0269-946X. AUTOSPORT,

incorporating Autoclassic, is published

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are maintained at Haymarket Media

Group, Teddington Studios, Broom Road,

Teddington TW11 9BE. Air Business Ltd is

acting as our mailing agent.

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THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week



Sam Brabham has shown his skills in Formula Ford

EBREY/LAT

Cost of racing needs a rethink

If a member of one of motorsport's finest racing dynasties, Sam Brabham, is having budget problems after his recent Oulton Park crash (AUTOSPORT, June 12), doesn't that tell us all we need to know about the ridiculous expense

of competing at the most junior level? When is the MSA going to encourage a series that those less wealthy can compete in at a national level? Then, as in the past, we might discover some real talent. **John Galpin, Wivenhoe, Essex**

Talks to alter the format of a grand prix Friday must be considered worthwhile if the future of the sport becomes more secure as a result.

While attempts to reduce costs are laudable, less track time won't please those who attend events, as well as hampering opportunities for teams to optimise their packages and showcase young driving talent.

One solution would be to condense a GP into a two-day event. This could be achieved by switching qualifying to race day, thus lengthening practice time on the first day.

Michael Brierley
Stalybridge, Cheshire

If Sebastien Ogier feels he is being unfairly discriminated against for being "the driver fastest in the championship", why doesn't he simply try going slower? I know,

I'm missing something, aren't I...

Graeme Innes-Johnstone
Elland, West Yorks

Spoilsports! After Daniel

Ricciardo's super win at the Canadian Grand Prix I was looking forward to the largest ever Ricci-grin on the cover of AUTOSPORT. But no, all we got was a pic of the Red Bull deep into a corner. I'm disappointed.

Kit Spackman
Lydney, Glos

Sorry if you think we let you down. If it's any compensation, we predict there'll be further opportunities to dazzle our readers with the Aussie's pearly whites – Ed

A state funeral was held for Sir Jack Brabham in Queensland last week. In a moving and brilliant eulogy by Geoff Brabham, the following

amusing story emerged about his father's final months...

"Someone had told Jack that a magnetic field would help slow his prostate cancer. So he bought an industrial-size magnet and kept it in his undies.

"The cancer count went down... so dad gets all excited and got another magnet. They slammed together... some of his more delicate parts squashed together.

"It was incredibly difficult to get two multi-grips on two industrial magnets to get them apart when you're laughing and dad is rolling around in agony..."

Geoff concluded by saying that his father would be up there trying to talk someone into building something so they can race together.

Michael Cookson
By email

In pictures

Le Mans 24 Hours special: snapping out and about at the Circuit de la Sarthe



THE LONELINESS OF THE LONG-DISTANCE RACER
The Kazuki Nakajima/Alexander Wurz/Stephane Sarrazin Toyota drives into dusk leading the race. It would retire just before dawn

HONE/GETTY

ASTONS GET A BIT CLOSE FOR COMFORT
The Darren Turner/Stefan Mucke/Bruno Senna Pro class Aston waves "hello!" to an Am-class team-mate during Wednesday night's qualifying session



S BLOXHAM/LAT

SO, WHERE'S THE ROLLCAGE?

Fernando Alonso marvels at the rudimentary safety systems of a 1970 Ferrari 512S, which he took for a lap of Le Mans. He called the event "fascinating"



TIME TO GRAB SOME SLEEP

It wouldn't be a Le Mans report issue of AUTOSPORT without some dozing mechanics. Here's part of the Ram Racing crew, whose Ferrari came home 32nd



DOLE/LAT

In the shops

Desirable new releases

FORD ESCORT RS1800 1:18

£68.99 – autosport.com/shop
Sun Star's latest large-scale diecast Ford Escort RS1800 collectible is a replica of the Team Avon Tyres machine used by Finn Pentti Airikkala and his British co-driver Mike Greasley on the 1976 Lombard RAC Rally. The 1:18-scale model of MLD 999P comes with opening doors, bonnet and boot and is limited to just 997 pieces worldwide.



'RACING DRIVER' KIDS' BOOK

£7.95 – thamesandhudson.com
Giles Chapman's beginner's guide to the art of being a racing driver is a well-written (with no fact howlers that us purists could find) interactive visual aid for young disciples to better grasp the myriad of motorsport categories, technical innovations and car types on the modern radar. An inexpensive and entertaining way to build those vital early fever levels.



GT6 'SENNA' UPDATE (PS3)

£Free for Gran Turismo 6 players
Sony and Gran Turismo maker Polyphony is releasing a special Ayrton Senna update pack for GT6 on the PlayStation 3 platform. As part of an ongoing partnership with the Senna Foundation, SCEA will give players the chance to drive Senna's DAP kart and his Lotus 97T from 1985 and they will be challenged to beat the legendary Brazilian's pole times at Brands Hatch and Monza.



WHAT'S ON

ON TRACK IN THE UK

SNETTERTON

MSVR

June 21-22

snetterton.co.uk

Snetterton is the place to be this weekend for some top GT, tin-top and single-seater action. The British GT Championship heads to Norfolk with the title battle finely poised, three teams separated by just a few points at the top before Sunday's pair of one-hour races. The ultra-competitive series is joined at Snetterton by the stars of tomorrow in BRDC Formula 4, as well as the British Formula 3 field. Plus there's the usual support from the Ginetta GT5 Challenge and Volkswagen Cup, and a guest appearance for the Mini Challenge.



Troubled British F3 series gets three races at Snetterton

EBREY/LAT

DOUNE

British Hillclimb

June 21-22

The latest round of the British Hillclimb Championship comes from Doune, otherwise known as 'The King of Hills'. Head on up to Scotland and you can witness drivers battling to keep their cars pointing straight in between stone walls and barriers at speeds over 100mph and then fly across open meadow – in less than three quarters of a minute.

LYDDEN HILL

BARC

June 21-22

lyddenhill.co.uk

Circuit racing at Lydden Hill is a very rare commodity in 2014 following SEMSEC's troubles, so best get yourself down to the Kent if you want to see some non-rallycross action on the circuit. It's thanks to the British Automobile Racing Club's annual Truck Festival, and also includes Cannon's Tin Tops and Quaife Intermarque races.

KIRKISTOWN

500MRCI

June 21

kirkistown.com

Kirkistown is back in action this weekend with the usual collection of Northern Irish championship races on show. That means entertainment from Formula Ford 1600, Saloon and GT, Formula Vee, Formula Sheane and Ginetta Junior categories – which means whether you prefer single-seaters or little tin-tops, you're well catered for.

SILVERSTONE

MGCC

June 21-22

silverstone.co.uk

It's a massive MG celebration on the Silverstone Grand Prix circuit this weekend, and if action from 10 different MG Car Club categories doesn't get you trackside, nothing will. Guest appearances from Porsche Club, Ferrari Open and Ferrari Formula Classic boosts the collection of British marque racers celebrating the MG90 meeting.

CADWELL PARK

HSCC

June 21-22

cadwellpark.co.uk

Cadwell Park welcomes the Historic Sports Car Club this weekend, bringing with it a packed entry for the ever-popular Wolds Trophy. From Classic Formula 3 to Historic Touring Cars, Historic FF1600 to 70s Road Sports, an HSCC bill has everything to satisfy your historic racing needs – and this weekend it's on the Lincolnshire Nordschleife.

ON TRACK AROUND THE WORLD

AUSTRIAN GRAND PRIX

Formula 1 World Championship

Rd 8/19

Red Bull Ring, Austria

June 22

f1.com



F1 back in Austria after 10-year break

LAT

GP2 SERIES

Rd 4/11

Red Bull Ring, Austria

June 21-22

gp2series.com

PORSCHE SUPERCUP

Rd 3/9

Red Bull Ring, Austria

June 22

porsche.com

GP3 SERIES

Rd 2/9

Red Bull Ring, Austria

June 21-22

gp3series.com

WORLD TOURING CARS

Rd 7/12

Spa, Belgium

June 22

fiawtcc.com

EUROPEAN FORMULA 3

Rd 5/11

Spa, Belgium

June 21-22

fiaf3europe.com

EUROPEAN TOURING CARS

Rd 4/5

Spa, Belgium

June 22

fiaetcc.com

NURBURGRING 24 HOURS

Nurburgring, Germany

June 21-22

adac.24h-rennen.de

NASCAR SPRINT CUP

Rd 16/36

Sonoma, California, USA

June 22

nascar.com

EUROPEAN RALLY CHAMPIONSHIP

Rd 6/11

Ypres Rally

Ypres, Belgium

June 19-21

fiaerc.com

INTERNATIONAL GT OPEN

Rd 3/8

Jerez, Spain

June 21-22

gtopen.net

EUROFORMULA OPEN

Rd 3/8

Jerez, Spain

June 21-22

euroformulaopen.net

V8 SUPERCARS

Rd 6/14

Hidden Valley, Northern Territory, Australia

June 21-22

v8supercar.com.au



V8 Supercars go tropical this week

CIANFLONE/GETTY

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY JUNE 19

2100-2145 Sky Sports F1
F1 Classics: Austria 1982

FRIDAY JUNE 20

0845-1100 Sky Sports F1 LIVE
Austrian GP: Practice 1
1100-1150 Sky Sports F1 LIVE
GP2: Austria Practice
1245-1450 Sky Sports F1 LIVE
Austrian GP: Practice 2
1450-1530 Sky Sports F1 LIVE
GP2: Austria Qualifying
1700-1800 Sky Sports F1 LIVE
The F1 Show

SATURDAY JUNE 21

0000-0030 British Eurosport
ERC: Ypres
0545-0700 BT Sports 1 LIVE
V8 Supercars: Darwin Race 1
0745-0900 BT Sports 1 LIVE
V8 Supercars: Darwin Race 2
0845-0920 Sky Sports F1 LIVE
GP3: Austria Qualifying
0945-1100 Sky Sports F1 LIVE
Austrian GP: Practice 3
1005-1110 Motors TV LIVE
European F3: Spa Race 1
1200-1435 Sky Sports F1 LIVE
Austrian GP: Qualifying
1350-1450 Motors TV LIVE
Euro F3 Open: Jerez Race 1
1435-1550 Sky Sports F1 LIVE
GP2: Austria Feature Race
1500-1630 BT Sports 1 LIVE
International GT Open: Jerez Race 1
1550-1650 British Eurosport 1
WTCC: Spa Qualifying
1615-1700 Sky Sports F1 LIVE
GP3: Austria Race 1

1630-1730 Motors TV

European F3: Spa Race 2
1715-1830 BBC 1
Austrian GP: Qualifying Highlights
1930-2305 Motors TV LIVE
NASCAR Nationwide: Road America
2100-2145 Sky Sports F1
F1 Classic Races: Austria 1987

SUNDAY JUNE 23

0000-0030 British Eurosport 1
ERC: Ypres
0630-0830 BT Sports 2 LIVE
V8 Supercars Race 3: Darwin
0820-0905 Sky Sports F1 LIVE
GP3: Austria Race 2
0850-0950 Motors TV LIVE
NASCAR Euro Series: Brno
0930-1030 Sky Sports F1 LIVE
GP2: Austria Sprint Race
1045-1130 British Eurosport 1 LIVE
Porsche Supercup: Austria
1050-1150 Motors TV LIVE
European F3: Spa Race 2
1130-1230 British Eurosport 1 LIVE
WTCC: Spa Race 1
1150-1310 Motors TV LIVE
International GT Open: Jerez Race 2
1200-1530 Sky Sports F1 LIVE
Austrian Grand Prix
1230-1330 British Eurosport 1 LIVE
WTCC: Spa Race 2
1900-0000 Premier Sports LIVE
NASCAR Sprint Cup: Sonoma
1930-2100 BBC 2
Austrian GP: Highlights
2100-2200 Sky Sports F1
F1 Classic Races: Austria 1999

MONDAY JUNE 24

2100-2200 Sky Sports F1
F1 Classic Races: Brazil 2003

ONLINE

HOT ON THE WEB THIS WEEK

YouTube **NISSAN MAKES ELECTRIC-LAP HISTORY AT LE MANS**



SEARCH FOR: WORLD'S FIRST FULL ELECTRIC LAP AT LE MANS (3:10)
Follow the exploits of the 'Garage 56' Nissan ZEOD RC racer as it makes history during the recent Le Mans 24 Hours week by completing a full lap of the 8.4-mile La Sarthe circuit using just electric power.

AUTOSPORT +

Exclusive content coming up in our premium website this week

AUTOSPORT's team of reporters will bring you everything you need to know about this weekend's Austrian GP. Sportscar expert Gary Watkins gives his thoughts on Le Mans, and grand prix editor Edd Straw returns from the 24 Hours with a few ideas for Formula 1.

GET AUTOSPORT ON THE MOVE

IN THE IPAD ISSUE THIS WEEK

- AUSTRIAN GP PREVIEW, MERC'S HISTORY & LATEST RACING ACTION
- ON SALE ALL OVER THE WORLD FOR ONLY £2.99

DOWNLOAD IT NOW FROM AUTOSPORT.COM



Revved up over what's on the box

There's a good reason why the first law of motorsport commentary line-ups is that you want to pair a broadcast pro with a fresh-from-the-cockpit racer (preferably a lucid one). It's a formulaic balance, but it works – as the been-there-and-done-it expertise of the racing driver gives added authority, while the 'proper' commentator keeps proceedings on course.

But what happens when you hand the keys to the commentary box to a bunch of racing drivers and leave them to it? That was what Eurosport tried during its marathon Le Mans 24 Hours

broadcast. With its commentators on a shift rota to prevent on-air snoring, there was a spell when fuddy-duddies Martin Haven, Mark Cole, Jeremy Shaw et al decided it was safe to leave the mics in the hands of sportscar racers Stuart 'Stuey' Hall, Damien 'Damo' Faulkner and Sam 'sounds-for-all-the-world-like-Damon-Hill' Hancock.

All three are now seasoned Le Mans pundits, but Hancock's immediate "Oh sh*t, parents have gone out and left kids home alone" tweet showed they were well aware that the stabilisers had been taken off. The on-track 'Pros' were getting

a taste of what their 'Am' team-mates feel when waved out of the pits...

Unsurprisingly the tone was more mischievous and playful than usual – with Hancock taking it upon himself to rise above the banter a touch in a quasi-lead role – but to their credit the commentary was both inclusive and incisive. While they weren't short of opinions on topics from whether Porsche should put Brendon Hartley rather than Mark Webber in for a potentially critical stint, to whether it was fair to describe Toyota's performance as "poor", there was balance and

sound reason in their boldness.

Deciding that Irishman Faulkner had the best accent for welcoming viewers back after ad breaks was a good call as well. And unlike (too) many racers-in-the-booth, they were self-assured enough that they didn't feel it necessary to moan that it was a travesty they weren't in a car.

Overall verdict: definitely more advisable than leaving a group of commentators to fend for themselves in LMP1 cars. This trio's racers' takeover should be an annual fixture – as should leaving Carlton Kirby on pushbike duty. **Revved Up**

John Morris

“Come hell or high water Chris was not going to pass me at the chicane”

■ RAC British Saloon Cars ■ Silverstone ■ October 4, 1981 ■ VW Golf GTi ■ Race-long dice for win



Morris leads Hodgetts to the finish line after his chicane hopping

I HAD SOME GREAT CLASS battles in the Tricentrol RAC championship over the years but the one I remember the most clearly was the one I had against Chris Hodgetts at the final round in 1981.

We were on the grand prix circuit at Silverstone for that October showdown and it was a full 20-lapper. I qualified on the front row alongside Dave Brodie in the Toyota Corolla. I'd been experimenting with tyres and set my time on the Dunlop rubber, preferring to save the Michelins. I remember the AUTOSPORT report at the time saying that if I'd qualified on the Michelins I may well have been ahead of Brodie. Who knows?

Hodgetts, meanwhile, in the Class B-championship-winning Toyota Celica, had not been able to test without his rear spoiler that had given him some homologation bother at Thruxton in the previous race. I think they missed the aero tweak around the fast sweeps of Silverstone and would line up on the

row behind Brodie and me.

There was so much anticipation ahead of the start. I even managed a quick spin on the warm-up lap – better to have got it out of my system than rather than in the race.

Once the race got going, Martin Brundle got to the front in the Audi 80, after Brodie had crashed, with me following him. Martin's car soon broke so I was out in front. Hodgetts

was catching me, though, and by about lap eight he was right with me.

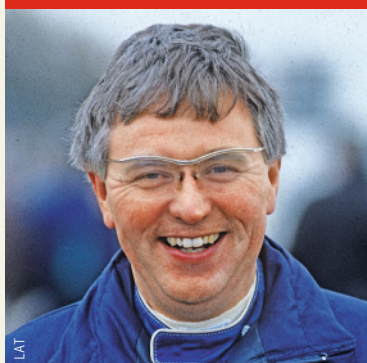
We swapped places time and time again, which was very entertaining. With the Toyota's twin-cam engine not on full song that day and, I later found out, some gearbox trouble, he couldn't pull away whenever he got in front so we just had this incredible dice, slipstreaming each other around the long, fast lap.

Chris could be a bit naughty on occasion but this time we didn't put a mark on each other's cars. It wasn't as physical as it could have been for a Tricentrol class scrap!

It all came down to the very last lap of the last race of the season. We came hurtling down under the Daily Express bridge towards the Woodcote chicane, with me ahead. And I thought, 'Come hell or high water, Chris is not going to pass me here'. I left my braking a fraction later than usual and leapt over the three-inch kerb on the way in and again over the kerb on the exit. I managed to stay ahead and beat Chris over the line by about a second.

I never managed to win the class title – I was always the bridesmaid! – but that day at Silverstone was very satisfying indeed and I remember it fondly. Commentator Peter Scott-Russell described it in his interview with me afterwards as 'the perfect end to a perfect day'.
John Morris was talking to Henry Hope-Frost

PROFILE



MANCUNIAN JOHN MORRIS

began racing in the late-1960s in a variety of tin-tops, progressing to the Tricentrol British Saloon Car series with a Ford Escort in 1978. Forever associated with VW, he campaigned Sciroccos and Golfs with much success, including a Tourist Trophy win in '81, until the early 90s, when he retired. Now 70, he follows son Jim's historic-racing exploits in one of his restored Golfs.

NEXT WEEK AUSTRIAN GP REPORT
Plus: Turbo eras compared by Romain Grosjean

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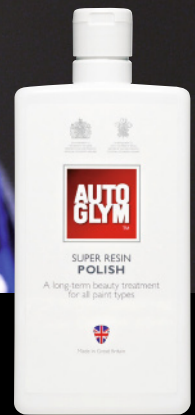
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