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WHO SHAPED RACING**

**MOTOGP AND
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**WHAT TO EXPECT
FROM WRC 2017**



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TRANSFORMED
THE WAY
DRIVERS
OPERATE

SENNA

TRANSCENDED
THE SPORT
AND BECAME
A GLOBAL STAR

FERRARI

THE LOSSES
WERE AS
IMPORTANT
AS THE WINS

ECCLESTONE

MASTER DEALER
CHANGED THE
LOOK OF F1
FOREVER

STEWART

CRUSADER
FOR SAFETY
HAS SAVED
MANY LIVES

CHAPMAN

INVENTIONS
CONSTANTLY
MOVED THE
GOALPOSTS

McRAE

TOOK THE
WORLD OF
RALLYING TO
NEW HEIGHTS

DENNIS

F1 TEAMS
WOULD NEVER
LOOK THE
SAME AGAIN

50

PEOPLE WHO CHANGED MOTORSPORT

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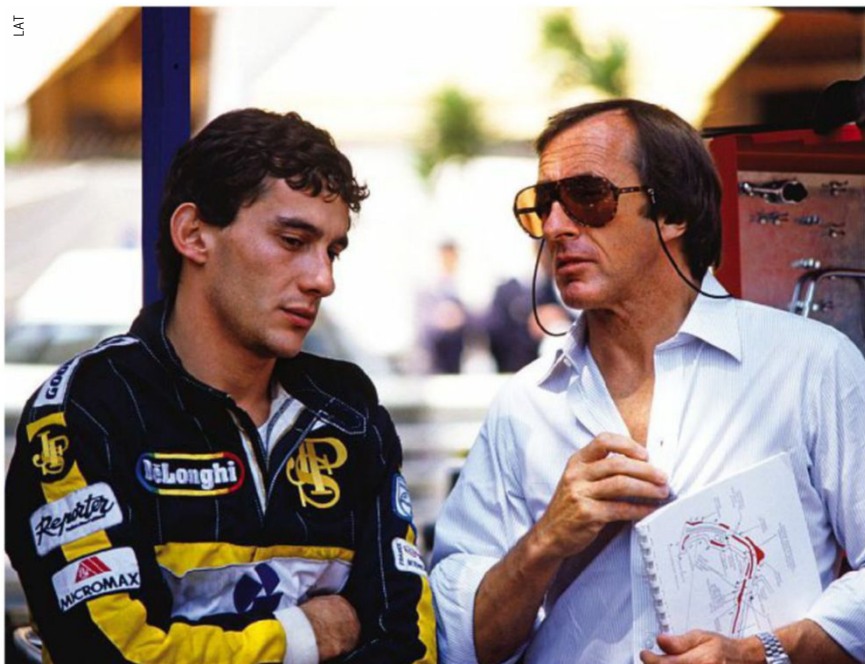
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Key players who made motorsport what it is

WHICH PEOPLE HAD THE BIGGEST IMPACT ON motorsport? It seemed a relatively simple premise for our cover feature this week, but the debates raged more and more as we tried to finalise the list. Many worthy candidates didn't make the final cut.

Karl Benz, widely regarded as the inventor of the motor car, has not been included. Consider him the starting point. The 50 individuals we've ended up with are the ones we think truly changed our sport. They weren't necessarily the most successful – although there are plenty of winners here – but those who helped shape motorsport as we know it.

Some created or saved events and venues, some brought in innovations or inventions that became ubiquitous, while others pushed to make things safer. Yet another group redefined what it takes to be successful. All left a lasting legacy.

Not all the developments may be considered as changes for the better, but that does not make them unimportant.

We have not put our 50 in order. Attempting to do so, given the different eras, areas and influences of our chosen ones, would have been foolhardy. What we hope we've done is put together a range of interesting stories and characters that gives an insight into why the sport is how it is after more than 120 years of racing endeavour. We'd love to know who you think should have been included, so please drop us a line.



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Congratulations to Harry Gooding, who took double victory at Castle Combe in the BRSCC Fiesta Junior Championship



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50

PEOPLE WHO CHANGED MOTORSPORT

By Lawrence Barretto, David Evans, Paul Fearnley,
Bruce Martin, Scott Mitchell, Dieter Rencken,
Anthony Rowlinson, Marcus Simmons, Edd
Straw, Kevin Turner and Gary Watkins



Bernie Ecclestone

Transformed Formula 1 – and its ownership

For vivid proof of the changes that Bernard Charles Ecclestone wrought on the pinnacle of motorsport, simply compare images of Formula 1 paddocks over five decades: where 1970s overall-clad mechanics wallowed in oil-stained mud-baths as they wearily rebuilt cars, their modern equivalents fettle sparkling masterpieces, no hair out of place or stain on uniform as they go about their tasks in brightly lit garages.

The clue to Ecclestone's contribution lies in "five decades": that's how long the octogenarian – he turns 86 in October – has pulled and pushed and bent the sport unto his own image. Simply put, were F1 a living entity, it would be moppo-haired, of short stature, and answer to 'Bernie', whether addressed by fans or kings. That said, to staffers he is 'MR E' – particularly apt when said quickly. . .

Ecclestone really hit the scene in 1972, having bought the Brabham team. He had, though, been about F1 for more than 10 years, first as manager to Stuart Lewis-Evans, who died after a crash in the '58 Moroccan Grand Prix, then as owner of a brace of Connaughts with which he failed to qualify for two grands prix. In the late '60s he took up with Jochen Rindt, managing his close friend before the Austrian's death.

Team ownership was less painful, Ecclestone figured, and within a decade his immaculately presented Brabhams won world championships. Next, he (with close chum, barrister Max Mosley) tackled FISA, then the governing body, head-on over the sport's ownership. Predictably, Bernie beat the 'Blazers', with the Concorde Agreement being the outcome and F1's commercial rights the prize (for FOCA, the teams' association).

Ecclestone recognised that the real deal lay in TV, and thus he strung deals together on behalf of FOCA, making millions for himself (first) and the rest (second),

but the real pay-off came when he acquired F1's commercial rights – from an FIA administration by now presided over by Mosley – for his own account. In less than 10 years he went from multi-millionaire to double billionaire before selling the rights thrice.

Formula One Management – the company he founded and manages, but now controlled by CVC Capital Partners – is arguably sport's most vertically integrated entity, controlling TV feeds, paddock passes, F1's travel agency, trackside signage/hospitality, and, evidently, the F1 Commission that frames F1's regulations before sending them to the FIA for ratification.

In the process, Ecclestone transformed what was a pastime for rag-tag enthusiasts travelling the globe with car (or two) in tow, scratching for cash at every turn, into the world's largest continuous sporting block beamed into millions of homes every fortnight. F1's stars are global icons, and blue chips such as Ferrari, Mercedes and Rolex annually commit hundreds of millions in hard currencies to Bernie's Show.

His unrelenting efforts professionalised F1 and dragged all other categories up with it; his determination to squeeze every dollar has taken F1 to strange corners, but ultimately it is richer for such experiences – as are a plethora of feeder formulas, forced to up their game as they churn out tomorrow's talents. His influence extends all the way down the food chain, karting included.

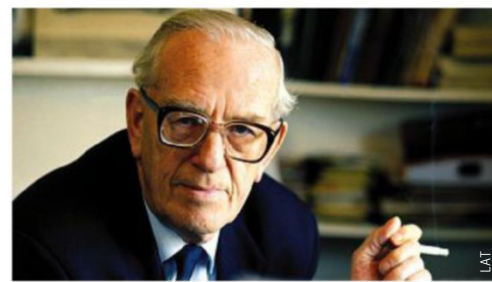
All this said, Ecclestone is not perfect: steadfast refusal to anoint a successor could tip F1 into crisis when he retires or expires – if the latter, it will be in office, he vows – and thus the slick spectacle he created with no little help from friends could implode or, at the very least, experience painful rebirth. But Bernie's epitaph will rightly read that he changed F1, and thus all of motorsport, mostly for the better. **DR**



Dan Gurney

Multi-talented sprayer of champagne

The originator of the Gurney flap (the right-angled extension on the trailing edge of rear wings) and the victorious spraying of champagne (after his 1967 Le Mans victory), American legend Gurney has been a key motorsport figure for more than half a century. As well as successes in F1, IndyCar, NASCAR, Trans-Am and Can-Am as a driver, Gurney set up his own All American Racers team, and was key in the formation of CART. **KT**



Frank Costin

Monocoque chassis supremo

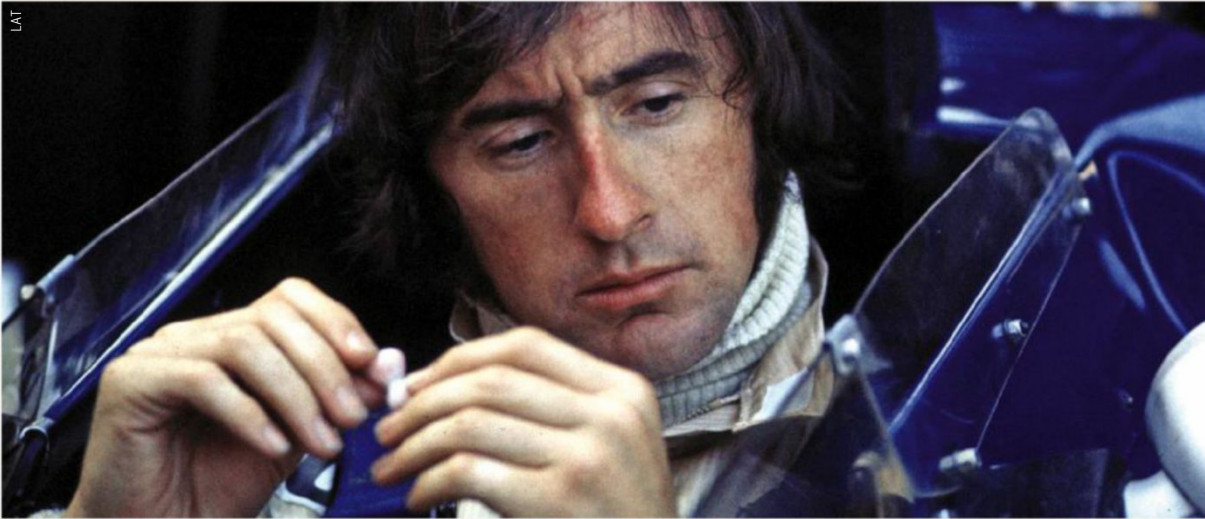
Streamlining became aerodynamics when this de Havilland-trained engineer was asked to create a body for the 1954 Lotus MkVIII. Costin became the low-drag king: his teardrop Vanwall of '56 featured NACA ducts rather than louvres, plus flush Dzus fasteners rather than jutting catches, to minimise the disturbance of airflow. Its underbody was profiled and its wraparound screen began the trend for 'burying' a driver within a cockpit. **PF**



Giampaolo Dallara

King of the single-seater market

His company didn't invent one-make single-seater categories, but the excellence of his F3 machinery effectively killed off competition in that class and has made Dallara Automobili the go-to company for spec racers. IndyCar, GP2, GP3, Indy Lights and Super Formula are all Dallara-only. There's also been 46 years of on-off involvement in F1, starting with the De Tomaso of 1970 and most recently the Haas of 2016. **MS**



Jackie Stewart

Bravely spearheaded an F1 safety crusade

Stewart would make it onto many people's list of greatest racing drivers, but that's not why he's here. The three-time F1 world champion had an impact far beyond his 27 wins from 99 starts.

After a narrow escape – and what he considered poor medical treatment – in the 1966 Belgian Grand Prix, Stewart became convinced that changes were needed. Several deaths, including that of Stewart's friend and rival Jim Clark, added weight to his argument as cars got ever faster with the arrival of wings and slicks.

There was much opposition, not least from circuit owners who had to pay for

improvements, but Stewart's increasing pre-eminence as a driver and refusal to give in meant he could not be ignored.

Circuit boycotts, most famously of the old Spa and Nurburgring, eventually brought change as Stewart helped mobilise the Grand Prix Drivers' Association. It was cruel that Tyrrell team-mate Francois Cevert was killed qualifying for what would have been Stewart's final GP, and the fight continued after the Scot's retirement in 1973.

Stewart's impact on the sport went on into the '90s, with his son's Paul Stewart Racing squad launching the career of several

drivers, and the Stewart F1 team eventually morphed into the super-successful Red Bull operation. But it's his safety crusade that continues to make the biggest difference.

Misunderstood by some, Stewart's attempts to make the sport safer were far braver than the actions of those who sat back and allowed the status quo to continue.

It was a long fight, but ultimately Stewart's calls for such measures as mandatory seatbelts, full-face helmets and track modernisation helped reshape the sport and, more importantly, attitudes. It is impossible to know how many people are still alive as a result of his efforts. **KT**



John Webb

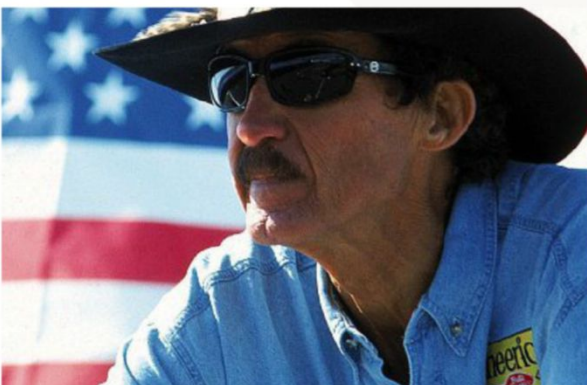
Brands Hatch marketing whizz

It's telling that when Jonathan Palmer's MotorSport Vision took over Brands Hatch, Oulton Park, Snetterton and Cadwell Park, Palmer sought the opinions of John Webb, who as the man in charge at Brands had done a spectacular job of turning motor racing from a niche hobby for wealthy enthusiasts into a profitable entertainment business.

Between the early '60s and late '80s, Webb and his team gave us Formula Ford 1600, FF2000, Sports 2000, British Formula 1, Thundersports, Thundersaloons and Formula First, and imported Formula 5000 and Formula Atlantic. No one did more than him in making competing in motorsport accessible to the man or woman in the street, or in progressing the careers of the talents his classes introduced.

Webb had a flair for promotion that chimed perfectly with the times. He got Brands the British GP, alternating with Silverstone, and hugely grew the audience. He also made Brands the spiritual home of world championship sportscar racing in Britain, turning a profit on a form of motorsport that can be tough to market.

Palmer has modelled his strategy on Webb's, and that's why his tracks are looking better, visually and on the balance sheets, than they have since the '80s. **MS**



Richard Petty

A real American hero

There were many great drivers in NASCAR before Richard Petty first strapped into a race car in 1958, but many of the big-name players that preceded Petty were of a rough cut and relatively unknown outside of the Deep South of the United States. Petty was the first NASCAR driver who became a household name outside of the sport, and his larger-than-life image remains today with his trademark cowboy hat, sunglasses and moustache.

His racing career coincided with the emergence of televised racing in the US, and he became the top driver in NASCAR in the '60s and '70s. His legendary status earned him the title 'The King', with 200 race wins, seven Daytona 500 successes and a record seven NASCAR Cup titles. **BM**



John Fitch

Driver-turned-safety-proponent

Fitch was one of the first American racers to come to Europe. He was successful in sportscars and rallying, winning the 1955 Tourist Trophy with Mercedes alongside Stirling Moss, and came up with the roller-map pacenote idea that Moss and Denis Jenkinson used to dominate that year's Mille Miglia.

An innovative thinker, Fitch's biggest contribution came after he retired. Having been co-driver to Pierre Levegh for the disastrous 1955 Le Mans, he became involved in many safety projects. He formed Impact Attenuation Inc and invented the Fitch Inertial Barrier – essentially sand-filled plastic barrels – which is now commonplace on US roads. The Fitch Compression Barrier improved oval safety and was one of many ideas and inventions. His Full Driver Capsule, anchoring the helmet to the seatback, foreshadowed the HANS device. **KT**



Richard Burns

Reinvented the rally driving art

Having cut his teeth in front-drive Peugeots and Group N Subarus, Richard Burns was well versed in the need to maintain momentum through corners.

Not for him the gung-ho approach of arriving at the apex crossed up, sliding through the corner and exiting with one rear wheel in a ditch while the diagonally opposite one dangled in mid-air. RB forged a new – straighter – path.

In 1995, the FIA reduced the power output of Group A cars and this was the start of a Richard-led revolution.

Coinciding with ever-improving damper technology and the need to elongate the life of less-specific and less-available tyres, Burns took a hint of understeer at the entry and kept the car neat and in-line through the corner to carry more exit speed. The racing line had arrived in rallying. And it remains today. **DE**



John Cooper

Mastermind of the rear-engine revolution

In sourcing, blending and assembling unlikely and often unprepossessing components on a frugal budget, this genial and practical west Londoner – good cop to his gruff but influential father Charles's bad – reignited motorsport in Austerity Britain before ultimately turning global motor racing on its head. His can-do spirit and make-do-and-amend cars' ousting of the front-engined GP elite was the final act of a 10-year democratisation of the sport.

The meritocracy he helped found and encourage included a new breed of young gun, Stirling Moss and Jackie Stewart among them, and team owner. Jack Brabham and Bruce McLaren, from the other side of the world but in tune with his attitudes and attributes, plus Ron Dennis were not only honed by its hard knocks, tough love and solid success, but also the team's waning taught them a valuable lesson. Though they flew the coop, they remained in part forever Cooper. **PF**



Soichiro Honda

Brought Japan to international racing

Japan's Enzo Ferrari, Soichiro Honda was a driven, hyper-intelligent man. He set up the Honda Motor Company in 1948 to produce a powered bicycle that helped kick-start a bankrupt Japanese post-war economy, and profits from the mass-selling steed soon funded the development of bigger, better bikes. Then came Honda's first car... and then, with the company barely of age, a first assault on Formula 1. The year was 1964 and Honda's vaulting ambition was never more clearly shown than with his remarkably bold decision to take on the world's best-established, most technologically advanced racing engineers at their own rarified game.

For Honda it was just another technological challenge, but it's no exaggeration to state that his energy brought Japan into motorsport.

"Know no limits" was his mantra. Beneath a 21st-century corporate superstructure, it underpins Honda's racing exploits to this day. **AR**



Adrian Newey

Aerodynamics ace changed the F1 game

The 57-year-old's astonishing success in grand prix racing stands for itself. His cars have won a total of 20 world championships (drivers' and constructors') and even having taken a step back from F1, he's still an important part of the Red Bull team. But success in itself is secondary to the massive impact he's had on both grand prix racing and motorsport as a whole.

Arguably, it was a car that never won a grand prix – the March 881 that Newey produced for the 1988 season – that is one of the most influential of all time. It set the aerodynamic direction that continued through Newey's dominant Williams cars of the '90s and the McLarens and Red Bulls that followed.

His influence has been felt on every grand prix and in many other areas of the sport in what might be called the aerodynamics era. **ES**



Colin McRae

Burst rallying out of its bubble

Single-handedly, Colin McRae did more to promote the World Rally Championship than anybody – or body – in the sport's history. And he did it by being himself.

McRae never set out to steal the limelight or to stop the show. He just wanted to drive faster. His way of doing that lifted rallying out of the dark ages and thrust it onto a level where the WRC was ready to rival Formula 1 in terms of global popularity and exposure.

Rallying had, of course, had its heroes before: Markku Alen and Ari Vatanen were cut from roughly the same sporting cloth as McRae, but Colin was caught in the perfect storm. In Subaru's Legacy and Impreza, he found cars strong and quick enough to work his magic. And he found himself in an era where rallying needed its post-Group B hero.

From the side of the road, McRae's approach was generally the most spectacular, using every ounce of power and every inch of road. Not the quickest every time, it was the unwavering commitment that fans bought in to.

Out of the car, his laid-back style showed him for what he was: an everyday chap with an outrageous talent. People tuned in for that and rallying clung to his coat-tails as his popularity rocketed. **DE**



Ferdinand Piech

The force behind the Porsche 917 and Audi Quattro

Forget the emissions scandal that ultimately forced Ferdinand Piech's resignation from the Volkswagen Group last year. Instead, remember the grandson of Ferdinand Porsche for two of motorsport's most iconic and successful cars: the Audi Quattro and Porsche 917.

Piech was responsible for both of these game-changers. On completion of his mechanical engineering degree, Piech started work at the family firm in Stuttgart, where he busied himself with the development of successive cars: 906, 910, 907 and 908. All were successful sports cars, but none delivered the Le Mans win the Germans so desired.

The 917 did. World sportscar championship and Can-Am titles followed.

The 917 was born out of a typically bold Piech decision to build 25 bespoke cars, complying with Commission Sportive Internationale's (world motorsport's then governing body) Group 4 regulation. The new car won the world's most famous endurance race in 1970, despite drivers being fearful of the early longtail variant going ballistic north of 220mph. The evolutions would be numerous and more successful. But not overseen by Piech, who left Porsche in '71.

A family-imposed rule meant none of the Porsches or Piechs would be involved in the day-to-day running of the company. He headed east to Audi.

In August 1975, he sat on the Ingolstadt board with responsibility for technical development. That was the key moment. If ever there was a date for the start of rallying's four-wheel-drive revolution, that was it. The inspiration for the Quattro didn't come straight away, but Piech was in the right place to instigate and embrace change.

Later in 1975, VW was awarded a contract from the German government to develop and build four-wheel-drive military vehicles. This deal was passed down the line to Audi, and Piech was in the middle of the

development of a car called the Iltis. Testing the new car down a snowy road in Finland in February '77, the 75bhp machine humbled far more powerful two-wheel-drive cars with far superior handling.

Boom. The big bang. Iltis running gear was crammed under an Audi 80, the 160bhp turbocharged motor from an Audi 200 was shoehorned under the bonnet and the creation was taken – in total secrecy – to a disused quarry just outside Nurnberg. It was here, on a five-mile stretch of gravel road, that the humble-looking 80 was driven day and night.

When, in September 1979, Audi innocently asked if any manufacturer would object to the lifting of a WRC ban on cars with more than two driven wheels, rival teams looked a little bemused. But nobody objected, thinking Audi's plans rested with the awkward-looking Iltis. And nobody was afraid of that (even if it did win Paris-Dakar the following year).

The Audi Quattro was revealed to the world at the Geneva Motorshow in 1980. And still folk scoffed. How could something so heavy and complicated ever compete with the established order?

When Hannu Mikkola drove the Quattro as a course car on the Algarve Rally in October 1980, plenty gathered to see how long this turbocharged contraption would last. It went all the way, stood toe-to-toe with a Bernard Beguin-driven Porsche 911 on the asphalt and then blew everybody and everything into the weeds on the dirt.

The Quattro's competitive debut came on the Janner Rally, an Austrian winter event, in January 1981. Franz Wittmann was fastest on every stage to guide the Audi to a 20-minute win.

Piech's plan had caught the rest of the world napping, allowing Audi to rule the rally world for the next three years. The Quattro changed the sport forever. **DE**



Michele Mouton

Earned respect in a man's world

With the likes of Pat Moss-Carlsson and Rosie Smith going before her, Mouton didn't break new ground. But when she started winning rounds of the World Rally Championship – particularly her efforts in the physical and brutish Group B cars – respect went through the roof. Mouton, who came within an ace of taking the 1982 world title, is now president of the FIA's women and motorsport commission. **DE**



Rauno Aaltonen

Left-foot-braking maverick

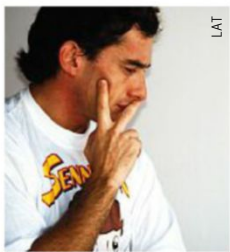
The name above could have read Erik Carlsson. Finn Aaltonen and his Swedish neighbour could each lay claim to being the first to use their left foot for something other than the clutch. Left-foot braking has evolved – its first use wasn't to counter turbo lag, for example. But it was always used to balance a car through corners, early on helping to steer with the rear while the front wheels kept pulling. Drivers like Mika Hakkinen took the concept to F1. **DE**



Dean Sicking

Inventor of the SAFER Barrier

Dr Sicking worked in conjunction with the Indy Racing League and the Indianapolis Motor Speedway to develop the Steel and Foam Energy Reduction Barrier. The first SAFER Barrier was installed at Indy in May 2002, and by '06 every oval track that hosted IndyCar or NASCAR had SAFER Barriers installed. The technology, which has hugely reduced the potential for injury, has since spread to road courses, including Le Mans. **BM**



Ayrton Senna

Moved the 'what's fair?' goalposts

"There were two Ayrton Sennas," wrote David Tremayne for *Motoring News* in the hours after the three-time world champion's death. "The one, and sadly I never did more than scratch its surface or peek within its shadows, was an intense, funny, loyal and warm character. But the other could be a monster, the bully of the track. The intimidator."

Senna transcended motorsport, becoming a global superstar who engaged in much charity work in his home country – though he never sought attention or praise because of it.

On track he fought extremely fiercely, moving the goalposts for what was 'right'. Tremayne wrote that he "will be remembered as the one who set the tone whereby hard driving – and at times, it has to be said, dirty driving – has become an acceptable part of motor racing".

Senna's exploits in motorsport were enough on their own to safeguard his status as a true great, but his fatal accident at Imola made sure that his legend would stand the test of time.

The crash was part of a deadly weekend that served as a catalyst for an increased safety drive in Formula 1. His accident on the Sunday, following Roland Ratzenberger's death on Saturday, prompted a host of quick-fixes – but raised cockpit sides, accident loggers, improved safety barriers and a host of other changes would follow. **SM**



Colin Chapman

Innovative designer and Lotus chief

Burgeoning British motorsport's 'Flash Harry' was a sufficiently good racing driver to know what was required of a car, as well as a brilliant engineer and motivator.

A charismatic conceptual genius – engines in his sketches were often unadorned oblongs – he was to structure what Adrian Newey is to aero. Little wonder that the likeminded, often from the nearby de Havilland aircraft factory, were attracted to his flame. Some stayed,

some left, some returned, all learned.

A master of 'adding lightness', he pushed the envelope (of technology and his team) to its limit and occasionally missed the post. When he got it right he delivered the Next Big Thing: bathtub monocoque, chassis/engine integration, wedge shape, wing car and ground effect: think 25, 49, 72, 78 and 79.

Although he didn't always initiate, he could swiftly grasp an idea's fundamentals

before twisting them and/or drilling down to suit his needs.

His list is long: he was crucial to the groundbreaking success of Vanwall; he hauled Indycar racing from the technological ooze; he drew a successful racing tread-pattern for Firestone; he introduced commercial sponsorship to F1; and his team won 13 F1 titles – six drivers' and seven constructors'.

A visionary and the vital spark. **PF**



John Barnard

Shifted design focus to packaging

Barnard's importance in the history of racing car design goes beyond pioneering the carbonfibre monocoque with McLaren in 1981 and the semi-automatic paddle-shift gearbox with Ferrari at the end of the decade. Just as important is the integrated approach he brought to designing racing machinery.

Until the MP4/1, the British F1 *garagistes* built chassis into which they bolted a Cosworth DFV. The focus of the grandee manufacturers was traditionally on the engine to the detriment of the chassis. That's a simplification, but something approaching the truth. That changed with the TAG-engined MP4/2 in 1984. Barnard wanted an engine that wouldn't compromise his design and he achieved it with the Porsche-built twin-turbo V6.

A trend had been set. **GW**



Vittorio Jano

Designer extraordinaire

This Italian of Hungarian lineage oversaw the Fiats that set the '20s' GP template. And Alfa Romeo's sporting tradition – his maiden design won the inaugural world championship of 1925 – is based on his engineering architecture. With it, he all but created the sports and GT categories and conceived the first successful monoposto GP car.

Still influential after WWII, his Lancia D50, with pannier tanks and transverse gearbox, pointed to centralising mass for improved manoeuvrability and handling consistency on altering fuel loads – an approach that bore fruit 20 years later with Ferrari's 312Ts. His attitude to stiffness and lightness was a precursor to Chapman's: the D50's engine acted as a stressed chassis member. Finally, he designed the V6 drivetrain of Ferrari's 1961 'Sharknose', and suggested fitting a rear spoiler to its first mid-engine sports-prototype. **PF**

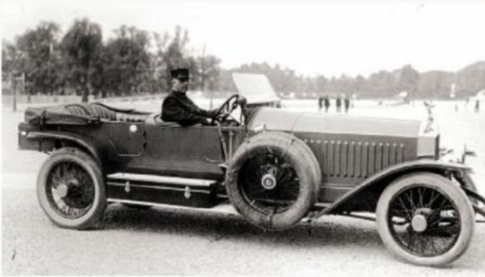


COATES/LAT

Hermann Tilke

The godfather of circuit design

Tilke has a monopoly on Formula 1 circuit design. He's created 10 new tracks that have appeared on the F1 calendar in the last 20 years, and is also the go-to guy if tweaks are required. He's a divisive character, though. Critics say his designs are carbon copies of each other. But those in favour feel he understands what makes a good racing circuit, with Istanbul Park and Circuit of the Americas good examples. **LB**



Charles Faroux

Le Mans 24 Hours founder

An engineer who found greater fame as motorsport's most influential journalist. As co-founder of the Le Mans 24 Hours and enthusiastic promoter of the Monaco Grand Prix, he helped create two points of racing's Triple Crown. He worked tirelessly to try to ensure France's pre-eminence after WWI and WWII. And it was his suggestion, copied from America, that the 1933 Monaco GP's grid be arranged by lap time that has since become the norm. **PF**



Jean-Marie Balestre

Controversial leader of the sport

The iron-willed Frenchman at the helm of motorsport from 1978 to '91 turned the governing body into a more active, potent, *combative* force. So much so that the legacy he left is founded on a fight he didn't win. As president of FISA, the FIA's sporting arm, he handed over the commercial rights of F1 to Bernie Ecclestone and FOCA with the signing of the Concorde Agreement that ended a winter of discontent in early 1981. **GW**



Enzo Ferrari

Created motorsport's most famous name

One of the world's most aspirational brands was shaped by a racing driver so ho-hum, an engineer so rudimentary – despite his preferred title of *Ingegnere* – that he had to make himself useful in lots of little ways to lots of influential people in order to get on. He was neither handsome nor charming and spent much of the second half of his life hiding in dimly lit rooms and/or behind the shadiest of shades. He was tight with money and a notorious gossip. He infuriated and alienated key staff and some of the greatest drivers, from Tazio Nuvolari to Jackie Stewart – he called the Scot an *Inglese!* – via Stirling Moss and Juan Manuel Fangio. His blood-red cars came to symbolise death, sex and glamour, yet he epitomised conservatism in many ways.

And yet. He turned those weaknesses into positives – without even seeming to, or having to, try – and maximised his singular great idea.

In 1929, with the support of eager pay-drivers and loyal backers in the 'business' – Weber, Shell, Pirelli and Bosch – he founded a tight-knit specialist team that promised a manufacturer (Alfa Romeo) the glory of victory while protecting it from the backlash of defeat. Flexible and responsive, it became a beacon to other racers. Based in an austere Modenese workshop – Enzo and his young family lived above it – there was little glamour to be had but plenty of endeavour and knowledge. Racing's most grandiose grandee was a *garagiste* at heart.

Originally a joint stock company, Scuderia Ferrari was reconstituted after WWII as a privately owned concern. Enzo had made enough money as a small cog in Italy's war effort to revive his dream, and this time it was to be his fiefdom and he would behave like a lord. He had no plan to found a car company on the back of his racing bug – that would be at someone else's suggestion – but his ambition did run to a V12,

a brave undertaking by so young a company, and one that has paid it back many times over.

Enzo's other brainwave was his realisation that the more reclusive he was, the better known he became. Stepping into the shadows suited this fundamentally shy and secretive man who was slave to his, mainly banal, obsessions. From his office overlooking the factory gates he kept tabs on the comings and goings, read newspapers voraciously, barked orders and signed missives with a flourish of violet ink. If you wanted to see him you had to come to him.

And how they came. Even the most pragmatic were fascinated by the intrigues of this most charismatic and dramatic team. It soon became impossible to think of motorsport without it, and Enzo, stamping his foot and making unreasonable demands, used that as a lever to get what he wanted, be it from race organisers, the ruling body, conglomerates or government.

Though there were many wins, the losses were just as important, for they stoked what Enzo, "an agitator of men", liked to call his "creative tension". And though there were several in-built advantages – the in-house foundry in particular gave Ferrari self-sufficiency denied most rivals – often these were dashed by bitter internal politics.

The aftershocks were still being felt 10 years after Enzo's death – but the stability it regained in the '90s showed the Scuderia's homogeneity and isolation, for so long considered weaknesses, could be formidable strengths. That Enzo frequently dropped this ball is a damning indictment if you view success as paramount. That would be to miss the point. For all his flaws – because of them, indeed – this Machiavel made his sport compelling, and his team continues to provide a vital artful backdrop to increasingly scientific times.

The Godfather. Pay your respects! **PF**



TEE/LAT

Max Mosley

Built F1 with Ecclestone – then sold it off

Arguably the most divisive administrator in motorsport history, Max Rufus Mosley, born with a tarnished silver spoon in his mouth, governed the FIA through sheer strength of will for 16 years by blending the gracious charm and incisive intelligence inherited from his society mother with the persuasive guile and utter ruthlessness that propelled his father up the UK political ladder to the leadership of Britain's fascist party.

The multi-lingual Mosley was certainly multi-talented: after racing in F2 against Jim Clark, he co-founded race car constructor March. He not only headed up its commercial activities, but race-engineered the products, his efforts delivering two grand prix wins.

It was, though, through 'FIASCO' – the FISA/FOCA war that almost rent F1 apart in the '80s – that Mosley sprang to prominence, with the peace-making, F1-defining Concorde Agreement being the product of his razor-sharp intellect and legal training, combined with the negotiating skills of Formula One Constructors' Association head Bernie Ecclestone.

This duo forged a 40-year double-act, with Mosley providing FOCA with respectability and Bernie playing hardball. Their partnership culminated in an annual sporting block rivalled only by FIFA and the Olympics, but F1 fame proved insufficient for Mosley. Desperate to enter top-line politics, yet aware that his surname provided insurmountable handicaps, he aspired to global motoring's highest office.

His first step, in 1986, was the presidency of FISA's Manufacturers Commission; the next, in '91, saw him elected president of FISA (then the FIA sporting wing), ousting Jean-Marie Balestre – who remained FIA president – by maintaining

that no one could effectively preside over sport and touring. Yet, two years later, Mosley successfully stood against the Frenchman on a ticket promising to merge the FIA and FISA...

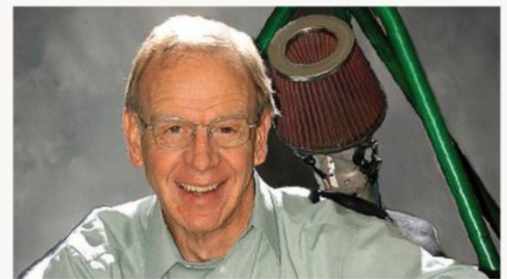
Despite vowing to let F1 run itself, Mosley soon imposed his will, with the catalyst being the tragic 1994 Imola weekend. Thereafter he embarked on safety crusades on road, circuit and track before turning his mind to the most controversial decision of his four FIA presidencies: the sale of the FIA's commercial rights to Ecclestone for 10 years, a deal torpedoed by the EU on monopolistic grounds.

The Commission decreed that Ecclestone could retain a single category – he chose F1. When conditions imposed by Brussels did not suit them, the duo extended the deal to 100 years at no extra cost to move it beyond EU lease laws. Where other categories changed hands after 10 years – arguably for the better – F1 is exploited by an equity fund, a transaction blessed by Mosley's administration.

Not content with beating Brussels, Mosley set his sights on the manufacturers who entered F1 in droves in the 2000s. Through a range of rule changes, grooved/control tyres, cost caps and budget formulas, he made F1 increasingly unattractive to these big spenders, who exited one by one as his last presidency came to an end in 2009.

In a final act he replaced the manufacturer teams with budget outfits, all four of whom were in liquidation in as many years, while the hybrid engines proposed in his final year made a mockery of cost caps, and are still being fine-tuned.

In the final analysis, the scandal that sullied Mosley's office is best forgotten, but he should never be forgiven for overseeing F1's 100-year commercial rights deal – illustrating precisely how divisive he remains almost 10 years on. **DR**



Dr Robert Hubbard

Creator of the HANS device

The Head and Neck Support (HANS) device was conceived when Dr Robert Hubbard and his brother-in-law Jim Downing sought to protect drivers from being severely or fatally injured due to sudden head movement in a crash. Since its first design in the '80s, the HANS device has become motorsport's default frontal-head restraint. Its use is mandatory in F1, and FHRs are now compulsory in a number of series, all the way down to UK club level. **SM**



LAT

Stirling Moss

The original British professional

Though imbued with cavalier spirit, here was the prototype modern professional: young, fit, focused and media savvy. The sport's first global racing driver, he felt it his patriotic duty to win for Britain. His quest first drew a blank, but he continued to provide a spur for embarrassed captains of industry and ambitious club racing innovators; when they caught up with his ambition and skill was when the axis of power shifted. **PF**



WARNER/LAT

Jean Todt

Driving motorsport into the future

Success as a rally co-driver and as a team boss in rallying, sportscars and F1, the last during Ferrari's early-21st-century pomp, was just a precursor to Todt's current role as FIA president. Since taking up the post in 2009, he hasn't been as high profile as predecessor Max Mosley, but on his watch there have been big changes in F1, a sportscar world championship has been re-established and Formula E has made electric-powered racing mainstream. **ES**



Tony George

Split then saved American single-seater racing

George broke with Indianapolis Motor Speedway tradition when he added the NASCAR Brickyard 400 to the circuit's repertoire in 1994. That was just the start.

Frustrated by a contentious relationship with CART, the body that controlled Indycar racing at that time, George announced a new series for 1996. The creation of the Indy Racing League split American single-seater racing in two.

CART teams boycotted the Indy 500 over a provision that would reserve 25 of the 33 starting positions for IRL regulars, before weakening and eventually going out of business.

George, who had successfully brought Formula 1 back to the United States in 2000 with a race on a specially built road course, helped broker unification in February '08 with the Champ Car organisation that succeeded CART. **BM**



Huschke von Hanstein

Made Porsche a force to be reckoned with

Neither Ferdinand Porsche nor his son Ferry should be regarded as the most important man in the rich motorsport history of the company that bears their name. That accolade must go to Fritz 'Huschke' von Hanstein. He set Porsche on a course that would make it the most important marque in sportscar racing with a tally of victories in the Le Mans 24 Hours that stands at 18 and counting.

Von Hanstein was a successful pre-war racer who started out driving and, using his aristocratic connections, selling Porsches, then quickly became the head of its racing department and PR boss. He oversaw its early class successes at Le Mans, was in the cockpit for its first outright win at the Targa Florio in 1956 and headed up its F1 entry in '61. And along the way he employed the likes of Dan Gurney, Wolfgang von Trips and Jo Bonnier. **GW**



Rudolf Uhlenhaut

Crucial player in Mercedes' history

Mercedes was in a rare but deep slump when a 30-year-old from its experimental division was charged with a new department linking race team to factory. The effect was remarkable. His inquiring mind and ability to match paid drivers' lap times let him challenge long-held beliefs and methods. The result was the 646bhp W125. With stiffer chassis and softer suspension, courtesy of hydraulic rather than friction dampers, and by its interposing of coil spring between wishbones, it set a new standard for road-holding.

After WWII, he continued to oversee manpower, budget, technical complexity and fit-and-finish unmatched until the century's end. The resultant W196, with direct fuel injection and desmodromic valve gear, was beyond the reach of rivals. But though this was racing on a war footing, the cosmopolitan designer's charm was fundamental to Germany's reacceptance. **PF**



Jonathan Ashman

Sowed the seeds of Super Touring

Whoever came up with the idea of the two-litre class, a category we came to know and love as Super Touring, ahead of the 1990 British Touring Car Championship season, changed production-based motorsport forever. The tenets on which it was founded have been taken as the basis of just about every set of regulations for international tin-top racing and rallying since – everything from the World Rally Car rules through Super 2000 to TCR.

There are multiple claimants to the title of the father of Super Touring, David Richards at Prodrive and touring car legend Andy Rouse among them. They played their part, but Jonathan Ashman, then marketing director of the Motor Sports Association, deserves biggest credit. He helped sow the seeds and then created the conditions in which the idea could take hold and thrive even before he became the president of the FIA Touring Car Commission. **GW**



Peter Wright

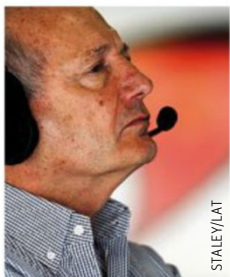
Father of two key innovations

Wright is the father of two innovations that moved the goalposts in F1: he pioneered the introduction of ground-effect aero – or rather worked out how to harness it – and then active suspension, both with Team Lotus.

He had experimented with venturi underfloors in his first job post-university at BRM in the late 1960s, dabbled in the idea while at Specialised Mouldings in the early '70s, and then led the windtunnel project that resulted in the Lotus 78 of 1977. The 79 that followed would Hoover up the '78 drivers' and constructors' titles.

Colin Chapman was always demanding his design team find the 'unfair advantage', and active suspension was Wright's next try at that. He oversaw development of the first active Lotus that raced briefly in 1983. A move across to the Lotus Engineering consultancy division allowed him to hone the tech and pave the way for its successful return to F1 in '87 with the 99T in which Ayrton Senna won grands prix.

Long after he'd left F1, he would again play a part in changing motorsport. In his role as an FIA technical advisor, he was a key player in the creation of what's now called the Balance of Performance on the arrival of the Maserati MC12 in the FIA GT Championship. The idea was Max Mosley's, but Wright put it into practice. Love it or loathe it, the BoP has altered the landscape of sportscar racing. **GW**



Ron Dennis

Changed what it meant to be in F1

It's fair to say that Ron Dennis has done a pretty tidy job with McLaren, for a man who originally didn't fancy buying it.

But when he did take over the struggling F1 team, back in 1981, he set about creating a thoroughly modern racing organisation. It would be clean and bring new standards of presentation to the pitlane – all the better to lure and maintain big-buck partners such as TAG-Porsche, Boss, Honda and, of course Marlboro, then West. And above all it would win.

Dennis transformed McLaren from being a team unable to keep up with the technical charge of the late '70s and early '80s, to one that raised the bar: firstly with the introduction of the carbonfibre monocoque into F1 (1981); soon after with the ultra-efficient TAG-Porsche V6 ('83). With Dennis in his pomp, McLaren became the F1 squad of the '80s, winning teams' titles in '84, '85, '88 and '89, plus five drivers' crowns.

The '90s were bookended with title success and, while the past two decades have brought less silverware – Lewis Hamilton's 2008 title being the last championship win – the growth of the McLaren Group is no small consolation for a man who set out to change the very notion of what an F1 business could be, and forced the sport to march to his tune. **AR**



Bill France Sr

The brains behind NASCAR

A service-station employee in his youth, France moved his family to Florida in his twenties and competed in the first stock car race ever held on the Daytona Beach Road Course, which included portions of Florida Highway A1A and the sandy beaches on the Atlantic Ocean, in 1936. He finished fifth.

France served on Joel Thorne's pit crew in the 1938 and '39 Indianapolis 500s, and believed there was a market for racing in the same type of cars that were driven on the streets. He would call it "stock car racing" because the cars were stock and street legal. After WWII, France began promoting races instead of competing himself.

Stock car racing at that time was not

regulated under one sanctioning body and was pretty much an outlaw sport. France promoted a race in Greensboro, North Carolina, and met with the sports editor of the local newspaper, who told him he needed to organise a championship series of races. That's when France first thought of creating a sanctioning body.

On December 14, 1947 France began talks with drivers, mechanics and car owners at the Streamline Hotel in Daytona Beach. NASCAR was formed on February 21, '48 and the first NASCAR 'Strictly Stock' race was held in Charlotte, North Carolina on June 19, '49. France continued to promote the Daytona Beach Course race, but development of

the resort area was taking away more and more of the beach used for the race. As early as '53 France proposed the idea of the 2.5-mile Daytona International Speedway, and he began building the facility in '56. In '59 the track hosted stock car racing's premier event – the Daytona 500.

France guided NASCAR from a backwoods, roughneck sport in the Deep South into a legitimate racing series. He built Talladega Superspeedway in 1969 and brought in the RJ Reynolds Tobacco Company as the title sponsor in '71. The millions of dollars spent by the cigarette company would fuel NASCAR's boom into the big-time that began in the '70s and continues today. **BM**



Harry Miller

American mastermind ruled Indy

The most fecund mind of American racing spoke before WWI of using aerofoils to improve traction. That did not come to pass during his lifetime. Many of his racing innovations, however, did: an enclosed streamliner; hydraulic front-wheel brakes; aluminium-alloy pistons in wet steel liners; flat-spoke wheels; bespoke single-seaters put into production; and enclosed valve gear.

As well as 12 Indy 500 victories, he made front-wheel drive a practical reality (1925), designed the first 4WD to contest Indy ('32) and the first rear-engined car to start Indy ('39).

Though he died bankrupt and broken, his legacy was immense. LA became the City of Speed due to his presence. And one of his engines – thanks to Fred Offenhauser and Leo Goossen, then Lou Meyer and Dale Drake – dominated US racing for 50 years. **PF**



Dietrich Mateschitz

Backer of the big guns

The Red Bull co-owner has had enormous success as an F1 team owner, winning eight world championships with Red Bull Racing. But his influence stretches far beyond that.

Red Bull has backed drivers for decades (Gerhard Berger was the first back in the '80s) and, while it has a reputation for being somewhat harsh on its charges, you can't argue with its record of success. Of the current F1 grid, Sebastian Vettel, Daniel Ricciardo, Max Verstappen, Carlos Sainz Jr, Daniil Kvyat and Felipe Nasr have all benefited from varying levels of Red Bull support during their careers. And outside of F1, Brendon Hartley and Sebastien Buemi probably wouldn't be sportscar world champions without its backing.

Oh, and Mateschitz has revived the Austrian Grand Prix at the Red Bull Ring. **ES**



Eddie Rickenbacker

Guided Indy through the doldrums

Returning from WWI as America's deadliest fighter pilot, this ex-racing driver translated wartime fame into peacetime influence. Heading a consortium, he bought Indianapolis Motor Speedway in 1927 and steered it through the Great Depression via hard-won investment in infrastructure and promotion plus hard-nosed changes of regulations. His 'Junk Formula' was a backwards step but kept grids brimming when the alternative was closure. **PF**



Gordon Murray

Brought carbon brakes to F1

An innovator ever ready to exploit a loophole in the regulations. Think, here, of the Brabham BT46B 'fan-car', or the hydraulic suspension devised to circumvent the ban on sliding skirts and new rideheight rules in 1981. Arguably his most enduring innovation was, however, the introduction of carbon brakes with Brabham, first raced in '76, perfected by '82. Everyone in F1 and beyond would follow. **GW**



Hugh F Locke King

Created Brooklands, inspired Indy

The brains behind the Brooklands circuit, Hugh F Locke King was responsible for two major motorsport icons. The 2.75-mile venue, opened in 1907, was the world's first purpose-built motor racing circuit. And it was also the inspiration for the Indianapolis Motor Speedway, when American Carl G Fisher visited the banked circuit the year it opened and was convinced to pursue his desire to build a track in America. **SM**



Sid Watkins

Overhauled safety in F1 and beyond

It's a cliché to claim there are many drivers who are only with us today because of Professor Sid Watkins. But the ubiquity of the sentiment doesn't make it any less true. It's impossible to overstate how dramatic the change was between the old ad hoc days of circuit medical facilities and safety standards and the new world he started to bring in once Bernie Ecclestone brought him on board.

A motorsport enthusiast, Watkins did not get involved with Formula 1 on a regular basis (he had provided some medical help at Watkins Glen for the United States Grand Prix while based in New York) until the 1978 Swedish GP. Ecclestone paid him a visit on Harley Street, ostensibly for a consultation, and ended up inviting him to Anderstorp to work as the F1 Medical Officer. That was the start of an important relationship.

Watkins was not impressed by what he saw from the medical facilities in F1 and, with Ecclestone's support in taking on often-uncooperative circuit owners, started to push for improvements.

Among his early innovations was the medical 'chase' car, introduced after it took too long for an ambulance to reach Ronnie Peterson's crash at Monza in 1978, which ultimately contributed to the Swede's death.

Watkins was very often the first on the scene of major accidents. He attended to Didier Pironi, who suffered horrific leg injuries in a crash at Hockenheim in 1982, and was key in saving Pironi's limbs. He also helped save Mika Hakkinen after the Finn's accident at Adelaide in '95, performing an emergency tracheotomy to allow breathing. He was on the scene in the aftermath of great friend Ayrton Senna's fatal accident at Imola in '94, although the extent of the injuries made it impossible to save the Brazilian.

That accident led to the creation of the FIA Expert Advisory Safety Committee, which went on to become the FIA Institute for Motor Sport Safety. The body continues to do vital work, and has brought a far more scientific approach to the pursuit of safety, as well as a more proactive, rather than reactive, attitude.

Watkins continued in his role until 2004, when he stepped down at the age of 76. His involvement in the FIA Institute continued until his death in '12.

During his time, on top of the medical car (which Nick Heidfeld once famously took the door off with his Sauber after Watkins had thrown it open at Interlagos), the list of improvements is almost endless. Medical helicopters, the introduction of a medical air canister, myriad improvements in cockpit openings to aid extraction, permanent medical centres at all tracks, the elimination of catch fencing and constant improvements to circuit runoffs and barriers, formal driver-extraction training, standardised medical cars, the HANS device... in short, Watkins had some involvement in every safety-related change over a period of around three decades. The result is that F1 went from a sport in which serious injuries, or worse, went from a regular occurrence to a rarity.

This includes ongoing research into safety through projects such as the halo device, which is part of a cockpit safety initiative that has been worked on for several years. Drivers are also fitted with in-ear accelerometers, which record valuable data for the FIA's accident database. Work such as this is happening as a direct consequence of the professionalisation of safety and medical care undertaken by Watkins.

Few can have had a more profound and noble impact on motorsport than 'The Prof'. **ES**



Michael Schumacher

Redefined the requirements of a driver

Seven drivers' championships, a driving force behind seven constructors' championships, a winner of 91 grands prix and the holder of most of the significant-achievement records, Michael Schumacher's feats as a driver are the stuff of legend. But those are 'just' numbers in a book, and success alone is not enough to make him a gamechanger.

Instead, it's the way he went about his trade that has transformed the way drivers operate today, and how race teams interact with their drivers. Through history, there have been some great drivers, but only a small number have raised the bar for their discipline. Schumacher is arguably the most influential of those.

Early in his grand prix career it was clear he was setting new standards for fitness and physical preparation. When he came into F1 it was not unusual for drivers to flag during races, but Schumacher's tendency to leap out of the car after another great drive, barely looking like he'd broken a sweat, had a big influence. It also helped his consistency in the car, the ability to deliver a series of qualifying-style laps in races when demanded. The classic example is the 1998 Hungarian Grand Prix, when after switching to a three-stop strategy Schumacher had to pull 20 seconds in 19 laps to win the race. That capacity to extract the best performance out of the car during a race set the bar higher.

Then there was the way in which he interacted with the team. As well as working hard to motivate those around him, he offered clear guidance to the squad as to what characteristics he required to get the best out of the car – at times producing handling traits that his team-mates struggled to get on top of.

"One of the reasons Schumacher was such a positive team member was that he could drive the development direction, which drivers always do to an extent," says Gary Anderson, technical director at Jordan when Schumacher made his grand prix debut for the team at Spa in 1991. "Where they want to go will be deciphered by the technical director and engineers and hopefully turned into an engineering solution.

"Michael understood the engineering side of things but knew that his talent was in driving and that the engineers were as good at their jobs as he was at his."

He also changed the game in terms of the ruthlessness of his driving, building on the legacy of Ayrton Senna. Arguably, his on-track approach was shaped by some early battles with the great Brazilian. That led to some controversial incidents: the clashes with Damon Hill at Adelaide in 1994 and Jacques Villeneuve in '97, parking at Rascasse in qualifying for the 2006 Monaco GP, and moments such as the '10 Hungarian GP when he squeezed old team-mate Rubens Barrichello into the pitwall. These incidents have shaped the way the next generation of drivers have done things, as well as influencing the current need for rules of engagement for on-track combat and resulting penalties. While that sounds like a negative, ruthlessness is a trait of all the great champions and his willingness to push things to the limit – and occasionally beyond – was a key part of his armoury.

To the current generation of drivers, who grew up watching the German's era of dominance, Schumacher is the template to which they work. And for teams, he is exactly the kind of driver they want to have in their garage. **ES**



Ernest Henry

Produced a real engine blueprint

This Genevan wasn't the first to fit four overhead valves per cylinder, or to incline valves, or operate them by a pair of camshafts. But he was the first to combine them and place both camshafts above the block. His more efficient cars for Peugeot killed the pre-WWI dinosaurs. His Ballot was the first – in parallel with Duesenberg – to feature a twin-cam straight-eight, the predominant layout of the next 30 years. **PF**



Murray Walker

The voice of F1 – and much more

A household name, and not just in the UK. Over half a century of grand prix commentary helped Formula 1 build a profile with a key demographic – the casual fan. Murray's enthusiasm for other disciplines, from touring cars to rallycross, lent an authoritative-yet-friendly air to smaller factions of the sport, helping those categories make the most of prime slots on UK television. He remains the definitive voice of motorsport. **SM**



Pierre Levegh

Forever tied to the Le Mans disaster

The 1955 Le Mans disaster killed the French driver and more than 80 spectators. When Mike Hawthorn's Jaguar D-type pulled across the Austin-Healey of Lance Macklin and slowed to head to the pits, Macklin had nowhere to go. He jinked in front of Levegh's Mercedes, launching it into the crowd, where it burned. Safety became a bigger deal, Mercedes soon withdrew from the sport, and motor racing was banned in Switzerland. **KT**



Francois Guiter

Launched the careers of several French heroes

Marlboro might be the most iconic motorsport sponsorship brand, but Elf flies under the radar as the most important. And it would not have been possible without Francois Guiter, who became marketing manager at the French oil company in 1967.

Elf scaled new heights in terms of a young-driver programme. The famous Winfield Racing School was already a fixture by the time Guiter convinced Elf to invest as a means of promoting itself. But Elf's involvement kicked it on significantly.

Winners of the Volant Elf competition, including four-time F1 champion Alain Prost, received fully funded Formula Renault campaigns and were then backed right up to F1 if they proved themselves. Many owe their careers to the programme.

Gutier's retirement was met with a restructuring of the scheme in the '90s, and it continues today under the watch of France's FFSA. **SM**



Keith Duckworth

Engine expert behind the gamechanging DFV

The building blocks of Britain's motorsport empire were provided by this Lancastrian genius; and his long association with Ford and tetchy-but-respectful relationship with Colin Chapman – too alike to share an office – were its pillars.

His modifications of production blocks swept aside opposition in Formula Junior, F3 and F2 before a £100,000 investment by Ford allowed him to conceive his first clean-sheet design. The brilliantly simple DFV reset F1's parameters – and introduced integrated 'packaging' – from the moment of its victorious 1967 debut. It was still winning 16 years later, by which time its guaranteed off-the-shelf performance – Cosworth's exacting standards introduced 'repeatability' – had empowered Britain's *garagistes*.

Though Duckworth was no fan of turbocharging, the DFX version of his masterpiece won 10 consecutive Indy 500s. **PF**



Tazio Nuvolari

Inventor of the four-wheel drift

Incredible victories in inferior machinery, melodramatic defeats and miraculous escapes – his racing death would be protracted – the jockey-sized Italian blurred myth and reality: driving without a steering wheel; or without headlights, in the dark; or with a blood-specked handkerchief clenched to his mouth. He knew how to work a crowd and was an early wielder of driver-power.

Blessed with a motorbike racer's balance and bravery, he is credited with inventing the four-wheel drift. A report has him "travelling in several directions at once", while photographs show him managing understeer on a shallower trajectory than rivals.

His speed suggests that he had cracked the knack of carrying more of it into an apex, this in the era of slow in, fast out. He was adaptable, too, transitioning from front-engined cars to Auto Union's D-type.

With racing at its most nationalistic, his switch to a German team caused heartache. He was Alfa Romeo/Scuderia Ferrari's only hope against the Silver Arrows – Mussolini beseeched him to stay. But he loved to win. It's what drove him. And it's what killed him. He was poisoned by exhaust fumes before being incapacitated by a stroke, then felled by another. He never did retire. **PF**



Stephane Ratel

Sportscar kingpin who created GT3

Playing a key role in the relaunch of international sportscar racing in Europe with the BPR Organisation (he was the 'R') in 1994 and then saving GT racing in 2000 would merit Ratel a place somewhere on this list. You can add to that a role in the revival of prototype racing as one of the partners in the original Le Mans Endurance Series created for '04. Yet the Frenchman owes his place to an altogether bigger triumph – the creation of GT3.

The 1300-plus GT3 cars built since the

inception of the category in 2006 and its spread are a testament to its success. That success is founded on its inclusiveness: it's cheap compared with other forms of GT racing; its rules – or lack of them – have opened the door to manufacturers who would have remained on the sidelines; and the cars are easy to run.

The roots of GT3 can be traced back almost to the beginnings of Ratel's involvement in motorsport. The Philippe Charriol Supersport Trophy of 1995

combined the one-make racers of his Venturi Gentlemen Drivers' Trophy with Porsche Cup cars. The concept didn't work because the Venturis were too quick, but scroll on nearly 10 years to the introduction of Balance of Performance, devised to deal with the arrival of the Maserati MC12 in the FIA GT Championship, and the missing piece in the jigsaw had been found.

The way had been cleared for a low-cost category that continues to grow. **GW**



1

Increase in air restrictor size from 33mm to 36mm lifts output to around 380bhp

2

The 2017 cars are 90mm longer, with the rear wing now 50mm above the roofline

3

Longer front suspension arms by 27.5mm means the Polo is faster in the corners

1

WORLD RALLY CHAMPIONSHIP

Under the skin of the

THE NEXT-GENERATION VOLKSWAGEN Polo WRC will make its competitive debut next January, but is already 12 months into its pre-launch testing programme.

Nothing is left to chance by VW and that's why four men are sitting in a darkened room staring at two benched engines while you read this. The motors churn vast quantities of data on a bank of screens. The stresses and strains of the 2017 season are being recreated right now in Hannover. And they have been for some time.

It's 12 months since the first 'lab car' was spotted in Finland, but that car is gone and a couple of months ago chassis 35 and 36 were completed. These are the first two 2017-specification Polo R WRCs to be built. The laboratory was chassis 18, from 2014.

Sensing the interest in chassis numbers, technical director Francois-Xavier Demaison steps in. "Chassis 37, we start work on in September. It's [Sebastien] Ogier's Monte car..."

That's how close we are to the start of a new chapter for the World Rally Car.

In a rare glimpse behind the scenes at the German team, Autosport was given access to the factory and the 2017 Polo R WRC.

Engine

The biggest change in the engine is the step up from a 33mm to a 36mm air restrictor feeding the official FIA single-supplier turbocharger. The theory is that this won't give the drivers vast amounts more torque, but power is expected to rise to around 380bhp.

"This engine is an evolution from the one being used [in the current Polo R WRC] now," says VW director of engine development Donatus Wichelhaus.

"As well as the restrictor, it will have different cam profiles, a new ECU and some other small changes. It still comes from the same engine Volkswagen uses in Formula 3 and in the Polo in Global Rallycross in America. We're looking at around 380bhp with 2.5-bar boost for next year, but there might be a little bit more because the new engine should rev to around 500rpm higher."

Dimensions and aerodynamics

Up close, you really start to appreciate the differences the new dimensions have made to the 2017 cars. They will be 60mm longer at the front, 30mm at the rear, and 55mm wider overall. The rear wing is allowed to be 50mm higher than

The 2017 VW Polo has been testing for the past year



VW'S WARNING

WHY THE VW POLO WON'T DOMINATE

THIS MONTH'S RALLY Poland was Volkswagen's 46th start with the Polo R WRC, which made its debut in the Monte Carlo Rally in January 2013, and its 38th victory.

The World Rally Championship has never been dominated like that before, and VW's Francois-Xavier Demaison warns it should not be expected to again with the next-generation Polo.

Demaison says next year's new regulations will tighten up the front of the field and give VW greater competition.

In both 2014 and '15, the Polo won every rally except one – the absence of the perfect year still rankles in the corridors of power in Hannover – but Demaison is sure it will be a different story in '17.

"This is not the normal situation for one team to win so much," he said.

"Last year Citroen was involved in WTCC and WRC was the second project, Hyundai was just starting out, and Malcolm [Wilson, M-Sport] didn't have the budget and driver.

"Next year, Citroen is at full speed and with a good driver, Hyundai has good experience and they will be strong, Toyota's coming back and M-Sport has the new car.

"The competition will be back where it should be next year and when it's like this, it's not so easy to win a rally."

Despite its recent form, VW is only the seventh most successful WRC manufacturer, with Citroen best on 95 wins.

DAVID EVANS



2017 Volkswagen Polo

the roof line. There's also a rear diffuser for the first time and the doorsills have been extended.

"The big question for the aero is to make it reliable," says Demaison. "Look at Poland, we had cars coming in with broken spoilers. You have to be more careful next year. If you destroy the front splitter after 10 kilometres and still have 50 more to do, having no front aero will be tough.

"It's about finding the compromise between keeping it through the rally, getting the downforce and minimising the drag. We tested with broken aero to find what impact it would have on the car."

Suspension

World Rally Cars have always had relative freedom on the rear suspension, and this is now extended to the front end too.

"There's more freedom at the front, where we have been allowed to move away from the standard mounting point, which has allowed us to play with different kinematics," says Demaison. "We have

27.5mm longer suspension arms as well – this gives more corner speed."

Transmission

Much has been made of the return of an active centre differential for next year. The programming of the centre diff, however, is closely monitored by the FIA.

"We tested with broken aero to find the impact"

"The mapping is much more about reliability rather than influencing driveability," says Demaison. "In the past we saw problems with driveshafts, so we ended up making bigger shafts and CV joints and this was expensive. Now we have the centre diff taking some stress."

Demaison admits the Polo is nearing sign-off now. "Everything has to be with the FIA for homologation for November 1," he says. "After that, we cannot change. The specification will be frozen at the start of September, then we start building 12 chassis – three for Monte, three for Sweden and three spares – in December."

DAVID EVANS

'WILLIAMS' PART LEADS TO PREMA F3 PUNISHMENT

PREMA POWERTEAM and its Formula 3 European Championship leader Lance Stroll have certainly not been without controversy this season, and it ramped up another notch at Zandvoort last Friday.

Williams protege Stroll had taken a double pole in second qualifying, but afterwards the wishbones on the front suspension of his Dallara-Mercedes were found to contravene the regulations regarding the aspect ratio of the overall cross-section. He was excluded and forced to start races two and three from the back.

Prema chief Rene Rosin said in a statement: "We fitted Lance's car with a new component used for the first time here in Zandvoort, for the front suspension, but the usual measurement check was not conducted. It was an error that made no difference to the car's performance but a crucial mistake that eventually led to his disqualification. We accept responsibility."

The suspension modification, which was fitted only to Stroll's car, is believed to be the first component from Williams to be used in competition – the Formula 1 team is understood to have had a Prema F3 development car on site this year –

although Rosin gave a firm "no comment" when asked about this relationship. There was also a Williams staff presence at Zandvoort.

Rivals were surprised at the development, with Van Amersfoort Racing boss Frits van Amersfoort saying it was so obvious that he thought it must be legal. He also doubted it would have given Stroll any performance gain.

"I don't believe in all that crap," he said. "I rate it all under 'cold war' – it's just about appearances. I can understand if you want to achieve this magic feeling – the monkey-see, monkey-do principle – but I'm quite sure that it's very hard to make a Dallara more efficient than it is.

"I feel all the teams are here to do a good and honest and proper job, and I'm happy with the work of Robert [Maas, F3 technical delegate] that he didn't leave it to protests – that's good for F3."

The general feeling is that Stroll is a talented driver in his own right, but incidents such as this – plus what appear to be team orders – do not help the perception.

"It's a shame, because some will say he bought his championship," said another team boss. "And the kid's really good. He doesn't need this to win."

MARCUS SIMMONS



Raikkonen tops Silverstone test

IT'S A SIGN OF THE TIMES IN Formula 1 that the average age of those running on the first day of last week's Silverstone test – removing Fernando Alonso from the equation – was 20 years and six months.

At 34, double world champion Alonso was 11 years senior to the next oldest on track, Manor's Rio Haryanto. The Indonesian is in his rookie year, but was the 'elder statesman' of the other drivers at 23 years and six months.

The youngest, and by some distance at just 17 years and four months, was up-and-coming Russian Nikita Mazepin, who enjoyed two days in Force India's VJM09.

Mazepin – this year competing in the European Formula 3 Championship with Hitech Racing – finished just 0.271s slower than Alonso on the super-soft tyre, albeit with varying fuel loads clouding the picture. McLaren driver Alonso, also on the super-soft, at least showed the youngsters a trick or two as he ended a rain-hit day one with the best lap.

The afternoon of the first day was a near-washout as rain hit just before the end of the lunch hour, and barely relented through to the end.

This meant that the time from the morning session remained unbeaten, with Alonso comfortably 1.5s clear of Esteban Ocon in the Mercedes.

Unusually, two different Mercedes cars were on track over the two days, with Pascal Wehrlein driving the 2014 title-winning W05.

On the timing screen Wehrlein was simply listed as 'Pirelli', given that the Manor driver, and Mercedes reserve, was testing compounds and construction concepts for the Italian manufacturer's 2017 rubber.

The most eventful incident on day one came in the final hour when a strong gust of wind blew a plank of wood off the start-light gantry over the home straight.

There were no cars on track at the time, and it dropped on to an area that was off the racing line.

Day two proved far more meaningful. Ferrari's Kimi Raikkonen set the fastest overall time with a 1m30.665s on soft tyres, 0.216s quicker than in qualifying a few days previously for the British Grand Prix.

Jolyon Palmer lit up Silverstone, although not in the way he wanted as his RS16 caught fire thanks to a hydraulic leak after the chequered flag had been brought out on day two.

Mazepin was not the only driver to make his full test debut. Santino Ferrucci drove for Haas on both days and Sergio Sette Camara was in the Toro Rosso. Charles Leclerc also made his Ferrari debut after previously running for Haas.

IAN PARKES

SILVERSTONE TEST TIMES JULY 12-13

POS	DRIVER	CAR	TUESDAY	WEDNESDAY
1	Kimi Raikkonen	Ferrari SF16-H	–	1m30.665s
2	Esteban Ocon	Mercedes F1 W07	1m32.833s	1m31.212s
3	Fernando Alonso	McLaren-Honda MP4-31	1m31.290s	–
4	Pierre Gasly	Red Bull-Renault RB12	1m43.891s	1m31.429s
5	Nikita Mazepin	Force India-Mercedes	1m34.521s	1m31.561s
6	Stoffel Vandoorne	McLaren-Honda MP4-31	–	1m31.764s
7	Valtteri Bottas	Williams-Mercedes FW38	–	1m32.423s
8	Santino Ferrucci	Haas-Ferrari VF-16	1m34.866s	1m33.141s
9	Jolyon Palmer	Renault RS16	–	1m33.308s
10	Sergio Sette Camara	Toro Rosso-Ferrari VF-16	–	1m34.040s
11	Alex Lynn	Williams-Mercedes FW38	1m34.433s	–
12	Charles Leclerc	Ferrari SF16-H	1m34.446s	–
13	Carlos Sainz	Toro Rosso-Ferrari STR11	1m34.643s	–
14	Pascal Wehrlein	Mercedes F1 W05	1m34.982s	1m36.182s
15	Jordan King	Manor-Mercedes MRT05	–	1m35.060s
16	Rio Haryanto	Manor-Mercedes MRT05	1m35.631s	–
17	Sergey Sirotkin	Renault RS16	1m36.575s	–

IN THE HEADLINES



RED BULL TRIES - AND OPPOSES - HALO

Red Bull became the second Formula 1 team to test the halo cockpit device (above) at Silverstone last week, but it plans to vote against its introduction for 2017. Team principal Christian Horner described it as "inelegant".

MONZA SET TO RETAIN ITALIAN GP

The Italian Grand Prix is set to remain at Monza despite Imola agreeing terms with Bernie Ecclestone to host a Formula 1 race. Should a Monza contract be completed, the Imola deal would not be relevant.

FORD ESCAPES GT PACE PENALTIES

Ford has not been hit with any performance penalties ahead of the Nurburging World Endurance Championship round following its Le Mans 24 Hours GTE class victory. Ferrari, which was the only manufacturer to challenge at Le Mans, has also escaped penalties, although Porsche has been given a 15kg weight break, offset by a 2mm reduction in air-restrictor diameter.

CHANDHOK'S MURPHY RETURN

Karun Chandhok returned to the Murphy Prototypes squad for last weekend's European Le Mans Series round at the Red Bull Ring. Further test and race outings are possible after he finished eighth sharing with Sean Doyle and Guglielmo Belotti.

MOTOGP SET FOR FINLAND RETURN

MotoGP will be back in Finland in 2018 for the first time since 1982. Construction has started on the KymiRing, about 100 miles north-east of Helsinki.

GERMANY TO STAY ON CALENDAR

Germany will continue to host MotoGP races until at least 2021, with negotiations for the Sachsenring to remain the race close to being completed.

LCR EARMARKED FOR 24TH GRID SLOT

MotoGP's 24th and final grid slot has been earmarked for the LCR outfit, when it is ready to return to running two bikes. The new licence could be used in 2018.

RAST GETS LAST-MINUTE DTM DEBUT

Rene Rast (below) made his DTM debut at Zandvoort last Sunday after Audi driver Adrien Tambay suffered an injury in his left hand in a startline crash in Saturday's race. Rast started 22nd and finished 18th.



F1 PREVIEW

Hungarian Grand Prix

July 22-24



HUNGARORING

LENGTH 2.722 miles NUMBER OF LAPS 70

2015 POLE POSITION Lewis Hamilton 1m22.020s

POLE RECORD Sebastian Vettel 1m18.773s (2010)

RACE LAP RECORD Michael Schumacher 1m19.071s (2004)

● DRS DETECTION ZONE
— DRS ACTIVATION ZONE



Tyre allocation



UK start times

LIVE ON CHANNEL 4 & SKY SPORTS F1

FRIDAY

FP1 0900 FP2 1300

SATURDAY

FP3 1000 QUALIFYING 1300

SUNDAY

RACE 1300

RADIO COVERAGE

BBC RADIO 5 LIVE & BBC F1 WEBSITE

Previous winners

2015	Sebastian Vettel	Ferrari
2014	Daniel Ricciardo	Red Bull
2013	Lewis Hamilton	Mercedes
2012	Lewis Hamilton	McLaren
2011	Jenson Button	McLaren
2010	Mark Webber	Red Bull
2009	Lewis Hamilton	McLaren
2008	Heikki Kovalainen	McLaren
2007	Lewis Hamilton	McLaren
2006	Jenson Button	Honda

Themes to watch

RED BULL'S HOPES

The Red Bull-Renault package should be capable of giving Mercedes the hurry-up at the Hungaroring - but can Daniel Ricciardo break his 2016 duck?

MERCEDES DETERRENT

Mercedes didn't hit any trouble between its two drivers at Silverstone. In Hungary we may have the chance to see just how under control they are.

FERRARI'S FAILURES

Ferrari has had a difficult time of late and is likely to be the third-best team on pace. A solid, double-points finish is the least expected in this race.

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FEEDBACK

Kimi's naysayers need to rethink

Now that we are already half way through the 2016 F1 season, maybe it would be time for some of the reporters (even at Autosport) to re-evaluate their opinion on Kimi Raikkonen's performance. All we can hear and read is moaning about how bad he is and that he should be sacked after every race.

However, the championship table shows that he is third, which is the best possible result as Mercedes can't be beaten even by your "better drivers". So clearly he is not that bad or slow.

Ari Jakobson
Espoo, Finland

F1 in crowd-pleasing shock

What!? Were the all the powers that be asleep at the end of the British Grand Prix? Lewis Hamilton has not been issued with a fine, a grid-place penalty or even a reprimand. How dare he please the spectators by crowd-surfing?

Well done Lewis, more please and



could we possibly see the return of victory doughnuts?

Marvin Cooper
By email

Car trouble? Go to the pits

There is an easy solution to the farcical radio situation in F1 — allow the team to help the driver only when the car is stopped in its own pit garage. Cars can remain in the race, but a time penalty is paid.

Anthony Hill
By email

Don't be so wet

I read with interest the column 'As wrong as rain' by Gary Watkins in the June 23 issue. What a shame then to turn up at Silverstone and have the same farcical events unfold.

F1 drivers are the highest paid in the world, don't have to compete for 24 hours or during the night (obvious floodlit exceptions aside) and very

Raikkonen: past his sell-by date, or still at the top of his game?

often praise places like Monaco and Baku for rewarding drivers with balls. Yet numerous laps to the grid and a formation lap are not enough, and a drying track in the sunshine requires them to start under the safety car so they can "familiarise" themselves.

Give me a break. Go and earn your money boys, give us a show worth the entry price and tell Charlie Whiting to stop pussyfooting around or follow the lead of Herbie Blash. Oh, and don't get me started on the VSC that ruined Raikkonen's and Hulkenberg's races.

James Magness
By email

Silverstone fans sold short

After being at Le Mans and then going to Silverstone, I was deeply disappointed again by the lack of displays by the teams and sponsors for the fans to look at.

For those who have been to Le Mans and looked around the circuit village, the amount of merchandise and memorabilia that can be bought is superb — it's reminiscent of what the grand prix weekend used to be like. The only thing at Silverstone is F1 merchandising and the range of goods is limited.

People go with money to spend. There is enough space at the circuit to accommodate a small market area. Silverstone could do more for the fans.

Gordon Macfarlane
Horsforth, Leeds

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Dutch mastery

There have already been enough star performances in Max Verstappen's short F1 career to indicate that he's knocking on the door of greatness

By Ben Anderson, Grand Prix Editor

[@BenAndersonAuto](#)

IT'S NOT EVERY DAY THAT FORMULA 1'S REIGNING world champion describes a rival driver as "a force to be reckoned with", but that's exactly the phrase Lewis Hamilton used to describe Max Verstappen after the British Grand Prix.

F1 is becoming used to star performances by the Dutch teenager, and here was yet another to add to the catalogue, putting what remains a lesser car in the Red Bull-Renault RB12 between the two dominant Mercedes, and showing Nico Rosberg the way for a long spell of wheel-to-wheel battle.

Rosberg has not generally shown himself to be among F1's absolute elite in this regard, but he is a veteran of 195 grands prix and was driving a car Hamilton said was estimated to be 0.5 seconds per lap faster than the Red Bull in race trim.

The wet weather in the early part of the British GP certainly nullified some of that advantage, but Verstappen actually did his damage as the track dried out, using the uncertainty created by changeable conditions to pounce on a Rosberg error at Becketts and pass around his outside.

Verstappen's in and out-laps were significantly better than Rosberg's when they pitted for slicks and, as the circuit finally allowed Rosberg to unleash the W07's full advantage, Verstappen made him work until lap 38 of 52 before finally relinquishing (temporarily as it turned out) second place.

Verstappen has only started 29 grands prix, but already he is building a repertoire of superlative racing moments. Hanging on around the outside of Felipe Nasr's Sauber through Blanchimont at Spa last year; a Kimi Raikkonen-inspired pass of Sergio Perez round the outside of Interlagos's Senna S a few races later; some brilliant battling with both Ferraris at Austin.

This year we've seen him drive around the outside of team-mate Daniel Ricciardo on the first lap in Canada, and dive inside him at the Red Bull Ring's fearsome Turn 9, before that mugging of Rosberg's much faster car at Silverstone.

His defensive driving is also pretty impressive, as Rosberg found out first-hand in the closing stages at Montreal this year, and until late in the British GP. The way Verstappen expertly eased Rosberg off the road at Turn 2 while leading the Austrian GP was a textbook example of how Rosberg should have handled his own affairs during that fateful last-lap duel with Hamilton.

After the British GP, Mercedes boss Toto Wolff described Verstappen's racecraft as "spectacular". He's right, and you wonder how different things might be now had Mercedes been able to tempt Verstappen away from Red Bull while

he was busy pulling up trees in European Formula 3 in 2014.

He seems to have mastered the delicate art of Pirelli tyre management. The way he won May's Spanish GP, and scored a podium in Austria – on both occasions 'outmanaging' Raikkonen, generally considered to be F1's tyre-management master – shows Verstappen can clearly play the long game too.

So far so good, though you could make a case that Verstappen needs to improve in qualifying. He was pretty much neck-and-neck with Toro Rosso team-mate Carlos Sainz Jr last season (though 3-1 up in their 2016 head-to-head before Red Bull's Daniil Kvyat switcheroo), and has only once outqualified Ricciardo in their six races together at Red Bull so far.

But here Verstappen shows the honesty and humility to accept that he needs Ricciardo's help setting up the car while bedding in to a new environment, while also admitting he's had to raise his game on Saturdays to take on his team-mate.

But at Silverstone he did just that, emphatically outqualifying Ricciardo for the first time as team-mates (by three tenths). Ricciardo always fancies his chances against the opposition in

high-speed corners, of which Silverstone has plenty, but Verstappen was able to pretty much match him there while ramming home an advantage in the slow-speed stuff, where the aggressive braking and sharp angles of his driving style really pay off.

If this doesn't remain a one-off result it will stand as yet another example of Verstappen's capacity for rapid self-improvement – a hallmark of all F1's truly great drivers.

So where are the weaknesses in his game? Do they even exist? Well, there was the Australian GP this year, where he was under pressure from Sainz and overreacted to his team-mate's earlier pitstop, which ultimately led to Verstappen scoring a poorer result than was otherwise possible had he stayed calm.

It seems he doesn't respond well to pressure from his team-mate – particularly in races – unless there's an obvious excuse. If Ricciardo turns up the heat it will be interesting to see how Verstappen reacts, as it's not yet clear whether Melbourne was merely the result of teenage petulance, rather than a meaningful indicator of potential mental weakness.

But generally he's showing all the qualities to perhaps become one of F1's elite – swashbuckling racecraft, stupendous tyre sensitivity, imperviousness to external pressure, and as he gets more comfortable at Red Bull he's beginning to show he can be a force to be reckoned with in qualifying too. No wonder Hamilton has Verstappen's card marked. ✨

“Toto Wolff described Verstappen's racecraft as ‘spectacular’”

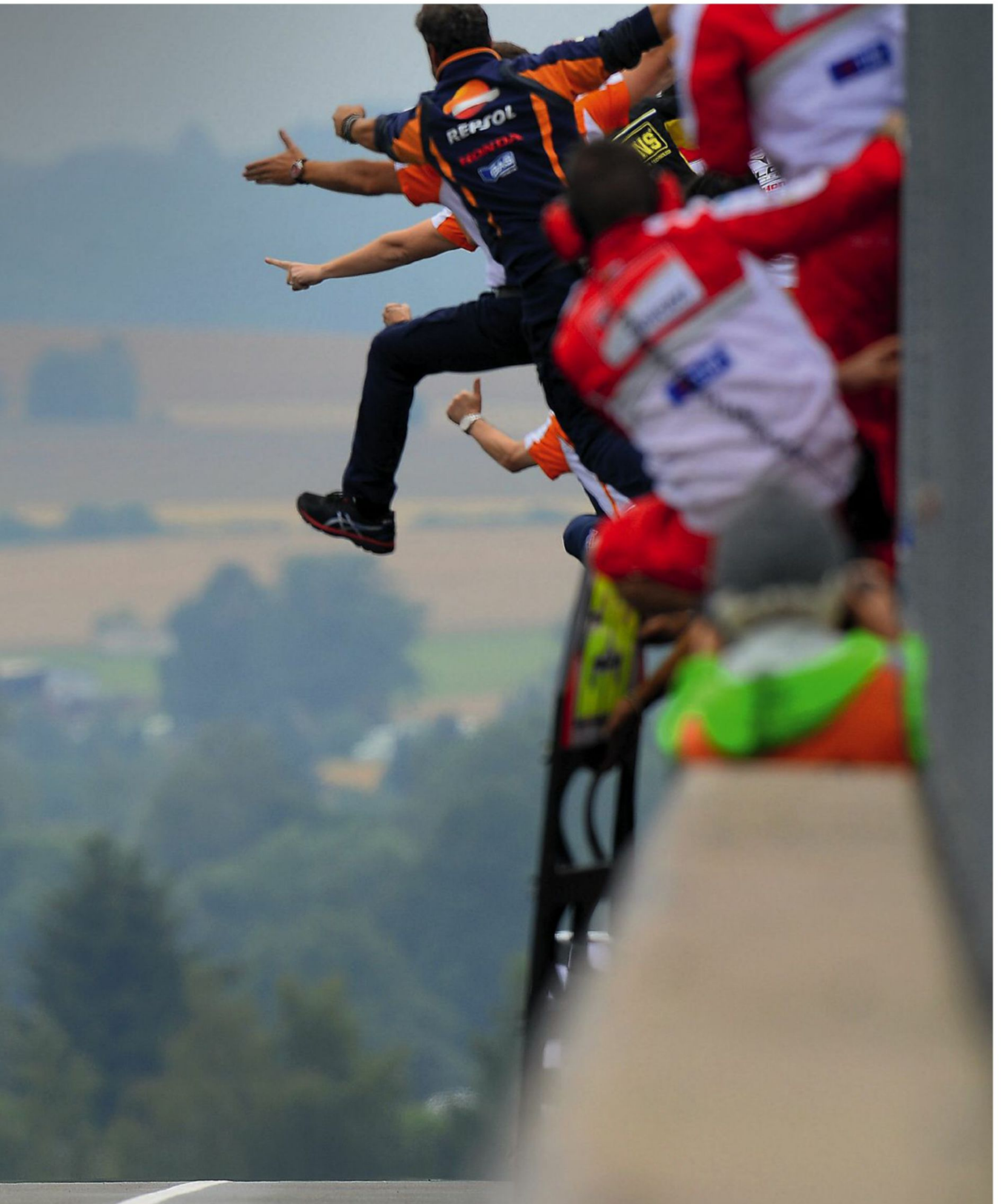
Take your time, hurry up

Honda and Marc Marquez gambled with a German GP strategy built on simplicity, but timed it to perfection and the rapid Spaniard reaped the rewards

By Mitchell Adam, International Editor

 @DrMitchellAdam







Sometimes, but not nearly as often as they should be in modern motorsport, the simple things are the best. A solution to a situation that is so obvious in hindsight, even if it flies in the face of infinite analysis of data, debriefs and the trend of making things more complicated than they should be.

As their MotoGP rivals weighed up a changeover point from wet tyres on a drying Sachsenring circuit – rain having stopped just before the race – Honda and Marc Marquez had already made one of the looming decisions: which tyres should replace the wets?

Most grappled with concerns about the new-for-2016 intermediate rubber from Michelin, a genuine unknown given that it had barely been seen in a race weekend beforehand. Many ventured into the unknown, others dabbled with an intermediate tyre on the front, paired with a rear slick.

But Honda and Marquez had already made their choice. As far as they were concerned, the intermediate was tyre *non grata*. When they deemed it time

to get off wet tyres, there was only one option: a second bike fitted with slicks.

“We always say in our team that the intermediate doesn’t exist for us,” Marquez said post-race. “We go from wet to dry. It’s always a big confusion for me and the team, because how do you tell them if you want intermediate or slick [in a bike-swap race]? For me the slick was the correct answer.

“Also we don’t know the limit of the intermediate tyres – we don’t have enough information. So I went with the slicks directly, I took a lot of risk because the dry line was very tight, but I managed the first three laps well, and when I saw that I was faster than the guys on wet tyres, I knew I would be fine.”

To put Marquez’s seventh consecutive victory at the Sachsenring – four in MotoGP after two in Moto2 and one in 125cc – down a simple process of eliminating a tyre choice overlooks the key elements of timing and speed. But it was a massive part of how he won the German Grand Prix and headed into the summer break with a commanding championship lead, approaching the equivalent of two race wins.

His third victory of 2016 also summed up his somewhat unlikely but compelling

Marquez qualified on pole by a convincing four-tenths margin

march towards a third world title in four seasons in the premier class.

This weekend had a bit of everything from Marquez. There was the blinding speed to qualify on pole position by four tenths at a circuit he loves; its sheer weight of left-hand corners suits the style he developed racing on dirt tracks in his younger days.

When the rain arrived on Sunday, Marquez was fortunate to escape injury, other than a cut on his chin, when he had a massive highside in the warm-up, appearing to have strayed on to the white line in a braking area. He even had an off in the race, through Turn 8 while struggling in the early wet conditions, which dropped him from sixth to ninth. He had to call on motocross skills and plenty of throttle to power through the gravel trap and rejoin.

That lap-11 off actually prompted the second of three core elements of Marquez’s successful Sunday. Six laps later, just after half-distance in the 30-lap race, he rolled the dice, pitting to get off wet tyres just as a very narrow dry line was visible.

“I was struggling with the front, and that’s why I made a big mistake in Turn 8,” he said. “Then I saw the track getting



THE CURIOUS CASE OF JORGE

MOTOGP'S SUMMER BREAK COULD NOT COME soon enough for Jorge Lorenzo.

In the past three grands prix, the three-time world champion has scored just seven points. Marc Marquez has scored 65 in that time and gone from being 10 points behind Lorenzo to his current 48-point advantage.

Lorenzo has only experienced one streak more barren than this. That was way back in his all-action rookie campaign in 2008, when he failed to finish at the Sachsenring and Laguna Seca, then took 10th at Brno for a net return of six points from three races.

But the nature of Lorenzo's current run is particularly un-Lorenzo.

At Barcelona, he was struggling with front-tyre graining and had fallen behind the lead pack when he was fifth and collected by Andrea Iannone. At Assen he was devoid of confidence in the rain and salvaged 10th thanks to other riders crashing. What he needed was a vintage, Lorenzo-spec performance at the Sachsenring, but if anything it was even worse.

He fell at Turn 11, where there are no 'small' crashes, on the cold Friday morning and was not fast enough 24 hours later in better conditions to book an automatic Q2 slot. That meant he had to contest Q1 for the first time since the format was introduced in 2013.

What followed was a pair of crashes in less than an hour, taking his tally to three in two days, one at Turn 8 having taken too much kerb in the first session, then losing the front end at Turn 1 in the second.

"The three crashes have been quite a bit different from each other," Lorenzo offered on Saturday evening. "It is difficult to save the bike when the front goes [since the switch to Michelin for 2016] so you have to be careful in some areas of the track and in some conditions. We need to adapt until Michelin make another step on the grip in the front tyre. Until this happens I need to be more conscious about everything."

He did avoid crashing on Sunday, but was again off the pace in changeable conditions. In the wet warm-up he was 3.9 seconds off the pace, but was slightly more competitive early in the race than he had been at Assen.

However, as the track dried, Lorenzo fell further off the pace and stayed out too long – waiting for the OK from Yamaha – and was then put on to intermediates. The net result was the final point in 15th, a painful 77s behind Marquez.

Lorenzo has bad history with Assen and the Sachsenring, stemming back to crashes in 2013. In practice for the Dutch TT, he broke his left collarbone but remarkably raced with a titanium plate and finished fifth. A fortnight later, he had a major highside at the Sachsenring's Turn 11.

These things leave mental scars, while Lorenzo is also struggling with Michelin's tyres, having been so in control on Bridgestone rubber.

"I hope I can do something to improve my confidence," he said. "But I am seeing that it's not easy for me, my riding, to quickly gain the confidence with these tyres. The cold conditions and the wet conditions are, at this moment, the worst circumstances for me."

drier and I said, 'When will be the best moment to change bike?'

"I took the risk because I was far from the first positions, so I decided that was the time. When I changed there were two or three corners completely wet, so I was very careful there, but pushing like normal on the rest of the circuit."

Only two riders had made scheduled stops when Marquez rolled into the pitlane to change to slicks, when most were barely contemplating intermediates. The timing was key. The championship leader, somehow, had nothing to lose, so he rolled the dice in a big way.

Marquez rejoined in 14th place, nearly 40 seconds behind Ducati's Andrea Dovizioso, who was just clear of a pack featuring Valentino Rossi, Hector Barbera and Cal Crutchlow, all still on wets.

Dovizioso's team-mate Andrea Iannone pitted four laps before Marquez for intermediates, but had not really come close to turning what you would consider a 'crossover' time. But on Marquez's first flying lap on slicks, he set the fastest lap of the race at 1m34.289s, a full 1.705s faster than the leader. That was followed by a 1m31.055s, a 1m29.777s and 1m28.525s as Dovizioso lapped in the 1m35s, still yet to stop. >>



Marquez had halved the deficit by the time the leaders pitted en masse on lap 23, having raced on in their own battle rather than taking note of team members imploring them to come in for a bike change via 'BOX' pitboard messages.

"With eight laps to the end it wasn't in my mind to stop – I thought I would finish the race like this [on wets];" Dovizioso reflected. "But the reality wasn't like this.

"When you are leading you don't want to stop, because you are managing the situation in a better way than the other riders. And you don't want to take that risk, because every time you go with slick tyres on the wet patches it's very easy to make a mistake and to lose the race. But most of the time, changing the bike early works, and I didn't do that in the right moment."

When Assen winner Jack Miller finally pitted for slicks two laps after Dovizioso and friends, Marquez led for the first time all afternoon and by 20 seconds, six laps from home. The hard work was done and he had enough margin to back off massively on the final two laps.

Marquez has carried Honda a lot this year as it has struggled with the move to the new control electronics and an engine lacking refinement, but this was a team effort. Honda helped block the red herring that was the intermediate rubber, was ready for Marquez's early stop, and the 23-year-old did the rest.

Rossi eventually switched to intermediates and fell to eighth at the final reckoning, and his Yamaha team-mate Jorge Lorenzo was in the wars all weekend, finishing 15th. Marquez doubled his championship lead over Lorenzo, which is now 48 with nine races to go, with Rossi 59 in arrears.

It followed a similarly chaotic Sunday at Assen three weeks ago, when Marquez finished second to Miller as Rossi crashed out of contention and Lorenzo limped around in the wet.

"These two races have been really good for me," Marquez said. "Two



Opening laps were wet, but a dry line eventually formed

races where you can lose many points, but I won many points. Maybe in this part of the championship I haven't been the fastest rider on the track, but I was the most consistent, completely the opposite to last year."

Following his own podium finish at Assen, Pramac Ducati's Scott Redding got the timing of the bike swap right, pitting two laps after Marquez and was rewarded with second on the road at the start of the final lap. The trouble was, Redding was on intermediates, and was caught and passed by Crutchlow on slicks at Turn 1 and then by Dovizioso, with an intermediate front and slick rear, at the final corner.

"It's not bad, it just feels bad at the moment," Redding said of fourth place.

Redding had started 15th, fell to 17th with a slow start and worked his way towards the lead pack, while team-mate Danilo Petrucci led the first 10 laps before crashing.

Crutchlow also had to do plenty of heavy lifting from 13th on the grid owing to a messy Saturday. Having dropped to

15th early, he passed rivals at will and was the fastest man on track in the middle phase of the race, as he caught (and then got involved in) the fight for the lead.

With the speed and tyre-choice components in place, Crutchlow lacked the timing. He admitted that he had "that question mark of if I had pitted earlier", having elected to follow Dovizioso and Rossi as they – mistakenly, as it turned out – sailed on at the front on wets. Still, second for Crutchlow and LCR Honda is a nice way to cap what has been a torrid first half of 2016.

Iannone stuck around to finish fifth on his intermediates, ahead of Dani Pedrosa, who wanted to pit for slicks just after Marquez but was delayed when his second bike wouldn't start in the pitlane.

Yamaha opted against slicks for its riders on the run home, based on struggles getting heat into the front in dry but cold conditions on Friday. Rossi had a slow outlap and was subsequently passed by Pedrosa and then Miller on the final lap. Eighth was "a great shame", he said, given his speed in the dry and full wet conditions.

If winning at the Sachsenring and doubling his championship lead summed up Marquez's season so far, it also did a pretty good job of encapsulating Rossi's genuine 'what could have been' campaign. The veteran is clearly a step ahead of his 2015 pace, but given Rossi's existing deficit to Marquez in the points, this blow could give him too much work to do in the second half of the season.

"In these conditions unfortunately we lost a good opportunity to score good points," Rossi said.

"In these first nine races, I didn't take the amount of points that I could, because I made some mistakes, so the distance with Marquez at the top is very, very high. We have another half a championship. Nine races is very long to work well and try to be competitive and try to make the maximum." ❄



Crutchlow (35) followed leading group in staying out on wet tyres

Marquez's victory doubled his title lead over Jorge Lorenzo



RESULTS ROUND 9/18, SACHSENRING (D), JULY 17 (30 LAPS – 68.432 MILES)

POS	DRIVER	TEAM	TIME
1	Marc Marquez (E)	Honda	47m03.239s
2	Cal Crutchlow (GB)	LCR Honda	+9.857s
3	Andrea Dovizioso (I)	Ducati	+11.613s
4	Scott Redding (GB)	Pramac Ducati	+11.992s
5	Andrea Iannone (I)	Ducati	+22.755s
6	Dani Pedrosa (E)	Honda	+25.920s
7	Jack Miller (AUS)	Marc VDS Honda	+26.043s
8	Valentino Rossi (I)	Yamaha	+26.449s
9	Hector Barbera (E)	Avintia Ducati	+26.614s
10	Alvaro Bautista (E)	Aprilia	+31.274s
11	Eugene Laverty (IRL)	Aspar Ducati	+41.208s
12	Maverick Vinales (E)	Suzuki	+42.158s
13	Bradley Smith (GB)	Tech3 Yamaha	+1m03.129s
14	Aleix Espargaro (E)	Suzuki	+1m06.091s
15	Jorge Lorenzo (E)	Yamaha	+1m17.694s
16	Tito Rabat (E)	Marc VDS Honda	-1 lap
17	Loris Baz (F)	Avintia Ducati	-2 laps
18	Yonny Hernandez (CO)	Aspar Ducati	-3 laps
R	Pol Espargaro (E)	Tech3 Yamaha	17 laps-crash
R	Danilo Petrucci (I)	Pramac Ducati	12 laps-acc damage
W	Stefan Bradl (D)	Aprilia	warm-up crash



Winner's average speed 87.259mph. **Fastest lap** Crutchlow 1m25.019s, 96.587mph.

QUALIFYING

Q2 1 Marquez 1m21.160s; 2 Barbera 1m21.572s; 3 Rossi 1m21.666s; 4 Petrucci 1m21.666s; 5 P Espargaro 1m21.738s; 6 Vinales 1m21.784s; 7 Dovizioso 1m21.858s; 8 A Espargaro 1m21.883s; 9 Iannone 1m21.890s; 10 Pedrosa 1m21.892s; 11 Lorenzo 1m22.088s; 12 Hernandez 1m22.346s.
Q1 1 Petrucci 1m21.712s; 2 Lorenzo 1m21.737s; 3 Crutchlow 1m21.783s; 4 Smith 1m21.994s; 5 Redding 1m22.236s; 6 Miller 1m22.382s; 7 Bradl 1m22.493s; 8 Laverty 1m22.567s; 9 Bautista 1m22.670s; 10 Baz 1m22.860s; 11 Rabat 1m23.075s.

RIDERS' CHAMPIONSHIP

1 Marquez 170; 2 Lorenzo 122; 3 Rossi 111; 4 Pedrosa 96; 5 Vinales 83; 6 P Espargaro 72; 7 Barbera 65; 8 Iannone 63; 9 Dovizioso 59; 10 Laverty 53.

MANUFACTURERS' CHAMPIONSHIP

1 Yamaha 186; 2 Honda 185; 3 Ducati 124; 4 Suzuki 89; 5 Aprilia 51.

IN THE HEADLINES



PEAK SATELLITES

Second and fourth represented career-best qualifying results for Hector Barbera and Danilo Petrucci (above). The latter's could have been even better, since he produced an identical time to Valentino Rossi, whose second-fastest lap was quicker, which meant he got the final front-row spot.

SUZUKI SLIPS

For the second successive grand prix, Suzuki floundered in wet conditions. Maverick Vinales had been a practice pacesetter in the dry, but finished 12th in the rain on Sunday, saying "with these conditions I cannot push". Team-mate Aleix Espargaro was 14th.

ESPARGARO'S HEARTBREAK

Pol Espargaro qualified fifth and after losing some ground in the first stint followed Marc Marquez into pitlane. But the Tech3 Yamaha rider crashed on his outlap on intermediates, his first DNF of the season.

BRADL'S BUMP

Aprilia rider Stefan Bradl missed his home GP due to injury for a second-straight year. Bradl crashed at Turn 7 in the Sunday warm-up and was diagnosed with a concussion.

BAZ IS BACK

Loris Baz returned from the foot injury he sustained at Mugello and finished 17th, delayed by pitting twice owing to tyre-choice indecision.

ADVANTAGE ZARCO

Johann Zarco resisted a last-corner challenge from his 2017 Tech3 MotoGP team-mate Jonas Folger by just 0.059s to take his fourth win of the Moto2 campaign. With title rivals Alex Rins and Sam Lowes both crashing out, Zarco now leads Rins by 25.

PAWI DOUBLES UP

Khairul Idham Pawi (below) underlined his status as a rain master, winning the second race of his rookie Moto3 campaign. After his first came in Argentina in greasy conditions, the Malaysian charged from 20th on the grid to win by 11s, even with a mid-race off.



Penske crew in action – good strategy helped Power to win the race



Power cuts short ele

INDYCAR SERIES
TORONTO (CDN)
JULY 17
ROUND 11/15

FOR MOST OF THE INDYCAR RACE IN Toronto, Scott Dixon had the perfect car and was running the perfect race. The four-time champion started his Chip Ganassi Racing Dallara-Chevrolet on pole position and drove away from the field, before a cruel twist of fate and luck handed victory to Team Penske's Will Power.

Dixon and the Ganassi team were locked into a strategy of being the last to pit rather than stopping when the other contenders started the pitstop cycle, but it was a ploy that didn't work... When Iowa Speedway winner Josef Newgarden lost control going over a damaged kerb and shot into the Turn 5 wall with 27 laps remaining, Power had just pulled onto pitlane to make his final stop. That gave the Australian the winning advantage, as he could get serviced in the pits and return to the track while all other cars could not enter the closed pits.

Dixon had to circle around the track twice before making his final pitstop, behind all the other drivers who had pitted earlier in the cycle. That dropped him to 13th, and the new leader was Ganassi team-mate Tony Kanaan, who had

Power right behind him. Power took 13 laps to get past the veteran Brazilian, then led the final 10 laps for his third win in the past four races.

"I think there's always a risk in the first stop if you stay out," Power said. "We had enough fuel to go a couple more laps, but we opted to pit on the same lap as Dixon. It didn't give us a chance to jump those guys. But that worked out for us in the last stop. The team called me in just at the last minute.

"Perfect timing. I can't tell you how many times it has gone the opposite way for me at this place, and many other places. But I was so stoked to see yellow lights as I was going into pitlane."

After missing the first race of the season with concussion, Power is second in the standings, 47 points adrift of team-mate Simon Pagenaud. The Frenchman suffered in a similar way to Dixon and finished ninth, one place behind the hitherto dominant New Zealander. "As long as it's mathematically possible, you should never give up," Power said. "Dixon has been the example of that year after year."

Both Helio Castroneves and Pagenaud had run ahead of the sister Penske Dallara-Chevy of Power in the early stages. Castroneves entered the pits for his first stop with a flat left tyre, and Pagenaud moved up to challenge Dixon. After Dixon was told by his crew to start saving fuel,

AT A GLANCE

- 1 Power Penske
- 2 Castroneves Penske
- 3 Hinchcliffe
Schmidt Peterson

 P38 FULL RESULTS



ctric Dixon

he also encountered lapped traffic, and Pagenaud trimmed six seconds out of his lead in just three laps, with Ryan Hunter-Reay holding up the leader for several laps.

Power was third as he entered the pits just as the yellow light came on for Newgarden's crash, which completely changed the complexion of the race. Kanaan had been lurking down the field but had now vaulted into the lead, while James Hinchcliffe and Takuma Sato jumped from the midfield into third and fourth respectively – both had made their final stops, but needed a caution if they were to make it to the finish without a late splash of fuel.

Castroneves worked his way up to second, while Hinchcliffe also got ahead of Kanaan to take third place in his home race, the top Honda runner in his Schmidt Peterson Motorsports car. "For once in my career here in Toronto we caught a lucky break," Hinchcliffe said. "It's not just that I haven't had great luck here – I've had insanely bad luck here. Today we were on the other side of that. It's part of IndyCar racing."

A late yellow, caused by crashes for Juan Pablo Montoya and Jack Hawksworth, didn't affect the leading positions, with Power leading home Castroneves, Hinchcliffe, Kanaan and the AJ Foyt Racing Dallara-Honda of Sato.

BRUCE MARTIN



Rosenqvist's domination

INDYLIGHTS
TORONTO (CDN)
JULY 16-17
ROUND 8/11

FELIX ROSENQVIST RETURNED TO INDY Lights in style by dominating in the streets of Toronto with Belardi Auto Racing.

The reigning European Formula 3 champion returned to the series after a two-round absence, and secured both pole positions, both wins and a fastest lap.

After a mid-season slump that meant he hadn't stood on the podium since his St Petersburg victory in March, Rosenqvist began the weekend with a win amid cautions.

First a clumsy attempt by Juan Piedrahita on Zach Claman DeMelo into Turn 3 brought out the yellow flags, before a shunt for Neil Alberico on the back straight caused a second from the ensuing wing debris.

But Rosenqvist managed each of the

restarts well and enjoyed a 7.3-second win over Carlin racer Felix Serralles.

It was seemingly even easier on Sunday, as no one was able to get close. Rosenqvist's lead was already 2.7s by the end of lap one.

By the chequered flag that was out to 7.3s over Andre Negrao, but with Rosenqvist's recent absence it was series leader Ed Jones who was able to benefit most overall despite an average weekend, taking a fifth and a sixth with his Carlin machine. An engine fault and fuel leak prevented rival Dean Stoneman from taking part in race two, pushing the Brit down from second to fifth in the standings.

RESULTS

Race 1 1 Felix Rosenqvist 35 laps in 45m23.5496s; 2 Felix Serralles +7.3433s; 3 Kyle Kaiser; 4 Santiago Urrutia; 5 Dean Stoneman; 6 Ed Jones. **Race 2 1 Rosenqvist** 45 laps in 50m26.4304s; 2 Andre Negrao +7.2614s; 3 Kaiser; 4 Urrutia; 5 Jones; 6 Zach Veach. **Points 1 Jones 268**; 2 Urrutia 244; 3 Serralles 236; 4 Kaiser 233; 5 Stoneman 230; 6 Veach 221.

De Oliveira beats Nakajima

SUPER FORMULA
FUJI (J)
JULY 17
ROUND 3/7

JOAO PAULO DE OLIVEIRA WON A gripping race at Fuji after a battle with ex-Formula 1 racer Kazuki Nakajima.

Stoffel Vandoorne claimed his first Super Formula pole in damp conditions, but was unable to prevent reigning champion Hiroaki Ishiura coming up the inside into Turn 1. Vandoorne locked up and went straight on, while Ishiura also ran wide, so de Oliveira moved his Team Impul car into the lead.

On the fourth lap de Oliveira ran wide and Nakajima, who made a great start from sixth on the grid, moved his TOM'S machine into the lead and began to build a gap. From the middle of the race de Oliveira moved closer,

and he took the lead into Turn 1 with five laps remaining to claim the win.

Behind them was a huge fight for third place between Bertrand Baguette, Vandoorne, Yuki Sekiguchi and Andre Lotterer. Sekiguchi – de Oliveira's teammate and like Vandoorne a rookie – pulled off some spectacular moves. Both Belgians fell out of this battle, Baguette with suspension trouble and Vandoorne when his brakes failed, sending him into a 185mph spin.

Sekiguchi continued to show well and finally beat the TOM'S car of Lotterer to take the final podium spot, with Kondo Racing's James Rossiter fifth. With Honda man Vandoorne out, the race was dominated by Toyota, which powered the top seven cars at the finish.

JIRO TAKAHASHI

RESULTS

1 Joao Paulo de Oliveira (Dallara-Toyota) 55 laps in 1h25m12.917s; 2 Kazuki Nakajima (D-T) +2.836s; 3 Yuki Sekiguchi (D-T); 4 Andre Lotterer (D-T); 5 James Rossiter (D-T); 6 Hiroaki Ishiura (D-T); 7 Narain Karthikeyan (D-T); 8 Koudai Tsukakoshi (D-Honda); 9 Yuichi Nakayama (D-T); 10 Kamui Kobayashi (D-T). **Points 1 Naoki Yamamoto 13**; 2 de Oliveira 10; 3 Yuji Kunimoto 9.5; 4 Ishiura 9; 5 Tsukakoshi 9; 6 K Nakajima 8.





Kenseth took his second win of the year

MILLER/LAT

Kenseth among cautions

NASCAR SPRINT CUP
NEW HAMPSHIRE MOTOR SPEEDWAY (USA)
JULY 17
ROUND 19/36

WHILE MANY OF HIS RIVALS FELL victim to the string of late-race cautions in New Hampshire, Matt Kenseth survived the challenges to take the victory in his Joe Gibbs Racing Toyota.

Most of the race had been dominated by JGR team-mate Kyle Busch and Furniture Row Racing's Martin Truex Jr, as the pair kept swapping for the lead. But Busch dropped back in the hectic restarts and Truex suffered from shifter issues.

Kenseth passed Denny Hamlin for the lead with 30 laps to go, and didn't look back. Meanwhile, the cautions paved the way for Tony Stewart, on fine form lately, to move into second position in his Stewart-Haas

Racing Chevrolet as he passed eventual third man Joey Logano towards the end.

The story of the race was Dale Earnhardt Jr's absence due to concussion-like symptoms. Alex Bowman stepped in to the #88 Hendrick car and was set for his first top-10 finish until a puncture left him 26th.

RESULTS

1 Matt Kenseth (Toyota Camry) 301 laps in 2h57m53s; 2 Tony Stewart (Chevrolet SS) +1.982s; 3 Joey Logano (Ford Fusion); 4 Kevin Harvick (Chevy); 5 Greg Biffle (Ford); 6 Jamie McMurray (Chevy); 7 Ryan Newman (Chevy); 8 Kyle Busch (Toyota); 9 Denny Hamlin (Toyota); 10 Ricky Stenhouse Jr (Ford). **Chase grid 1 Brad Keselowski**
4 wins/622 points; 2 Kyle Busch 3/556; 3 Carl Edwards 2/587; 4 Kenseth 2/521; 5 Jimmie Johnson 2/514; 6 Harvick 1/636; 7 Kurt Busch 1/602; 8 Logano 1/571; 9 Martin Truex Jr 1/540; 10 Hamlin 1/505; 11 Stewart 1/287; 12 Chase Elliott 0/499; 13 Newman 0/497; 14 Austin Dillon 0/488; 15 McMurray 0/474; 16 Dale Earnhardt Jr 0/461.

Norris and Scott on top

FORMULA RENAULT EURO CUP
REDBULL RING (A)
JULY 16-17
ROUND 4/7

YOUNG BRITS LANDO NORRIS AND Harrison Scott claimed the honours in Austria, both emerging atop battles with Belgian Max Defourny.

The two duels couldn't have been more different. Race one featured a lead change at seemingly every corner between polesitter Norris and Defourny, while Scott enjoyed a lights-to-flag second encounter.

Defourny squeezed past Jehan Daruvala in the opening corners of the first race to take second. After eating into Norris's 2.6-second lead, the R-ace GP man passed the Josef Kaufmann Racing machine of

Norris into Turn 3. From there the pair traded the lead over a handful of laps, with Norris almost inviting Defourny to pass him on the inside into Turn 2 in order to take advantage of a wider line, where grip was better, and retake the lead.

The battle enabled local Ferdinand Habsburg to catch and challenge for second, before the Fortec Motorsport driver ran out of laps and settled for third ahead of Scott.

Scott's victory on Sunday may have looked on paper like a cruising morning ramble through the Styrian mountains, but Defourny kept him honest after passing Norris for second and hounding the AVF car of Scott for the remainder of the race. A final fastest lap left him 0.456s down at the chequered flag and visibly disappointed on the podium not to have taken the win.

Norris completed a strong weekend with third, while Will Palmer finished sixth after dropping out of the first race.

RESULTS

Race 1 1 Lando Norris 18 laps in 27m09.024s; 2 Max Defourny +0.890s; 3 Ferdinand Habsburg; 4 Harrison Scott; 5 Jehan Daruvala; 6 Hugo de Sadeleer. **Race 2 1 Scott** 18 laps in 26m53.448s; 2 Defourny +0.456s; 3 Norris; 4 Dorian Boccacacci; 5 Henrique Chaves Jr; 6 Will Palmer.
Points 1 Norris 159; 2 Defourny 132.5; 3 Scott 121; 4 Boccacacci 108; 5 Daruvala 47; 6 Robert Shwartzman 46.



Norris (left) and Defourny in battle



Cassidy leads Gunther, but Stroll (right) would win race one

A Stroll, a

FORMULA 3 EUROPEAN CHAMPIONSHIP
ZANDVOORT (NL)
JULY 16-17
ROUND 6/10

SUCH IS HIS REPUTATION, IT SEEMS remarkable that Nick Cassidy had never won a car race in Europe before last Saturday. A series of disjointed programmes – caused by lack of finance – had meant that a driver with a trail of success in Japan and his native New Zealand had never yet been given a proper opportunity until he hooked up with Prema Powerteam in the Formula 3 European Championship at the end of last year.

Even with Prema, the win took an inordinately long time to come. There was the controversy over alleged team orders at Paul Ricard, cheesecake-compound tyres at the Hungaroring, a confidence-sapping lack of straightline speed in Pau and at the Red Bull Ring, a qualifying gearbox failure at the Norisring...

In the midst of all this, Prema had clocked up some running at Zandvoort. Straight after Ricard, Cassidy got his first taste of the Dutch circuit with the Italian team's Formula Master machinery. It was just a short run, because he had to jet off that afternoon for the opening Super GT round at Okayama in Japan, but he clicked so brilliantly with the undulating, challenging blast through the dunes that Prema earmarked this straight away as a 'Nick track'.

Sure enough, he blitzed opening qualifying last Friday as Prema dominated with a 1-2-3 on the grid for Cassidy, Maximilian Gunther and points



AT A GLANCE

RACE 1


- 1 Stroll Prema
- 2 Cassidy Prema
- 3 Lorandi Carlin

RACE 2

- 1 Cassidy Prema
- 2 Gunther Prema
- 3 Ilott Van Amersfoort

RACE 3

- 1 Gunther Prema
- 2 Cassidy Prema
- 3 Beckmann Mucke

 **P39 FULL RESULTS**

walkover, a run for Cassidy

leader Lance Stroll. The Prema cars looked absolutely nailed to the track – their drivers oozing confidence – even from the first runs on old tyres in free practice, but a series of mistakes at the easy-to-overdrive penultimate corner in second qualifying meant Cassidy couldn't repeat pole for races two and three. "When your fourth-best lap is your fastest..." he grimaced. He took third and fourth for the respective races, only to move up to second on both grids when Stroll's car, and the Motopark machine of Sergio Sette Camara, failed scrutineering because of – respectively – illegal front suspension (see page 20) and a stone that had pierced the airbox.

And then that first win in Europe was delayed a few hours longer...

Cassidy moved to cover Gunther off the start, before Stroll swept around the outside of both of them at the Tarzanbocht to lead. It looked like the F3 equivalent of a beautifully orchestrated free kick, and Callum Ilott, who got boxed in by the apparent Prema powerplay, inferred team orders: "Stroll got past pretty easily. The thing is they got an alright start, but in the middle of the run to the first corner they [Cassidy and Gunther] sort of slowed down."

Stroll raced away from Cassidy, who remarked: "I didn't have any experience of racing at Zandvoort. I got too focused on the inside line [at the first corner]. I wasn't expecting that." So that was 25 points in the bag for Stroll, with little prospect of any more from the weekend owing to his back-of-grid starts enforced upon him by his qualifying exclusion, at a track where overtaking

is so hard it produced three processions.

With Stroll at the back, that allowed Cassidy and Gunther to battle it out in races two and three. OK, those fights weren't of overtaking and last-ditch outbraking attempts, but of on-the-limit driving, each trying to pressure the other into a mistake, ragging their cars as much as they dared while mindful not to overcook their tyres.

First they had to jump Ilott. The Van Amersfoort Racing man had swarmed all over Gunther's gearbox for fourth in race one, even trying a move on the outside of the swooping Scheivlak, but each attempt was intelligently defended. "I changed my line a lot but he'd notice it and do the same on the next lap," said Ilott. "I was a second slower than I should have been."

That race pace led to encouragement for race two, for which Ilott started on pole. But Cassidy and Gunther each had a spare set of fresh Hankooks (they had elected not to follow the herd in second qualifying and had used only one set, while the others put on extra tyres for grid position, knowing that this is key at Zandvoort). Whether it was the extra grip or not – Ilott said he didn't get the start right – it was Cassidy who got into Tarzan in the lead. Ilott tried to hang on around the outside, but that left a gap for Gunther on the exit, and his pole had been converted to third in a flash.

Gunther chased throughout, with Ilott in turn challenging the German for a while, and the roles were reversed in race three. Gunther had pole, got a good start, and now it was Cassidy in pursuit.

Among the rest of the pack, there was a

welcome return to form for Carlin with Alessio Lorandi. The Italian always excels on tracks lined by barriers or gravel, and he was able to benefit from the Prema logjam at Tarzan in race one to leapfrog Gunther for third. A fifth and a fourth later on completed his best all-round weekend in F3, even including his Pau win. Lorandi focused on getting his qualifying runs right in the recent Hockenheim test, and it clearly paid off.

David Beckmann was another to star. The diminutive only-just-16 German, on his fourth race weekend in F3 with Mucke Motorsport, gave the Berlin team its first podium of a disappointing 2016 with an accomplished drive from third on the grid to the podium in the finale.

For George Russell and Hitech GP there was disappointment. Hitech's strategy of using six tyres in Q1 helped Russell to third fastest, but his five-place grid penalty from the Norisring converted that to eighth on the grid. When that tyre tactic was aped by most of the field in Q2 he slumped to eighth and fifth on the grids for races two and three, his front tyres gone once he'd found a gap, when he felt he could have had pole. "But we've got too many excuses at the moment – we seem to be missing something," he said of a weekend that netted a best result of fifth.

Stroll, meanwhile, retired from race two with a damaged diffuser, then found a clear track and set fastest lap in the finale. A scarcely believable technical misjudgement had cost him 50 points; what appeared to be the cooperation of his team-mates had won him back 10 of them.

MARCUS SIMMONS



Porsche serene for another win

**PAUL RICARD 24 HOURS
24 HOUR SERIES
PAUL RICARD (F)
JULY 16-17
ROUND 4/6**

HERBERTH MOTORSPORT followed up its Zandvoort win with another triumph in the south of France with its GT3 Porsche.

The German team took the lead late on Saturday afternoon, and the following day Daniel Allemann crossed the line after a largely trouble-free race for the car he shared with Robert and Alfred Renauer as well as Ralf Bohn, with a 14-lap margin of victory.

There was a host of dramas for the Porsche's main pursuers. British team Ram Racing lost time in the night with three unscheduled stops for brake pads and a throttle issue. This put the Ram Mercedes 15 laps down, but the driving strength of Jamie Campbell-Walter, Stuart Hall, Dan Brown and Roald Goethe emerged on top of a late three-way fight for second.

Third went to the ever-reliable Hoyer Racing Mercedes, while there was bad luck for the Scuderia Praha Ferrari. Matteo Malucelli, Peter Kox, Josef Kral and Jiri Pisarik suffered a series of punctures before dropping out with 15 minutes remaining with gearbox failure.

That promoted the SPS Mercedes, in which Kox's daughter Stephane joined Tom Onslow-Cole, to fourth.

Bernd Schneider led the early stages in HTP Motorsport's Mercedes but the driveshaft failed at night with Clemens Schmid at the wheel, while the Massive Motorsport Aston did just two laps before the power-steering packed up.

RESULTS

1 Robert Renauer/Alfred Renauer/Daniel Allemann/Ralf Bohn (Porsche 911 GT3-R) 591 laps; 2 Stuart Hall/Dan Brown/Jamie Campbell-Walter/Roald Goethe (Mercedes-AMG GT3) -14 laps; 3 Kenneth Heyer/Christiaan Frankenhouet/Michael Kroll/Chantal Kroll/Roland Eggimann (Mercedes SLS AMG GT3); 4 Tom Onslow-Cole/Lance David Arnold/Alex Muller/Valentin Pierburg/Stephane Kox (Mercedes-AMG GT3); 5 Johannes Kirchhoff/Gustav Edelhoﬀ/Max Edelhoﬀ/Ingo Vogler/Elmar Grimm (Audi R8 LMS); 6 Fredy Barth/Oliver Ditzler/Jurgen Krebs/Jean-Paul von Burg (Lamborghini Huracan Super Trofeo).

Green: an Englishman, an Audi and caravans



Green is king in Dutch

**DTM
ZANDVOORT (NL)
JULY 16-17
ROUND 5/9**

THE RACE STARTED WITH ORANGE SMOKE from flares lit by patriotic locals drifting from the dunes overlooking the chicane. It finished with the similarly hued – in deference to the backing of tool firm the Hoffmann Group – Team Rosberg Audi RS5 of Jamie Green taking the chequered flag to push himself well into contention for a first DTM title in 12 years of trying.

Green's victory in the climax to the series' Dutch weekend at Zandvoort was something of a turnaround in Audi's fortunes from the day before. Then, Green had taken a distant fifth as the best of the Ingolstadt octet, while the manufacturer got into a dispute with the organisers over what turned out to be a mistaken drivethrough penalty from sixth place for Edoardo Mortara, who was deemed to have driven too fast during an early virtual safety car period. When the data was looked at by Audi engineers that evening, they discovered a discrepancy in the GPS used to measure the speeds.

Instead this had seemed like a Mercedes weekend, as Robert Wickens took his first win

of the season from pole position. The Canadian fended off an early challenge from the BMW of series leader Marco Wittmann and then, as tyre degradation hit the M4s harder than the Mercs and Audis, he serenely cruised to victory.

While the BMWs struggled in the corners, they were quick down the straights, leading to little clumps of frustrated drivers down the field, all of whom seemed to be trailing a Munich machine. In third place, Christian Vietoris finally ran out of DRS and moved aside to allow fellow Merc man Gary Paffett to have a go at Wittmann, but when the Brit ran out of steam he rightfully allowed Vietoris back through for the podium.

Green spent much of this race on his own behind the leading quartet, but then burst to the front in qualifying on Sunday. Audi DTM boss Dieter Gass suspected that the improvement in pace could have been down to the subtle change in performance weights, with Audi losing 5kg – while the other manufacturers gained 5kg – after its uninspiring first qualifying session.

"We came here hoping to compete but we struggled for pace in free practice," he said. "It was a bit of a highlight in qualifying, where we were quite satisfied with P5 and P6, but the pace faded away in the race. Today was very different – for sure the small differences we do with the

AT A GLANCE

RACE 1

- 1 Wickens Mercedes
- 2 Wittmann BMW
- 3 Vietoris Mercedes

RACE 2

- 1 Green Audi
- 2 Paffett Mercedes
- 3 Mortara Audi

 P39 RESULTS



Paffett celebrates first podium since joining ART

IRIENITZ/APB



Wickens claimed Saturday honours with Mercedes

DTM

house of orange

performance weights do play a part. A small change, and the result is completely different.”

Once again Wickens was a force, quickly moving past front-row starter Paffett into second and then pressuring Green all the way to the pitstops. The Rosberg squad pulled Green in as soon as it realised HWA was bringing in Wickens. “We were forced into an early pitstop to defend, even though we were worried about the [second set of] tyres,” continued Gass. “This is the highest-degradation circuit.”

They needn’t have worried. Green gained 0.760s on Wickens in the pitlane, and then had a bit of help from an army of late-stopping Audi pawns who had been running towards the tail of the field. But his long-run pace was better than the Mercs anyway.

Wickens circulated in second with Paffett and Vietoris as rear-gunners, and Mortara in fifth. That was until five laps remained, when a puncture sent Wickens flying off the circuit at one of the high-speed right-handers, causing him to hobble back to the pits before rejoining. One lap later Vietoris punctured too, and Merc’s 2-3-4 had turned into merely a ‘2’ for Paffett,

while Mortara’s luck had turned after Saturday.

This time it was BMW that trailed. The Bimmers had gained 5kg after the opening qualifying session, and in that trim Timo Glock was the best in Sunday qualifying, narrowly beating Wittmann to sixth on the grid. Wittmann moved ahead on the opening lap for what would be a distant fourth, extending his points-scoring record to nine races on the trot and ensuring he still leads Green by seven points

in the standings. Glock lost time at his pitstop, allowing Audi’s Nico Muller to leapfrog him for what became fifth.

Paul di Resta, the other driver part of the gaggle fighting out the series lead, was a miffed eighth for his only points. “Don’t ask me what, but something isn’t

quite right,” he said. “We’ll have to get to the bottom of it. This is a missed opportunity.”

But for Green it most definitely was right as he took a long-awaited first Zandvoort win: “I had to wait many years for this victory. Today everything worked out.” He’s waited many years for a title too. What price that working out?

MARCUS SIMMONS

Gass: “We were forced into an early pitstop to defend”

IN BRIEF

JAPANESE FORMULA 3

Jann Mardenborough has moved into the championship lead after a win and a second at Fuji. The Welshman put his B-Max Dallara-Volkswagen on pole for both races in wet conditions, and on slicks led the first race throughout. TOM’S Toyota man Sho Tsuboi passed fellow rookie Tadasuke Makino (Toda Racing) on the final lap, with Mardenborough’s team-mate Katsumasa Chiyo fourth. Chiyo won the second race after bettering Mardenborough at a safety car restart, while Tsuboi beat TOM’S team-mate Kenta Yamashita – the pre-weekend points leader – for third.

V8 STOCK CARS

Caca Bueno started from pole position and crossed the line ahead of the pack in the main race at Cascavel, but life was never easy for him. There were many lead changes between Bueno and reigning champion Marcos Gomes until a broken rear suspension put Gomes out. Ricardo Zonta came home second from Diego Nunes, while points leader Felipe Fraga recovered from a disastrous 27th on the grid to eighth at the flag. Rubens Barrichello pipped team-mate Allam Khodair by 0.061s in the sprint race, followed by Julio Campos.

BRAZILIAN FORMULA 3

Matheus Iorio made it five wins in six races by taking a dominant hat-trick at Cascavel in his Cesario Formula car. Team-mate Guilherme Samaia, his closest opponent, got a fifth, a third and a second and jumped ahead of Pedro Cardoso and Thiago Vivacqua in the provisional standings.

EUROPEAN RALLY CHAMPIONSHIP

Ralfs Sirmacis took victory on Rally Estonia in his Skoda Fabia after Alexey Lukyanuk had led most of the event. Lukyanuk landed too heavily after a jump on the penultimate stage, breaking a steering arm on his Ford Fiesta and clipping a tree. Kajetan Kajetanowicz shrugged off power-steering problems in his Fiesta to finish second.

ITALIAN FORMULA 4

American-Ecuadorean Juan Correa beat Prema team-mate Mick Schumacher to win race one at Mugello, and then they collided while battling for the lead in race two. That gave victory to Diegi Motorsport’s Brazilian Giuliano Raucci from Diego Bertoni. Series leader Marcos Siebert won the reversed-grid race after overhauling Yan Shlom.

RENAULT SPORT TROPHY

Pieter Schothorst took his first Renault Sport Trophy victory in the Pro race at the Red Bull Ring, although Kevin Korjus retained the points lead with second place. Markus Palttala and Fabian Schiller won the Endurance race. Autosport Grand Prix Editor Ben Anderson made his debut in the category, finishing 11th in the Endurance race with fellow journalist Diego Mejia and then fifth on the road in the am race, won by Fran Rueda, prior to dropping to 12th thanks to a 10-second track limits penalty.

RESULTS



TDS makes it two in a row in Styria

EUROPEAN LE MANS SERIES

REDBULL RING (A)

JULY 17

ROUND 3/6

THE TDS RACING TEAM TOOK ITS SECOND CONSECUTIVE European Le Mans Series win in Austria, with Pierre Thiriet taking the lead at the first round of scheduled pitstops as others hit trouble and the Ligier crew never letting slip the advantage.

Timothe Buret led from the start of the race in the Panis Barthez Competition Ligier, initially having to repulse the attack of Giedo van der Garde in the Jota-run G-Drive Gibson. But things quickly started to unravel for him.

Shortly before the 40-minute mark, Buret attempted to pass Rory Butcher up the inside of the final corner as the GTE Ferrari driver took the line. The clash led to Buret dropping to fourth and handed the lead to Tristan Gommendy in the Eurasia ORECA. Worse was to come for Buret, with another off and a penalty for not being in the correct formation at the start putting the car, which Paul-Loup Chatin had qualified on pole, out of contention. The car, also driven by World Cup-winning goalkeeper Fabien Barthez, finished sixth.

Van der Garde had lost time when he pitted seven minutes into the race with a puncture, a legacy of contact with Gommendy, while Eurasia made a driver change at the first stop, so Thiriet was able to stop for fuel only and re-emerge in the lead.

Ryo Hirakawa and then Mathias Beche completed strong stints to consolidate the position before Thiriet took over late on to take the TDS ORECA to the flag.

Second should have gone to Jota after Harry Tincknell passed both the SMP BR01 of Stefano Coletti and Eurasia entry to climb from fourth to second, until he made his final stop for fuel.

On his out-lap, Tincknell was minding his own business at Turn 2 when Remy Striebig spun the Pegasus Morgan. Tincknell collected him and had to pit for repairs, dropping him to third, partly thanks to the deployment of a full-course yellow to deal with the resulting debris. This promoted the Eurasia car, which Gommendy shared with Pu Jun Jun and Pieter de Bruijn, to second.

Duqueine Engineering took a first victory in LMP3 on the road with David Droux, Dino Lunardi and David Hallyday, but a penalty for breaching the minimum pitstop time promoted the United car of Alex Brundle, Christian England and Mike Guasch. Butcher, Rob Smith and Andrea Bertolini won GTE in the JMW Ferrari.

RESULTS

1 Pierre Thiriet/Mathias Beche/Ryo Hirakawa (ORECA-Nissan 05) 160 laps in 4h00m04.366s; **2 Tristan Gommendy/Nick de Bruijn/Pu Jun Jin (ORECA-Nissan)** +51.622s; **3 Giedo van der Garde/Harry Tincknell/Simon Dolan (Gibson-Nissan 015S)**; **4 Stefano Coletti/Julian Leal/Andreas Wirth (BRE-Nissan BR01)**; **5 Andrea Pizzitola/Jonathan Hirschi/Michael Munemann (Ligier-Nissan JSP2)**; **6 Nathanael Berthon/Memo Rojas/Julien Canal (Ligier-Nissan)**. **LMP3 1 Alex Brundle/Mike Guasch/Christian England (Ligier JSP3)**; **2 David Droux/David Hallyday/Dino Lunardi (Ligier)**; **3 James Swift/Terrence Woodward/Ross Kaiser (Ligier)**. **GTE 1 Andrea Bertolini/Rory Butcher/Rob Smith (Ferrari 458 Italia)**; **2 Marco Cioci/Rui Aguias/Piergiuseppe Perazzini (Ferrari)**; **3 Alessandro Pier Guidi/Alexander Talkanitsa/Alexander Talkanitsa Jr (Ferrari)**. **Points 1 Tincknell/Dolan/van der Garde 58**; **2 Beche/Thiriet/Hirakawa 50**; **3 Wirth/Leal/Coletti 43**; **4 Pu/de Bruijn/Gommendy 28**; **5 Nic Jonsson 22**; **6 Bjorn Wirdheim 20**. **LMP3 1 Brundle/England/Guasch 75**; **2 Hallyday/Lunardi 42**; **3 Droux 30**. **GTE 1 Talkanitsa/Talkanitsa 48**; **2 Alex MacDowall/Andrew Howard/Darren Turner 47**; **3 Bertolini/Smith/Butcher 43**.

INDYCAR

ROUND 11/15, TORONTO (CDN), JULY 17 (85 LAPS – 151.810 MILES)

		1h42m38.6925s
1	Will Power (AUS) Team Penske · Dallara-Chevrolet	
2	Helio Castroneves (BR) Team Penske · Dallara-Chevrolet	+1.5275s
3	James Hinchcliffe (CDN) Schmidt Peterson Motorsports · Dallara-Honda	+2.5303s
4	Tony Kanaan (BR) Chip Ganassi Racing · Dallara-Chevrolet	+3.7758s
5	Takuma Sato (J) AJ Foyt Enterprises · Dallara-Honda	+4.0568s
6	Mikhail Aleshin (RUS) Schmidt Peterson Motorsports · Dallara-Honda	+5.1145s
7	Sebastien Bourdais (F) KVSH Racing · Dallara-Chevrolet	+5.6393s
8	Scott Dixon (NZ) Chip Ganassi Racing · Dallara-Chevrolet	+6.1020s
9	Simon Pagenaud (F) Team Penske · Dallara-Chevrolet	+6.6355s
10	Marco Andretti (USA) Andretti Autosport · Dallara-Honda	+6.9746s
11	Charlie Kimball (USA) Chip Ganassi Racing · Dallara-Chevrolet	+7.4782s
12	Ryan Hunter-Reay (USA) Andretti Autosport · Dallara-Honda	+8.0690s
13	Graham Rahal (USA) Rahal Letterman Lanigan Racing · Dallara-Honda	+8.5989s
14	Luca Filippi (I) Dale Coyne Racing · Dallara-Honda	+8.9217s
15	Conor Daly (USA) Dale Coyne Racing · Dallara-Honda	+9.4068s
16	Alexander Rossi (USA) Andretti Herta Autosport · Dallara-Honda	+9.6896s
17	Carlos Munoz (CO) Andretti Autosport · Dallara-Honda	+10.0568s
18	Max Chilton (GB) Chip Ganassi Racing · Dallara-Chevrolet	+10.6502s
19	Spencer Pigot (USA) Ed Carpenter Racing · Dallara-Chevrolet	+11.4494s
20	Juan Pablo Montoya (CO) Team Penske · Dallara-Chevrolet	-1 lap
21	Jack Hawksworth (GB) AJ Foyt Enterprises · Dallara-Honda	80 laps-accident
22	Josef Newgarden (USA) Ed Carpenter Racing · Dallara-Chevrolet	57 laps-accident

Winner's average speed 88.739mph. Fastest lap Castroneves 1m00.8127s, 105.728mph.

QUALIFYING

Q3 1 Dixon 59.9073s; **2 Castroneves 59.9425s**; **3 Pagenaud 1m00.2293s**; **4 Power 1m00.4085s**; **5 Bourdais 1m00.4221s**; **6 Hinchcliffe 1m01.5637s**.

Q2 Castroneves 59.8562s; **Power 1m00.0065s**; **Dixon 1m00.0143s**; **Pagenaud 1m00.0299s**; **Bourdais 1m00.1971s**; **Hinchcliffe 1m00.4584s**; **7 Daly 1m00.5693s**; **8 Newgarden 1m00.5885s**; **9 Montoya 1m00.6532s**; **10 Aleshin 1m00.6635s**; **11 Filippi 1m00.7784s**; **12 Kanaan 1m00.8561s**. **Q1 – GROUP 1 Power 59.7747s**; **Montoya 59.9964s**; **Bourdais 1m00.1466s**; **Dixon 1m00.1866s**; **Newgarden 1m00.3688s**; **Aleshin 1m00.5384s**; **14 Chilton 1m00.6372s**; **16 Rahal 1m00.7088s**; **18 Hunter-Reay 1m00.8721s**; **20 Sato 1m01.4012s**; **22 Andretti 1m01.4384s**.

Q1 – GROUP 2 Pagenaud 1m00.2386s; **Castroneves 1m00.4910s**; **Daly 1m00.4913s**; **Kanaan 1m00.5297s**; **Filippi 1m00.5552s**; **Hinchcliffe 1m00.6291s**; **13 Hawksworth 1m00.6930s**; **15 Munoz 1m00.7712s**; **17 Kimball 1m00.9060s**; **19 Rossi 1m01.2087s**; **21 Pigot 1m01.3360s**.

CHAMPIONSHIP

1 Pagenaud 432; **2 Power 385**; **3 Castroneves 358**; **4 Dixon 349**; **5 Newgarden 344**; **6 Kanaan 339**; **7 Rossi 300**; **8 Hinchcliffe 299**; **9 Kimball 294**; **10 Munoz 293**.



ROUND - UP

FORMULA 3 EUROPEAN CHAMPIONSHIP

ROUND 6/10, ZANDVOORT (NL), JULY 16-17

RACE 1 (23 LAPS – 61.554 MILES)

1	Lance Stroll (CDN) <i>Prema Powerteam</i> · Dallara-Mercedes F316	35m02.366s
2	Nick Cassidy (NZ) <i>Prema Powerteam</i> · Dallara-Mercedes F314	+8.026s
3	Alessio Lorandi (I) <i>Carlin</i> · Dallara-Volkswagen F315	+10.146s
4	Maximilian Gunther (D) <i>Prema Powerteam</i> · Dallara-Mercedes F315	+11.827s
5	Callum Ilott (GB) <i>Van Amersfoort Racing</i> · Dallara-Mercedes F312	+12.102s
6	Niko Kari (FIN) <i>Motopark</i> · Dallara-Volkswagen F315	+12.765s
7	George Russell (GB) <i>Hitech GP</i> · Dallara-Mercedes F315	+13.328s
8	Ryan Tveter (USA) <i>Carlin</i> · Dallara-Volkswagen F316	+14.188s
9	Anthoine Hubert (F) <i>Van Amersfoort Racing</i> · Dallara-Mercedes F312	+15.069s
10	David Beckmann (D) <i>Mücke Motorsport</i> · Dallara-Mercedes F316	+23.100s
11	Sergio Sette Camara (BR) <i>Motopark</i> · Dallara-Volkswagen F314	+23.710s
12	Joel Eriksson (S) <i>Motopark</i> · Dallara-Volkswagen F315	+24.827s
13	Pedro Piquet (BR) <i>Van Amersfoort Racing</i> · Dallara-Mercedes F316	+25.180s
14	Ralf Aron (EST) <i>Prema Powerteam</i> · Dallara-Mercedes F315	+25.699s
15	Mikkel Jensen (DK) <i>Mücke Motorsport</i> · Dallara-Mercedes F316	+27.083s
16	Guan Yu Zhou (PRC) <i>Motopark</i> · Dallara-Volkswagen F314	+28.322s
17	Nikita Mazepin (RUS) <i>Hitech GP</i> · Dallara-Mercedes F315	+28.986s
18	Ben Barnicoat (GB) <i>Hitech GP</i> · Dallara-Mercedes F316	+29.443s
19	Harrison Newey (GB) <i>Van Amersfoort Racing</i> · Dallara-Mercedes F316	+29.998s
20	Weiron Tan (MAL) <i>Carlin</i> · Dallara-Volkswagen F312	+52.731s

Winner's average speed 105.401mph. **Fastest lap Stroll** 1m30.170s, 106.848mph.

QUALIFYING 1

1 **Cassidy** 1m28.533s; 2 **Gunther** 1m28.842s; 3 **Stroll** 1m28.888s; 5 **Lorandi** 1m29.183s; 6 **Kari** 1m29.203s; 7 **Russell** 1m28.789s*; 8 **Hubert** 1m29.279s; 9 **Tveter** 1m29.295s; 10 **Beckmann** 1m29.229s*; 11 **Sette Camara** 1m29.353s; 12 **Eriksson** 1m29.363s; 13 **Aron** 1m29.427s; 14 **Mazepin** 1m29.582s; 15 **Piquet** 1m29.755s; 16 **Zhou** 1m29.785s; 17 **Jensen** 1m29.440s*; 18 **Newey** 1m29.890s; 19 **Tan** 1m30.257s; 20 **Barnicoat** no time. * grid penalty.

RACE 2 (23 LAPS – 61.554 MILES)

1 **Cassidy** 35m01.732s; 2 **Gunther** +1.136s; 3 **Ilott** +4.800s; 4 **Hubert** +7.106s; 5 **Lorandi** +16.559s; 6 **Aron** +20.982s; 7 **Beckmann** +21.352s; 8 **Barnicoat** +22.050s; 9 **Russell** +22.809s; 10 **Eriksson** +26.701s; 11 **Kari** +27.285s; 12 **Newey** +27.974s; 13 **Jensen** +29.003s; 14 **Tveter** +29.420s; 15 **Mazepin** +30.257s; 16 **Piquet** +30.279s; 17 **Sette Camara** +30.859s; 18 **Zhou** +36.910s; 19 **Tan** +40.270s; R **Stroll** 15 laps-diffuser.

Winner's average speed 105.433mph. **Fastest lap Gunther** 1m30.515s, 106.440mph.

QUALIFYING 2

1 **Ilott** 1m28.891s; 2 **Cassidy** 1m28.913s; 3 **Gunther** 1m28.927s; 4 **Hubert** 1m29.017s; 5 **Beckmann** 1m29.087s; 6 **Aron** 1m29.096s; 7 **Lorandi** 1m29.107s; 8 **Russell** 1m29.121s; 9 **Eriksson** 1m29.171s; 10 **Mazepin** 1m29.251s; 11 **Barnicoat** 1m29.330s; 12 **Tveter** 1m29.336s; 13 **Kari** 1m29.451s; 14 **Newey** 1m29.482s; 15 **Piquet** 1m29.562s; 16 **Jensen** 1m29.593s; 17 **Zhou** 1m29.874s; 18 **Tan** 1m30.257s; 19 **Stroll** 1m28.762s*; 20 **Sette Camara** 1m28.914s**. ** excluded from qualifying.

RACE 3 (23 LAPS – 61.554 MILES)

1 **Gunther** 35m17.348s; 2 **Cassidy** +1.287s; 3 **Beckmann** +7.088s; 4 **Lorandi** +11.032s; 5 **Russell** +12.207s; 6 **Ilott** +13.372s; 7 **Eriksson** +16.121s; 8 **Aron** +17.817s; 9 **Barnicoat** +19.758s; 10 **Hubert** +20.602s; 11 **Kari** +22.232s; 12 **Jensen** +22.678s; 13 **Piquet** +23.853s; 14 **Tveter** +24.816s; 15 **Sette Camara** +28.922s; 16 **Zhou** +30.218s; 17 **Mazepin** +32.364s; 18 **Newey** +37.486s; 19 **Stroll** -1 lap; R **Tan** 17 laps-spun off.

Winner's average speed 104.655mph. **Fastest lap Stroll** 1m31.104s, 105.752mph.

GRID FOR RACE 3

1 **Gunther**; 2 **Cassidy**; 3 **Beckmann**; 4 **Lorandi**; 5 **Russell**; 6 **Eriksson**; 7 **Ilott**; 8 **Aron**; 9 **Barnicoat**; 10 **Tveter**; 11 **Hubert**; 12 **Mazepin**; 13 **Piquet**; 14 **Kari**; 15 **Jensen**; 16 **Newey**; 17 **Zhou**; 18 **Tan**; 19 **Stroll**; 20 **Sette Camara**.

CHAMPIONSHIP

1 **Stroll** 259; 2 **Gunther** 203; 3 **Ilott** 173; 4 **Cassidy** 172; 5 **Russell** 144; 6 **Barnicoat** 102; 7 **Lorandi** 95; 8 **Aron** 94; 9 **Eriksson** 93; 10 **Sette Camara** 89.



Young talent Beckmann took first podium

DTM

ROUND 5/9, ZANDVOORT (NL), JULY 16-17

RACE 1 (25 LAPS – 66.906 MILES)

1	Robert Wickens (CDN) <i>HWA</i> · Mercedes C63	41m55.441s
2	Marco Wittmann (D) <i>RMG</i> · BMW M4	+7.217s
3	Christian Vietoris (D) <i>Mücke Motorsport</i> · Mercedes C63	+8.987s
4	Gary Paffett (GB) <i>ART Grand Prix</i> · Mercedes C63	+10.657s
5	Jamie Green (GB) <i>Team Rosberg</i> · Audi RS5	+12.626s
6	Antonio Felix da Costa (P) <i>Team Schnitzer</i> · BMW M4	+18.178s
7	Mattias Ekstrom (S) <i>Abt Sportsline</i> · Audi RS5	+18.877s
8	Daniel Juncadella (E) <i>HWA</i> · Mercedes C63	+19.166s
9	Esteban Ocon (F) <i>ART Grand Prix</i> · Mercedes C63	+19.838s
10	Maxime Martin (B) <i>BMB</i> · BMW M4	+23.592s
11	Timo Scheider (D) <i>Team Phoenix</i> · Audi RS5	+23.886s
12	Lucas Auer (A) <i>Mücke Motorsport</i> · Mercedes C63	+28.082s
13	Bruno Spengler (CDN) <i>MTEK</i> · BMW M4	+30.052s
14	Mike Rockenfeller (D) <i>Team Phoenix</i> · Audi RS5	+30.424s
15	Paul di Resta (GB) <i>HWA</i> · Mercedes C63	+30.898s
16	Tom Blomqvist (GB) <i>BMB</i> · BMW M4	+31.416s
17	Edoardo Mortara (I) <i>Abt Sportsline</i> · Audi RS5	+31.575s
18	Miguel Molina (E) <i>Abt Sportsline</i> · Audi RS5	+32.288s
19	Martin Tomczyk (D) <i>Team Schnitzer</i> · BMW M4	+39.134s
20	Nico Muller (CH) <i>Abt Sportsline</i> · Audi RS5	+39.549s
21	Timo Glock (D) <i>RMG</i> · BMW M4	+45.004s
R	Augusto Farfus (BR) <i>MTEK</i> · BMW M4	8 laps-spun off
R	Adrien Tambay (F) <i>Team Rosberg</i> · Audi RS5	0 laps-accident
R	Maximilian Gotz (D) <i>HWA</i> · Mercedes C63	0 laps-accident
NS	Rene Rast (D) <i>Team Rosberg</i> · Audi RS5	

Winner's average speed 95.753mph. **Fastest lap Wickens** 1m32.841s, 103.774mph.

QUALIFYING 1

1 **Wickens** 1m30.727s; 2 **Wittmann** 1m30.843s; 3 **Vietoris** 1m30.857s; 4 **Paffett** 1m30.947s; 5 **Green** 1m30.953s; 6 **Mortara** 1m31.099s; 7 **Ocon** 1m31.144s; 8 **da Costa** 1m31.149s; 9 **Ekstrom** 1m31.164s; 10 **Glock** 1m31.173s; 11 **Tambay** 1m31.217s; 12 **Martin** 1m31.281s; 13 **Juncadella** 1m31.327s; 14 **Gotz** 1m31.389s; 15 **Tomczyk** 1m31.395s; 16 **Spengler** 1m31.626s; 17 **Rockenfeller** 1m31.341s*; 18 **Scheider** 1m31.672s; 19 **di Resta** 1m31.725s; 20 **Auer** 1m31.741s; 21 **Blomqvist** 1m31.822s; 22 **Muller** 1m31.872s; 23 **Molina** 1m31.665s*; 24 **Farfus** 1m31.911s. * grid penalty.

RACE 2 (39 LAPS – 104.374 MILES)

1 **Green** 1h01m54.997s; 2 **Paffett** +9.731s; 3 **Mortara** +14.153s; 4 **Wittmann** +18.833s; 5 **Muller** +19.629s; 6 **Glock** +21.455s; 7 **Ekstrom** +24.135s; 8 **di Resta** +28.983s; 9 **Auer** +29.430s; 10 **Blomqvist** +29.875s; 11 **Tomczyk** +34.349s; 12 **Juncadella** +34.807s; 13 **Farfus** +36.509s; 14 **Spengler** +37.729s; 15 **Rockenfeller** +39.818s; 16 **Wickens** +40.345s; 17 **Ocon** +46.187s; 18 **Rast** +46.623s; 19 **da Costa** +1m15.028s; 20 **Vietoris** 35 laps-puncture; R **Martin** 28 laps-accident damage; R **Molina** 28 laps-accident damage; R **Gotz** 24 laps-lost wheel; R **Scheider** 3 laps-damaged suspension.

Winner's average speed 101.142mph. **Fastest lap Juncadella** 1m33.087s, 103.499mph.

QUALIFYING 2

1 **Green** 1m30.696s; 2 **Paffett** 1m30.775s; 3 **Vietoris** 1m30.792s; 4 **Mortara** 1m30.859s; 5 **Wickens** 1m30.937s; 6 **Glock** 1m30.957s; 7 **Wittmann** 1m31.046s; 8 **Ocon** 1m31.053s; 9 **Ekstrom** 1m31.163s; 10 **Muller** 1m31.193s; 11 **Blomqvist** 1m31.244s; 12 **Molina** 1m31.247s; 13 **di Resta** 1m31.322s; 14 **Spengler** 1m31.333s; 15 **da Costa** 1m31.333s; 16 **Tomczyk** 1m31.346s; 17 **Farfus** 1m31.352s; 18 **Rockenfeller** 1m31.449s; 19 **Auer** 1m31.566s; 20 **Scheider** 1m31.623s; 21 **Martin** 1m32.018s; 22 **Rast** 1m32.079s; 23 **Gotz** 1m33.148s; 24 **Juncadella** no time.

CHAMPIONSHIP

1 **Wittmann** 105; 2 **Green** 98; 3 **Mortara** 88; 4 **Wickens** 83; 5 **di Resta** 74; 6 **Martin** 63; 7 **Muller** 62; 8 **Ekstrom** 58; 9 **Blomqvist** 53; 10 **Paffett** 52.



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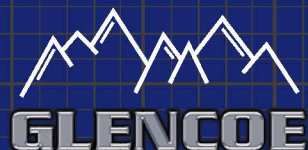
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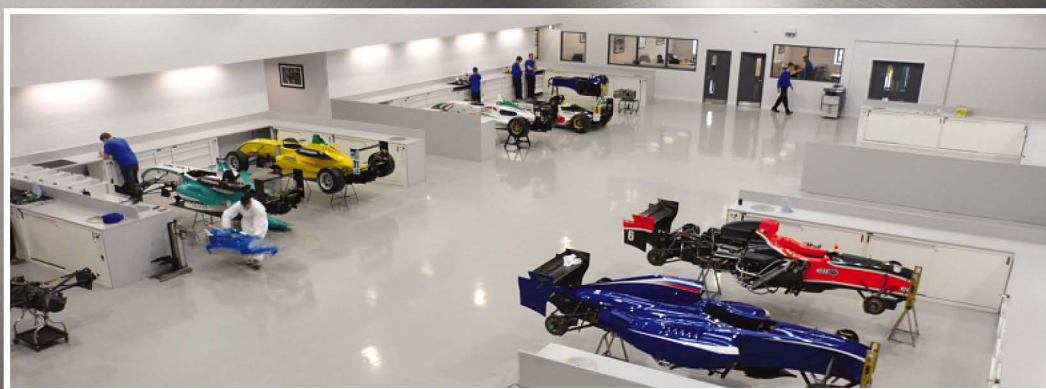
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Circuit of Wales funding plans rejected

CIRCUIT OF WALES BOSSES ARE confident of reaching a revised funding agreement with the Welsh government, despite a second proposal being rejected last week.

The Heads of the Valleys Development Company, which is aiming to build the £371 million motorsport facility in Ebbw Vale in South Wales, is seeking further financial assurance for the project.

It had previously asked the Welsh Government to underwrite £357.4m of private capital from investors, chief of which is the Aviva insurance firm. That proposal was rejected in April, with then Welsh economy minister Edwina Hart labelling the development plan an “unacceptable risk” for taxpayers’ money.

Last week the reformed Welsh Assembly gave the thumbs down to a second proposal, which asked for around 83% of the private funding to be guaranteed by the government and local councils.

Hart’s successor, Ken Skates, said the plan needed further work to reduce the risk to public money, and cited the economic uncertainty brought about by Britain’s vote to leave the European Union as a further factor towards the latest decision.

The revised proposal asked for the government to guarantee 75% of the investment, with local authorities supplying an additional 8%.

Skates said: “We recognise the potential positive economic impact it [Circuit of Wales] could have for Wales, and Ebbw Vale in particular.

“It is a large undertaking and we have always been clear that any support provided by the taxpayer needs to be proportionate and fair.

“Unfortunately, despite the efforts of the project’s backers, this leaves only 17 per cent of the risk being taken by the private sector. That amount of risk falling on the Welsh taxpayer – through

Another setback for Circuit of Wales, which had second funding proposal rejected

the government and local authority support – is unacceptable as it stands, especially when we are facing significant economic uncertainty.”

Skates said his “door would be firmly open” to a third proposal, but stressed that the government would only be willing to underwrite 50% of the investment, with the other half needing to come from private funding.

Martin Whitaker, chief executive of the Circuit of Wales project, said: “We are confident that an equitable balance of risk sharing can be delivered.

“The cabinet secretary has requested we deliver the guarantee to 50% of the total project costs and we are confident we can do so over the course of the project.”

The Circuit of Wales holds the contract to host the British round of MotoGP for five years, with an option for a further five, but currently leases the event to Silverstone.

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MSA

MSA tightens licence rules

A NEW RULE FROM THE MSA WILL REQUIRE DRIVERS to hold a National A licence if they race a sportscar with a high power-to-weight ratio.

From 2017, drivers of cars with a power-to-weight ratio of 0.34bhp/kg or more will need to have the licence, except for those in single-seaters. This will affect all GT3 cars and the majority of 'Cup'-spec GT machines – but most GT4 machines will escape the move.

An MSA spokesman said: "This is a new safety regulation to help ensure the competence of drivers competing in cars with a higher power-to-weight ratio. The ratio of 0.34bhp/kg is derived from FIA regulations and should only affect a relatively small number of competition cars in domestic UK motorsport."

The new rule will have no impact on British GT as all drivers need international licences, but some club championships will be affected.

The GT Cup caters for largely amateur drivers with powerful sportscars. But series technical director Phil

Boland said: "I can't see the change affecting us that much. I lobbied quite hard with the MSA a few years ago to allow National B holders into our championship. While the change would effectively rule those drivers out of three of our four classes, we still have the lower class to cater for them and, as long as we have something to offer, then we shouldn't miss out."

"It's good from a safety point of view as the closing speeds of the faster cars can be quite frightening if you don't know what you're doing. GT4 is a better start point for amateurs, and most of those cars come in under the limitation."

Britcar's Claire Hedley also welcomed the move: "This is something we've been trying to put in place. We have a rule that if you qualify you will have to start the car, so the novices wouldn't be in the car at the start."

Sports-prototypes could also be hit by the rule change. The BRSCC's Open Sportscar Series runs a variety of cars, but currently recommends that drivers in its top class have a National A licence.

CLASSIC FF1600

CLASSIC FORD SET FOR BUMPER WEEKEND

THE CLASSIC FORMULA Ford 1600 Championship expects to attract full grids for its two rounds at different tracks this weekend.

Following a single qualifying session and a race at Donington Park this Saturday, the series will move to Cadwell Park on Sunday.

At least 30 entries have been lodged for Donington, with 32 spots available. Cadwell Park is sold out at 26 starters.

Classic FF1600 coordinator Peter Hackett said: "It'll be a busy weekend, but we wanted to do something different and this smacks of the old days when Formula Ford drivers raced all over the place on the same weekend."

"Donington and Cadwell are only 70 miles apart so it makes it achievable. Mike Gardner has also booked exclusive testing at Cadwell from 1600-1900 on Saturday evening."

ALFAROMEOS

Alfa champ fits 8C engine in Giulietta

DOUBLE ALFA ROMEO champion Roger Evans is working on a new Giulietta racer that will be powered by parts from the marque's rare 8C sportscar.

Evans is adding the running gear and 4.7-litre engine from

the 8C Competizione to a widened Giulietta bodyshell, at his Peak Alfa facility (right).

Alfa only built 500 of the limited-edition 8C road car, which was produced between 2007 and '10. Evans bought a damaged chassis and is using

the spares to construct the one-off racing version, which he hopes will hit the track in time for a full season in 2017.

"I stumbled across a badly fire-damaged 8C and couldn't resist it as it's so rare," he said. "It will have a real DTM look."



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MINIS

Mini builder eyes further outings

RACING NOVICE LES STANTON IS AIMING to make more outings this year with his unique Mini Estate after debuting the car at Brands Hatch last weekend.

Stanton has been building the spaceframe racer for the past six years through his business. It features a Yamaha R1 bike engine producing 292bhp and is rear-wheel drive.

Stanton made his racing debut on what was the car's first outing in the Mini Festival's Fastest Mini in the World races. He qualified

sixth out of 12 but failed to finish either race due to technical gremlins.

"The car is just brilliant to drive," he said. "We opted for the estate bodyshell as it gives us six inches extra of wheelbase, which really helps the car cope with the extra power as a standard Mini chassis just wouldn't handle it."

"We want to run it more this year but we're searching for the right championship to do as it's quite hard to find the right regulations to run something like this."



OBITUARY

Alfonso Toledano: 1960-2016

ONE OF MANY LATIN Americans who lit up the British Formula Ford 1600 scene in the early 1980s, Alfonso Toledano died last week.

Mexican Toledano started with the works PRS team in 1980, before switching to the factory Van Diemen squad for '81 and finishing third in the Townsend Thoresen FF1600 Championship.

It was later said by team boss Ralph Firman that his biggest setback was the fact that his team-mate was a young Brazilian named Ayrton da Silva...

Toledano graduated to British Formula 3 in 1982, and

ran in the top 10 in the points before the money ran out mid-season. He then moved to Germany to compete in the country's inaugural Formula Ford 2000 series in a Walter Lechner-run PRS, and after switching to a Reynard he won the title. Eventually he moved up to German F3 but again it was a story of underfunded part-campaigns with, consequently, patchy results.

"He was a brilliant bloke and he was pretty bloody quick," says Trevor Carlin, a gofer at PRS when Toledano drove. "I even bought my first road car off 'Alfie'!"

In 1989 and '90 Toledano contested a handful of rounds

in the World Sports-Prototype Championship with Team Davey in a Porsche 962C before returning to Mexico, where he was to become one of the country's leading promoters and play a great role in Central America's single-seater scene.

One of the talents to emerge was his son Alfonso Jr, or 'Picho', who came close to competing in A1GP before a severe accident testing the Team Mexico car in Puerto Rico forced him out of racing for some time and almost resulted in the loss of his legs. Toledano Jr eventually returned to competition and raced in Europe in Formula Acceleration 1 in 2014.

IN BRIEF



WALKER

NELSON TESTS WITT'S GT CUP DOMINATOR

GT Cup rivals Jordan Witt and Darren Nelson could team up for the Snetterton British GT Championship round after a test. Nelson swapped his regular Lamborghini Huracan for a run in Witt's Bentley Continental (above), which has dominated the GT Cup this term. Witt and his Jordan Racing team are keen on a British GT entry as a toe in the water ahead of a more substantial 2017 campaign.

MORGAN MAKES SCOTTISH APPEARANCE

BTCC star Adam Morgan made his debut in the Celtic Speed Mini Cooper Cup at Knockhill last weekend. Having raced in the Chinese Touring Car Championship a week earlier, Morgan held off stiff competition to win the second race and came second in the other two encounters.

JEDI FORCES CONSIDER FORMAT CHANGE

The Formula Jedi Championship could switch to a three-race format for next season and introduce reversed-grid races after a successful recent pilot of the format. Jedi racing traditionally consists of a single qualifying session and two sprint races, but the last championship round at Brands Hatch earlier this month featured two additional races, both run with a reversed top-eight grid.

PRESENTER BROOKES MAKES RACE BOW

Sky Sports News HQ Formula 1 presenter Rachel Brookes made her racing debut in the Radical SR1 Cup at Oulton Park last Saturday. Brookes, whose brother Matt won the 2014 SR1 championship, finished 12th and 14th in the double header, losing a place at the end of the final lap in both races to a spin and a misfire respectively. She was coached by 1988 Le Mans 24 Hours winner Andy Wallace.

PORSCHE PAIR PLANS MORE HISTORICS

Caterham Graduates Sigmax champion Neil Shinner and sportscar racer Paul Stephens are planning more historic outings after competing at the Le Mans Classic. They raced a Porsche 901 (below) prepared by Historika, and finished 33rd after three races, despite an engine failure in qualifying consigning them to 70th for the start of the first Plateau 4 event. Stephens said: "We are looking at doing other historic events."





Renault is providing more support for the Eurocup

FORMULARENAULT

Renault to fund Euro champ

THE FORMULA RENAULT EUROCUPE WILL PROVIDE major financial backing for its leading 2017 drivers and expand its calendar.

Next season's Eurocup champion, and one other driver, will be promoted into the Renault Sport Academy driver development programme. The champion will receive 75% of their 2018 budget, while the other driver will get 35%.

According to Renault, the drivers will "have access to the resources provided by the Renault Sport Formula 1 Team".

The increased support comes after Renault's decision to cease its funding of Formula Renault 3.5, which has continued this season under the Formula V8 3.5 moniker.

Fortec Motorsport's Richard Dutton, who runs cars in Formula Renault, said: "This move is fantastic for the Eurocup and it's all very positive. We haven't seen commitment like this from Renault since FR3.5.

"Renault wants to make the Eurocup a serious contender

and aim for that slot between F4 and F3, and the prize fund will be a big attraction. There's no restriction to where they have to go; it's up to the drivers to choose their next move."

The French firm has also announced an expanded calendar for the pan-European junior single-seater contest, with the number of race weekends increased from seven to 10 next season. Triple-header meetings, as seen at Monza and Motorland Aragon this year, will continue to feature, along with its regular two-race-per-weekend format. The Monaco Grand Prix support race will also remain.

Early entrants for the 2017 Eurocup will receive Formula 1 simulator time.

In order to contain costs, the series' technical and sporting regulations will continue unchanged.

Autosport understands the increased Eurocup calendar could jeopardise Formula Renault NEC, which has seven 2016 meetings, though this has yet to be confirmed.

SILVERSTONE CLASSIC

BATHURST VITESSE TO RETURN AT CLASSIC

THE GROUP A MOBIL Rover Vitesse in which Steve Soper made the first of his four Bathurst 1000 starts in 1984 is to compete in the Historic Touring Car Challenge at the Silverstone Classic.

Soper, who shared with local man Ron Dickson in the Australian enduro, posted his only Bathurst finish in the V8 coupe. Subsequently raced in New Zealand, it was also the first SD1 to be raced by Tom Walkinshaw.

The car, which has been acquired by Briton Clive Joy, will be driven by UK-based Australian Jarrah Venables at Silverstone.

Alan Strachan's AWS Engineering company, which is preparing this among several Rovers, is also building a clone of Andy Rouse's period Ford Sierra XR4Ti. The ex-Rouse Sport man had hoped to debut the 2.3-litre turbocar at Silverstone but says Spa in September is a more realistic target.

Also joining the tin-top racers at the Classic, in the race for pre-1966 Big Engine Touring Cars, will be former British GT champion Bradley Ellis.

Ellis has driven Mini and Tojeiro-Bristol machinery in historic racing, but this will be his first race in a Ford Falcon.

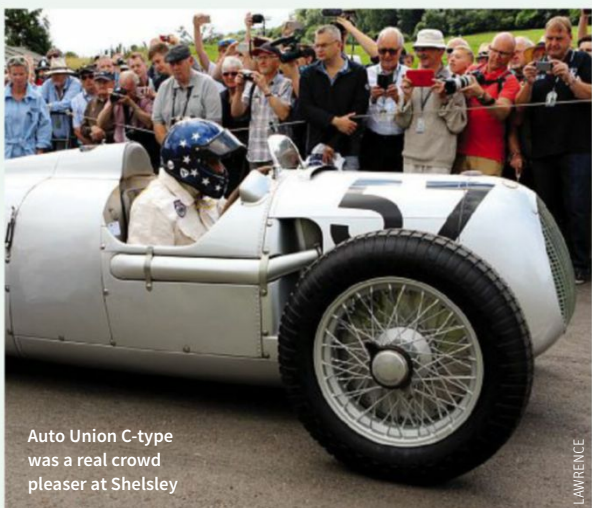
"It eats up the straights pretty quickly and it's a bit of a handful," said Ellis, who tested Elliott Norris's car at Silverstone recently. "It's like nothing else I've driven and we hope to do more events."



Ellis will race Falcon

SHELSEYHILLCLIMB

Stuck pays homage to father with Auto Union climb



Auto Union C-type was a real crowd pleaser at Shelsley

LAWRENCE

HANS STUCK THRILLED A huge crowd at Shelsley Walsh when he took to the famous hill in the 1936 Auto Union C-type last weekend.

Stuck drove the Silver Arrows grand prix car, similar to the ones his father raced in the '30s, at the Classic Nostalgia event.

"It brings back memories of driving the Auto Union like my father did 80 years ago," said Stuck. "It's a precious moment."

Stuck set times around the 40-second mark, which mirrored his father's pace in 1936, but ran the 1000-yard

hill from a rolling start.

"I think I'm far away from what he did in 1936 but still to drive the car means a lot to me," he said. "It's the first time I have ever been to Shelsley Walsh and it's a unique piece of history."

"Thanks to the team for keeping this place alive. I'm overwhelmed by the event. I wish there was something like this in Germany."

The visit from the Auto Union was the headline of the weekend, which drew the venue's biggest crowd since the centenary meeting in 2005.



Vintage racing cars in their natural habitat

By Marcus Pye, the voice of club racing

[@Autosport](#)

AS I WRITE – ON MONDAY, SITTING IN THE FAMILY garden my wife designed, on a beautifully warm and sunny summer's day – my Autosport calendar has turned a page. July 18 has been a red letter day for a long time, for it was the date I joined Autosport, as a youth of 19. Today marks the first day of my 40th year as a journalist for this magazine.

But for the occasional 'time-out' (I was allowed a week off to get married), I've written something for virtually every edition since the post-1977 British GP one, the first 1000 as a full-time staffer. That must constitute some kind of record since our beloved founder technical editor John Bolster contributed from 1950 (aged 40!) to '83.

Working independently for the past 19 years, I've covered another 500 events and still enjoy most of them just as much as I did as a spectator before I took up the pen, and subsequently the PA microphone.

This weekend, for instance, I'm looking forward to a return to scenic Cadwell Park, where I was on double duty at last month's Historic Sports Car Club meeting. On this occasion, the spotlight will be on an earlier era, for it's the Vintage Sports-Car Club in charge for its Shuttleworth and Nuffield Trophies event, the first of its crop I'll have witnessed this term.

It's 40 years since the VSCC first explored the wonderful circuit that climbs, burrows and plunges through spectacular folds in Lincolnshire's Wolds.

On August 29 1976 – when Autosport's long-time Snetterton scribe Andy Leeder reported its inaugural visit, prophetically headlined 'A classic to come?' – the sight of ERAs, Maserati 250Fs, Cooper-Bristols and other sensational bolides put new colours in the palettes of Cadwell habitués.

The big winners in that afternoon's nine-race programme were Neville Farquhar, as Rileys swept the board in the Spero and Voiturette Trophies race, and club president Bernard Kain (Bugatti T35B) in the John Holland Trophy.

There was a shock, though, when Christopher Mann (Alfa Romeo Monza) outran the surviving Bugatti of Ian Preston (T35B) and Adrian Liddell's Straker Squire to win the first Williams Monaco Trophy race, one that the Molsheim marque's devotees all wanted to land. Mike Preston, Ian's son, races a T35B this weekend incidentally, and of course ERAs will be back in their natural habitat.

These days circuit-hire costs are significantly greater, thus a couple of guest grids are on the packed 12-race agenda. I've enjoyed seeing 500cc Formula 3 cars of the 1950s at Cadwell Park previously and the little motorcycle-engined machines are back where they first ran at bike events in that era, but I've not seen Classic Formula Ford on a VSCC bill.

Sunday's Pre-'82 grid has attracted a strong and varied field – including the ex-Nigel Mansell Javelin – so it will be interesting to see what the vintage crowd, which knows its ERAs inside-out, makes of it.

If you've not experienced the VSCC's brand of racing, but can't get to Cadwell to watch the commitment of Austin 7 racers flinging their steeds through the Hall Bends or bold throttle-jockeys wrestling aero-engined specials over the Mountain, make plans for Pembrey in South Wales (Seaman Memorial Trophies, August 21) or Mallory Park (Bob Gerard Memorial Trophy, September 24).

The latter event features the annual Edwardian Handicap race, an extraordinary spectacle by any standards and for many one of the highlights of the domestic sporting season. 🍷



METRO TRIO HEAD TO CLASSIC

Three sizzling 235bhp MG Metro Turbos are set to take on the big bangers in the Silverstone Classic's Historic Touring Car Challenge race. Joining the familiar Patrick Watts/Nick Swift example are Malcolm Harrison's sister Computervision car and the ex-Armin Hahne DTM contender of Till Bechtolsheimer.



FAST FERRARI FOR HANCOCK

Giampiero Moretti's 1998 Daytona 24 Hours and Sebring 12 Hours-winning Momo Ferrari 333SP will be a big draw at the Silverstone Classic in the 90s Endurance Legends demo. Run by Doran-Moretti Racing, the four-litre V12-engined machine also raced at Le Mans. Sam Hancock will drive it for owner Alexander Rittweger.



ERAs READY FOR CADWELL BATTLE

Echoing history, three ERAs – ex-works R3A (for Mark Gillies, above), ex-Pat Fairfield R4A (Nick Topliss) and ex-Arthur Dobson R7B (Julian Wilton) – return to Cadwell Park to compete in Sunday's VSCC race meeting. Forty years ago a different trio were at the club's first event there, Bill Morris garnering a second in R2B 'Romulus'.



BRANDS HATCH
MSVR MINI FESTIVAL JULY 16-17

Butler-Henderson consolidates advantage in Brands Mini Festival

THREE DIFFERENT WINNERS SHARED the spoils as the Mini Challenge JCWs headlined MSVR's annual Mini Festival, but the happiest driver leaving Kent was Charlie Butler-Henderson, who snatched back the championship lead.

While he didn't win a race, two podiums from three races and trouble for all of his closest title rivals have helped the reigning champion open out the largest points cushion he's had all season.

David Grady gave his title ambitions a shot in the arm with a win and a podium, while Brett Smith took a well-deserved maiden victory in the opener and Luke Caudle finished the weekend with his first race win in a year.

Qualifying proved the downfall of many of the regulars, with the ultra-close session effectively determining who would thrive and who would struggle in the races. Track temperatures were into the thirties, and the two-litre

turbocharged engines suffered cooling issues, with the ECUs reducing turbo boost and power in order to cope. It meant overtaking was at a premium, and those in traffic would struggle more than usual.

Brett Smith snatched pole by just 0.015 seconds from Grady, with Rob Smith, Chris Smith and Butler-Henderson all blanketed by less than a tenth.

Nathan Harrison led the points coming into the weekend, but he could only qualify seventh after struggling for rear-end grip and straight-line pace in the heat. Butler-Henderson's other big rival, Jono Brown, started just ninth after struggling to find a clear lap.

That began the downfall of both title challengers as neither was able to make much headway. Harrison would record a hat-trick of ninth places to haemorrhage points, while Brown took a best of fifth in race one before engine issues limited his results in races two and three.

Rob Smith leads Butler-Henderson as Minis hit Brands

With both out of the running, Butler-Henderson grabbed a last-gasp podium with a daring lunge on third-placed Rob Smith as they started the final lap of race one. Brett Smith led throughout from Grady.

Race two was almost a repeat, but with Grady taking the flag this time after slipping past Brett Smith into Druids on the first lap. Butler-Henderson tried to unseat Rob Smith again, but to no avail, and Smith held his spot on the rostrum.

Fifth place in that outing was good enough for pole on the reversed grid for Caudle, and he led both attempts at the final race, getting away well in the first before the red flags flew for a clash on the pit straight.

That was a let-off for CB-H, who had lost his second place to Rob Smith. But with the restart going back to the original grid, it essentially handed him back second, and another hatful of points.

The net result means Mini UK man Butler-Henderson now sits 23 points clear of Harrison at the head of the title race as he chases a second crown.

Rob Austin won two of the three Mini Challenge Cooper and S Class races, with the third falling victim to several red flags.

Austin made the most of an error from leader Steve Cocker to take victory in a frantic first race from Tim Porter. Cocker initially led comfortably from pole but ran wide at Clearways approaching one-third distance. Austin then sprinted away to win by two seconds.

Race two never really got under way, with two red flags forcing its cancellation.



ALL PICS: HAWKINS



Austin leads the Cooper and S Class field into Paddock



Owens (ahead) and Swift were evenly matched throughout

The first stoppage was caused when both Richard Mills and Stuart Lane rolled out of proceedings at Paddock; the second a multi-car shunt at the same corner after the restart, causing damage to the inside tyre barrier.

The grid reformed for a re-run at the end of the day. Scot Adam won on the road but lost the win after passing Austin under yellows at the start of a safety-car period, handing Austin maximum points.

Max Bladon made it 11 wins in a row this year to put himself on the brink of the Cooper Class title. The Excel8 man has yet to be beaten this year, but came close in race one when he dropped as low as fifth at the start, only to battle back to beat Josh Gollin on the road. Bladon was peerless at the front in race two, staving off Sam Weller.

Reigning Mini Miglia champion Kane Astin's opening race lasted just two corners as he and fellow front-row starter Shayne Deegan took each other off at Druids, handing Rob Howard the win. Rupert Deeth led early on before Howard brilliantly squeezed through at the half-distance mark.

Deegan made amends in race two by taking his eighth victory of the season in dominant fashion ahead of Deeth. Damon Astin finished third while brother Kane fought through from the back of the grid to finish sixth.

Guest driver Scott Kendall led from start to finish to win the opening Super Mighty Minis race, but it was Adrian Tuckley who bagged maximum points in second. Tuckley extended his

championship lead with an overall race-two win, which was interrupted by a barrel-roll for Bob Bennetts at Clearways.

In the Mini Sevens, Welshman Ashley Davies withstood heavy pressure from Max Hunter and Lewis Selby to take the spoils in race one. A red flag for oil on track with five minutes remaining gave Davies his second win of the weekend.

Sam Tomlinson avoided a frenzied four-car battle for second to win the opening race of the Mighty Minis. Greg Jenkins prevailed in his epic fight with Stuart Coombes for second. In race two, championship leader Jenkins raced away to his second win of the season ahead of Craig Pendlebury.

Endaf Owens and Nick Swift were in a class of their own in the Euro Challenge opener with Owens edging it by just 0.068s. Barry Sime finished third after polesitter Ian Curley's car suffered a broken gearbox on lap one.

Curley's car failed again in race two as Owens eased to a comfortable double victory from Chris Morgan.

Swift took victory in the 40-minute endurance race with co-driver Phil Amming, while Owens ended a successful weekend with second alongside Miglia driver Dan Wheeler.

Bill Richards took his Rover Metro to both wins in the 'Fastest Mini in the World Allcomers' races.

Oliver White took victory in an ultra-tight Champion of Brands Formula Ford race. The Van Diemen driver beat Jake Byrne's Ray by just 0.3s.

ROBERT LADBROOK AND STEPHEN BRUNSDON

RESULTS

MINI CHALLENGE JCW (21 LAPS)

1 Brett Smith; 2 David Grady +1.719s; 3 Charlie Butler-Henderson; 4 Rob Smith; 5 Jono Brown; 6 Luke Reade. **Fastest lap** B Smith 52.955s (82.11mph). **Pole position** B Smith.

Starters 27. RACE 2 (23 LAPS)

1 Grady; 2 B Smith +0.736s; 3 R Smith; 4 Butler-Henderson; 5 Luke Caudle; 6 Neil Newstead. **FL** Newstead 52.771s (82.40mph).

P B Smith. S 27. RACE 3 (17 LAPS)

1 Caudle; 2 Butler-Henderson +0.362s; 3 R Smith; 4 Grady; 5 Henry Neal; 6 Lawrence Davey. **FL** Chris Smith 52.899s (82.20mph). **P** Caudle. **S** 23.

MINI CHALLENGE COOPER & S (22 LAPS)

1 Rob Austin (Cooper S); 2 Tim Porter (Cooper S) +2.966s; 3 Scot Adam (Cooper S); 4 Carlito Miracco (Cooper S); 5 Steve Cocker (Cooper S); 6 Keith Issatt (R56 Cooper S). **Class winners** Issatt; Max Bladon (Cooper). **FL** Richard Mills (Cooper S) 53.229s (81.69mph). **P** Cocker. **S** 34.

RACE 2 CANCELLED; RACE 3 (15 LAPS)

1 Austin; 2 Adam +0.049s; 3 Miracco; 4 Cocker; 5 Porter; 6 Issatt. **CW** Miracco 54.631s (79.59mph). **P** Austin. **S** 26.

MINI MIGLIA (BOTH 22 LAPS)

1 Rob Howard; 2 Rupert Deeth +0.167s; 3 Dan Wheeler; 4 Damon Astin; 5 Paul Thompson; 6 James Coulson. **CW** D Astin; Jim Burrows. **FL** Shayne Deegan 54.771s (79.39mph). **P** Kane Astin. **S** 18. **RACE 2** **1 Deegan**; 2 Deeth +9.045s; 3 D Astin; 4 Dave Drew; 5 Wheeler; 6 K Astin. **CW** D Astin; Burrows. **FL** Deegan 54.886s (79.25mph). **P** Deegan. **S** 16.

SUPER MIGHTY MINIS (20 LAPS)

1 Scott Kendall; 2 Adrian Tuckley +0.426s; 3 Bob Bennetts; 4 Alex Comis; 5 Steve Maxted; 6 Steven Dawson. **FL** Tuckley 1m00.433s (71.95mph).

P Kendall. S 10. RACE 2 (5 LAPS)

1 Tuckley; 2 Kendall +0.163s; 3 Dawson; 4 Ian Slark; 5 Comis; 6 Steven Rideout. **FL** Kendall 1m00.249s (72.17mph). **P** Tuckley. **S** 8.

MINI SEVENS (14 LAPS)

1 Ashley Davies; 2 Max Hunter +0.243s; 3 Lewis Selby; 4 Spencer Wanstall; 5 Graeme Davis; 6 Robert Pearson. **CW** Shaun Tarlton. **FL** Davies 1m00.403s (71.99mph). **P** Hunter. **S** 31. **RACE 2 (13 LAPS)**

1 Davies; 2 Hunter

+0.176s; 3 Selby; 4 Tom Sanderson; 5 Charlie Budd; 6 Kieren McDonald. **CW** Josh Collins. **FL** Selby 1m00.429s (71.96mph). **P** Hunter. **S** 27.

MIGHTY MINIS (17 LAPS)

1 Sam Tomlinson; 2 Greg Jenkins +1.820s; 3 Stuart Coombes; 4 Craig Pendlebury; 5 Morgan Harris; 6 Joshua Young. **FL** Harris 1m04.824s (67.08mph).

P Tomlinson. S 15. RACE 2 (19 LAPS)

1 Jenkins; 2 Pendlebury +0.180s; 3 Harris; 4 Young; 5 Simon Carter; 6 Tomlinson. **FL** Tomlinson 1m04.306s (67.62mph). **P** Carter. **S** 13.

MINI EURO CHALLENGE - PRE-'66

MINIS (BOTH 21 LAPS) **1 Endaf Owens (Cooper S)**; 2 Nick Swift (Cooper S) 0.068s; 3 Barry Sime (Cooper S); 4 Nick Paddy (Cooper S); 5 Mark Burnett (Cooper S); 6 Stig Blomqvist (Cooper S). **FL** Owens 58.774s (73.98mph). **P** Ian Curley.

S 18. **RACE 2** **1 Owens**; 2 Chris Morgan (Cooper S) +5.754s; 3 Swift; 4 Jimmy Sime (Cooper S); 5 Paddy; 6 Burnett. **FL** Owens 58.649s (74.14mph). **P** Owens. **S** 15.

MINI ENDURANCE - PRE-'66 MINIS (39 LAPS)

1 Nick Swift/Phil Amming (Cooper S); 2 Endaf Owens/Dan Wheeler (Cooper S) +3.874s; 3 Nick Paddy/Bill Sollis (Cooper S); 4 Steve Jones (Cooper S); 5 Peter Crewes/Brian Johnson (Cooper S); 6 Keith Padmore/Nick Padmore (Cooper S). **FL** Sollis 58.460s (74.38mph). **P** Paddy/Sollis. **S** 13.

MINI ALLCOMERS RACE (BOTH 17 LAPS)

1 Bill Richards (Rover Metro); 2 Lee Jones (Mini) +2.357s; 3 Jim Lyons (Mini Maxi); 4 Jon Lee (Lynx R1 Mini); 5 David Usher (Mini); 6 Peter Hills (Austin Mini). **FL** Jones 53.262s (81.64mph). **P** Richards. **S** 12.

RACE 2 **1 Richards**; 2 Lyons +4.984s; 3 Shayne Deegan (Rover Mini); 4 Lee; 5 David Franks (Austin Mini); 6 Hills. **FL** Richards 53.139s (81.83mph).

P Richards. **S** 10.

CHAMPION OF BRANDS FOR

FORMULA FORD 1600 (18 LAPS)

1 Oliver White (Van Diemen JL15K); 2 Jake Byrne (Ray) +0.330s; 3 Graham Carroll (Van Diemen LA10); 4 Patrik Pasma (Mygale SJ08); 5 Richard Tarling (Ray); 6 Tom McArthur (Van Diemen LA10). **CW** Ben Edwards (Van Diemen). **FL** Chase Owen (Ray GR13) 50.830s (85.55mph). **P** White. **S** 21.



Neal and Goodall run wide in Cooper race; Norman spins

CASTLE COMBE
BRSCC JULY 16-17

Magic Moyers tops four-way FF1600 fight

MICHAEL MOYERS EMERGED THE victor from a thrilling four-way lead battle in the Castle Combe Formula Ford race, fending off Roger Orgee, Ben Norton and Nathan Ward to win by 0.139s.

Starting his Spectrum from pole, Moyers initially pulled clear, with a fight for second developing between Norton, Orgee, Ward, Luke Cooper, David Vivian and the Fisher brothers, Felix and Josh. Ward's pursuit of Orgee was disrupted at half-distance with a safety car.

Following the restart, Ward's Spectrum faded on worn tyres as track temperatures rose. This freed Orgee (Van Diemen) to chase down Moyers, while Norton (Spectrum) also passed Ward. The top four remained tied together until the end of the race, albeit in the same order.

Two spectacular BRSCC Quaife Fiesta Championship races were claimed by Nathan Edwards and James JJ Ross respectively. After the first race was red-flagged for a huge accident for Nick Sanderson, Samuel Priest jumped to the lead on the restart, but couldn't hold off Edwards. Ross dominated the second race after a fantastic start, chased by Priest and Edwards. Simon Horrobin's title hopes took a hit with a gear-linkage issue in race one and his second attempt was ruined by a possible ball-bearing issue.

Harry Gooding took a stunning BRSCC Fiesta Junior Championship double. Gooding had to deal with safety cars in both races, but each time controlled the restart with ease. Callum Hawkins-Row hounded him on both occasions, but was classified fourth in the opening encounter due to a track-limits penalty.

The first BMW Race Days Compact Cup encounter was hit by a brief but



Moyers leads the tightly bunched FF1600 pack

significant rain shower at Camp. Richard Miles and Owen Hunter arrived on the scene first and spectacularly slid off the road, leaving a grateful Steven Dailly to claim victory. Joe Wiggan had been forced out of the earlier race following first-lap contact, but set it to rights by winning race two after Hunter slowed on the final lap with a shortage of power.

The HRDC Allstars/Academy & A-Series Challenge race was claimed by John Spiers in his TVR Griffith, but it was the fight for Academy honours that enthralled. Charles Knill-Jones and James Dorlin scrapped throughout the race in their diminutive Austin A35 Academy machinery, with Dorlin victorious by a scant 0.428s.

In the HRDC Touring Greats & TC63 race, Michael Squire's single-driver effort in his Ford Mustang was enough to resist the father/son combination of British Touring Car stars Mike and Andrew Jordan. The Jordan duo initially found themselves third in the Austin A40 they shared, as Chris Clarkson's Ford Falcon took the fight to Squire. During the mid-race pit-stops, Mike handed over to Andrew Jordan and the 2013 BTCC champion chased after Squire, who held on to win by just over eight seconds, with Clarkson falling to third.

The opening Toyo Tires Porsche Championship race was marred by a spectacular incident, when James Coleman spun into the barriers and back onto the pit straight on the exit of Camp, and only moments later was followed by Nizar El Chamaa. A red-flag period was followed by the resumption of normal service as Rick Styryn dominated from Richard Avery. The second race was again claimed by Styryn.

The BRSCC Alfa Romeo Championship races featured wins apiece for Bryan Shrubbs and Andy Robinson. Each retired from the races they didn't win, Robinson's 156 running second in the first race before a driveshaft failure, and Shrubbs leading the second encounter when his 33's throttle stuck open and he limped back cautiously to the pitlane.

Simon Thornton-Norris scooped the Castle Combe Saloon Car Championship race honours in his Mitsubishi. Gary



Edwards shared the BRSCC Fiesta spoils



Prebble led the chase until he retired his SEAT, leaving Dave Scaramanga's VW Scirocco to take the fight to the flying Thornton-Norris, who remained calm to claim victory.

The Castle Combe GT Championship runners were headed by the Mitsubishi Evo 9 of Barry Squibb.

A titanic dice in the SRCC Sports 2000 Duratec race was eventually won by Michael Gibbins in his MCR, as Tom Stoten (Gunn) fell away from pole position to fourth at the flag. The SRCC Sports 2000 Pinto victory was claimed by Mark Powell and his Tiga SC84.

After Jason Davies hit problems in his Ford Sierra Cosworth, the first Welsh Saloon & Sports Car Championship race was a Ginetta G50 one-two for David Krayem and Adam Higgins. The result was repeated in the second race, which was sadly curtailed following multiple delays earlier in the day.

LEE BONHAM

Gibbins took Sports 2000 Duratec honours

RESULTS

CASTLE COMBE FORMULA

FORD 1600 (15 LAPS) 1 Michael Moyers (Spectrum 011c);

2 Roger Orgee (Van Diemen RF00) +0.139s; 3 Ben Norton (Spectrum 010b); 4 Nathan Ward (Spectrum 011c); 5 Luke Cooper (Swift SC16); 6 Felix Fisher (Van Diemen RF02).

Class winners David Vivian (Swift SC92); David Cobbold (Van Diemen RF89). **Fastest lap** Josh Fisher (Van Diemen JL14) 1m10.387s (94.62mph).

Pole Moyers. **Starters** 21.

BRSCC QUAIFE FIESTA (8 LAPS)

1 Nathan Edwards (ST);

2 Samuel Priest (ST) +0.976s; 3 Aaron Thompson (ST); 4 Alfonso Skriczka (ST); 5 Myles Baker (ST); 6 James JJ Ross (ST). **CW** Alastair Kellett (Zetec S); Peter Dendy-Sadler (Si); Luke Bannister (Zetec). **FL** Edwards 1m18.899s (84.41mph). **P** Edwards. **S** 24.

RACE 2 (14 LAPS) 1 Ross; 2 Priest

+6.680s; 3 Edwards; 4 Skriczka; 5 Jamie Going (ST); 6 Thompson.

CW Jamie White (Zetec S); Dendy-Sadler; Bannister. **FL** Edwards 1m18.648s (84.68mph).

P Simon Horrobin (ST). **S** 27.

BRSCC FIESTA JUNIOR (BOTH

12 LAPS) 1 Harry Gooding; 2

Bradley Burns +3.709s; 3 Nicholas Reeve; 4 Callum Hawkins-Row; 5 Lewis Kent; 6 Angus Dudley.

FL Hawkins-Row 1m20.651s (82.57mph). **P** Gooding. **S** 15.

RACE 2 1 Gooding; 2 Hawkins-Row

+0.330s; 3 Reeve; 4 Burns; 5 Kent; 6 Lochlan Bearman.

FL Hawkins-Row 1m20.403s (82.83mph). **P** Gooding. **S** 13.

BMW RACE DAYS COMPACT CUP

(11 LAPS) 1 Steven Dailly;

2 James Gornall +3.917s; 3 Jon Watt; 4 Ben Pearson; 5 Ian Jones; 6 Samuel Carrington Yates.

FL Richard Miles 1m21.797s (81.42mph). **P** Miles. **S** 37.

RACE 2 (8 LAPS) 1 Joe Wiggin;

2 Gornall +0.190s; 3 Owen Hunter; 4 Dailly; 5 Watt; 6 Matt Smith. **FL** Gornall 1m21.975s (81.24mph). **P** Hunter. **S** 36.

HRDC ALLSTARS/ACADEMY/

A-SERIES CHALLENGE (22 LAPS)

1 John Spiers (TVR Griffith);

2 Ted Williams (AC Cobra) +13.122s;

3 David Smithies (Austin-Healey 3000); 4 Richard Dorlin (Mini

Cooper S); 5 Thomas Grindall (MG W&P GT); 6 Marc Gordon (Jaguar XK150). **CW** R Dorlin; Gordon; James Dorlin (Austin A35 Academy); Robert Crew (MGB Roadster).

FL Spiers 1m18.565s (84.77mph).

P Spiers. **S** 42.

HRDC TOURING GREATS/TC63

(31 LAPS) 1 Michael Squire

(Ford Mustang); 2 Mike Jordan/Andrew Jordan (Austin A40)

+8.151s; 3 Chris Clarkson (Ford Falcon Sprint); 4 Neil Merry (Alfa Romeo GTA); 5 Malcolm Harrison/

Paul Taft (Volvo Amazon); 6 David Devine (Riley 1.5). **CW** M Jordan/

A Jordan; Harrison/Taft; Richard Butterfield/Thomas Butterfield

(Jaguar Mk1); Gavin Watson/Chris Snowdon (Alfa Romeo Giulietta

Ti); Charles Knill-Jones (Austin A35 Academy); Mark Bevington

(Isuzu Bellett). **FL** Squire 1m21.639s (81.57mph).

P Squire. **S** 41.

TOYO TYRES PORSCHE (12

LAPS) 1 Rick Styryn (Boxster);

2 Richard Avery (Boxster) +2.068s;

3 Nick Hull (Boxster); 4 Gary Lawrence (Boxster); 5 Kevin

Molyneaux (Boxster); 6 Pip Hammond (924). **CW** Hammond.

FL Avery 1m16.868s (86.64mph).

P Styryn. **S** 12. **RACE 2 (16 LAPS)**

1 Styryn; 2 James Coleman

(Boxster S) +3.720s; 3 Lawrence; 4 Avery; 5 Molyneaux; 6 Hull. **CW**

Hammond. **FL** Styryn 1m16.858s (86.65mph). **P** Styryn. **S** 14.

BRSCC ALFA ROMEO (16 LAPS)

1 Bryan Shrubbs (33); 2 Keith Waite

(75) +1m08.637s; 3 Tom Hill (156);

4 David Messenger (156); 5 Andrew Bourke (GTV); 6 Michael Tydeman

(156). **CW** Waite; Hill. **FL** Andy Robinson (156) 1m16.304s

(87.28mph). **P** Robinson. **S** 13.

RACE 2 (15 LAPS) 1 Robinson;

2 Waite +54.544s; 3 Hill;

4 Messenger; 5 James Browning (147); 6 Simon Cresswell (156). **CW**

Waite; Hill. **FL** Robinson 1m17.637s (85.78mph). **P** Shrubbs. **S** 13.

CASTLE COMBE SALOON CAR CHAMPIONSHIP (14 LAPS)

1 Simon Thornton-Norris

(Mitsubishi Colt Ralliart); 2 Dave Scaramanga (VW Scirocco)

+1.546s; 3 Mark Wyatt (Vauxhall Astra); 4 Kevin Bird (Nissan

200SX); 5 Geoffrey Ryall (Peugeot 106 GTi); 6 Kieren Simmons (Ford

Fiesta). **CW** Scaramanga; Ryall;

Russell Humphrey (Vauxhall Corsa). **FL** Thornton-Norris 1m14.594s (89.28mph).

P Thornton-Norris. **S** 36.

CASTLE COMBE GT (15 LAPS)

1 Barry Squibb (Mitsubishi Evo 9); 2 Tim Woodman (Caterham 7)

+7.513s; 3 Chris Vinal (SEAT Leon Supercopa); 4 David Krayem

(Ginetta G50); 5 Oliver Bull (Vauxhall Tigra Silhouette);

6 Doug Watson (BMW M6). **CW** Woodman; Vinal; Bull;

Watson; Gary Prebble (Peugeot GTi). **FL** Squibb 1m09.997s (95.14mph). **P** Squibb. **S** 21.

SRCC SPORTS 2000 DURATEC (20 LAPS) 1 Michael Gibbins

(MCR); 2 Patrick Sherrington

(MCR) +1.892s; 3 Paul Trayhurn

(Van Diemen); 4 Tom Stoten

(Gunn TS11); 5 Tim Tudor (MCR);

6 Cameron Davies (MCR). CW

Trayhurn; Colin Peach

(Van Diemen RFSC02). FL

Sherrington 1m06.954s

(99.47mph). P Stoten. **S** 18.

SRCC SPORTS 2000 PINTO

(16 LAPS) 1 Mark Powell

(Tiga SC84); 2 Colin Feyerabend

(Lola T90/90) +28.180s; 3 Paul

Moffatt (Carbir); 4 Jeremy Knight

(Tiga SC80); 5 Bruce Bulchin

(March 84S); 6 Jonathan Loader

(Tiga SC80). CW Feyerabend;

Knight. FL Powell 1m13.443s

(90.68mph). P Damien Griffin

(Lola T598). S 12.

WELSH SALOON & SPORTS

CARS (11 LAPS) 1 David Krayem

(Ginetta G50); 2 Adam Higgins

(Ginetta G50) +15.118s; 3 Keith

White (BMW Z4); 4 Keith Butcher

(Ginetta G50); 5 Andy Williams

(Ford Sierra Cosworth); 6 Chris

Everill (Ginetta G50). CW Higgins;

Williams; Dave Scaramanga (VW Scirocco); Daryl Redford (Honda Civic);

Susanne Jones (Lotus Elise); Chris Morris (Suzuki Ignis Sport). FL

Jason Davies (Ford Sierra Cosworth) 1m11.195s

(93.54mph). P Krayem. **S** 32.

RACE 2 (7 LAPS) 1 Krayem;

2 Higgins +1.327s; 3 White;

4 Everill; 5 Bradley John

(Mitsubishi Evo); 6 Mike Tovey

(BMW E36 M3). CW Higgins; John;

Scaramanga; Tyrone Luffarelli

(Peugeot 206 GTi); Morris; Andy

Long (Honda Civic Type R). FL

Higgins 1m10.728s

(94.16mph). P Krayem. **S** 26.



Miles and Hunter lead BMW charge to Quarry



ANGLESEY
750MC JULY 16-17

Red flags scupper Smith's winning streak

IT WAS A BUMPER WEEKEND OF action at Anglesey as the second half of the 750 Motor Club season began.

Paul Smith's run of wins was ended in Formula Vee by Irish visitor Adam Macaulay and an untimely red flag. Smith held the lead initially, having made a good start from fourth, but electrical problems, which caused his AHS's engine to misfire coming out of The Banking, handed the lead back to Sheane pilot Macaulay and put Smith behind Ian Jordan's Sheane in third.

But Smith fought back, making use of a better exit off Church to overtake Jordan into Rocket. The next lap he made the same move on Macaulay for the lead, but a red flag came out for a collision between Jack Wilkinson and Paul Taylor, who were disputing fifth. That handed the race win to Macaulay on countback, with Jordan rounding out the top three.

James Harridge showed more signs of winning pace in his Class B Maverick. He managed to get as high as fourth before losing third and second gear, which dropped him to 10th at the end of the first race. But in the second he was right with the lead battle, overtaking both Jordan and Macaulay through Church into Rocket.

Smith was also in the mix, having fixed his electrical issues, and he soon found himself in second chasing down Harridge halfway through. Since Harridge was still without second gear, he was powerless to defend out of the slower corners, allowing Smith to come through and take

a ninth win of the season, which sets him up to take the championship at Silverstone next month. Harridge was later penalised for exceeding track limits, which dropped him to fourth overall behind Macaulay and Jordan.

In Locost Jack Coveney won the first race in slippery conditions, but was excluded from the second after failing post-race scrutineering. That allowed championship rival Danny Andrew to take victory in race two, after making a bad start to race one, which dropped him outside the top three.

Tim Neat made a great comeback from the pitlane to 10th in the first race before a red flag came out owing to a stricken car at Church. That put him on pole for the next race, but better starts from Coveney and Ian Allee left him running third. Neat fought back to second, only to be overtaken by Andrew, who made a

Smith had to battle back after a misfire in the first encounter

challenge for the lead on Coveney before the chequered flag came out.

Michael Comber won all three MX-5 races, but the entertainment came from the comeback drives of Jack Sycamore and Sam Smith. Sycamore brought out the red flags in the first outing when he stopped with a fuel master issue. That meant he had to start 27th in the second race, where he managed to get up to 12th.

Smith also recovered positions after failing to get a dry lap in during a rain-affected qualifying, climbing from 16th to eighth in the first race before finishing third in the second. In the final race, Sycamore and Smith made up the top three behind Comber.

In Classic Stock Hatch, Peugeot 205 racer Matt Rozier and Citroen AX man Andrew Thorpe shared the wins. Thorpe was unable to pass Rozier for the lead in the first race, but in the second Rozier struggled with the handling. After briefly taking second with a move around the outside of Edward Cooper's Vauxhall Nova at Rocket, he dropped back to fourth.

Billy Albone took a double victory in his Spire in the RGB races, after Scott Mittell made poor starts from pole. Mittell was able to regain ground in the first outing and got up to second, but the Mittell MC-53 could not challenge Albone. In the second race Mittell recovered to third, while Albone was in control from team-mate John Cutmore.

In the Civic Cup, Carl Swift won both races – although only once on the road. From second on the road in race two, he





JONES



Fletcher and Bark traded Clio 182 wins

JONES

inherited that win from his reversed-grid start slot of 10th after Ben Sharpe was handed a five-second penalty for exceeding track limits.

Richard Wise (Spire) and Will Brown (Radical) took their first Bikesport wins of the season. Wise was looking to repeat his success later, but an electrical issue cut his engine while he was leading.

James Bark and Patrick Fletcher traded race wins in the Clio 182s. Fletcher provoked *deja vu* in the first race, when he pulled off the same move for the lead on Bark twice into Rocket after a red flag reset the grid.

Brian Chandler and Adam Shepherd won the M3 races, as Will Sharpe took the Super Cooper race. Andy Schultz took the honours in the first 750 Trophy race, while Gregan Thruston won the second.

RORY MITCHELL

[→ P66 FULL RESULTS](#)

DONINGTON PARK

BARC JULY 16-17

Dredge on the double at Donington

AFTER EARLY JULY'S DOWNPOURS, THE uninterrupted heat on Sunday was more than welcome, as were the Formula 250/450 Superkarts that kicked off the day.

Jack Layton turned up the heat on reigning champion Gavin Bennett throughout, though it was Jason Dredge – Division 1 class favourite and polesitter – who picked up two wins overall. The closest battle came in the third race as Layton and Bennett scrapped for second, with Layton coming out on top by just 0.061s.

Danny Chan earned a shock class win in the second race as Division 1 rivals Dredge and Liam Morley both retired with mechanical failures. Andrew Gulliford won in his F450 kart in all three races.

The Dunlop Prototype Series had a meagre-looking five-car grid, of which four were the rapid Ginetta G57s and the other a Radical SR8, but races have never been decided purely on paper.

It was a learning experience on Sunday for all the prototype drivers as Saturday's practice session was marred by rain and noise-control limits. The lone Radical went from underdog to dark horse, as Alex Kapadia nailed the rolling start, taking polesitter Ollie Jackson round the outside of Redgate. Kapadia would hand over to Paul Spencer at half distance, and the SR8 eventually finished third.

Colin White's team just managed to get its G57 working for the start, but White spun at the Melbourne Hairpin trying to overtake Ade Barwick towards the end of



Dredge notched up a pair of wins in Superkarts

WALKER

the race. Barwick then had a spin of his own, leaving Craig Fleming to take the win.

Eventually, both White and Jackson retired as the oil-pump pulleys on their respective cars failed, so Barwick still made it to the flag in second place. Fleming made no attempt to hide his own surprise at the result, saying afterwards: "I thought I only had to mow the grass and trim the hedges this Sunday!"

A commanding performance from Liam Morley earned him the overall victory in the F125 Open Superkarts. The second race was a highlight, as Morley's lead from pole was questioned heavily by reigning series champion Lee Harpham, who finished second. Kirk Cattermole passed Chris Needham on the final lap to take third by the narrowest of margins – just 0.085s.

Sixteen-year-old James Clarke was the standout performer of Sunday, earning two spirited S1600 class wins in the Clubmans Cup. Barry Webb also claimed a double, in Class B, while Phil Weaver's Nemesis won twice in the prototype class, and overall.

Weaver seemed nonchalant about his victory post race, using the opportunity to advertise his pub, but his dominant performance and clever use of unorthodox racing lines to defend the lead surely earned a pint or two. Clarke probably stuck to soft drinks, but the young winner will definitely have more chances to celebrate in the future.

SAMARTH KANAL

[→ P66 FULL RESULTS](#)



Weaver was the man to beat in the Clubmans Cup

WALKER

KNOCKHILL
SMRC JULY 17

McNaughton shows his mettle in BMW

DAVID McNAUGHTON TOOK HIS FIRST double header with both wins from the Scottish BMW Compact Cup races.

The weekend brought an upturn in McNaughton's chances for the title with the championship leaders running into difficulties. While Neil MacInnes started on pole, it was McNaughton who got the better start and headed a five-car battle for the win. Title protagonist Lee Elrick had a spirited dice with the poleman over second but came off worse and a trip into the gravel cost him valuable points.

Elrick's fight back through the field in race two proved one of the highlights as McNaughton once again sustained pressure from the tight field behind. Gary Clark had started the race from sixth after suffering a poor qualifying performance, but he retained his lead at the top of the standings with a determined drive to second place ahead of MacInnes. Cliff Harper made a fantastic move at the last gasp to grab fourth from newcomer Alistair Smith by just two tenths. Smith had enjoyed a terrific weekend with a podium in race one and was awarded driver of the day.

Guesting BTCC ace Adam Morgan started on pole position in the Minis but was beaten away by Morgan Murray, who suffered a mechanical problem at the end of lap one. Ian Munro quickly asserted himself as Morgan's nearest challenger and grabbed the lead at Scotsman on lap three. Championship leader Paul Bell demoted Morgan further on lap five and briefly grabbed the lead, before Munro and Morgan could reassert themselves. Bell's race almost came to a dramatic end with a high-speed off on the last lap at Leslie's, but he managed to scabble back



onto the track and finish fourth.

Morgan turned the tables on Munro in race two. He sneaked past on lap two before a safety car was needed to retrieve Murray's car from Leslie's, and survived the pressure of the pursuing field to win.

For Murray, who had been lying third in the standings, it was another costly non-score in a weekend of troubles, although he subsequently fought through the field to 10th position in the final race.

With the top six cars reversed, Shane Stoney needed no invitation to scamper away from pole position in race three. He benefited from a slight delay as the pack jostled on lap one and had a four-second lead by lap four. Michael Courts ran a fantastic second on his debut weekend in Minis, but soon came under attack from Morgan, who sneaked ahead at Butcher's on lap six. Although Morgan closed on Stoney by a second a lap, the gap was

McNaughton, chased by MacInnes, enjoyed a breakthrough weekend in the Compact Cup



Greenwood pipped Mason for second in Legends

too big to bridge. Courts held on for a podium finish while Dylan O'Donnell rounded off a fantastic weekend with fourth to help bring him into the top three in the standings.

John Paterson took three deserved wins in the Legends, although the big story of the weekend was the upturn in fortunes for the series, which had been struggling with poor grids thus far this season. Former champion Ben Mason returned to the 15-car field and pressed Paterson hard for the wins in the first two encounters. In the final, Ivor Greenwood drove well to beat Mason for second.

Neil MacLennan dominated the Scottish Formula Ford races ahead of fellow Ray drivers Jamie Thorburn and Sebastian Melrose. Frontrunner Jordan Gronkowski was caught up in a spin by Matt Cowley in the first race and ended up in the tyre wall at Leslie's. Unfortunately, the car proved too badly damaged to make it out in the second race. He suffered a big dent to his title challenge, dropping out of second in the standings.

Morgan driver Tommy Gilmartin and Ginetta G4 man Harry Simpson were inseparable throughout the Classics

impressive Courts fended off Morgan in race three





SNETTERTON
BRSCC JULY 16-17

Head masters the R300 pack

THE CHALLENGING SNETTERTON 300 circuit played host to a BRSCC meeting rich in the frantic blend of speed and action of Caterham racing.

The headline act was a pair of races for the rapid R300 machines, in which 2014 champion Aaron Head was battling to reclaim the title against strong opposition led by Lee Wiggins, who seized the initiative in the early laps.

"I didn't expect it to be that tricky!" Head admitted afterwards. But he stayed calm, confident that his chance would come, and so it proved as he pulled clear of Wiggins in the closing laps to secure top spot – a fitting way to celebrate his birthday.

Race two was no less tense, where a slow getaway dropped Head back to 10th

at the start. It was the prelude to a brilliant recovery drive as he surged up the order to win again with just half a second covering the top five at the finish.

The R300s were supported by two outings for the Caterham Academy, with the field split into two groups. The race for the 'White' group proved a tightly contested affair almost from first to last, with victory seemingly heading the way of Jay McCormack. He had leapfrogged poleman Ben Gillias at the start, and stayed ahead despite his advantage steadily diminishing as the chequered flag loomed. But in a final twist, McCormack was handed a five-second penalty for exceeding track limits and was demoted to second, his misfortune gifting Gillias an unexpected victory.

Head was made to work for his two wins by the chasing Wiggins

Front-row starters Steven Tozer and Tom John made the early running in the 'Green' group until John ran wide at Agostini and plummeted down the order. Peter Spencer looked like adding to his win last time out at Rockingham by leading until the final lap, only for the wily Tozer to steal past on the drag to the flag. Meanwhile, John hauled himself from 11th to rescue third place.

Guy Hawkins edged out Rob Watts to win the opening Roadsport clash. The battle for top spot between the two was put on hold early on after a second-lap collision behind them brought out the safety car. On the restart, Watts briefly stole top spot as the pair swept across the start/finish line, only for Hawkins to fight back into Riches and this time stay ahead to the finish. Russ Olivant beat Simon Sharrock to third.

Less than half a second covered the top three in race two, with poleman Hawkins coming from behind to win again, beating Olivant by a whisker.

The Tracksport contingent enjoyed a frantic opener in which barely a couple of seconds separated the top seven runners most of the way. Matthew Lambert just kept his pursuers at bay to secure a breathless win.

There were only two in it for victory in the second race, as Lambert held off



Lambert (left) won both Tracksport encounters

BOULEY BAY/VAL DES TERRES

HILLCLIMBS JULY 14 & 16

Moran on form in the Channel Islands

IN AN EXCITING EVENT THAT SAW THE Bouley Bay hill record lowered three times and the old record bettered a further twice, Trevor Willis came away from Jersey with two wins. But with Scott Moran then winning both runoffs in Guernsey, Willis has only closed the gap by one point.

After a terrific Q1, Richard Spedding was posted a time only 0.18s outside the three-year-old hill record on the first runoff in Jersey, setting a tough target for the last three. Next in was Moran, who defeated the record with apparent ease. Wallace Menzies then lowered the new mark again, leaving final runner Willis with a proverbial mountain to climb. He got a perfect start and within seconds he was around the first bend and out of sight as the timing displays ticked away. Little over 30 seconds later, the Worcestershire IT engineer had posted a time over a second inside the old record and some 0.91s quicker than Menzies. "Some days everything is right – car, tyres and driver – and this was one of those," he said.

Within only 90 minutes of the final set of class runs, the second encounter was ready to unfold, only this time Willis would go first. He stunned the spectators with a time inside the old record and set Moran and Menzies the stiffest of challenges. Moran could not better Willis, but was still within the old records, giving each an extra point.

Menzies was the final runner of the day, but at the first bend his left rear scraped the Victorian brickwork and the tyre began to deflate. The time ticked away and the course commentators noted his wide line at the exceptionally tight Radio hairpin. The slowest time of either run-off told the tale and the Scot scored nothing.

Channel Islands drivers were well in the hunt, with Jerseyman Jason Mourant taking a best ever third and Guernsey's Darren Warwick fifth and fourth. Will Hall had a good event with sixth and fifth, but was then called home on family business.

Spedding, fourth in the first runoff in a tiny GWR Raptor that proved so suitable for the tight confines of the seaside hill, was sixth on his second run.

Then came the trip to the southern outskirts of St Peter Port, the Monaco of

British motorsport. A larger field than on Jersey and a 1730 public-road reopening presented a challenge that was met, matched and beaten by the organisers.

Willis was unable to repeat his record-breaking Thursday performance as Moran set the pace, but was pushed all the way by local superstar Warwick. There was not a record-breaking run-off pace in either round as the public road – a main bus route – was dusty after recent heavy rain had washed dirt onto the surface. "There is a 26 [second run] in the car, it's all about whether I can do it," Moran said after his second win.

It was Harewood star Spedding who thrust the Raptor to fastest Q1 time, while Moran had set only the fourth best time as the cars came to the start of the opening showdown.

First away was Paul Le Messurier in the LemTech he built with brother Ian. He set a decent time which former Val des Terres run-off winner Chris Guille could not surpass, and another Guernsey driver Nick Saunders spun out after Terres House gate.

Moran then lay down his marker, which Menzies, Warwick and Spedding could not match. Willis had only qualified sixth fastest and, with a pair of fifths, could not repeat his Bouley success.

In the final encounter, Warwick was fastest qualifier but Moran, running immediately before, again set a winning time. Nonetheless, two second places for the Guernsey Airport fireman was a great reward and allowed him to rise to 11th place after only two events, albeit temporarily – these will be his only points-scoring events this year. It would be fascinating to see just what he could achieve if he had the time and the requisite budget.

By his high standards, Menzies may consider two fourths below par, but his current third overall must be assured.

Moran now has a 21-point gap, but it won't have escaped Willis's attention that he can claw most of that back at Wiscombe Park because Moran will be taking his customary summer sabbatical.

EDDIE WALDER

[→ P66 FULL RESULTS](#)



STYLES



Cook was in command in the TVRs

STYLES

Anthony Barnes to win again. Meanwhile, Barry Moore suffered an early moment, but then surged from the back of the pack to snatch the final podium spot.

The action was similarly hard-fought in the pair of well-supported Supersport races, in which William Smith secured a double victory despite pressure from rivals Max McDonagh, Henry Heaton, Tim Dickens and Jack Brown.

Rounding out the meeting, Dean Cook's Sagaris took victories in all three TVR Challenge outings. The combined Honda VTEC and Smart ForTwo outings were won by Robert Burkinshaw (Integra) and James Palmer respectively.

OLIVER TIMSON

[→ P66 FULL RESULTS](#)



Record-breaker Willis prepares to tackle Bouley Bay

POIDEVIN

RESULTS ROUND-UP

ANGLESEY 750MC

FORMULA VEE (5 LAPS) 1 Adam Macaulay (Sheane); 2 Paul Smith (AHS Dominator) +0.36s; 3 Ian Jordan (Sheane Jordan); 4 Ian Buxton (GAC Daghorn); 5 Garry Newsome (Sheane); 6 Maurice Gloster (GAC Formula Vee). **Class winners** Macaulay; Newsome. **Fastest lap** Jordan 1m19.24s (70.42mph). **Pole** Macaulay. **Starters** 23.

RACE 2 (11 LAPS) 1 Smith; 2 Macaulay +3.74s; 3 Jordan; 4 James Harridge (Maverick Vee); 5 David Hughes (Bears GAC); 6 Jimmy Furlong (Sheane). **CW** Harridge. **FL** Smith 1m16.15s (73.78mph). **P** Jordan. **S** 24.

LOCOST (6 LAPS) 1 Jack Coveney; 2 Richard Bradley +0.76s; 3 Ian Allee; 4 Danny Andrew; 5 Ben Powney; 6 Martin West. **FL** Bradley 1m34.74s (58.90mph). **P** Coveney. **S** 34.

RACE 2 (11 LAPS) 1 Andrew; 2 Tim Neat +1.50s; 3 Allee; 4 James Millman; 5 Shaun Brame; 6 West. **FL** Andrew 1m22.16s (67.92mph). **P** Coveney. **S** 31.

MAZDA MX-5 (12 LAPS) 1 Michael Comber; 2 Jason Greatrex +1.37s; 3 Sam Smith; 4 Ben Short; 5 Sam Tatler; 6 Sebastian Fisher. **FL** Comber 1m22.51s (67.63mph). **P** Comber. **S** 28.

RACE 2 (10 LAPS) 1 Comber; 2 Jack Sycamore +2.65s; 3 Smith; 4 Greatrex; 5 Fisher; 6 Short. **FL** Smith 1m22.29s (67.81mph). **P** Comber. **S** 28. **RACE 3 (12 LAPS) 1 Comber;** 2 Sycamore +2.65s; 3 Smith; 4 Greatrex; 5 Fisher; 6 Short. **FL** Sycamore 1m22.45s (67.68mph). **P** Comber. **S** 28.

CLASSIC STOCK HATCH (10 LAPS)

1 Matt Rozier (Peugeot 205 GTI); 2 Andrew Thorpe (Citroen AX GTI) +3.05s; 3 Edward Cooper (Vauxhall Nova GSi); 4 Matthew Stubington (Peugeot 205 GTI); 5 Christopher Martin (Peugeot 205 GTI); 6 Mac Jessop (Peugeot 205 GTI). **FL** Rozier 1m31.45s (61.02mph). **P** Thorpe. **S** 19. **RACE 2 (11 LAPS) 1 Thorpe;** 2 Cooper +2.50s; 3 Stubington; 4 Rozier; 5 Martyn Fowdrey (Ford Fiesta XR2); 6 Martin. **FL** Stubington 1m23.79s (66.60mph). **P** Thorpe. **S** 19.

RGB (8 LAPS) 1 Billy Albone (Spire GT3); 2 Scott Mittell (Mittell MC-53) +0.36s; 3 John Cutmore (Spire GT3 S); 4 Alastair Boulton (Spire GT3); 5 Daniel



Chandler revelled in wet Anglesey conditions

Larner (Mittell MC-52b); 6 Paul Rodgers (Contour RGB09). **CW** Matt Higginson (AB Arion S2). **FL** Mittell 1m09.99s (79.73mph). **P** Mittell. **S** 30. **RACE 2 (12 LAPS) 1 Albone;** 2 Cutmore +5.66s; 3 Mittell; 4 Boulton; 5 Larner; 6 Oliver Hewitt (Mittell MC-53). **CW** Higginson. **FL** Albone 1m10.48s (79.17mph). **P** Mittell. **S** 30.

CMVC CUP (BOTH 11 LAPS) 1 Carl Swift; 2 Mark Grice +9.14s; 3 James Griffith; 4 Daniel Reason; 5 Chris Coomer; 6 Ben Sharpe. **FL** Swift 1m19.47s (70.22mph). **P** Coomer. **S** 22.

RACE 2 1 Swift; 2 Sharpe +4.28s; 3 David Buky; 4 Griffith; 5 Martin James; 6 David Vincent. **FL** Swift 1m20.60s (69.23mph). **P** Buky. **S** 22.

BIKESPORTS (BOTH 17 LAPS)

1 Richard Wise (Spire GT3); 2 Philip Cooper (Radical PR6) +8.26s; 3 Philip Knibb (Radical PR6); 4 Mark Conroy (Radical PR6); 5 Mike Davis (Radical PR6); 6 Julian Griffiths (Radical PR6). **CW** Cooper; Oliver Hewitt (Mittell MC-53). **FL** Cooper 1m05.97s (84.58mph). **P** Wise. **S** 16.

RACE 2 1 Will Brown (Radical PR6); 2 Knibb +2.38s; 3 Davis; 4 Doug Carter (Radical PR6); 5 Griffiths; 6 Conroy. **CW** Knibb. **FL** Brown 1m06.72s (83.63mph). **P** Cooper. **S** 13.

CLIO 182 (6 LAPS) 1 James Bark; 2 Patrick Fletcher +0.92s; 3 Mark Balmer; 4 Philip Wright; 5 George Williams; 6 Trevor Gregory. **FL** Williams

1m26.63s (64.41mph). **P** Bark. **S** 21. **RACE 2 (11 LAPS) 1 Fletcher;** 2 Bark +3.82s; 3 Scott Sharp; 4 Gregory; 5 Wright; 6 Simon Donoghue. **FL** Fletcher 1m21.22s (68.70mph). **P** Fletcher. **S** 19.

M3 CUP/SUPER COOPER (14 LAPS)

1 Brian Chandler; 2 Adam Shepherd +12.76s; 3 Carl Shield; 4 Matthew Wallis; 5 Will Sharpe (Mini Cooper S); 6 John Brown. **CW** Sharpe. **FL** Chandler 1m24.05s (66.39mph). **P** Chandler. **S** 9. **RACE 2 (12 LAPS) 1 Shepherd;** 2 Chandler +0.97s; 3 Luke Sedzikowski; 4 Shield; 5 Wallis; 6 Brown. **CW** Sharpe. **FL** Shepherd 1m17.37s (72.12mph). **P** Chandler. **S** 9.

750 TROPHY (BOTH 10 LAPS) 1 Andy Schultz (JoMo 750);

2 Martin Depper (Centaur Mk4) +3.62s; 3 Trefor Slatter (Centaur Mk18); 4 John Davis (Rapide 750 T); 5 Lyndon Thruston (DNC); 6 Alistair Frayling-Cork (Austin 7). **FL** Schultz 1m25.46s (65.29mph). **P** Schultz. **S** 8. **RACE 2 1 Gregan Thruston (Rawson);** 2 Slatter +5.16s; 3 Depper; 4 Schultz; 5 Bernard Atkinson (Austin 7 Monoposto); 6 Frayling-Cork. **FL** G Thruston 1m25.85s (65.00mph). **P** G Thruston. **S** 8.

DONINGTON PARK BARC

MSA BRITISH SUPERKARTS (14 LAPS) 1 Jason Dredge (Anderson);

2 Liam Morley (Anderson) +14.377s; 3 Jack Layton (Anderson); 4 Gavin Bennett (Anderson); 5 Dan Clark (Anderson); 6 Danny Chan (PVP). **CW** Layton; Andrew Gulliford (Anderson). **FL** Dredge 1m05.651s (108.52mph). **P** Dredge. **S** 46. **RACE 2 (13 LAPS) 1 Bennett;** 2 Layton +10.209s; 3 Toby Davis (Anderson); 4 James O'Reilly (PVP); 5 Gulliford; 6 Chan. **CW** Gulliford; Chan. **FL** Dredge 1m07.044s (106.26mph). **P** Dredge. **S** 46. **RACE 3 (14 LAPS) 1 Dredge;** 2 Layton +10.369s; 3 Bennett; 4 O'Reilly; 5 Dave Harvey (MS Karts); 6 Chan. **CW** Layton; Gulliford. **FL** Dredge 1m07.943s

(104.86mph). **P** Dredge. **S** 42.

DUNLOP PROTOTYPES (53 LAPS)

1 Craig Fleming (Ginetta G57); 2 Ade Barwick (G57) +28.342s; 3 Alex Kapadia/Paul Spencer (Radical SR8); no other finishers. **CW** Kapadia/Spencer. **FL** Ollie Jackson (G57) 1m03.652s (111.93mph). **P** Jackson. **S** 5.

BSA F125 OPEN (BOTH 13 LAPS)

1 Liam Morley (Anderson); 2 Lee Harpham (Anderson) +4.651s; 3 Ian Larder (Anderson); 4 Kirk Cattermole (Raider); 5 Matt Robinson (Anderson); 6 Sam Moss (Anderson). **FL** Morley 1m12.901s (97.73mph). **P** Morley. **S** 23. **RACE 2 1 Morley;** 2 Harpham +10.543s; 3 Cattermole; 4 Chris Needham (Silverstone); 5 Danny Butler (Anderson); 6 Larder. **FL** Morley 1m13.167s (97.37mph). **P** Morley. **S** 20.

CLUBMANS CHAMPIONSHIP (BOTH 14 LAPS) 1 Phil Weaver (Nemesis);

2 Steven Dickens (Mallock Mk29) +14.895s; 3 Jarred Lester (Mallock Mk35); 4 James Clarke (Mallock Mk18BF); 5 Peter Richings (Mallock Mk30PR); 6 Mike Evans (Mallock Mk27). **CW** Clarke; Barry Webb (Delapena Mk16BW). **FL** Weaver 1m11.538s (99.59mph). **P** Weaver. **S** 16. **RACE 2 1 Weaver;** 2 Dickens +19.840s; 3 Clarke; 4 Evans; 5 Rodney Player (Mallock Mk23); 6 Richings. **CW** Clarke; David Barnett (Mallock Mk18). **FL** Weaver 1m10.389s (101.21mph). **P** Weaver. **S** 16.

KNOCKHILL SMRC

SCOTTISH BMW COMPACT CUP (BOTH 12 LAPS) 1 David McNaughton;

2 Neil MacInnes +1.253s; 3 Alistair Smith; 4 Gary Clark; 5 Cliff Harper; 6 Douglas Simpson. **FL** Simpson 1m04.083s (72.292mph). **P** MacInnes. **S** 16. **RACE 2 1 McNaughton;** 2 Clark +1.656s; 3 MacInnes; 4 Harper; 5 Smith; 6 Lee Elrick. **FL** Elrick

1m03.362s (71.981mph). **P** McNaughton. **S** 16.

CELTIC SPEED SCOTTISH MINI COOPER CUP (ALL 9 LAPS) 1 Ian Munro;

2 Adam Morgan +0.212s; 3 Hannah Chapman; 4 Paul Bell; 5 Dylan O'Donnell; 6 Malcolm McNab. **FL** Bell 1m03.181s (72.187mph). **P** Morgan. **S** 28. **RACE 2 1 Morgan;** 2 Munro +0.111s; 3 O'Donnell; 4 John Duncan; 5 Michael Courts; 6 Shane Stoney. **FL** Chapman 1m03.172s (72.197mph). **P** Munro. **S** 28.

RACE 3 1 Stoney; 2 Morgan +5.979s; 3 Courts; 4 O'Donnell; 5 Duncan; 6 Munro. **FL** Morgan 1m03.183s (72.185mph). **P** Stoney. **S** 26.

SCOTTISH LEGENDS (BOTH 8 LAPS)

1 John Paterson; 2 Ben Mason +0.765s; 3 Ross McCulloch; 4 Ivor Greenwood; 5 Dave Newall; 6 Billy Wait. **FL** Paterson 59.889s (76.155mph). **P** Paterson. **S** 15.

RACE 2 1 Paterson; 2 Mason +1.547s; 3 Greenwood; 4 McCulloch; 5 Ryan McLeish; 6 Wait. **FL** Paterson 59.242s (76.987mph). **P** Gary Lynch. **S** 15.

FINAL (10 LAPS) 1 Paterson;

2 Greenwood +4.670s; 3 Mason; 4 Pino Palazzo; 5 Wait; 6 McLeish. **FL** Paterson 59.644s (76.468mph). **P** Scott Hynds. **S** 15.

SCOTTISH FORMULA FORD (BOTH 12 LAPS) 1 Neil MacLennan (Ray GR14);

2 Jamie Thorburn (Ray GR15) +7.546s; 3 Sebastian Melrose (Ray GR14); 4 Matthew Chisholm (Van Diemen RF92); 5 Matthew Cowley (Van Diemen JL13); 6 Neil Broome (Swift SC93C). **CW** Chisholm. **FL** MacLennan 55.035s (82.872mph). **P** MacLennan. **S** 14.

RACE 2 1 MacLennan; 2 Thorburn +4.377s; 3 Melrose; 4 Cowley; 5 Chisholm; 6 Broome. **CW** Chisholm. **FL** MacLennan 55.118s (82.747mph). **P** MacLennan. **S** 13.

SCOTTISH CLASSIC SPORTS AND SALOONS (BOTH 12 LAPS) 1 Tommy Gilmartin (Morgan +8);

2 Harry Simpson (Ginetta G4R) +2.262s; 3 Raymond Boyd (Porsche 911); 4 Andrew Graham (Triumph TR8); 5 Stan Bernard (Porsche 911); 6 Jimmy Crow (Ford Escort). **CW** Boyd; Crow; Simpson; Ian Daltrey (Alfa Romeo Alfasud). **FL** Simpson 58.042s (78.578mph). **P** Gilmartin. **S** 13.

RACE 2 1 Gilmartin; 2 Simpson +0.489s; 3 Boyd; 4 Graham; 5 Bernard; 6 Crow. **CW** Boyd; Crow; Simpson; Daltrey. **FL** Simpson 58.149s (78.434mph). **P** Gilmartin. **S** 13.

SCOTTISH SALOONS AND SPORTSCARS (BOTH 12 LAPS) 1 Roddie Paterson (Caterham);

2 Ian Donaldson (Mitsubishi Evo) +9.346s; 3 Paul Brydon (BMW M3); 4 Thomson McIntyre (Subaru Impreza); 5 William Robson (Ford Focus); 6 Graham Robertson (BMW M3). **CW** Donaldson; Brydon; McIntyre; Ian Sinclair (Westfield).



BTCC racer Morgan won on Mini debut



Lloyd showed the F3 Cup field a clean pair of heels

BOURNE

FL Paterson 51.865s (87.937mph).
P Donaldson. **S** 11.
RACE 2 1 Donaldson; 2 Brydon +4.370s; 3 Robert Drummond (Ford Escort); 4 McIntyre; 5 Robson; 6 Gary Wait (Sierra Cosworth).
CW Brydon; McIntyre; Sinclair.
FL Donaldson 54.680s (83.410mph).
P Donaldson. **S** 11.
SCOTTISH FIESTAS (BOTH 12 LAPS)
1 Wayne Macaulay (ST); 2 Chris Milford (ST) +3.696s; 3 Kevin Whyte (ST); 4 Stephen Ward (ST); 5 Jim Deans (XR2); 6 Steven Gray (XR2). **CW** Deans.
FL Macaulay 1m01.680s (73.944mph).
P Macaulay. **S** 16.
RACE 2 1 Macaulay; 2 Whyte +3.343s; 3 Milford; 4 Liam Robertson (ST); 5 Ward; 6 Deans. **CW** Deans. **FL** Macaulay 1m01.863s (73.735mph).
P Macaulay. **S** 16.

SNETTERTON BRSCC

CATERHAM R300-S (BOTH 15 LAPS)
1 Aaron Head; 2 Lee Wiggins +3.546s; 3 Clive Richards; 4 Jack Sales; 5 Stephen Nuttall; 6 Jeremy Ellis.
FL Head 2m03.305s (86.68mph).
P Head. **S** 26.
RACE 2 1 Head; 2 Wiggins 0.017s; 3 Richards; 4 Sales; 5 Nuttall; 6 Philip Gladman. **FL** Head 2m03.855s (86.29mph). **P** Head. **S** 26.
CATERHAM ACADEMY - WHITE GROUP (7 LAPS) **1 Ben Gillias**; 2 Jay McCormack +4.900s; 3 James Beardwell; 4 Richard Toomey; 5 Eric Tiv; 6 Philip Bianchi. **FL** Gillias 2m19.087s (76.84mph). **P** Gillias. **S** 26.
CATERHAM ACADEMY - GREEN GROUP (6 LAPS) **1 Steven Tozer**; 2 Rob Watts +1.623s; 3 Tom John; 4 Pete Walters; 5 Matt Gray; 6 Ben Wilson. **FL** John 2m18.203s (77.33mph). **P** Tozer. **S** 26.
CATERHAM ROADSPORT (8 LAPS)
1 Guy Hawkins; 2 Rob Watts +1.623s; 3 Russ Oliviant; 4 Simon Sharrock; 5 David Bevan; 6 Chris Aubrey. **FL** Hawkins 2m15.291s (79.00mph).

P Hawkins. **S** 24.
RACE 2 (9 LAPS) 1 Hawkins; 2 Oliviant +0.046s; 3 Watts; 4 Alan Cooper; 5 Daniel Quintero; 6 Daniel Martin. **FL** Watts 2m14.842s (79.26mph). **P** Hawkins. **S** 23.
CATERHAM TRACKSPORT (BOTH 14 LAPS) 1 Matthew Lambert; 2 Anthony Barnes +0.587s; 3 Paul Aram; 4 Barry Moore; 5 Daniel Bremner; 6 Andrew Ebdon. **FL** Bremner 2m13.440s (80.09mph). **P** Barnes. **S** 18.
RACE 2 1 Lambert; 2 Barnes +2.043s; 3 Moore; 4 Aram; 5 Steve McCulley; 6 Damien Milkins. **FL** Aram 2m13.494s (80.06mph). **P** Lambert. **S** 17.
CATERHAM SUPERSPORT (BOTH 14 LAPS) 1 William Smith; 2 Max McDonagh +1.185s; 3 Henry Heaton; 4 Timothy Dickens; 5 Jack Brown; 6 Philip Jenkins. **FL** Richard Ainscough 2m09.787s (82.35mph). **P** Dickens. **S** 33.
RACE 2 1 Smith; 2 Heaton +0.040s; 3 Brown; 4 McDonagh; 5 Dan Gore; 6 Chris Hutchinson. **FL** Brown 2m10.485s (81.91mph). **P** Smith. **S** 34.
TVR CHALLENGE (ALL 10 LAPS)
1 Dean Cook (Sagaris); 2 David Mason (Tuscan) +1m00.537s; 3 Hugh Marshall (Tuscan AJP); 4 Christopher Ridge (S3bera); 5 Matthew Smith (Chimaera); 6 Rob Kerkhoven (Chimaera). **CW** Mason; Smith. **FL** Cook 1m59.945s (89.10mph). **P** Cook. **S** 8.
RACE 2 1 Cook; 2 Marshall +1m19.218s; 3 Smith; 4 Mason; 5 Michael Blake (Griffith); 6 Kerkhoven. **CW** Marshall; Smith. **FL** Cook 2m01.049s (88.29mph). **P** Cook. **S** 7.
RACE 3 1 Cook; Marshall +42.215s; 3 Ridge; 4 Smith; 5 Kerkhoven; 6 Blake. **CW** Marshall; Smith. **FL** Cook 2m00.973s (88.35mph). **P** Cook. **S** 7.

HONDA VTEC CHALLENGE/4 TWO CUP (BOTH 10 LAPS) 1 Robert Burkinshaw (Honda Integra DC5 Type R); 2 Mark Bennett (Honda

S2000 F20) +57.737s; 3 Adam Jones (Honda Civic Type R); 4 Neil Holden (Honda Civic); 5 James Slater (Honda Civic EP3 Type R); 6 Peter Dunmore (Honda Civic Type R). **CW** Jones; Holden; James Palmer (Smart); Ian Weir (Smart). **FL** Burkinshaw 2m09.712s (82.39mph). **P** Burkinshaw. **S** 18.
RACE 2 1 Burkinshaw; 2 Bennett +18.185s; 3 Stuart King (Honda Integra Type R); 4 Jones; 5 Dunmore; 6 Slater. **CW** Jones; Dunmore; Palmer; Weir. **FL** Burkinshaw 2m10.796s (81.71mph). **P** Burkinshaw. **S** 18.

OULTON PARK MSVR

RADICAL CHALLENGE (BOTH 10 LAPS) 1 Bradley Smith; 2 Steve Burgess +0.471s; 3 Jack Lang; 4 Brian Caudwell; 5 Joe Stables; 6 Tony Wells. **CW** Burgess; Andy Chittenden (SR1). **FL** Smith 1m37.188s (99.70mph). **P** Smith. **S** 29.
RACE 2 1 Smith; 2 Burgess +3.713s; 3 B Caudwell; 4 Wells; 5 Jack Manchester; 6 Mark Richards. **CW** Burgess; Chittenden. **FL** Smith 1m48.814s (89.05mph). **P** Smith. **S** 28.
RACE 3 1 Smith; 2 Lang +8.220s; 3 Stables; 4 Wells; 5 Burgess; 6 John Caudwell. **CW** Lang. **FL** Smith 1m37.776s (99.10mph). **P** Smith. **S** 28.
LOTUS ELISE TROPHY (BOTH 9 LAPS) 1 Stuart Ratcliff; 2 Alex Ball +1.251s; 3 Jason Baker; 4 Jason McNulty; 5 Neil Livsey; 6 Danny Holland. **FL** Baker 1m56.819s (82.95mph). **P** Ratcliff. **S** 20.
RACE 2 1 Baker; 2 Ratcliff +1.260s; 3 McNulty; 4 Ball; 5 Freddie Hetherington; 6 William Stacey. **FL** Baker 2m11.246s (73.83mph). **P** Dave Alexander. **S** 17.
RADICAL SR1 CUP (11 LAPS)
1 Oliver Barker; 2 James Taylor +0.524s; 3 Rob Ellice; 4 Andy Chittenden; 5 Sam Moores; 6 Richard Baxter. **FL** Barker 1m47.188s (90.40mph). **P** Taylor. **S** 15. **RACE 2**

(9 LAPS) 1 Kye Wheatley; 2 Taylor +1.522s; 3 Barker; 4 Ellice; 5 Peter Brookes; 6 Tony Barwell. **FL** Barker 1m58.777s (81.58mph). **P** Taylor. **S** 15.
LOTUS CUP (29 LAPS) 1 Adam Balon (Exige V6 Cup R); 2 Jason Baker (Elise S2) +29.529s; 3 Ryan Savage (2-Eleven); 4 Freddie Hetherington/Benji Hetherington (Exige); 5 Phillip Britten (Exige V6 Cup R); 6 Bob Drummond (Exige V6 Cup R). **CW** Baker; Stuart Ratcliff/Anthony Dunn (Elise Cup R). **FL** Balon 1m57.972s (82.14mph). **P** Adam Mackay (Exige V6 Cup R). **S** 18.
F3 CUP (10 LAPS) 1 Hywel Lloyd (Dallara F311); 2 Shane Kelly (Dallara F308) +8.569s; 3 George Line (Dallara F308); 4 Robbie Watts (Dallara F308); 5 James Heffernan (Dallara F308); 6 Jacopo Sebastiani (Dallara F311). **FL** Lloyd 1m42.460s (94.57mph). **P** Lloyd. **S** 11. **RACE 2 (12 LAPS)**
1 Lloyd; 2 Line +11.748s; 3 Heffernan; 4 Sebastiani; 5 Mark Harrison (Dallara F305); 6 Daryl Jones (Dallara F308). **FL** Kelly 1m38.159s (98.72mph). **S** 11.

BOULEY BAY HILLCLIMB

MSA BRITISH HILLCLIMB ROUND 19
1 Trevor Willis (3.2 OMS-RPE 28) **36.48s record & BTD**; 2 Wallace Menzies (3.5 Gould-NME GR55) 37.39s; 3 Scott Moran (3.5 Gould-NME GR61X) 37.47s; 4 Richard Spedding (1.6 GWR-Suzuki Raptor 3) 37.78s; 5 Darren Warwick (2.0 Dallara-Opel F399) 38.05s; 6 Will Hall (2.0 Force-AER/XTec WH) 38.48s; 7 Dave Uren (1.3t Force-Suzuki PC) 39.10s; 8 Jason Mourant (4.0 Gould-Judd GR55) 39.22s; 9 Eynon Price (1.6 Gould-Suzuki GR59) 39.26s; 10 Alex Summers (1.0 DJ-Suzuki Firehawk) 39.32s; 11 Paul Haines (1.3t Gould-Suzuki GR59) 39.75s; 12 Graham Wynn (3.5 Gould-Cosworth GR55) 40.87s.
ROUND 20 1 Willis 37.14s; 2 Moran 37.57s; 3 Mourant 38.54s; 4 Warwick

38.58s; 5 Hall 38.74s; 6 Spedding 38.95s; 7 Price 39.31s; 8 Summers 39.35s; 9 Nick Saunders (1.6 Reynick-Suzuki) 40.08s; 10 Sean Gould (1.6 Gould-Suzuki GR59) 40.42s; 11 Menzies 41.71s; 12 Uren 49.54s. **CW** Dale Crowsley (2.0 Mazda MX5 GT) 47.13s **record**; Richard Buchanan (2.0 Caterham 7) 50.49s; Mick Lancashire (1.6 Westfield Megabus) 46.50s; James Langlois (1.0 Ford Fiesta) 56.53s; William Le Bourgeois (2.0 Ford Anglia) 55.45s; Grant Collins (2.0t Subaru Impreza) 50.86s; Dave Warburton (2.5 Caterham-Duratec) 46.20s; Len Amy (2.0 Mallock Mk32) 42.51s; Barry Moignard (3.5 Skoda-Rover Silhouette) 44.71s; Summers 40.39s **record**; Spedding 38.44s; Warwick 38.71s; Willis 37.88s.

VAL DES TERRES HILLCLIMB

MSA BRITISH HILLCLIMB ROUND 21
1 Moran 27.11s BTD; 2 Warwick 27.24s; 3 Spedding 27.55s; 4 Menzies 27.91s; 5 Willis 28.10s; 6 Price 28.21s; 7 Uren 28.52s; 8 Summers 28.62s; 9 Haines 29.37s; 10 Paul Le Messurier (1.4 Lemtech DB03) 29.58s; 11 Chris Guille (2.0 OMS-Vauxhall) 29.80s; 12 Saunders **fail**. **ROUND 22 1 Moran 27.11s**; 2 Warwick 27.28s; 3 Willis 27.72s; 4 Menzies 27.78s; 5 Spedding 27.97s; 6 Saunders 28.56s; 7 Uren 28.66s; 8 Price 28.68s; 9 Summers 29.13s; 10 Haines 29.24s; 11 Gould 29.69s; 12 Guille 30.16s.
CW Ian Gillespie (1.8 MG ZT) 35.09s; Crowsley 35.45s; Mark King (4.5 RockSand Special) 31.09s; Le Messurier 29.62s; Summers 28.51s **record**; Spedding 27.86s; Warwick 27.56s **record**; Menzies 27.94s.
POINTS 1 Moran 209; 2 Willis 188; 3 Menzies 135; 4 Spedding 102; 5 Hall 89; 6 Uren 84; 7 Price 65; 8= Gould & Ed Hollier 54; 10 Summers 36.



A new Shepherd in charge of the flock

ALL PICTURES: JONES

Adam Shepherd took pole position on his racing debut, won a title in his first year and is still winning after a switch from Hondas to BMWs

By Stephen Lickorish, Correspondent

[@sdlickorish](#)

To win a title in your first season of racing is impressive. To continue winning having switched from a front-wheel-drive car to a rear-wheel-drive one is even more attention-grabbing. But that's what Adam Shepherd has achieved.

The 24-year-old had just a few years of karting experience as a teenager behind him when he entered the 750 Motor Club's Honda Civic Cup last year. He never expected to end 2015 with a title to his name, especially when up against a large grid full of much more established drivers.

"I wanted to do something that was competitive and I wanted to compete

against people you knew were good," says Shepherd, whose cars are run by his family's Shepherd Motors squad. "There were some quick, quick people doing it, such as Endaf Owens – who is a multiple champion.

"I was going there aiming for the top 10 in the first year but turned up at Donington Park for the first round, hadn't been in the car in the wet before, and put it on pole position. That was a bit of a shock and we went from there."

Shepherd finished second in that opening race and over the next few months he continued to pick up podium finishes, taking his maiden win in the third race of the year at Brands Hatch. It was his consistency – he was only off the podium three times in the first 12 races – that ensured he was part of a close title battle heading into the season finale back at Donington.



The rookie was in the thick of the Civic Cup action last year

"It came down to Carl Swift, myself and Endaf with about seven points between us at the final round," Shepherd recalls. "I won the first race but I passed Carl just as the yellows turned to greens." He was handed a 10-second penalty for the move but this only dropped him one place in the results.

"So it all came down to the last race," Shepherd continues. "That was nerve-racking – I started ninth and he [Swift]



Shepherd has run at the front of the BMW M3 Cup



Shepherd took Civic crown in dramatic finale



Switch to rear-wheel drive has not been a problem

was 10th because we had reverse grids.

“I cleared the traffic quicker than he did and pulled a gap and held that to the end. The car felt like it would fall to bits with every noise! It was unbelievable to win the title – I couldn’t ask for anything else.”

However, Shepherd’s title delight also presented him with a tricky decision: what to do in 2016? Originally he had planned to spend two years with the Civics but sealing the crown in his rookie season led to a radical change.

“At the end of the year we decided we were going to move on to something else,” he explains. “I wanted to do Renault UK Clio Cup but couldn’t get enough funding so we decided to do the BMW M3 Cup.”

This was a new 750MC category for 2016 run by Tegiwa – the performance parts manufacturer that is also behind the Civic Cup.

“It’s another series where everyone is in the same car and so it’s all down to the driver,” adds Shepherd. The major difference would be the switch to the rear-wheel-drive BMW E46 M3.

“We’ve never run a rear-wheel-drive car before so we are learning as we go,” says Shepherd – who also points out he wouldn’t be racing the M3 without his sponsor DCUK.

“We finished building the car just a week before Donington Park [the first round]. We went to Brands Hatch in the week to test the car and make sure it wouldn’t fall to pieces. A lot of other cars have been built a long time so we are playing catch-up.”

Considering all of this, for a second year in a row Shepherd went into the season with relatively low expectations, especially with the knowledge that Brian Chandler – a title winner in the rear-wheel-drive Mazda MX-5 – would be one of his rivals.

But Shepherd seems to thrive as the underdog. He went to Donington with his newly completed M3 and was straight on the pace, winning both races. Since then he has won three of the seven further encounters, despite struggling with the BMW.

“The car is not quite right,” Shepherd says. “It was quick in qualifying but it was too lairy over a race distance so we decided to change everything on the car we can change [in the rules] for Snetterton [round seven], which was a step in the right direction. But we changed the car so much – it was never going to be plain sailing.”

Despite all the work done, Shepherd was still third in Norfolk and then continued improving at Anglesey

“Adam Shepherd could be a name to watch out for over the next few years”

last weekend with a second and a first.

Shepherd will be unable to make it two titles in two years regardless of whether the improvements continue, because the series has yet to be granted championship status. But he is already plotting his next move, and would like to make the switch to the Renault UK Clio Cup for 2017.

“I think Clios is the way to go,” Shepherd says. “I spend every single penny I have to go motor racing so the only way we would be doing something like Clios would be with a sponsor. That’s the hard part as I’ve had so much success so quickly, and I know I have a good chance of being competitive at the next level [but need a sponsor].”

Given how rapidly he has adapted to his first two cars, Adam Shepherd could well be a name to watch out for over the next few years. ❦

WHAT'S ON

Brookes has got racing bug after Radical outing



The other side of the fence

EVERYONE IS FAMILIAR WITH THE racing pedigrees of big-name Sky Sports F1 presenters Damon Hill, Martin Brundle and Johnny Herbert, but at Oulton Park last weekend one of the non-racing members of Sky's on-screen crew made her racing debut.

Sky Sports News HQ's Rachel Brookes is usually to be found conducting interviews around the F1 paddock. In the one free weekend during a run of four grands prix in five weeks, she got behind the wheel of a Radical SR1.

The 185bhp Suzuki motorbike-engined machine is a great piece of kit, but not the easiest in which to acclimatise to racing. But with expert tuition from 1988 Le Mans 24 Hours winner Andy Wallace (and Herbert briefly popping up on the pitboard), Brookes took on the challenge.

Testing was limited to around three day's running at Oulton and Cadwell Park, often in wet weather. Not that Brookes was afraid of testing the limits, suffering a high-speed off during pre-event test and losing the rear wing

to the barrier – with Wallace in the passenger seat. The tricky conditions continued on race day, with Brookes lining up 12th for the first race.

Although she dropped to the back on the opening lap, she did make some overtaking moves and was set to finish 11th before making a late error while under pressure from Peter Devlin.

"I'd overtaken him and was really chuffed," says Brookes. "I didn't know how long was left because I never

Brookes reckons her track debut has helped her empathise better with her racing-driver interviewees



looked at my pitboard, so I didn't know it was the final lap. Into Lodge, I knew there was someone behind me but I didn't know if it was for position or to lap me. I stayed to the inside rather than taking the racing line out of Lodge, and it was wet so I spun 360 degrees. I got up the hill, saw the chequered flag and thought, 'You idiot!' I learned, and next time will stay on the racing line."

A late misfire in the second race meant Brookes pitted, again on the last lap, and lost a place, but 12th and 14th was a very respectable return for a first effort.

So what did Brookes learn? Well, there's the obvious line about having even greater respect for the ability of top drivers behind the wheel. But there's also an observation that is much closer to home.

"The one thing I will do is to be nicer to them when they get out of the car," she says. "When I lost the position by spinning at the last corner, I didn't want to speak to anyone about it, but there were some people who wanted

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to interview me. I thought, 'Wow, you have to say the right thing when all you want to do is stamp your feet.'
"The first people F1 drivers speak to is the TV media, and that's when you get the most emotional interviews. But it's so hard to do that when you are still getting your head around what's happened.

"I was watching my lap time go down, and then one tiny mistake in what would otherwise be my best lap means you lose out. When I ask Nico Rosberg how he lost that tenth to Lewis Hamilton, I'll remember he's trying his absolute best and that I've made a tiny mistake sound like a really big deal. I've more appreciation for the fine lines involved."

Unsurprisingly, Brookes enjoyed her "brilliant" Radical outing so much that she's keen on more racing action. Purely for fun, though. As she admits, "I definitely couldn't make a career out of it, I learned that much."

EDD STRAW



HOT ON THE WEB THIS WEEK

You 'HOT AND HUMID, TIGHT AND TWISTY'


Search for: The History Of The Hungarian Grand Prix
F1's official YouTube channel serves up its grand prix preview, made all the more watchable in this instance by some great, grainy footage from the Hungarian race's unbroken 30-year history – including *that* move by Nelson Piquet on Ayrton Senna, and the younger Brazilian's post-race reaction.

TV PICK
OF THE
WEEK

NURBURGRING WEC

EUROSPORT 2
Sunday 1800 (highlights)

Once you've finished watching the Hungarian Grand Prix (or got back from one of the myriad national meetings), take a look at the fourth instalment of the 2016 World Endurance Championship. Porsche is riding high at the top of the table after its 18th Le Mans win last month, but surely Toyota's luck is set to change soon.



INTERNATIONAL MOTORSPORT

HUNGARIAN GP

Formula 1 World
Championship
Rd 11/21
Hungaroring, Hungary
July 24
WATCH ON TV
Live Sky Sports F1,
Sunday 1230 or
Channel 4, Sunday 1200

GP2 SERIES

Rd 6/11
Hungaroring, Hungary
July 23-24
WATCH ON TV
Live Sky Sports F1, Saturday
1435 and Sunday 0930

GP3 SERIES

Rd 4/9
Hungaroring, Hungary
July 23-24
WATCH ON TV
Live Sky Sports F1,
Saturday 1615 and
Sunday 0820

NASCAR SPRINT CUP

Rd 20/36
Indianapolis, Indiana, USA
July 24
WATCH ON TV
Live Premier Sports TV,
Sunday 1930

WORLD ENDURANCE CHAMPIONSHIP

Rd 4/9
Nurburgring, Germany
July 24
WATCH ON TV
Highlights Eurosport 2,
Sunday 1800

SUPER GT

Rd 3/7
Sugo, Japan
July 24

PORSCHE SUPERCUP

Rd 5/9
Hungaroring, Hungary
July 24

AUSTRALIAN V8 SUPERCARS

Rd 8/14
Queensland Raceway,
Australia
July 23-24
WATCH ON TV
Live BT Sport 1,
Saturday 0700
Live BT Sport 2,
Sunday 0445

ADAC GT MASTERS

Rd 4/7
Red Bull Ring, Austria
July 23-24

UK MOTORSPORT

SILVERSTONE MSVR

July 23-24
Formula V8 3.5, GT Open,
Euroformula Open,
Radical Masters
WATCH ON TV
Highlights Formula V8 3.5
BT Sport Europe, Saturday
2000-2100 and BT Sport 2,
Sunday 1230-1415

BRANDS HATCH MSVR

July 23
Monoposto, Porsche Club,
VAG Trophy, FF1600,

Future Classics

OULTON PARK MSVR

July 23
GT Cup, Trackday Trophy,
Racing Saloons,
Production BMW

SNETTERTON MSVR

July 23
Equipe GTS, Aston Martin
GT Challenge, Inter
Marque, Innes Ireland
Cup, '50s Sports Cars,
Pre-War Team Challenge

ANGLESEY CSCC

July 23-24
Morgans, Jaguar Saloon/
GT, Tin Tops, Swinging
Sixties, Magnificent 7s,
Modern Classics, New
Millennium, Open Series

CROFT BARC

July 23-24
Dunlop Endurance,
Junior Saloons,
Northern Sports/Saloons,
Renault Clios

DONINGTON PARK BARC

July 23-24
Trucks, Legends, Classic
FF1600, Kumho BMW,
Hyundai Coupe

CADWELL PARK VSCC

July 24
Vintage Racing Cars,
Pre-'61 Racing Cars,
Pre-War Sports, Vintage/
PVT, 500cc F3, Williams
Trophy, Frazer Nash/GN



LANCIA chardonnet

TOTAL

30

4329

FIAT ABARTH



THE ARCHIVE

Maurizio Verini holds up his factory Fiat team-mates Walter Rohrl and Bernard Darniche (not to mention Michele Mouton's Lancia Stratos) after spinning on the Col de Perty stage of the 1978 Monte Carlo Rally. His mistake cost Fiat its first Monte win in 50 years.

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THE BUCKET LIST

GET MUDDY
IN WALES



One thing is for certain; you must go and see a national rallying event. What's much less certain is which surface you get your kicks from. Do you go for a flat-out asphalt counter or a sideways muddy forest sprint?

Look no further, the Nicky Grist Stages does both. Set around the Epynt Ranges, the event run by the Quinton Motor Club includes a day of some of the best Welsh rallying roads in the country on Saturday. Crychan, Route 60 and Monument are all stages that have been or are used by Wales Rally GB, Britain's round of the World Rally Championship. Yes it can be wet and muddy, but the thrill of seeing cars fly over the loose gravel is a joy to behold, and there are plenty of jumps – including a particularly nasty one with a 90-degree right-hander after it...

The atmosphere is great, there's good-humoured banter between spectators when the silence falls between each car, and then the all-out thrill of a screaming rally machine (preferably driven by Elfyn Evans) heading in your direction, spitting stones and gravel everywhere. Awesome.

If that wasn't good enough (and it is for other British Championship events, which run only on one type of surface throughout) the rally then heads to the Epynt Ranges, a sort of shiny race track built onto the side of a mountain. The slippery asphalt challenges competitors with all sorts of issues, including plenty of crests, jumps and undulations.

When it's wet, there are fireworks. The greasy slime on the top layer of the surface means every iota of a driver's car control is needed to get the power down in a display more reminiscent of Torvill and Dean than of Evans and (his co-driver Craig) Parry. Then, of course, there are the unseen streams that can cause sudden aquaplaning at more than 100mph.

The Nicky Grist Stages compromises for no driver, and provides two days of unmatched rural entertainment for fans. In terms of mid-summer rallying surfaces, you quite literally couldn't ask for more. 🚗

The challenge of a national rally is not to be underestimated and neither is the thrill of attending

AT A GLANCE

Where Builth Wells, Powys, Wales
When July (2017 TBA)
Cost There's no cost for entering the service park or admission to any stages.

The only costs you'll be faced with are for car parks outside stages.
Key tip Plan, plan, plan. Make sure you know where you're going when leaving

service and heading out to stages. The cars won't wait for you to arrive! The timetable is tight and being in the right place at the right time is key.



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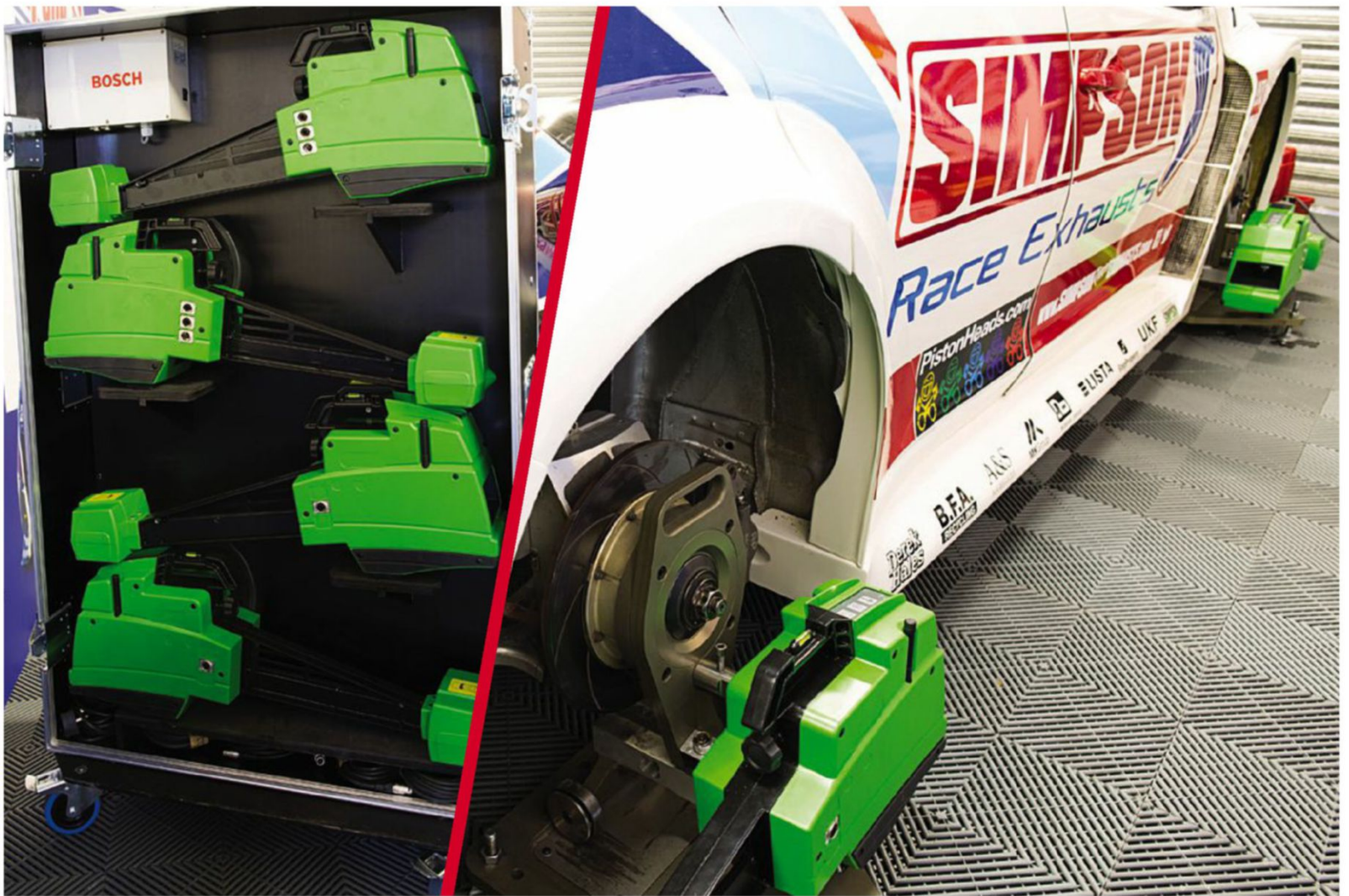
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