

**GUEST EDITOR ALEX ZANARDI**



# **AUTOSPORT**

**COLLECTORS' ISSUE**



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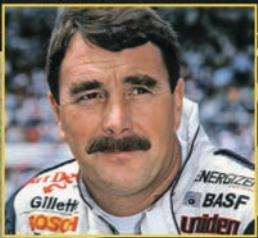
# **WHEN INDYCARS RIVALLED F1**

★ **How Nigel Mansell sparked a golden era** ★



**"We won back-to-back titles, rewrote history and had a great time"**

**Nigel Mansell**



**AN UNLIKELY STORY...**  
**How Andretti launched Ganassi's rise to power**



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

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

**POLE POSITION**

# Mansell quitting F1 for Indycars was seismic

**IMAGINE THIS SCENARIO: WHILE LEADING THE FORMULA 1** World Championship, Lewis Hamilton calls a press conference at Monza to tell the world he's quitting F1, as he's learned that Mercedes has signed Sebastian Vettel for 2015. Instead, he's off to race Indycars, to take on a new challenge – ovals and all – in an attempt to win back-to-back titles.

Sound ludicrous? Well, that's the basic scenario that occurred in 1992 when Nigel Mansell quit Williams for Newman/Haas after Alain Prost was primed to take his drive. Nigel gives his side of the story on page 16, just one of many fascinating tales we're revisiting to celebrate a golden era for North American single-seaters (which we felt came to a close when Penske quit the series ahead of 2002).

Mansell's presence in Indycar raised the profile of an already mega series, joining fellow ex-F1 greats like Emerson Fittipaldi and Mario Andretti, and homegrown aces like Al Unser Jr and Paul Tracy. Then we got a new generation of superstars – none more so than our guest editor Alex Zanardi. The 'donut king' gives a great insight into what it took to drive these machines. For anyone who abhors the noses of current F1 cars, give your eyes a treat from page 13.



*Bradley*

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 @Autosport\_Ed

**FROM THE ARCHIVE**

**How AUTOSPORT covered 'Our Nigel' scooping the '93 Indycar title**

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**RALLYING BURNS IS YOUNGEST EVER BRITISH CHAMPION**

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# THE BIG PICTURE

The United SportsCar series visits the wondrous Road America road course. The GTLM class battle is rounding the final corner as the prototypes head for the finish line

 P56 FULL ROAD AMERICA REPORT





Continental TIRE

Continental TIRE

Continental TIRE

Continental TIRE

Continental TIRE

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MICHELIN  
GTLM 93  
VIPER  
GTS-R

# This week in F1

## RICCIARDO BACKS LOW-KEY F1 DEBUT FOR SAINZ



Daniel Ricciardo believes Red Bull stablemate Carlos Sainz Jr would benefit from making his Formula 1 debut with a backmarker team.

Sainz has held talks with Caterham since the squad's recent takeover by a group of Middle Eastern and Swiss investors advised by ex-HRT boss Colin Kolles. Red Bull, however, has told the Spaniard to focus on winning Formula Renault 3.5 this season.

Ricciardo made his F1 debut with HRT in 2011, before stepping up to Toro Rosso in 2012, and said he benefited from an introductory part-season with a small team.

"It helped me get into F1, settle all the nerves and not really be in the spotlight," said Ricciardo, "so it eased me into the sport a bit."

### STAR BACKMARKERS

Five world champions who started their careers at the wrong end of the grid.



**NIKI LAUDA**  
world champion  
1975, 1977, 1984

Graduated to the March F1 team for 1972 alongside his F2 commitments. Scored no points, but was a clear number two to Swedish superstar Ronnie Peterson.



**NELSON PIQUET**  
world champion  
1981, 1983, 1987

The Brazilian seat hopped from Ensign to a privately entered McLaren and finally to Brabham for an unremarkable five-race cameo in the 1978 championship.



**FERNANDO ALONSO**  
world champion  
2005, 2006

Repeated heroics for Minardi in 2001 earned the Spaniard a Renault test contract for 2002 and promotion to the race team the following season.



**DAMON HILL**  
world champion  
1996

The Williams tester attempted to qualify for eight grands prix in 1992, after replacing Giovanna Amati at the ailing Brabham team. He succeeded twice.



**KEKE ROSBERG**  
world champion  
1982

Drove uncompetitive Theodore and ATS cars in 1978. Won BRDC International Trophy at Silverstone, but had to wait three more seasons for his big break at Williams.



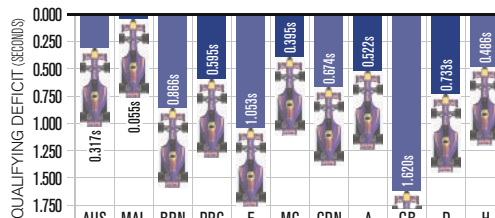
## HORNER: RED BULL 'OVERACHIEVING' IN 2014

Red Bull has overachieved by overcoming the limitations of Renault's engine to win races this year, according to team principal Christian Horner.

"To have won two races, had front-row starts [and] podiums, is a remarkable achievement, all things considered," said Horner, whose quadruple world champion team lies a distant second in the constructors' title race.

### QUALIFYING GAP TO MERCEDES

This shows the interval in seconds from the fastest Red Bull to the leading Mercedes in qualifying for each of the first 11 races.



For all the breaking news, visit [AUTOSPORT.COM](http://AUTOSPORT.COM)

COATES/LAT



## Hulkenberg: rules aid rookies

Force India driver Nico Hulkenberg reckons the dramatic change in Formula 1's technical rules for this year has made the sport easier for rookies.

"It's quite obvious there's a lot of young people come in and right away they're on top of their team-mates and doing really well," Hulkenberg told AUTOSPORT.

"When I came in, my first year [2010] as a rookie was a bit tougher."

## SAUBER SAYS 10TH IS UNACCEPTABLE

Sauber boss Monisha Kaltenborn says her team must finish above 10th position in this season's Formula 1 constructors' championship.

Sauber has scored points every year since it entered F1 in 1993, and Kaltenborn said the consequences of not improving on its current pointless standing would be unthinkable.

"First of all, for morale it's a big step back, because in 22 years of Sauber in F1 we've never had that position," she told AUTOSPORT. "Apart from that, it has a financial impact. We should remain realistic, but the message is that P10 is not acceptable."



### SAUBER'S CONSTRUCTORS' POINTS POSITION

1993	7th	—
1994	8th	▼
1995	7th	▲
1996	7th	—
1997	7th	—
1998	6th	▲
1999	8th	▼
2000	8th	—
2001	4th	▲
2002	5th	▼
2003	6th	▼
2004	6th	—
2005	8th	▼
2006	5th	▲
2007	2nd	▲
2008	3rd	▼
2009	6th	▼
2010	8th	▼
2011	7th	▲
2012	6th	▲
2013	7th	▼
2014	10th	▼

COATES/LAT

ETHERINGTON/LAT



## INTERLAGOS OVERHAUL GETS UNDER WAY

Interlagos has started an \$80 million upgrade programme that includes the building of a new pit complex for the 2015 Brazilian Grand Prix.

Plans to move the start/finish line to the back straight on the run to Turn 4 have been ditched, so the new pits will be built at the existing location.

The first phase of the project involves resurfacing the track and modifying the unpopular pit entry for this year's race.

## Williams happy with its status

Williams can be a title challenger again without a works engine deal, according to performance chief Rob Smedley.

"We are not a works team, but if you look at the differing fortunes of those teams, does being a works team give you automatic access to winning races? I don't think so," said Smedley.

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## Schumacher theft suspect found dead

A man arrested on suspicion of leaking Michael Schumacher's stolen medical records was found hanged in his cell last week, according to Swiss police.

The unnamed man worked at Swiss air rescue firm Rega, which transferred the seven-times world champion to Switzerland from a French hospital in June following his treatment for injuries suffered in a skiing accident last December.

CUNNINGHAM/GETTY



## BIG NUMBER

# 100,000,000

The value, in American dollars, of the settlement agreed by F1 commercial chief Bernie Ecclestone to bring an early halt to his trial on bribery charges in Germany.

## Force India and McLaren equal, claims Perez

Ex-McLaren driver Sergio Perez says the quality of engineering at Force India is the same as at his previous team.

"[Our engineers] are same level as McLaren," said Perez. "And McLaren have probably the best engineers in the sport."





# THE MRF CHALLENGE 2014 IS HERE.

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"The MRF Challenge provided a great opportunity for me to race in new places and build my motorsport experience." - **Conor Daly**



"MRF is a great winter championship with a great car and team of people around helping, they are just as passionate about races as the drivers" - **Jordan King**



"A well organized and enjoyable winter series" - **Arthur Pic**



"Racing in the MRF series was fiercely competitive and it has helped me keep in tune throughout the European winter. The entire experience was fun." - **Alice Powell**



"The MRF Challenge is without doubt the most competitive and cost effective winter single seater series in the World. Together with a fantastic car and first class engineers from Europe, any driver wanting to be well prepared for the European summer season should seriously consider taking part. Not only is it great racing, but you are also made to feel very welcome and can honestly say racing in the MRF Challenge is the most fun I've had in my racing career !.. It helps that I was Champion too!" - **Rupert Svendsen-Cook**



## FEATURES

- Carbon-fibre F3 safety standard chassis from Dallara
- 3 weekends – 12 races
- 5 sets of MRF tyres per round
- Round 1 will take place in Qatar (NIGHT RACE)
- Round 2 is a support race for FIA WEC in Bahrain
- USD 100,000 (INR 64 lakhs) prize – fund for the top 3 finishers
- All-inclusive "arrive & drive" pricing including flights and hotels\*
- Top European race engineers and mechanics
- On-board cameras on all cars

## SCHEDULE

Round 1 – October 17-18, 2014  
Losail International Circuit, Qatar (NIGHT RACE)

Round 2 – November 14-15, 2014  
Bahrain International Circuit, Bahrain

Round 3 – January 24 - 25, 2015  
MMRT, Chennai, India

\*Flights from Heathrow to the venue or equivalent thereof

Alice Powell, Arthur Pic, Conor Daly, Jordan King and Rupert Svendsen-Cook are some of the International drivers who gained valuable experience in the closely contested MRF Challenge Series. The MRF Challenge 2014 is here and should be even more exciting. We are inviting drivers with a passion for speed to be crowned 2014 Champions. We are offering a very competitive all-inclusive "arrive & drive" pricing of USD 50,000 for the chance to race in one of India's premier Formula Championship Racing Series. Are you fast enough to grab this opportunity?

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# Ben Anderson

## The Inside Line

Our Formula 1 assistant editor believes that McLaren is the central player in the 2015 driver market as it prepares for Honda's return

**A**ugust is the time of year traditionally called 'silly season' in Formula 1, where everyone speculates on who'll end up driving for whom next season.

This year, the 'season' has been unusually quiet. Of course, the drivers at the top teams usually hold the keys to unlocking the driver market, but the big problem this time around is the fact that the top seats (Mercedes, Red Bull and Ferrari) all look locked-in for 2015 at least.

Unless something pretty unexpected (such as Fernando Alonso following through on last year's fleeting courtship with Red Bull) happens among the big three, we need to look further down the grid to understand how the pieces may fall into place. We need to look to a former giant whose star has been on the wane recently. We need to look to McLaren.

The Woking squad has remained coy on who will drive its cars when Honda rejoins the sport as its works engine supplier next season – a partnership that is key to returning McLaren to its 'rightful' place among F1's elite. Part of this plan involves securing a 'superstar' driver for the long-term, and the team is known to have sounded out Alonso and Sebastian Vettel...

Ideally, McLaren would want this star signing to arrive as early as next year, but that looks unlikely, so it will probably be forced into a temporary solution.

Let's look at what it has in its hands: Jenson Button, 34, says he wants to stay on, but McLaren will be asking itself how many more seasons he has left in him. Then again,



Magnussen and Button's seats are on the line

THOMPSON/GETTY

Again looking outside the top three teams, Valtteri Bottas, Romain Grosjean and Nico Hulkenberg look the most attractive propositions.

McLaren overlooked Hulkenberg as a replacement for Sergio Perez this year, because of his weight, but that's less of an issue now the minimum will be raised for next season. But the team would also have to buy Hulkenberg out of his current multi-year deal with Force India.

Bottas has been one of the stars of this season, and I'm sure McLaren (and other teams) are following his progress closely. But Williams is the most competitive customer outfit at present and it would be a gamble for Bottas to

**“Button’s experience could be very valuable as Honda endures growing pains with its engine”**

Button is a world champion, and how many of those are genuinely available next year? That experience could be very valuable as Honda endures growing pains with its new hybrid engine. Button surely knows this.

Then there's Kevin Magnussen – the talent promoted from McLaren's young driver programme. He's had a rocky rookie season so far, but is starting to show more of his potential. Does McLaren stick with him in the expectation of realising more, or decide there's not much left and try someone else?

The problem for Button is that his stock will fall if he can't convincingly assert himself over Magnussen; the problem for Magnussen is that he has to get on top of Button to convince McLaren he's the guy for the long term. It's a bit of a catch-22.

I can't see McLaren ditching both drivers at once – that would be a big risk, and top F1 teams aren't usually into those. It could opt to change one, like it did last winter, but if it does, who does it pick to come in?

give up the realistic prospect of more podiums (and maybe wins) in 2015. Another strong year at Grove and he could be an even bigger player in the next silly season.

Grosjean is available, and well known to McLaren's Eric Boullier from their time together at Lotus/Renault, but I think replacing Button with Grosjean would still be seen as a risk for McLaren, because the Frenchman has yet to deliver over a full season in the way Button has. More likely Grosjean could replace Magnussen, but probably only if the Dane doesn't kick on in the second half of 2014.

Ultimately I think McLaren will offer Button a short-term extension, and it will be up to him if that's acceptable. The team will probably retain Magnussen if he shows well against Button in the last eight races of this season, but try to replace him if he doesn't.

Boullier knows McLaren has a “complicated” decision to make on its driver line-up for 2015. Once it makes that decision, the rest of the jigsaw should fall into place. ❧

# This week in motorsport

## STEWART INVOLVED IN FATAL ACCIDENT

Triple NASCAR Sprint Cup champion Tony Stewart was involved in an incident that resulted in a fatality during a sprint car race at Canandaigua Motorsports Park last Saturday.

The Stewart-Haas Racing team owner/driver collided with 20-year-old Kevin Ward Jr, who exited his car and walked down the track gesticulating at Stewart during the subsequent yellow.

Stewart's car fishtailed past Ward and hit him with its right-rear wheel, flinging him to the side of the track. Ward was pronounced dead at nearby FF Thompson Hospital.

Since then, Stewart has been cooperating with authorities in the investigation and was described by Ontario County Sheriff Phillip C Provero as "visibly shaken" by the incident.

Provero added: "When the investigation is completed we will sit down with the district attorney

and review it, but I want to make it very clear that there are no criminal charges pending at this time."

A statement from Ward's family read: "We appreciate the prayers and support we are receiving, but we need time to grieve and wrap our heads around all of this."

Regan Smith stood in for Stewart in Sunday's Cup race at Watkins Glen (pictured inset). He was forced out after hitting Jimmie Johnson's spinning car late in the race.



KIMBADEL/LAT

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## Formula E runs race simulations

Formula E has completed two race weekend format simulations at Donington Park ahead of its first event in Beijing next month.

The series' 10 teams went through the full procedure of practice, qualifying and races, including the mandatory mid-race car swaps, using

a temporary pit facility created to mimic its street venues.

TV broadcasts and other procedures were also tested ahead of its final pre-season test on August 19. A "number of issues were encountered", but the tests were considered successful overall.



WARNER/LAT

## SHUNT HALTS GLEN NASCAR

The NASCAR Sprint Cup race at Watkins Glen was stopped for over an hour due to a huge crash involving Ryan Newman and Michael McDowell.

Greg Biffle ran wide exiting Turn 5 and was clipped by Newman who bounced off the rear of Biffle's car and slammed into the barriers on the right-side of the next straight.

As Newman spun back across the track, he clipped McDowell's car, sending it into the guardrail on the other side. McDowell's rear axle became impaled in the debris fence, and his car punctured a whole section of crash barrier. Both drivers walked away.



TILTON/GETTY

It's just a very antiquated race track and the safety is not at all up to NASCAR's standards. It's a shame that we have to have accidents like that to prove it

Ryan Newman

For all the breaking news, visit [AUTOSPORT.COM](http://AUTOSPORT.COM)

## WOLFF WANTS DTM RETHINK

Mercedes chief Toto Wolff has called for DTM stewarding decisions to be “in the best interests of the sport and of exciting racing” in the wake of Robert Wickens’ confusing drive-through penalty at the Red Bull Ring.

Wickens was penalised for an unsafe release during the DTM race at the track on August 3, but it is still not clear if the penalty was applied intentionally or if stewards confused the Canadian’s car with that of Pascal Wehrlein, who made contact with race winner Marco Wittmann’s BMW during the stops.

“We remain convinced that the decision was wrong in principle,” said Wolff in an open letter to series bosses.

“Quite apart from the case under discussion, we believe that there is a need in the DTM for a more consistent and accountable procedure for potential offences and the penalties they incur.”



## In brief



### TURKINGTON TOPS TEST

British Touring Car Championship leader Colin Turkington (above) topped last week’s test of the new 2015 German-made Dunlop tyres. The WSR BMW driver’s afternoon time of 1m57.048s shaded Aiden Moffat, who was second in his Chevrolet Cruze.

### BRIT IN FOR VILLENEUVE

British Rallycross ace David Binks will stand in for 1997 Formula 1 world champion Jacques Villeneuve in the French round of the World Rallycross Championship. Albatec Peugeot driver Villeneuve has clashing F1 commenting commitments.

### USC DROPS INDY

The United SportsCar Championship will not return to Indianapolis in 2015. The series will race at Lime Rock on the late-July weekend instead, although without its flagship Prototype class.

### C7.R JOINS WEC FIELD

Corvette Racing will field a sole Chevrolet Corvette C7.R in the World Endurance Championship round at Austin. It will be entered in the GTE Pro class on September 20, the same day as the United SportsCar Championship event the team will contest with its two regular entries.

### WRC TEAMS SAY NO

Key World Rally Championship figures have dismissed suggestions for radical change in the 2017 technical regulations. The proposal for significant revisions to the rules, centred on fuel-flow regulations that would free up the potential for manufacturers to use a variety of different engines, was rejected by the series’ four main outfits.

## Gronholm in VW test role

Two-time World Rally champion Marcus Gronholm has joined Volkswagen as a test driver to help develop its Polo WRC.

The Finn, 46, who last started a WRC event in 2010, took part in his first VW run on gravel roads in southern France recently and is scheduled to drive the Polo again at selected tests.

“I look forward to working on the further development of what is currently the best rally car out there,” said Gronholm.



## National Guard ‘out’ from 2015

The US National Guard will end its motorsport sponsorship programme at the end of 2014, terminating its association with Dale Earnhardt Jr in NASCAR and Graham Rahal in IndyCar.

The US Army reserve division, the 2015 marketing budget of which is projected to be just half the figure it had available two years ago, spends a reported \$32 million on NASCAR and \$12m on IndyCar.

However, Earnhardt’s Hendrick Motorsports team claims that it has a contract binding the National Guard to the team for next season.

“Our team has a contract in place to continue the National Guard programme at its current level in 2015,” it said.

## Elliott up for the Cup next year

NASCAR Nationwide rookie ace Chase Elliott will make his Sprint Cup debut in 2015, according to his Hendrick Motorsports team boss.

Rick Hendrick believes that the 18-year-old, who leads team-mate Regan Smith by 12 points in the Nationwide

Series standings with three wins in his debut season, will be ready for a Cup graduation in 2015.

“We haven’t arrived at a decision for sure, but he’ll probably run a few races next year,” said Hendrick. “He’s going to do a super job whenever the time comes.”



## Latvala flies to historic rally victory

Volkswagen World Rally Championship ace Jari-Matti Latvala swapped his Polo WRC for an Audi Quattro GP4 to win the Lahti Historic Rally last weekend – one week after his second Rally Finland victory



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**INDYCAR'S GOLDEN YEARS (1993-2001)**





# AUTOSPORT

## 'The best cars I ever drove – including F1'

**I** always dreamed of having a red racing car when I was a little kid, and I never thought I would find it in the USA. But it was a beautiful car and a marvellous experience. And a very, very romantic one, in so many different ways. I owe a big thank you to Gil de Ferran, who was the first to step over the bridge and show that a rookie could deliver in the US even if he didn't have any previous oval experience. That probably allowed all of the other team owners to have an open mind about the idea of hiring a new guy; somebody coming from a different motorsport background.

That was the first key factor. The second was the fact that Rick Gorne and Malcolm Oastler, who were managing director and technical director at Reynard, were big fans of mine, and when Ganassi ended up being in the market for a driver, they leaned on him very hard to convince him to give me an opportunity. My first Ganassi test was a sort of Cinderella story. Nobody had been on the Homestead road course before, so the circuit was very green the first day of testing. Jimmy Vasser set off in the morning to set a reference lap time and he was fastest at that point. And when I took the wheel, I was immediately able to improve his time. The gain was mainly because the circuit kept getting better, but had it been the other way around, it wouldn't have looked as good.

Another person who helped me tremendously to get the ride was Morris Nunn. He's a great race engineer who became a great friend of mine, but at



Zanardi's first win in America with Ganassi came at his ninth attempt, beating pal de Ferran at Portland



Alex celebrates his second consecutive CART title with Chip Ganassi at Century Plaza in Los Angeles

the time, he was against the idea of having an Italian. And it was funny, because when I started to drive, I was behaving in exactly the opposite way to what he'd expected. He predicted to Chip that on my first lap I'd come out of the last corner lighting my wheels, smoking the tyres, and revving the engine. And when Ganassi asked him why, he said, 'That's the way Italians are. They can win races, but they are never going to win championships because they are not respectful of the equipment'.

When he discovered that I was exactly the opposite - my driving style has always been to be very steady, very smooth, to feed the tyres the amount of power they could take and nothing more - he radically changed his mind. Towards the end of the test they had me back in the car after Jeff Krosnoff had been running, so the pressure was on again. With very few minutes left in the session I stopped, and they asked why. And I said, 'I want this job so badly that I'm driving with my heart more than my head. I stopped to get my thoughts back together, and now I'm ready to go again'.

They gave me a new set of tyres, and I went out and I was by far the fastest of the day. Chip still needed some convincing before he signed me - you will read about that elsewhere in this issue - but without even knowing it, he gave me the best birthday present I could have when he called me up on October 23 and told me to come to Pittsburgh because he had a contract for me to sign. The following day, I became an IndyCar driver.

In Italy, we have a metaphorical story about the fox and the grape. There is a bunch of grapes too high for the fox to reach, so the fox just says, 'I don't like grapes'. And in a similar way, when you have a fantastic experience and you say good things about it, it might seem that you're only saying good things because you were successful. But I sincerely believe that what we had in CART were the best racecars that one could ever have the privilege to drive. They were very powerful. They were stuck to the ground because we had fantastic, big, soft tyres. They had good downforce. They were the best cars I've ever driven, including Formula 1. I was as happy as a pig in shit in those things, because the car was just cut for me.

It was certainly a hell of a three-year period. My most precious memories from the time are of the incredible relationship I had with my team-mate Jimmy, but if I think about those years from a purely egotistical perspective, I get the most pleasure out of the occasions where I was I was able to win races that were against all odds; races where I'm sure a lot of other drivers in my shoes, mid-way into those events, would have given up and parked the car. And there was still something I could cash at the end of that. During those years, I won some of the most memorable races that driver could ever hope to win in his entire life.

**Alessandro Zanardi, guest editor**

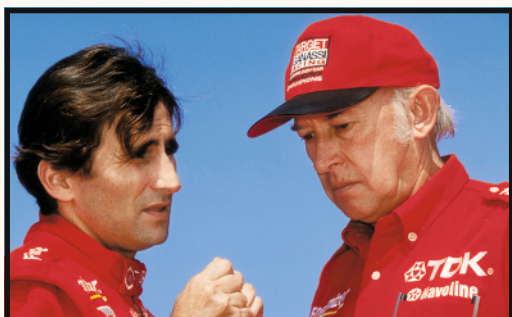
# Alessandro Zanardi

## Guest editor

1997-98 CART IndyCar champion



Zanardi's potential was underlined at Laguna Seca with his infamous Corkscrew move to beat Bryan Herta on the last lap in 1996 – this is him pressing on a year later



SQUIRE/GETTY



MOTORSPORT IMAGES/LAT



SQUIRE/GETTY

Relationship with engineer Morris Nunn was a key ingredient

Majority of success came away from ovals, but he won Gateway '98

...and celebrates in style with his CGR crew after win number 10

**N**igel Mansell spent just two seasons in Indycar racing in 1993-'94, and during that short stay he put the series in the international spotlight like never before or since. He broke all the records by winning the title in his rookie year, and impressed even the most sceptical observers with his commitment in the car. And, as ever, drama seemed to follow him around, on and off the track.

Mansell's move to America, as the reigning Formula 1 world champion at the very top of his game, remains one of the most remarkable episodes in recent motorsport history. It stemmed from the implosion of his negotiations with Williams for 1993.

"It's no secret that at that time there were the golden drivers, Nelson Piquet, Ayrton Senna and Alain Prost – in no particular order – who controlled the whole driver market," he recalls. "A lot of drivers, including Riccardo Patrese and myself, suffered the indignity that they would go to teams, make the cars work, and then when they got the cars working well the golden drivers would come knocking on the door and say, 'I'd like to drive for you'."

"Obviously I was looking forward to the opportunity to defend my world championship in the way that I won it, with all the hard work that Riccardo and I put into it. Then 'bingo,' the golden triangle comes knocking on the door..."

Having just achieved his lifetime's ambition Mansell felt undermined when it emerged that Prost, on the sidelines in 1992, had agreed to drive for Williams in '93. He recalls that his close ally and Williams director Sheridan Thynne relayed the news that he'd been dreading: "It was the happiest day of my life, winning the world championship for Williams, only for me to find out 24 hours later that my services wouldn't really be required going forward."

Discussions continued with team boss Frank Williams, but Mansell insists he was never given a proper chance to stay at the team. Matters came to a head at Monza, where Nigel convened a press conference on Sunday morning. Just before it started a last minute offer was relayed to him by a junior team member, but it was too late. Nigel announced in dramatic style that he would not be driving for Williams in 1993, was retiring from F1, and was considering a move to Indycars.

Two decades on he bears no animosity towards Prost: "You're a bit wiser as you get older, and I fully understand and accept now that if you've got Renault engines and Elf and they want to support a French driver who just happens to be Alain, it's not his fault. Good for him, I wish I had been in his position."

# 'Our Nige' on his Indycar adventure

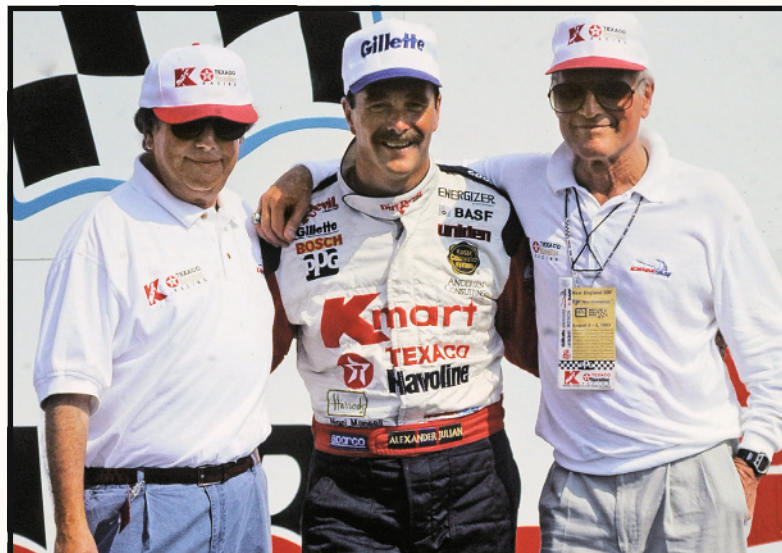
*The 1992 F1 world champion's move to Indycar was a sensation, and his subsequent success helped boost the series yet further. Nigel Mansell looks back with ADAM COOPER*



"He was signed very early and then I found out subsequently they had wanted to break my contract for '91 anyway, because he'd wanted to be there for '92. So I was lucky even to be there for '92."

Mansell had been pondering an alternative future in Indycars for several weeks. The Newman/Haas seat about to be vacated by McLaren-bound Michael Andretti had obvious appeal, given the history of the team. He had bought a house in Florida the previous year, and his young family loved the States, so everything seemed to fit.

"People say the Indycar deal was done, but there was no deal done until after the Monza incident, because I wasn't sure whether or not I was going to retire," he adds. "It wasn't something that just happened



Mansell is flanked by his team owners Carl Haas (left) and movie superstar Paul Newman



Mansell was expected to shine on road and street courses, yet his stunning debut success at Surfers Paradise was the only non-oval victory

BOYD

quickly, it was something that took a period of time, because I wasn't sure. I figured that if Williams was really sincere with their last minute gesture, as I'd call it, they would have followed it through. But nothing followed through.

"I think the thing that probably moved us to go to Indycar in the end was basically Paul Newman. He was a genuine, thoroughbred racer, a charming man, and an incredible legend in his own lifetime as a movie star, obviously. People didn't know him as a human being, but we did. He just said, 'From what I can see you just need to have a lot of fun,' and I think that's what swung it."

Having signed up, Nigel paid a social visit to the final race of the 1992 Indycar season at Laguna Seca, where he was well received by both

★★ "The thing that moved us to go to Indycar in the end was basically Paul Newman" ★★

NIGEL MANSELL

fans and the sport's insiders. When he got behind the wheel of the car in testing – initially on a road course – he quickly impressed the team. His first oval experience, at Phoenix, proved to be an eye opener, but from the off, there was no doubting his commitment in the Lola T93/00.

"It was daunting, it was a bit of a shock to the system, because you're circulating a mile track in 20 seconds. I think the *g*-loading was the biggest shock, how long you sustained and held the *g*-load. And the other thing was that if you came out of the throttle the car could swap ends on you, or do something really nasty to you, because of the blown tunnel underneath that just sucked the car down."

Mansell's season could hardly have got off to a better start. On the streets of Surfers Paradise he took pole and enjoyed an eventful race that set the tone for the season to follow – a charging drive and some great passes, mixed with a brush with authority. "It was brilliant, but they tried to nobble me there a few times with a so-called yellow flag,

overtaking Emmo, and a stop-go penalty. We still managed to win, and I'm very proud of that race."

As a debut performance, it was right up there with fellow Brit and F1 champion Graham Hill, who won the Indy 500 as a rookie in 1966.

Next stop was Phoenix for his first oval race, and another step on the learning curve he'd embarked on in testing at the same venue. He was fastest in the first practice session, but early in the second he spun and hit the wall. The massive rear impact punched a hole in the concrete.

"I learned very painfully at the second race, with 148 stitches in my back and a few other things," he recalls. "My back was completely smashed. To have a 14-by-12 inch section of your flesh taken out, and have to be zipped apart and ▶

◀ patchwork quilted down, is not recommended!”

Over the years Mansell had been somewhat accident prone, and had often been criticised for appearing to make a meal out of discomfort. This time no one could deny that he really had been seriously hurt. In the weeks to come veteran Indycar doctors Terry Trammell and Steve Olvey regularly had to drain fluid that had accumulated in Nigel's back – they'd never come across anything like it before, and his case history made US medical journals.

As Olvey explained in his autobiography: “Dr Trammell would later name this ‘Mansell's lesion’. The only description of a similar one that we could find was from a pathologist who described it in deceased victims of plane crashes.”

Having missed the Phoenix race Nigel was affected for some time: “I can remember them drawing the biggest syringe of fluid out of my back so I could qualify at Long Beach a few weeks after, and giving me pain killing injections in the bottom of my spine. To get on pole and manage to hold on to third in the race there was a big ask, but we managed to do it. I'm very grateful to Terry and Steve. They helped me for the whole season.”

Next came the month of May, and Mansell's first experience of Indianapolis: “That was ugly, because I still had the stitches in my back. I was pulling loads of stitches and snapping them. It was an awful feeling. The stitches would sustain about 3-3.7g – they would be pulling but they wouldn't pull apart – but when you tweak it at over 4g, I felt my back rip. I did the minimum laps I could.

“If I'm really honest about it I'm not sure you could do it in this day and age, with the health and safety. I was so drugged up with painkillers and these localised anaesthetic injections that they put in my back. I'm not sure if I should have been driving at all.”

Nevertheless he made an



impressive 500 debut, challenging for the lead in his first oval start. He ultimately finished third, behind Emerson Fittipaldi and Arie Luyendyk after both veterans had wrong-footed leader Nigel at a late restart, leaving him with a bitter taste in his mouth.

“Again they nobbled me, they put a full course yellow out when there was no crash on the circuit,” he says. “There was no debris, no nothing.

Lyn St James came into the wrong pit. They didn't want me, or a rookie, to win it, so they threw a full course yellow, which was very disappointing.”

Mansell made amends just a week later by winning on the Milwaukee Mile: “That was brilliant, winning Milwaukee was the real start of the campaign. I had to get my act together, and we got the car hooked up. It was a very bumpy circuit,

a very physical circuit, and I think that's the reason why I did well. I got some of my strength back. It wasn't my favourite circuit, but winning there was good.”

There followed a run of street and road courses. Mansell retired after a collision in Detroit, finished second at Portland, third at Cleveland, and then stopped with a mechanical problem after a troubled weekend in Toronto. He enjoyed the competitiveness of the series, but was convinced that sometimes form was out of a driver's hands.

“It was run as an equalised formula, so you had the pop-off valves for the turbo engines. They were given out randomly, and randomly I got some good ones, and randomly I got some indifferent ones, and if you get indifferent ones, you can't win.”

The series then returned to the ovals, and remarkably Nigel continued where he left off by winning the prestigious Michigan 500 and a week later at New Hampshire. He'd now triumphed in three of his four oval starts.

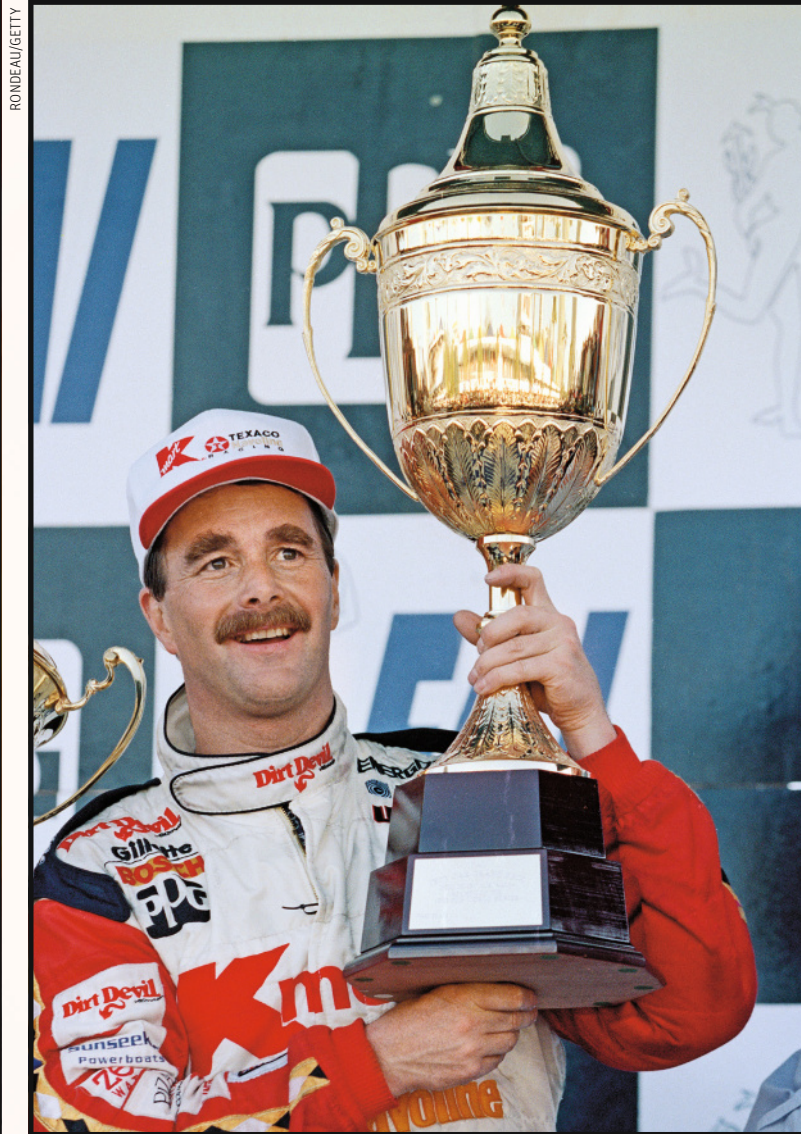
“I rewrote the rules on oval racing,” he adds. “Everyone said you couldn't do this and you couldn't do



Mansell found going tough in 1994, but he was still quick. Here he leads Penske trio Al Unser Jr, Paul Tracy and Emerson Fittipaldi to the green flag at Detroit



Moment of impact: huge Phoenix crash taught Mansell a very valuable (and painful) lesson about Indycar ovals  
Right: celebrating Surfers win in '93



RONDEAU/GETTY

RONDEAU/GETTY

## MANSELL ON MARIO



BOYD

Mario Andretti (above left) had already been at Newman/Haas for 10 seasons, the last four of them with his son Michael alongside, when Nigel Mansell arrived on the scene. Inevitably there was some tension between the two motorsport superstars over the two years they spent together, and Mansell says matters were not helped by Michael's struggles at McLaren in 1993.

"Mario is a great driver, but he and I had some history that goes back to Lotus," says Mansell. "I replaced him at Lotus, and he didn't like that! Mario was going through a tough time with Michael, which I fully understand, being a father. I actually felt incredibly sorry for Mario at some races because the coverage that Michael was getting in Europe... To say it was unflattering is an understatement.

"Mario was trying to run his race programme in America, and he was torn trying to be in two places at once, because any father would want to be there supporting his son. But obviously Mario was racing at the same time, and it was quite difficult for him to deal with his own feelings and emotions. If Michael had been doing well in Europe I think Mario and I would have had a much better time."



BOYD



## MANSELL'S INDYCAR STATS

	1993	1994
Starts.....	15	16
Wins.....	5	0
Podiums.....	10	3
Poles.....	7	3
Points.....	191 (1st)	88 (8th)

that. Some of them were right, hence my crash at Phoenix. But in that crash I learned to do things a different way, and at New Hampshire I passed Paul Tracy on the outside in Turn 2. It was an amazing move that no one had ever seen before in their racing. I did some other things as well.

"I wouldn't go so far as to say I enjoyed it. It was thoroughbred racing. It was very worrying, racing on an oval, because if something happens to your car you know you're going to get hurt. So I didn't enjoy that. I'm really thrilled that I've been there and done it, but I'm glad that I'm not doing it any more!

"But I enjoyed the challenge, I enjoyed the engineering and setting the car up, because it's totally different to an F1 car, because of all the cross weights and everything. I enjoyed getting the tyre staggers right, and I enjoyed making sure the engineer and all the mechanics did their job."

The final part of the season mirrored the first as he experienced mixed fortunes on road courses, and won the only remaining oval event at Nazareth. With one race still to run he secured the title.

★★ "America was terribly exciting & very challenging. We rewrote history and had a great time" ★★

Mansell's second year in America in 1994 was to prove frustrating. Penske was the dominant force, newcomer Reynard made a big impact, and Lola found itself left behind.

"Lola had dropped the ball, and Reynard had come out with an exceptional car," reckons Mansell. "Sadly '94 should have been another good year, but it wasn't at all, and we weren't competitive."

The low point came at Indianapolis, where a furious Mansell was hit by hapless backmarker Dennis Vitolo as the cars filed into the pitlane during a yellow flag. Things began to unravel, and while Nigel took three poles there were no wins and just three

podium finishes by the end of a disappointing season.

Everything had changed when the opportunity arose to return to Williams in the French GP and the last three races of the F1 season, in a deal brokered by Carl Haas and Bernie Ecclestone. Nigel had planned to remain in Indycar for several more seasons – he says he had a contract until 1997 – but circumstances decreed that instead he turned his attention back to Europe for '95.

He still has regrets about not being given the opportunity to gun for a second world championship with Williams in '93, but that's counterbalanced by what he achieved in Indycars: "It would have been fantastic. I'm a sportsman and I'm not a politician, and even all these years later it's disappointing for the fans, and for me especially, and some of our sponsors.

"Subsequently we had another fantastic adventure in America, which was brilliant, because it was terribly exciting and very challenging. We all move on, I opened another door, and we won back-to-back championships. We rewrote history, and we had a great time." ■



# The full story of America's F1 rival

*The 1990s provided a high watermark for American single-seater racing. Longtime US racing journalist JEREMY SHAW looks back at how it got so strong, and why it didn't last*

**T**he history of Indycar racing is long and convoluted. Its origins in the early 1900s remain the subject of debate among motor racing historians, which seems entirely appropriate when one considers the rollercoaster ride it has endured in the ensuing 100-plus years. There have been periods of rapid growth and prosperity intermingled with stagnation and decline, and while the current situation seems extremely positive,

with strong fields and excellent competition among high-quality teams and drivers, there remain a few undertones of negativity and discontent similar to those that have pervaded the sport throughout much of its existence.

The era regarded almost universally as the heyday of Indycar coincided with the arrival of reigning Formula 1 world champion Nigel Mansell in 1993 and continued for the better part of a decade. During that period the series grew in leaps and bounds until

effectively and unfortunately – and perhaps predictably – falling victim to its own success.

## EARLY DAYS

Previously, Indycar had evolved in much the same way as F1 had progressed from the earliest grand prix races to a properly sanctioned world championship. The American Automobile Association oversaw the majority of motor racing activities in the US from the beginning of the 20th century until a series of tragedies in

1955, culminating in the death of more than 80 spectators at Le Mans, led to its abrupt withdrawal. Instead a new organisation, the United States Auto Club, was formed by Indianapolis Motor Speedway President Tony Hulman. USAC took over almost seamlessly from AAA with midgets, sprint cars and stock cars as the foundation and 'Championship' cars – such as were raced at the Indianapolis 500, already universally acknowledged as the richest and most prestigious race in the world –



LABERGE/GETTY

Michigan 2000, and another thrilling festival of 225mph CART slipstreaming begins between de Ferran, Tracy, Fittipaldi, Montoya, Andretti, Franchitti and Vasser



MOURENBELO/LAT

The mid-1980s were a growth time for Indycars, as sponsorship and manufacturer support increased

representing the top of the tree.

The sport continued to grow sporadically over the next two decades until a group of team owners, including UE 'Pat' Patrick, Jim Hall, Roger Penske and Dan Gurney began to tire of USAC's one-dimensional focus on the Indy 500. They were concerned that 'Championship Car' racing as a whole was not matching the growth of other sports such as golf, baseball and NFL football.

In 1978, following a series of ad hoc meetings among his peers, driver/engineer/team owner Gurney wrote his famed White Paper, a vision for the future, which declared: "Something is wrong with our sport – it is not reaching its full potential by any means, and there is great need for a change!" The vast majority of team owners concurred, and when USAC and the Indianapolis Motor Speedway staunchly refused to acknowledge the teams' concerns, it didn't take long for the owners to form their own association. Championship Auto Racing Teams was up and running.

"We all felt that the potential was much greater than one terrific race each year, the Indy 500," recalls Gurney, "but one thing I can say for sure, having been there and been part of the [original] CART board of directors, none of us wanted to do anything but enhance the 500."

"It was already the biggest single-day sporting event in the entire world, and that didn't mean that it needed a lot of improvement, but my emphasis is that we wanted to fix the rest of the season, not the 500."

There were significant early difficulties, including a variety of lawsuits and injunctions, but the fledgling CART, under the stewardship of lawyer John Frasco, soon reached an interim sanctioning agreement with the Sports Car Club of America and was ready to host its first race – in front of a large crowd and broadcast live on NBC television – at Phoenix on March 11, 1979.

USAC still refused to accede, plowing on with a parallel championship, but it wasn't long before the writing was on the wall. Attempts to banish CART drivers

from the Indianapolis 500 came to nought in the courts, and only AJ Foyt, in second, was able to prevent a clean sweep by the rebels of the top six finishers, led by Rick Mears who claimed the first of his four wins plus the inaugural CART title for Penske.

"I didn't think about it much then but when you go back to hindsight, it took a lot away from my first win because of the courts and all the hoopla going on around all of that," says Mears. "The Indy win kind of came and went quickly. It didn't have the staying power that they normally do. That didn't bother me – hey, at that point I'd won it and that's all I needed to know; now go on and try to win it again!"

In 1980 the procurement of PPG Industries as title sponsor was a pivotal moment, as was CART taking full control of its own destiny. The rift with USAC remained – in the early years the Indy 500 sometimes counted toward the CART title and sometimes not – but an uneasy truce emerged whereby the season-long CART series prevailed while USAC continued to sanction the Indy 500.

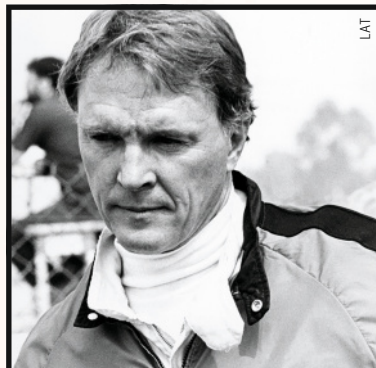
## INTERNATIONAL APPEAL

As had been the case in F1, the combination of Ford and Cosworth Engineering provided a backbone to the fledgling PPG Indy Car World Series. In North America it was the turbocharged DFX engine that powered the vast majority of the cars – until 1985 when Chevrolet entered the fray in conjunction with another British-based concern, Ilmor Engineering. By the late '80s, Alfa Romeo and Porsche had made half-hearted attempts to break the Ilmor/Chevy stranglehold, while British firm Judd Developments also provided some opposition with a V8 turbo based upon Honda architecture.

British-built cars also became increasingly prevalent. Lola already had a strong history in the States, through importer Carl Haas, while the success of Poole-based Penske Cars and especially the rapid ascent of March, led more international drivers to consider CART as a viable alternative to F1. ▶

★★ "We all felt that the potential was much greater than one terrific race each year, the Indy 500" ★★

DAN GURNEY



LAT



Jacques Villeneuve conquered CART and then F1

MURENBELD/LAT



MURENBELD/LAT

◀ In 1982 European-based Australian Geoff Brabham became the first non-American to contest a full season and finish among the top 10 in the points. The following year, after an inconclusive F1 campaign with the recalcitrant Toleman, Teo Fabi was hired by businessman Gerald Forsythe to drive his Skoal Bandit March-Cosworth DEX. The diminutive Italian rocked the locals by claiming oval poles at Indianapolis, Milwaukee and Michigan before finally snaring a victory at Pocono. Incredibly it was the first win by an overseas driver (other than European-born Mario Andretti) since Graham Hill's triumph at Indianapolis in 1966. By season's end Fabi had claimed a series-high four wins and six poles, and finished second in the championship, a mere five points behind Unser.

Fabi's success led to his return to F1, which provided further impetus for drivers who saw CART either as a springboard to F1 or an attractive career path in its own right. The tide had turned. The foreign invasion was irreversible. It was a trickle at first, but by the end of the decade many more non-Americans had been enticed to the New World.

"Of course the series faced some challenges early on," remembers Penske, "but CART began to gain momentum in the 1980s and, with the support of some great sponsors and the teams, CART began to grow. It attracted some of the top drivers in the world and the competition became incredible. Some of the best moments

★★ "We attracted some of the top drivers in the world and the competition was incredible." ★★

ROGER PENSKE

and memories in American open-wheel racing came from the CART era and it was an exciting time."

The series gained additional notoriety when former two-time F1 world champion Emerson Fittipaldi won the championship in 1989. It took another step the following year when Bill Stokkan, a racing outsider with an astute business mind, was hired to run the organisation. The addition of two more street courses in Denver and (especially) Vancouver, Canada, proved popular, capitalising on the success of temporary venues such as Cleveland, Long Beach and Detroit, while the first visit to Surfers Paradise in 1991 added to the global appeal.

Stokkan also was responsible for ensuring that the team owners – who still retained overall control – were more focused and accountable. For the first time they were legally bound to attend every race. In 1992, record crowds were reported at three-quarters of the 16 events, and record prize money totalling almost \$23m was shared among the teams.

**A WORLD CHAMPION ARRIVES**

Then came the biggest boon of all. When F1 world champion Nigel Mansell fell out with his Williams team at the end of the 1992 season he switched his focus to North America with Newman/Haas Racing.

"The healthy mix of short ovals, long ovals, street courses and natural road circuits – the versatility demanded of the drivers – is one of

the factors which most attracted me to the sport," Mansell wrote in his book, *Nigel Mansell's Indy Car Racing*. "To win the IndyCar series means a driver has to be competitive on all the different types of venue. That, to me, is a challenge in itself."

Mansell's arrival changed the game virtually overnight. The level of interest from international media outlets exploded. It didn't hurt that in typical Mansell style there was drama almost from the moment he arrived: the sensational drive to victory at Surfers Paradise; the instant speed followed by a debilitating crash at Phoenix; the recovery from a serious back injury; the spectacular drive at Indianapolis; the win at Milwaukee in his first short oval race; on and on it went. The Englishman's title-winning season and panache aboard 'Red Five' opened new Indycar horizons.

When it became apparent that Stokkan wouldn't continue at the helm beyond the 1993 season, CART instead hired Andrew Craig. The Briton also hadn't previously been involved in the sport on a management level although he had been an experienced amateur racer and had established an impressive resume with the Swiss sports marketing firm, ISL.

CART continued to gain stature, buoyed substantially by the arrival of Mercedes-Benz (in conjunction with Ilmor), Honda and, after a slow start, Toyota as serious players, plus the return of Firestone to take on the

established might of Goodyear. Money was flowing into the sport at an unprecedented rate. Penske fought back against Mansell in 1994, finishing 1-2-3 in the drivers' table, led by 1990 champ Al Unser Jr, and there was the arrival and rapid departure to F1 of Jacques Villeneuve after winning the title in '95.

The era also provided the scene for the rise of a new dynasty in Chip Ganassi Racing, which took on and beat the might of Penske, winning four consecutive titles with Jimmy Vasser ('96), the incomparable Alex Zanardi ('97 and '98) and then Juan Pablo Montoya in '99.

"The media caught on and the international sector picked up and we were televised in 120 countries at one point," says Mario Andretti, one of the icons of the sport who remains closely involved to this day. "I mean it was truly, truly a series to be reckoned with and the only drawback was the politics of the series.

"When it was formed there were too many bosses. There were 24 bosses, you know, 24 franchisees, but you know what, the product was so strong that it survived in spite of all that."

**ANOTHER INDY SPLIT**

Ah yes, the politics. Crucially, the impasse with the Indianapolis Motor Speedway had remained unresolved. When IMS president Tony George grew increasingly frustrated at CART's refusal to grant him a significant say in how the series was being developed,



1996 Indy 500 was the first after CART/IRL split

STOCKMANG/GETTY



**Emerson Fittipaldi won the crown in 1989 – 15 years after his final F1 title – then joined Penske**

he reacted in 1996 by forming the rival Indy Racing League. Initially the IRL was populated by a rag-tag assortment of teams and hardly warranted a comparison with the CART juggernaut. But George had one huge asset the other side did not: the Indianapolis 500.

“The Indy Racing League had Indy and nothing else; all the rest of their races were weak,” says Andretti. “CART had all the other venues but no Indy, and so neither side had the best of both worlds – they had 50 per cent.”

Craig adds: “The thinking at the Speedway was that without the Indy 500 there would be no fans, no sponsors and ultimately no teams at CART. As it turned out the threat was powerful but the reality was different. However, CART was very fragile and there was a very real risk that the teams would run for the door.”

Along with persuading the vast majority of teams to remain loyal to CART, another of Craig’s major achievements was to forge long-term partnerships with the race promoters (aside from IMS, of course). This at least ensured a solid schedule. Craig also oversaw, at the teams’ behest, CART’s flotation on the stock market, which brought a substantial windfall to the franchisees and continued to keep at bay the slowly but steadily gathering mass of the IRL.

By 2000, CART’s annual revenues had reached in the region of \$75m, and television viewing figures in the U.S. and worldwide were, on average,

approximately three times what they are today. There was some significant investment in the series, specifically with regard to safety, but within three years CART’s coffers (that were said to have been filled to the tune of \$120m) had been virtually depleted. The fall from grace was rapid and inglorious.

By then Craig had long since departed, having grown increasingly exasperated by the teams’ refusal to pull in one direction. Thereafter, a series of brief CEO tenures, followed by the defections of both Penske and Ganassi, provided hammer blows from which CART never recovered.

“Team Penske continued to compete in CART but we made the decision to leave the series after the 2001 season,” affirms Penske. “It was important for our sponsors to compete in some key markets that were featured on the IRL schedule, and of course racing at the Indianapolis 500 was also crucial to



**Nigel Mansell arrived as F1 champ and won CART crown at his first attempt**



**CART’s Andrew Craig with F1 chief Ecclestone**

our partners and our team.”

It was no secret that the formation of CART had been based upon lessons learned from how F1 had grown exponentially under the stewardship of Bernie Ecclestone – albeit with one glaring omission: the lack of a similarly autocratic leader.

“When things got bad enough, Bernie stepped up and said ‘Look, I will make this thing work but I want you to pledge your support, 100 per cent,’” remembers Gurney. “If, for some reason, you fail to do so, you’re going to get fined big-time’. In other words, he was carrying a big stick, and he knew that’s what it took to get some of these competitors to work together even though they hated each other.”

Andretti adds: “We needed a true commissioner. Every team had a voice and they all were looking after their own interests instead of the big picture, and I think that was a big factor in the thing coming apart.”

Throughout this period the quality of competition had remained high, providing the stage for stars such as Gil de Ferran, Dario Franchitti, Paul Tracy and Cristiano da Matta, among many others, to shine.

The formation of the Open Wheel Racing Series and then the Champ Car World Series from the ashes of CART continued to perpetuate the Champ Car theme – and resulted in some epic contests, particularly between the likes of Sebastien Bourdais, Tracy, Bruno Junqueira, AJ Allmendinger and Justin Wilson – but neither was able to recreate the glory days of a few years earlier.

Even the gorgeous and sadly lamented Panoz DP01 chassis, introduced in 2007, failed to buck the trend. Finally, early in 2008, the unequal struggle was ended as Champ Car and the IRL merged to form a single ‘IndyCar’ series. Unquestionably it was the smart decision. As history had proved, there was no way for two similar series to thrive. An era was at an end but the memories remained.

“For all the challenges of running the series during what was the most difficult of times, IndyCar provided the very best open-wheel competition in racing,” asserts Craig. “The paddock was populated by world-class drivers and offered an unparalleled level of technical and engineering sophistication within its top teams and from our four engine suppliers. It was a great time for our fans.” ■



**Penske’s exit was a hammer blow from which CART never recovered**

# The rise of Ganassi

*It's one of American racing's powerhouses now, but it was only during the CART years in the '90s that Chip Ganassi's squad started to make its mark. MARK GLENDENNING charts the history of an Indycar superteam*



Chip off the old block: Ganassi celebrates his second title on the trot, and Zanardi's first, in 1997

TAYLOR/GETTY

It's almost impossible to conjure any image of late-1990s CART Indycars that doesn't include a red car with yellow highlights and a Target livery. Chip Ganassi Racing started the 1990s as just another team with big ambitions, and ended the decade in a position of total conquest. Its rise came in tandem with the arrival of some of the era's greatest names, and created the basis for what continues to be one of IndyCar's powerhouse teams today.

Ganassi's ascendance is your classic example of an overnight success that is years in the making, and like all of racing's great empires, it has been a story of cyclical, rather than sustained, dominance. Some fine-tuning was needed before the team settled on the Jimmy Vasser/Alex Zanardi pairing in 1996 that helped propel Ganassi to the highest echelons. And later, after Juan Pablo Montoya's departure, the results went dark for a season or two until the arrival of Scott Dixon helped herald the beginning of the crest that the team continues to ride today.

In terms of pure results, that Vasser/Zanardi line-up, combined with the potent Reynard/Honda/Firestone package, denotes Ganassi's arrival as a 'big team'. But according to Chip Ganassi himself, the foundations were laid two years earlier, when he offered a home to a freshly-bruised-from-F1 Michael Andretti.

"To say that 1996 was the beginning of it... it looks that way to the naked eye, I agree," Ganassi says. "But it really started in 1994, when Michael was here. He validated the way we operated our team. When a team is in its infant stage, you can go in a lot of directions. He really helped us to validate what we were doing."

Having won two races, Andretti's stay was as short as it was influential: the following year he was back at Newman/Haas, with whom he'd won the 1991 title, and Ganassi plugged through 1995 with Vasser, Bryan Herta, a Reynard chassis, Ford engines and Goodyear tyres.

Four podiums for Vasser and a second place for Herta was not the return on the season that Ganassi was looking for.



Michael Andretti, now one of Ganassi's main rivals as a team boss, was its star driver in 1994

"We kind of lost our way there for a year," Ganassi says. "So for 1996, I had to swing the bat, and we went with Firestone and Honda. I couldn't just go out and copy Roger [Penske] or copy Newman/Haas, because if you copy them you're only going to do as well as them. You had to do something different. I had to leapfrog those guys, and that was the only way I was going to leapfrog them – by doing something different."

The team intended to keep Vasser around, although Herta would be a casualty of the overhaul. New partner Honda was keen to replace Herta with another American driver and was pushing for Jeff Krosnoff. However, Ganassi had also been lobbied by Reynard's Rick Gorne and Malcolm Oastler to take a look at Zanardi. They were summoned to join a test on the road course at Homestead, and Zanardi produced the fastest overall time of the day right at the end of the afternoon – faster than Emerson Fittipaldi, who was testing with Penske – to earn himself the seat.

"Krosnoff didn't do a bad job," Ganassi says. "Zanardi just did a better one."

Despite his impressive times, Zanardi had to wait nearly a week to be offered a contract: a delay that the Italian now says almost led to him calling the whole deal off. "Chip was freaking out because he didn't know whether he should really hire a rookie like me," he says. "We were basically on the phone every day – he wanted

★★ "There was a dynamic between Zanardi and I, and it came to define the whole team" ★★

JIMMY VASSER

me to give references: 'Have [Flavio] Briatore call me, have Jean Todt call me'. And I remember calling him bad words. He got very angry with me, and I said 'listen, I want you to hire me because you believe I'm the guy you're looking for, otherwise you should make a different decision'.

"He said, 'what, you don't want to drive for me?' And I said, 'no, I desperately want to drive for you, and I'm sure that if I jump into your car I will win you a lot of races. But these are only words. I have proved to you what I can do, and you are still asking me to have Briatore call you. So for me, you're not sure. Therefore we should split, and maybe down the road we'll meet again'.

"That was the end of the conversation, and five minutes later he called me back and said, 'You have to come to Pittsburg because there is a contract here for you to sign'."

Ganassi remembers the delay, but

says that the real reason had nothing to do with doubts over Zanardi's talent. "I didn't need convincing," he says. "I had to cover for Honda wanting an American driver and me wanting an Italian. It may have been viewed as me wanting to stall Zanardi a little bit, but I wasn't stalling. I was getting some cover for the flack I was going to take from Honda."

Zanardi's arrival proved to be a watershed. Not only was his naturally gentle driving style perfectly suited to taming the over-testosteroned cars of the time, but he and Vasser went on to forge an exceptionally close relationship as team-mates that ultimately made both drivers faster. A parallel could be drawn with the more recent partnership between Dixon and Dario Franchitti.

"There was a dynamic between Zanardi and I, and it came to define the team," Vasser says. "And it was like, wow. Good feelings. When I won, the first guy to come and slap me on the back was Zanardi, and vice versa. And it really brought the team together."

Zanardi agrees. "That we were able to have that sort of relationship was definitely more about Jimmy Vasser than Alex Zanardi," he claims. "I don't think I'm an asshole; I think I'm a nice guy. But Jimmy is a very special person, to say the least."

"He's the guy that nobody in the drivers' briefing would ever blame, because nobody was ever angry with Jimmy. Even when he did something wrong people tended to forgive him. And on top of everything, in those days Jimmy was bloody fast and bloody comfortable in his shoes, in his cockpit, in his situation, in his team. When you're stronger, everything goes for you. So, he had no reason to be false with me. ▶



Seconds after 'that pass' at Laguna, Zanardi scores famous Laguna '96 win over Herta



On track, the Jimmy Vasser and Alex Zanardi double act was a strong one...

LABERGE/GETTY

◀ He could afford to be a nice guy to me because everybody was nice to him, and because he was successful.”

If there was harmony between the drivers, the same was also true between the drivers and equipment. The team had already been using Reynard chassis for a few seasons, and Honda proved to be an educated gamble that paid off. Perhaps the biggest ace in the hole was the Firestone rubber, which was vastly superior to the Goodyear tyres that many of Ganassi’s rivals were saddled with. And with Ganassi also taking on a lot of the Firestone testing, the tyres were increasingly developed in the team’s favour.

Zanardi believes that crediting too much of his success with Ganassi to the team’s technical package is “slightly reductive”, but admits that all of the tyre testing was a bonus.

“Of course, I was never served the choice that I opted for,” he says. “I remember Al Speyer from Firestone saying, ‘Alex, if we give you the tyre you want, we have no doubt that



...and that owed much to their rapport out of the car

you’d finish the race, but half of the field would stop to change tyres more than we have tyres in the transporter’. Still, the construction and the compound was more or less the one that was working on my car.”

If Ganassi had done well to assemble an exceptional choice of ingredients, the secret sauce was the engineering department led by Mo Nunn. The Brit’s CV spans from running the Ensign F1 team in the

1970s, to winning the CART title and the Indy 500 with Fittipaldi at Patrick Racing in 1989, to fielding Champ Car and IRL entries in the early 2000s.

But it was his period at Ganassi that largely defined his career. A standout engineer from the pre-telemetry era, his communication skills and sharp instinct for interpreting driver feedback was key to the team’s success in extracting the most from its package.

“Certainly Morris was the head of a great engineering team at the time, and that was probably his prime as an engineer as well,” says Ganassi. “He had a great ability to get the most out of his drivers. He was a great motivator, and worked tirelessly at night, over dinner, in the morning... he worked hard at it.”

Zanardi again: “During that period, Morris was the king of the engineers,” he says. “The computers and simulations that are available these days had not yet become central.

Developing the car meant the driver giving the engineer the right feedback, so he could then translate the information into changes that would make the car faster. And we had all that at Ganassi.”

The perfect storm of so many exceptional elements falling into place at the same time proved to be devastatingly effective: not only did they win a hat-trick of titles between 1996 and 1998, but when Zanardi left to race in F1 in 1999, rookie Montoya stepped in and won the crown at his

## ROLL OF HONOUR



Andretti won Surfers despite the odd moment

### GANASSI'S CART WINS

#### 1994

Surfers Paradise...Michael Andretti.....(Reynard-Ford)  
Toronto.....Michael Andretti.....(Reynard-Ford)

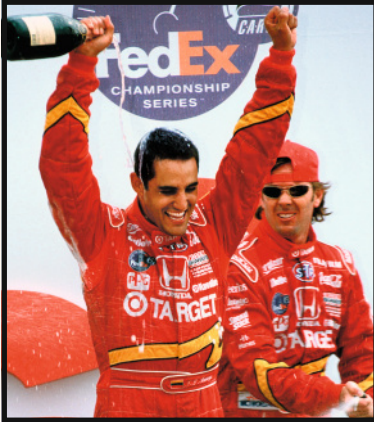
#### 1996 (Jimmy Vasser champion)

Homestead.....Jimmy Vasser.....(Reynard-Honda)  
Surfers Paradise...Jimmy Vasser.....(Reynard-Honda)  
Long Beach.....Jimmy Vasser.....(Reynard-Honda)  
US 500, Michigan...Jimmy Vasser.....(Reynard-Honda)  
Portland.....Alex Zanardi.....(Reynard-Honda)  
Mid-Ohio.....Alex Zanardi.....(Reynard-Honda)  
Laguna Seca.....Alex Zanardi.....(Reynard-Honda)



#### 1997 (Alex Zanardi champion)

Long Beach.....Alex Zanardi.....(Reynard-Honda)  
Cleveland.....Alex Zanardi.....(Reynard-Honda)  
US 500, Michigan...Alex Zanardi.....(Reynard-Honda)  
Mid-Ohio (above)...Alex Zanardi.....(Reynard-Honda)  
Road America.....Alex Zanardi.....(Reynard-Honda)  
Laguna Seca.....Jimmy Vasser.....(Reynard-Honda)



Montoya replaced Zanardi – and beat Vasser too

★★ “Mo would say ‘stay patient’ and I’d be like ‘But I’m not patient!’ But it paid off” ★★

JUAN PABLO MONTOYA



Vasser was the mainstay of Ganassi's driving line-up, and stayed with the team for six full seasons – scoring nine wins and one title

first attempt to make it four Ganassi championships in a row. The Colombian's exuberant driving style was 180 degrees from Zanardi's, and he credits Nunn with helping him figure out how to make the car work.

“Morris had to work with me really hard, because I was too aggressive,” Montoya recalls. “In F3000 you had to slide the car; really throw it in everywhere, and it would give you a lot of lap time. And I was really good at that. If you came out of the corner and you were not sideways; if you weren't on opposite lock, spinning the tyres, you were slow.

“But with the Indycar, Morris had to really work with me. He was really good at understanding how to make me stay calm. He'd say, ‘Stay patient, stay patient!’ I'd be, ‘I'm not patient! I'm not patient!’ But it paid off.”

Selecting a rookie straight out of Formula 3000 to occupy the most desired seat in CART might have looked like yet another gamble, but the real risk was that the team would be unable to replicate the internal

harmony that had existed between Zanardi and Vasser. But Montoya says that Vasser was never anything other than supportive when he first arrived.

“Jimmy was a good guy,” he says. “We used to go to the ovals and it would take me half a day to get up to speed. What I did after four runs, he'd do on the second lap, and I'd be, ‘Oh. My. God.’ And he'd say, ‘Just be patient. I bet next year you'll be beating me and I'll be wondering how you do it.’”

By his own assessment, Vasser's generosity of spirit no longer had anything to do with his own performances in the car. He continued to win races, but never challenged for the title after 1996. “I got my ass kicked for those [next] three years,” he says. “Twice by Zanardi, and then by Montoya.”

The sunset of Vasser's career and Montoya's move to Formula 1 for the 2001 season marked the end of the first era of Ganassi domination. If a Zanardi highlight reel is considered



Montoya battles wheel-to-wheel with Dario Franchitti, who he'd beat to the '99 crown

a symbol of the period – his pass on Herta at the Corkscrew at Laguna Seca in 1996 perhaps, or his come-from-nowhere wins at Cleveland (1997) and Long Beach (1998) – then Zanardi himself defines the period by his association with the team itself.

“I am very proud that I was a part of such a great organisation,” he says. “Chip Ganassi sometimes might look a little mean – he does look mean! – but he's a great leader. And he is

the man who changed my life.”

And for Ganassi himself, it was a period that redefined not only what his team was about, but also the very idea of how to build a successful Indycar team in the modern era.

“Did that time create a template for what the team is now?” he says. “Unquestionably. And not only did it form the template for that the team is now, I think it formed the template for what a lot of teams are now.” ■

## 1998 (Alex Zanardi champion)

Long Beach..... Alex Zanardi..... (Reynard-Honda)  
 Nazareth..... Jimmy Vasser..... (Reynard-Honda)  
 Gateway..... Alex Zanardi..... (Reynard-Honda)  
 Milwaukee..... Jimmy Vasser..... (Reynard-Honda)  
 Belle Isle..... Alex Zanardi..... (Reynard-Honda)  
 Portland..... Alex Zanardi..... (Reynard-Honda)  
 Cleveland (below)..... Alex Zanardi..... (Reynard-Honda)

Toronto..... Alex Zanardi..... (Reynard-Honda)  
 Surfers Paradise..... Alex Zanardi..... (Reynard-Honda)  
 California..... Jimmy Vasser..... (Reynard-Honda)

## 1999 (Juan Pablo Montoya champion)

Long Beach..... Juan Pablo Montoya..... (Reynard-Honda)  
 Nazareth..... Juan Pablo Montoya..... (Reynard-Honda)  
 Rio..... Juan Pablo Montoya..... (Reynard-Honda)  
 Cleveland..... Juan Pablo Montoya..... (Reynard-Honda)  
 Mid-Ohio..... Juan Pablo Montoya..... (Reynard-Honda)  
 Chicago..... Juan Pablo Montoya..... (Reynard-Honda)  
 Vancouver..... Juan Pablo Montoya..... (Reynard-Honda)

## 2000

Milwaukee..... Juan Pablo Montoya..... (Lola-Toyota)  
 Michigan 500..... Juan Pablo Montoya..... (Lola-Toyota)  
 Gateway..... Juan Pablo Montoya..... (Lola-Toyota)  
 Houston..... Jimmy Vasser..... (Lola-Toyota)

## 2001

Road America..... Bruno Junqueira..... (Lola-Toyota)

## 2002

Motegi..... Bruno Junqueira..... (Lola-Toyota)  
 Denver..... Bruno Junqueira..... (Lola-Toyota)  
 Mexico City..... Kenny Brack..... (Lola-Toyota)



Brack scored Ganassi's last CART win in Mexico

SQUIRE/GETTY

FERREY/GETTY

# TOP 20 INDYCAR DRIVERS

*Who was the best driver of the era? AUTOSPORT asked the men behind the wheel to make the call*

**W**ith so many strong racers, both homegrown and from abroad, Indycar's best driver is not an easy one to pick. Do you go for someone who shone brightly but briefly, like Nigel Mansell or Juan Pablo Montoya,

or long-term frontrunners like Michael Andretti or Paul Tracy? And what about our guest editor Alex Zanardi?

AUTOSPORT decided to ask the drivers who raced during CART's peak, from Mansell's

arrival in 1993 to Penske's departure at the end of 2001, to pick their top five rivals. Those who responded included the aforementioned names, plus Jacques Villeneuve, Jimmy Vasser, and Dario Franchitti. Here are the results.

## 20 Scott Dixon

**Future star**  
Wins in era ● 1  
Poles in era 0



The Kiwi made his Indycar debut right at the end of our era - 2001 - but the reigning Indy Lights champion looked promising straight away.

The 20-year-old took his first win at Nazareth, round four of the championship, and added a further podium on his way to eighth in the table.

"He was solid from day one," says Gil de Ferran of the man who would go on to win three IndyCar titles and the 2008 Indy 500. "He didn't make mistakes, you put him under pressure and he didn't crack."

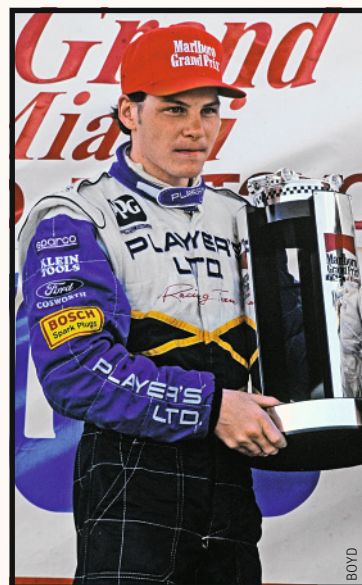


## 19 Jacques Villeneuve

**Bright but brief**  
Wins ●●●●● 5  
Poles ●●●●● 6



The son of Gilles burst onto the Indycar scene in 1994, scoring a victory at Road America and taking sixth in the championship for Forsythe/Green. Four wins, including the Indy 500 despite a two-lap penalty, and the title followed in 1995. And then the Canadian was gone, off to (successfully) take on Formula 1 with Williams.



# 18 Bruno Junqueira

**Another Formula 3000 champ for Ganassi**

Wins ● 1  
Poles ● 1

Junqueira arrived at Ganassi straight from winning the Formula 3000 title. There were a lot of Lola-Toyota retirements in 2001, but a pole and a win set him up nicely for the following season, in which he finished second to Newman/Haas driver Cristiano da Matta.



WARSHAW/GETTY

# 17 Kenny Brack

**Swedish star who just missed out**

Wins ●●●● 4  
Poles ●●●●●● 6

Already a winner in the IRL, Brack was another to arrive late to the CART party. His best season nevertheless came in 2001, before Penske defected, and yielded the runner-up spot in the title race for Team Rahal.



LABERGE/GETTY



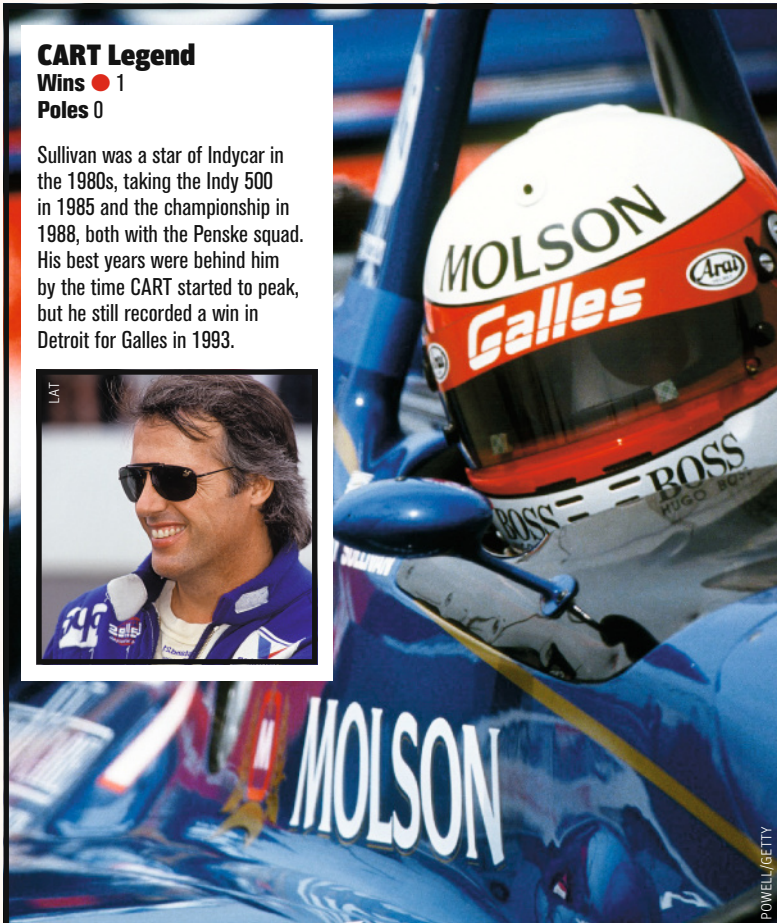
LABERGE/GETTY

# 16 Danny Sullivan

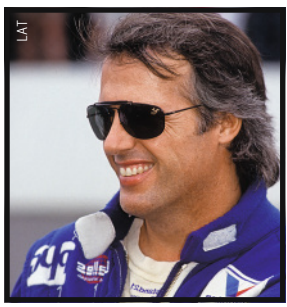
**CART Legend**

Wins ● 1  
Poles 0

Sullivan was a star of Indycar in the 1980s, taking the Indy 500 in 1985 and the championship in 1988, both with the Penske squad. His best years were behind him by the time CART started to peak, but he still recorded a win in Detroit for Galles in 1993.



POWELL/GETTY



LAT

# 15 Scott Pruett

**American all-rounder**

Wins ●● 2  
Poles ●●●●● 5

A versatile racer who won Trans-Am and IMSA GTO titles before arriving in Indycar, Pruett's best finish in the drivers' standings was sixth. He was never a true title contender, but could be a force on his day, as wins for Patrick in the 1995 Michigan 500 and Surfers Paradise in 1997 demonstrated.



BELLO/GETTY



TAYLOR/GETTY

# 14 Bobby Rahal

**Evergreen ace**  
Wins in era 0  
Poles in era 0

Rahal was runner-up in his first CART season, in 1982. He was a frontrunner throughout the increasingly competitive 1980s, winning the championship in 1986-1987 with Truesports, before setting up his own team and taking the title again in 1992. Success dried up thereafter, but the consistent and experienced Rahal was still able to finish third in the table as late as 1995, and stood on the podium in his final season as a driver in 1998.



TAYLOR/GETTY

## Rahal on CART

"In 1992, I think we might have had 700 horsepower if I remember correctly. By 1998 we were at 850, and by 2000, 2001, it was over 900. Driving those cars was exhilarating. Today you have so much downforce you can't get rid of enough. In those days you never had enough and were always looking for more.

"If you got a little sideways, it was gone. And on top of that, it had so much power that you couldn't drive them sideways because it would just spin the wheels. You didn't have traction control or all these other things. So it really was a challenge to drive them, especially on the street tracks - it was everything you could do to keep them going in a straight line. They had so much power. It was thrilling."



LABERGE/GETTY

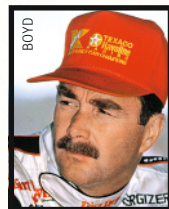


# 13 Nigel Mansell

**F1 champ who rocked the US**

Wins ●●●●● 5  
Poles ●●●●●●●●●● 10

The arrival of the reigning F1 world champion increased interest in the championship and that continued when Mansell actually hit the track for Newman/Haas. As ever, there was drama: a debut win, huge crash, a comeback, late Indy defeat and then the championship crown as a rookie. The 1994 season was rather harder, but there's no denying the impact Mansell had on America.



BOYD

## Bryan Herta on Mansell

"I got to see it from a different perspective. When he came over I was in Indy Lights, but I became the Newman/Haas test driver. So I was attending all the tests with Nigel and [team-mate] Mario [Andretti]. Every now and then they'd let me in the car, but mostly I'd have to watch those guys run.

"It was very obvious almost immediately that Nigel was going to be extremely quick. Because I was around all winter, I knew he was going to be quick. When he was motivated, when he was on it: devastating."



# TOP 10

## WINNERS 1993-2001

1. Paul Tracy.....18
2. Alex Zanardi.....15
3. Michael Andretti.....14
4. Al Unser Jr.....13
5. Juan Pablo Montoya.....10
6. Jimmy Vasser.....9
- =7. Gil de Ferran.....7
- =7. Adrian Fernandez.....7
- =7. Dario Franchitti.....7
10. Helio Castroneves.....6



## POLESITTERS 1993-2001

1. Gil de Ferran (above).....16
2. Juan Pablo Montoya.....14
3. Paul Tracy.....12
- =4. Dario Franchitti.....10
- =4. Nigel Mansell.....10
- =4. Alex Zanardi.....10
- =7. Helio Castroneves.....7
- =7. Bryan Herta.....7
- =7. Jimmy Vasser.....7
- =10. Kenny Brack.....6
- =10. Jacques Villeneuve.....6



MIRALLES/GETTY

# 12 Cristiano da Matta

**CART-powered to F1**

Wins ●●●● 4  
Poles 0

Da Matta joined Indycar in 1999 and progressed steadily thereafter, taking his first win in 2000 and three the following season after joining Newman/Haas. His best campaign came after CART started to decline, but his 2002 title success was nevertheless enough to help him get to F1 with Toyota.



ABBOTT/LAT

# 11 Jimmy Vasser

The good guy who won

Wins ●●●●●●●●● 9  
Poles ●●●●●●●● 7

A popular and under-rated racer, the 1996 champion helped build Ganassi into a force, assisted star team-mates Alex Zanardi and Juan Pablo Montoya, and held his own as the championship reached its competitive peak. He also managed to remain one of the most liked figures in the Indycar paddock.



## Dario Franchitti on Vasser

"I don't think Jimmy gets nearly enough credit for what he did. He was the first champion for the Target team, and even

in 2000 he was still in there winning races, and he made it look so easy with his very smooth style."



# 10 Dario Franchitti

So nearly a CART champion

Wins ●●●●●●● 7  
Poles ●●●●●●●●●● 10

The Scot arrived in America as a Mercedes protege following the collapse of the International Touring Car series. Franchitti quickly established his speed in 1997 with pole in Toronto and a couple of fastest laps for the tiny Hogan Racing squad. He then cut his Merc ties and forged an effective partnership with Paul Tracy at Team Green and only missed the 1999 crown on wins countback to Juan Pablo Montoya.

Aside from his debut year and a relatively poor 2000 campaign, affected by a huge



pre-season testing crash at Homestead, Dario won at least one race across six seasons in the series before the team jumped ship to the IRL as Andretti Green Racing and a new story began.

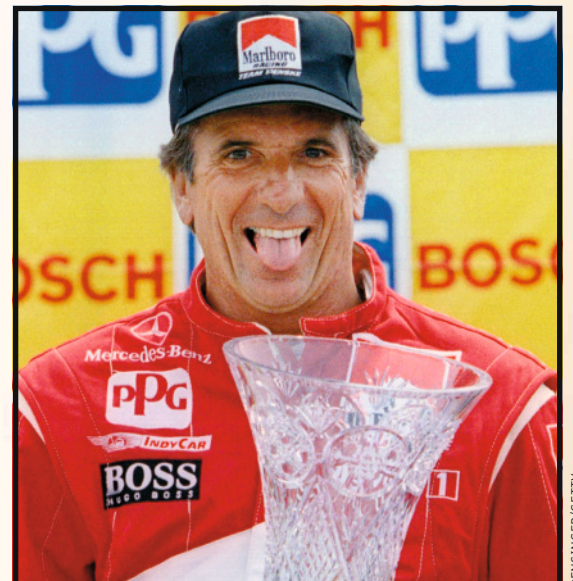


# 9 Emerson Fittipaldi

Brazilian superstar's second coming

Wins ●●●●● 5  
Poles ●●●●● 4

The double F1 world champion's switch to Indycar was a long-term success story. His first win came at Michigan in 1985 in a Patrick-run March, and the crown and Indy 500 victory followed in 1989. Emmo joined Team Penske in 1990 and the wins continued. There were some great duels with Nigel Mansell on his way to second in the 1993 table, and Fittipaldi was still capable of winning races as late as 1995, aged 48.





## 5 Juan Pablo Montoya

**Colombian rookie sensation**

Wins ●●●●●●●●●● 10  
Poles ●●●●●●●●●● 14

"He came in as a rookie and kicked arse," says Dario Franchitti. "He wasn't fazed by anything and drove very, very well."

"We had some cracking races together. He was a hard charger and we never had any issue on track – or off, actually. He's got a great ability to race very, very hard but not over the edge."

Montoya took the F1-bound Alex Zanardi's Ganassi Reynard-Honda seat and duly delivered the squad's fourth consecutive crown in 1999, matching Franchitti's score but becoming champ thanks to his seven wins to the Scot's three.

Ganassi switched to the Lola-Toyota combination for 2000. If anything, Montoya's performances in the face of a troubled and unreliable season were even more impressive, taking three wins, as well as giving CART a victory over the IRL by securing the Indy 500 as a rookie. Then he too headed for F1 and Williams.



LABERGE/GETTY

LABERGE/GETTY



TAYLOR/GETTY

## 4 Paul Tracy

**Indycar's wild child**

Wins ●●●●●●●●●●●●●● 18  
Poles ●●●●●●●●●●●● 12

After getting his big break with Penske Racing (effectively as Rick Mears' replacement) in the early 1990s, that it took him until 2003 – after the series' heyday had passed – to win the championship says all you need to know about this wild Canadian. Stunningly quick, 'PT' was often his own worst enemy

when it came to putting a title campaign together.

After scoring five victories in his first full season in '93 (almost all the races that superstars Mansell, Fittipaldi, Andretti Sr and Al Unser Jr didn't win), he would leave Penske for stints at Newman/Haas, Team Green and Forsythe Racing.

That he won more races than anyone else across this period, but didn't finish higher than third in the points in a given season, is a reflection of what might have been.



LABERGE/GETTY



# 1 Michael Andretti



**Star performer across the era**

**Wins** ●●●●●●●●●●●●●●●● 14  
**Poles** ●●●●●● 5

Given that he was a frontrunner throughout the period, it should perhaps come as no surprise that Andretti won this poll, and by a long way. His only title came in 1991, but he could never be discounted, even if he was running with the wrong rubber or unfancied Swift chassis.

"I would put on the top of the list Michael Andretti, because of his ability to win at Michigan one week and be on pole in Toronto the week after," says Max Papis. "That kind of eclectic driving ability – I think that's pretty unique."

**Michael Andretti on CART**

"I guess the first thing I think of is the early-1990s, when everything was perfect with the team and everything was working right. In 1990 we were building, 1991 we capitalised, 1992 we totally dominated but the car wasn't reliable. I wish we had that car in 1993 – I think we could have won every race that year, so it was frustrating to miss that 1993 season from the Indycar standpoint [while racing for McLaren in F1].

"It was great to come back in 1994 when Chip [Ganassi] gave me a chance, and then winning my first race back, and beating Nigel [Mansell]. I was basically first in class; we finished fourth in the championship, but the Penskes had such a huge advantage.

"The cars were great. There was always something new, it wasn't a spec car. It was a fun time to be a driver and engineer because you could be creative. You could suggest things that you wanted, and they were able to build it and make it work. When I look back I think, 'wow, that was really expensive for the owners, for sure'. It certainly wasn't cheap to run in the series back then.

"I was stuck with the wrong tyre for five years, and I think I lost a lot of races that I could have won. Goodyear were really behind. That was disappointing if you were on the wrong side of it.

"So from the driver standpoint that [openness] wasn't a good thing, because if you didn't have the good stuff, you weren't going to be able to get the results. But it was fun when you had the advantage.

"Then you come to the mid-1990s and the split happens. It was so frustrating to be caught up in all of those politics. I lost the opportunity to try to win Indy for five years in a row. That was a really sad time for the series.

"I don't think the same sort of technical package would work today. It would be way too expensive. Having said that, if I was in racing today I would probably have twice as many wins as I did in the past. Cars were not reliable; they used to break down a lot. Now, they don't break down. To think of how many times I was out in front and had something happen!"



LEVITT/LAT

ABBOTT/LAT

# GREAT CARS: PENSKE PC23

*One of the legendary Indycars swept all before it in 1994, finishing 1-2-3 in the title race with Al Unser Jr, Emerson Fittipaldi and Paul Tracy.*

*By JEREMY SHAW*

## SHORT-OVAL DOMINANCE

A great deal of emphasis was placed on aerodynamic development for the PC23, particularly for the short ovals. New regulations, mandating the use of a smaller rear wing (with two, rather than three, elements) aimed at curbing the escalation in speeds, ensured an additional focus for chief designer Nigel Bennett, who worked hand-in-hand with aerodynamicist David Johnson Newell. Penske by then had established a close relationship with the windtunnel and research teams at Southampton University, which ensured the track engineers were supplied with the very latest aero data for every track on the CART schedule. This association was augmented by the relatively new art of computational fluid dynamics (CFD) via an outside source.

Among the car's innovations was a fin on the rear engine cover. "We also tested a fin on the front, but Emerson said he didn't actually like the feel of it because it was making the car a bit twitchy," recalls Bennett. "At that time we were going around Phoenix testing quicker than anyone else had ever been so we thought we were all right without that."

Mated to an effective Ilmor Indy V8/D engine, the PC23 was especially dominant on the short ovals, leading 760 of the 792 laps on tracks one mile or shorter. Curiously, several of the primary architects behind the success, including Bennett, Penske team manager Chuck Sprague and race engineer Nigel Beresford still claim the previous year's PC22 design was actually a better car. "The only problem the PC22 had was [Lola driver] Nigel Mansell," says Beresford.

## MONO-BUMP NOT ACTIVE SUSPENSION

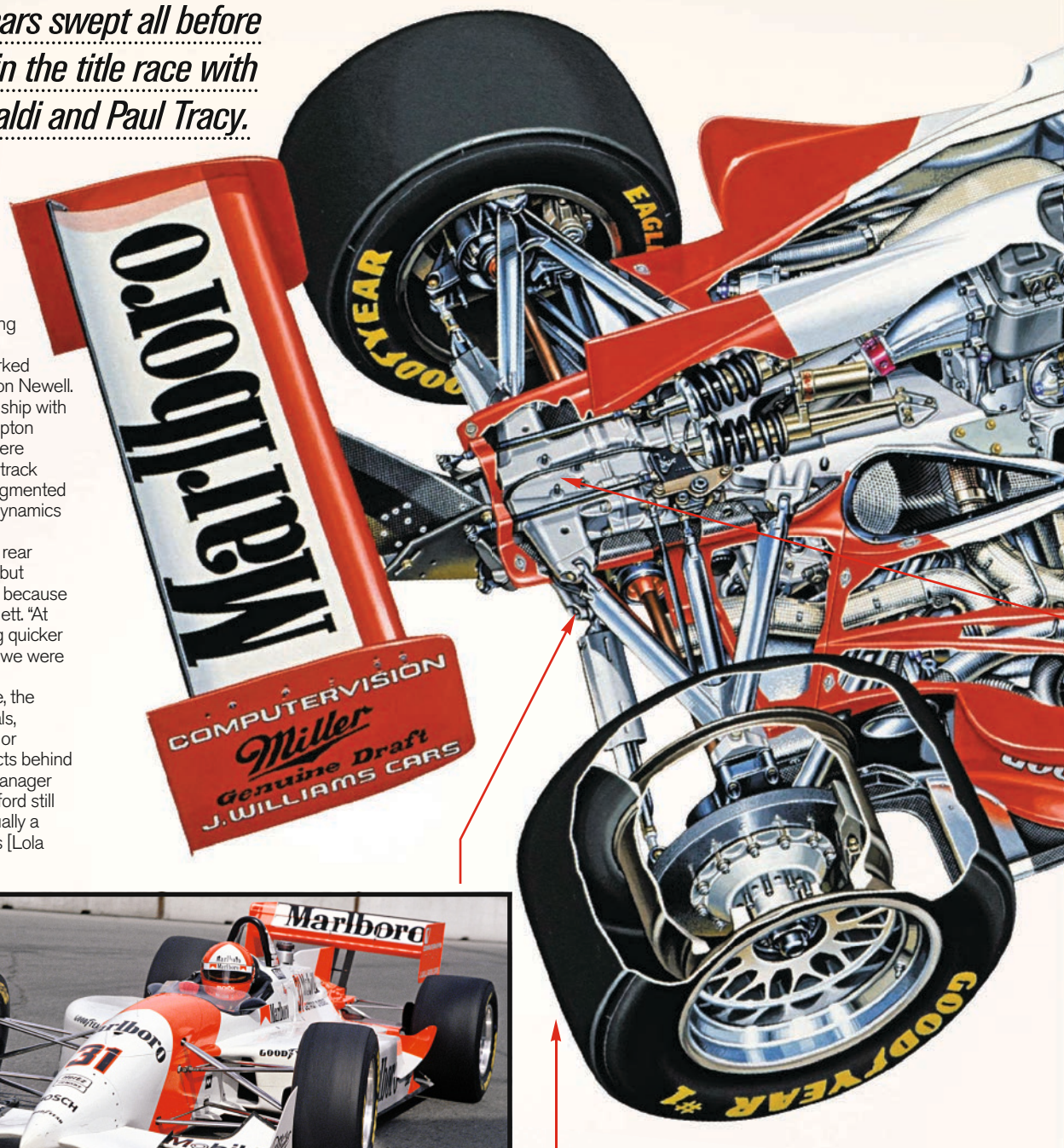
Another crucial aspect of the PC23 was its 'mono-bump' suspension system, which allowed the car to run much closer to the ground than a conventional four-spring set-up, greatly enhancing aerodynamic efficiency. Bennett: "We actually came to the idea because on a fast track you need to set the car up much higher than you do on a slow track and I put the car on a skid pan – this was the year before, in '93 – and we ran the car at typical Mid-Ohio settings, which was relatively high, and did a time and measured the G-forces. Then we set it an inch lower at the rear and half an inch lower at the front and did the same thing again. The results were a huge gain both in mechanical grip through a lower centre of gravity and aero.

"That led us off to try to develop a mechanical

active-ride system, which we got quite well-advanced. After about the third test we brought it to Roger Penske's attention and he got Chuck to query it with CART and they said they didn't think it was legal. But obviously, having learned what the advantages were, we then developed this third-spring mono-bump system at the rear that did some of the same things and allowed us to run the car very much lower."

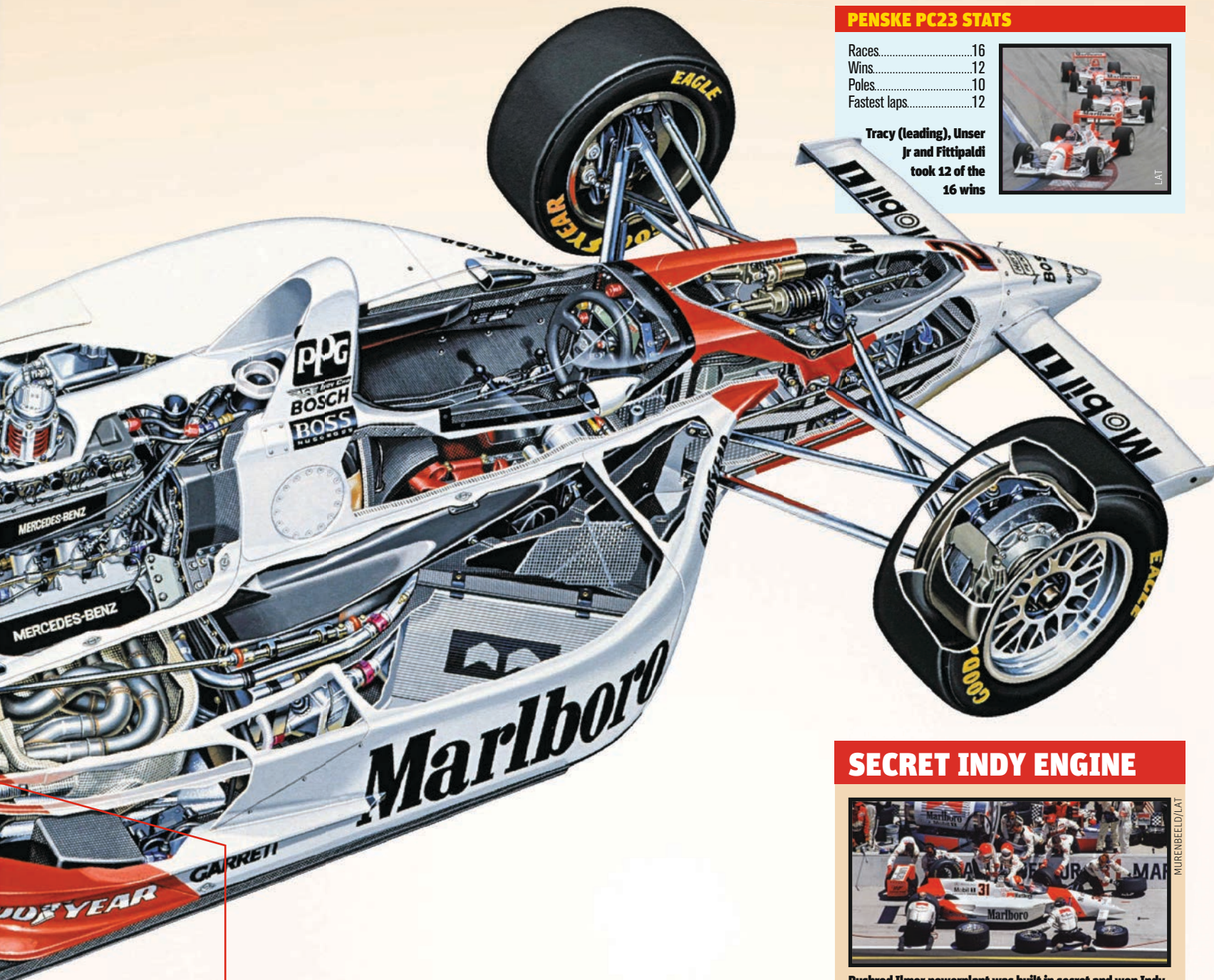


PC23 used mono-bump suspension to optimise rideheight settings



## EPIC TYRE PRESSURE SENSORS

The Indycar race at Phoenix in 1993 was instrumental in the development of an innovative safety feature. After pulling out a two-lap margin over the field, a moment's hesitation in traffic caused Tracy to crash heavily. Worse, shortly after the restart, team-mate Fittipaldi also crashed out of the lead due to a slow puncture. Right away Penske's engineers began to liaise with Epic Technologies to develop a sensor that would relay tyre-pressure information to the engineers via the team's advanced telemetry system. When Penske switched to BBS wheels in 1994, a new design was homologated. The rights were sold to Pi and the sensors were almost immediately made available to every other team.



## PENSKÉ PC23 STATS

Races.....	16
Wins.....	12
Poles.....	10
Fastest laps.....	12

**Tracy (leading), Unser Jr and Fittipaldi took 12 of the 16 wins**



## REVISED TRANSMISSION

The PC23's gearbox was another example of developing the theme – a transverse layout designed by Penske and built by Xtrac originally for the PC21 two years earlier. "At that stage Emerson had always been the hammer that broke the gearbox," recalls Beresford, "so the team had progressively strengthened the gearbox. And then Tracy with his massive strength started breaking things that Emerson had been incapable of breaking." A sequential-change system was incorporated, followed by no-lift-shift technology that had been developed for motorcycle racing.

The Penske/Xtrac transmission always incorporated six speeds, but for road courses one of the slots was required for a reverse gear, which was mandatory on road and street circuits but not on the ovals. However, the ever-increasing power – and especially revs – from the 2.65-litre turbo engines caused a new problem to raise its head at Long Beach when both Tracy and Fittipaldi encountered issues due to a greater split between the gears than was tolerable. The team immediately began work on a six-speed road course version that made its debut at Portland.



**'Massively strong' Paul Tracy used to bust gearboxes, but Penske quickly sorted it**

## SECRET INDY ENGINE



**Pushrod Ilmor powerplant was built in secret and won Indy**

As if Penske's 1994 Indycar season wasn't dominant enough, the team had a trick up its sleeve that enabled it to lead all-but seven laps of that year's Indianapolis 500.

Ilmor engine guru Mario Illien had spotted a loophole in the 500's regulations that was designed to make American production-based 'stockblock' engines competitive at the biggest race of the year by allowing them extra cubic capacity. The rules defined such an engine as one that had pushrods, and Illien knew that a bespoke racing engine could be made to fit those parameters. He presented the idea to Mercedes and Penske, and the project was kept top secret.

While then-Mercedes motorsport boss Norbert Haug said it was easy to keep quiet because "nobody was asking the question", Roger Penske revealed to AUTOSPORT last month for his 'Race of My Life' that he told his staff: 'I'll cut-off your pay cheque' if word got out.

The result was an engine that had the cars clocking – according to Haug – 256mph into Turn 1 "and still accelerating", and the race was an exclusive fight for victory between the Penskes of Emerson Fittipaldi and eventual winner Al Unser Jr.

It didn't take the authorities long to close the loophole, but that came as little surprise. When asked if it was worth it for Mercedes for just one race, Haug said "10 times over".

# F1 refugees in America

*From 1993-2001, 36 former grand prix drivers raced in CART, although few scaled the heights of Nigel Mansell or Alex Zanardi. EDD STRAW looks at some of the other high-profile emigres*

**S**ome, such as Bertrand Gachot, Tarso Marques and Naoki Hattori, are barely remembered. However, during the 1990s CART became a viable alternative for drivers whose Formula 1 opportunities had dried up. Others made bigger impacts and stayed in the US for many years. Here are 10 well-known grand prix racers whose career paths took them to North America.

**ROBERTO MORENO (1985-2007)**  
The Brazilian dabbled with Indycars in between F1 stints, notably with Galles Racing in the mid-1980s, returning with the small Payton/Coyne outfit in 1996 and taking a remarkable third place in the high-profile US 500. The next four years were largely nomadic and featured two stints as a stand-in at Newman/Haas Racing before joining Patrick Racing in 2000-'01.

Those two seasons were Moreno's most successful, yielding two wins. A disappointing season with Herdez Competition followed, with his only subsequent start coming four years later at Houston for PCM.

**MARK BLUNDELL (1996-2000)**  
Things started badly for Blundell, who suffered a serious foot injury in a shunt at Rio (his second start). That set the tone for five largely frustrating years with the PacWest team that usually flattered to deceive. In 1997, however, when the team got its Reynard-Mercedes hooked up, he showed his class with three victories, the first coming in a stunning finish at Portland after a switch to slick rubber, passing wet-shod Gil de Ferran on the line to win by 27-thousandths of a second.

During his final three seasons, Blundell never had the car to get back to winning ways.

**MASSIMILIANO PAPIS (1996-2003)**  
Papis headed to the USA after a part-season in F1 with Arrows. He had a decent reputation having won at F3000 level. Early on, he had to make do with feeding on scraps with the minnow Arciero-Wells squad, but he did enough to earn a move to Team Rahal in 1999.

Papis finished fifth in the championship that season and won three races over the next two seasons. He subsequently struggled to find a regular ride, with outings for Sigma Autosport, Fernandez Racing and PK Racing over the next two seasons before switching his focus to a successful career in sportscar racing.

**EMERSON FITTIPALDI (1984-1996)**  
Two-time F1 world champion Fittipaldi was tempted out of retirement to contest eight Indycar races in 1984 before committing to a full-time programme with Patrick Racing the following season. It was the start of a remarkable second career during which he won 22 races, two Indianapolis 500s and one title.

Best known for his stint at Penske, thanks to the rising profile of CART, his best year was with Patrick in 1989, when he did the



Blundell pips de Ferran to the line by 0.027 seconds at the end of a remarkable race at Portland in 1997



Lehto showed promise with small Hogan outfit in 1998, but didn't get a second CART season

Indy and championship double. At the age of 49, his CART career came to an end with a big accident at Michigan while driving for the Hogan team, which competed as a Penske satellite in 1996.

**JJ LEHTO (1998)**  
Expectations were high when 32-year-old Lehto switched to CART in 1998, signing a one-year deal with a further two option years to take the Hogan Racing seat vacated by Dario Franchitti. Twentieth in the championship with a best finish of fifth in the season's penultimate

round at Surfers Paradise is nothing extraordinary, but compared well with Franchitti's results from a season earlier with a one-car team that was far from a frontrunner.

Lehto adapted well to the ovals, taking top-10 finishes at Rio and Gateway early on, and once the team had upped its game on road and street courses, he started to show signs of promise there. Lehto was set for a second campaign with Hogan, only for Helio Castroneves to snatch his drive with the cash-strapped team days before the start of the 1999 season.



Papis and Moreno enjoy Homestead podium, 2000

# Indy's F1 invaders



Johansson had a difficult time in America

## STEFAN JOHANSSON (1992-1996)

In his F1 career Johansson claimed podium finishes and had the ability to win races, but proved unable to do so. Afterwards, the Swede embarked on an Indycar career where he did exactly the same thing.

Johansson was often saddled with year-old cars during his five seasons with the Bettenhausen team. Clearly he was not with a front-rank outfit, but did take four third places, the first coming in his debut at Detroit in 1992.

After another disappointing year in 1996, this time with the latest Reynard chassis, Johansson opted not to continue with the team.

## MAURICIO GUGELMIN (1993-2001)

Gugelmin was one of the first of the post-Nigel Mansell wave of F1 drivers to make the switch, with a three-race toe-in-the-water for Dick Simon Racing at the end of



PacWest ran Gugelmin for seven seasons

## NELSON PIQUET (1992-1993)

After F1 drives dried up, Piquet followed the example of compatriot Emerson Fittipaldi and took on the challenge of the Indy 500 in 1992 with the Menard team. It bit him – hard.

Shortly after running over some debris, he spun and crashed head-on into the wall at Turn 4 during qualifying, suffering multiple fractures to his legs and ankles. Remarkably, a year later he returned, proving a point by qualifying 13th, but retiring early on.



Magnussen never got a full Indycar programme

## JAN MAGNUSSEN (1996-1999)

An injury to Paul Tracy allowed Jan Magnussen, then McLaren's F1 test driver with one grand prix start under his belt, to make his debut for Penske

at Mid-Ohio in 1996, partly thanks to his links with engine supplier Mercedes. He then moved across to the Penske satellite squad run by Hogan to fill in for the injured Emerson Fittipaldi.

However, those outings were just a distraction as Magnussen worked towards a full-time F1 seat. When he returned, for the final seven races of '99 with Patrick Racing, he was a washed-up GP driver stopping off on his way to endurance competition.



Piquet had a heavy crash during Indy qualifying in 1992, but was back again the following year

1993. After a year with Chip Ganassi Racing, he spent his final seven campaigns with the PacWest team.

After taking four podiums in 1995 and '96 for a team that had lofty ambitions but struggled to be a consistent threat, his peak came in '97. Widely regarded as bitterly unlucky to win only one race that year, at Vancouver, he never again had a car worthy of his abilities, claiming just one more podium finish in his final four seasons.

## CHRISTIAN FITTIPALDI (1995-2002)

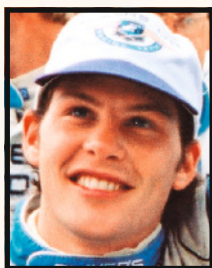
Following three years in F1 with Minardi and Arrows, where he put in some good performances, Emmo's nephew switched to CART with the Walker team in 1995.

There Fittipaldi came close to a shock win in the Indy 500 (beaten by Jacques Villeneuve), and his solid rookie campaign earned him a shot with the crack Newman/Haas team.

In seven years with the squad, he was generally overshadowed by team-mate Michael Andretti, but won two races there before the offers of drives finally petered out. ■

# Memories of a golden era

*There were some great races between 1993 and 2001, but often it was the cars that stole the show. AUTOSPORT asked some of the top drivers for their CART recollections*



**JACQUES VILLENEUVE**  
1995 champion

Emerson Fittipaldi was my hero from when I was seven years old. Apparently, I could say 'Emerson Fittipaldi' before I could say 'Daddy', so to race against him, Mario Andretti and also Nigel Mansell, who was someone I respected when I was growing up through racing, was amazing. That's the biggest recollection I have of racing at that time: to compete against those guys, in that environment, was just incredible.



BOYD/LAT

Villeneuve won the 1995 season opener, but it was the legendary drivers he remembers most from era



RONDEAU/GETTY

Vasser took one podium with Hayhoe Racing before securing Ganassi's first crown in 1996 (below)



SQUIRE/GETTY

**JIMMY VASSER**  
1996 champion

As an American driver, CART was everything I dreamed of. I ran Atlantics in 1991, and while I didn't win the championship, I won every race that I finished. I was going to do F3000, because there weren't any Americans going that way. And then I had an offer to go and do CART. And that had been my dream.

I'd always wanted to go to Europe because nobody was going, and they have an attitude in Formula 1 that Americans can't do it. So I wanted to be the guy [to prove them wrong]. But you can't go

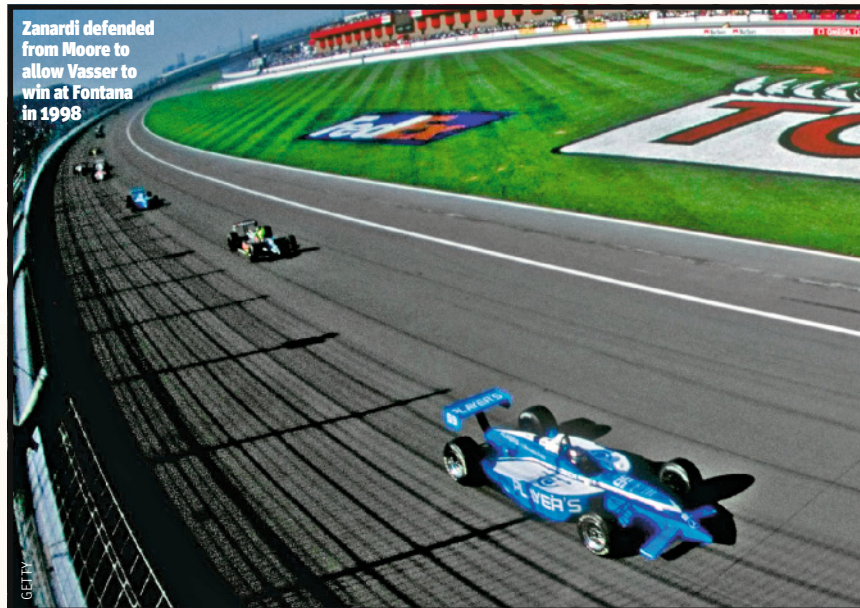
from Indycar, you have to do F3000, or GP2 as it is now.

So that was a plan for '92. But when you throw the Indy 500 into the mix for an American – and CART was real big then – that settled it.

Also there was the idea of pulling out of the pits and seeing the rear wing of Emerson Fittipaldi, or Rick Mears... or thinking, 'Shit, that's Mario Andretti ahead of me, are you kidding me?'

In 1993, I did more races and I had my first podium at Phoenix, and it was Mario's last victory. It was kind of cool. I have a picture of it that I still cherish.

And the car was a beast. The tyres weren't that good, and there was no traction control at the time. Then we had to deal with traction control, trying to understand it and getting it to work. And we were trying to contain the power. They never gave you real numbers, but we had maybe 1000 horsepower. We ended up doing more than 240mph on the big tracks on average speed.



Zanardi defended from Moore to allow Vasser to win at Fontana in 1998

GETTY

## JUAN PABLO MONTOYA 1999 champion

Those were good years. There was a lot of competition: in 1999 we had a tyre war, which I'm reminded of when everybody runs the red tyres now in IndyCar. The cars had a lot of grip, there was a lot of horsepower, they were fun to drive. The current cars are also fun to drive, but they're more like 'momentum' cars. The CART cars were 'hang on' cars. And I was lucky enough to drive them. I drove a car with 950 horsepower.

The Ganassi cars were really dominant for a few years, and it was fun to be a part of that. But the best thing was how quick we were on the ovals. We used to get to 250mph in the draft; that was pretty amazing.

My last CART race was at Fontana and we hadn't driven on a superspeedway for six months – no testing or anything. I remember, you did one slow lap and then you started to build it up, and after three laps I *still* hadn't gone wide open. And I was thinking, 'You pussy, just hold the thing open.' So I held it wide open through Turns 3 and 4. It was 'vroom' [makes hand signal of something passing at warp speed]. And my foot came off the throttle!

I came in and said, 'Oh my God, I'd forgotten how fast these are.' And two minutes later, it's all back to normal.



The sheer speed of the 250mph Indycars is what Montoya remembers most from his two successful seasons

LEVITT/LAT



RONDEAU/GETTY

Andretti Sr just loved to get his hands on the latest CART machinery at the beginning of each season

## MARIO ANDRETTI One-time race winner, 1993

Every year we had a new car, and it was something you looked forward to so much because it was progressive. As a driver I was like a father expecting every year. You know, a new kid would come out of the blocks and, OK, it wasn't always the best-looking kid – some of them were cross-eyed and so forth – but still we had to develop the cars and there was always some action going on. There was testing, proper preparation and all the tests were being talked about by the media; there was a continuous buzz. The series had so much going for it.

## ALEX ZANARDI 1997 and 1998 champion

When I drove my last race for Ganassi at Fontana in 1998, it was the last race of the championship, which was worth a million dollars – Marlboro had put up the prize – and it came down to the last lap with green and white flags together.

Greg Moore was leading, and my team-mate Jimmy Vasser and I both drafted him and passed him just after the line. We turned in with Jimmy leading and me in second, and I probably had an opportunity to pass Jimmy back, but I saw that Greg was coming back very rapidly on the both of us, so I decided to try to make sure he would not get clean air. So I moved over towards his line to make him lift a little; just blocking his line a little bit, and Jimmy was able to run away.

Seeing my team-mate winning made me more happy than you can imagine, and I clearly remember the cool-down lap, when we were celebrating, asking myself, 'How can I be so happy for somebody else's win?' And the answer was simply because it was Jimmy Vasser. I wouldn't have felt that for anybody else, I'm sure.

Jimmy's win rescued his championship campaign, because with that result he stepped from fifth to second in the points. You don't have to be selfish, it is not a duty. At that point I had already announced that I was going to go to Williams to drive in F1.

But that day I was so happy for Jimmy winning the race that I really questioned myself; I really questioned whether I'd done the right thing.



**MAX PAPIS**  
**Three-time race winner,**  
**2000-2001**

The best memory in my Champ Car career was winning the Homestead-Miami Grand Prix [in 2000] – the race after Greg Moore passed away,



Miami victory in 2000 was a highlight for Papis

**DARIO FRANCHITTI**  
**Third in 1998,**  
**runner-up in 1999**

When I was a Mercedes driver in the DTM we used to watch the Indycar races because Greg Moore was a Mercedes driver. Then Jan Magnussen went over for a few races in '96 and when he came back he said: 'Man, if you ever get the chance to go over there, you've got to do it. The cars are brilliant, it's so much fun.' That was how it came about for me.

The performance of the cars is the main thing that sticks with me. I remember watching at an oval for the first time, and Gil de Ferran was driving. He came past and I thought, 'That's not that impressive.' Well, he was bedding in his brakes, wasn't he! The next lap he went past and I couldn't believe it. The speed was terrifying.

The thing that sticks in my mind about those cars is that they never, ever stopped accelerating. They just didn't. They were tricky things to drive. If they wiggled once and you didn't catch it, you were in the wall.

From a driver's perspective there was nothing quite like wringing the

and winning my first race at the same time and being able to bring his red gloves on the podium with me. Also winning the way I did, passing Paul Tracy with 10 laps to go. To me that was a legit, true hard win.

And there's something else, it's not a win, but in '97, my first full year in Champ Car, my flight to Australia, sitting beside Greg, and me and him getting to know each other, and landing together in Coolangatta like superstars, with all the media and everyone there to greet us, and starting one of the best friendships ever in my life.

neck of one of those cars with soft tyres on a street course, or a qualifying lap at Mid-Ohio – woah! I remember doing a tyre test at Portland for Firestone, and to this day I've never experienced grip or speed like it. We went to Texas and the cars were too fast. In testing we actually calculated the track distance wrong; we didn't realise how fast we were going – we were doing 237mph average! No wonder we were blacking out – those cars were just off the hooks. They were absolutely insane. To tie a lap together at a street course or a short oval, any of these places, God, it was a challenge. They were fantastic.

It was a really cool time to be involved. There were some golden periods of Indycar racing and the mid-1990s was one. As a young driver I had to forget that I was at the front with guys like Andretti, Zanardi, Vasser, Al Jr. That took a bit of getting used to.

I don't think they really felt the effects of the split until probably the start of 2000. I think it took that long. But that really ripped the heart out of the whole thing, and it's only now starting to rebuild.



De Ferran brace of titles for Penske came when the cars' performance was at its height in 2000-'01

**GIL DE FERRAN**  
**2000 and 2001 champion**

There was so much power, and the last two years – 2000 and 2001 – the cars and the engines were so developed, it was a very cool car to drive. It didn't matter how many times you drove one, every time you sat in it you were like, 'Hold on, readjust.'

It was challenging to get to the limit, it was challenging to drive at a very high level all the time. On the street circuits, it was very often hard to go flat between the corners. You were controlling wheelspin all the

time. You needed a certain amount of bravery, especially at certain tracks. There were special techniques.

The diversity wasn't quite as accentuated as it was in F1, but everyone had slightly different cars. They were nicely made, particularly when we went to Penske – Penske used to put a lot of effort in, even though they weren't making the cars any more. Penske had a huge hand in their cars, and they were beautiful.

I enjoyed the diversity of the cars, the tyres and the engines, and the relative freedom that you had to do different things.



Franchitti leads a pack of 'absolutely insane' cars at Mid-Ohio on his way to the runner-up spot in 1999



De Ferran and team-mate Castroneves lead the way at Laguna Seca in 2001 in 'beautiful' Penske Reynards

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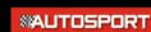
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**PAUL TRACY**  
**18-time race winner,**  
**1993-2000**

Obviously winning the championship [in 2003] was huge for me, and winning the races in Canada were also great – winning Toronto a couple times and I won in Vancouver three times. The crowds were always behind me. I'd won a couple of races already coming into Toronto [in '93], so my confidence was up. I knew coming in it was my first real shot at my home race. The expectation was pretty high for me to win it, and to do it was fantastic.



Long Beach win in 1993 set Tracy (right) up for success at home when the series headed to Toronto



TAYLOR/GETTY



Herta leads Andretti as he heads to his second and final CART victory at Laguna Seca in 1999

FERREY/GETTY

**BRYAN HERTA**  
**Two-time race winner,**  
**1998-1999**

Those cars were tough. Just in the dry they were hard to manage, and in the wet it was all you could do to keep the thing on the road. But we all loved it, and I feel lucky to have been competing back then.

I obviously remember some of the highlights – winning at Laguna, losing at Laguna to Zanardi, and I remember the wet race at Portland [in 1997], which was absolute

madness. You could not see anything; it was pissing down with rain.

It started drying right at the end, and Mark Blundell took a flyer on slicks right at the end. It was a dodgy move but he made it work and he nipped de Ferran right at the line by hundredths of a second, thanks to the gamble. I don't remember where I finished; I just remember driving down the straight and not even looking ahead because I couldn't see anything anyway. I was looking at the edge of the track and waiting for

the flag stand, because I knew that when I passed the flag stand I had to wait a bit and then brake for Turn 1. Then the mist would drop and you would see. But on the straights the cars were pumping so much water that you were absolutely blind.

It's a strange thing. I don't know how to describe it, but in the moment it doesn't seem terrifying; you're just doing the best you can and trying to go as fast as you can. Then you get out of the car and go, 'well, that was a bit nutty'.



LABERGE/GETTY

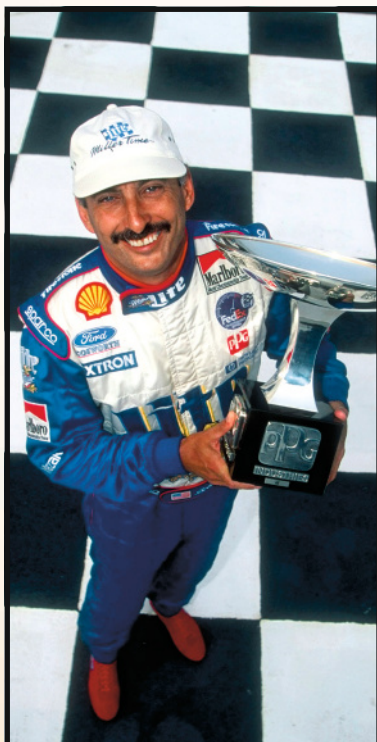
**BOBBY RAHAL**  
Third in 1995

Well that decade was probably the height of CART, although the foundation had really been laid in the 1980s. When I came in, in 1982, it was still very much like USAC had been in the 1970s – one or two teams dominated, you didn't have that many races every year, Indy dominated everything.

By 1992, all of a sudden several teams could win races or championships; you could have a start-up team like TrueSports. Between 1986 and 1992 we won three championships and quite a few races, so that was one of the more dominant teams, I suppose. By the time of the early 1990s, and throughout the 1990s into the 2000s, the series just kept growing. The crowds were tremendous, TV ratings were good, sponsorships were strong, you had three manufacturers battling, two tyre companies, it was quite popular.

At Laguna Seca, it would take you two-and-a-half hours to get into the track because there were so many people. It was all really good. That's what really makes it such a shame that it all went through the doldrums afterwards because of the split.

On the oval tracks you were going 235mph, 238mph, and you didn't have pack racing. You could run in small groups, but you were constantly passing each other – you weren't just droning around side-by-side. It was a really exciting time. You had Toyota come in, you had Honda come in, you had Firestone come in, a lot of good teams came in during that period. So it was really the place to be.



Rahal reckons CART "was the place to be" in '90s



MILLER/LAT

**BRUNO JUNQUEIRA**  
One-time winner, 2001

I had a great opportunity to drive for Ganassi in CART when my F1 dream didn't work out. There were big budget teams, engine manufacturers and many good drivers – it was very difficult and I had to learn really quickly. I had no experience of the cars, the tracks or the culture. And the cars were fast!

In my first-ever oval race I qualified on pole at Nazareth, and then I took my first win at Road America in my first year too. Even before I raced there, I used to watch it on Eurosport when I was living in the UK and racing in F3000 – every race. I loved it; it was much more interesting than F1 at the time.



Junqueira had to learn fast when he joined the crack Ganassi squad in 2001

LABERGE/GETTY



LEVITT/LAT

## HELIO CASTRONEVES Six-time race winner, 2000-2001

Every time you even sat in one of those cars it was kind of scary. Even on the straight – when you stepped on the gas there was SO much power. It was getting towards 1000bhp. The cars were unbelievable. I remember going to Sebring and being afraid to even stand on the throttle.

Sometimes you get used to cars, but those cars, you never got used to them.

The difference was, on the straight, it wasn't just the power, it was that the thing kept going, it never stopped pulling. And the noise was absolutely amazing. I remember going to photoshoots and having fun because you just wanted to accelerate, you just wanted to listen to that noise.

I had a few good races during that period, but the one that stands out was the Penske that we had at Laguna with the weight-transfer suspension [in 2000]. Let me tell you man, that was awesome. Gil [de Ferran] and I were miles away from the other guys. Every corner, the front [of the car] was secure. That was the biggest gain we [ever] got.



LABERGE/GETTY

Moreno knew a few technical tricks and was often able to save more fuel than his rivals

## ROBERTO MORENO Two-time winner, 2000-2001

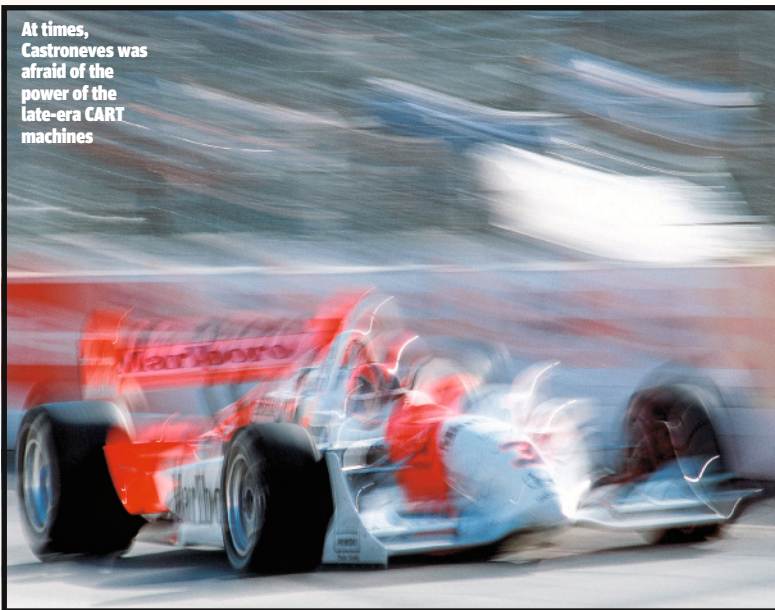
When I first came to the US I went to Dale Coyne – Payton Coyne Racing. And I had a car that was one year old, and a car that was 100 horsepower less than the top guys, and we still got on the podium at Michigan with that.

I had a little trick with the boost – I would keep pushing it and it would eventually open the valve, and it would give me a little bit more power for half of the straight. And I used to do that twice a lap. I would expand the boost to the limit of the valve for a very short time, and then when the valve opened and it dropped down, I would back it up quickly and that would give me enough speed to be at the same level as the guys with 100 horsepower

more. The Ford guys came on the radio and said, 'what are you doing?' I said, 'shut up and pay attention!'

When I was at Coyne we always struggled on the ovals, and we couldn't figure it out until we got to Michigan, where I did two stints on one set of tyres. It was only after I joined Newman/Haas that I learned how to set the car up for ovals, and I was amazed how simple it was.

We used to do five laps at Milwaukee and then come in for a new set of tyres. Driving for Newman/Haas, I learned what it really means to set up a car. I became very well respected by the engineers there. I showed them how to save a lot of fuel without losing speed. We gelled well together at Newman/Haas. That was definitely a high point in my career.



At times, Castroneves was afraid of the power of the late-era CART machines

LEVITT/LAT



TAYLOR/GETTY

## CHRISTIAN FITTIPALDI Two-time race winner, 1999-2000

All the drivers were extremely happy and didn't know about it! Life was great. We went to cool places, we went to cool tracks, we were testing all the time and we were always complaining! No, I'm kidding, but I think by far the best part was the cars, because on some occasions those things had more than 1000 horsepower and all the downforce – they gave an unbelievable feeling inside the car.



Something for Fittipaldi to complain about! Surfers crash in 1997 with Swift chassis

RONDEAU/GETTY

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# Gone but not forgotten



## GREG MOORE

Moore was a once-in-a-generation talent. Blessed with abundant natural gifts and a work ethic to match, the Canadian also possessed humility and effortless grace.

A prodigy in karts and Formula Fords, Moore won the 1994 Indy Lights season opener aged 18. Joining Player's Forsythe Racing the following year, he won 10 of 12 Indy Lights races and moved up to the team's Indycar programme for '96.

Following a pitlane penalty during his debut at Homestead, Moore famously caught and unlapped himself from eventual winner Jimmy Vasser. "I'm leading and this kid blows by me in his first race," recalls Vasser. "I'm thinking, 'who is this guy?'"

A year later, Moore captured his first victories at Milwaukee and Detroit. Winning twice more in '98, he emerged as a dark horse for the title, but ended up fifth. Moore won the '99 season opener at Homestead, but his team's fortunes were

faltering when Roger Penske called at mid-season. Amid the most prolonged draught in his team's history, 'The Captain' launched an overhaul of Penske Racing for Y2K, featuring a new driver lineup of Gil de Ferran and Moore.

But the last half of '99 remained, including the California Speedway finale. Moore started at the back, having missed qualifying after bloodying his hand in a motorbike accident in the paddock. He stormed towards the front in the opening laps only to slam into the infield wall and succumb to massive injuries.

Moore's place at Penske was taken by Helio Castroneves, who has since captured three Indianapolis 500 wins, while de Ferran earned back-to-back CART titles in 2000 and '01 as well as the 2003 Indianapolis 500. One can only imagine what Greg Moore would have gone on to achieve given the same opportunity.

**Above: Moore celebrates his 1998 US500 at Michigan, flanked by the previous two champions Jimmy Vasser (r) and Alex Zanardi. Below: It was Moore's Forsythe performances that led to a call-up from Penske for the year 2000...**

## JEFF KROSNOFF

Southern California-raised Krosnoff decided early he was destined to be a racer. He initially made his mark in the Jim Russell FF1600 series, winning the Gilles Villeneuve Rookie Award. Later a winner in the Mazda Pro, Pro Sports 2000 and SCCA Race Truck series, Krosnoff mixed an earnest professionalism with a boyish enthusiasm that led him to supply magazines with photos he shot at the wheel during events.

"Jeff was so serious, so focused and so disciplined, yet at the same time playful," recalls life-long friend Tommy Kendall.

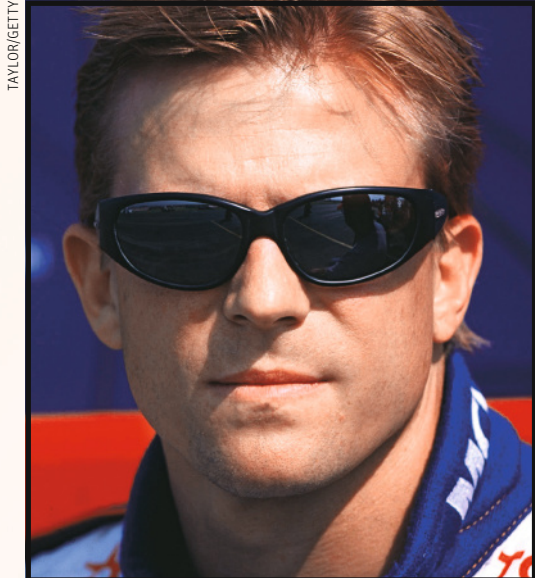
Krosnoff's professionalism took him to Japan in 1989 to compete in F3000 and, later, Group A and Group C. He teamed up with Eddie Irvine and Mauro Martini at Le Mans in 1994 to win the LMP1/C90 class and finish second overall in a Toyota.

Going Japanese put Krosnoff on the radar at Honda and Toyota as they ramped-up their Indycar programmes. In 1996 he was one of two drivers invited to test for Chip Ganassi Racing. Although there was little to choose between them, Krosnoff's rival got the nod thanks, it was said, to his links with Reynard. The 'other' driver was Alex Zanardi.

Undaunted, Krosnoff signed for that season with Arciero-Wells Racing, one of two teams running



*As great as the height of the CART years were, there was a dark side to it with three high-profile fatalities. DAVID PHILLIPS recalls the lost talents of Greg Moore, Jeff Krosnoff and Gonzalo Rodriguez*



TAYLOR/GETTY



Left: Rodriguez took his third F3000 win at Monaco in '99. Soon after he became a fully-fledged Indycar driver with Roger Penske's team (below). He died during practice at Laguna Seca in September

THOMPSON/GETTY

Toyota's new engines. At Toronto's street race in July, Krosnoff qualified P20 – Toyota's best to that point. But in the closing laps he and Stefan Johansson locked wheels, launching Krosnoff's Reynard into a utility pole, killing its driver and corner worker Gary Avrin.

"It's safe to say Jeff would have had tremendous success for a long time," says Kendall. "Like a Mario [Andretti], as long as there was something to race, he would have raced it at a very high level. With a smile on his face."

Krosnoff grew up in US junior racing before a spell over in Japan brought him back to the top of the American racing ladder. Below: Fate struck on the streets of Toronto in '96

### GONZALO RODRIGUEZ

The list of top-rank Uruguayan drivers comprises just three words: Gonzalo 'Gonchi' Rodriguez.

After making short work of his domestic Formula Renault championship, Rodriguez headed to Europe where successive third places in Spanish and British FRenault were followed by a fourth in the '96 British F3000 championship.

The gregarious Rodriguez should have been a perfect fit for the F3000 team owned by Brian Redman and John Bright, but the combination failed to gel and Gonzalo joined Team Astromega for the '98 International F3000 campaign. He won at Spa – after pressuring no less than Juan Pablo Montoya into a mistake – and dominated at the Nurburgring to finish third in the title reckoning, a result he matched the following year

while adding a win at Monaco to his resumé.

At 27 and somewhat long in the tooth for Formula 1, Rodriguez had already eyed the burgeoning CART series, testing with Newman/Haas and signing for selected races with Penske.

"I saw Gonzalo beat Montoya at Spa and the Nurburgring," says Redman. "He was tremendously talented. I recommended to Carl Haas that he test him at Sebring. Roger Penske was also there and immediately picked him up."

After earning a point in his Indycar debut, Rodriguez was set for an encore at Laguna Seca. But in opening practice his Penske-Mercedes plunged headlong into a barrier and was flicked over it, depriving the world of a delightful man Redman considers "world champion material".



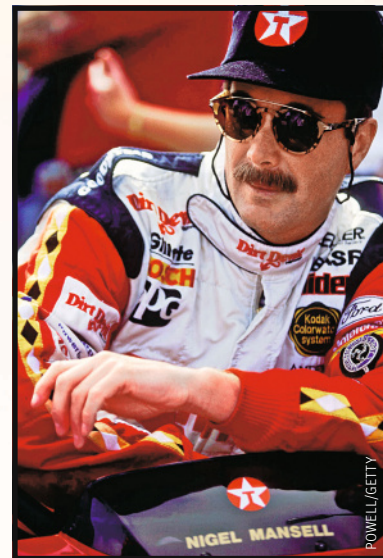
TAYLOR/GETTY



SQUIRE/GETTY

# Champions' roll call

*Indycar's golden era, 1993-2001, produced seven very different but equally worthy championship title winners over nine seasons of competition – and here they all are with their relevant statistics*



## 1993 Nigel Mansell (GB)

**Newman/Haas Racing Lola-Ford T93/00**

Wins.....	5
Other podiums.....	5
Poles.....	7
Fastest laps.....	4

POWELL/GETTY



## 1994 Al Unser Jr (USA)

**Penske Racing Penske-Ilmor PC 23**

Wins.....	8
Other podiums.....	3
Poles.....	4
Fastest laps.....	4



POWELL/GETTY

## 1995 Jacques Villeneuve (CDN)

**Team Green Reynard-Ford 95I**

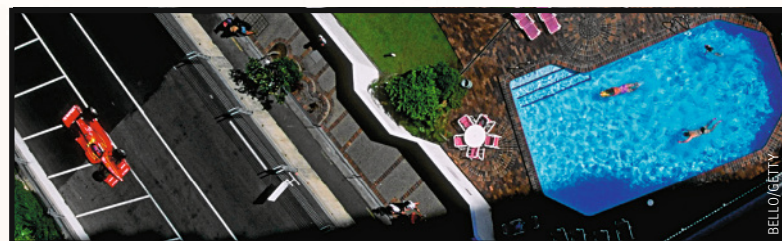
Wins.....	4
Other podiums.....	3
Poles.....	6
Fastest laps.....	1



BELLO/GETTY



BELLO/GETTY



BELLO/GETTY

## 1996 Jimmy Vasser (USA)

**Chip Ganassi Racing Reynard-Honda 96I**

Wins.....	4
Other podiums.....	1
Poles.....	4
Fastest laps.....	1



TAYLOR/GETTY

## 1997 Alex Zanardi (1)

Chip Ganassi Racing Reynard-Honda 971

Wins.....	5
Other podiums.....	2
Poles.....	4
Fastest laps.....	6



RONDEAU/GETTY



TAYLOR/GETTY



LABERGE/GETTY

## 1998 Alex Zanardi (1)

Chip Ganassi Racing Reynard-Honda 981

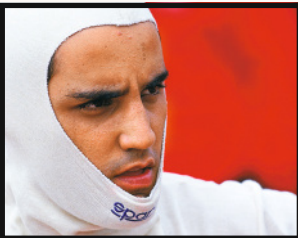
Wins.....	7
Other podiums.....	8
Poles.....	0
Fastest laps.....	5

## 1999

Juan Pablo Montoya (CO)

Chip Ganassi Racing Reynard-Honda 991

Wins.....	7
Other podiums.....	2
Poles.....	7
Fastest laps.....	6



TAYLOR/GETTY



TAYLOR/GETTY

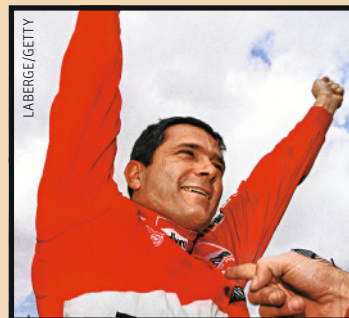
## 2001 Gil de Ferran (BR)

Penske Racing Reynard-Honda 011

Wins.....	2
Other podiums.....	6
Poles.....	5
Fastest laps.....	0



LABERGE/GETTY



LABERGE/GETTY

## 2000 Gil de Ferran (BR)

Penske Racing Reynard-Honda 2KI

Wins.....	2
Other podiums.....	5
Poles.....	5
Fastest laps.....	2



SQUIRE/GETTY

NASCAR SPRINT CUP WATKINS GLEN (USA), AUGUST 10 RD 22/36

# Allmendinger breaks duck, enters Chase

**AJ ALLMENDINGER TOOK HIS MAIDEN** NASCAR Sprint Cup win in a thrilling duel with Marcos Ambrose that went down to a two-lap shoot-out.

The two road-racing experts, who honed their skills in Champ Cars and V8 Supercars respectively, fought out an epic battle as they swapped the lead a handful of times between yellow- and red-flag interruptions.

At the final restart, following a second red flag to repair the pitwall-entry barrier after Denny Hamlin spun into it, Allmendinger led. Ambrose hit him at the Carousel, bumping Allmendinger wide and diving past him, but Allmendinger fought back, banging into Ambrose and barging his way past at Turn 6.

Allmendinger led the final lap unchallenged, as Ambrose toiled to ensure Kurt Busch stayed behind him. His win sealed a place in the Chase for the JTG Daugherty Toyota driver.

"I just wanted it so bad," said Allmendinger. "I wasn't going to let Marcos take that from me. He moved me out of the way [at Turn 5], so I lean on him in the next corner."

Ambrose admitted: "He really deserved it, I was giving it everything. I had to rattle his cage." He also admitted that stalling as he exited his pitbox from a late-race splash-n-dash was a costly error: "I think that was the difference between being the victor and second place."

Behind Busch, Kyle Larson charged



Allmendinger and Ambrose fought a titanic duel for victory

through to finish a strong fourth to boost his Chase hopes. Carl Edwards finished fifth, ahead of Joey Logano and Kevin Harvick, the latter being forced to make an early pitstop when a bean bag, used for ballast in scrutineering, was left in his car and got loose in the cockpit.

The race was interrupted for 81 minutes for barrier repairs due to a

huge crash between Ryan Newman and Michael McDowell.

● Connell Sanders Jr

**RESULTS**

**1 AJ Allmendinger (Chevrolet SS)**, 90 laps in 2h26m48s; 2 Marcos Ambrose (Ford Fusion), +1.16s; 3 Kurt Busch (Chevy); 4 Kyle Larson (Chevy); 5 Carl Edwards (Ford); 6 Joey Logano (Ford); 7 Kevin Harvick (Chevy); 8 Greg Biffle

(Ford); 9 Matt Kenseth (Toyota Camry);

10 Brian Vickers (Toyota). **Chase grid**

**1 Dale Earnhardt Jr, 3 wins/773 points;**

2 Brad Keselowski, 3/696; 3 Jimmie Johnson, 3/650; 4 Jeff Gordon, 2/768; 5 Logano, 2/671; 6 Edwards, 2/658; 7 Harvick, 2/645; 8 Kyle Busch, 1/615; 9 Denny Hamlin, 1/552; 10 Aric Almirola, 1/532; 11 Kurt Busch, 1/529; 12 Allmendinger 1/525; 13 Kenseth, 0/703; 14 Newman, 0/645; 15 Larson, 0/635; 16 Clint Bowyer, 0/634.

WORLD RX TROIS-RIVIERES (CDN), AUGUST 9-10 RD 7/12

# Solberg at the double to overhaul Marklund

**YOUNG SWEDE ANTON MARKLUND** might have made the best launch from the startline at Trois-Rivieres in Canada, but poleman Petter Solberg seized back the initiative by the first corner and scored victory in his Citroen DS3.

Solberg had earlier topped the order at the Intermediate Classification and dominated his semi-final. That form continued into the final, Solberg heading Marklund and second-row starter Timur Timerzyanov on the first lap

and pulling away to become the first driver to win two events this year.

Marklund and Timerzyanov had exchanged places when Marklund took his joker on lap three, before swapping again when Timerzyanov took his on lap five. Marklund finished second, his maiden Supercar podium, ahead of reigning European champion Timerzyanov.

Former Champ Car racer Patrick Carpentier improved his pace throughout the event in a Marklund Motorsport VW Polo and made the final. Running fourth in the early stages, a spin on lap two damaged his dream of a home podium, and then he crashed out on lap four. Latvian Reinis Nitiss qualified 13th at the Intermediate Classification, but graduated to a place in the semi-finals thanks to a non-start by wildcard team-mate Joni Wiman. Nitiss took fourth, ahead of



Former WRC champ celebrates success

Solberg dominated for second victory



Toomas Heikkinen in fifth, the Finn making the final after Timmy Hansen was disqualified for a semi-final overtaking move on Heikkinen.

Jacques Villeneuve looked on for a good result after the first two heats, but damage to his car's fuel tank put him out and once again he could not progress to the semi-final stages.

● Hal Ridge

**RESULTS**

**1 Petter Solberg (Citroen DS3)**, 6 laps in 5m22.550s, 2 Anton Marklund (VW Polo) +2.673s, 3 Timur Timerzyanov (Peugeot 208); 4 Reinis Nitiss (Ford Fiesta); 5 Toomas Heikkinen (VW Polo); 6 Patrick Carpentier (VW Polo). **Points 1 Solberg, 155;** 2 Heikkinen, 135, 3 Nitiss, 133; 4 Andreas Bakkerud, 113; 5 Marklund, 111; 6 Timerzyanov, 93.

Makowiecki Honda leads Quintarelli et al



**SUPER GT FUJI (J), AUGUST 10 RD 5/8**

## Typhoon can't stop Makowiecki Honda

NOT EVEN A RAGING TYPHOON COULD prevent Naoki Yamamoto and Frederic Makowiecki from scoring victory at a rain-swept Fuji to give Honda its first win of the season.

Twice the weather conditions closed in to the extent that racing had to be halted. The contest began in the wet after two laps behind the safety car, and the lead was held initially by poleman Toshihiro Kaneishi (Honda NSX), until Ronnie Quintarelli's Nissan moved ahead on lap five.

As the rain intensified, the charging Yamamoto moved into the lead, before the safety car was back on track by lap 10 as the track became awash. After a red flag, and a further

eight laps behind the safety car beyond the restart, Yamamoto opened out a lead once again from Quintarelli. After the pitstops, during which time conditions improved, Makowiecki took over the lead Honda and extended his advantage, with Tsugio Matsuda (in for Quintarelli).

With 10 laps remaining, the safety car made another appearance as the rain fell heavily once more, but this time there would be no restart, so Honda's victory was confirmed.

"I was confident about driving in the rain, so I enjoyed my stint, and Frederic is a driver who doesn't make mistakes," said Yamamoto.

Points leaders Daisuke Ito and

Andrea Caldarelli could only finish ninth, blaming compensation ballast and a turbo restrictor.

### RESULTS

**1 Naoki Yamamoto/Frederic Makowiecki (Honda NSX Concept)**, 66 laps in 2h56m20.543s; 2 Tsugio Matsuda/Ronnie Quintarelli (Nissan GT-R), +2.129s; 3 Daisuke Nakajima/Bertrand Baguette (Honda); 4 Kodai Tsukakoshi/Toshio Kaneishi (Honda); 5 Kazuki Nakajima/James Rossiter (Lexus RC F); 6 Satoshi Motoyama/Masataka Yanagida (Nissan). **Points 1 Daisuke Ito/Andrea Caldarelli, 51;** 2 Hironobu Yasuda/Joao Paulo de Oliveira, 47; 3 Matsuda/Quintarelli, 42; 4 Yuji Tachikawa/Kohei Hirate, 35; 5 Yamamoto, 34; 6 Kazuya Oshima/Yuji Kunimoto, 34.

**GT MASTERS SLOVAKIA RING (SK), AUGUST 9-10 RD 5/8**

## Schubert duo hits the front

VICTORY IN THE FIRST RACE AND third place in the second race promoted Schubert BMW duo Claudia Hürtgen and Dominik Baumann to the lead in the ADAC GT Masters standings at a scorchingly hot Slovakia Ring.

In the first race, Max Sandritter and Jens Klingmann started from pole with Schubert's BMW second, but RWT Corvette driver David Jahn benefited from his superior power to take the lead from Sandritter and Hürtgen by the first corner. Jahn successfully defended his lead until the pitstops, but his team-mate Sven Barth rejoined third behind Baumann and Klingmann, who had taken over the two Schubert BMWs.

A collision between Maxi Gotz's HTP Mercedes and Jaime Alguersuari's Rowe-run version brought out the safety car with 20 minutes to go. After the restart, Baumann held on to win ahead of Klingmann, who



completed the one-two for Schubert.

US muscle cars dominated race two. Callaway Corvette drivers Diego Alessi and Daniel Keilwitz took first and second early on, from Tomas Enge's Reiter-run Camaro. On lap two, Keilwitz overtook Alessi for the lead and Enge went past the Italian as well.

Keilwitz brought the Corvette into the pits with a 7.5s lead, and partner Andreas Wirth extended that to over 15s until the safety car negated his advantage. In a one-lap dash to the flag, Wirth kept Enge's co-driver Albert von Thurn und Taxis at bay to claim his first race win since 2011.

● Rene de Boer

### RESULTS

**Race 1 1 Claudia Hürtgen/Dominik Baumann (BMW Z4)**, 28 laps in 1h01m12.647s; 2 Max Sandritter/Jens Klingmann (BMW), +0.637s; 3 David Jahn/Sven Barth (Chevrolet Corvette Z06.R); 4 Andreas Wirth/Daniel Keilwitz (Chevy); 5 Christian Englehart/Jaap van Lagen (Porsche 911 GT3-R); 6 Kelvin van der Linde/Rene Rast (Audi R8 LMS). **Race 2 1 Wirth/Keilwitz**, 27 laps in 1h01m42.844s; 2 Albert von Thurn und Taxis/Tomas Enge (Chevy), +2.122s; 3 Hürtgen/Baumann; 4 Patrick Assenheimer/Diego Alessi (Chevy); 5 Englehart/Van Lagen; 6 Jan Seyffarth/Maro Engel (Mercedes SLS). **Points 1 Hürtgen/Baumann, 134;** 2 Van Lagen, 130; 3 Van der Linde/Rast, 129; 4 Keilwitz, 109; 5 Maxi Gotz/Maxi Buhk, 90; 6 Oliver Gavin, 66.



### NASCAR NATIONWIDE

Marcos Ambrose (above) bounced back from being punted into an early spin by Kyle Busch to score his fourth series win at Watkins Glen last Saturday. Although both spun down the order, Ambrose and Busch ended the race nose-to-tail in first and second, seeing off the challenge of Penske Ford duo Joey Logano and Brad Keselowski, who finished third and fourth. Points leader Chase Elliott bounced back from a pitcrew infringement to finish sixth, but title rival Regan Smith suffered a lugnut issue and he slumped to 17th.

### CONTINENTAL TIRE GT

Eric Curran and Lawson Aschenbach (Chevy Camaro Z/28.R) secured a last-gasp maiden GS-class win for CKS Autosport at Road America on Saturday after the Compass360 Racing Subaru of Ray Mason/Pierre Kleinubing abruptly cut-out, literally within sight of the chequered flag. Defending ST class champions Mike LaMarra and Terry Borcheller ended a series of disappointments this year by guiding their Burton Racing BMW 128i to victory.

### AUSTRALIAN FORD

Three drivers shared the wins at Queensland Raceway. Mygale's Jordan Lloyd and Hamish Hardeman, and Spectrum pilot James Golding each took a turn to stand on the top step, but two second places gave Hardeman overall honours for the weekend. Golding leads the championship from Lloyd.

### AUSTRALIAN F3

A great start in the third and final race at Queensland Raceway decided the overall round winner. After two average getaways Simon Hodge took the advantage from Gilmour Racing's Ben Gersekowski, who won the first two races, to take the round. Hodge leads the championship from Gersekowski.

### ADAC FORMEL MASTERS

Mikkel Jensen, Fabian Schiller (leading, below) and Tim Zimmermann were the three winners in the Slovakia Ring. Although Jensen retired from race three following a collision with Polish novice Igor Walilko, the Dane is still leading the drivers' standings, 54 points clear of Maximilian Gunther.





Fittipaldi leads Ricky Taylor before the clash that sent him spinning

UNITED SPORTSCAR ROAD AMERICA (USA), AUGUST 10 RD9/11

# Fittipaldi and Barbosa spin and win

CHRISTIAN FITTIPALDI AND JOAO Barbosa took a giant step towards the inaugural United SportsCar title following a relatively comfortable victory at Road America.

For the second race in a row, flawless execution of a perfect strategy by Action Express Racing chief engineer Iain Watt proved to be the deciding factor. The Corvette DP pairing now holds a commanding 16-point lead with only two races remaining after a steering failure during a full-course caution caused main rival Jordan Taylor to crash out of second with just 30 minutes to go.

One possible cause of Jordan Taylor's problem was an incident that occurred more than an hour and a half earlier when a bold move under braking for Turn 3 by his older brother Ricky Taylor resulted in contact between himself and Fittipaldi. Taylor apologised for the contact, which enabled him to take the lead after Fittipaldi was sent spinning.

Pro-Am pair Ozz Negri and John Pew (Riley-Ford EcoBoost) emerged from a chaotic, caution-filled affair to finish a fine second for Michael Shank Racing after Negri passed Ryan Dalziel's HPD ARX-03b into Turn 1 immediately after the final restart. A sensational qualifying lap meant Scotsman Dalziel started from pole, but his P2-spec car was outclassed on the straights on raceday, so third place represented a fine effort for himself and team-mate Scott Sharp.

Michael Valiante and Richard Westbrook qualified second in their Spirit of Daytona Corvette DP, but were obliged to start from the back of the 48-car field after their engine restrictor failed the mandatory post-qualifying 'stall test'. The pair drove hard throughout the race to salvage a fourth-place finish and keep their title aspirations alive.

Pit strategy also turned out to be the determining factor in the GT Le Mans class. After Giancarlo

Fischella qualified Giuseppe Risi's Ferrari 458 Italia ninth in the 10-car class, the decision to top off with fuel during an early caution later enabled the car to vault to the front. Pierre Kaffer backed up his Italian team-mate expertly so that they became the fifth different winning combination in eight races.

Polewinners John Edwards and Dirk Muller finished just 1.6s adrift for BMW Team RLL, barely holding off the charging Dodge Viper of on-form Kuno Wittmer/Jonathan Bomarito. Corvette's Jan Magnussen and Antonio Garcia maintained their series points lead with sixth, but the manufacturer battle is now tighter than ever with Corvette, Viper, Porsche and BMW separated by only six points.

Mirco Schultis and Renger van der Zande (Starworks Motorsport) finished a fine sixth overall and took victory in the PC class after a race-long battle with the 8Star Motorsports entry of Luis Diaz and Sean Rayhall. Their task was made easier when early leader Duncan Ende (RSR Racing) was taken out by the spinning DP car of Scott Mayer, and points leaders Jon Bennett/Colin Braun (CORE Autosport) were punted off by David Ostella.

An unfortunate incident in the warm-up put paid to the efforts of first-time GTD polewinners James Davison/Al Carter (TRG Aston Martin), paving the way for Markus Palttala and Dane Cameron to score their third win of the season aboard the Turner Motorsports BMW Z4.

● Jeremy Shaw



Schultis (left) and van der Zande celebrate PC class success

## RESULTS

**1 Christian Fittipaldi/Joao Barbosa (Coyote Corvette DP)**, 61 laps in 2h46m52.622s; 2 John Pew/Oswaldo Negri Jr (Riley-Ford EcoBoost MkXXVI), +2.240s; 3 Scott Sharp/Ryan Dalziel (HPD ARX-03b); 4 Michael Valiante/Richard Westbrook (Coyote DP); 5 Eric Curran/Burt Frisselle (Coyote DP); 6 Mirco Schultis/Renger van der Zande (PC Oreca-Chevy FLM09).

**PC 1 Schultis/van der Zande**; 2 Luis Diaz/Sean Rayhall (Oreca); 3 Chris Miller/Stephen Simpson (Oreca). **GTLM 1 Giancarlo Fisichella/Pierre Kaffer (Ferrari F458 Italia)**; 2 John Edwards/Dirk Muller (BMW Z4 GTE); 3 Kuno Wittmer/Jonathan Bomarito (Dodge Viper SRT GTS-R). **GTD 1 Markus Palttala/Dane Cameron (BMW Z4)**; 2 Cooper MacNeil/Leh Keen (Porsche 911 GT America); 3 Madison Snow/Jan Heylen (Porsche).

**Points 1 Fittipaldi/Barbosa, 285**; 2 Ricky Taylor/Jordan Taylor, 269; 3 Valiante/Westbrook, 267; 4 Gustavo Yacamán, 253; 5 Scott Pruett, 250; 6 Ed Brown/Johannes van Overbeek, 233. **PC 1 Jon Bennett/Colin Braun, 224**; 2 Van der Zande, 189; 3 Martin Fuentes, 183. **GTLM 1 Jan Magnussen/Antonio Garcia, 245**; 2 Wittmer/Bomarito, 237; 3 Farnbacher/Goossens, 224; 4 Andy Priaulx/Bill Auberlen, 221; 5 Edwards/Muller, 219. **GTD 1 Bill Sweedler/Townsend Bell, 220**; 2 MacNeil/Keen, 217; 3 Cameron, 208.



Early pitstop gave Risi Ferrari track position over its GTLM rivals

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- Shell Pilota Experience at Ferrari, Maranello, Italy – driving on their Fiorano test track plus visit to the F1 facility – donated by Shell. Travel arrangements made and donated by Travel Places
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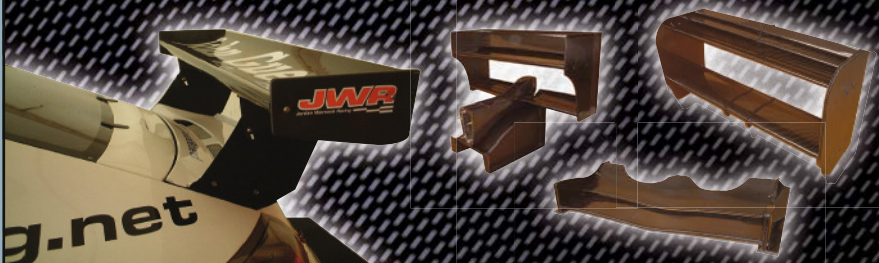
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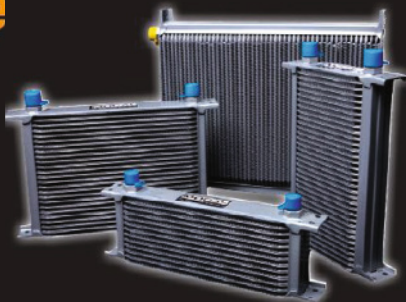
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FIA Formula 4  
will be eligible to  
run 15-year-olds



## Single-seaters get age break

15-year-olds to FIA F4 but BRDC F4 and FRenault could miss out

**THE GOVERNING BODY OF** British motorsport has agreed to lower the age limit for drivers to compete in UK single-seater championships from next season.

The Motor Sports Association will allow 15-year-olds with an International Grade C kart licence to apply for a car licence to race in certain slicks-and-wings categories.

Eligible championships will have to apply to the MSA to be given permission to accept entries from 15-year-olds. The cars used must comply with current FIA F3 (Article 275) and F4 (Article 274) crash-test and safety requirements, and maintain a power-to-weight ratio of 1bhp/3kg.

No confirmation has been issued on eligible series but it is believed that British Formula Ford, which will morph into FIA F4 in the UK next

season, is the only series for which the new rule will apply.

The spaceframe MSV F4-013 used in BRDC Formula 4 is built to FIA Article 277 safety standards and although the Tatuus-built FR.20/13 that is set to be introduced to the UK next season is built to F3 standards, it is too powerful.

Drivers as young as 14 can currently compete in specific formulas such as Ginetta or Fiesta Juniors, while in previous years dispensation had been given to series such as InterSteps – which allowed 15-year-olds to enter if they turned 16 during the course of the season – and Formula BMW.

Competitors will not be able to use the licence in other categories and will have to complete the extended ARDS course for junior car racing to attain it.

The move will facilitate top British single-seater team Fortec Motorsport

to compete in FIA Formula 4 next season, as Richard Dutton stated his outfit would spurn the UK series if 15-year-old drivers were not allowed.

Fortec team principal Dutton said that a lowering of the minimum age limit by the MSA was crucial to the success of Britain's FIA F4 series and that it would not be able to compete with the series in Italy (which already exists), Germany or the Northern European Zone (both of which start next year).

"I've always told Gerhard Berger [the president of the FIA Single Seater Commission] we would look at it," he said. "As long as it's for 15-year-olds, we're in. If the minimum age is 16, we're out."

Existing FFord outfit MBM Motorsport (formerly Jamun Racing) is understood to be planning a multi-car effort for next season while Formula Renault outfit Scorpio Motorsport is one of several other single-seater squads considering a move into FIA Formula 4.

"The single-seater scene is a little bit confused and we're looking very carefully at where we might go," said team boss Jon Pettit. "We've always been with Renault but we are most definitely very keen on FIA F4.

"It suits our position as a team very much. It's looking very exciting being on the TOCA package and all that. I'd certainly look at it."

**SCOTT MITCHELL**  
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EDITOR

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### GERHARD BERGER'S MANDATE

for FIA Formula 4 was that it would be open to 15-year-olds, and there lay the most immediate stumbling block to the concept coming to Britain. Even when the Motor Sports Association confirmed it would sanction F4 in the UK, it was still an obvious question mark.

That's now been answered – if accepted by the MSA (why wouldn't it be?), Britain's version of FIA Formula 4 will be open to 15-year-olds next season. And, it seems, it will be the only UK series that is.

That Formula Renault is likely to miss out on the younger crop of driver is not really an issue. The two-litre carbon-monocoque Tatuus is too powerful for the new batch of racer and in all likelihood it would probably be too big a step for most.

What this potentially hits hardest is BRDC Formula 4. There's no guarantee the series will want (or need) 15-year-olds – not having them hasn't stopped the championship attracting grids of more than 20 cars on a regular basis while other series struggle in the low teens. But as BRDC F4 is pitched as an entry-level series, it does stand to lose out in some respect if another championship can be entered at an earlier age.

Series boss Jonathan Palmer said recently that he had "no doubt our championship will continue to be by far the most successful junior single-seater series in the UK next year, whatever new championships begin". He cited the "market and engineering expertise" of MSV as reason for his confidence, and it seems those are two qualities BRDC F4 will need to extract the maximum from. That, or risk being bypassed by drivers in favour of one or two seasons in FIA F4 before moving on to either Formula Renault UK or Europe.

Quite apart from the confusing single-seater scene in Britain, GT racing is maintaining a steady rise. Endurance aficionados reckon British GT is the best championship in the country, though to say the series as a whole is better than the BTCC is a stretch. But just how good is it? On page 80, we ask that very question.



BRDC F4 could  
miss out on  
youngsters



Trackspeed Porsche will have its 2013 driver line-up again

EBREV/LAT

**British GT**

# Tandy rejoins British GT with ex-champion

PORSCHE FACTORY DRIVER NICK Tandy will return to the British GT grid at Brands Hatch this month alongside David Ashburn.

The 2013 team-mates will be reunited in the Trackspeed-run Porsche 911 GT3-R in which they won three races last season. The car was used earlier this year by Warren Hughes and Jody Firth.

The Tandy/Ashburn pairing will

keep the champion team's line-up at two cars after the departure of Hughes and Firth, who have switched to BMW Z4 outfit Triple Eight for the rest of the season.

"The car was sitting there just doing nothing," said team founder Ashburn, who won the title in 2010. "I just had a spare car because Jody has gone down to Triple Eight because of weight

issues, which in a way I agree with because he needed the success.

"Obviously we're going to win it as usual. I don't know, but it should be good. We've got a proper restrictor on the car, so it should be competitive, but we don't know what it's really going to be like.

"But I've got a Nick in the car, and when you've got a Nick in the car it's always a second quicker

than with anyone else. He's a young little lunatic."

Ashburn, who has not raced this season because he is "retired", said the return was unlikely to be a one-off and the duo could also contest the Donington Park finale.

"We'll probably do the last race as well, but at the moment it's just Brands," he confirmed. "After that, we'll see."

**BRDC F4**

# Euroformula Open race winner Palou set for F4

EUROFORMULA OPEN RACE winner Alex Palou will make his BRDC Formula 4 debut this weekend at Silverstone with Sean Walkinshaw's SWR squad.

Spaniard Palou, who lies second in the Euroformula Open points standings with two wins to his name in his debut car-racing season, is replacing Nicolas Beer alongside team regulars Jordan Albert and Diego Borelli at SWR.

"I am very happy to be driving for Sean and I will work as hard as possible to give the team the results they deserve," he said. "I've heard a lot of good things about the championship and the level of competition will be very high so I am really looking forward to making my BRDC F4 debut."

Walkinshaw races alongside the 17-year-old at Campos Racing in the Formula 3-based series and believes the former karting star will excel in F4.

"He's a really quick driver and has a lot of ability," said Walkinshaw. "The F4 car is new territory for him, but we're sure that he'll be up to speed pretty quickly."



**British GT**

# Crowd-funded Bentley BGT seat lined up for Wallace

FORMER LE MANS 24 HOURS winner Andy Wallace could race in British GT next season if plans to crowd-fund the purchase of a Bentley Continental GT3 come to fruition.

The Brookspeed team, which won the British GT Championship in 2008 with James Gornall and Jon Barnes, aims to find 500 donors to purchase a stake in the car for £1000 each.

The Continental GT would first race in December's Gulf 12 Hours at Abu Dhabi, which could act as a prelude to



a British GT campaign in which Radical SR1 Cup frontrunner James Guess would share driving duties with Wallace.

They would be joined in Abu Dhabi by Wallace's 1995 McLaren F1 GT team-mate Justin Bell, for whom Guess was business manager.

"We thought getting Andy and Justin back together would be a good way to kick things off and give us a lot of respect," said team boss Martin Braybrook, who has a Le Mans entry as a long-term target.

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British FFord/BRDC F4

# Ford squad Meridian to enter two cars in BRDC F4

**BRITISH FORMULA FORD OUTFIT**

Meridian Motorsport will field two cars in the BRDC Formula 4 Championship at Silverstone this weekend.

Connor Jupp and Jai Nijjar have opted to switch from FFord, and the team has acquired an ex-KBS/Motionsport car as well as the chassis used by Mark Godwin Racing's David Wagner earlier this year.

Both Jupp and Nijjar had been due to

compete in the FFord races at Snetterton earlier in the month before the team was forced to withdraw with engine problems.

Engine preparer Mountune is investigating the cause of an "overfuelling" issue with the engine, but Jupp and Nijjar – who had also been due to race at Croft before having to withdraw with technical issues – will both switch to F4 for the remainder of the season.

"They have both had a test in the F4 car, but with very limited running," said team principal Paul Abercrombie. "We will be using every round as testing for next year."

Meridian will skip the next FFord round at Knockhill on August 23-24 to test the engines, but will return at Rockingham in September, with podium finisher Connor Mills, who missed Snetterton as a result of accident damage sustained at Croft.



Meridian will run ex-Wagner car



## Saloon youngsters get FFord runs

Teenage Renault Clio Cup Series racers Ollie Pidgley and Jessica Hawkins tested MBM Motorsport-run British Formula Ford Mygales at Silverstone last week. "It was an awesome experience," said Pidgley. "Something like FIA F4 would be ideal. The test has definitely made us think more seriously about single-seaters."

Mini Challenge

# Smith ditches Clio for Mini

**RENAULT CLIO CUP UK PODIUM**

finisher Rob Smith will contest the remainder of this year's Mini Challenge.

Smith has not raced in the Clio Cup since May's Thruxton round after destroying his car in a testing accident at Oulton Park, and will instead return to Mini racing having secured backing from tyre giant Pirelli's Performance Centre.

The 22-year-old made his Mini Challenge debut last September in a one-off outing at Donington Park, where he finished on the podium. He also competed at Oulton Park in July.

"The Clio was a write-off at Oulton and, despite having finished on the podium at

the first round, missing two full events, coupled with the cost of replacing the car, effectively meant any hopes of a decent finish in the championship were over," said Smith. He is now assessing a return to Clios in 2015 for a full campaign.



Smith has raced Minis before

# HUMBLE PYE

## The voice of club racing

Cooper-Bristol ace Eden is the latest to suffer a big accident



## Knee-jerk reactions not a solution to historic crashes

The spate of serious accidents in historic racing over the past 16 months, involving a spectrum of cars, reminds even the most ardent fanatics that motorsport at any level can't exist without an element of danger. That is not why we compete, but risk is part of the challenge we all accept. Innovative engineers and safety kit manufacturers constantly strive to reduce it, but motor racing will always be dangerous.

While the German authorities will investigate the circumstances of Nick Eden's crash at the Nurburgring's AvD Oldtimer Grand Prix last weekend, what conclusion will they be able to reach other than it was a 'racing accident'? They will have seen similar over the event's 42-year history and, while all may have occurred in different ways, most causes are fundamentally similar. Wrong place, wrong time.

Of course our focus is sharpened by the recent death of veteran racer Denis Welch – a man of vast experience and impeccable driving standards – as a result of his Lotus 18 rolling at the Silverstone Classic. BRDC member Denis' funeral was today (Thursday) and I know dozens of friends and rivals were going to pay their respects.

Eden's shunt – far more violent, and at much higher speed – has dealt the Historic Grand Prix Cars Association another cruel hand. He was driving a front-engined 1952 Cooper-Bristol, a type of car which (like the Lotus 18, a model raced in '60 and '61 with 2.5 and 1.5-litre engines) was not fitted with a roll hoop in period. Nick's was, retrospectively, and he was wearing belts, a full-face helmet and HANS device.

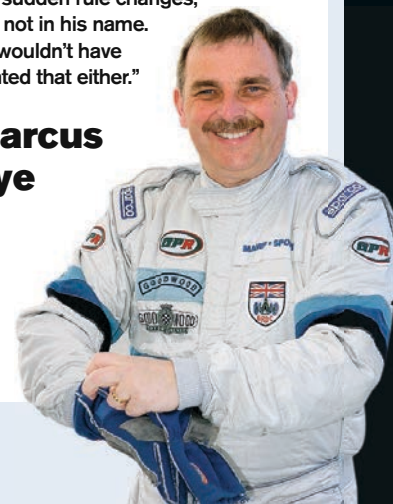
Sixty years ago, drivers were ejected. Survival was in the lap of the gods. The underlying fact remains that while it is possible to incorporate a reasonable Roll Over Protection System (ROPS) into some historic or vintage cars, the original chassis structure of others may preclude this. Indeed, the FIA does not mandate their

"Motorsport – at any level – can't exist without an element of danger"

fitment to cars of Period E (1947-'60 for single-seaters and two-seater racing cars). It's the competitor's choice.

There is no 'one size fits all' fix. The sport's governing bodies know that, and knee-jerk reaction won't solve anything. But in wishing Nick Eden a strong recovery I do remember clearly the brave words of Jeremy Welch in discussing his father's passing: "We don't want any sudden rule changes, and not in his name. He wouldn't have wanted that either."

## Marcus Pye





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Eden crash occurred in the HGPCA race for Pre-'61 GP cars



In brief

**Elliott on course for title**  
Nick Elliott and Dave Price were peerless on the forest stages of South Wales, taking a 20-second victory on Saturday's Neath Valley Stages. It moves Elliott (above) a step closer to the R.A.C. Rally Championship title, a bid strengthened further when main rivals Jason Pritchard and Phil Clarke rolled their Escort Mk2 out of the rally.

Historics

# Brit injured in Oldtimer crash

**BRITISH RACER NICK EDEN WAS** seriously injured in a huge crash at the Oldtimer Grand Prix at the Nurburgring last weekend.

The Cooper-Bristol driver was in a stable condition in an induced coma in Germany as AUTOSPORT closed for press, following an accident in Saturday's opening HGPCA Pre-1961 Grand Prix Car race at the historic venue.

Eden was chasing Paddins Dowling through the uphill Schumacher 'S' on the opening lap when the Irishman's ERA slid sideways and fired back at Eden's car as it regained grip.

The ensuing contact launched the Cooper-Bristol into a series of barrel rolls, after which Eden – who was belted into the ex-Alan Brown/Fangio car, which was fitted with a roll hoop – was

extricated from the wreck and airlifted to the Koblenz medical facility with injuries to his chest, arms, shoulders and legs.

Doctors placed him in an induced coma to aid the initial healing process, with particular emphasis on his broken ribs and associated lung damage. AUTOSPORT understands that scans to Eden's head, neck and spine have revealed no signs of damage.

**Ex-Legend to Clios**

Former Scottish Legends champion Jamie Clarke is set to join the Renault Clio Cup UK grid at Knockhill. Clarke, who won a race at last November's Autumn Cup for the club-level Cup Series, stopped racing after the 2007 season due to business commitments. The Clio grid could swell to a season-high 16 in Scotland.

**Johnsons in 458 switch**

Ron and Piers Johnson will contest this weekend's GT Cup races at Silverstone in an FF Corse Ferrari 458 Italia GT3. The unrelated pair, who have raced a Corvette and a BMW Z4 in British GT in previous seasons, will use it as a shakedown ahead of a return to British GT in the Donington Park finale.



Porsche pair remains unbeaten

Tour Britannia

## Hat-trick heroes win Tour

**PHIL HINDLEY AND ANDY BULL** continued their unbeaten victory run in the Tour Britannia last weekend.

The duo claimed a hat-trick of successes on the event at the wheel of their Porsche 911 SCR, overcoming Steve Perez and Paul Spooner.

John and Lesley Sheldon led early on after two short, rain-affected Oulton Park special stages in their Lotus Elan, before the Perez and

Spooner Ford Escort moved ahead.

Hindley clawed back the deficit across three races at Anglesey before building a 20-second advantage over the long airfield stages at Llanbedr.

Rally driver Perez could only take seven seconds out of Hindley and Bull over the final two Mostyn Hall stages as Steven Ratcliffe and Chris King pipped the similar 911 of Tony Robinson and Keith Fellowes to third.

Goodwood Revival

## F3 racer Jones in Revival drive

**BRITISH FORMULA 3 RACE** winner Ed Jones will contest the Goodwood Revival in an ex-Graham Hill Lotus 15.

Emirati Jones, a regular in the European Formula 3 Championship, will share the former Team Lotus car – chassis #623 – in the Sussex Trophy race with historic ace Joe Twyman.

The Sussex Trophy will be a two-driver enduro for the first time in 2014.

In the St Mary's Trophy races for 1950s tin-tops, house captain Anthony Reid and Le Mans 24 Hours winners Jackie Oliver and Mark Blundell have all been confirmed.

Blundell will share a 1959 Ford Zodiac with Kerry Michael, while Oliver and Reid will be reunited with their BMW 700 and Jaguar Mk1 mounts respectively.



Haggerty wants more Silverstone FF1600 action

FF1600

## Scottish ace Haggerty eyes Walter Hayes

**SCOTTISH FORMULA FORD 1600** ace Ciaran Haggerty is eyeing Walter Hayes Trophy and Formula Ford Festival berths after winning on his Silverstone debut last weekend.

The Scot, driving the Graham Brunton-run Ray owned by Indianapolis

500 winner Dario Franchitti, finished fifth in the opening Triple Crown race before winning the second.

Haggerty finished fourth in last year's Scottish Formula Ford Championship, and had only made one appearance in England – at Oulton Park – prior to

last weekend, but wants to return south for the category's two flagship events.

Adam MacKay, another Scottish Formula Ford regular, also made his first trip to Silverstone in his first season of car racing, finishing just outside the top 10 in both races.

Michael Lyons won  
race two despite  
starting from the pits



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OLDTIMER GRAND PRIX NURBURGRING, AUGUST 9-10

# Eden injury mars British F1 triumphs

BRITONS STEVE HARTLEY AND MICHAEL Lyons won a race apiece in two gripping FIA Masters Historic Formula 1 encounters at the Nurburgring's 42nd Oldtimer Grand Prix. However, the annual German festival was marred by an accident in Saturday's front-engined HGPCA race, in which Cooper-Bristol driver Nick Eden was critically injured.

Poleman Hartley (Arrows A4) was outdragged by Mirage team-mate Simon Fish (Ensign N180) and Lyons (Hesketh 308E) at Saturday's start, then dropped back from the leading duo after a hairy moment. "I thought I had a puncture," said Hartley, who caught up as his rivals battled.

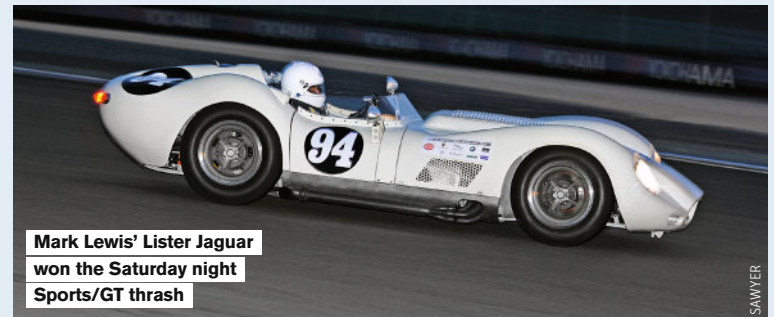
Lyons lunged ahead, taking Hartley with him as Fish ran wide at the Turns 1 and 2 complex. However,

flagging fuel pressure stopped Lyons, and Hartley thus took the flag with the recovering Fish and Silvio Kalb (A4) in pursuit. Manfredo Rossi (Brabham BT42/44) earned Pre-'78 honours with Max Smith-Hilliard (Lotus 77) behind.

Lyons, Fish and Hartley were among nine drivers to start Sunday's race from the pitlane on wet tyres, after rain strengthened with no changes being permitted on the grid. Rossi led Kalb initially, but Lyons and Hartley howled through the pack, passing class victor Rossi for second.

With two laps to go Lyons had slashed his deficit to the leader from more than 30 seconds to nine. Former SuperSports Cup ace Kalb looked to be in control until he spun at Turn 10 on the still slippery surface. Lyons, therefore, finally landed his first series race victory of 2014, while Kalb picked himself up and salvaged second from Hartley.

Robbed last time out at Silverstone, Martin O'Connell (Chevron B19) won both legs of the FIA Masters Historic Sportscar round from American Jason Wright's SKR Lola T70 and ex-'750 Formula racer Tim Cousins (Chevron B23). Mark Lewis (Lister-Chevrolet)



Mark Lewis' Lister Jaguar won the Saturday night Sports/GT thrash

SAWYER

added to his monster-taming reputation by scoring an impressive Pre-'61 Sportscar victory in the longer race, beating the car's co-owner Julian Majzub, who won the sprint.

Talk of the FIA Lurani Trophy Historic Formula Junior round was Stuart Roach's brilliant victory in Sunday's wet race, the Alexis Mk4 ace downing reigning champion Piero Tonetti (Brabham BT6). Jonathon Hughes' 20-second advantage from the opening stanza was halved, but fourth was sufficient overall.

Philip Walker (Lotus 16) and Miles Griffiths (BRP Cooper T51) claimed HGPCA doubles, Walker heading off Julian Bronson (Scarab) and Tony Wood (Tec-Mec) in the Nuvolari and

Ascar Trophy Pre-'61 front-engined sets. Will Nuthall (Cooper T51) and Peter Horsman (Lotus 18/21) each bested at second in the Pre-'66 grids. Andrew Beaumont (Lotus 24) and Frenchman 'Mr John of B' (Lola Mk4) earned 1500cc V8 spoils.

The results of Friday's weather-shortened Nordschleife Marathon were wound back, rewarding locals Marcus Graf von Oeynhausen/Frank Stippler (Jaguar E-type), although Stippler hailed Ford GT40 crew Jason Wright/Michael Gans as "the moral victors". Among the smaller GT cars, the Lotus Elan fastback of Michael Schryver, brother Andrew and Simon Hadfield was a splendid fourth.

● Jurgen Stiftschraube



Local E-type pairing won the Marathon

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## RESULTS

**FIA MASTERS HISTORIC FORMULA 1 (15+12 LAPS)**  
1 Steve Hartley (Arrows A4) 50m48.566s (91.88mph); 2 Silvio Kalb (A4) +7.524s; 3 Simon Fish (Ensign N180); 4 Manfredo Rossi di Montelera (Brabham BT42/44); 5 Joaquin Folch (BT49C); 6 Marc Devis (A3-3).  
**Class winners Rossi. Fastest lap Hartley 1m38.723s (105.09mph). RACE 1 1 Hartley 25m08.032s (103.19mph); 2 Fish +17.449s; 3 Kalb; 4 Folch; 5 Mike Wrigley (Williams FW07B); 6 Rossi. RACE 2 1 Michael Lyons (Hesketh 308E) 25m26.725s (81.54mph); 2 Kalb +3.213s; 3 Hartley; 4 Rossi; 5 Fish; 6 Devis.**  
**FIA LURANI TROPHY FORMULA JUNIOR (12+10 LAPS)**  
1 Jonathon Hughes (Brabham BT6) 52m29.785s (72.46mph); 2 Stuart Roach (Alexis Mk4) +10.144s; 3 Felix Haas (Cooper T59); 4 Philipp Buhofer (Lola Mk5A); 5 Manfredo Rossi di Montelera (Lotus 22); 6 John Dowson (Brabham BT2). **CW Ivo Goeckmann (Jolus); Kim Shearn (18); Michael Gans (Stanguellini); Erik Justesen (U2 Mk2). FL Hughes 2m04.601s (83.26mph). RACE 1 1 Hughes**

25m30.525s (81.34mph); 2 Buhofer +20.050s; 3 Christian Traber (Lotus 22); 4 Roach; 5 Haas; 6 Mark Pangborn (20B). **RACE 2 1 Roach 26m46.538s (64.57mph); 2 Pierenrico Tonetti (BT6) +6.400s; 3 Hughes; 4 Haas; 5 Rossi; 6 Buhofer.**  
**HGPCA PRE-'61 GRAND PRIX CARS (12 LAPS) 1 Philip Walker (16) 25m19.708s (81.92mph); 2 Julian Bronson (Scarab-Offenhauser) +22.611s; 3 Tony Wood (Tec-Mec Maserati F415); 4 Tony Smith (Ferrari Dino 246 0007); 5 Joaquin Folch (Maserati 250F 2524); 6 Marc Valvekens (Aston Martin DBR4). **CW Wood; Valvekens; Nick Topliss (ERA R4A); Martin Eyre (Cooper-Bristol Mk2 8/53); Stephen Shoosmith (Bugatti T51); James Willis (Pierce-MG); Norbert Schmitz-Koep (Maserati 4CL). FL Walker 2m04.062s (83.62mph). RACE 2 (12 LAPS) 1 Walker 25m19.386s (81.94mph); 2 Bronson +3.709s; 3 Wood; 4 Smith; 5 Rod Jolley (Lister-Jaguar Monza); 6 Josef-Otto Rettenmaier (Maserati 250F 2533). **CW Wood; Jolley; Topliss; Eyre; Sean Danaher (Maserati 8CM); Willis; Schmitz-Koep. FL Walker 2m05.554s (82.63mph).****  
**HGPCA PRE-'66 GRAND PRIX CARS (14 LAPS) 1 Miles Griffiths (Cooper T51) 30m02.803s (80.56mph); 2 William****

Nuthall (T53) +11.950s; 3 Peter Horsman (18/21); 4 Max Blees (BT7A); 5 Andrew Beaumont (Lotus 24 V8); 6 Peter Studer (24). **CW Horsman; Beaumont; Studer; Brian Jolliffe (T45); Albert Streminski (Emeryson F2/F1). FL Blees 1m58.707s (87.39mph). RACE 2 (16 LAPS) 1 Griffiths 31m52.583s (86/79mph); 2 Horsman +13.677s; 3 Nuthall; 4 Blees; 5 Studer; 6 Alan Baillie (T71/73). **CW Horsman; Studer; Jolliffe; Mr John of B (Lola Mk4 V8); Scotty Taylor (T45). FL Griffiths 1m58.040s (87.89mph).****  
**FIA MASTERS HISTORIC SPORTS CARS (16+16 LAPS)**  
1 Martin O'Connell (Chevron B19) 1h00m27.208s (91.52mph); 2 Jason Wright (Lola T70 Mk3B) +43.411s; 3 Tim Cousins (Chevron B23); 4 Mike Wrigley (Chevron B16); 5 Keith Ahlers/Billy Bellinger (Cooper-Ford King Cobra); 6 Simon Ashworth (Chevron B16). **CW Wright; Wrigley; Ahlers/Bellinger; Andy Newall (Chevron B8); Mark Bates (Porsche 911 RSR). FL O'Connell 1m50.472s (93.91mph). RACE 1 1 O'Connell 30m13.369s (91.54mph); 2 Wright +14.713s; 3 Cousins; 4 Wrigley; 5 Ahlers/Bellinger; 6 Ashworth. RACE 2 1 O'Connell 30m13.839s (91.51mph); 2 Wright +28.698s;**

3 Cousins; 4 Graham Adelman (Lola T210); 5 Wrigley; 6 Stefan Oberdorster/Andreas Gulden (KMW-Porsche SP30). **PRE-1961 SPORTS & GT CARS (29 LAPS) 1 Mark Lewis (Lister-Chevrolet Knobby) 1h05m33.299s (76.49mph); 2 Julian Majzub (Sadler-Chevrolet Mk3) +2.584s; 3 Sam MacLeod (Lotus 11); 4 Jorg Hubner (Tejoro-Jaguar); 5 Tony & Barry Wood (Lister-Jaguar Knobby); 6 Stephen Bond (Maserati 250S). FL Philip Walker/Miles Griffiths (Lotus 15) 2m07.326s (81.48mph). RACE 2 (11 LAPS) 1 Majzub 24m12.428s (78.57mph); 2 Walker +1.730s; 3 Tony Wood; 4 Lewis; 5 Jurg Tobler (Lola Mk1); 6 MacLeod. FL Majzub 2m06.099s (82.27mph).**  
**AVD-HISTORIC-MARATHON, NORDSCHLEIFE (12 LAPS)**  
1 Marcus Graf von Oeynhausen/Frank Stippler (Jaguar E-type) 2h01m02.139s (76.85mph); 2 Jason Wright/Michael Gans (Ford GT40) +1m10.638s; 3 Walter Rohr/Armin Zumtobel (Porsche 911); 4 Michael Schryver/Andrew Schryver/Simon Hadfield (Lotus Elan Shapecraft); 5 Andrew Haddon/Martin Stretton (AC Cobra); 6 Dominic Barnes/Jamie McIntyre (MGB). FL Kaufmann 8m55.324 (86.88mph).

STYLES

Lockie and Freke had a stellar fight in race one



BRITCARENDURANCE CHAMPIONSHIP SNETTERTON, AUGUST 9 BRITCAR

# Lockie wins before Freke dominates

**IN THE FIRST OF TWO ABSORBING BRITCAR** Endurance races, Calum Lockie guided his Ferrari 458 to victory after a tense defence against Nathan Freke's Ginetta G55.

Lockie surged from fourth to second in the opening laps, before inheriting the lead when gearbox issues ended the charge of leader James Abbott's potent Radical RXC. Lockie couldn't afford to relax, though, with Freke only a couple of seconds behind for much of the race.

Despite losing time when his car stalled at his pitstop, Freke stayed in contention to the finish, but had to settle for second.

Behind them a strong stint by

Darren Nelson had put his Ferrari 458 GT3 in contention for the podium. Team-mate Nigel Greensall took over for the second half, driving flat out to secure third.

Having slipped down the order early on in the hands of team-mate Manual Cintrano, the Mosler of Javier Morcillo set fastest lap as he surged back to fourth overall.

Freke took race two by the scruff of its neck from the moment the lights went green, securing a well-deserved win and leading every lap. Having qualified on the front row he surged into the lead as polesitter Cintrano slipped back.

Unlike race one, there was no fight

back up the order for the Mosler, as wheel hub issues wrecked its race. Morcillo did take the wheel later on, but only for the consolation of setting fastest lap.

Lockie also struggled to match his first-race form, finishing a distant second after his efforts were stymied by a poor pitstop and struggling to find the right set-up having switched to a different tyre.

Nelson and Greensall put in another fine performance to take third, despite a lengthy delay when the car refused to fire up at their pit visit. Fourth went to Mike Millard after a stirring fightback from a high-speed excursion at Riches while

battling for the lead early on.

● Oliver Timson

**RESULTS (BOTH 47 LAPS) 1 Calum Lockie (Ferrari 458 Challenge); 1h30m37.826s (92.37mph);** 2 Nathan Freke (Ginetta G55) +5.586s; 3 Darren Nelson/Nigel Greensall (458 GT3); 4 Javier Morcillo/Manual Cintrano (Mosler M1900R GT3); 5 Guillaume Gruchet (Porsche 997 Cup); 6 Kevin Clarke/Anna Walewska (BMW V8 GT4). **CW** Freke; Clarke/Walewska. **FL** Morcillo 1m50.930s (96.34mph).

**RACE 2 1 Freke 1h31m27.315s (91.54mph);** 2 Lockie +1m26.740s; 3 Nelson/Greensall; 4 Mike Millard (Rapier SR2); 5 Ian Anderson/Amanda Black (Ginetta G50); 6 Jensen Lunn/Alistair Lindsay (G55). **CW** Lockie; Anderson/Black; Lunn/Lindsay. **FL** Morcillo 1m51.267s (96.05mph).

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TROPHY SERIES SNETTERTON, AUGUST 9 BRITCAR

# Mosler man Riley denied treble success

**KEVIN RILEY'S MOSLER WAS THE** pacesetter across the three Trophy Series contests, but was only able to take victories in two races.

Riley looked on course to win the opener, having leapfrogged poleman Gary Purbrick's rapid Saker at the start. However, a damaged and semi-detached diffuser proved his undoing, forcing him into the pits and out of contention. Nick Holden's Atom briefly inherited the lead before the car expired on the back straight a lap from home, handing the winner's trophy to the evergreen Peter Challis' Porsche 997, ahead of James MacIntyre-Ure's BMW M3.

With his non-finish forcing him to start from the back for race two, Riley made his mandatory pit visit



Riley was in a class of his own

on the opening lap. The approach worked perfectly and he duly took the win ahead of Gary Duckman, who had replaced Purbrick in the Saker. Challis had looked set to take runner-up spot, only to drop to fifth after serving a stop-go penalty for

cutting short his original pit visit. MacIntyre-Ure took advantage to take third, just ahead of Steve Glynn.

Although he started race three from pole rather than the back, Riley repeated his tactic of pitting on lap one with the same result, winning

comfortably from Glynn and Challis, back on the podium.

● Oliver Timson

**RESULTS (14 LAPS) 1 Peter Challis (Porsche 997) 30m12.136s (82.57mph);** 2 James MacIntyre-Ure (BMW M3) +13.491s; 3 Arjo Ghosh (Porsche Boxster); 4 Alan Purbrick (Saker RAP X); 5 Chris Valentine (Boxster); no other finishers. **CW** Ghosh. **FL** Challis 2m02.699s (87.10mph).

**RACE 2 (15 LAPS) 1 Kevin Riley 31m58.532s (83.56mph);** 2 Gary Duckman (Saker RAP X) +11.358s; 3 MacIntyre-Ure; 4 Steve Glynn (TVR Sagaris V8); 5 Challis; 6 Ghosh. **CW** Duckman; Glynn; Ghosh. **FL** Riley 2m01.324s (88.09mph). **RACE 3 (15 LAPS) 1 Riley 31m57.130s (83.62mph);** 2 Glynn +6.478s; 3 Challis; 4 MacIntyre-Ure; 5 Nick Holden (Ariel Atom); 6 Valentine. **CW** Glynn; Challis; Holden. **FL** Riley 2m00.164s (88.94mph).

# Haggerty shows regulars the way home

SCOTTISH TEENAGER CIARAN HAGGERTY saw off some of the best of the current Formula Ford 1600 drivers to take his first victory on English soil, after Stuart Gough had won the first of the weekend's races.

The Van Diemens of Gough and David McArthur managed to make an early break in race one, but as their duel intensified Joey Foster's Ray shrugged free of a 12-car scrap for third place to reel in the leaders over the closing laps.

As Gough consolidated his lead Foster caught McArthur, and into Brooklands for the last time he breached the latter's defences to snatch second. Rob Hall (Mygale) was fourth, with Haggerty (Ray) and Graham Carroll (Van Diemen) completing the top six.

Gough had the initial lead again in race two before Foster took charge from Luffield on lap three. But within a couple of laps it became a six-car battle, as Haggerty began to work his way through the order. "I didn't expect to get in among the leaders that early," he admitted later.

Foster led the first third of the race until Haggerty, who had moved into second at the expense of Gough, took over the top position. His pursuers dropped back, with Carroll leading the chase, but his tenure of second ended when he went wide at Becketts.



Haggerty beat a typically competitive FF1600 field

JONES

With Foster back into the number two spot, Haggerty's lead was reduced to less than a second, but he just held on to win. James Raven snatched the final podium place from Gough, who just kept Carroll at bay for fourth.

● Peter Scherer

**RESULTS (BOTH 19 LAPS) 1 Stuart Gough (Van Diemen RF92) 20m10.904s (92.66mph);** 2 Joey Foster (Ray GR14) +0.511s; 3 David McArthur (Van Diemen LA10); 4 Rob Hall (Mygale JS00); 5 Ciaran Haggerty (Ray GR14); 6 Graham Carroll (Van Diemen RF91). **Class winners** Foster; Jamie Jardine (Reynard

84FF); Stephen Bracegirdle (Van Diemen RF89). **Fastest lap** Ben Norton (Spectrum 10b) 1m02.782s (94.06mph).

**RACE 2 1 Haggerty 20m10.184s (92.71mph);** 2 Foster +0.710s; 3 James Raven (GR13/14); 4 Gough; 5 Carroll; 6 Hall. **CW** Gough; Jardine; Bracegirdle. **FL** Carroll 1m02.729s (94.14mph).

Blackburn's off was one of many race-one dramas



JONES

## Sanders takes surprise win

CHRISTOPHER SANDERS WAS THE unexpected winner of a dramatic opening Production GTI race.

John Mawdsley led at first, but he was punted off, allowing Paul Blackburn to take charge, with Chris Webb and Simon Gusterson in close attendance. Gusterson was soon into second as the top four all closed up. Nick Porter made it five for the lead until Blackburn spun at Luffield taking Gusterson with him, leaving Webb in front from Porter and Sanders.

Webb then went off at Copse a few laps later, and Sanders' path to victory finally opened up completely when Porter broke a driveshaft. Simon Hill

and Martyn Walsh completed the podium finishers.

Hill led a comparatively sedate race two for 12 laps before Walsh got by at Luffield, with Mawdsley following at Copse two laps later to claim second.

● Peter Scherer

**RESULTS (14 LAPS) 1 Christopher Sanders 20m08.188s (68.43mph);** 2 Simon Hill +16.604s; 3 Martyn Walsh; 4 Brian Reed; 5 Craig Roberts; 6 James Howlison. **CW** Roberts. **FL** Nick Porter 1m23.159s (71.01mph). **RACE 2 (17 LAPS) 1 Walsh 20m56.847s (79.87mph);** 2 Mawdsley +0.742s; 3 Hill; 4 Reed; 5 Howlison; 6 Chris Webb. **CW** Roberts. **FL** Mawdsley 1m13.096s (80.79mph).

## Chambers at the double

CARL CHAMBERS WON BOTH RACES IN his Peugeot 306, but he didn't have it all his own way.

Simon James led the first encounter until his Citroen Saxo started jumping out of third gear. But he held on until Chambers stole the win exiting Becketts on the penultimate lap.

Curtis Mitchell lost third with a puncture and gearbox problem in his 205, giving father Andrew a podium from the back of the grid.

With James retiring from an early lead in race two, Chambers passed Mitchell Jr late on to win.

● Peter Scherer

**RESULTS (BOTH 14 LAPS) 1 Carl Chambers (Peugeot 306 Rallye) 16m00.517s (86.07mph);** 2 Simon James (Citroen Saxo VTS) +2.762s;

3 Andrew Mitchell (Peugeot 205 GTi); 4 James Affleck (Peugeot 205 GTi); 5 James Breeze (Renault Clio); 6 David Clark (Renault 5 Turbo). **CW** James; A Mitchell; Affleck; Matthew Darlington (Peugeot 106 GTi); Matthew Gittings (Renault Clio 172). **FL** Chambers 1m07.814s (87.08mph).

**RACE 2 1 Chambers 16m09.294s (85.29mph);** 2 Curtis Mitchell (Peugeot 205 GTi) +1.626s; 3 Jason Newman (Peugeot 306); 4 Breeze; 5 A Mitchell; 6 Clark. **CW** C Mitchell; Clark; Darlington; Gittings. **FL** Chambers 1m07.868s (87.01mph).



Chambers (72) would eventually win twice

JONES

Williams (10) and Fleming battled for race-two spoils



OSS SILVERSTONE, AUGUST 9-10 BRSCC

## Trio share the spoils as Smith is crowned

SILVERSTONE HOSTED THREE OSS races, which produced three different winners, but a triple class victory gave Josh Smith the title.

Graham Cole took a lights-to-flag win in the first encounter, with Craig Fleming's Juno a clear second. Mike Jenvey's Gunn lost third to Duncan Williams' Juno at Brooklands with a misfire, and he eventually retired. The Jade of Douglas Bowkett held off Craig Mitchell's Ligier for fourth.

As Cole struggled for grip in a wet race two, Fleming chased Williams for the lead and took the place when his rival made a mistake at Copse and lost momentum.

"It was a struggle in those conditions — I could hardly keep it straight," admitted Fleming, despite taking a comfortable win. Williams held on to second with Bowkett third after demoting Mitchell and Cole.

Fleming and Williams opted for slicks on a drying track in race three, and the race-two winner had the advantage until his engine expired on lap five, allowing Williams to become the third winner of the weekend.

Smith's Radical PR6 came through for a clear second, with Jenvey the only other unlapped runner in third. Cole regained fourth in the final laps after besting Richard Fearn.

● Peter Scherer

**RESULTS (21 LAPS)** 1 Graham Cole (Jade Trakstar) 20m50.340s (99.18mph); 2 Craig Fleming (Juno TR250) +4.907s; 3 Duncan Williams (Juno Sports); 4 Douglas Bowkett (Jade 2); 5 Craig Mitchell (Ligier JS49); 6 Josh Smith (Radical PR6). **CW** Fleming; Smith. **FL** Cole 53.148s (111.11mph).

**RACE 2 (13 LAPS)** 1 Fleming 13m42.012s (93.39mph); 2 Williams +11.678s; 3 Bowkett; 4 Mitchell; 5 Jonathan Hair (Nemesis); 6 Smith. **CW** Bowkett; Smith. **FL** Fleming 1m01.589s (95.88mph).

**RACE 3 (21 LAPS)** 1 Williams 20m28.902s (100.91mph); 2 Smith +27.554s; 3 Mike Jenvey (Jenvey Gunn TS6); 4 Cole; 5 Mitchell; 6 Richard Fearn. **CW** Smith; Cole. **FL** Fleming 55.708s (106.01mph).

FIESTA JUNIORS SILVERSTONE, AUGUST 9-10 BRSCC

## Leaders collide to hand Watkins a first win

ROBERT COX EARNED ANOTHER WIN after battling with Thomas Grundy, but their duel in race two got a little too close as they collided at Brooklands.

Geri Nicosia led race one, but his early advantage soon disappeared as Cox, Grundy and Aaron Thompson all closed in. Cox got by Nicosia at Becketts on lap four and Grundy followed three laps later, but Cox was able to consolidate his lead as the duel for second intensified.

Grundy made the decisive move for second at Brooklands four laps from home. Nicosia held third, while Michael Higgs completed the top four after Thompson lost ground.

Cox just had the edge over Grundy as race two got under way, but they swapped places at Brooklands on the second lap when Grundy dived through on the inside.

Nicosia had spun out of third while vying with Samuel Watkins, and even more drama occurred at the front where, after running side by side, Cox lost it at Brooklands and collided with Grundy, dropping them both back.

Watkins thus took a maiden



Grundy leads eventual winners Cox and Watkins

victory with Higgs claiming second from the recovering Grundy, with Cox down in eighth place.

● Peter Scherer

**RESULTS (BOTH 16 LAPS)** 1 Robert Cox 20m18.410s (77.55mph); 2 Thomas Grundy

+6.705s; 3 Geri Nicosia; 4 Michael Higgs; 5 Samuel Watkins; 6 Aaron Thompson. **FL** Cox 1m15.271s (78.45mph).

**RACE 2** 1 Watkins 20m40.118s (76.19mph); 2 Higgs +3.467s; 3 Grundy; 4 Thompson; 5 Nicosia; 6 Nathan Edwards. **FL** Watkins 1m16.519s (77.17mph).

## Silverstone in brief

### Nippon Challenge

The Nissans of Adam Lockwood and James Janicki (above) were streets ahead in both races. Lockwood's 200SX was never headed in race one, but Janicki's Skyline turned the tables in the second outing, with Lockwood only briefly nosing ahead. Nerijus Zabotka's Subaru Impreza was third in both races, but had no one to challenge him.

### Fiesta Classes A, B & D

Edward Cockill made it 10 wins from 12 rounds with a dominant double. David Abbott led the chase in race one until he slowed mid-race. Peter Daniels finally clinched second after taking Jack Williams with three laps remaining. Cockill headed Daniels home again in race two, with Lee Dendy-Sadler just besting Andrew Mitchell for third.

### Fiesta Class C

Not even a safety car interruption and heavy rain could stop Daniel Holland from taking a comfortable win in the first race, with David Grady second throughout. Andrew Taylor snatched a late third from David Ellesley and led the second race until another safety car period. Holland then took charge from Grady, with Andrew Mollison a solitary third, well clear of Rory Collingbourne.

### Toyota MR2

Dave Hemingway took his first victory after leading from the start of the race. Peter Highton took second place from Philip O'Halloran on lap two, and at the finish had reduced Hemingway's lead to only 0.526 seconds, with Neale Hurren just holding off Nathan Wright for third position. Highton was a lights-to-flag winner in race two, from Paul Corbridge and Hemingway.

### Hyundai Coupe Cup

Adam Lucas and Simon Miles had a race-long battle in their first outing. But after Miles had set the pace, Lucas (111, below) took charge from Brooklands on lap seven, with Adam Shale a distant third. Jon Winter dominated the second race, with Miles securing a late second after battling Paul Manyweathers and Arron Pullan.





Davis won first race, but couldn't double up

TVR CHALLENGE ANGLESEY, AUGUST 9-10 BRSCC

# TVR tussles throw up three winners

THREE TVR CHALLENGE RACES produced as many different winners, with Tim Davis, Dean Cook and Darren Smith each taking a victory.

The season-long battle between Davis and Cook continued in race one, with Davis making the deciding move at Church on the final lap to win by half a second from Cook and a fast-starting Jason Clegg.

Drama unfolded in the second race as mixed weather conditions forced the drivers to gamble on tyre choice. Darren Smith chose to equip his Tuscan with wets, allowing him to take an early lead from sixth place

on the grid before a drying track sent him tumbling back down the order at mid-distance.

However, more rain allowed Smith to retake the lead a few laps later and put three seconds between himself and erstwhile leader Perry Waddams (Tuscan) within three corners. Race one winner Davis also passed Waddams to earn second place behind Smith, who romped home to win with a 30-second advantage.

Race three was bone dry, allowing race one protagonists Davis and Cook to return to the fore. Waddams led the early stages after making a

fantastic start, but Davis was through at Church at one-third distance, Cook following soon after.

Cook spent the majority of the second half of the race stuck to the bumper of Davis, who despite his resolute defending, was finally forced to concede when Cook made an outrageous move entering Rocket for the win. Clegg took another third place, albeit 30 seconds adrift of the leading duo.

Cliff Jobson (350R) scored triple honours in Class B, with Mike Luck (Chimaera) doing likewise in Class C.

**RESULTS (12 LAPS) 1 Tim Davis (Tuscan) 14m32.436s (76.75mph);** 2 Dean Cook (Sagaris) +0.621s; 3 Perry Waddams (Tuscan); 4 Jason Clegg (Tuscan Speed Six); 5 Cliff Jobson (T350R); 6 Darren Smith (Tuscan Challenge). **Class winners** Waddams; Jobson; Mike Luck (Chimaera). **Fastest lap** Davis 1m11.416s (78.13mph). **RACE 2 (15 LAPS) 1 Smith 20m38.321s (67.59mph);** 2 Davis +29.948s; 3 Waddams; 4 Clegg; 5 Jobson; 6 Cook. **CW** Waddams; Jobson; Luck. **FL** Cook 1m18.900s (70.72mph). **RACE 3 (17 LAPS) 1 Cook 20m30.161s (77.11mph);** 2 Davis +1.564s; 3 Clegg; 4 Waddams; 5 Marshall; 6 Jobson. **CW** Waddams; Jobson; Luck. **FL** Cook 1m10.584s (79.05mph).

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SALOONS AND SPORTS CAR ANGLESEY, AUGUST 9-10 BRSCC

## Champagne for winning Cappuccino

WAYNE SCHOFIELD AND SIMON Deaton split the wins in the Saloons and Sports Car races, which didn't fail to entertain in spite of meagre four-car grids.

Schofield (Cappuccino) took a lights-to-flag victory in the first race from Deaton (Porsche 997), despite suddenly dropping back at one-third distance. He later revealed that he deliberately slowed down because he was bored with racing alone at the front.

Deaton made the most of a late shower to complete a sensational pass on Schofield approaching



Four-car field still provided action

Rocket in the second race, while Doug Ellwood (Marcos Mantis) took a second podium finish as the third and final finisher.

● Jack Benyon

**RESULTS (BOTH 17 LAPS) 1 Wayne Schofield (Suzuki Cappuccino) 20m50.295s (75.87mph);** 2 Simon Deaton (Porsche 997) +1.780s; 3 Doug Ellwood (Marcos Mantis); no other finishers. **FL** Schofield 1m11.179s (78.39mph). **RACE 2 1 Deaton 21m02.203s (75.15mph);** 2 Schofield +0.248s; 3 Ellwood; no other finishers. **FL** Schofield 1m 12.695s (76.75mph).

PORSCHE CHAMPIONSHIP ANGLESEY, AUGUST 9-10 BRSCC

## Greensmith scores hat-trick

JONATHAN GREENSMITH PROVED THE class of the Porsche Championship field, taking a triple victory.

Greensmith led from start to finish in the first two races, with Richard Avery and Steven Brown his closest challengers in the first race and Ed Hayes and Avery completing the podium in the second.

Greensmith started down in seventh for the reverse-grid third race, but an engine failure for Avery and a spin for Lawrence allowed him to come through to complete his hat-trick ahead of Hayes and Brown.

Michael Goodacre and Jayson Flegg took the Class B spoils between them, while Class C honours were shared by Karl Rossin, Simon Hawksley and Alastair Kirkham.

● Jack Benyon

**RESULTS (16 LAPS) 1 Jonathan Greensmith (Boxster) 21m16.329s (69.95mph);** 2 Richard Avery (Boxster) +6.197s; 3 Steven Brown (Boxster); 4 Garry Lawrence (Boxster); 5 Adam Croft (Boxster); 6 Nick Hull (Boxster). **CW** Michael Goodacre (Boxster); Karl Rossin (924). **FL** Greensmith 1m18.564s (71.02mph). **RACE 2 (15 LAPS) 1 Greensmith 21m05.743s (66.12mph);** 2 Ed Hayes +5.634s; 3 Avery; 4 Hull; 5 Croft; 6 Lawrence. **CW** Jayson Flegg (Boxster); Simon Hawksley (924). **FL** Hayes 1m22.694s (67.47mph). **RACE 3 (16 LAPS) 1 Greensmith 19m52.211s (70.20mph);** 2 Hayes +2.735s; 3 Brown; 4 Lawrence; 5 Croft; 6 Hull. **CW** Flegg; Alastair Kirkham (924). **FL** Greensmith 1m18.273s (71.28mph).



Greensmith proved unbeatable

GT AND STRYKERS  
MONDELLO PARK, AUGUST 10 CCC

# McBennett and Auerbach take control

PAT MCBENNETT TOOK A BRACE OF GT victories at Mondello Park, while Alan Auerbach earned a pair of hard-fought wins in the Strykers.

The two categories shared the same track in the first race, with the victorious McBennett (Elise) stretching his advantage to nearly 20 seconds over John Murphy's Locost.

Meanwhile, among the Strykers, Alan Watkins came under serious pressure from Dave Griffin, who then undid all his hard work by taking to the gravel at Bridgestone.

This left Auerbach to take the fight to Watkins, the former ultimately victorious after the latter missed a gear exiting Dunlop.

McBennett eased to another win in the second GT win from great rival Connaire Finn (Ginetta G50) before Auerbach and Watkins resumed their duel from race one in the Strykers.



CHESTER

McBennett eased to double GT victory

Auerbach broke his rival's long-standing track record in his pursuit of Watkins before making the decisive move at Dunlop for his second win of the day. Griffin, who fell out of contention for the lead, completed the podium.

● Paul Healy

**RESULTS (16 LAPS) 1 Pat McBennett (Lotus Elise) 15m57.326s (69.16mph); 2 John Murphy (Locost Seven) +19.894s; 3 Connaire Finn**

(Ginetta G50); 4 Alan Kessie (T Car); 5 Alan Auerbach (Stryker); 6 Martin Duffy (BMW E46 M3). **FL** McBennett 58.865s (70.31mph).

**GT RACE 2 (15 LAPS) 1 McBennett 15m56.909s (64.87mph); 2 Finn +10.828s; 3 Paul Monahan (G50); 4 Murphy; 5 Duffy; 6 Kessie. **FL** Finn 58.737s (70.45 mph).**

**STRYKER RACE 2 (15 LAPS) 1 Auerbach 15m37.534s (66.21mph); 2 Alan Watkins +1.094s; 3 Dave Griffin; 4 Pat Bergin; 5 Des Meehan; no other finishers. **FL** Auerbach 1m01.472s (67.32 mph).**



Barrable (5) leads Fiesta queue

CHESTER

PATCH FIESTAS MONDELLO PARK, JULY 19 CCC

# Feisty Fiesta races provide fireworks

NEWCOMER STEPHEN KIRWAN TOOK victory in the first of four Patch Fiesta races, with the mammoth field divided into two groups determined by qualifying form.

Kirwan belied his relative inexperience to win the first race by the narrowest of margins from Brendan Fitzgerald, who crossed the finish line with the exact same time as the winner.

Rain in the second qualifying race resulted in six cars ending up in the kitty litter and the race being red flagged. Fitzgerald just beat

Shane Roe and Pat Boland to the honours once proceedings resumed.

The first final was won by Shane McFaddan, while Peter Barabbe was able to position his car exactly where he needed to in the second final in order to fend off the attacks of race one runner-up Sean Lillis and McFaddan and take an unlikely win.

● Paul Healy

**QUALIFYING RACE 1 (13 LAPS) 1 Stephen Kirwan 15m55.613s (56.30mph); 2 Brendan Fitzgerald +0.000s; 3 Colm Barrable; 4 William Barrett; 5 Michael Fitzgerald; 6 Shane Roe.**

**FL** C Barrable 1:12.103s (57.40mph).

**FINAL RACE 1 (13 LAPS) 1 Shane McFaddan 15m48.703s (56.71mph); 2 Sean Lillis +2.413s; 3 Keith Dawson; 4 Barry Rabbitt; 5 John Denning; 6 William Barrett. **FL** Barrett 1m11.847s (57.60 mph).**

**QUALIFYING RACE 2 (6 LAPS) 1 B Fitzgerald 7m34.509s (54.63mph); 2 Roe +0.429s; 3 Pat Boland; 4 C Barrable; 5 M Fitzgerald; 6 Darren Fitzgerald. **FL** C Barrable 1m12.505s (56.90mph).**

**FINAL RACE 2 (7 LAPS) 1 Peter Barrable 8m35.907s (56.15mph); 2 Lillis +0.058s; 3 McFaddan; 4 Barrett; 5 Dawson; 6 C Barrable. **FL** Barrett 1m12.152s (57.36 mph).**



WALLER

## In brief

### MX-5 Supercup

Abbie Eaton (above) kick-started her championship challenge in fine style at Anglesey, dominating both qualifying and the races. Eaton led from start to finish in the first two races of the weekend, and resisted the advances of Tom Roche in race three for a clean sweep.

### Alfa Romeos

Graham Seager proved the class of the field at Anglesey, winning both races. Seager led home Barry Shrubbs in both instalments, bringing his GTV in 21 seconds ahead of Shrubbs with wet tyres on a dry track. Roger Evans and Keith Waite earned a podium finish apiece.

### XR Challenge

Brothers Simon and Mark Robinson shared honours at Anglesey, with Mark winning twice and Simon once. Polesitter Simon should have been in contention in race three, but a missing fuel cap meant a pitlane start, although he still recovered to fourth behind brother Mark, Greg Speight and Tony Rudd.

### Formula Ford 1600

Stephen Daly was in a class of one at Mondello Park, taking a double win, while Niall Murray and Sean Doyle were left to dispute the remaining podium places. Murray was second in the first race, while Doyle appeared to have the position in hand for race two until Murray relieved him with a last-gasp move.

### Future Classics

A fast start from Sophie Byrne in her Fiesta XR2 at a wet Mondello Park was undone by a sideways moment through Dunlop, which allowed Brendan Travers by to take the lead. The Punto Abarth driver then almost threw away his lead in similar circumstances, but Byrne was unable to win the drag race to the line and was forced to settle for second behind the victorious Travers (below).



CHESTER



HOLBON

## Rockingham in brief

### Legends

Points leader Dean Brace (above) had a mixed weekend at Rockingham. Saturday was a better day for the reigning champion as he won heat one and the final, but contact at Pif Paf forced him into the pits in Sunday's final, having won the second heat. The other wins were shared between John Paterson, Jack Parker and Henry King after incident-packed thrashes.

### Super Graduates

Toby Briant and Jonathan Miller had a close fight in the opener, with Miller seizing the advantage at Chapman on lap 11. However, he ran wide at Brook a lap later gifting the spoils to Briant. Contact with Miller at Chapman didn't stop Martin Kay triumphing in race two – his third victory of the season – from Briant.

### Classic Graduates

Graham Smith was the class of the Classic field as he took a brace of wins. The first was straightforward after poleman Colin Jardine made a terrible start, allowing Smith to win by nine seconds. Smith overcame a first-lap spin at Chapman to take race-two honours from Steve McMaster, who rocketed up the field from 11th.

### British Superkarts

Chris Needham won both red-flagged races, but that was only half the story. Sam Moss passed Needham at Yentwood in race one, but the race was stopped after Gracelands offs for Tony Long and Simon Rushforth, so the result was taken on countback. Debris on the track meant drivers had another early bath in the second race.

### Mega Graduates

A wide moment at Brook prevented points leader Brett Ray (below) from taking a double. He had passed Adrian Russell at Yentwood, then two laps later his mistake dropped him to seventh. He recovered to finish third behind Oliver Gibson. Ray won race two by 0.04s, despite a last-lap move by John Ogilvie at Gracelands.



HOLBON



Tristan Judge won twice in Sigmas

SIGMA GRADUATES ROCKINGHAM, AUGUST 9-10 BARC

## Judge lays down the law at Rockingham

HOLBON

TRISTAN JUDGE CLAIMED A FORTUNATE brace of victories at Rockingham, benefiting from a red-flag countback after being punted out of the race-two lead by Scott Lawrence.

Max Robinson led away from pole in a dry race one ahead of Judge. Further back Zoltan Csabai and Andrew Outterside made contact exiting Gracelands when battling for third, bringing out the safety car.

Shortly after the restart, Judge made a decisive move on Robinson to take the win. Further back there was

another collision between Spencer Fortag and Nigel Board, but the latter recovered to keep the final podium spot. It was a relatively disappointing race for points leader Lawrence down in sixth – his worst result of 2014.

Race two was held in drizzle and this caught out Outterside and Board as they made contact at Pif Paf. At the front, Robinson held the early lead until a moment at Yentwood handed Judge the advantage.

On lap nine Lawrence hit Judge, which promoted Nick Haryett.

However, Jason Gale's spin at Gracelands brought out the red flags, so denying Haryett his first victory of the season.

● Stephen Lickorish

**RESULTS (13 LAPS) 1** Tristan Judge 21m51.878s (60.62mph); 2 Max Robinson +0.712s; 3 Nigel Board; 4 Jason Gale; 5 Spencer Fortag; 6 Scott Lawrence. **Fastest lap** Judge 1m20.107s (76.37mph). **RACE 2 (8 LAPS) 1** Judge 13m07.565s (62.14mph); 2 Lawrence +0.474s; 3 Nick Haryett; 4 Zoltan Csabai; 5 Robinson; 6 Fortag. **FL** Haryett 1m36.178s (63.61mph).

PICKUPS ROCKINGHAM, AUGUST 9-10 BARC

## Wins shared as quality tops quantity

ONLY 10 PICKUPS TOOK TO THE track, but they still provided terrific action in a pair of frenetic races, with Pete Stevens and Michael Smith taking the spoils.

The damp opener featured a fascinating lead duel between Stevens and Mark Willis. Stevens appeared quicker out of the tighter Turn 4, but Willis had the advantage into Turn 1. It wasn't until lap 27 of 30 that Stevens made the decisive move and claimed the win, with Antony Hawkins taking third.

The dry race two was a cracker, featuring an eight-truck lead train. By mid-distance points leader Smith had pulled out a gap, but the racing was frantic behind. It was all too much for Charlie Weaver who



Stevens triumphed in first encounter

HOLBON

hit the wall at Turn 2. Going into the final lap, second and third were still up for grabs. In the end Gavin Murray and Dave Longhurst took the places.

● Stephen Lickorish

**RESULTS (30 LAPS) 1** Pete Stevens 24m07.479s (110.35mph); 2 Mark

Willis +0.666s; 3 Anthony Hawkins; 4 David O'Regan; 5 Michael Smith; 6 Charlie Weaver. **FL** Hawkins 47.270s (112.63mph). **RACE 2 (35 LAPS) 1** Smith 24m23.332s (127.34mph); 2 Gavin Murray +5.458s; 3 David Longhurst; 4 O'Regan; 5 Stevens; 6 Hawkins. **FL** Longhurst 41.164s (129.34mph).

# NATIONAL RESULTS ROUND-UP

## SILVERSTONE AUGUST 9-10, BRSCC



**NIPPON CHALLENGE (BOTH 14 LAPS)** 1 Adam Lockwood (Nissan 200SX) 15m24.633s (89.41mph); 2 James Janicki (Nissan Skyline) +1.449s; 3 Nerijus Zabotka (Subaru Impreza); 4 Jon Chappell (Mazda MX5 Mk3); 5 Kevin Middleton (MX5 Mk1); 6 Peter Highton (Toyota MR2 Mk1). **Class winners** Zabotka; Chappell; Highton; Adam Shale (Hyundai Coupe); Paul Hutson (MR2 Mk3). **Fastest lap** Lockwood 1m04.925s (90.96mph). **RACE 2 1 Janicki 15m26.827s (89.20mph)**; 2 Lockwood +2.431s; 3 Zabotka; 4 Chappell; 5 Middleton; 6 Highton. **CW** Zabotka; Chappell; Highton; Shale. **FL** Lockwood 1m04.854s (91.06mph).

**FIESTA CLASSES A, B & D (15 LAPS)** 1 Edward Cockill 20m05.490s (73.48mph); 2 Peter Daniels +4.811s; 3 Jack Williams; 4 David Abbott; 5 Simon Roud; 6 James Appleby. **CW** Daniels; Keith Chapman. **FL** Lee Dendy-Sadler 1m19.017s (74.73mph). **RACE 2 (16 LAPS)** 1 Cockill 20m35.761s (76.46mph); 2 Daniels +7.769s; 3 L Dendy-Sadler; 4 Andrew Mitchell; 5 Abbott; 6 Appleby. **CW** Daniels; Chapman. **FL** Cockill 1m15.733s (77.98mph). **CLASS C (13 LAPS)** 1 Daniel Holland 20m38.504s (61.98mph); 2 David Grady +1.517s; 3 Andrew Taylor; 4 David Ellesley; 5 JJ Ross; 6 Andrew Mollison. **FL** Holland 1m16.275s (77.42mph). **RACE 2 (15 LAPS)** 1 Holland 20m49.532s (70.89mph); 2 Grady 2.452s; 3 Mollison; 4 Rory Collingbourne; 5 Jamie Going; 6 Simon Horrobin. **FL** Holland 1m10.747s (83.47mph).

**MR2 & HYUNDAI COUPE CUP (10 LAPS)** 1 Adam Lucas (Hyundai Coupe) 15m08.750s (64.98mph); 2 Simon Miles (Coupe) +0.198s; 3 Dave Hemingway (Toyota MR2 Mk1); 4 Peter Highton (MR2 Mk1); 5 Neale Hurren (MR2 Mk1); 6 Nathan Wright (MR2 Mk1). **CW** Hemingway. **FL** Miles 1m23.689s (70.56mph).

**RACE 2 (12 LAPS)** 1 Highton 15m08.421s (78.01mph); 2 Richard Winter (Coupe) +8.749s; 3 Paul Corbridge (MR2 Mk1); 4 Hemingway; 5 Miles; 6 Paul Manyweathers (Coupe). **CW** Winter. **FL** Arron Pullan (MR2 Mk1) 1m14.886s (78.88mph).



## ANGLESEY AUGUST 9-10, BRSCC

**MX5 SUPERCUP (14 LAPS)** 1 Abbie Eaton 18m47.612s (69.27mph); 2 Tom Roche +5.835s; 3 Paul Sheard; 4 Anthony Nield; 5 Matt Davies; 6 John Davies. **FL** Eaton 1m19.924s (69.81mph). **RACE 2 (15 LAPS)** 1 Eaton 20m26.542s (68.24mph); 2 Roche +7.542s; 3 Sheard; 4 Mike Comber; 5 M Davies; 6 Nield. **FL** Eaton 1m20.456s (69.35mph). **RACE 3 (15 LAPS)** 1 Eaton 20m02.864s (69.58mph); 2 Roche +1.713s; 3 Comber; 4 Nield; 5 Sheard; 6 Davies. **FL** Eaton 1m19.432s (70.24mph). **XR CHALLENGE (12 LAPS)** 1 Mark Robinson (XR2) 20m12.492s (55.22mph); 2 Simon Robinson (XR2) +0.211s; 3 Tony Rudd (XR2); 4 Jack Minshaw (XR2); 5 Jonathan Wells (XR3); 6 Greg Speight (XR2). **CW** Wells; Jason Hennefer (Fiesta Si). **CW** Wells; Jason Hennefer (Fiesta Si). **FL** M Robinson 1m23.283s (67.00mph). **RACE 2 (14 LAPS)** 1 S Robinson 19m59.856s (65.10mph); 2 M Robinson +0.184s; 3 Rudd; 4 Minshaw; 5 Speight;

6 Lee Shropshire (XR2). **CW** Wells; Hennefer. **FL** M Robinson 1m24.230s (66.24mph). **RACE 3 (14 LAPS)** 1 M Robinson 20m09.757s (64.57mph); 2 Speight +8.754s; 3 Rudd; 4 S Robinson; 5 Wells; 6 Shropshire. **CW** Wells; Hennefer. **FL** M Robinson 1m22.938 (67.27mph).

**ALFA ROMEO CHAMPIONSHIP (BOTH 16 LAPS)** 1 Graham Seager (GTV) 21m07.998s (70.41mph); 2 Bryan Shrubbs (33) +12.224s; 3 Roger Evans (156 GTA); 4 Ray Foley (GTV); 5 James Bishop (156); 6 James Ford (156 2.0 TwinSpark). **CW** Shrubbs; Malcolm Chapman (75); Evans; Bishop. **FL** Seager 1m17.874s (71.65mph). **RACE 2 1 Seager 21m08.002s (70.41mph)**; 2 Shrubbs +21.121s; 3 Keith Waite (75); 4 Ford; 5 Bishop; 6 Tom Hill (156). **CW** Shrubbs; Chapman; Foley. **FL** Seager 1m18.222s (71.33mph).

## MONDELLO PARK AUGUST 9-10, CCC



**GT AND STRYKERS (16 LAPS)** 1 Pat McBennett (Lotus Elise) 15m57.326s (69.16mph); 2 John Murphy (Locost Seven) +19.894s; 3 Connaire Finn (Ginetta G50); 4 Alan Kessie (T Car); 5 Alan Auerbach (Stryker); 6 Martin Duffy (BMW E46 M3). **FL** McBennett 58.865s (70.31mph). **GT RACE 2 (15 LAPS)** 1 McBennett 15m56.909s (64.87mph); 2 Alan Watkins +1.094s; 3 Dave Griffin; 4 Murphy; 5 Duffy; 6 Kessie. **FL** Finn 58.737s (70.45 mph). **STRYKER RACE 2 (15 LAPS)** 1 Auerbach 15m37.534s (66.21mph); 2 Alan Watkins +1.094s; 3 Dave Griffin; 4 Pat Bergin; 5 Des Meehan; no other finishers. **FL** Auerbach 1m01.472s (67.32 mph).

**PATCH FIESTAS QUALIFYING RACE 1 (13 LAPS)** 1 Stephen Kirwan 15m55.613s (56.30mph); 2 Brendan Fitzgerald +0.000s; 3 Colm Barrable; 4 William Barrett; 5 Michael Fitzgerald; 6 Shane Roe. **FL** C Barrable 1m12.103s (57.40mph). **FINAL RACE 1 (13 LAPS)** 1 Shane McFadden 15m48.703s (56.71mph); 2 Sean Lillis +2.413s; 3 Keith Dawson; 4 Barry Rabbitt; 5 John Denning; 6 William Barrett. **FL** Barrett 1m11.847s (57.60 mph).

**QUALIFYING RACE 2 (6 LAPS)** 1 B Fitzgerald 7m34.509s (54.63mph); 2 Roe +0.429s; 3 Pat Boland; 4 C Barrable; 5 M Fitzgerald; 6 Darren Fitzgerald. **FL** C Barrable 1m12.505s (56.90mph).

**FINAL RACE 2 (7 LAPS)** 1 Peter Barrable 8m35.907s (56.15mph); 2 Lillis +0.058s; 3 McFadden; 4 Barrett; 5 Dawson; 6 C Barrable. **FL** Barrett 1m12.152s (57.36 mph).

**FORMULA FORD 1600 (BOTH 16 LAPS)** 1 Stephen Daly (Ray GR11) 15m44.388s (70.11mph); 2 Niall Murray (Van Diemen LA10) +2.438s; 3 Sean Doyle (Van Diemen RF00); 4 Jake Byrne (GR13); 5 Neville Smyth (GRS09); 6 Tom O'Connor (RF90). **FL** Daly 58.531s (70.70mph). **RACE 2 1 Daly 15m55.658s (69.29mph)**; 2 Murray +4.782s; 3 Doyle; 4 Smyth; 5 O'Connor; 6 Andy O'Brien (Swift SC92). **FL** Daly 58.973s (70.17 mph).

**FUTURE CLASSICS (12 LAPS)** 1 Brendan Travers (Fiat Punto) 15m29.160s (53.45mph); 2 Sophie Byrne (Ford Fiesta XR2) +0.513s; 3 David Hammond (Fiat Uno); 4 Tommy Byrne (Opel Astra); 5 Barry John McHenry (Punto); 6 Wolfgang Schnitger (MG Midget). **FL** Byrne 1m12.672s (56.96mph).

**GINETTA JUNIOR (11 LAPS)** 1 Wilson Thompson 12m35.939s (60.22mph); 2 Jack Finlay +0.240s; 3 Charlie Linnane; 4 Johnnie Mulholland; 5 James Roe; 6 Jordan Dempsey. **FL** Finlay 1m07.234s (61.56mph).



The Silverstone Fiesta races got a bit out of control

**RACE 2 (13 LAPS)** 1 Finlay 15m40.065s (57.23mph); 2 Dempsey +5.501s; 3 Mullholland; 4 Linnane; 5 Loris Nikolov; 6 Roe. **FL** Linnane 1m07.988s (60.87 mph). **FORMULA VEE B & C (15 LAPS)** 1 Sean Newsome (Sheane FV94) 15m43.882s (65.77mph); 2 Stephen Morrin (Leastone JH004) +10.023s; 3 Morgan McCourt (Leastone); 4 Gavin Buckley (Sheane); 5 Anthony Cross (FV10); 6 Jack Byrne (Sheane). **FL** Newsome 1m01.761s (67.01mph). **FORMULA VEE FINAL (12 LAPS)** 1 Dan Polley (Sheane) 16m15.336s (50.92mph); 2 Adam McCauley (Formula Vee) +2.728s; 3 Newsome; 4 Morrin; 5 Anthony Cross (FV10); 6 Jimmy Furlong (FV93). **FL** Kevin Grogan 1m16.961s (53.78 mph).

## ROCKINGHAM AUGUST 9-10, BARC



**LEGENDS HEAT 1 (8 LAPS)** 1 Dean Brace 11m09.041s (73.15mph); 2 John Paterson +10.171s; 3 Jack Parker; 4 Henry King; 5 James Holman; 6 Nick Brace. **FL** Ben Power 1m22.542s (74.12mph). **HEAT 2 (10 LAPS)** 1 Paterson 14m51.681s (68.61mph); 2 Power +1.194s; 3 Holman; 4 D Brace; 5 Parker; 6 King. **FL** Power 1m22.204s (74.42mph). **FINAL (12 LAPS)** 1 D Brace 23m17.888s (52.51mph); 2 Euan McKay +1.632s; 3 Robert King; 4 Pascal Delporte; 5 Power; 6 Paterson. **FL** H King 1m22.587s (74.07mph). **HEAT 1 (4 LAPS)** 1 Parker 7m15.137s (56.23mph); 2 D Brace +9.610s; 3 H King; 4 Paterson; 5 Paul Simmons; 6 Kenneth Jensen. **FL** Parker 1m48.150s (56.56mph). **HEAT 2 (8 LAPS)** 1 D Brace 13m58.566s (58.36mph); 2 Power +3.331s; 3 Parker; 4 Paterson; 5 Jensen; 6 Paul McKay. **FL** D Brace 1m39.124s (61.72mph). **FINAL (12 LAPS)** 1 H King 20m12.699s (60.53mph); 2 Holman +0.425s; 3 Parker; 4 Power; 5 R King; 6 D McKay. **FL** Power 1m22.677s (73.99mph). **CATERHAM SUPER GRADUATES (BOTH 16 LAPS)** 1 Toby Briant 21m41.569s (75.20mph); 2 Jonathan Miller +0.463s;

3 Charles Elliott; 4 Martin Kay; 5 Andy Moslom; 6 Gareth Cordey. **FL** Kay 1m20.169s (76.31mph). **RACE 2 1 Kay 22m27.030s (72.66mph)**; 2 Briant +1.093s; 3 Elliott; 4 Cordey; 5 Molsom; 6 Barry White. **FL** Briant 1m20.161s (76.32mph). **CATERHAM CLASSIC GRADUATES (15 LAPS)** 1 Graham Smith 21m38.464s (70.67mph); 2 Stuart Thompson +8.786s; 3 Colin Jardine; 4 Graeme Smith; 5 Trevor Harber; 6 Peter Tattersall. **FL** Graham Smith 1m25.919s (71.20mph). **RACE 2 (13 LAPS)** 1 Graham Smith 22m59.022s (53.23mph); 2 Steve McMaster +14.480s; 3 Graeme Smith; 4 Harber; 5 Thompson; 6 Tattersall. **FL** Graham Smith 1m46.779s (57.29mph). **CATERHAM MEGA GRADUATES (16 LAPS)** 1 Adrian Russell 21m29.761s (75.89mph); 2 Oliver Gibson +3.783s; 3 Brett Ray; 4 John Ogilvie; 5 Tom Overton; 6 Ian Noble. **FL** Ray 1m19.186s (77.26mph). **RACE 2 (13 LAPS)** 1 Ray 22m54.981s (57.84mph); 2 Ogilvie +0.042s; 3 Russell; 4 Gibson; 5 Overton; 6 Noble. **FL** Ogilvie 1m36.921s (63.12mph). **CATERHAM SIGMA GRADUATES (17 LAPS)** 1 Jeremy Webb 22m18.301s (77.71mph); 2 Mick Whitehead +5.873s; 3 Dylan Stanley; 4 Neil Shinner; 5 Richard Pursglove; 6 Rick Potter. **FL** Webb 1m18.083s (78.35mph). **RACE 2 (16 LAPS)** 1 Webb 21m25.008s (76.17mph); 2 Stanley +8.648s; 3 Whitehead; 4 Shinner; 5 Pursglove; 6 Ray Gilliland. **FL** Webb 1m18.930s (77.51mph). **BRITISH SUPERKARTS CHAMPIONSHIP (4 LAPS)** 1 Chris Needham (Anderson/Vortex) 5m35.070s (73.030mph); 2 Sam Moss (Anderson/TM) +0.382s; 3 Lee Harpham (F1/Redspeed TM); 4 Liam Morley (Anderson/Vortex); 5 Louis Wall (Anderson/RW TM); 6 Matt Isherwood (Anderson/Magnum Vortex). **FL** Moss 1m22.036s (74.57mph). **RACE 2 (10 LAPS)** 1 Needham 11m50.663s (86.08mph); 2 Morley +3.808s; 3 Moss; 4 Harpham; 5 Isherwood; 6 Wall. **CW** Tony Long (Raider/PFP Honda). **FL** Needham 1m10.293s (87.03mph).



Peter Challis (11) won the first Britcar Trophy race at Snetterton

# The best in Britain?

It's riding the crest of a wave, but just how good is British GT?

SCOTT MITCHELL and KEVIN TURNER ask some of the key

figures in the championship how they think it stacks up



The British GT Championship is the best national series in the UK. It's a bold statement – one that certainly wouldn't have been true even a few years ago, and one made while the ever-popular British Touring Car Championship is going through arguably its strongest period since the Super Touring glory days.

It's also a stretch too far. British GT racing is a world apart from where it was a decade ago, but in a game of Top Trumps the BTCC undoubtedly has the edge. That's not to say there isn't a serious argument to be made that the GTs deserve greater mainstream attention.

## THE BIG ATTRACTION

"It's proper," says Triple Eight boss Ian Harrison, having added GTs to his BTCC programme last season, "with professional teams and amateur drivers spending a lot of money."

Star cars (see panel, right) turned out by some of the top GT, single-seater and touring car outfits in the world are a mark of the quality within the series, and it's also important to stress that on a driver basis the pros operate at a very high level.

At the British GT Spa round in July, Le Mans 24 Hours victors Emmanuel Collard and Toni Vilander drove an AF 458 each. Vilander led briefly, but



Variety and quality are two of British GT's biggest attractions

neither troubled the podium finishers and both were matched if not outpaced by the regular frontrunners.

Factory drivers such as Alexander Sims (BMW), Jonny Adam (Aston Martin) and Steven Kane (Bentley) add weight to the roster, but rising and established GT stars such as Warren Hughes, Adam Carroll and Tom Onslow-Cole ensure the spread of talent does not run thin.

The GT4 sub-class has taken flack in previous years, but if single-seater and GT young guns alike (think Dan Cammish or Oliver Basey-Fisher) can get on to the sportscar ladder and prove their worth, it's another feather in the championship's cap.

British GT is a Pro-Am series, although some of the second class of drivers run their pro counterparts

close and the majority are anything but 'amateur'. They are the foundation for the series and can throw up some unpredictable racing, even though in the end all-pro racing is a bigger draw.

## THE BIG ISSUE

It's no secret that the Achilles heel of British GT is its media exposure. It's a sore point in the paddock. There's little point in having an attractive product if nobody knows it exists.

That's an extreme metaphor, because British GT does get people through the gates, although the numbers rarely rise above five figures. Beyond domestic die-hards and endurance aficionados it's a hidden gem.

"It's all about awareness," says Harrison. "Everyone knows about touring cars because it's on TV"

In 2013, British GT's three-hour Silverstone showpiece was aired live, as was the season finale at Donington Park. For this year, BT Sport highlights have been added to the existing Channel 4 recap, but there have been no live races (Silverstone was delayed and broadcast 'as live').

Series promoter Stephane Ratel has pledged live coverage for every British GT round in 2015, even though that promise came without a firm plan in place. Value for money is considered one of GT's other strong points, although some teams have suggested increased fees would be accepted if it brought a proper TV deal with it.

"Media is our weakness," admits series boss Benjamin Franassovici. "We know it and we've worked on it. We had 15,000 people at Oulton Park, although at Rockingham I expected more than we got. We've been going to radio and targeting people. When you're weak and have an increase people don't notice."

"I want more TV. It depends on a couple of things. We spend a lot on tracks and it consumes a lot of money we'd like to spend on TV."

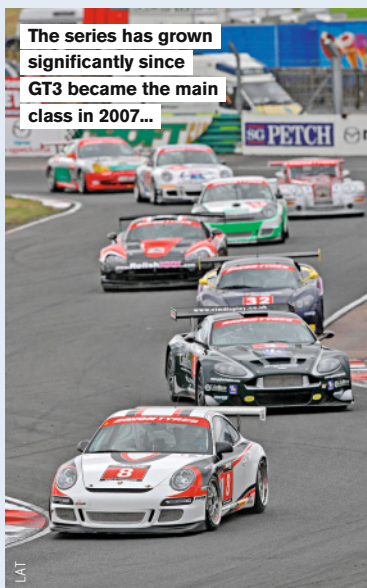
"TV is the first place I'd put money into – it's on my Christmas list for Stephane. I want them all live."

Another area that has brought criticism is errors from race control



BMW could become fourth title-winning car in four years

EBREY/LAT



The series has grown significantly since GT3 became the main class in 2007...

LAT



...but still has room to improve when it comes to promotion

EBREY/LAT

**“TV is the first place I’d put money into. It’s on my Christmas list for my boss”**

**Benjamin Franassovici**

that have decided races. Lee Mowle, a partner at Triple Eight and co-driver to Joe Osborne in one of the team’s Z4s, believes organisation and profile go hand in hand.

“It needs to be professionally run, with a set of rules consistently applied,” he argues. “Improved TV coverage will only come if the championship is seen as something other than a rich man’s hobby, and right now the it’s exactly that.”

**THE BIG QUESTION**

Short, sharp racing is an obvious caveat for the casual fan and, to state the obvious, keeping spectators interested is much easier when the action’s in 25-minute bursts.

“If you’re part of GT and sportscar racing, you love it,” argues Mike Jordan, father and team boss to BTCC champion Andrew, as well as a former British GT frontrunner.

“But apart from Le Mans it doesn’t attract the spectators. Unless you are a real fan, are you going to work out the pitstops and strategies? The BTCC is much more punchy.”

Can endurance racing entertain the masses? It’s an issue inherent to the discipline, but another aspect of the variety in race length, with a mix of 60-minute and two-hour races plus a three-hour event at Silverstone.

That splits the difference between the ‘sprint’ and ‘endurance’ Blancpain categories: longer races are defined by strategy (appealing to the teams) and shorter races are closer and decided more on-track (a plus for the fans).

This year’s long-distance races have so far produced dominant winners, but the two one-hour races at Spa were won in the final few laps, and two of this season’s other six races have ended with the top two cars separated by only half a second.

“The stability of the format is attractive, although we tweak it every year based on who we are attracting, and we take care of the driver pairing balance,” Franassovici says. “It’s become more competitive and it’s still got a really good atmosphere.”

“The cocktail is pretty good – I think we’re the coolest GT championship in Europe.”

# Strength in depth is key

While the list of cars alone is enough to turn heads, the strength in depth of British GT is arguably its biggest attribute. Since adopting GT3 regulations at the start of 2007, 13 different manufacturers have won races (see below).

The previous two seasons have gone down to the finale and this year five crews have won in the opening eight races. The last three titles have gone to three different marques, which could become four this year.

British GT’s current roster includes BMW Z4s prepared by Triple Eight (the most successful team in BTCC

history), a Bentley Continental run by M-Sport (a World Rally Championship stalwart and the Bentley factory GT squad), renowned Ferrari outfit AF Corse’s 458 Italias and a plethora of V12 Vantages across numerous Aston Martin Racing affiliates.

The package is one which, while not on a BTCC level, could become the European benchmark for GT racing.

“It’ll take time, but we have the platform, we have the racing and we have the characters,” reckons series boss Benjamin Franassovici. “We’ve always had very good races, with different cars winning.”

MARQUE WINS	
Ferrari	23
Porsche	19
Aston Martin	11
Dodge	10
Ascari	6
McLaren	3
BMW	3
Ginetta	3
Ford	2
Audi	2
Mercedes	2
Lamborghini	1
Nissan	1

**Viper racked up 10 wins in GT3’s early years**

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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



Rules state no wheels can stray beyond kerbing

EBREVILAT

## Are track limits being enforced?

Having watched the BTCC racing from Snetterton, I have to conclude the track limit regulations introduced by the MSA this year do not apply to BTCC drivers.

It was clear from the dust being thrown up on the apex and exit of corners that some drivers were repeatedly exceeding

the limits, without penalties being applied, while others were sticking within the defined area.

As a regular competitor, it is irritating that some formulas are carefully policed, while others are not.

**Peter Bove, by email**

**I read with concern the various stories – from yourselves and other media sources – about the worries over the fall in Formula 1 TV audiences. I may be missing something here, but the answer to this appears very obvious to me.**

In the UK, with the move from BBC to Sky, and in several other countries, live F1 coverage has moved from free channels to pay ones. The audience numbers are bound to fall following this. My own Sky subscription is several times the cost of the licence fee.

If Bernie and co want more viewers in order to gain greater sponsor exposure, then move F1 coverage back to the free channels.

**Adam Kinshasa by email**

**All the talk about establishing a Working Group and holding a summit meeting to make Formula 1 more appealing is completely unnecessary.**

We don't need Bernie, and we certainly don't need Briatore – all we need is a new rule that states that Hamilton must start all the races from the pitlane. There you are, that was easy wasn't it? Problem solved.

**John Street Hitchin, Hertfordshire**

### Congratulations to Jari-Matti

Latvala for his victory in Rally Finland – that was rallying at its best. An important win for Latvala, and for Finland to have a home victory.

My point? If we get the new way to decide who wins a rally from next year,

Ogier would have won in Finland by one tenth. No thanks!

**Patrik Knoos Saffle, Sweden**

**I, like many other club racers, have a saloon car that is eligible for a number of series. But I'm amazed at the barriers against this when grids for most club race series are struggling.**

The problem lies with the tyre rules, because to compete in different series you need different sets of rubber.

It's time for the clubs to get together and look at reducing the costs by letting drivers have a free choice on their tyres, which will encourage more competitors to enter more races.

**Rupert Hinde Brixworth, Northamptonshire**

# In pictures

Images around the globe, from Road America to Watkins Glen, via Copenhagen



**MEET ME UNDER THE TREES...**  
The United SportsCar race-winning Corvette of Christian Fittipaldi/Joao Barbosa has a close encounter with the spinning PC-class ORECA of Jonathan Bennett and Colin Braun

DOLE/LAT

**McDOWELL GETS SOME BIG AIR**  
Michael McDowell walked away from this huge shunt in the Watkins Glen NASCAR Sprint Cup race, after being hit by a spinning Ryan Newman



PENNINGTON/GETTY

**ARISE, SIR TOM**  
Danish Queen Margrethe II presented Le Mans 24 Hours legend Tom Kristensen with the Order of the Dannebrog for his merits in sport, which means he is now a knight



**TRACK LIMITS, AMERICAN STYLE**  
The Falken Porsche 911 of Wolf Henzler and Bryan Sellers exceeds the circuit boundaries at Road America in USC practice last Saturday



CLEARY/GETTY

## In the shops

Desirable new releases

### CHAMPION RACING BOOK

£80 – [bullpublishing.com](http://bullpublishing.com)  
The 16-year history of Champion Racing – through its humble beginnings, its Le Mans 24 Hours success and its stint as Audi's factory partner in the ALMS – is told in this 450-plus page volume by David Tremayne. The voices of the major players and great photography add authority to the work.



### KIMI RAIKKONEN T-SHIRT

£31.99 – [autosport.com/shop](http://autosport.com/shop)  
He may well be having a hard time of it during his second stint with Ferrari, but Kimi Raikkonen still commands a huge following. If you're one of them this new T-shirt, in black or red, is for you. The front features the famous Prancing Horse badge, while the back carries Kimi's 2014-spec racing number.



### TOIVONEN LANCIA 037 1:18

£119.99 – [autosport.com/shop](http://autosport.com/shop)  
Staggering detail marks out Kyosho's 1:18-scale Lancia 037, a replica of the car driven by Henri Toivonen in the 1985 Sanremo Rally. The engine cover, doors and bonnet open and the steering works, too. Pure Martini-liveried, flying-Finn, mid-'80s, Lancia world rally fever.



# WHAT'S ON

## ON TRACK IN THE UK

### OULTON PARK

#### BARC

August 16

[oultontpark.co.uk](http://oultontpark.co.uk)

The BARC heads to Oulton Park on Saturday, with a variety of championships in action at the Cheshire venue, including Mazda MX-5s, Classic Clubmans and Classic Formula Fords.

### SNETTERTON

#### 360 MRC

August 16

[snetterton.co.uk](http://snetterton.co.uk)

Snetterton hosts a day of 360 MRC endurance racing on Saturday, with the 360 6 Hours on the Norfolk track's 200 layout.

### THRUXTON

#### BARC

August 16-17

[thruptonracing.co.uk](http://thruptonracing.co.uk)

The British Formula 3 Championship returns to action this weekend at the ultra-fast Thruxton, with three races being held over two days. Classic Touring Cars, Ferrari Classic and MGOc are among the categories on the support bill.



British Formula 3 returns to UK shores at Thruxton this weekend

### BRANDS HATCH

#### MSVR

August 16-17

[brandshatch.co.uk](http://brandshatch.co.uk)

The ever-popular Brands Hatch plays host to the Lotus Festival this weekend – a two-day celebration of one of Britain's most legendary marques. As well as the Lotus Cup UK and the Elise Trophy, the full range of MSVR championships will also be in action.

### SHELSLEY WALSH

#### British Hillclimb

August 16-17

Two 9am-5pm days at the country's best-known (and oldest!) hillclimb venue mark its second British Hillclimb Championship round of the season. Saturday is for practice, but the wait will be worth it when the weekend climaxes in two championship run-offs for the top 12 on Sunday.

### SILVERSTONE

#### BRSCC

August 16-17

[silverstone.co.uk](http://silverstone.co.uk)

The BRDC Formula 4 Championship launches the second half of its season on the Silverstone Grand Prix layout this weekend. Will sparks fly as title rivals George Russell and Raoul Hyman return to the fray after their clash last time out?

### KNOCKHILL

#### SMRC

August 17

[knockhill.com](http://knockhill.com)

Scotland's premier motorsport venue plays host to the SMRC on Sunday, and that means the usual Knockhill-based championships – including Scottish Fiestas, Formula Ford 1600s, Legends and Classics – will descend to resume their seasonal battles.



Lotus fever at Brands

HAWKINS/LAT

## ON TRACK AROUND THE WORLD



Indycars will square off at Milwaukee

MILLER/LAT

### INDYCAR SERIES

Rd 13/15

Milwaukee, Wisconsin, USA  
August 17  
[indycar.com](http://indycar.com)

### INDY LIGHTS

Rd 9/10

Milwaukee, Wisconsin, USA  
August 17  
[indycar.com](http://indycar.com)



DTM continues in Germany

XPB/LAT

### DTM

Rd 7/10  
Nurburgring, Germany  
August 17  
[dtm.com](http://dtm.com)

### EUROPEAN FORMULA 3

Rd 9/11

Nurburgring, Germany  
August 16-17  
[fiaf3europe.com](http://fiaf3europe.com)

### AUTO GP

Rd 7/8

Nurburgring, Germany  
August 16-17  
[autogp.net](http://autogp.net)

### NASCAR SPRINT CUP

Rd 23/36

Michigan, USA  
August 17  
[nascar.com](http://nascar.com)



Euro F3 visits the Nurburgring

XPB/LAT

### V8 STOCK CARS

Rd 6/12

Cascavel, Brazil  
August 17  
[stockcar.com.br](http://stockcar.com.br)

### SUPER TC2000

Rd 7/12

Resistencia, Argentina  
August 17  
[super-tc2000.com.ar](http://super-tc2000.com.ar)

Your guide to the best events taking place in the UK and around the world – plus TV and online

**ON TELEVISION**

**THURSDAY AUGUST 14**

**1545-1750 Motors TV**  
 NASCAR Nationwide: Watkins Glen  
**2300-0000 Sky Sports F1**  
 2014 Hungarian F1 GP highlights

**FRIDAY AUGUST 15**

**0800-1045 BT Sport 2 LIVE**  
 MotoGP: Brno first practice  
**1200-1500 BT Sport 2 LIVE**  
 MotoGP: Brno second practice  
**1855-2000 Motors TV**  
 WRC: Rally Finland highlights  
**2000-2100 Sky Sports F1**  
 The F1 Show  
**2100-2315 Sky Sports F1**  
 F1 Classic Races: China 2013

**SATURDAY AUGUST 16**

**0800-1100 BT Sport 2 LIVE**  
 MotoGP: Brno third practice  
**1100-1515 BT Sport 2 LIVE**  
 MotoGP: Brno qualifying  
**1000-1105 Motors TV LIVE**  
 European F3: Nurburgring Race 1  
**1750-1930 Motors TV**  
 ADAC GT Masters: Slovakia Ring  
**2300-2330 Eurosport 2**  
 Auto GP: Nurburgring Race 1  
**1900-2000 ESPN**  
 DTM: Nurburgring qualifying highlights  
**1930-2305 Motors TV LIVE**  
 NASCAR Nationwide: Mid-Ohio

**SUNDAY AUGUST 17**

**0930-1415 BT Sport 2 LIVE**  
 MotoGP: Czech GP  
**0950-1055 Motors TV LIVE**  
 European F3: Nurburgring Race 2



**1415-1520 Motors TV LIVE**  
 European F3: Nurburgring Race 3  
**1700-2200 Premier Sports**  
 NASCAR Sprint Cup: Michigan  
**2015-2045 Eurosport**  
 Auto GP: Nurburgring Race 2  
**2030-2300 ESPN LIVE**  
 IndyCar: Milwaukee  
**2300-0000 ESPN**  
 United SportsCar: Road America

**MONDAY AUGUST 18**

**0900-1000 ESPN**  
 NASCAR Sprint Cup: Michigan highlights  
**1530-1700 BT Sport 2**  
 DTM: Nurburgring highlights

**TUESDAY AUGUST 19**

**0835-1135 Motors TV**  
 Blancpain Endurance Series:  
 Spa 24 Hours highlights

**WEDNESDAY AUGUST 20**

**2135-2235 Motors TV**  
 Inside Grand Prix

**ONLINE**

**HOT ON THE WEB THIS WEEK**

YouTube **MANSELL BREAKS SURFERS INDYCAR LAP RECORD**



**SEARCH FOR:** 1993 Nigel Mansell Surfers Paradise qualifying lap record (2:14)  
 Formula 1 world champion Nigel Mansell pitches up in Australia for his IndyCar debut with the Newman/Haas team and sticks his Lola-Ford T93/00 on pole with a record-breaking 1m38.555s lap around the Surfers Paradise street circuit.

**AUTOSPORT +**

We grade the Formula 1 drivers after the half-way point of 2014

Edd Straw takes a look back at the first 11 grands prix of the season and assesses each of the 22 drivers. Who has starred and which drivers need to dig deeper? Plus, when was the greatest era in US single-seater racing? We compare CART with the current IndyCar generation.

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DOWNLOAD IT NOW FROM AUTOSPORT.COM



**Revved up over what's on the box**

Once the Nigel Mansell fervour had passed, British fans hooked on mid-1990s IndyCar had to work a bit harder to get their fix. Every race was broadcast live on Eurosport, but 'live' was a flexible term and it was never a surprise to end up watching a different sport or an unfathomably timed compilation of crashes set to music instead.

Whatever racing you did get to see was always eventually worth the wait, and for the 1996 season it came with an appropriately American flavour as Eurosport used the ABC broadcast from the US, complete with commentators Paul Page and newly-retired ex-racer Danny Sullivan. A UK-based 'link man' covered the American advert breaks – and often a

little more, judging by the haphazard manner in which the US feed was generally rejoined mid-conversation.

Future Formula 1 commentator James Allen always did a fine job when



performing the link role, though in his absences for Eurosport grand prix duty you sometimes wondered if the stand-in had gone for a nap in what they thought was an empty studio and was just making random passing comments about the funny-looking cars to no one in particular.

Page and his distinctive drawl are back on the IndyCar scene in 2014 with the IMS Radio Network, and his judgement for when to get wildly excited and when not to remains superior to most US sports broadcasters. Sullivan tended to be the more excitable: Alex Zanardi's Corkscrew move on Bryan Herta prompting half a minute of "oh! oh! oh!" noises before he eventually recovered in time to say "unbelievable" some time after the finish.

For 1997, Eurosport dispensed with the US feed and had British pair Ben Edwards and Jeremy Shaw on site. It was an undeniable improvement in knowledge and professionalism, but some of the distinctiveness and magic was lost with the absence of the American voices.

You could still find them on Channel 5, if you were willing to wait until 2am two days later for a highlights package, and (unless in the small percentage of the UK then able to get the fledgling channel properly) precisely angle your TV aerial to make out which car was which amid the black-and-white fuzz. But for a British IndyCar fan in the '90s, it wasn't supposed to be easy. That was half the fun.

**Revved Up**

# Jean Todt

“We had to get Michael out ahead of Mika to win the race and the title”

■ Japanese GP, Suzuka ■ October 8, 2000 ■ Ferrari F1-2000 ■ Steering the Scuderia to the title



Schuey ended a Ferrari drivers' title drought that had lasted since 1979

ETHERINGTON/LAT

**I'VE BEEN IN MOTORSPORT** for 48 years and, if everything goes well, I will celebrate 50 years of being involved, so I don't have one favourite moment, I have a few very special memories.

You remember more from when it's been a painful adventure before you achieve what you wanted. When things are easy you don't really remember anything.

From my time as team principal of Ferrari, when the team had been expected for decades to win the drivers' world championship, the most outstanding memory is probably the Japanese Grand Prix at Suzuka in 2000.

We shouldn't just focus on that season. I arrived at Ferrari in 1993 and it took until October 2000 to achieve the goal – it was close to seven years, with so many hopes and expectations and sadness. I remember saying to Michael as I was taking him to the podium that day at Suzuka that our professional life will never be the same again. Finally we

had achieved what we set out to do, and that was probably the strongest moment in my professional career.

In 1993 there were immediate expectations. But before you can achieve anything you need to rebuild the team and the facilities and this takes time. The first time we were in a position to win the championship was in 1997, and in the last race at Jerez. Michael was leading the

championship and there was a bad incident with Jacques Villeneuve. So from dreaming we were going to win it we got into a nightmare.

In '98, again he was leading at the last race and he stalled at the start and lost it. In '99, Michael had his accident in Silverstone, but still we were very strong and Eddie Irvine led the championship at the last race. He lost it to Mika Hakkinen

at Suzuka, but at least we won the constructors' championship.

In 2000, we had a successful start, but then we had a few problems and lost the lead. After the race at Spa where Hakkinen overtook Michael, people were acting as if Michael was almost good for nothing. I remember we needed to win three or four races in a row to have a chance to challenge. I recall telling the team we had to do this and we did.

But for me the best memory of the year was when Michael was completing his last pitstop at Suzuka, and Hakkinen was coming down the straight. We knew we had to get him out ahead to win the race and be champion.

I remember Ross [Brawn] telling him on the radio all the way down to the pit exit where Hakkinen was, guiding him back out. It was such an emotional moment – we got him out in front and he held on to win the race and the championship.

*Jean Todt was talking to Andrew van de Burgt*

## PROFILE



BLOXHAM/LAT

### JEAN TODT'S LONG CAREER

began in rally co-driving. In 1981, he and Guy Frequelin helped Talbot to manufacturers' title glory. He then became Peugeot's sporting director, guiding the brand to WRC, Dakar and Le Mans glory. In 1993, he moved to Ferrari to oversee the Scuderia's most successful era. In October 2009, he was elected FIA president, and was recently re-elected for a second term.

**NEXT WEEK FERRARI – WHAT NEXT?**  
Plus: We test new all-electric Formula E racer



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