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HONDA'S F1 PLAN

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GTi IS BACK



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NEW PEUGEOT 208 GTi

MOTION & EMOTION



PEUGEOT

POLE POSITION

Prophetic Professor on form at Goodwood

THE GOODWOOD FESTIVAL OF SPEED'S ANNUAL

suspension of motorsport normality never fails to impress. As Sergio Perez ascended the hill in Ayrton Senna's McLaren MP4/4, it occurred to me that he should be driving a McLaren-Honda of his own in 2015. This week's cover, an 'imagineered' Honda-liveried MP4-28, is a tantalising glimpse of the future. As Honda's F1 chief Yasuhisa Arai tells Edd Straw in his interview on [page 12](#), what better partnership to renew?

I was lucky enough to dine with legendary McLaren-Honda world champion Alain Prost at Goodwood on Friday. Conversation turned to the subject of his team-mate Senna's mighty qualifying dominance – as opposed to Prost's oft-stronger race performances.

The gem Alain offered was this: Ayrton would, on average, generate 20C more front-tyre temperature than he could muster. Despite days of testing to combat this, Prost simply couldn't get his McLaren's fronts on terms with Senna's in a flying lap on soft tyres.

A fascinating insight. And one perhaps not a million miles away from the scenario we have today between Sebastian Vettel's pole-hungry Red Bull versus Kimi Raikkonen's ultra-supple, but slower over one lap, Lotus?

Charles Bradley

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BAMBER'S WEEK



HELMETS TO BE MADE COMPULSORY IN PITLANE

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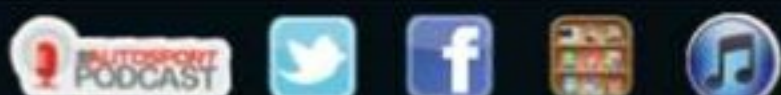


Illustration: Alan Eldridge
Image: Bloxham/LAT

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Victory send-off for BMW's M3 at Hockenheim, '92



THE BIG PICTURE

In the week that a Mercedes W196 fetched almost £20m at auction, Sir Jackie Stewart drove this stunning sister machine at Goodwood's 21st Festival of Speed



This week in F1



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RICCIARDO GETS RED BULL TESTING SHOT

Daniel Ricciardo was due to test for Red Bull at Silverstone yesterday (Wednesday), a run that could decide whether he gets a race seat alongside Sebastian Vettel next year. The Australian is one of three names on the

shortlist for the drive, alongside Kimi Raikkonen and Jean-Eric Vergne, and Red Bull has taken advantage of race drivers being allowed to take part in the young driver test to evaluate him. Ricciardo has tested for Red Bull

before, in the 2009 and '10 young driver tests and he is known to be highly-rated by the car crews that ran him. A strong performance at Silverstone could be decisive in earning the seat.

Red Bull will also run its two race drivers, Mark Webber and Sebastian Vettel, plus juniors Carlos Sainz Jr and Antonio Felix da Costa. Ricciardo will run for Toro Rosso alongside Vergne, Sainz and fellow junior Daniil Kvyat.

Young driver test line-up for Silverstone

RED BULL Daniel Ricciardo, Sebastian Vettel, Mark Webber, Antonio Felix da Costa, Carlos Sainz Jr
FERRARI Davide Rigon, Felipe Massa
LOTUS Nicolas Prost, Davide Valsecchi,

Kimi Raikkonen
FORCE INDIA James Calado, Adrian Sutil, Paul di Resta
McLAREN Kevin Magnussen, Oliver Turvey, Gary Paffett

TORO ROSSO Daniel Ricciardo, Johnny Cecotto Jr, Carlos Sainz Jr, Daniil Kvyat
SAUBER Robin Frijns, Nico Hulkenberg, Kimiya Sato
WILLIAMS Daniel Juncadella, Pastor

Maldonado, Susie Wolff
MARUSSIA Tio Ellinas, Rodolfo Gonzalez
CATERHAM Alexander Rossi, Will Stevens, Charles Pic, Giedo van der Garde
Line-up correct as went to press

Sauber future secured

Sauber's F1 future now appears safe following a deal struck with a trio of Russian companies offering both a technical and financial benefit. The deal involves the Investment Corporation International Fund, the State Fund of Development of Northwest Russian Federation and the National Institute of Aviation Technologies. It is believed to run for at least three years, and has not led to any change in shareholding

or team management. As part of the deal, 18-year-old Formula Renault 3.5 driver Sergey Sirotkin (right) is to be prepared for a race seat with Sauber in 2014. Sirotkin is the son of Oleg S. Sirotkin, the boss of the National Institute of Aviation Technologies.



SERGEY SIROTKIN CV

Born: August 25 1995
2013 Currently 8th in Formula Renault 3.5
2012 3rd in Auto GP (2 wins), 5th in Italian F3 (2 wins), 2 starts in FR3.5
2011 European Formula Abarth champion (5 wins), 2nd in Italian Formula Abarth (2 wins)
2010 18th in Italian Formula Abarth (6 starts)

BUTTON "NOT LOOKING" AT RIVAL TEAMS

Jenson Button insists he remains committed to McLaren even though it has endured a poor season so far. "This is a bad year and in years to come the team will be fighting for world titles," he said. "I am not looking around like some people might think."

For all the breaking news, visit AUTOSPORT.COM



COATES/LAT

Symonds in, Coughlan out at Williams

Pat Symonds has agreed to join Williams in place of technical director Mike Coughlan, who has now left the team. Symonds will take up his new post of chief technical officer on August 19 after telling Marussia that he was standing down from his role as de facto technical director. He had worked as a team 'consultant' since 2011.



STALEY/GP2

CALADO IN FRAME FOR F1 FRIDAYS

GP2 racewinner James Calado is in the running for Friday morning practice outings for Force India in future. Calado will drive for the team in the Silverstone young driver test this week to allow it to evaluate his readiness.

FORCE INDIA'S FRIDAY DRIVERS

- 2010 Paul di Resta 595 miles
- 2011 Nico Hulkenberg 927 miles
- 2012 Jules Bianchi 523 miles

Marussia gets Ferrari power

Marussia has confirmed it will use Ferrari engines next season, as well as its gearboxes as part of a wider technical partnership. It will also continue its technical partnership with McLaren, which is largely related to the use of aerodynamic tools such as the windtunnel.



DUNBAR/LAT



CHARNAUX/XPB

Ferrari patient over 2014 second driver

Ferrari president Luca di Montezemolo insists there is "no hurry" to decide on its second driver to partner Fernando Alonso next year. Felipe Massa – in whom di Montezemolo says the team has "total confidence" – is in a strong position, but a recent run of errors has raised question marks over his future again.

RED BULL PITSTOP CHANGES

Red Bull has moved to modify its pitstop procedures to prevent a repeat of the mistakes that led to Mark Webber's right-rear wheel coming off

during the German GP. Red Bull has submitted a full report to the FIA, revealing that a wheelgunner's thumb accidentally triggered a 'go' signal.



Honda ran test car in 1999

LAT

Honda: no track tests for new engine in 2014

Honda motorsport boss Yasuhisa Arai insists the Japanese manufacturer has no plans to test its new-for-2015 1.6-litre V6 turbo F1 engine on track next year. "It is a rumour and people have talked about it but we do not have any such plans," Arai told AUTOSPORT. He predicts the engine will first run on track in pre-season 2015, although it will run on the dyno for the first time this autumn.

COSWORTH IN F1 2010-2013

0 PODIUMS	74 POINTS
BEST FINISH 4TH	4 TEAMS (WILLIAMS, VIRGIN/MARUSSIA, LOTUS, HRT)
0 RACES STARTED BY USF1-COSWORTH	6TH BEST CHAMPIONSHIP POSITION
1 POLE POSITION	

"The paranoia levels are high because the competition levels are high, but at a certain point that has to be let go to let us do our job"



Pirelli's Paul Hembery warns the teams that they must shed their paranoia over allowing tyre testing



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301831/C



Mark Hughes

MPH

With tyres issues taking a back seat for once, we were treated to a magnificent sporting contest in Germany. Just like it should be

There was a fitting link between Sebastian Vettel's intensely-fought victory over the Lotuses at the Nurburgring and Andy Murray's historic win at Wimbledon the very same day. Two totally different sports but with the mental demands of relentless perfection, of not being able to afford the slightest lapse or breather – for then the opponent would surely pounce – were very similar in each performance. For 60 laps at the Nurburgring, with Vettel on robust tyres that didn't need to be nursed and with DRS not bringing a decisive advantage to the car behind, we witnessed a magnificent *sporting* contest.

Seb's was the sort of stretching, high-pressure, straining-every-sinew sort of victory that ranks with some of the very best ever seen. Yes, he had the initial advantage of track position that his front-row slot had bought him, but thereafter he was fighting a rearguard action against two cars that were faster in the baking heat of race day.

He had 60 laps (minus a few behind the safety car) in which he had to keep them behind – for one chink of daylight in his defences, one slightly missed braking point or apex, one over-aggressive steering movement, would have seen either Romain Grosjean or Kimi Raikkonen through; and, once ahead, the Lotus would have pulled comfortably away. It was just plain faster than the Red Bull, visibly so – with a much grippier front end into the slow corners, a better balance through the fast ones and retaining its tyre grip for longer into each stint.



to stay out, going as fast or faster than Seb could do on his fresh tyres.

The only solution that guaranteed Seb staying ahead was for him to pull the gap out over Grosjean to around 1.5s – ie the likely difference between Grosjean's pace on his new-tyre out-lap and Seb's on his old-tyred in-lap – and that was a task he absolutely nailed. As Seb set everything to full attack and stepped up the pace, Grosjean made a small error as he tried to go with him. It cost only four-tenths of a second, but it lost him the race. These were the margins upon which victory or defeat rested.

“The contest became a struggle for supremacy at the outer edges of driving skill and focus”

Quite aside from Vettel's task behind the wheel, the team was also required to make the perfect tactical calls, particularly around the final stops, and Vettel in turn had to drive out of his skin for a key couple of laps in order to make that tactical call work. Doing all this while monitoring chassis balance, dealing with the distraction of a briefly malfunctioning KERS unit, altering the various in-car settings as appropriate, listening and acting upon pit instructions etc, requires brain-melting levels of focus.

As those final stops approached, it was obvious that Lotus would try to use the 'undercut' advantage of coming in first – getting out on faster fresh tyres while Seb was consigned to an in-lap on his old rubber – to try to leapfrog ahead. Because of its harder tyre use, Red Bull could not risk coming in first because it would consign them to a longer final stint and make it vulnerable at the end and also because it was quite feasible that Grosjean's tyres might still be in good enough shape

We'd arrived in Germany with such a robust tyre choice because we'd been forced into it after the spate of recent failures. Although the option front wore itself away after a short duration, it made no difference how fast or slow you drove them and the tough prime tyre allowed similar flat-out driving without compromising stint length – so long as you weren't Mercedes.

It's exactly these sort of tyres that we'd been told would make for dull racing. We were told we'd be much better off watching pantomime races on thermally degrading rubber that required you to drive three or four seconds off the pace for great chunks of the race, making for lots of passing and action. The Nurburgring proved that to be a total nonsense. With a tyre on which the drivers could push, the contest became once again one of excellence, a struggle for supremacy at the very outer edges of driving skill and focus.

F1 was back to what it should be – and to what it should never have stopped being. Let's hope it can stay that way. ✎

This week in motorsport

ANDRETTI ENTERS FORMULA E

Leading IndyCar squad Andretti Autosport will enter the inaugural Formula E Championship, which is scheduled to get underway next year.

"It's an honour to be selected as one of the 10 founding teams for the

inaugural season," said team owner Michael Andretti. "I look forward to exploring the series and helping build the future of open-wheel racing across the world."

Andretti joins Drayson Racing and China Racing in the all-electric series.



LEVITT/LAT

10

HILL RETIRES

Formula 3 European Championship racer Josh Hill, the son of ex-F1 world champion Damon, last week retired from motorsport aged 22 to pursue his ambitions in the music world.

"I'd intended to do the season but, having chatted with dad, decided that unless you're 100 per cent focused on something as dangerous as this, it's not a good idea to continue," said Hill, who stepped up to Formula 3 with Fortec Motorsport this year.

"Stopping mid-season does seem like an odd thing to do, but it's the right choice."



XPB/LAT



GIBSON/LAT

Bernhard joins Spa 24h field

Porsche factory drivers Timo Bernhard and Jorg Bergmeister will contest the Spa 24 Hours at the end of the month with Toyota World Endurance Championship racer Nicolas Lapierre in a 911 GT3-R fielded by the French Almeras team. Bernhard, who won Le Mans in 2010 with Audi, last contested the Spa

event, which is the blue riband event of this year's Blancpain Endurance Series, in a Manthey Porsche in 2006 (pictured above).

Meanwhile, Marco Holzer and Brit Nick Tandy have been placed by the manufacturer alongside Marco Mapelli at the ProSpeed squad.

JOSH HILL CV

2008 3rd in Ginetta Juniors
2009 11th in Formula Ford GB
2010 5th in FFord GB (5 wins)
2011 7th in FRenault UK, 13th in

Toyota Racing Series
2012 3rd in FRenault NEC (5 wins),
4th in TRS (1 win)
2013 Currently 10th in European F3

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DYSON PAIR STEPS DOWN

Dyson Racing regulars Chris Dyson and Guy Smith are standing down from the team's American Le Mans Series line-up for most of the rest of 2013 and will be replaced by pay-drivers Tony Burgess and Chris McMurray in the Lola-Mazda LMP1 machine.



Fortec to join Auto GP ranks

Top British single-seater team Fortec Motorsport will join Auto GP in 2013.

Team boss Richard Dutton said: "We'd like to run two teams in Formula Renault 3.5, which we're not allowed to do. The next closest thing is GP2, which is too expensive, but Auto GP is at that level. We're gearing up for it now."

Fortec's Brazilian F3 driver Pipo Derani will test an Auto GP car, but will also weigh up other categories.

P53 AUTO GP MUGELLO REPORT

SERRALLES QUILTS BF3

Puerto Rican Formula 3 ace Felix Serralles will not contest any remaining British championship rounds. Serralles, who is recovering from back injuries, will limit his programme to European F3 to allow it more time to heal.

Prema Powerteam, meanwhile, will not contest the British F3 round at Spa, which will leave just eight top-class cars for the event.



Fiesta R5 makes competitive debut

M-Sport's Ford Fiesta R5 made its competitive debut last weekend, with Jan Sykora beating Elfyn Evans to the start line by a matter of hours.

Sykora started the Bohemia Rally last Friday evening and immediately set fastest times, while Evans (pictured) dominated the Nicky Grist Stages on Saturday before a warning light flashed on his car.



Meeke to take on Loeb in ERX

Kris Meeke will take on World Rally champions Sebastien Loeb and Petter Solberg at the next round of the European Rallycross Championship at Loheac in France in August.

Meeke will drive an Albatec Peugeot 208 Supercar on his rallycross debut,

while Loeb and Solberg drive Citroens.

Meeke said: "I grew up watching Martin Schanche at Nutts Corner, so I have an idea what rallycross is about. My focus remains on the WRC, so this is a toe in the water against two world champions. I've got nothing to lose."

NEW BTCC TYRES FOR '14

Dunlop will introduce a new construction of tyre across all of its British Touring Car compounds for the 2014 season.

Two development tyres were run alongside the current rubber at the Snetterton BTCC test last week.

Dunlop's Michael Butler confirmed one has now been selected. "You never stand still," said Butler, who expects the 2014 tyre to be faster. "There were things we wanted to improve from driver feedback, like feel and confidence, and I think we've done it."



P26 SNETTERTON TEST ANALYSIS

In brief

MAX LE GRAND

Respected motorsport photographer Max Le Grand died, aged 73, last week after losing his battle with cancer. Le Grand's work in Formula 1 and sportscars featured in AUTOSPORT in the 1960s and '70s.

BRATT NABS SPA DRIVE

British Touring Car racer Will Bratt will make his Spa 24 Hours debut later this month in a United Autosports Audi R8 LMS ultra. He will share the Pro-Am car with former British GT champion Glynn Geddie, Mark Patterson and Alain Li.

NEW LIGHTS PROMOTER

Indy Lights will be run by Andersen Promotions from next year, ensuring all three series on the IndyCar ladder programme will be organised under one roof. "This is a positive move for our sport," said IndyCar operations president Derrick Walker.

BOUFFIER TO HYUNDAI

Bryan Bouffier, the 2011 Monte Carlo Rally winner, was announced as a Hyundai test team-mate to Juho Hanninen earlier this week. The Frenchman drove the i20 WRC for the first time on Tuesday.

MORE F3 FOR SIMS?

Alexander Sims's deal to compete in European F3 with T-Sport could be extended beyond the next round at the Nurburgring. Briton Sims has no date clashes with his primary programme, the Blancpain Endurance Series.



HONN

PLAN TO CONQUER



DAYS

F1... AGAIN

The Japanese firm's greatest F1 successes came as an engine builder. Now it's back for 2015 and on a mission. **EDD STRAW** speaks to its technical boss Yasuhisa Arai

CLUB100

It's *just* racing!

Honda announced
its 2015 return
with McLaren in May



W

hen the revived McLaren-Honda partnership was officially announced in a hastily arranged Tokyo press conference in May, much was made of

the continuation of its legacy. After all, this hugely successful alliance won four drivers' and four constructors' championships, not to mention 44 grands prix from 1988-1992.

Such expectations can go two ways, and because of Honda's involvement the watching world will expect strong performances straight out of the box, even after giving Ferrari, Mercedes and Renault a whole year's advantage by joining in 2015, the second season of the new 1.6-litre turbocharged V6 engine regulations.

Honda's hopes are high too and it's exactly those new regs that have brought about the return.

"We have been watching closely the F1 regulation changes and the movements in the racing world," says Yasuhisa Arai, a well-regarded Honda 'lifer' who has climbed to the rank of senior managing officer and director of Honda R&D and chief officer of motorsports. "The new regulations that will be introduced in 2014 triggered Honda to decide to come back to F1.

"We felt that the environmental technology and F1, the pinnacle of motorsport, are converging to

create this new racing. It is this good, positive direction that inspired us to come back."

Nevertheless, Honda's previous three distinct forays into grand prix racing have been a mixed bag. Every time, expectations have been sky-high, but while its second coming was glorious, the other two were underwhelming.

Its first appearance, as a full works team from 1964-1968 (although it came close to entering as an engine-supplier to all-conquering Lotus instead), yielded two victories and the second of those – John Surtees at Monza in '67 – was with a chassis called a Honda but produced by Lola, hence the 'Hondola' moniker.

In 2000, it returned again, initially as engine supplier to BAR (and for two years, Jordan) before taking over the Brackley-based squad. After two dismal seasons and amid a backdrop of global economic crisis, Honda pulled out. Its nine-year stint had yielded just a sole win for Jenson Button in the 2006 Hungarian Grand Prix, not to mention pound-for-pound two of the worst F1 cars made in the shape of the '07 and '08 machines.

To add insult to injury, the continuation team, Brawn, went on to win both championships in '09, with Mercedes power in a chassis created using Honda funding before the whole team was sold to the German manufacturer.

In short, success is not guaranteed. For all the prestige Honda carries as a car marker worldwide, not to mention its qualities as an engine producer, simply turning up with an 'H' on the engine is no guarantee of success. But failure is not an option after Honda's experiences last time round, so even internally expectations are high. After all, Honda is



all about engines. And engines are exactly what F1 is going to be all about in the coming years.

Arai stresses the company very much sees its place as being in F1: "When we withdrew from Formula 1 last time, we were in a way forced to withdraw because of the very difficult financial situation placed on Honda at that time as a company. It was not because we wanted to withdraw, we were forced into it. We needed to make sure we were able to sustain the operation of the company first and foremost and had to choose the option of withdrawal from F1 racing.

"In terms of the direction of where automotive technology should go, it is the right direction for F1. The energy management in particular is something that is placed upon an automotive manufacturer as a challenge to solve. F1 gives us a new challenge to balance the speed with achieving these environmental technologies."

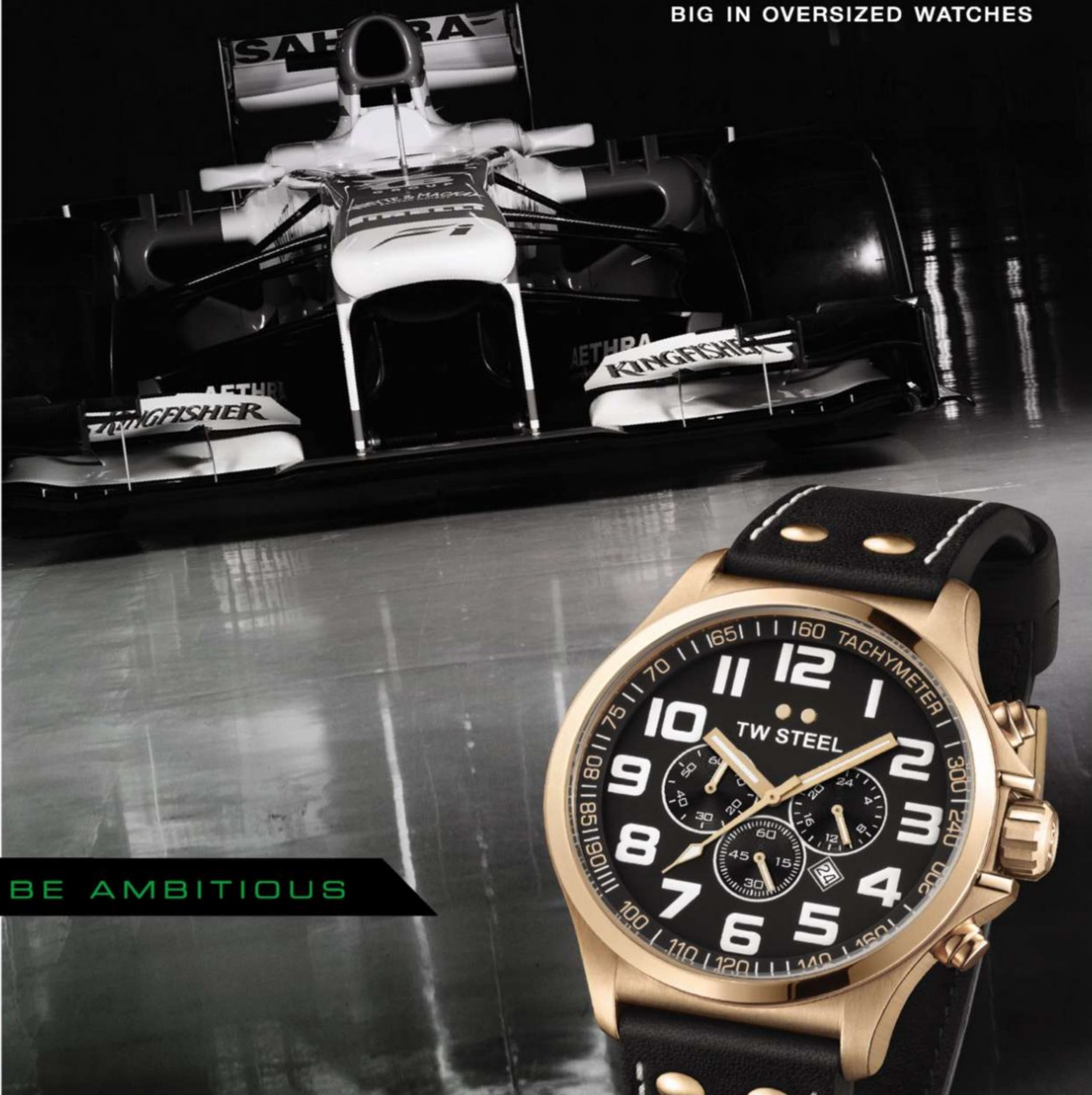
So that's the big picture stuff out of the way. Let's get down to detail. Last week, Honda announced it was establishing a base of ▶

"F1 gives us a new challenge to balance speed with environmental technologies"



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operations in Milton Keynes, which will be shared with marque tuning specialists Mugen. But this is not where the design magic will happen. Instead, that will all be based in the state-of-the-art Honda research and development facility in Tochigi in Japan.

The identity of this project is very much in-house. It will be Honda engineers, Honda technology and Honda brainpower that decides whether or not the revival of McLaren-Honda will be a success, at least on the engine side.

"The design work and the testing will be conducted by Honda R&D," explains Arai. "As for the role of Milton Keynes, it's going to be the focus of the racing activity operations. So their activities are going to include the rebuilding of the engines and also the final testing."

This is very much an in-house Honda project. Gilles Simon, former Ferrari engine supremo and the FIA's engine specialist during the formulation of the new regulations, has been involved but only as a consultant. He remains involved to this day, albeit with no design role at Honda. It was a canny move to bring in a man steeped in the conception of the new rules and who had done plenty of thinking about the new engine concept, but again it's no guaranteed short cut on the path to grand prix glory.

"It is true that Gilles Simon was involved in formulating the regulations in the FIA and it is true that we have been receiving some advice in terms of the technological directions," says Arai. "But it doesn't mean that Gilles Simon is based in R&D and getting involved with other areas such as design or specification. In terms of design and specification, it is Honda that is fully responsible and he is not directly involved in that."

As for individual personnel, Honda is not recruiting extensively. While its Milton Keynes European operations base is likely to involve some UK-based engine specialists, recruiting at Honda's R&D base Tochigi in Japan will only be driven by the need to fill gaps in expertise. Honda has extensive experience of both F1 engine development and the kind of green technology being incorporated into the engine, so it's unlikely there will be vast gaps.

"We are not taking an active approach to employing new personnel," says Arai. "But it is going to require a wide range of technologies so, where necessary, we may have to scout somebody if we find that some particular expertise or knowledge is necessary. But we don't have a concrete plan to do that at the moment."

"The new regulations are going to give us an opportunity to use all the knowledge, expertise and experience that we have accumulated as Honda. However, it also gives us the challenge where we are going to have to explore new aspects of technology as well. So it's going to be case-by-case. If necessary, we are going to consider recruiting new personnel."

Development is already well underway. But while Honda is known to have been doing preliminary work on the new engine formula for some time, Arai stresses it is still early days. Last week, AUTOSPORT revealed the first fire-up of the internal combustion engine itself is scheduled to take place in the autumn, but this is only part of the package now more accurately described as the 'power unit'. Honda is more concerned about the energy recovery systems, harnessing both kinetic energy from braking (MGU-K) and heat energy from the turbo (MGU-H).

Button gave Honda its only F1 win in its last nine-year stint



"Our passion for victory is very much the same"

The harvesting of this energy is just part of the equation, with the storage and, in particular, the deployment strategies for this power being crucial. It's an area in which Honda prides itself as being a market leader. When it comes to racing post-2013 style, with its 100kg-per-race fuel limit and restrictions on fuel flow, management of this recovered energy is going to be key.

"It is still at the initial stage," says Arai. "We made the announcement in the middle of May that Honda has decided to come back to F1 and we have just started the design work. We are now making the decisions for some of the details, so we have just started to embark upon this."

"It is going to involve lots of technical elements, so it's not just talking about the engine. We have to make sure the engine works with the engine management. To be a good power unit, we have to make sure all parts work together."

"We are scheduled to have a fire-up around autumn. Of course, in addition to the engine unit, we are going to have components like the ERS and the battery, so in order for us to test it as a system it is probably going to take another year or so."

The elephant in the room when it comes to Honda's return is the timing. The new regulations come on stream at the start of 2014; Honda does not join the grid until 2015. The question is, why?

Honda's official position is that it's simply a result of when the decision to return was made. It's certainly plausible, particularly given the amount of to-ing and fro-ing over the engine regulations. After all, the engine configuration was not finalised until June 2011, with the mooted four-cylinder units replaced by V6s. Also, the introduction of the new engine was, until the same month, planned for 2013. No wonder it proved difficult to persuade any manufacturer newcomers to commit to joining F1. ▶



Yasuhisa Arai is the man who has planned Honda's Formula 1 return

PAUL HARMER

◀ Given Honda's proud history of designing and building F1 test cars and running them around Japanese tracks, it was no surprise many floated the idea that 2014 would be all about testing and developing the engine in the real world, be it in a genuine F1 car or a test hack. Honda has scotched this, with Arai confirming there are no such plans. What's more, he suggests running the engine in the real world is unnecessary given the quality of bench testing equipment, a view shared by his opposite numbers heading up F1 engine projects.

There are also potential upsides to being on the outside looking in for the first season of racing. On balance, coming in late could prove to be a neutral decision – one which is either declared a masterstroke or a blunder depending on how Honda's return goes.

That said, it would be a mistake to underestimate the lead-times involved in such projects and the development direction of the Honda engine will long since have been set when the 2014 season starts. Hence it cannot simply react to what others are doing. Arai also believes that, even though there are restrictions on the development path of an engine, with freedom to change the specification gradually tightening up over the coming years,

catching up will not be a major problem.

"We have both advantages and disadvantages," says Arai of starting to race a year after the rest. "In terms of the advantages, we can say that it is going to give us enough time to spend on designing and developing the engine. Particularly, I find the ERS very challenging.

"It's true that we are in the position where we will be able to observe the various experiences that

other manufacturers will go through in the 2014 season so, in that way, it will give us a good benefit. However, we would only be able to observe what happens on the circuit. While we can observe other teams maybe struggling or having other issues, we can only see how they deal with the challenges and see the performance updates. But as for how they did it, it is in our imagination. It's going to give us some challenges in that sense.



WORKING BOTH WAYS: TECHNOLOGY TRANSFER AND F1

As soon as talk turns to engine manufacturers in F1, the phrase that pays is 'technology transfer'. Grand prix cars today are far too complicated and specialised for specific components simply to be taken off them and bolted onto the average production car, but given that increased road relevance was one of the key mandates of the new engine regulations, Honda's arrival is a sign that the sport is on the right track.

Honda's board would never have signed off what is going to be a massive investment were there not justifiable technological reasons for doing so. Yasuhisa Arai, who has had experience of working on hybrid technology in Honda production cars, believes that this technology transfer can also be a two-way street.

"We can think about two scenarios," he says. "Just as F1 technology can be transferred to mass production cars, so production technologies can be transferred to the F1 car.

"For example, when heat recovery technology is used in F1, it can be transferred into mass production vehicles. I have been involved in developing mass production vehicles myself and this heat regeneration system is something that all the engineers are fascinated with and want to challenge ourselves with. I'm sure this new technology developed in F1 will eventually be translated into mass production cars.

"One the other hand, in terms of the hybrid technology there is already a good energy



Honda hopes its hybrid know-how will 'plug in' to F1

management system within the mass production cars, so we expect to see that technology transferred to F1."

This could potentially be Honda's trump card. Renault and Mercedes both have experience of hybrid technology in their road cars, but Honda came early to

the hybrid party and has accumulated vast experience of the technology. As for Ferrari, as president Luca di Montezemolo so often points out, it's not a company famed for eco-friendly motoring, meaning it faces the biggest challenge of all.

McLaren-Honda's
last partnership
yielded 44 GP wins

POWERED by HONDA



"So as for the disadvantages, even though we will be involved from 2015, next year we won't be able to look at the field where things are happening. Also, we won't have the opportunity to do packaging work with the car itself.

"According to the new regulations, it's going to give manufacturers a freedom in how they develop their engines. They will be able to accumulate experience of using the engine throughout the season, so it's giving them an advantage in that sense. But I don't think it is going to give us a particular disadvantage as we develop the engine itself."

The other vital part of the equation is McLaren. Although the Woking squad is struggling this year, it is an obvious choice of team for Honda to pair up with. Memories of past glories are all well and good, but Honda will have committed to this partnership because of what McLaren is, not because of what it was, and it should guarantee that its engines will be in grand prix cars capable of challenging for top results from the off.

What the past success does show is the cultures of the two companies are compatible. With Japanese corporate culture not being to everyone's taste in Europe, that is vital.

"Back in 1988, as McLaren-Honda we were able to take 15 victories out of 16 races," says Arai. "Since then, we have developed the business relationship between McLaren and Honda. Our passion for victory is synthesised together and the way we are looking forward is very much the same. That makes McLaren a very important partner for Honda. It's very significant that we mutually respect the work processes within each other's company's and also our ways of thinking."

It will be with a sense of relief that Honda does not have to involve itself with building and running a car. This is, historically, where it has struggled in the past; almost all of its success has come purely as an engine supplier.

That said, the competition in terms of engines today is going to be more intense than the field

Honda faced in the second half of the 1980s. Remember, in '88, the last year of turbocharged engines in F1 before next year, its sole credible rival was Ferrari. The rest of the turbo brigade was made up of Megatron (ex-BMW units), Osella (ex-Alfa Romeo) and Zakspeed. Mercedes, Ferrari and Renault are, collectively, far more potent opposition.

"We are not thinking about getting involved in chassis development," confirms Arai. "This time, we are only thinking about supplying the power unit which will include engine and ERS. Regarding the race management, what we learned by getting involved last time is that we haven't come to the point where we are able to fulfil that role of developing the chassis and also do the race management and also the manufacture of the engines. That is quite challenging.

"Therefore, we decided it is going to be optimum that McLaren, who are experts in chassis development and race management, focus on those elements, while Honda is going to concentrate on developing the power unit, which is our speciality. By combining that together, it's going to work as a team in the best possible way."

On paper, it sounds perfect. Honda expects; McLaren expects; the watching world expects. So what are the chances of McLaren-Honda being winners straight out of the box, just as they were in the 1988 season-opening Brazilian GP?

Realistically, it's hard to imagine it being so successful so quickly as in 1988. After all, the Honda engine bolted into the McLaren was based on five years' work since the Japanese manufacturer returned to the sport with Spirit in '83. But in the long-term, this alliance has all the ingredients to be a success.

"I can say that I am confident enough, but I have not reached a conviction yet," says Arai of whether he expects immediate success. "I'm hoping that in the next year-and-a-half, I'm going to reach the stage where I have unshakable conviction! So please, have great expectations...and great support." ❧

HONDA IN F1



72



Wins

77



Poles

57



Fastest Laps

174



Podiums

4885



Led Laps

5



Drivers' Championships

6



Constructors' Championships



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THE DAY JAVIER VILLA BEAT SEBASTIAN VETTEL

In June 2005, Sebastian Vettel contested a one-off Spanish F3 race partnering one of the series' main title contenders, Javier Villa, who takes up the story...

Sebastian Vettel came into the team because he was a Red Bull junior driver. He replaced my team-mate that year, Filipe Albuquerque, who was also a Red Bull junior driver. Albuquerque had a Formula Renault race that weekend, so Sebastian raced instead.

I didn't really know a lot about Sebastian before Albacete, because he was racing in the F3 Euro Series and I was racing in Spanish F3. He was a very nice guy who was very friendly with the engineers and other drivers. Obviously, for him this was a one-off race that wasn't that important for him, because he wasn't fighting for the championship, so he was more relaxed.

When I saw him in the paddock we'd say hello and have a chat. For me, he was normal. I remember Sebastian joking with me about my weight. I'm small now, but back then I was very, very small. Sebastian was a little bit heavy in the car and I remember him looking at me and saying, "fucking hell, you are so light!" I replied, "yeah 58 kilos!"



VETTEL'S VIEW OF HIS SPANISH SOJOURN...

"It was thanks to Dr [Helmut] Marko, who called me and asked me if I would like to drive in a Formula 3 race at Albacete with Racing Engineering. Every additional bit of experience is very important, so it was a fantastic weekend for me. I started fifth and finished third – so even making it up onto the podium. It helped to get used to the car, also it was a different team, so it was still very interesting."

There were no Red Bull people with him that weekend as far as I can remember. I think he just came with his sister. He was an easy guy to work with, and he worked a lot with me and my engineer on set-up. But that's normal: when you go to a different championship you want to do the best you possibly can, and get as much information as you can, while having fun and enjoying it.

But it was my car, my championship, my team, and I was the quicker driver. I had to focus more on my work, not what Sebastian was doing.

I think he did very well because it was his first weekend in Spanish F3. OK, Spanish F3 and the Euro Series were similar, but Albacete was a completely new circuit for him. He learnt very quickly, and picked up third position in the race. He was maybe three tenths slower than me. From the first free practice to the race, there had been a big difference.

I was on pole for the race, won it, and set fastest lap. This gave me the championship lead. In the last part of the race he was catching one of my championship rivals, Jose Manuel Perez Aicart, in second, and I wished that the race was longer. If he had finished in second it would have been better for my championship. Afterwards I spoke with my engineer, and he said that if the race had been two laps longer, Sebastian would have been P2.

If he had finished behind me, it would have taken more points away from my rivals, and given me a larger championship lead. We needed him to go quicker!

Obviously, he was a Red Bull junior driver, and he always had that pressure to do well. Sebastian was a little bit ahead of the other Red Bull drivers. He came into our championship and did his job perfectly that weekend.

Back then I didn't know that Sebastian was going to achieve the success that he has done. I saw a very good driver, but I thought that I was better than him. But all these young drivers were in F3, and we didn't really know what would happen in the future. I was 17 years old, quicker than the others, and, as far as I was concerned, I thought I would go on to be in F1 too!

But I think that this race wasn't very objective for Sebastian. Maybe his attitude working with Racing Engineering in Spanish F3 was completely different to when he was racing in the Euro Series, where he was fighting for the championship. He just came to replace Albuquerque, to enjoy it, and tried to do the best he possibly could. In the Euro Series, it was his world, and he needed to fight and to win. It was a completely different situation.

Obviously now, with Red Bull Racing in Formula 1, he's in a very good team that works well together, and they are able to operate at the maximum. ❧

GONE IN 2.2 SECONDS

F1'S PITLANE WAR

Since refuelling was banned ahead of the 2010 season, ending 16 years during which pitstop times were dictated by the time it took to pump fuel in and tyre swapping was a relatively leisurely pursuit, pitstop times have dropped dramatically.

In the 2010 season-opening Bahrain Grand Prix, a 4.5-second stop was considered rapid. But now teams are getting close to producing stops at half that time as the lost art of rapid wheel swaps – skills last required in 1993 – have been rediscovered and refined.

The accident following Mark Webber's first pitstop in Germany two weeks ago, when a loose wheel bounced down the pitlane and struck cameraman Paul Allen, shows how on-the-limit the technology is in this area.

Here, AUTOSPORT investigates the rapid evolution of the Formula 1 pitstop.

CONSISTENCY

One super-fast pitstop is of no use if the next is slow. Repeatability of swift stops is now the key for F1's pit crews



WHEELGUNS

High-revving, personalised guns are able to detach and attach wheels in the blink of an eye. The wheelnuts themselves are now retained inside the wheels

TRAINING

F1 team personnel now have to train hard to remain in the best possible physical condition to execute consistently quick stops

TRAFFIC LIGHTS

Pioneered by Ferrari in 2008, this system is now ubiquitous and used to eliminate human reaction time from the pitstop release

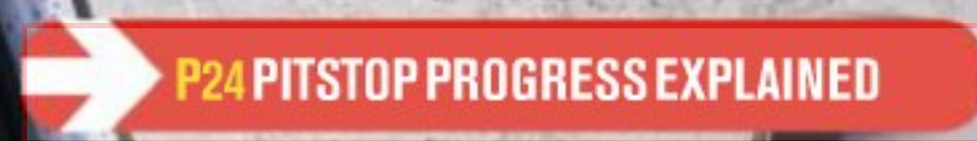


SWIVEL JACK

This allows the jackman to lift the car, move to the side and then drag the jack out of the way quickly. A quick-release system also speeds up this process

FASTEST PITSTOPS

2010	3.90s				
2011	2.92s				
2012	2.31s				
2013	2.28s				
	2.0s	2.5s	3.0s	3.5s	4.0s
	SPEED (SECONDS)				





How F1 teams have revolutionised pitstops

With the help of McLaren's sporting director Sam Michael, **EDD STRAW** explains what's taking F1 teams towards pitstops of under two seconds

ALL PICS: TEE/LAT

From 1994-2009, pitstops were comparatively leisurely affairs dictated by the amount of fuel required. With refuelling rigs limited to a flow rate of 12 litres per second, the average stationary time in a two-stop grand prix would be around the 6.5-second mark. Today, such a slow stop is unthinkable and, for a top team, anything over 3.5 seconds is poor. Today's record is 2.2 seconds, set by Red Bull on Mark Webber's car in Malaysia.

This is the consequence of an intense development war that has been raging since refuelling was outlawed at the start of 2010 season. Now, as McLaren sporting director Sam Michael explains, teams are searching for incremental gains of the odd tenth or even hundredth of a second in pitstops.

"We have been into marginal aero gains for a long time and we are into that on pitstops now," said Michael. "Teams can do two-second pitstops and it will go sub two-seconds this year. It will be

interesting to see where it all ends.

"A pitstop of 1.8 seconds is possible and maybe even a bit quicker. But the most important thing is consistency. And if there are no rule changes impacting pitstops, everyone will be doing consistent two-second stops in three or four years time."

It is the big teams that have had the resources to pioneer these ideas and the first of them actually came in 18 months before refuelling was banned. In 2008, Ferrari's pitstop traffic light system appeared for the first time.

The traffic light system is still dependent on human input. And as shown by Red Bull's unsafe release of Webber in Germany two weeks ago that led to cameraman Paul Allen being struck by a loose wheel, things can still go wrong.

"The key advantage of the traffic-light system is that you remove the traditional lollipop man who would decide everything," said Michael. "He would check the



Swivel jacks are faster and safer

pitlane, he would make sure the car was finished so he had multiple inputs and had to make the decision to lift the lollipop himself. With a traffic-light system, multiple people can make those decisions so it makes it much more consistent and safer. There is a much smaller chance of having an unsafe release.

"The traffic-light systems are actually quite simple in control-electronics terms. There is a technical regulation that says the sensor system must act passively so if you use torque sensors you cannot use them to launch a car. So you must have, in simple terms, human input when operating the lights."

Wheel changes have added importance with no refuelling

MECHANICS NOW HAVE TO BE ATHLETES

AS PITSTOP TIMES HAVE plummeted, crew preparations have become ever more intense. Now, they must go through bespoke training regimes to ensure they are in peak condition for the job. It's certainly not an afterthought job for the mechanics anymore.

"There has been a big shift in emphasis of what is required to be part of a pit crew," said Sam Michael. "The human side has changed a lot. McLaren works with the English Institute of Sport and do a lot of work on the physical and mental side. It's basically an athletic job.

"It has been a really interesting transition. These guys wanted to be race mechanics and being on the pit crew was just a secondary part of that job. It is now a very important job that consumes a lot of time in terms of preparation. It has moved the game on."

McLaren also invests significant resources in monitoring the fitness levels of its pit crew, and their performance. This also extends to the 'reserve' pit crew members as, even though there is a certain amount of rotation of personnel, the core largely stays the same.

"The hardest jobs in the pitstop are the gunning and the jacks," said Michael. "We have backups for them all the time and some of the guys who put the wheels on and off are also back-up gunmen. We can also drop in other people who have done pitstops in the past but are not on them now and are doing other jobs, so we do have spares."



Lights system is now the norm



Wheel guns are 'personalised'

Another time-saving innovation is the swivel jack. When refuelling was legal, jack speed was not a factor but quick-release jacks were re-introduced in 2010. Since then, front swivel jacks have taken this a step further.

"The swivel front jacks enable you to lift the car up with the jack man

standing out of the path of the car," said Michael. "It's quicker – maybe you can gain a few tenths – because he's pulling the jack away but doesn't have to move his own body. It's also inherently safer as if the car went early, it would run the jack over but not the jack man."

A third key innovation has been

retained wheelnuts, whereby the nut is incorporated into the wheel. This means that wheelnuts flying out of a gun during pitstops at high speed are a thing of the past. Retained wheelnuts first appeared in the DTM before being adopted by F1.

Wheelguns, supplied to McLaren by Dino Paoli, can kick out more

than 13,500rpm, as well as a huge amount of torque. To ensure maximum comfort and speed, some pit crew members will customise the grips, with different locations for levers and hand positions.

"The retained wheelnut saves time at the stop because you can't lose the nut down the pitlane," said Michael. "Before, the gunmen were having to be a little cautious. With a traditional wheelnut, you need a socket that locks onto the wheelnut and there would be some position on the axle that unlocks it to prevent you doing it early. The danger of that is that it means the gunner is locked to the car by his gun and if it is released early, it is going to take him and the gantry with it. This is very good for speed, safety and consistency."

Each of these changes, along with intense training regimes (see above) are worth only tenths of a second but it all adds up. After all, at 120mph, a tenth equates to a car's length. It can make all the difference.



MG's BTCC warning shot

The MGs of Jason Plato and Sam Tordoff dominated the Snetterton test last week, but was that a true indication of things to come? **KEVIN TURNER** investigates

26

The works MG squad ruled the roost in the British Touring Car Championship's tyre test at Snetterton last week. Jason Plato and Sam Tordoff took it in turns to top the times over the two days, but the true pace of the cars is more difficult to judge than it appears.

As well as the absence of the championship-leading Honda Civics of Matt Neal and Gordon Shedden (see below), the runs were complicated by the use of different tyres. This season's soft and regular

rubber was used, as were two 2014 development tyre specifications.

Some drivers also focused more on longer runs, while there is the potential issue of teams using more turbo boost than they would be allowed at an event.

Even Triple Eight boss Ian Harrison, who runs the MG6s, didn't want to read too much into the times ahead of the BTCC races at Snetterton next month.

"We won't find out where we are until we get there [for the races],"

he said. "We went to work through a programme; we did that and the guys are crunching the numbers now. We need to put it all together."

CHIEF RIVALS

Apart from the works Hondas, Andrew Jordan's Eurotech Civic has tended to be MG's chief rival this year. He was third quickest on day one at Snetterton, but slipped to seventh on day two as others pushed for times.

Team boss Mike Jordan accepted the MGs were quick, but they did set

their best marks on soft rubber while Eurotech focused on race work.

"Most of the work we did was on long runs in the heat," said Jordan Sr, who was 10th fastest himself as he helped Jeff Smith set up his Civic. "I don't think Andy did anything you'd class as a qualifying run."

"The MGs are very quick – they're very quick in the speed traps – but you don't know where everyone was at with weight and tyres. Without question the MG has come a long way this year and they're working well."

WORKS HONDA SQUAD NOT WORRIED

Honda/Team Dynamics boss Steve Neal does not believe missing the Snetterton test will be a disadvantage.

Matt Neal is currently 19 points clear in the drivers' championship, while reigning champion Gordon Shedden is fourth. Most BTCC squads were at Snetterton last week, but Honda will instead test at the Norfolk venue later in the month.

Neal Sr confirmed organisers had agreed to waive the rule that prevents BTCC teams testing at a venue 30 days before a race there.

"It's mainly a time issue," he told AUTOSPORT. "It clashed with the Goodwood Festival of Speed, which isn't ideal. Our technical director Barry Plowman was on holiday too, so it's just not convenient."

"When we heard [Ciceley Racing Toyota driver] Adam Morgan had dispensation to test at Snetterton on July 24 we applied and got dispensation too."

Neal believes not testing at the same time as the other teams could even help Honda. "If it's not going to be as hot for the race meeting, which it may not be,



what are you going to gain?" he said.

"Test days with the mob are not good because it brings in a competitive

element, which is not what you want. I want them to focus on set-up and proper testing."

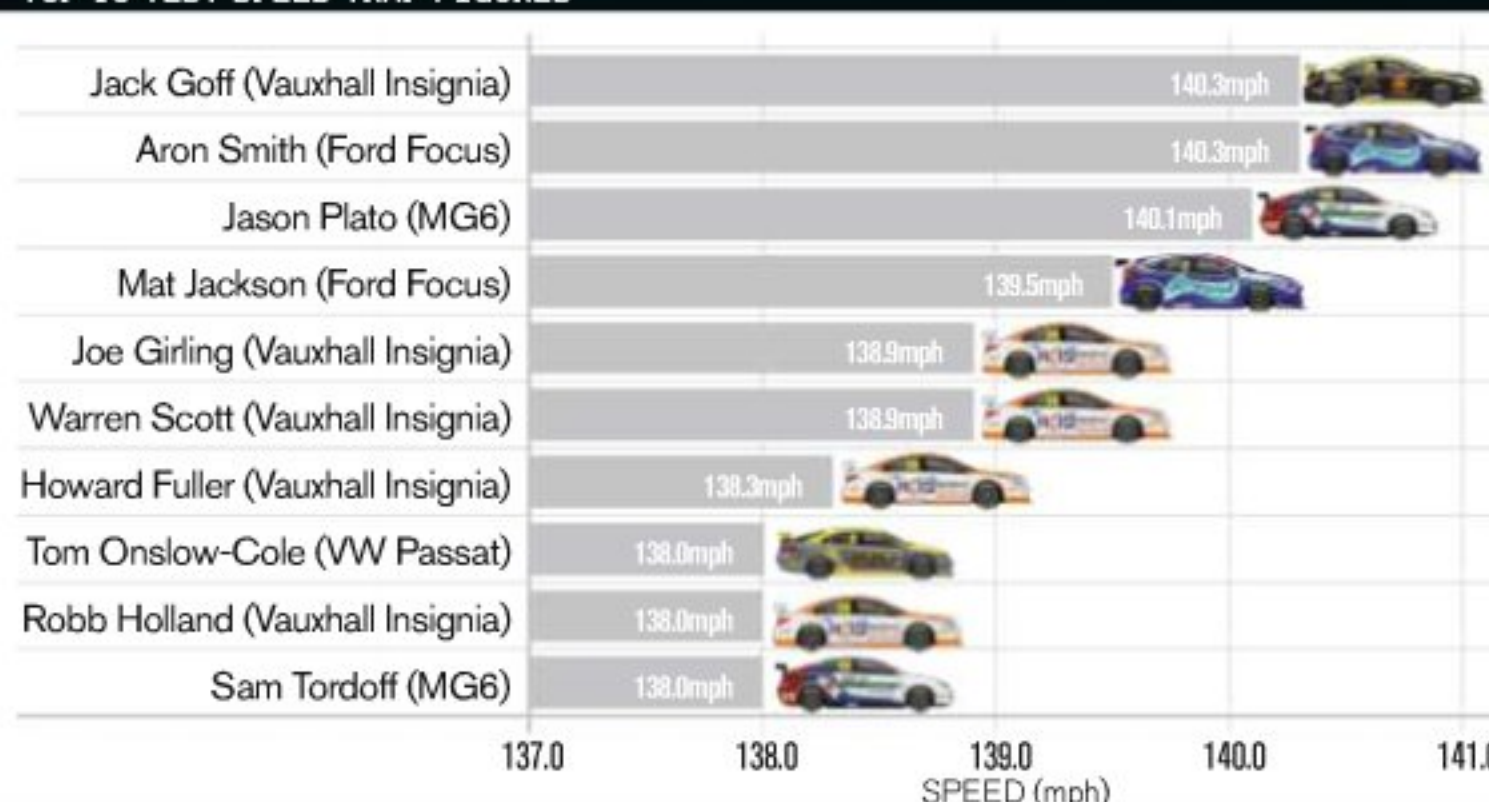


Plato was fastest and went quicker than the 2012 pole

SNETTERTON BTCC TEST TIMES

POS	DRIVER	Car	DAY 1	DAY 2
1	Jason Plato	MG6	1m57.806s	1m57.248s
2	Sam Tordoff	MG6	1m57.534s	1m57.722s
3	Jack Goff	Vauxhall Insignia	1m59.186s	1m57.789s
4	Rob Collard	BMW 125i M Sport	1m59.492s	1m57.845s
5	Aron Smith	Ford Focus	2m00.528s	1m57.949s
6	Colin Turkington	BMW 125i M Sport	1m58.860s	1m57.982s
7	Andrew Jordan	Honda Civic	1m58.322s	1m58.118s
8	Mat Jackson	Ford Focus	2m00.140s	1m58.240s
9	Nick Tandy	Ford Focus	1m58.716s	1m58.479s
10	Mike Jordan	Honda Civic	2m00.009s	1m58.601s
11	Tom Onslow-Cole	VW Passat	1m59.243s	1m58.728s
12	Frank Wrathall	Toyota Avensis	1m59.620s	1m58.912s
13	Ollie Jackson	Toyota Avensis	1m59.735s	1m58.932s
14	Dan Welch	Proton Gen-2	1m59.933s	1m59.401s
15	Jeff Smith	Honda Civic	-	1m59.627s
16	Nick Foster	BMW 125i M Sport	1m59.701s	2m00.399s
17	Will Bratt	Audi A4	2m00.616s	2m00.225s
18	Warren Scott	Vauxhall Insignia	-	2m00.560s
19	Liam Griffin	Ford Focus S2000	2m00.828s	-
20	Rob Austin	Audi A4	-	2m01.239s
21	David Nye	Ford Focus S2000	2m02.307s	2m01.826s
22	Joe Girling	Vauxhall Insignia	-	2m02.345s
23	Robb Holland	Vauxhall Insignia	2m02.965s	-
24	Richard Hawken	Vauxhall Insignia	-	2m04.096s
25	Howard Fuller	Vauxhall Insignia	2m04.480s	-
26	Ian Loggie	Toyota Avensis	2m06.038s	-
27	Chris Jones	Toyota Avensis	no time	-

TOP 10 TEST SPEED TRAP FIGURES



Tandy impressed in third Motorbase NGTC Focus

Jack Goff's Team Hard Vauxhall Insignia and Rob Collard's WSR BMW ended up closest to the MGs on one-lap pace. Collard set his best on normal 2013 rubber and WSR boss Dick Bennetts agreed it was difficult to judge relative pace.

"We were trying a few different things and it was interesting," he said. "You don't know what tyres people were running, but we're not far away.

"We didn't do a soft-tyre run. We didn't have much degradation at Croft, which is hard on tyres, so why spend the money [on new sets]?"

TANDY'S BTCC IMPACT

One team to make significant progress during the test was Motorbase. Its Ford Focuses have had

a difficult start to 2013 and team boss David Bartrum ran factory Porsche driver Nick Tandy at the test to help regulars Mat Jackson and Aron Smith.

Tandy focused on qualifying speed on day one and was fourth quickest on regular race rubber, while Jackson and Smith worked through set-up options. The roles were reversed on day two, with Smith ending up as top Focus in fifth.

"We made more progress than it looked," reckoned Bartrum. "Michael Caine started the good work and Nick picked it up and moved it on massively. He was brought in to assist and worked with Mat and Aron to develop the cars.

"I think the Focus has been fast for the last two rounds, but we haven't had the results. These were the best

days of testing all year and we've got a good car now."

The indications are that Motorbase and WSR should be strong when the BTCC returns in August, while Eurotech is closer than the test times suggest. Plato, however, won there

last year and will be running with less ballast than Neal or Jordan, so the points gap could be set to close.

"It's the best NGTC test we've done," said Plato. "We've got real pace and we'll absolutely be there come the races."

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Anniversary amazement

The 20th anniversary of Goodwood's fun-packed and fever-filled Festival of Speed again thrilled fans of all ages and persuasions. MARCUS PYE picks out a few of the highlights





Piquet celebrated 30th anniversary of his world title in Brabham BT52

The 21st Goodwood Festival of Speed was red hot and bigger than ever, with world champions from Formula 1, sportscars, rallying and motorcycling heading a stellar sporting cast for the sell-out

three-day extravaganza, presaged by the fourth Moving Motor Show.

As exotic exhaust notes rent the air around Lord March's family seat and its tranquil country-lane drive became a spectacular mountain to conquer for the peripatetic potpourri of competition machines spanning 1894 to date, Britons Jenson Button and Lewis Hamilton delighted contact-starved F1 fans.

Button, who fell in love with the West Sussex garden party as a Renault driver in 2002, thrilled Goodwood's knowledgeable tiFoSi anew with an aggressive and poignant Saturday blast in a 1970 M8D ▶

◀ Can-Am leviathan as marque legends and current drivers celebrated half a century of McLaren Racing.

“It’s such a handful, quite scary! With 8.3-litres and 800bhp it’s one of those cars that when you rev the [Chevrolet V8] engine the whole body rocks,” said Jenson wide-eyed, before signing autographs at the 1.16-mile course’s summit, overlooking the showground.

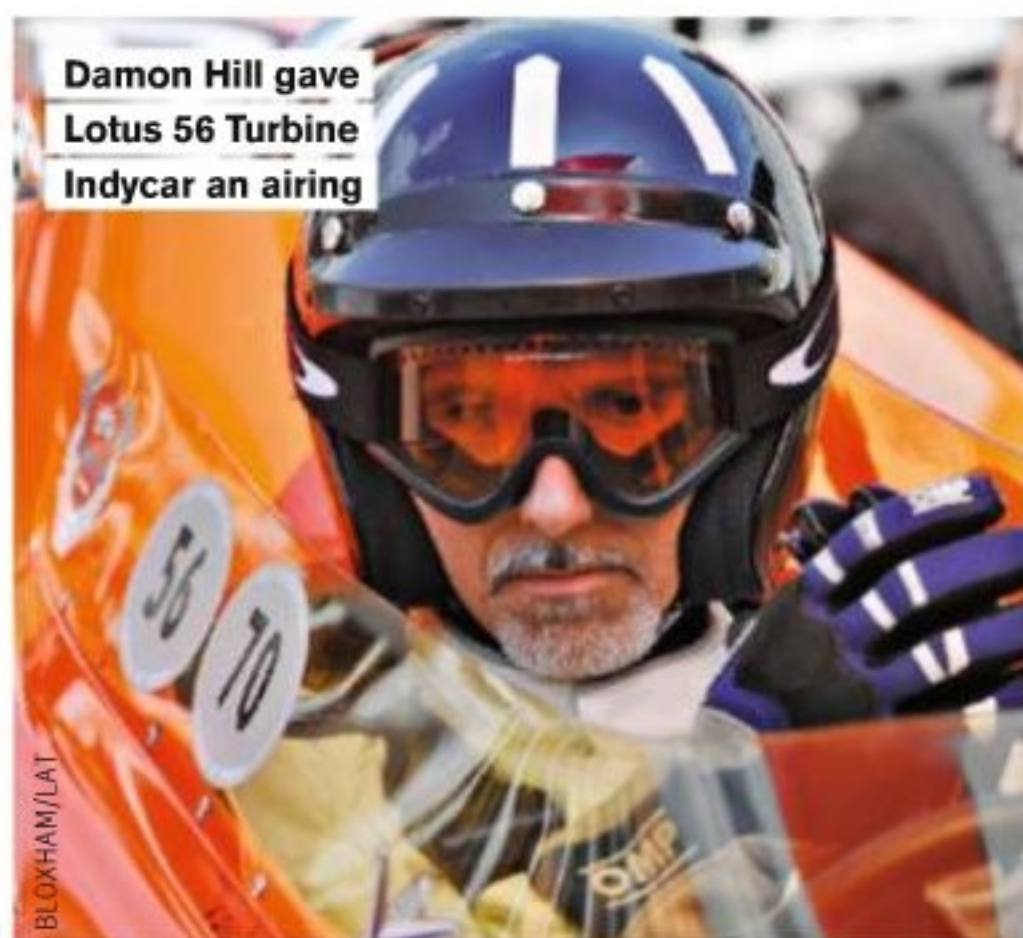
Mercedes ace Hamilton made an entertaining doughnut-strewn ascent in a 2011 MGP W02 – which British GP-winning team-mate Nico Rosberg took over on Sunday – then mingled with his public, having enjoyed cross-genre banter with motorcycle heroes Randy Mamola and John McGuinness, 20 times an Isle of Man TT race victor.

While ‘Speedfest’ devotees were reacquainted with favourites from its first 20 years, the two biggest crowd pleasers were from contrasting eras. The phenomenal 850bhp, four-wheel-drive Peugeot 208 T16 in which Sebastien Loeb obliterated the Pike’s Peak hillclimb record in the USA last month, and Brazilian triple world champion Nelson Piquet reunited with his sensationally compact ’83 F1 title-winning Brabham-BMW BT52 turbocar.

French GT racer Gregory Guilvert subbed for nine-time world rally champion Loeb in the caricature Peugeot – setting the weekend’s best time jointly with record holder Nick Heidfeld in a wets-shod Rebellion Racing Lola-Toyota B12/60 sports prototype – but Goodwood past master Justin Law had the last laugh. Using all his guile and experience in his seven-litre V12-engined Jaguar XJR8/9, he dealt a major upset by beating Guilvert in the televised Top 20 Shoot-out. ▶



Pikes Peak Peugeot 208 T16 was a prime Festival crowd-thriller



Damon Hill gave Lotus 56 Turbine Indycar an airing



Raucous Bentley GT3 made its first public appearance

PORSCHE’S ICON TURNS 50

Porsche’s immortal 911 family has been around for half a century this year, thus the company is celebrating the world’s most aspirational and practical GT car – winner of thousands of races and rallies, in air- and water-cooled versions – globally, showcasing the evolution from 901 launched in 1963 (before Peugeot objected to a number it had registered) to new 911 GT3.

Gerry Judah’s installation, which thrust three 911s spanning the 50 years 22 metres skywards outside Goodwood House on what looked like giant pairs of dividers, presided over an encyclopaedia of significant models on track. Why the cars aloft weren’t black, red and gold to reflect the German flag was a frequently asked question though.

Philip Basil’s Carrera RSR (The Dave Helmick, Peter Gregg and Hurley Haywood 1973 Sebring 12-hours winner) impressed, as did high ground-clearance East African Safari and Paris-Dakar 911 SCs, the wild Martini-striped 935/78 ‘Moby Dick’ racer and yet-swoopier GT1-98 Le Mans winner of two decades later.

Porsche’s first Le Mans winners Richard Attwood and Hans Herrmann, who triumphed in the 917 in 1970, enjoyed various cars, as did Hans-Joachim Stuck, Henri Pescarolo and Emanuele Pirro, while Gordon Robertson – head of the Porsche Performance Driving Centre at Silverstone – brought the ’65 ‘Project 50’ racer, a welcome presence at top historic events this season.



Sky-high structure celebrated Porsche 911 half-century

BLOXHAM/LAT



BLOXHAM/LAT

NOBODY IS ABOVE THE LAW

Justin Law's father Don believed the writing was on the wall when Peugeot sniffed victory in the Sky Sports-televised Top 20 Shoot-out at the climax of Sunday afternoon and changed Goodwood debutant Gregory Guilvert's status from Demo to Timed on Saturday, following sighting runs on Friday.

"They are playing a stealthy game, keeping plenty in reserve to claim the glory," said the Stoke-on-Trent Jaguar specialist, even before Guilvert pounced with a 45.86s qualifying run that eclipsed Justin's 46.70s. That Nick Heidfeld

equalled the Frenchman's mark reflected the German's commitment, but travel commitments meant he was unable to stay for the run-off.

Gary Ward (quickest of all last year in Patrick Morgan's Leyton House CG901 F1 car, although he lost out to Anthony Reid's Chevron GR8 GT3 after their slates were wiped clean), fell in the preliminaries, bending Morgan's newly rebuilt ex-Ayrton Senna JPS Lotus-Renault 98T before Molecomb corner while on the cusp of top slot. And former winner Dan Collins put Clive Chapman's Lotus 88B in the bales in the Shoot-out.

Law's ballsy 45.95s on the partially resurfaced course, on which a dip after Molecomb caught his attention, shaded Johnny Cocker's best shot of 47.34s in the strangely silent but rather wonderful Lola Drayson B12/69EV electric missile. Peugeot controversially popped pre-warmed Michelins on, but when Guilvert could only shave 0.02s from Cocker's time, there was jubilation in the Law camp.

A sensational GT battle between a pair of young guns featured Alex Buncombe's superb 47.79s in the bellowing Nissan GT-R Nismo GT3 – broadcast live on sponsor YouTube – best Porsche 911 GT3 Cup racer Daniel Lloyd's somewhat hairy 48.36s (up from a 47.94s Q-time) to bag fourth.

Lloyd slipped to sixth behind Kiwi returnee Rod Millen, who whacked his Toyota Tacoma turbo on Saturday then switched to his Radical-bodied electric-powered Toyota TMG P002 in which he improved steadily to 48.00s. Top of the single-seater tree was Andy Willis, whose neat 50.92s in John Delane's Tyrrell 006 ranked him seventh.



Law (inset left) topped the Timed Shoot-out in V12 Jag

PICS: BLOXHAM/LAT

"They're playing a stealthy game, keeping plenty in reserve to claim the glory"
DON LAW



1917 MILLER GOLDEN SUBMARINE

American design genius Harry Miller's advanced cars are universally revered, but this most extravagantly ovoid-bodied 1.5-litre four-cylinder version was raced by daredevil showman Barney Oldfield – Henry Ford's first 'works' driver in 1902 – on short ovals 96 years ago. Owner Buck Boudeman brought it to Goodwood in 1996 and was a welcome returnee

1927 DELAGE 15-S-8

Louis Delage's low-slung, supercharged 1500cc, straight-eight DOHC machines made 170bhp, handled beautifully and swept the board in 1927, winning four European Grands Prix in Robert Benoist's hands. The Collier Automotive Museum's example – in which Louis Chiron finished seventh in the 1929 Indy 500 – came from Florida. British restoration guru Eddie Berrisford drove it



1963 FORD GALAXIE

Fifty years after winning his second British Saloon Car Championship in it, Jack Sears – now 83 – still loves the seven-litre Ford Galaxie that John Willment imported from Holman & Moody in the USA. South African team-mate Bob Olthoff took the monster home, but 'Gentleman Jack' bought it from him 25 years later

BLOXHAM/LAT

1964 McLAREN-ELVA M1A

Successor to the single-seater derived Cooper Zerex Special, this was the first car to bear Bruce McLaren's name. Also powered by an aluminium stock-block Oldsmobile V8 engine, chassis 20-01 was debuted for John 'Noddy' Coombs by Graham Hill. Now owned by Egon Zweimuller, the Elva-built car was driven in the film *Spinout* by Elvis Presley!



33



1970 PORSCHE 917K

Supplied to Finn Antti-Aarnio Wihuri's AAW Racing Team, '021' was factory rebuilt on a spare frame following a crash at Le Mans. The wrecked chassis was salvaged and made into a road car. Put into race spec and painted in one of the racer's later psychedelic Martini liveries, it is Frenchman Vincent Gaye's pride and joy

BLOXHAM/LAT



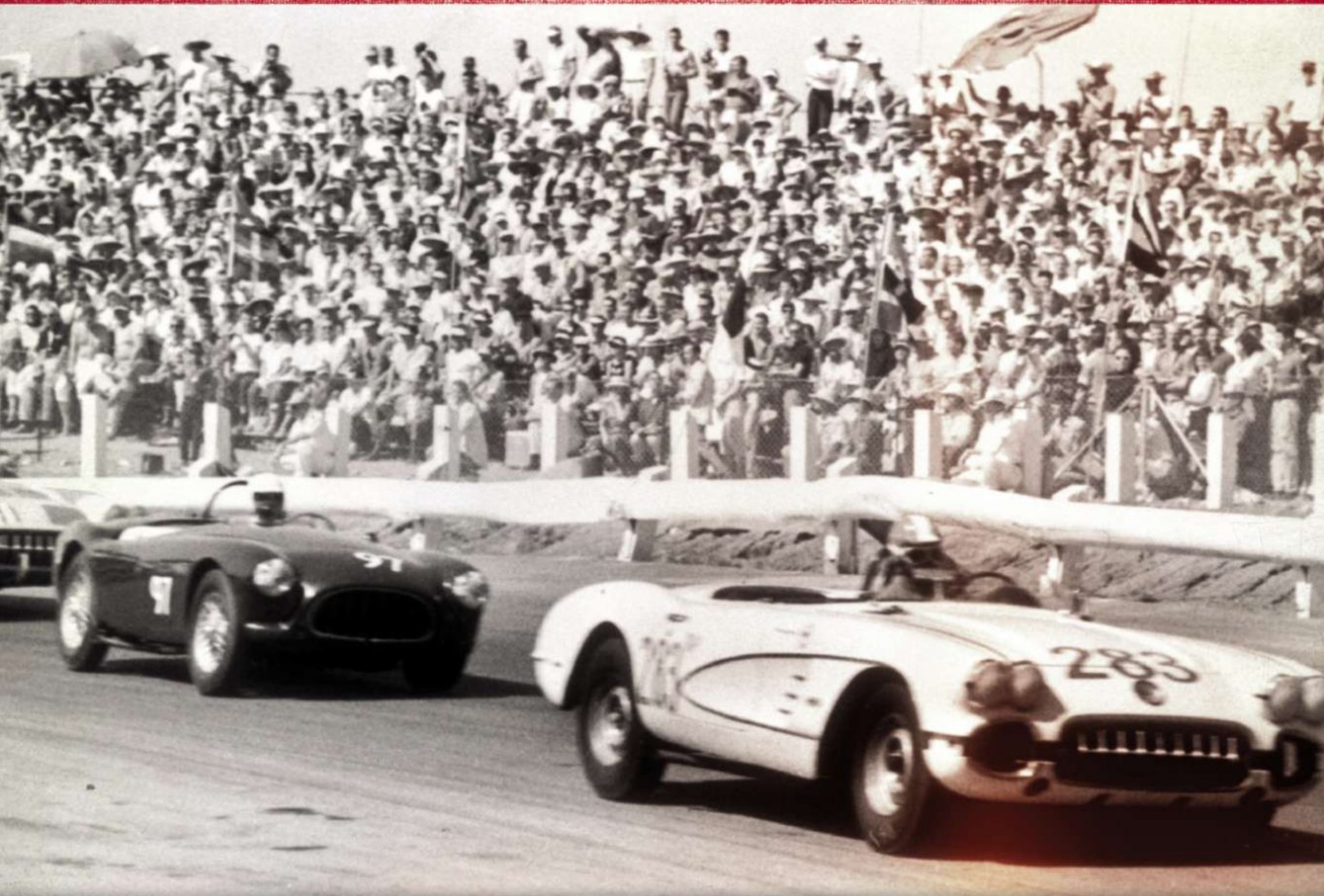
2012 TOYOTA TMG EV P002

Built by Toyota Motorsport in Cologne, the evolution of the 600bhp electric-powered Radical SR8-based sports racer came straight from the Pikes Peak hillclimb in the USA. Rod Millen took it over from Toyota Racing Developments' Steve Wickham and placed sixth in the Goodwood Timed Shoot-out

BLOXHAM/LAT

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Fittipaldi revelled in his "teenage hero" Jim Clark's Lotus 25



VW's Polo R WRC starred on the hill

BLOXHAM/LAT

A SPECIAL STAGE

Once Mikko Hirvonen could be dragged away from staring at the 1965 Daytona 500-winning Ford Galaxie 500, he put on a bit of a show of his own. The Finn forgot about his World Rally Championship woes and wowed the Goodwood crowd with a fine display in his Citroen DS3 WRC.

Hirvonen took the Citroen up the hill and through the further-improved forest stage and, while it wasn't perfect preparation for next month's Rally Finland, there was at least one jump to keep him happy.

Hirvonen's and Citroen's nemesis this season, Volkswagen's Polo R WRC, was also in West Sussex for the weekend. Dieter Depping, the man who carried out much of the testing for the car that's dominating this year's WRC, warmed it up for a couple of days, before two-time world champion Carlos Sainz arrived on Sunday to demonstrate just what the car was capable of.

As ever, rallying gave a fabulous account of itself on Lord March's drive, but it was in baking conditions – more reminiscent of the Acropolis Rally – between the trees at the top of the hill that the rally boys really got to show their mettle.

Giniel de Villiers brought his Toyota Hilux from second on this year's Dakar, and almost showed fans the dirty side, courtesy of a two-wheel moment early in the test.

The pinpoint accuracy of Robert Barrable's brand new Fiesta R5 and Sepp Weigand's Skoda Fabia S2000 were great, but it was, as always, the Group B machinery that really caught the eye. And the ear.

Is there a sound to better a full-flight Metro 6R4? Yes, it's called Stratos. And last weekend had them both. It also had the lovely, early Group A twitter of a pukka ex-Boreham Ford Sierra Cosworth and the bark of Colin McRae's beautiful 1992 Swedish-liveried Subaru Legacy RS. And that motor was driven by a real master, none other than twice British Rally champion David Llewellyn.

Talking of champions, Hannu Mikkola was back to survey the stage he helped design. Unfortunately only as a spectator, as his original Group 4 Audi Quattro was for the hill only. DAVID EVANS



Llewellyn also drove Ford RS200 weapon

BLOXHAM/LAT

F1 STARS LET LOOSE FOR THEIR FANS

Seven current Formula 1 teams espoused this year's Festival, race drivers Romain Grosjean, Jules Bianchi, Max Chilton, Charles Pic and Adrian Sutil (on duty for Porsche) joining event returnees Jenson Button, Lewis Hamilton, Nico Rosberg and some enthusiastic testers on the hill.

Button didn't drive the most modern F1 McLaren, team proteges Kevin Magnussen and Stoffel Vandoorne demonstrating Hamilton's '08 title-winning MP4/23 within evocative convoys marking the Woking equipe's evolution and multi-disciplined success. Nick Heidfeld was also reunited with Mika Hakkinen's shrill V10 MP4/13 – which he fired up in a hitherto unbeaten 41.6s in '99 – during Goodwood's 20-year flashbacks.

Hamilton and Rosberg (who loves the event and needs to bring 1982 World Champion father Keke one year) piloted a 2011 Mercedes MGP W02 on Saturday and Sunday respectively. Lewis's expertly executed, millimetre-perfect donuts in confined spaces, while waving cheerily, enraptured his disciples. Kiwi Brendon Hartley returned to deputise when the A-team wasn't around.

Fresh from his third place in the German GP, Lotus F1's Grosjean shared a 2010 Renault-powered R30 (nee Renault) presented in current team livery with reigning GP2 champion Davide Valsecchi. Caterham F1's Pic and tester Rossi – who also did some of the weekend's best burnouts in the marque's potent

"Hamilton's expertly executed, millimetre-perfect donuts in confined spaces, while waving, enraptured disciples"

D-210 road car – drove an iridescent green Cosworth-powered T127 (originally a Lotus) dressed to reflect the team's Renault V8 allegiance.

The little Marussia F1 Team made a massive effort, nominating the fun event as one of its filming commitments to enable it to wheel out the latest Cosworth-motivated MR-02 without upsetting the FIA's 'testing police'. Young Chilton impressed with the longest, snakiest single-seater burnouts – only Patrick Friesacher laid more rubber in a NASCAR Toyota Camry – and some tremendous spin turns. "This isn't work, it's a pleasure," said Max, who won many new admirers.

Infiniti Red Bull Racing had ex-Toro Rosso pilot Sebastien Buemi saddle its Renault-powered 2011 RB7, while Ferrari's long-time Goodwood volunteer Marc Gene was invited back to demo a 2010 F10, and brought elder brother Jordi for the first time. The latter drove SEAT Sport's new 2-litre 325bhp turbocharged Leon Cup racer, incidentally.



Hamilton made the 2011 Merc MGP W02 dance on the hill

HONE/GETTY



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SUPERSTARS IN FIELD OF DREAMS

Eight Formula 1 world champions – Alain Prost, Sir Jackie Stewart, Nelson Piquet, Emerson Fittipaldi, John Surtees, Damon Hill, Lewis Hamilton and Jenson Button – with 16 titles between them lit up this year's very special Festival of Speed.

Piquet, who had not been for 10 years, was not only blown away by how the event has grown, but also overjoyed at driving his 1983 title-winning Brabham-BMW BT52 turbocar, rebuilt by BMW Group Classic and a team reunion that included designer Gordon Murray, engine wizard Dr Paul Rosche and Brabham's Herbie Blash.

"I'm lucky I can still fit in," said Nelson, who at 60 is only 4kgs over his racing weight. "It was a very simple car, lots of power, great to drive. We had 300bhp more in qualifying and 100bhp more in the race [than rivals] so it is a very special car."

Brazilian compatriot Fittipaldi, a Goodwood regular, realised an ambition when Classic Team Lotus invited him to drive John Bowers' Lotus 25 on Sunday. "Today's a dream for me to drive Jim Clark's car," said the double champion. "He was an idol to me when I was growing up. The car is very light, the engine very smooth and the cockpit perfect for me. I am the same size as Jimmy."

Also in heaven was Mexican McLaren F1 racer Sergio Perez who got to demo Fittipaldi's '74 M23 and his hero Ayrton Senna's MP4/4. "It's so special for me to drive my childhood idol Ayrton's car. It makes me feel so proud," said Checo.

Wherever spectators turned another superstar was ecstatic to be exercising an iconic car or motorcycle. For Stewart it was Juan Manuel Fangio's 1954 Mercedes-Benz W196 – a sister of which sold for a staggering £19.6m at Friday's Bonhams auction on site.

"Fangio was my ultimate hero," said Jackie,



Festival lover Jenson Button wowed the fans

who like Sir Stirling Moss received tumultuous applause from the audience as he drove the straight-eight masterpiece up the course. "As a kid I got his autograph and most importantly [for me] I carried him to his final resting place [in Argentina in 1995]."

Elsewhere Martin Brundle was reunited with

the '98 Toyota TS020 GT-One, son Alex had a shot in a Benetton-Ford B192, Anthony Reid sampled Frank Gardner's '68 British Saloon Car title-winning Ford Escort twin-cam, rising Porsche star Nick Tandy revelled in a 956 and Force India F1 driver Adrian Sutil sampled three German greats: a 917K, the 936/77 and the wicked 917/30 turbopanzer.



Button tried monster M8D...



... while Perez was thrilled to try MP4/4

McLAREN'S FLYING COLOURS

Fifty years after New Zealander Bruce McLaren founded his eponymous enterprise – behind Ferrari, which had a 16-year head start, the most successful in Formula 1 history – the marque's legacy at the forefront of racing was beautifully demonstrated through a pageant of its greatest cars.

A brace of tubeframe McLaren M1A sports-racers were the earliest representatives on site. F1 racer-turned-pundit Karun Chandhok leapt at John Bladon's offer of a run in his Chevrolet V8-powered machine, the urbane Indian (a scholar of the sport) delighting in its surfeit of power over grip.

McLaren and Kiwi compatriot Denny Hulme quickly made big-banger sportscar racing their own on the other side of the Atlantic, dominating the Can-Am championship from '67-'70 in their papaya-hued powersledges. Tragically, Bruce lost his life at Goodwood motor circuit while testing an M8D in June 1970, but a sister car did sterling service over the weekend.

Jenson Button, Chris Goodwin and Oliver Turvey all had a shot in it and emerged with huge grins. McLaren International usually ran their cars in a cavalcade, with F1 world championship-winning 1974 M23, '88 MP4/4, '98 MP4/13 and 2008 MP4-23 showing onlookers – many too young to have seen them all in period – the cars of Emerson Fittipaldi, Ayrton Senna, Mika Hakkinen

"Jenson Button, Chris Goodwin and Oliver Turvey all had a shot in the M8D and emerged with huge grins"

and Lewis Hamilton respectively.

Button's first-year team-mate Sergio Perez was made up to get a shot in his childhood hero Senna's Honda-powered car and the classic Cosworth DFV-motivated M23. Nick Heidfeld was reunited with the MP4/13 in which he set the Goodwood hill record in '99, while Kevin Magnussen did most of the work in the most recent machine.

Also in the segues were Johnny Rutherford's 1974 Indianapolis 500-winning MP16C with its barking turbocharged Offenhauser engine (owned by Patrick Ryan), the Ueno Clinic F1 GTR in which JJ Lehto, Yannick Dalmas and Masanori Sekiya won the '95 Le Mans 24 Hours, and a current MP4-12C GT3.

McLaren also used the Festival to launch its extraordinary new 850bhp V8 twin turbo-powered P1 supercar, which is laden with F1 technology developed in-house. Button gave it plenty of welly on Saturday, as did development chief Goodwin.

MARTINI MAGIC

The iconic stripes of the Italian drinks brand are among the very best in motorsport liveries. And to celebrate the firm's 150th anniversary, a stunning array of cars was assembled at Goodwood



38



PORSCHE 911 SC SAFARI

The three-litre, flat-six Porsche rally car was used by SuperSwede Bjorn Waldegaard in a one-off outing in the 1978 Safari Rally, the year before he took the inaugural drivers' world title. He finished the African marathon in fourth place, some 90 minutes behind the winning Peugeot 504 of Jean-Pierre Nicolas

FORD FOCUS WRC

Britain's first world rally champion Colin McRae joined Ford for the 1999 season and would win nine rallies aboard the Martini-liveried Focus WRC over the next four seasons. This M-Sport-prepared car is the one in which the great Scot took his penultimate win, on the Acropolis Rally of 2002. It had also guided him to victory in Cyprus the previous season



JAGUAR XJ220

Now prepared by Don Law, father of 2013 Festival of Speed Shootout winner Justin, this Jaguar XJ220 was campaigned by Italian Gianni Guidici in the 1993 Italian GT Championship. The 3.5-litre, 550bhp, Tom Walkinshaw Racing-created machine was driven in last weekend's 20th anniversary festival by event host Lord March's son Charles Settrington



DOUG PETERS

HAWKINS

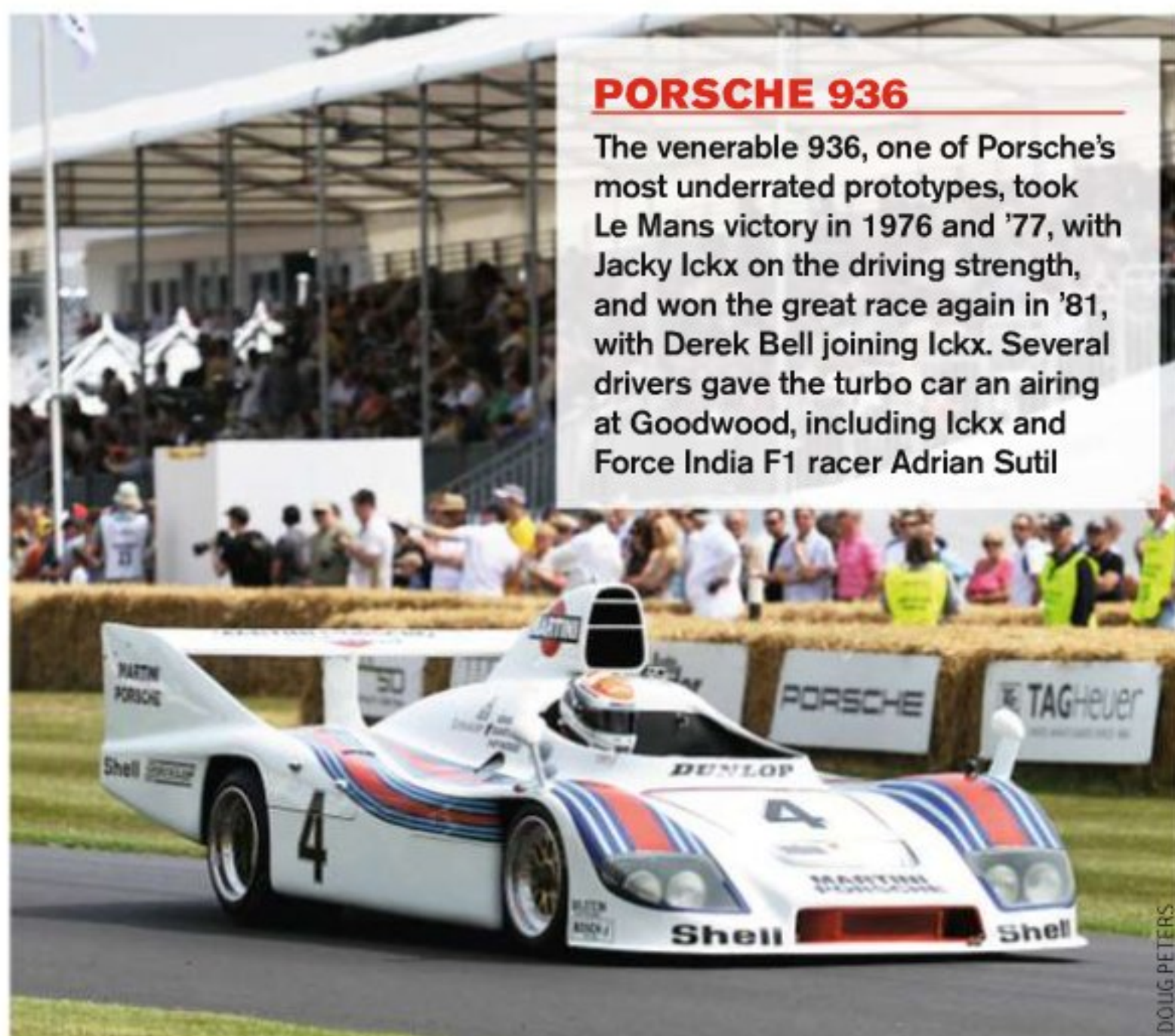


PORSCHE 935-78 'MOBY DICK'

The monstrous, 845bhp Porsche 935-78, dubbed 'Moby Dick' after its whale-tale aerodynamic add-ons, blitzed the field on its debut, the 1978 Silverstone 6 Hours World Championship for Makes qualifier. Jacky Ickx and Jochen Mass took a seven-lap victory over the 'normal' Kremer Racing 935-77 of Bob Wollek and Henri Pescarolo

PORSCHE 936

The venerable 936, one of Porsche's most underrated prototypes, took Le Mans victory in 1976 and '77, with Jacky Ickx on the driving strength, and won the great race again in '81, with Derek Bell joining Ickx. Several drivers gave the turbo car an airing at Goodwood, including Ickx and Force India F1 racer Adrian Sutil



DOUG PETERS

LANCIA LC1 GROUP 6

The strikingly slippery Group 6-spec Lancia LC1 was the Italian firm's attempt at circumventing the new, fuel-formula Group C regulations for 1982. The car won three races that year – at Silverstone (beating the all-new Porsche 956), Nurburgring and Mugello – before making way for the Group C-spec LC2 in '83



HAWKINS



BLOXHAM/LAT

PORSCHE 911 GT3 CUP

Collective cheers went up when Martini announced that it would be celebrating its 150th anniversary by sticking its famous stripes on the Porsche 911 GT3 and be driven in the Spanish and Monaco GP-supporting Supercup events by rally legend Sebastien Loeb. And it will appear again at the Italian GP meeting in the hands of Emanuele Pirro

Book extract

MARTIN BRUNDLE

In a new book launched at Goodwood, the Formula 1 veteran and sportscar world champion reflects

1984-1987

Formula One - Part 1

1985

Martin Brundle on ...

Stefan Bellof

"Stefan Bellof was incredible at Tyrrell. In fact, Bellof was just crazy. He was just so brave and so fast. I saw him pull some moves. He'd be overtaking me and I'd be trying to follow him through the pack, because we were always nose-to-tail in the Tyrrells, the pair of us. He was either on my tail or I was on his tail. Then he'd pull a couple of moves and I'd be like, 'Come on Martin, get on with it, get on with it, he's getting away, he's getting away!' Next thing is, he'd be three cars behind me because he'd gone off somewhere. He was absolutely crazy. And I watched him die, sadly. I was about to jump in the Jaguar in the pit lane, the old pit lane at Spa, and watched him go in. And that was horrible, absolutely horrible. I rang Ken to say, 'Stefan's dead,' and I didn't even get a chance to say anything. I said, 'Hello Ken, it's Martin,' and Ken went, 'I know,' and put the phone down. Ken didn't want us to do sports car racing because he thought it was dangerous. I was in a carbon Jaguar but Stefan was in the aluminium Porsche 956."

"I liked the safety of the Jaguar's carbon chassis but head protection was limited to one small headrest." (Martine Walkinshaw)



Jonathan Palmer

Legacy

"In 1985, it was my turn to smash myself up, this time in the Porsche 956 at Spa, breaking my leg badly. Injuries and fatalities then were not unusual, particularly in the Group C sportscars that we both raced, and we've both ended up with minor disabilities that few will know niggle us most days."

"That, the general motorsport struggle, and mainly the fact that we were both pretty straightforward determined guys, brought us together as very close friends, and we would regularly holiday together with our wives, mainly en route between the Japanese and Australian GPs - Fiji and Dunk Island were great fun!"

"Driver and car at rest. Drivers would not be allowed near the car without team gear these days." (Martine Walkinshaw)

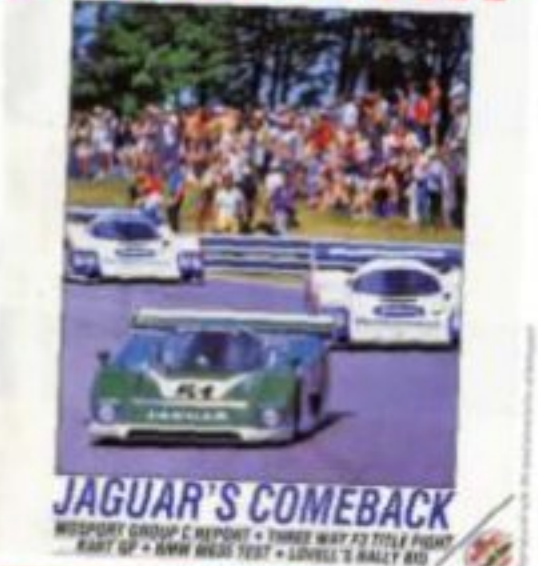
Roger Silman

Bellof's Fatal Accident

"At that time, the pits were after the hairpin so we watched the accident from the pit road so it was very distressing and unpleasant, as it often was in those days. Remember this was Martin's team-mate in the Tyrrell but Martin was totally professional, and I felt that he withdrew into himself. I always thought he had a lot of inner strength - very quiet but he continued to get on with it. I admired him for that. It showed a very strong person. And then Tyrrell stopped him racing sportscars, so that was the end of that."



AUTOSPORT



JAGUAR'S COMEBACK
MARTIN BRUNDLE'S RETURN TO RACING
AND THE RACE TO WIN THE 24 HOURS OF SPA

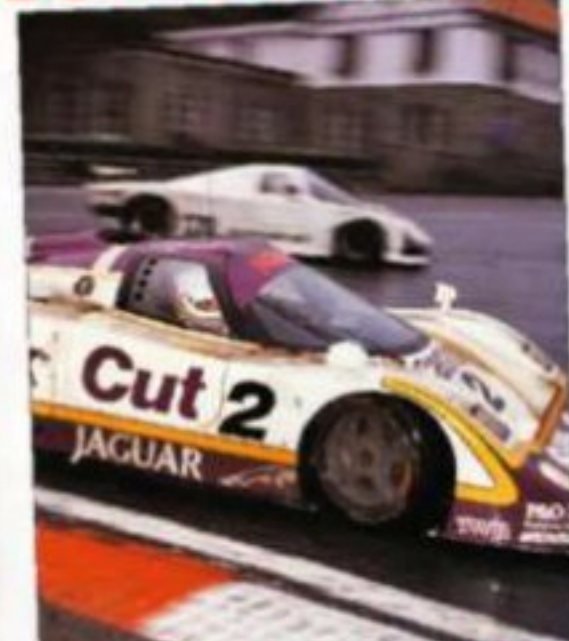
1985
By Martin Brundle
When Stefan Bellof died in August, I had a sense of relief. It was a relief because I had a close friend who was a very good driver and a very good person. I had known him since we were both young. He was a very brave and fast driver. I saw him pull some moves. He'd be overtaking me and I'd be trying to follow him through the pack, because we were always nose-to-tail in the Tyrrells, the pair of us. He was either on my tail or I was on his tail. Then he'd pull a couple of moves and I'd be like, 'Come on Martin, get on with it, get on with it, he's getting away, he's getting away!' Next thing is, he'd be three cars behind me because he'd gone off somewhere. He was absolutely crazy. And I watched him die, sadly. I was about to jump in the Jaguar in the pit lane, the old pit lane at Spa, and watched him go in. And that was horrible, absolutely horrible. I rang Ken to say, 'Stefan's dead,' and I didn't even get a chance to say anything. I said, 'Hello Ken, it's Martin,' and Ken went, 'I know,' and put the phone down. Ken didn't want us to do sports car racing because he thought it was dangerous. I was in a carbon Jaguar but Stefan was in the aluminium Porsche 956."

▲ Brundle raced in deadly Group C era, but loss of F1 team-mate Stefan Bellof was close to home...

◀ ...and came soon after Manfred Winkelhock was killed at Mosport - where Martin was on the podium

▶ Happier times: by 1988, Brundle was focused purely on sportscars, and the world title followed

AUTOSPORT



JAGUAR'S TITLE
SAUBEN'S SPA BUT TWR RETAINS WORLD TITLES CHAMPION
BMW'S MANX SURPRISE • SANCHEZ STORMS LYDGEN

1988
By Martin Brundle
I have memories of him before reading his book. Before Martin started in F1 in 86, I had begun my first year of driving racing in the Tyrrell F1 team. Stefan Bellof was my first driver. I looked up to him and tried to emulate his style. I was particularly impressed by his speed and his ability to control the car. I was very lucky to have Stefan as my first driver. He was a very brave and fast driver. I saw him pull some moves. He'd be overtaking me and I'd be trying to follow him through the pack, because we were always nose-to-tail in the Tyrrells, the pair of us. He was either on my tail or I was on his tail. Then he'd pull a couple of moves and I'd be like, 'Come on Martin, get on with it, get on with it, he's getting away, he's getting away!' Next thing is, he'd be three cars behind me because he'd gone off somewhere. He was absolutely crazy. And I watched him die, sadly. I was about to jump in the Jaguar in the pit lane, the old pit lane at Spa, and watched him go in. And that was horrible, absolutely horrible. I rang Ken to say, 'Stefan's dead,' and I didn't even get a chance to say anything. I said, 'Hello Ken, it's Martin,' and Ken went, 'I know,' and put the phone down. Ken didn't want us to do sports car racing because he thought it was dangerous. I was in a carbon Jaguar but Stefan was in the aluminium Porsche 956."



SCRAPBOOK

on his career – with a little help from 50 friends and colleagues



STALEVIAT

1988-1990 World Sportscar Champion

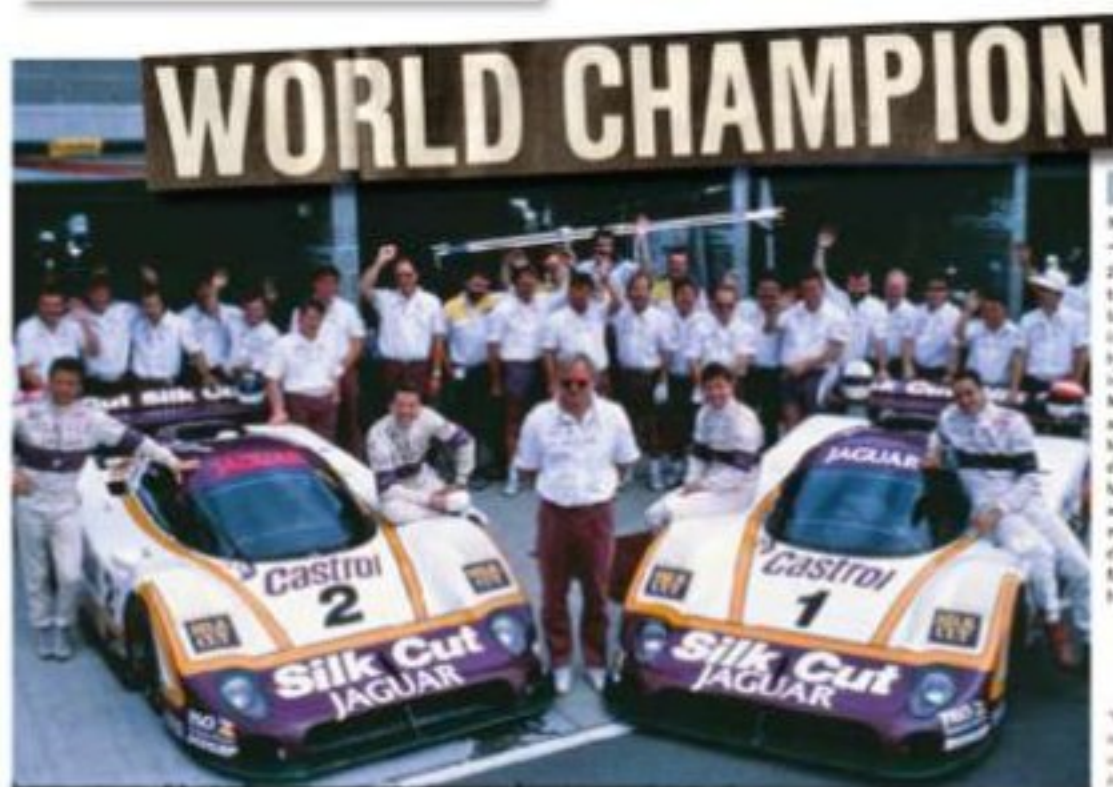
1988

1988

Respect For The Bold
 "In 1988 the Guild of Motoring Writers chose him as their Driver of the Year which was great because that was recognition for what he had achieved. It's not exactly the Oscars, but over the years, many of the winners decided not to attend because they were Formula 1 drivers or something and why should they? But Martin came, and I remember him saying to me "You know, I'm really stuffed with this and I'm going to make the most of it". He got up and gave a 1000 word speech about his life, which was quite good. Normally, if there were three, the winner would read out, shake hands, have their picture taken and go and sit down with the trophy. Martin actually took the trouble to say thank you to us to say what it meant to him. Again that stands out in my mind - smart guy."

DATE	RACE	HOW THEY FINISHED
March 12	Le Mans 1988	1st BRUNDE
April 10	Silverstone 1988	1st BRUNDE
May 7	Silverstone 1988	1st BRUNDE
July 13	Brands Hatch 1988	1st BRUNDE
July 22	Brands Hatch 1988	1st BRUNDE
August 1	Knockhill 1988	1st BRUNDE
August 14	Thruxton 1988	1st BRUNDE
September 1	Thruxton 1988	1st BRUNDE
September 14	Thruxton 1988	1st BRUNDE
October 1	Thruxton 1988	1st BRUNDE
October 14	Thruxton 1988	1st BRUNDE
October 28	Thruxton 1988	1st BRUNDE

"In many ways, my friend Steve, taking the Championship against Mercedes and Porsche and many others."



Martin Brundle
Mechanical Savant
 "When I was 17, we had done the 24-hour race. Consistency and kindness to the car was something that father had taught me both so when we got in a car you could just run it for 24 hours. That is an another very important ingredient in Martin's sports car and Le Mans success - not only understanding and feeling a car at an early age by building from and stripping from and using his own experience but also then by actually driving them for 24 hours and understanding when the car feels stressed and when to change gear, when to change temperatures, etc. All of those formative years were very important to him becoming a World Champion."

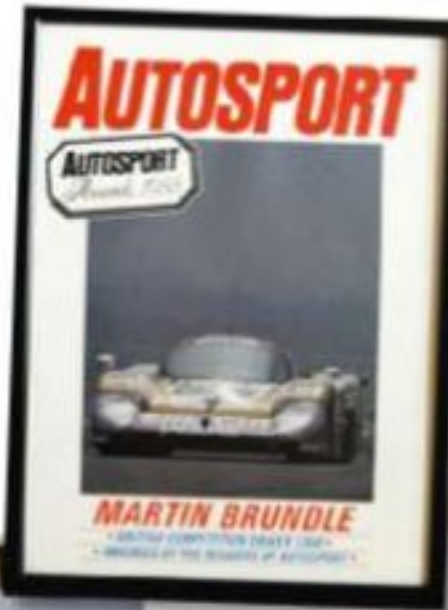
"He was, the driver is only the first bit in a very long chain." (Liz Brundle)

Murray Walker
Best Of The Best
 "Martin is a sports car World Champion - the best. So, he may have been unfortunate in Formula 1, but it was counterfactual, in some extent, by his success in sports cars."



Neil Coulson
 "I came to the John [Braham] very much indeed. He said 'I've got this sort of immediate air of being the thoroughly professional F1 driver that Martin had. He was almost too nice a bloke. I thought Martin was up against strong competition in our team but he always came out on top. I'd say that he never had an off-day which is also something that you do ultimately get. My summary at the end of that season was - this is what I wrote at the time: 'That Martin is a very worthy World Champion in a great understatement and he ended up in a class of his own.' It was very unfortunate for him that so few people in F1 understood that point just how good he was."

"The accolades and awards come thick and fast. My much treasured Degree Trophy is shown below and my photo to the left. The Degree Trophy is awarded to the British national who accomplishes the most outstanding demonstration of the possibilities of transport by land, sea, air, or water. The trophy is named in honour of Sir Henry Degree, and has been awarded in most years since 1935."



"This was a very early Autosport Award in which I was 15th. I was 15th then that's a great well good result."



BRABHAM DEAL IS FINALISED
BRUNDE BACK IN FORMULA 1

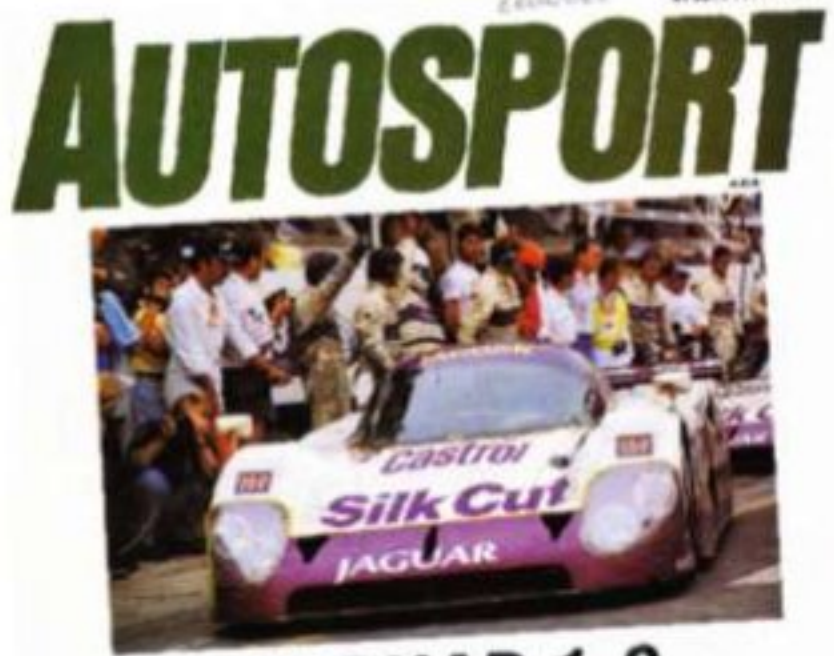
104 Martin Brundle Scrapbook

Martin Brundle Scrapbook 105

▲ World champion as well as AUTOSPORT's British Competition Driver award winner

▼ In 1990, Brundle shared the winning Jaguar in the Le Mans 24 Hours

41



JAGUAR 1-2 AT LE MANS

EPIC STRUGGLE DECIDED IN CLOSING MINUTES
 NEEDLE/SEARS/REID UPHOLD PORSCHE HONOUR IN THIRD

After big achievement come the tiny feet



Roger Silman
Technical Feedback
 "He's always been brilliant at that. If you'd got a new car and wanted to sort it out, you could hardly ask for someone better. He's always been very strong at that."

"A trophy which takes pride of place at home - a good motivator during lesser times."

Ross Brown
Helpful Experience
 "Martin was very helpful to me, because I wasn't so familiar with sports car racing and Martin made that bridge if you like, between Formula 1 and sports car racing. He had involvements in both disciplines so he was able to help me a lot."

PIT & PADDOCK
 EDITED BY TONY DODDINS
Brundle returns to Brabham

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BRITISH IS BEST

Martin Brundle stepped in to help Jaguar take a Le Mans double. Five Britons crewed the top four cars in the world's greatest sportscar race. 26



Liz Brundle
Supreme In Sports Cars
 "I used to love it, as I do with my son now, when he got in a sports car because I just knew there was a stunning performance about to happen. And I was so proud and it was such a pleasure to watch. You just knew that Martin was going to be able to put it on pole, win the race, do longer stints than other people, that type of thing. He was - perhaps some people wouldn't agree with me, I'm biased obviously - but I think he was supreme in a sports car."

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Martin Brundle Scrapbook 125



Brundle: 'As good as Jim Clark'

▲ Brundle turned his hand to rallying, contesting Rally GB in 1996 as well as guiding Colin McRae through a test of his Jordan F1 car

HOW TO GET YOUR COPY

Martin Brundle Scrapbook is available direct from the publishers at www.porterpress.co.uk, by phone on +44 (0)1584 781588, or sales@porterpress.co.uk. The price is £34.95, but as a special introductory offer it is available for £29.95 until October 31.



RACE CENTRE

REPORTS • NEWS • ANALYSIS • OPINION

44 **DTM Norisring** Mattias Ekstrom crossed the line first to end Audi's 11-year winless run, but controversy soon followed, handing Robert Wickens and Mercedes victory





46 Euro F3 Norisring
Lynn (above), Rosenqvist and Marciello win amid drama



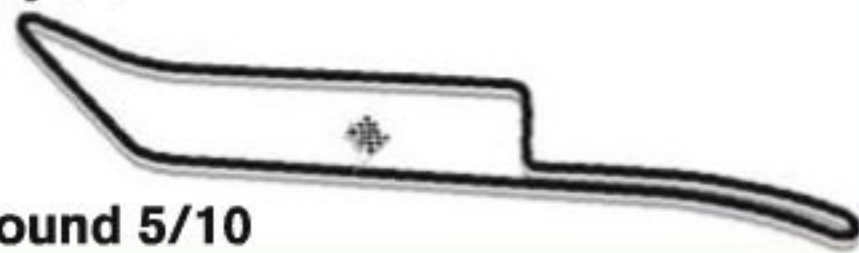
48 IndyCar Toronto
Two wins put Scott Dixon right back in title fight



53 Auto GP Mugello
Four winners in two races and disaster for points leader Sato

DTM Norisring (D)

July 14



Round 5/10

RESULTS

83 LAPS, 118.62 MILES

1	ROBERT WICKENS (CDN)	1h12m17.344s
	HWA Mercedes C-coupe; Grid: 1st-48.384s	
2	CHRISTIAN VIETORIS (D)	+3.363s
	HWA Mercedes C-coupe; Grid: 10th-48.465s	
3	DANIEL JUNCADILLA (E)	+4.393s
	RSC Mucke Mercedes C-coupe; Grid: 7th-48.410s	
4	MIKE ROCKENFELLER (D)	+5.765s
	Phoenix Racing Audi RS5; Grid: 21st*-48.644s	
5	BRUNO SPENGLER (CDN)	+10.260s
	Schnitzer Motorsport BMW M3; Grid: 2nd-48.443s	
6	ROBERTO MERHI (E)	+15.948s
	HWA Mercedes C-coupe; Grid: 20th-48.848s	
7	JOEY HAND (USA)	+28.552s
	RBM BMW M3; Grid: 18th-48.636s	
8	ANDY PRIAULX (GB)	+32.263s
	RMG BMW M3; Grid: 6th-48.406s	
9	MARCO WITTMANN (D)	+32.949s
	MTEK BMW M3; Grid: 12th-48.446	
10	DIRK WERNER (D)	+37.780s
	Schnitzer Motorsport BMW M3; Grid: 19th-48.656s	
11	FILIPE ALBUQUERQUE (P)	+40.029s
	Team Rosberg Audi RS5; Grid: 8th-48.454s	
12	TIMO GLOCK (D)	+40.221s
	MTEK BMW M3; Grid: 16th-48.724s	
13	MIGUEL MOLINA (E)	+41.922s
	Phoenix Racing Audi RS5; Grid: 22nd*-48.874s	
14	ADRIEN TAMBAY (F)	+51.445s
	Abt Sportsline Audi RS5; Grid: 11th-48.443s	
15	AUGUSTO FARFUS (BR)	-1 lap
	RBM BMW M3; Grid: 15th-48.628s	
16	EDOARDO MORTARA (I)	81 laps-accident
	Team Rosberg Audi RS5; Grid: 4th-48.490s	
17	GARY PAFFETT (GB)	81 laps-accident
	HWA Mercedes C-coupe; Grid: 3rd-48.460s	
18	JAMIE GREEN (GB)	65 laps-gearshifter
	Abt Sportsline Audi RS5; Grid: 14th-48.465s	
19	PASCAL WEHRLEIN (D)	65 laps-technical
	RMG BMW M3; Grid: 5th-48.356s	
R	MARTIN TOMCZYK (D)	11 laps-accident
	RMG BMW M3; Grid: 17th-48.632s	
R	TIMO SCHEIDER (D)	0 laps-split brake hose
	Abt Sportsline Audi RS5; Grid: 13th-48.459s	
DQ	MATTIAS EKSTROM (S)	Breach of parc ferme rules
	Abt Sportsline Audi RS5; Grid: 9th-48.456s	

Winner's average speed: 98.45mph. Fastest lap: Vietoris, 48.572s, 105.92mph.
* - 10-place grid penalty.

CHAMPIONSHIP

1	ROCKENFELLER	71	6	WITTMANN	34
2	SPENGLER	69	7	FARFUS	33
3	VIETORIS	58	8	WERNER	23
4	WICKENS	52	9	JUNCADILLA	23
5	PAFFETT	47	10	HAND	22

MANUFACTURERS

1	BMW	200	3	AUDI	113
2	MERCEDES	192			

POINTS SYSTEM EXPLAINED

In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers.



Tomczyk (r) exited again

FOR IN-DEPTH RESULTS forix.autosport.com



Ekstrom celebrates his premature win

Ekstrom's victory joy soon turns to despair

WHO WON THE NORISRING DTM RACE OF 2013? IF you were answering as the chequered flag was hung out, the answer was Mattias Ekstrom, and in time it still might be.

For now though, the answer is Robert Wickens, following the on-the-road victor's exclusion for breaching the post-race parc ferme rules when his father Bengt poured the contents of a water bottle into his son's left pocket as they celebrated ending Audi's 11-year Norisring drought.

This, according to race officials, breached Article 44.1 of the DTM Sporting Regulations governing parc ferme protocols. Unsurprisingly Abt Sportsline served notice of its intent to contest it on Sunday night and was due to lodge the appeal within 48 hours.

"I didn't know why it happened," said Ekstrom after the race, and three hours before he was informed of his exclusion. "I recognised it only when I felt my leg get cold."

Was it an in-joke by father and son or perhaps a contrived attempt to tip him over the weight limit once he got to the scales? All will become clear within the next few weeks, but for now HWA Mercedes man Wickens, his team-mate Christian Vietoris and rookie Daniel Juncadella are listed as the top three - Juncadella equalling the best DTM result for a Spaniard.

Ekstrom got into a winning position through strategy. He and Audi stablemate Edoardo Mortara started on the harder 'standard' Hankook tyres and neither wasted any time in making the first of their pair of mandatory stops once the pit window opened on lap six.

This was always going to be a no-brainer on the strategy front. What dropped the race right into the laps of the Audi drivers, however, was the appearance of the safety car on lap 12 to allow Martin Tomczyk's car to be cleared from the track after a door-banging match with Juncadella resulted in the German hitting the wall exiting Turn 1.

In came more or less everyone who had started on the softer option tyres (on which Mortara and Ekstrom had switched to). This included polesitter and race leader Wickens and his



Wickens is the winner, for now

pursuant, BMW's Bruno Spengler.

Although neither was delayed by the safety car, both had their strategies severely compromised by effectively being forced to pit earlier than planned. Both emerged behind new leader Mortara, who had been third before the stops.

Ekstrom, fourth as the safety car pitted, moved past Spengler's Schnitzer BMW for third at The Esses on the next lap and soon got by Wickens as well to close onto Mortara's tail.

Having spent two thirds of the race behind the Italian's Team Rosberg RS5, Ekstrom struck. As Mortara slid wide, and using superior front-end bite at Turn 1 to out-drag the Italian into the Esses, he put his Abt Sportsline-run car in front.

Ekstrom completed a 66-lap stint on options that BMW motorsport Jens Marquardt declared "simply don't go off" and pitted for the final time just before the pit window closed to effectively seal his victory.

Behind him all hell broke loose and what should have been a straight fight to the flag for second between Mortara and Gary Paffett - the Brit having turned in a sensational 68-lap stint on standard rubber to recover from a jumped-start penalty and a botched first stop to bring himself into podium contention - got controversial and ended up with both drivers in the wall and up to the stewards' office (see right).

The upshot was that Wickens was able to pass both and reclaim second, which later became victory, for now at least. Whether it stays that way is anyone's guess.

IN THE PADDOCK

Jamie O'Leary



"CAR #11 UNDER INVESTIGATION" WAS THE message that flashed up on the media centre timing screens at the Norisring.

"Hang on. That's Ekstrom," said one colleague.

It was. Cue a chain of confusing events that would lead to the race winner's exclusion once most attendees had long since departed the circuit.

The details of Bengt Ekstrom pouring water into his son's pocket have been debated since Sunday.

Did it give Mattias an advantage? No. His car weighed in a good 7kg above the minimum limit, and he'd have to have had a fishtank dumped down his overalls to get anything like that kind of weight of moisture absorption.

So why do it at all? Was it a family tradition or something more sinister? I have no idea.

German motorsport federation the DMSB confirmed to AUTOSPORT on Monday that Article 44.1, which Ekstrom is deemed to have breached, considers the driver to be a part of the car in parc ferme, and that any stepping out of line, such as went on, warrants only one penalty: elimination.

Trouble is, the word 'driver' is nowhere to be seen within that particular sub-article, and it is on this technicality that Audi and Abt Sportsline will undoubtedly base their case.

The appeal itself is unlikely to be heard until the next-but-one court session of the DMSB, ie after the next DTM round at Moscow Raceway. Now, I don't particularly think anyone wants that, do they?



REMEMBER WHEN

APRIL 22, 2007



MUCKE LAST SCORED A PODIUM?

Daniel Juncadella's third place for RSC Mucke was the team's first since Hockenheim in 2007 when Daniel la Rosa also inherited the spot following a penalty for Bruno Spengler.

US series eyes sportscar tie-up

THE ALL-NEW DTM AMERICA CHAMPIONSHIP

is likely to run on the support bill of the new United SportsCar Racing series when it gets underway within the next few years.

Both series will be run by Grand-Am, whose president Ed Bennett was at the Norisring to attend the inaugural meeting of the DTM Steering Committee. The meeting, which also featured representatives from DTM promoter the ITR, the motorsport federations of Japan and Germany plus Super GT, Honda, Nissan and Toyota, announced last Saturday that the DTM, Super GT and US series will use identical technical rules from 2017.

Bennett told AUTOSPORT: "I think it would be a great complement [to USR] but also to other series too, because it's a different product to what's currently available. It just depends on what opportunities present themselves.

"Initially you want to launch into a marketplace in a situation where there are people to expose it to."

Bennett did not rule out the championship running on the IndyCar support bill either.



"I think there's an opportunity. We do a lot of companion events with IndyCar with the American Le Mans Series and Grand-Am and they're very good to work with."

ITR chairman Hans Werner Aufrecht said that the US series – which does not have a title yet – would not carry DTM branding within its moniker.

"Super GT has a Japanese name and the American series will have an American name," he said.

Paffett, Mortara land penalties

GARY PAFFETT AND EDOARDO MORTARA

were each given a five-place grid penalty, suspended for two races, after two great drives last Sunday were ended by events that took place on three rather ugly late laps.

The pair had three separate incidents as they debated the podium spots.

Paffett, who had recovered from a jumped-start penalty by making both of his mandatory stops during the second safety-car period, was forced to go off the track to pass Mortara's Audi for second as the Italian exited the pits from his final stop with nine laps to go.

A lap later he was hit from behind by Mortara under braking for Turn 1, both cars receiving damage and Paffett losing three places as a result of failing to get round the corner.

"That was unacceptable driving," Paffett said. "I knew he had DRS, but he just didn't brake. I hugged the inside line all down the straight so he could have gone outside.

Mortara retorted: "He went a bit right and I saw a gap, and then he moved back to the left and braked. I was too close to avoid him."

On the penultimate lap the pair collided again, this time at Turn 4. And it ended both their races.

"I knew he was pissed off with me from the last incident," said Mortara. "So I was expecting something, but he's just pushed me into the wall."

Paffett disagreed, saying: "He went inside, I got past and gave him a car's width, and he just turned left and spun me round. What can you do?"



ROCKENFELLER PUT TO BACK ROW

Championship leader Mike Rockenfeller started from the back row at the Norisring, but made both his mandatory pitstops during the early safety-car period and benefitted to finish fifth and increase his points advantage over Bruno Spengler to two points with half the season gone. Rockenfeller and Phoenix Audi team-mate Miguel Molina both suffered 10-place grid penalties after their cars were taken out of parc ferme after qualifying.

SPENGLER WANTS BMW ACTION

Champion Bruno Spengler has called on BMW technical staff to get to the bottom of set-up issues that left him unable to match the pace of the fastest Audis and Mercedes at the Norisring. The Schnitzer driver, who qualified second, finished sixth – one place behind back-row starter and title rival Mike Rockenfeller. "I don't know how I start second and finished behind a guy who started last," he said. "It's not right."

SCHEIDER HAS LUCKY BRAKE

Timo Scheider believes he had a lucky escape after a split hose caused brake fluid, bound for the front calipers, to spray out over his feet instead. "It meant that I couldn't hold the brake on as there was no pressure in the pedal, so I couldn't go through the starting procedure and I stalled. If I'd got away, I'd have got to Turn 1 with no brakes. I think we're all lucky this happened."

ALBUQUERQUE TO SUPERSTARS

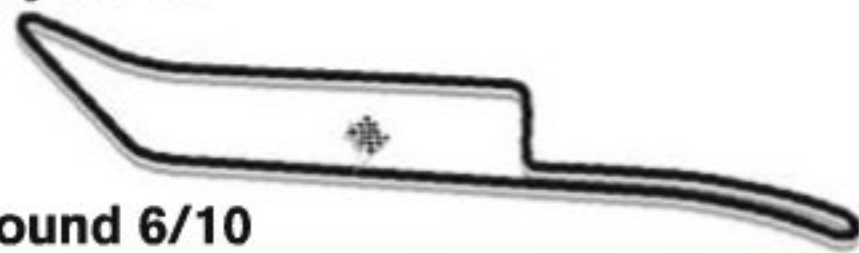
Rosberg Audi driver Filipe Albuquerque will take part in this weekend's Superstars GT Sprint event at the Algarve circuit in his Portuguese homeland. Albuquerque will drive an R8 LMS run by the German MTM team, joining up with regular driver Thomas Schoffler.

MERCEDES ON PARADE

Mercedes celebrated 25 years as a manufacturer entrant in the DTM with a parade of historic machinery on Saturday and Sunday afternoons. Among those behind the wheel of the cavalcade of 190Es, C-classes, and more modern CLKs, were Bernd Schneider, Harald Grohs and David Coulthard.

EURO F3 Norisring (D)

July 13-14



Round 6/10

RESULTS

RACE 1: 39 LAPS, 55.74 MILES

1	RAFFAELE MARCIELLO (I)	35m46.130s
Prema Powerteam Dallara-Mercedes F312; Qualifying: 2nd-48.998s		
2	FELIX ROSENQVIST (S)	+0.336s
Mucke Motorsport Dallara-Mercedes F312; Qualifying: 1st-48.997s		
3	ALEX LYNN (GB)	+1.178s
Prema Powerteam Dallara-Mercedes F312; Qualifying: 4th-49.004s		
4	FELIX SERRALLES (USA)	+2.077s
Fortec Motorsport Dallara-Mercedes F312; Qualifying: 3rd-48.999s		
5	TOM BLOMQUIST (GB)	+3.680s
EuroInternational Dallara-Mercedes F312; Qualifying: 7th-49.200s		
6	HARRY TINCKNELL (GB)	+7.231s
Carlin Dallara-Volkswagen F312; Qualifying: 8th-49.251s		
7	JANN MARDENBOROUGH (GB)	+9.124s
Carlin Dallara-Volkswagen F312; Qualifying: 21st-49.522s		
8	ROY NISSANY (IL)	+12.463s
Mucke Motorsport Dallara-Mercedes F312; Qualifying: 11th-49.349s		
9	ANDRE RUDERSDORF (D)	+17.201s
Ma-con Dallara-Volkswagen F312; Qualifying: 27th-50.244s		
10	MICHAEL LEWIS (USA)	+17.616s
Mucke Motorsport Dallara-Mercedes F312; Qualifying: 13th-49.365s		

Winner's average speed: 93.50mph. Fastest lap: Auer, 48.697s, 105.65mph.

RACE 2: 42 LAPS, 60.02 MILES

1	LYNN	34m22.297s
Qualifying: 2nd-49.090s		
2	ROSENQVIST	+1.257s
Qualifying: 3rd-49.149s		
3	MARCIELLO	+2.355s
Qualifying: 1st-49.016s		
4	ALEXANDER SIMS (GB)	+3.258s
T-Sport Dallara-Nissan F312; Qualifying: 4th-49.158s		
5	PIPO DERANI (BR)	+11.396s
Fortec Motorsport Dallara-Mercedes F312; Qualifying: 9th-49.311s		
6	SERRALLES	+12.271s
Qualifying: 5th-49.175s		
7	BLOMQUIST	+12.672s
Qualifying: 8th-49.269s		
8	TINCKNELL	+13.647s
Qualifying: 6th-49.254s		
9	JORDAN KING (GB)	+19.545s
Carlin Dallara-Volkswagen F312; Qualifying: 11th-49.422s		
10	LEWIS	+20.098s
Qualifying: 12th-49.439s		

Winner's average speed: 104.78mph. Fastest lap: Marciello, 48.363s, 106.38mph.

RACE 3: 42 LAPS, 60.02 MILES

1	ROSENQVIST	34m12.917s
Qualifying: 2nd-48.761s		
2	MARCIELLO	+4.993s
Qualifying: 1st-48.567s		
3	LYNN	+9.377s
Qualifying: 3rd-48.797s		
4	BLOMQUIST	+12.024s
Qualifying: 4th-48.860s		
5	SIMS	+13.579s
Qualifying: 6th-48.931s		
6	LUCAS AUER (A)	+13.733s
Prema Powerteam Dallara-Mercedes F312; Qualifying: 5th-48.891s		
7	DERANI	+16.433s
Qualifying: 9th-49.016s		
8	TINCKNELL	+17.248s
Qualifying: 7th-48.973s		
9	KING	+17.944s
Qualifying: 11th-49.019s		
10	SVEN MULLER (D)	+22.433s
Ma-con Dallara-Volkswagen F312; Qualifying: 16th-49.235s		

Winner's average speed: 105.26mph. Fastest lap: Rosenqvist, 48.306s, 106.51mph.

CHAMPIONSHIP

1	MARCIELLO	297.5	6	BLOMQUIST	122.5
2	ROSENQVIST	273	7	SERRALLES	96
3	LYNN	188.5	8	KING	80
4	AUER	173	9	MULLER	61
5	TINCKNELL	146	10	HILL	56

POINTS SYSTEM EXPLAINED In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers.

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Lynn (2) and Marciello each had a win

Marciello begins to feel Euro title pressure

THE NORISRING'S PROPENSITY FOR THE WEIRD continued in style last weekend. This is the place, lest you forget, that in 2012 brought you the race with no winner. In 2013, as far as the Formula 3 European Championship was concerned, it provided three races with four different winners...

Raffaele Marciello arguably had a small edge on speed, but the Ferrari junior could only take one race win – and that was initially given to eighth-placed finisher Tom Blomqvist after 12 drivers were penalised 20 seconds, in lieu of drive-throughs, for speeding under yellow flags. When it was discovered that those yellow flags didn't actually exist, seven of these penalties were revoked (see column, right) and the points leader had his win back.

Alex Lynn and Felix Rosenqvist were the other winners, and for both men this was an event that gave them a huge psychological boost.

There's never been any doubt that Lynn has the art of driving quickly in an F3 car handled, but his biggest problem had been starts, to the extent that at Brands Hatch he converted three poles into just one win. In Germany last weekend everything clicked: his win in the second race came after beating poleman Marciello off the line, the Italian then getting constantly outfumbled over the first lap and a bit as he tried to recover positions but ending up running wide in his efforts and dropping to fifth.

Marciello would recover to third, and his hassling of Rosenqvist and Alexander Sims – and the defensive driving they needed to implement – would present Lynn with the opportunity he needed to build a buffer to leave himself safe from harm for when the backmarkers became a factor.

Lynn added two thirds to his win, and in the final race another good getaway had him alongside Rosenqvist into the first corner. "To get alongside the master of starts was quite nice," acknowledged the Brit, who lacked pace early in this race while he bedded in new brake pads. Once he had been let off the leash to attack the braking zones, he pressured Marciello, who had overshot the Turn 1 hairpin in a failed attempt to defend his lead from Rosenqvist.

Lynn had taken pleasure in winning at this venue – "I was really slow here last year and I've come away with a win I wasn't expecting. It feels really nice" – and the same went for Rosenqvist.

The Swede never got to grips with the Norisring in 2011 or '12; last year he qualified 21st while



Blomqvist, Derani and Muller fought

Mucke Motorsport team-mate Pascal Wehrlein started from pole. He was never expecting to match Prema Powerteam boys Marciello and Lynn here, suspecting that perhaps the heavy braking that is so important at the track did not suit his technique.

Pole in the first session, in which the top four were covered by 0.007 seconds(!), removed the first obstacle, and then he also had to go through a potentially mind-fuddling day on Saturday, when he raced under appeal due to a fuel issue discovered after qualifying (see story, right). But he showed tremendous mental strength and, when he pressured Marciello into the error that gave him the lead of race three, his satisfaction was complete.

Rosenqvist was more daring than the Prema guys in running a single-plane rear wing to boost straight-line speed in the races, and this undoubtedly helped him cruise onto Marciello's tail, but he then scorched clear by lapping a tenth or more faster per lap. It meant he eroded Marciello's points lead by three over the weekend.

"I've removed my jinx from this track," he said. "If I can get pole and win here, I can win anywhere."

Marciello, sporting an odd quasi-Mohican haircut of questionable aero qualities, seemed a little grumpy to come away from the Norisring with 'only' one win. That was a scrappy race, in which two safety cars bunched the field and meant there was little chance of overtaking at the front, as any move risked T-boning the guy who was two cars ahead in the queue. A missed gearshift out of the final turn at half-distance showed how hard he was pushing, and he did it again on the final lap.

For Marciello, it was unquestionably a better outing than last time out at Spielberg, but he knows that Rosenqvist is on the crest of a wave of confidence that is all-important in F3.

IN THE PADDOCK

Marcus Simmons



ALEXANDER SIMS WANDERED OVER TO TOM Blomqvist and, tongue in cheek, remarked: "Well done Tom – I knew you had it in you!"

Blomqvist had just been elevated from eighth to first in the results of race one due to a raft of 20-second penalties for improving sector times under yellow flags. Not that he and fellow temporary podium men Harry Tincknell and Andre Rudersdorf found out about it until they were sitting on the stage ready for Euro F3 master of ceremonies Rene de Boer to begin his post-race questions.

While Rene did a fine job of keeping a straight face – as the championship backboard crashed down in sympathy – this was a task beyond the drivers, who looked incredulous... before they started laughing.

Seven of the penalties were rescinded when, after requests from teams, officials reviewed video evidence that showed the flags withdrawn – and replaced by a yellow light – for one minute and 23 seconds before the safety car was called.

As Alex Lynn said while alluding to last year's Formula 1 title-deciding Brazilian Grand Prix, if they get excluded, then Fernando Alonso gets given the 2012 world championship instead of Sebastian Vettel.

We could only be thankful that it was post-race time penalties issued, and not drive-throughs that can't be undone.

It also raised the question of how arbitrary a rule this is. Felix Rosenqvist, for instance, missed a penalty by just 0.034 seconds. He said he was being clever in backing off, but if he's that clever I expect to see him solving the global financial crisis, environmental issues and food shortages in the Third World in the next couple of weeks.

Chief steward Francis Murac explained that a right of review exists in FIA regulations. "During two laps, the drivers could not see the yellow flag because there was no yellow flag, so we start again!" he said. "We were very surprised."

MILESTONE

F3 returnee Alexander Sims equalled the best result of 2013 for T-Sport's ThreeBond/Nissan-powered Dallara, with fourth in race two after a dramatic fight for second with Felix Rosenqvist and Raffaele Marciello. Will Buller, the car's former driver, scored the same result in the Monza opener.



Cassidy shines on F3 debut

SOMEONE IS GOING TO HAVE TO REVISE

the EuroInternational logo so that it now reads 'EuroUnternitional', because a team that has always been very Italian now has a fair few New Zealand accents floating around.

Tom Blomqvist, who grew up in NZ, was joined by childhood friend Nick Cassidy at the Norisring, and the Kiwi newcomer did an excellent job on his F3 debut.

He's already beaten F3 aces such as Raffaele Marciello, Alex Lynn, Lucas Auer and Jordan King on his home patch in the Toyota Racing Series, in which he won the 2012 and '13 titles. But it's always tough to break into a new arena halfway through the year.

Cassidy had a day at Spielberg with T-Sport at the beginning of June, but his time with 'EuroUnternitional' amounted to just one shakedown day at a test track near Cremona.

He qualified the car, previously unraced, ninth in the first session, but wasted this by stalling at the start. In an otherwise processional race, his performance was eye-catching as he raced from the back to ninth, only to be one of those penalised for a yellow-flag offence. Later, he was part of an entertaining battle with Carlin



Cassidy's debut caught the eye

men Jordan King and Harry Tincknell in race two.

Being a street track, the Norisring is a venue where you can improvise, and Cassidy's lack of test time will be a major hurdle to overcome in the forthcoming Nurburgring and Zandvoort rounds – both are venues where you really need an F3 technique nailed.

"I've got a pretty good understanding now of where I'm at," he said. "I'm pretty happy with my speed in the races. I've not had much experience with high downforce – it will be completely different, although I will improve."

Controversy fuels Swede

FELIX ROSENQVIST RARELY SEEMS TO GET

worked up about anything, but even so there was a lot of admiration for the way he calmly dealt with an exclusion from Friday's and Saturday's races that was rescinded on Sunday morning.

The Mucke Motorsport Dallara-Mercedes was found to have a non-conforming fuel sample after qualifying. There was no suggestion that the Berlin team was cheating and, while Rosenqvist raced under appeal from his initial grid positions, Mucke technical chief Peter Fluckiger could only speculate that, if there was a discrepancy, it must have arisen from a small error in flushing out the system after using different control fuel at the previous weekend's Masters of F3.

Before Sunday's race, a call to the stewards from the Aral fuel analyst revealed that there was now some doubt over the accuracy of the initial test, and in the light of this the officials had no option but to give Mucke the benefit of the doubt.

It has to be said, there were a few raised eyebrows over the change of tune from Aral, but it was hard to find anyone who begrudged Rosenqvist his results from the weekend. "To come away from this weekend with the most points is something I didn't expect," he said, "especially with this dark cloud hanging over me. I think I managed that quite well – the only thing people wanted to talk about was the exclusion!"



Rosenqvist cast off doubt to take win

SERRALLES RACES WITH INJURY

Felix Serralles returned to F3 after missing the Masters at Zandvoort. After treatment on two cracked vertebrae and bulging L5 and S1 discs in his back, the Puerto Rican missed out on pole by just 0.002s and finished race one fourth, then chased Fortec team-mate Pipo Derani in race two in a fight for fifth. A snapped brake-bias cable hampered him in race three qualifying.

AUER LOSES GOOD RESULT

Lucas Auer was the highest placed of those not to get his time penalty rescinded in race one, in which he had passed Serralles for fourth. The five who remained penalised had improved their sector times while yellow flags were still out. Auer also lost out in the weekend's best battle, for fourth in race three; he suffered front-wing damage when he tapped Tom Blomqvist, and lost fifth to Alexander Sims at the very final corner.

KVYAT: F3 TOO 'RESPONSIVE'!

GP3 racer Daniil Kvyat returned to his F3 Carlin Dallara-VW in style by topping Norisring free practice, but was disappointed to slip down the order in qualifying and failed to finish two of the races due to incidents. The Russian said set-up changes to the sensitive F3 machine for qualifying were partly to blame – and added that similar minor alterations to his GP3 car would have made no difference!

TINCKNELL LEADS VW RUNNERS

Harry Tincknell, second to Carlin team-mate Kvyat in free practice, felt he was similarly afflicted on set-up, but the Silverstone race winner rescued three top-eight finishes to be the top VW-powered driver in each outing. Tincknell felt that the VW might be slightly lacking compared to the Mercedes in fourth and fifth gears, although fellow VW runner Sven Muller, of Ma-con, said he couldn't detect any difference.

GRENHAGEN ABSENT AGAIN

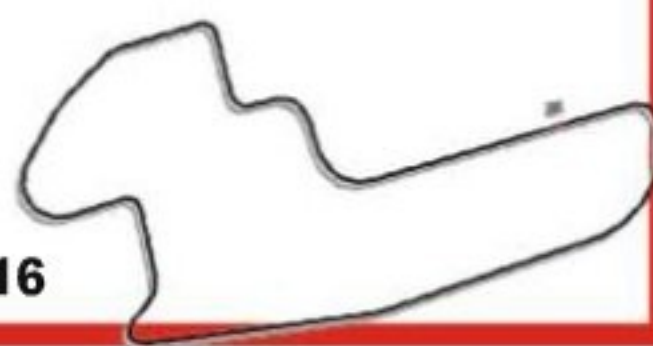
Van Amersfoort Racing remains a one-car team in Euro F3 as Swede Mans Grenhagen has still not found the money to rejoin Dutchman Dennis van de Laar. Team boss Frits van Amersfoort said: "I hope Mans will return, but if not I will go full throttle to find a replacement, if not for Nurburgring [the next round] then for the last few races."

INDYCAR

Toronto (CDN)

July 12-14

Round 11/16



RESULTS

RACE 1: 85 LAPS, 149.175 MILES

1	SCOTT DIXON (NZ)	1h41m17.0605s
Chip Ganassi Racing Dallara-Honda; Grid: 6th-1m00.3228s		
2	SEBASTIEN BOURDAIS (F)	+1.7007s
Dragon Racing Dallara-Chevrolet; Grid: 2nd-59.7701s		
3	DARIO FRANCHITTI (GB)	+2.9116s
Chip Ganassi Racing Dallara-Honda; Grid: 1st-59.6756s		
4	MARCO ANDRETTI (USA)	+3.7273s
Andretti Autosport Dallara-Chevrolet; Grid: 11th-1m00.6027s		
5	TONY KANAAN (BR)	+4.5961s
KV Racing Technology Dallara-Chevrolet; Grid: 4th-1m00.1179s		
6	HELIO CASTRONEVES (BR)	+5.0720s
Team Penske Dallara-Chevrolet; Grid: 8th-1m00.2866s		
7	MIKE CONWAY (GB)	+5.5749s
Dale Coyne Racing Dallara-Honda; Grid: 20th-1m00.9526s		
8	JAMES HINCHCLIFFE (CDN)	+8.6580s
Andretti Autosport Dallara-Chevrolet; Grid: 14th-1m00.5083s		
9	SIMON PAGENAUD (F)	+10.2140s
Schmidt Hamilton Racing Dallara-Honda; Grid: 13th-1m00.4303s		
10	SIMONA DE SILVESTRO (CH)	+10.8797s
KV Racing Technology Dallara-Chevrolet; Grid: 22nd-1m01.1553s		

Winner's average speed: 88.372mph. Fastest lap: Castroneves, 59.8267s, 105.607mph. All drivers in Dallara DW12

RACE 2: 85 LAPS, 149.175 MILES

1	DIXON	1h35m02.3755s
Grid: 1st-58.9686s		
2	CASTRONEVES	+0.8772s
Grid: 3rd-59.1953s		
3	BOURDAIS	+1.7213s
Grid: 7th-59.5421s		
4	FRANCHITTI	+2.7630s
Grid: 2nd-59.1905s		
5	EJ VISO (YV)	+3.5804s
Andretti Autosport Dallara-Chevrolet; Grid: 10th-59.7821s		
6	CHARLIE KIMBALL (USA)	+4.4245s
Chip Ganassi Racing Dallara-Honda; Grid: 15th-59.7871s		
7	CONWAY	+5.0432s
Grid: 23rd-1m00.3919s		
8	JUSTIN WILSON (GB)	+5.4582s
Dale Coyne Racing Dallara-Honda; Grid: 13th-59.7113s		
9	ANDRETTI	+5.8601s
Grid: 17th-59.8207s		
10	ALEX TAGLIANI (CDN)	+7.1766s
Bryan Herta Autosport/Curb-Agajanian Dallara-Honda; Grid: 8th-59.7601s		

Winner's average speed: 94.179mph. Fastest lap: Franchitti 59.7982s, 105.658mph.

CHAMPIONSHIP

1	CASTRONEVES	425	6	KANAAN	307
2	DIXON	396	7	FRANCHITTI	307
3	HUNTER-REAY	356	8	HINCHCLIFFE	305
4	ANDRETTI	355	9	WILSON	296
5	PAGENAUD	309	10	POWER	273

POINTS SYSTEM EXPLAINED:

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



Castroneves kept points advantage

FOR IN-DEPTH RESULTS
forix.autosport.com



Dixon's double header domination

A new-spec Honda and a reformed level of grip helped

Scott Dixon to two wins in Canada. By **MARK GLENDENNING**



LESS THAN A MONTH AGO, SCOTT DIXON WAS seventh in the championship with a points tally roughly two-thirds that of leader Helio Castroneves. How fast things change. IndyCar's quirky schedule, with three races in eight days, happened to coincide with Dixon changing shampoo brands, and all of a sudden the Kiwi is up to second, and just under 30 points in arrears.

Actually, to dismiss Dixon's current form so trivially does both he and Chip Ganassi Racing a disservice. What's going on at the moment is the result of a perfect storm: a recent test at Sebring finally clued the team into where it was going wrong with its damper programme – a genuine game-changer, given that it's virtually the only part of the car open for development. That cured the desperate lack of mechanical grip that has plagued Ganassi all year. Throw in a newer-spec engine from Honda, developed for road and street courses but first deployed to great effect at Pocono, and what was a very clear imbalance between the two engine manufacturers has suddenly become a lot tighter. And then of course there is Dixon himself, still one of the most underrated figures in world motorsport despite his now having more wins than any other active IndyCar driver. Team-mate Dario Franchitti noted in Pocono that one of Dixon's strengths is his ability to deal with an average car.

Toronto was simply a reminder that when he's given a good one, things can get scary.

"Pocono was a big shot in the arm for confidence and getting things together," Dixon said. "It's not one thing [that's made the difference]; it's been a combination of a lot."

He won both races, but the victories came in different ways. On Sunday it was as straightforward as they come. After 65 caution-free laps he was 16s ahead of Castroneves. That gap was erased when James Jakes hit the Turn 5 wall and brought out the yellows, but within just six laps of the restart he'd re-established an advantage of 5.8s. He crossed the line unchallenged due to a final yellow that came too late to allow another restart, but it wouldn't have made any difference.

On Saturday, the initial advantage had lain with team-mate Dario Franchitti, who started from pole with Dixon five grid places further back. Both of Ganassi's lead drivers were fast throughout the weekend but Franchitti's car was harder on its red tyres; a factor that dictated the shape of race one. The Scot was dumping speed after little more than a dozen laps, which allowed the pursuing pack of Sebastien Bourdais, Will Power, and Dixon – who'd been trigger happy with the push-to-pass at the start to make some early gains – to catch him up.

By the time Franchitti was able to rid himself



Dixon's double hauled him up the standings

of his ruined tyres he'd already been relegated to fourth. At this point the leader was Bourdais, but Power cut his 3s lead down to nothing during the pitstop cycle, and then swept past the Dragon Racing driver just after the latter rejoined from the pits. His efforts to pull out a gap were thwarted when Tristan Vautier and Graham Rahal got together and brought out the yellows; an incident that also gave Dixon the opportunity to poach second from Bourdais just after the restart.

Tantalising as the prospect of a Penske v Ganassi battle for the lead seemed, the reality was more clinical. Dixon was steadily catching Power towards the end of the stint, stayed out longer, and rejoined from his second stop just ahead of his rival.

Bourdais also beat Power through the pitstops, and gave Dixon a late fright when he outsprinted the Kiwi on a restart with 10 laps to go. The legality of Bourdais's move was a source of some dispute later – Dixon was convinced that the Frenchman had jumped the restart – but it was declared clean by race control, and the fact that the Ganassi driver was able to reclaim the lead within a couple of laps rendered the matter academic anyway.

With four laps remaining, Dixon would have liked nothing more than a straightforward run to the flag, but that was denied him when a scrap between Alex Tagliani and Simon Pagenaud ended

with Tagliani's car stranded across the middle of the road. That left Dixon facing the prospect of a final restart with a lap to go, but crucially, this time the field was instructed to line up single-file. Bourdais was unable to repeat his challenge, and Dixon's victory was secured.

After a horrendous start to the season, second place for Bourdais was as good as a win and indeed, he celebrated it as such – despite dropping his trophy! He backed it up with a third place on Sunday, despite having to run the entire race without any push-to-pass due to a software glitch.

"I think we've got a really workable base to begin with now," said Bourdais. "It's not perfect. We'll keep at it. But [to go] from where we were to have two podiums is pretty sweet."

It was almost as good a weekend for Franchitti, even if he had to take a more roundabout route toward the result. Once he fell out of contention for the Saturday win, he was running third in the late stages of the race and under pressure from Power. On the final lap, the Penske driver lunged for a gap on the inside that probably wasn't really there, bounced off both Franchitti's car and the wall, and nosed gently into the Turn 3 barrier. At a stroke, he fell from fourth to 15th.

Franchitti, meanwhile, survived the encounter to cross the line in third, only to later be stripped



Power ended up in wall in race one



Bourdais didn't destroy this trophy!

of the podium by a 25s time penalty after race control decided that his defensive manoeuvring against Power constituted blocking. The decision was swiftly rescinded after Ganassi presented series officials with additional evidence.

Franchitti's Sunday race was compromised when he nosed into the back of a Penske car on the first lap, forcing him into the pits with a damaged front wing. He took advantage of the stop to rid himself of his red tyres, capitalising upon a special double-header rule that negates the usual requirement for the reds to be run for a minimum of two green flag laps.

He managed to rejoin without falling off the lead lap, regained a lot of the lost ground through car speed, and finished the job with a bit of help from the late yellows to finish fourth.

Meanwhile, if Power's Saturday afternoon hadn't finished as he'd liked, it at least had demonstrated that he had a decent turn of speed. That returned on Sunday, when he was quick enough to sit comfortably in the top three all afternoon without really threatening the lead. Unfortunately for him, the unhappy ending returned too, again on the final restart. This time, he got out of shape while being passed by Bourdais and ended up collecting Ryan Hunter-Reay, putting both into the wall and dragging Takuma Sato into the barriers as well for good measure.

In contrast, points leader Helio Castroneves' weekend was relatively sedate. He started eighth and finished sixth on Saturday, and spent most of Sunday running second, listening to reports about the rate at which Dixon was extending his lead.

"We had a great car," he said. "But unfortunately it wasn't good enough to finish first because Scott and Ganassi were quicker than us."

It was a tough weekend for some of Andretti's big guns. Hunter-Reay's title defence was dealt a blow when he endured two slow stops and a crash while duelling with team-mate EJ Viso on Saturday, with the Power incident following 24 hours later. Local favourite James Hinchcliffe also struggled, spending Saturday on the fringes of the top 10 and then having his Sunday derailed by a stuck throttle prior to the installation lap. ▶

IN THE PADDOCK



Brit Conway tore through Sunday field

DAVIS/LAT

CONWAY WANTS COYNE RETURN

Mike Conway is hoping to be back in the second Dale Coyne Racing car for Mid-Ohio or Sonoma after his outstanding drive in Sunday's race, in which he climbed from 23rd to seventh. The Brit is already confirmed to drive the car in Houston.

SATO PUT ON PROBATION

Takuma Sato was placed on probation for five races following his pitlane collision with Ryan Hunter-Reay at Pocono two weeks ago. The AJ Foyt Racing driver's probation period began just prior to the Toronto double-header and is scheduled to end at the Baltimore street race in September.

SAAVEDRA'S CREW REVAMP

Weeks after Dragon Racing made an engineering change on Sebastien Bourdais's car, team-mate Sebastian Saavedra arrived in Toronto with an almost entirely new pitcrew after team boss Jay Penske released all but two of the Colombian's previous group.

KANAAN APOLOGISES TO KV

Indianapolis 500 winner Tony Kanaan apologised to his team after crashing out of Sunday's race. The Brazilian was pushing hard after switching to a three-stop strategy when he clipped the wall at the final corner and damaged his suspension. "I feel really bad for my guys," the 2004 series champion said.

FISHER LOSES TECH CHIEF

Sarah Fisher Hartman Racing was forced to make do without chief engineer Nathan O'Rourke in Toronto after he left the track on Saturday morning to be with his wife for the birth of their second child.

BARFIELD MISSES TORONTO

IndyCar race director Beaux Barfield was absent from Toronto for personal reasons, with the series president of race operations Brian Barnhart taking over the duty in his absence. Barfield is expected to return for the next race at Mid-Ohio.



Barfield was not in Toronto

ABBOTT/LAT

Mark Glendenning



IT'S THE EASIEST THING IN THE WORLD FOR A journalist to take potshots at race control from behind a keyboard. The judiciary is a soft target in any sport, irrespective of who is firing the darts. So it's encouraging to hear that the sentiment from IndyCar's competitions department is that the Dario Franchitti situation on Saturday could have been handled better. But it's still a concern that it happened at all. Having someone finishing third, demoting them and reinstating them doesn't make anyone look good.

The definition of blocking has been too elastic this year, but that, in this case, does not seem to have been a contributing factor. According to quotes attributed to Derrick



Barnhart came under fire, but it wasn't his fault

LEVITT/LAT

Walker, who was in race control with Brian Barnhart, they had one camera angle to work with. This, too, is a concern, and one that Walker admits needs urgent attention. How can race control do its job effectively if it really is that woefully under-equipped?

Another problem remains. With such a marginal call, and so little to work with, why did race control still feel compelled to make a decision on the spot, especially when it knew more evidence would be available later? F1 has a history of holding post-race stewards' enquiries for this very reason. Yes, there are benefits to an immediate decision. But they're swiftly outweighed if that decision is wrong.

Standing start warmly received

TORONTO'S SUNDAY RACE MARKED THE first time that an IndyCar-sanctioned event had begun with a standing start, and the procedure was greeted with largely positive reviews from the drivers.

"The standing start was awesome," said Penske driver Helio Castroneves. "I enjoyed it very much. I heard the fans enjoyed it. There's a big thumbs up for the series for trying that. I'm glad we're going to keep improving other things, details, that's going to make it better."

Rahal Letterman Lanigan driver Graham Rahal was less enthused. "The traditional rolling start was more fun, to be honest, but I think the fans enjoyed it," he said. "It really didn't change Turn 1 at all."

The standing start had originally been scheduled for Saturday, but that was switched to a rolling getaway in accordance with the regulations after the initial start was abandoned when Josef Newgarden stalled. Sunday's race, originally scheduled to have a rolling start, was revised to a standing start following consultations between series officials and the event promoter.

The first race of the double-header event on the streets of Houston in early October is also currently earmarked for a standing start. Whether the procedure will be retained for select events beyond the end of this season is yet to be confirmed.



First standing start was held

LEVITT/LAT

Briscoe targets swift recovery

RYAN BRISCOE IS HOPING TO BE BACK IN THE Panther Racing car for Mid-Ohio in two weeks after fracturing his wrist in an accident during Saturday's race.

The Australian sustained the injury when Charlie Kimball's car was bounced into the path of his, following contact with Justin Wilson.

"There just wasn't time to react," said Briscoe, who was scheduled to undergo surgery on Monday as AUTOSPORT closed for press. "My left front caught the tyre of Kimball, and it was the tyre-on-tyre that jerked the steering wheel very suddenly and broke the wrist."

Indy Lights points leader Carlos Munoz was drafted in at short notice to take Briscoe's place. Despite never having driven an IndyCar on a road or street course before, the Colombian managed to get to the finish in 17th place.



Briscoe before his accident

LEVITT/LAT

"It was a long race and a hard race for me," he said. "I didn't know what to expect. We continued to drop lap times and I got more and more comfortable with each lap, and by the end we put together quite a good lap - which are all positive things."

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Challenge update

Radical Masters EuroSeries had their third round at Silverstone. It was a great weekend for Calko who moved up into third in the Sunoco Daytona Challenge, taking points for a win & second place finish. Mortimer also had a good weekend, taking points for a win, second & a pole position. Will anyone catch Smith (Radical SR3 Challenge) in the race to Daytona?

MINI Challenge & GT Cup were also out earning points towards the Sunoco GRAND-AM Challenge. Martin in GT Cup (GTC class) took two wins in class plus extra points for both pole positions & fastest laps. Smiley & Packun (MINI Challenge) both took a win each at Oulton Park. Powell (F3 cup) maintains her lead but Westerholm (Radical Clubman's) is on the charge!



www.sunocodaytonachallenge.com



Bradley Smith

1	B Smith	Radical SR3 Challenge	115.63
2	J Abbott	Radical Euro SR3	79.92
3	K Calko	Radical Euro SR8	72.50
4	B Ellis	Radical SR3 Challenge	61.25
5	A Latif	SPEED	60.00



www.sunoco200challenge.com



Alice Powell

1	A Powell	F3CUP	96.13
2	J Westerholm	Radical Clubmans P	94.00
3	L Plato	Radical Clubmans S	88.75
4	A Craven	F3CUP	86.38
5	S Burgess	Radical Clubmans S	81.25



Mortimer and Calko on podium

Who will triumph in the race to Daytona?
Follow us on Twitter @Sunoco_UK and on Facebook 'Sunoco UK' for updates on each race weekend.



Jake Packun

Next eligible races

Sunoco Daytona Challenge

Speed EuroSeries, 27-28/7

MSA Endurance, 28/7

Sunoco GRAND-AM Challenge

F3 Cup, 27-28/7

MINI Challenge, 3/8



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Start of race two: Giovesi's (22) move to third from seventh deemed illegal

AUTO GP MUGELLO (I), JULY 13-14, RD 5/8

No wins for those first past the post

MARSHALS' REPORTS AND RACE officials' scrutiny of video evidence played an unwelcome part in determining the outcome of two fraught races at Mugello as the Auto GP season passed midway.

While the ultimately victorious Sergio Campana and Narain Karthikeyan produced strong performances in the weekend's double-header, neither received the chequered flag prior to being awarded their race wins...

Paddock news in the build-up to the race had centred on series leader Kimiya Sato's selection by Sauber for the Young Driver Formula 1 test, and the arrival of former grand prix man Christian Klien at Zele Racing in place of Luciano Bacheta.

Both stories overshadowed the decision by reigning Italian F3 champion Riccardo Agostini to throw in the towel at Manor MP Motorsport. Indeed, as the grid lined up to take the start for race one, the Dutch team's hopes rested on rookie Meindert van Buuren, as clutch failure had sidelined team-mate Daniel de Jong.

Also in trouble was fastest qualifier Karthikeyan, forced to start from the pitlane following a throttle cable-related breakage. The Indian's dramas handed effective pole to impressive newcomer Kevin Giovesi, but the Ghinzani driver was immediately jumped at the lights by third qualifier, Karthikeyan's Super Nova

team-mate, Vittorio Ghirelli.

Giovesi recovered ground into the long downhill right San Donato bend to salvage second position. A slow getaway also afflicted Sato, who fell back from sixth and was nudged into a spin by Klien through Turn 1. The broadside Euronova car was collected by gentleman racer Michele la Rosa, putting both out. Klien, in a single-seater race for the first time in three years, limped to the finish with deranged steering.

On the restart from the ensuing safety car period, Giovesi lined up leader Ghirelli for a pass on the outside into Turn 1. Both drivers arrived overly-committed, and ran in unison into the gravel trap.

Fast-starter van Buuren now led an Auto GP race for the first time. Mugello's flowing nature frustrated Campana's efforts, in second, to close within striking distance. Wary that the recovering Giovesi was homing in alarmingly fast, Campana opted to duck-in for his mandatory pitstop on lap nine.

Giovesi wasted little time in reaching van Buuren's gearbox, and the leaders pitted in tandem on lap 12. Van Buuren's Manor MP team handed their man an advantage with a swift turnaround. On exiting the pits, Meindert moved across to cover off Campana – bearing down on the pitstraight – and took the lead as Giovesi fell to third.

Van Buuren completed the final four laps soaking up probing attacks

from Campana. But cruel news arrived post-race that race officials had handed him a 25 second penalty for, marginally, crossing the white line on the pit exit.

Giovesi's start to race two, from seventh, provided much discussion on Sunday. After finding himself boxed in on the crest of the hill before Turn 1, Giovesi jinked right to overtake four cars – in doing so breaching track limits. Grabbing the lead on the exit of Turn 2, Giovesi would hold the position to the flag, ahead of Super Nova pair Karthikeyan and Ghirelli.

After protracted discussions, race officials judged Giovesi's start illegal, handing Karthikeyan his second victory of the season.

Fourth-placed Sato and Campana, who non-scored after losing an eternity in his pitstop, leave Tuscany tied on points at the top of the standings.

● Peter Mills

RESULTS

Race 1 1 Sergio Campana (Ibiza Racing Team), 16 laps in 30m08.084s; 2 Kevin Giovesi (Team Ghinzani), +1.376s; 3 Narain Karthikeyan (Super Nova International); 4 Andrea Roda (Virtuosi UK); 5 Tamas Pal Kiss (Zele Racing); 6 Vittorio Ghirelli (Super Nova). **Race 2** 1 Karthikeyan, 16 laps in 26m24.747s; 2 Ghirelli, +10.356s; 3 Kimiya Sato (Euronova Racing); 4 Kiss; 5 Giovesi; 6 Meindert van Buuren (Manor MP Motorsport). **Points** 1 Campana, 138; 2 Sato, 138; 3 Ghirelli, 125; 4 Karthikeyan, 96; 5 Kiss, 57; 6 Daniel de Jong, 52.



Campana (I) inherited win from leaping van Buuren



Siedler (centre) and Estre (right) won

GERMAN CARRERA CUP

Norbert Siedler (Aust Motorsport) won at the Norisring after leader Kevin Estre was given a jumped-start penalty early on. Points leader Estre won the other encounter for Attempto Racing, a race in which Brit Sean Edwards went from 33rd to third.

VW SCIROCCO R-CUP

Kelvin van der Linde increased his series lead at the Norisring with a third straight win ahead of Michele Gattling and Manuel Fahnauer. Brit Ross Wylie retired with broken suspension on lap one after being hit by Matthias Baurle.

JAPANESE F3

Yuichi Nakayama maintained his comfortable series lead with a victory and a second place at Fuji, the TOM'S driver losing the lead – and the win – in race one to his team-mate Takamoto Katsuta at the end of the opening lap.

PRO MAZDA

Matthew Brabham made it seven wins in a row with victories in both races on the streets of Toronto in his Andretti Autosport car. Diego Ferreira took second on both occasions, while debutant Nicolas Costa and Juan Piedrahita shared the third places.

EUROPEAN F3 OPEN

Team West-Tec driver Ed Jones scored a thrilling victory in the first of last weekend's Silverstone races, edging out RP driver Santiago Urrutia and Nelson Mason following a frenetic battle. Chilean Urrutia took his second win of 2013 in race two, chased all the way by points leader Sandy Stuvik. Jones was a distant third.

SILK WAY RALLY

Frenchman Jean-Louis Schlesser belied his veteran status to clinch a comfortable 16m33s victory in the seven-day event across the Russian wilderness. Driving a buggy of his own design, he beat Vladimir Vasiliyev. Philippe Gache's hopes were wrecked by gearbox problems.

ETC CUP

Slovakian teenager Mat'o Homola took his BMW to victory in race two at Enna-Pergusa to close to within a handful of points of Petr Fulin at the top of the standings. Fulin won race one in a Krenek 320si from Dusan Borkovic's Chevrolet.



Homola was on it in Sicily



Vickers beat the congregation at last

NASCAR SPRINT CUP NEW HAMPSHIRE (USA), JULY 14, RD 19/36

Vickers ends win drought

BRIAN VICKERS SCORED HIS THIRD NASCAR Cup win in a fractured, tense outing in New Hampshire.

Michael Waltrip Racing's part-timer had his first win since Michigan 2009 in the bag when a late-race caution – the 12th in just 301 laps – created a green-white chequered finish. But when Tony Stewart, in second, ran dry just after the restart, it gave Vickers the break he needed.

The rash of caution periods during the middle third of the race created myriad strategies. Stewart-Haas was the most aggressive team, getting its man track position with a series of two-tyre stops, and keeping him there by not pitting during the later yellow periods.

But the gamble failed when

Stewart's Chevy ran dry at the final restart, dropping him to 26th.

Kurt Busch had arguably the fastest car, but his Furniture Row team opted to change all four tyres when half a dozen cars took two. There was nothing wrong with this except that it dropped him into the pack. His car was equally comfortable out in front or in traffic but, when a tap from Matt Kenseth sent him spinning into Ryan Newman, the car was wrecked and his victory hopes dashed.

Busch's brother Kyle led early on, but blistered his tyres in the afternoon heat. By the cooler finish he was fast again, but Vickers's Toyota was just too far ahead.

Like Stewart, Jeff Burton gained track position with a series of

two-tyre calls, but he pitted for fuel later on. A strong third place was easily the Childress driver's best result of the year.

After starting last, Jimmie Johnson took sixth and still leads the points.

● Connell Sanders Jr

RESULTS

1 Brian Vickers (Toyota Camry), 302 laps in 3h14m10s; 2 Kyle Busch (Toyota), +0.582s; 3 Jeff Burton (Chevrolet SS); 4 Brad Keselowski (Ford Fusion); 5 Aric Almirola (Ford); 6 Jimmie Johnson (Chevy); 7 Kevin Harvick (Chevy); 8 Carl Edwards (Ford); 9 Matt Kenseth (Toyota); 10 Jeff Gordon (Chevy). **Points** 1 Johnson, 696; 2 Clint Bowyer, 640; 3 Edwards, 623; 4 Harvick, 622; 5 Dale Earnhardt Jr, 578; 6 Kenseth, 576; 7 Kyle Busch, 576; 8 Greg Biffle, 545; 9 Keselowski, 529; 10 Kasey Kahne, 523.

SUPER FORMULA FUJI (J), JULY 14, RD 3/7

Lotterer shows class again

ANDRE LOTTERER LEAPED TO THE HEAD of the Super Formula standings with an assured victory at Fuji.

German Lotterer, who missed the opening race of the season due to his sportscar commitments with Audi, started his Toyota-powered TOM'S car sixth and was up to second into the race's latter stages.

Ahead of him was two-time champion Tsugio Matsuda, who had completed his mandatory pitstop during an early safety car period, and was trying to take his Impul Swift through 51 laps on a single tank of fuel.

Lotterer swept past with five laps to go, shortly before Matsuda ran dry and ceded the podium spots to Cerumo's Kohei Hirate and Mugen driver Naoki Yamamoto.



Lotterer struck gold for TOM'S

Polesitter Loic Duval looked a likely winner himself after leading the early laps for Team Le Mans and then heading a pack of Matsuda's chasers. But a drive-through penalty for an unsafe release from his pitstop dropped the Frenchman to fourth.

● Jiro Takahashi

RESULTS

1 Andre Lotterer (Swift-Toyota SF13), 55 laps in 1h27m08.817s; 2 Kohei Hirate (ST), +29.449s; 3 Naoki Yamamoto (S-Honda); 4 Loic Duval (ST); 5 Takuya Izawa (SH); 6 Joao Paulo de Oliveira (ST). **Points** 1 Lotterer, 21; 2 Yamamoto, 17; 3 Izawa, 15; 4 Duval, 14; 5 Tsugio Matsuda, 12; 6 de Oliveira, 11.

INTERNATIONAL GT OPEN SILVERSTONE (GB), JULY 13-14, RD 5/8

Home win for Ferrari duo

A HOME VICTORY FOR AF CORSE

Ferrari driver Duncan Cameron alongside Irishman Matt Griffin crowned a successful first visit to Silverstone for the International GT Open series.

The pair was fourth in race one as V8 Racing duo Nicky Pastorelli/Miguel Ramos took their Corvette to its third win of the season. Ramos had trailed Andrea Montermini's Ferrari during the opening half of the race, but saw co-driver Pastorelli get to the front when Montermini's stop took longer than expected.

Luca Filippi, in for Montermini in the Villorba Corse car, dropped to third but did at least manage to pass the second V8 Corvette of Bert Longin before the finish.

GP2 race winner Filippi led Griffin and Pastorelli during the early stages of race two as well, but left Montermini with a 40-second gap to overhaul to Cameron once success handicap time was added on at the driver changes.

Amazingly Montermini nearly made it, closing to less than 3.3s behind the winner by the finish. Longin and Diederich Sijthoff



Cameron held off charging Montermini

were third in their Corvette.

GTS honours went to the Bhai Tech McLaren of Giorgio Pantano/Rafael Suzuki in race one and the Seyffath Mercedes of Renger van der Zande/Miguel Toril the following day.

● Ben Evans

RESULTS

Points 1 Miguel Ramos/Nicky Pastorelli (Chevrolet Corvette C6.R), 34 laps in 1h11m49.621s; 2 Luca Filippi/Andrea Montermini (Ferrari 458 Italia), +2.128s; 3 Bert Longin/

Diederich Sijthoff (Corvette); 4 Matt Griffin/Duncan Cameron (Ferrari); 5 Rafael Suzuki/Giorgio Pantano (McLaren MP4-12C GT3); 6 Michael Lyons/Matteo Beretta (Ferrari GT3).

Race 2 1 Griffin/Cameron, 24 laps in 50m54.923s; 2 Filippi/Montermini, +3.209s; 3 Longin/Sijthoff; 4 Renger van der Zande/Miguel Toril (Mercedes SLS AMG GT3); 5 Peter Kox/Fabian Hamprecht (Lamborghini Gallardo GT3); 6 Pol Rosell/Roman Mavlanov (Ferrari GT3). **Points 1 Montermini**, 182; 2 Filippi, 168; 3 Ramos/Pastorelli, 125; 4 Griffin/Cameron, 103; 5 Sijthoff, 92; 6 Longin, 88.



Bjork led Volvo one-two

SCANDINAVIAN TOURING CARS FALKENBERG (S), JULY 13, RD 4/8

Bjork and Ohlsson share the spoils

THEOD BJORK MAINTAINED HIS championship lead after inheriting a victory at Falkenberg that had looked destined for Fredrik Larsson.

Larsson had taken pole in his West Coast Racing BMW and was on course for victory until a rear-window panel flew out and caused him to spin off. His team-mate Fredrik Ekblom took second behind Bjork, with Daniel Haglof driving superbly to secure his maiden STCC podium in third in his PWR Saab.

Bjork's Polestar Volvo team-mate Linus Ohlsson won race two from pole, with Larsson second and Ekblom third to cap off an ultra-

consistent weekend. Bjork did not finish race two due to a technical problem with his S60.

● Tege Tornvall

RESULTS

Race 1 1 Thed Bjork (Volvo S60), 27 laps in 22m56.161s; 2 Fredrik Ekblom (Volvo), +0.443s; 3 Daniel Haglof (Saab 9-3); 4 Richard Goransson (BMW SR); 5 Jocke Mangs (Citroen C5); 6 Mattias Andersson (Dacia Logan). **Race 2 1 Linus Ohlsson (Volvo)**, 27 laps in 19m49.106s; 2 Fredrik Larsson (BMW), +5.143s; 3 Ekblom; 4 Goransson; 5 Robert Dahlgren (Volvo); 6 Andersson. **Points 1 Bjork**, 118; 2 Goransson, 96; 3 Dahlgren, 80; 4 Ekblom, 68; 5 Larsson, 67; 6 Ohlsson, 63.

INDY LIGHTS TORONTO (CDN) JULY 14, RD 8/12

Hawksworth victorious

BRITAIN'S JACK HAWKSWORTH MADE A return to form with a crushing win in Saturday's Indy Lights race at Toronto in his Schmidt Peterson car.

Hawksworth had endured mixed results since winning the season opener at St Petersburg, but he put that behind him by dominating on the Toronto streets, leading every session and taking the chequered flag 15s clear of Irishman Peter Dempsey.

For much of the race the pursuit had been led by Gabby Chaves, but the Colombian's hopes faded when he lost second gear. That exposed him to a successful challenge from Dempsey for second, but Chaves still had enough of a gap over everyone else to retain third.

Points leader Carlos Munoz was a distant fourth, although the damage to his title hopes were minimised by the fact that rival Sage Karam finished a lap down in sixth after early contact with Zach Veach.

● Mark Glendenning

RESULTS

1 Jack Hawksworth, 50 laps in 54m33.1657s; 2 Peter Dempsey, 14.4933s; 3 Gabby Chaves; 4 Carlos Munoz; 5 Juan Pablo Garcia; 6 Sage Karam. **Points 1 Munoz**, 317; 2 Karam, 309; 3 Chaves, 281; 4 Hawksworth, 274; 5 Dempsey, 266; 6 Zach Veach, 227.



Busch won again

NASCAR NATIONWIDE

Kyle Busch dominated in New Hampshire to take his seventh win of the year. His Joe Gibbs Racing Toyota team-mate Brian Vickers was second as many of the fancied frontrunners – including Elliott Sadler – ran dry on the final lap. Sam Hornish Jr beat Regan Smith by one spot to cut his championship lead to just eight points.

NASCAR TRUCKS

Timothy Peters passed Ty Dillon for the lead with 27 laps to go and went on to take his first win of 2013 at Iowa Speedway for the Red Horse Toyota team. Erik Jones (Toyota) and champion James Buescher (Chevy) completed the top three, while points leader Matt Crafton was sixth.

ASIA-PACIFIC RALLY

Finnish hotshoe Esapekka Lappi, co-driven by Janne Ferm, regained the lead of the championship by winning the Rally of Queensland in Australia. The MRF Skoda Fabia S2000 driver was over 20 minutes ahead of Simon Knowles's Group N Mitsubishi Lancer.

SUPER TC2000

Leonel Pernia gave Renault its first win for almost a year in wet conditions at Rio Hondo. Pernia inherited the lead when faulty windscreen wipers forced former GP2 driver Ricardo Risatti to slow down in his Honda. Mariano Altuna (Peugeot) and Matias Rossi (Toyota) completed the podium.

AUSTRALIAN F3

A last-minute cash injection from a beer company kept John Magro in the championship at Eastern Creek, and the Team BRM driver responded by winning all three races to put points leader Tim Macrow – second in each race – under pressure in the title fight. Team BRM drivers filled the first four places in race two.

US F2000

Brazilian Danilo Estrela took his maiden series win with his Belardi-run car at Toronto to keep within sight of Scott Hargrove in the title fight. Hargrove was second in race two but only 14th in race one after contact with runner-up Florian Latorre forced him into a suspension change in the pits while the safety car was out. Cape/WTR team-mate Neil Alberico took victory in the opener.



Estrela (left) takes the lead

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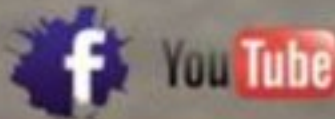
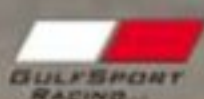
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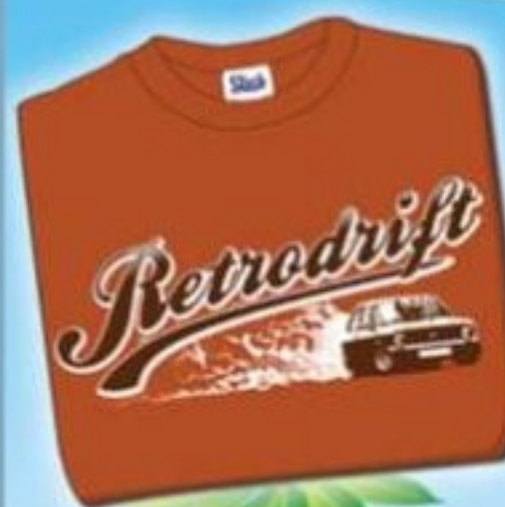
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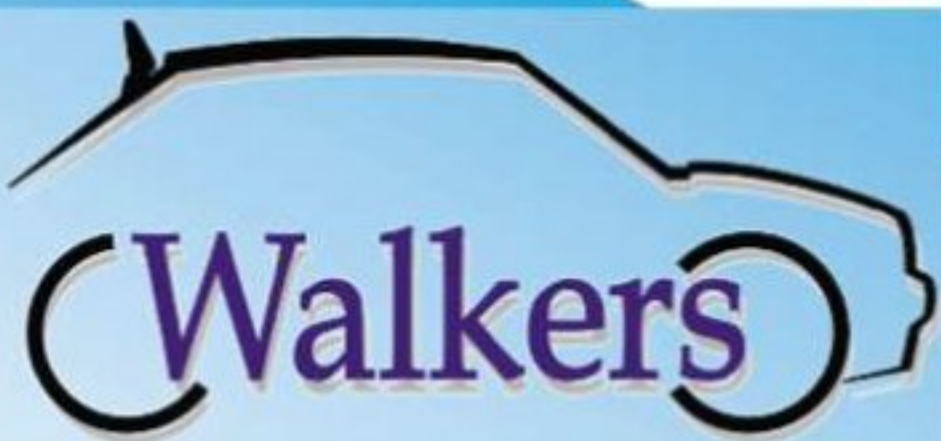
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COMPOSITE KIT CUTTER - WEEKEND SHIFT

REF: CH648

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We are looking for Composite Cleanroom Inspectors within the Composite Manufacturing department. Responsible for ensuring drawings and manuals are available at the correct revision / issue level. You will have a proven competence of composite laminating. You will be committed, motivated and self disciplined in your work and ideally have a working knowledge of SAP and CATIA.

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Responsible for the manufacturing of composite components and to fit and bond the components to the highest standard. Successful candidates for the above role must be committed, motivated and self disciplined in their work. You must be able to communicate effectively with production, design and managerial staff. A working knowledge of the duties of an Autoclave Manager, ability to use CATIA and SAP would be preferred.

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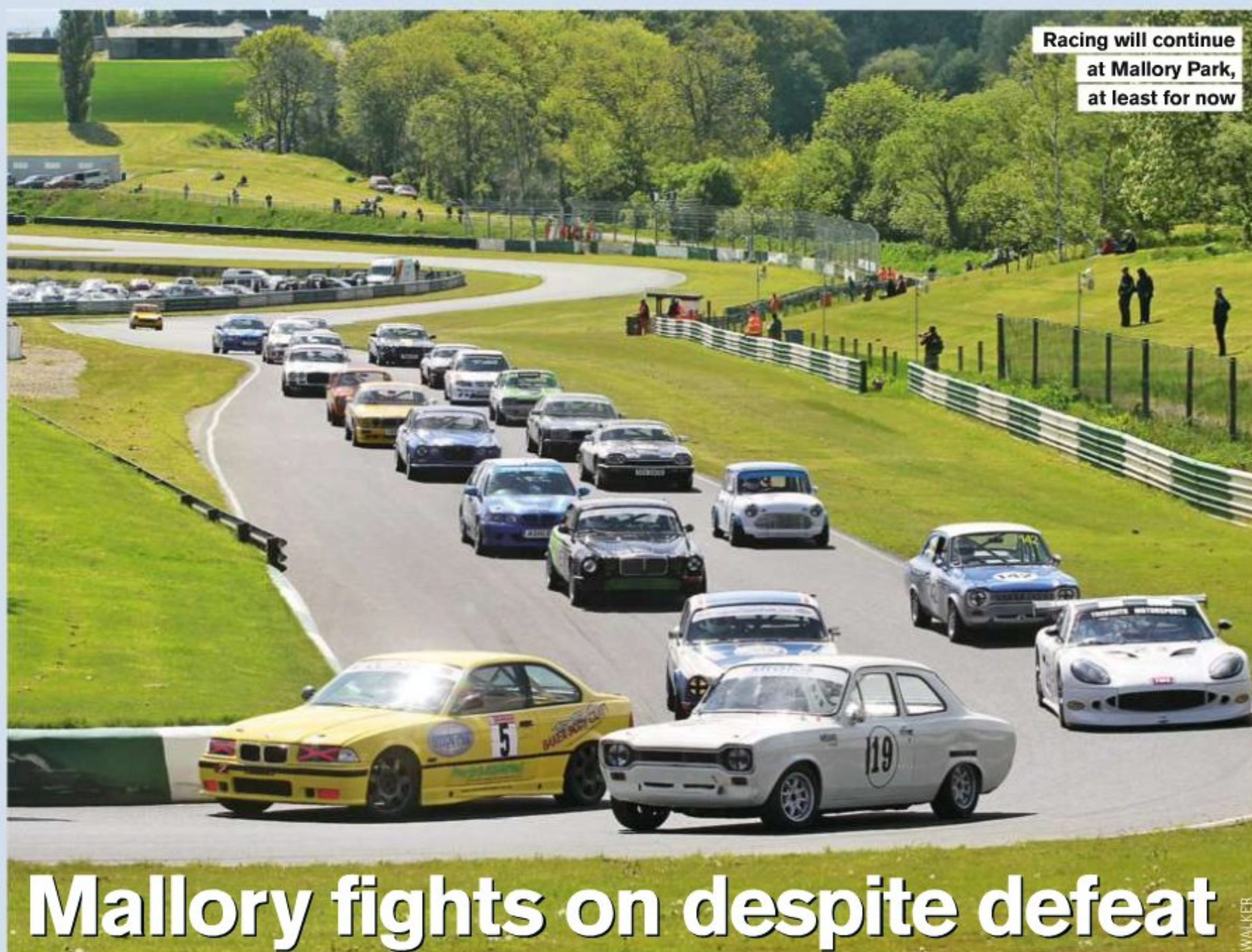
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Mallory fights on despite defeat

Circuit loses noise battle but isn't finished yet. By **SCOTT MITCHELL**

MALLORY PARK BOSSES INTEND to fight on despite suffering a blow in the circuit's ongoing noise battle with its local council last week.

Executives at Hinckley and Bosworth Borough Council unanimously voted last Wednesday (July 10) to implement the 92-'noisy day' limit, as per the circuit's original 1985 planning agreement.

Representatives from the council, circuit leaseholders the BARC, and the track itself were due to meet again this week in the hope of thrashing out a new agreement.

Until a mutual arrangement is reached, the council's decision means the existing allowance for 52 Wednesday test days and 40 race days will be implemented.

BARC DEFIANT

Despite claims this will render the facility financially unviable, circuit organisers plan to push on with operations – and have not given up finding a late compromise.

Mark Jones, BARC chief executive, told AUTOSPORT: "That's not it [for Mallory]. We've got a way to go yet.

"We're still operating a reduced

schedule – about 130 days this year [down from 190 in 2012] – and we're looking for an [allowance in the] area of 166 days.

"We're losing money now: 160-170 days is the only viable option."

Jones maintains the cutting back of Mallory's operations will be done on the BARC's timescale, though he did concede that "if we don't find an agreement we'll be forced into a decision".

"The BARC is happy to do these things and compromise," he added. "But it needs to be met by both sides. That's not happening at the moment."

COUNCIL STANDS FIRM

The local council is likely to rebuff any further attempts to raise the old allowance, with chief executive Steve Atkinson confirming that it will "only accept a maximum of 92 days" per year.

While he conceded the council was willing to "explore potential options for improvements in the operating arrangements", AUTOSPORT understands this to be in relation to 'non-noisy' days.

Under the council's intended

agreement, Mallory would be allowed to run an additional 169 days of 'non-noisy' activity. These would be events that operate below a specific level measured in the nearby village, but Mallory is believed to be unconvinced about the viability of this potential arrangement.

CIRCUIT FRUSTRATION

John Ward, general manager of Mallory, also criticised the council for not making a firm decision.

"The frustration is no one will actually say 'yes' or 'no,'" he said. "People have got to stick with a decision."

Ward is hopeful of reaching a compromise before the issue goes to court on August 15-16. This is a pre-existing case in which the council alleges Mallory operators breached the 1985 agreement by running in excess of the allowed days.

Should the issue be resolved in court in favour of the council, however, Atkinson says implementation of the 92-day limit would be immediate, though he declined to comment on what the consequences would be for Mallory, financial or otherwise.

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NATIONAL
EDITOR

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MALLORY PARK'S NOISE ROW

is rumbling on with no sign yet of firm resolution.

Hinckley and Bosworth Borough Council raised the stakes last week with a unanimous decision among its executives to enforce a 92-day noise limit on the circuit through an existing 28-year-old planning order.

Circuit leaseholder the BARC remains bullish it can convince the council to nearly double that allowance, but that seems unlikely given the present politics at play.

There has been much talk of Mallory becoming commercially unviable under a 92-day limit, leading to closure, but Croft – another of the BARC's circuits – operates at less than half the limit set down for Mallory.

Croft has been through hell with noise issues, and it would be truly sad if Mallory gets dragged into similar legal mire.

Mallory's plight just goes to show how quickly situations escalate if community relations deteriorate.

The fact the proposed new Circuit of Wales has received outline planning permission for a £280m regeneration of the Welsh valleys suggests public relations are rather better in Blaenau Gwent than parts of Leicestershire at the moment.

Of course, the Heads of the Valleys development company has the benefit of £2m worth of backing from the Welsh Government. This has raised eyebrows among existing circuit owners in the UK and prompted Jonathan Palmer (who chairs the Association of Motor Racing Circuit Owners) to question the sense of that arrangement in a time of widespread public sector austerity.

Circuit of Wales bosses are quick to point out theirs will be much more than 'just a circuit', and it will certainly have to be to justify the taxpayer investment. Government support makes certain hands easier to play, but it also raises the stakes considerably in the long term.

If the Heads of the Valleys plays its cards right, Britain will have its first new purpose-built race circuit since Rockingham opened in 2001.

The hope is that it will be a golden goose, rather than a white elephant.

Circuit of Wales facility
will be 'more than
just a race track'



Circuit of Wales

Circuit of Wales eyes 2016 races

DEVELOPERS OF THE PROPOSED Circuit of Wales want it to be hosting races by 2016 after winning outline planning permission.

Plans for the state-of-the-art circuit – part of a £280m Ebbw Vale redevelopment plan – were given initial approval by Blaenau Gwent Council last week.

Construction is planned to start at the end of this year, subject to securing

detailed planning permission.

Michael Carrick, chief executive of the Heads of the Valleys development company, said they could now begin to plan the inaugural season of activity.

“We have got to negotiate series and events for 2016 – that’s the target,” he said. “It could be even earlier; maybe the back end of 2015.”

The project has been given a £2m loan from the Welsh Assembly and

plans to raise the rest of the funding from bank loans and private investors.

But Jonathan Palmer, president of the Association of Motor Racing Circuit Owners, said the group had concerns about the circuit’s viability.

“If it’s privately funded then fine, best of luck,” he said. “But it’s completely wrong there should be public money, especially at a time when there’s pressure on public services.”

Carrick believes the facility – which will feature a driver development centre, a low-carbon industry hub, hotel and commercial and retail complexes – was “more like building an airport” than just a race track.

“Jonathan says it isn’t going to be viable,” he added. “That’s the old model. Ours is more robust.”

“It’s hard work from here on in, but we are confident we know what works.”

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CarFest

Scheckter to be reunited with winning six-wheeled Tyrrell

EX-FORMULA 1 WORLD CHAMPION

Jody Scheckter will be reunited next month with the six-wheeled Tyrrell in which he won the 1976 Swedish Grand Prix.

Scheckter – the 1979 F1 drivers’ champion – will drive the revolutionary P34 for the first time in almost 40 years at BBC Radio 2 DJ Chris Evans’ charity CarFest event on August 23-25.

It will feature at the Southern section of the festival, to be held at Scheckter’s Laverstoke Park Farm in Hampshire.

“It was a very special car, despite the fact that I was not a fan of the theory behind the design,” said Scheckter.

“The Tyrrell fascinates a lot of people – it is legendary. Although it did not perform as well as the engineers expected, I came



Scheckter won once in P34

third in the world championship that year, so it really was part of my journey to the top of F1.

“The last time I drove it was in 1976, so it will certainly bring back some wonderful memories when I drive it at CarFest.”

Super Touring Trophy

Watts claims maiden UK Super Touring win as old guard returns

EX-BTCC RACER PATRICK WATTS

took his first Super Touring victory on UK soil last weekend, beating former rival John Cleland at the Brands Hatch Superprix.

Watts qualified the ex-works 1998 Peugeot 406 on pole by almost three seconds, but retired from the first Super Touring Trophy race with a loose wheel. He then charged through to win race two.

“It felt pretty much as I remember,” said Watts. “It was tremendous fun: amazing, the car hasn’t turned a wheel for 13 years.”

Cleland qualified fifth in his 1997 Vauxhall Vectra. He too retired in the first encounter, but battled through to third later.

“In the first race we had a component in the suspension break,” said the double BTCC champion. “I hit as many kerbs as

possible early on in race two to see what I could break and it all worked well.

“I had great fun and it brought back lots of memories. Patrick didn’t win in the BTCC at the time, so it’s a bit late to start now!”

Watts plans to contest the next Trophy races at the Silverstone Classic, while Cleland intends to run the Vectra at the Oulton Park Gold Cup on August 24-26.



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Britcar

British GT leader joins bolstered Britcar grid for Brands Hatch

BRITISH GT CHAMPIONSHIP LEADER

David Ashburn will contest the next round of the British Endurance Championship at Brands Hatch on July 27-28.

The 2010 British GT3 champion will share a heavily modified Trackspeed Porsche GT3 RSR with Demon Tweaks boss Jon Minshaw.

Trackspeed team manager Keith Cheetham told AUTOSPORT the pair would use the event as a warm-up for the British GT round at Brands in August.

"We are doing this mainly to test for British GT, as testing is almost impossible on the GP circuit," he said. "We also want to demonstrate what we can offer as an

engineering company in getting the best out of a Porsche. So expect a monster of a car to turn up."

Trackspeed is part of an expanded entry which is expected to top 20 cars – more than double the number that contested the previous round at Rockingham in June.

The bumper entry is also expected to include a works LNT Ginetta G55 for marque boss Lawrence Tomlinson and Mike Simpson, and a Strata 21 Aston Martin Vantage GT3 for BTCC ace Tom Onslow-Cole, Paul White and John Gaw.

Multiple Silverstone 24 Hours winners Witt Gamski and Keith Robinson are set to return in Gamski's MJC Ferrari 430 GTC.



Ashburn will warm up for Brands Brit GT event



Hawken sports new livery at Super Touring Superprix

Richard Hawken ran his newly restored 1997 Nissan Primera in a new fan-chosen livery at Brands Hatch last weekend. The livery is that of the late David Leslie, who raced the car in '97. Brake failure struck in both races.

Formula Renault 1.6

Karting champion Gill eyes car graduation in FRenault UK 1.6

BRITISH KARTING CHAMPION ALEX

Gill has tested the new Formula Renault 1.6 single-seater that will get its own UK championship next season.

Gill, the reigning British KF3 champion, drove with Formula Renault BARC squad MTECH Lite at the test,



Gill impressed in FR1.6 test

which took place at Blyton Park last week. He also drove one of the team's two-litre cars, impressing MTECH team manager Les Jones.

"Alex conducted himself very well indeed," said Jones. "He enjoyed his run in the 1.6 car and in the two-litre he was only 0.7s off the pace of our regular drivers."

Gill, who won the KF3 title with the works Wright Karts squad – the official Red Bull KF3 Junior Karting Team – is now eyeing a full-time drive in the new series.

"We thought it sounded like the ideal entry-level single-seater category for young teenagers," said his father Steve. "It looks a really good direction."

HUMBLE PYE

The voice of club racing



Lord March's home is a perfect setting

20 years on and Goodwood is still a treasure, still a challenge

Nowhere are motoring and motorsport anniversaries celebrated with more panache, or against a more perfect backdrop, than at Goodwood.

Those of us who have attended every Festival of Speed since Lord March invited fellow fanatics to his home in June 1993, shared last weekend's 20-year landmark.

Charles was just 11 in the World Cup summer of '66 when the car racing his petrolhead grandfather brought to Goodwood's airfield in '48 ceased, after 19 seasons – he did not know then that his burning ambition would start a new heyday for the picture-postcard estate, where the third Duke of Richmond and Gordon had introduced racing for four-legged horsepower in 1802.

Participants at the dawning of a phenomenon included Stirling Moss and Tony Brooks, motorcycle king John Surtees (a brilliant second on his four-wheeled racing debut at Goodwood in 1960, en route to world titles six and seven on two), Pink Floyd drummer Nick Mason, McLaren boss Ron Dennis, BRM restoration supremo Rick Hall, motorbike trials god Sammy Miller and Damon Hill, three years shy of emulating father Graham's Formula 1 championship success.

All were back for 2013's extraordinary pageant, which starred champions from Formula 1 (eight, among 15 drivers with 226 grand prix victories between them), rallying, sportscars, Indycar and

motorcycling, and five of the 'winningest' Le Mans racers.

The hillclimb course was partially resurfaced (and widened in its lower reaches, outside the house) this year, which ironed out the bumps that make stiffly sprung cars a handful. It is worth noting, though, that most of the (relatively minor) incidents involved very experienced competitors. Some even on the way down...

Past master Justin Law, the shoot-out winner, had to summon all his reflexes to catch a vicious tailslide as he powered his Jaguar XJR8/9 over a surface change out of Molecomb during preliminary runs. "I was lucky, but it may explain why suddenly I was steering right in a left-handed corner," he said. "Others went off there, so it needs looking at." Doubtless it will be.

Classy yet classless, Goodwood Road Racing Club showpieces remain unique and set the standard for all retrospectives, hence their popularity. As I start year 37 with AUTOSPORT today (Thursday) – the number of modern era events that September's awesome 16th Revival race meeting will take Goodwood to – I toast Lord March's vision, and the loyal staff who helped realise it, some from the very start.

Marcus Pye



"Classy yet classless, GRRC showpieces remain unique and set the standard for all retrospectives"

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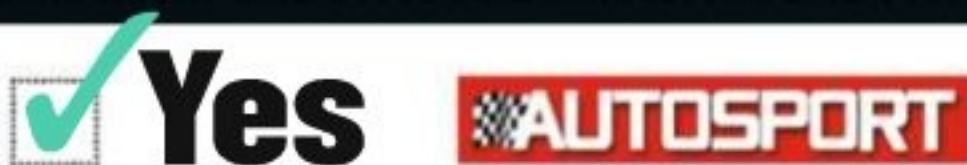
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XJR-14 was dominant at Silverstone in 1991



White escapes crash

Keith White had to be extricated from his Ralt RT1 after a heavy crash during Classic F3 qualifying at Brands Hatch last weekend (above). White lost a wheel approaching Westfield and hit the barriers, but he was able to walk to the ambulance for a check-up.

Silverstone Classic

Minassian to race XJR-14 at Silverstone Classic

FORMER FACTORY PEUGEOT

sportscar racer Nicolas Minassian will drive a Jaguar XJR-14 Group C car at the Silverstone Classic later this month.

The Frenchman has been invited to contest the two half-hour Group C/GTP Racing events in the 1991-vintage Jag on July 27 and 28 by car owners Bob Berridge and Gareth Evans. The move follows Minassian's drive in a Lancia LC2 at the same event last year.

He had been scheduled to race a Peugeot 905 in 2012, but clutch problems forced the car's withdrawal after qualifying. This means that Jaguar XJR-14 #591, the only original chassis remaining of the three raced in period, will be the first true 3.5-litre contender to compete in Group C/GTP.

Minassian said: "When Bob asked me if I was interested in driving the car, I said yes straightaway. I've driven the Peugeot, so it will be interesting to see how it compares

with the car it raced against in 1991."

The plan is also for Steve Farrell, who engineered for 1991 Sportscar world champion Teo Fabi, to reprise the role.

Also expected on the 26-car grid are *Top Gear* star Sabine Schmitz in a Porsche 962, Berridge/Evans in a Sauber, and 2011 Classic race winner Katsu Kubota (Nissan R90C). Last year's 962 frontrunner and period Group C racer Herve Regout is also expected to return.

Bennett wins Snett GP

Gavin Bennett took the second British Superkart GP victory of his career on the Snetterton 300 circuit last weekend. His challenge was made easier by the absence of Frenchman Emmanuel Vinuales, who earlier topped the weekend's two European championship events but elected to miss the race.

Ginetta in GT Open

Ginetta boss Lawrence Tomlinson teamed up with Mike Simpson for last weekend's Silverstone round of the International GT Open. Driving a G55 GT3, the duo finished 10th and 16th in class in the two races.

Audi to race Shadow

American sportscar racer Greg Audi will be swapping his Lola T212 for a single-seater debut at the Silverstone Classic. He will drive an ex-Jean-Pierre Jarier Shadow DN5, which has been shipped from the US, rebuilt and tested by Hall & Hall. Radical racer Max Hilliard will also make his single-seater bow with his ex-Jacky Ickx/Arturo Merzario Williams FW05.

UK motorsport strong

Britain's motorsport industry will be at the heart of a new UK automotive strategy announced by business secretary Vince Cable. That's according to MIA chief executive Chris Aylett, who believes motorsport engineering "is well placed" to help meet the goals set in the sector.

Rise of an Empire

The new Empire Wraith 1100cc single-seater made its competitive debut at Loton Park last weekend (below). Clive Austin and Chris Aspinall piloted the car as it broke cover, with the latter claiming the second-best time of the day at the Hagley and District Light Car Club meeting. The car was without the aero floor and sidepods, which will appear later.



Cobra defeated E-type at Dijon

Dijon Motors Cup

Voyazides/Hadfield score again

AC COBRA DUO LEO VOYAZIDES and Simon Hadfield added a fourth Dijon victory to their 2013 roster in last Saturday's 35-car GT & Sports Car Cup enduro, highlight of HVM Racing's new Motors Cup event.

Jon Minshaw's Jaguar E-type returned and was qualified on pole by Martin Stretton, but the advantage swayed between them, the Cobra and Carlos Monteverde/Gary Pearson (E-type).

When Voyazides stalled and was blocked in the pits, Minshaw went clear before his engine blew. Voyazides thus took the flag ahead of Monteverde and the Chevrolet Corvette of Frenchmen Jose Beltramelli/Nicolas Reitz.

The Lola T70 Mk3Bs of Stretton/Grant Tromans and Jason Wright/Michael Gans finished one-two in the 1000Km enduro after a dropped valve sidelined Hadfield/Voyazides. Ben Mitchell brought Michael Schryver's Chevron B6 home third.

Alexander Furiani/Frank Stippler (Alfa Romeo GTA) dominated U2TC, outpacing the Lotus Cortinas of Dion Kremer and Voyazides/Hadfield, the latter clutchless from half-way. Invitees Monteverde/Pearson (Aston Martin DB4) beat James and Jeremy Cottingham (E-type) in the Pre-'63 GT race, while Bobby Verdon-Roe (Ferrari 246S) won the Stirling Moss Trophy by a lap.

Spa

Spa wins to Fenn and Valkhard

ROB FENN CLAIMED LOTUS CUP UK glory as the championship made its annual trip to Spa.

The Belgian grid was boosted by the addition of several competitors from the European series.

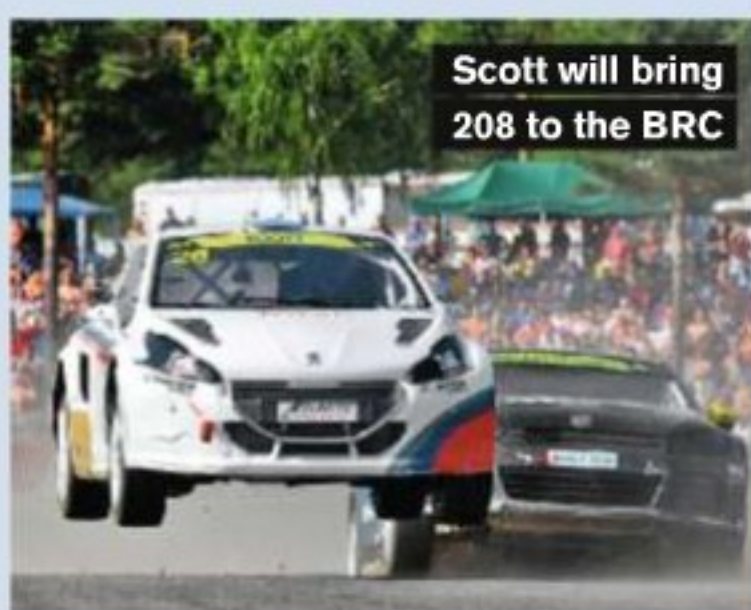
Fenn was third at the end of the first lap, his Elise being passed by the more powerful Evora of Gregory Rasse out of Eau Rouge, and then the 2-Eleven of Marcus Jewell. But when Jewell hit Rasse at La Source under braking, Fenn's path to victory was made much simpler.

He was joined on the podium by Jamie Stanley and Simon Deacon, with Phillippe Loup the best European in fourth.

Stewart Lines won both of the VAG Trophy races, which shared the grid with the Mk2 Golf GTI runners. Those races were won by Harry Valkhard.



Fenn topped the Lotus field



Scott will bring 208 to the BRC

British Rallycross

Scott in British Rallycross outing

EUROPEAN RALLYCROSS RACER Andy Scott will contest the British series' Maasmechelen round this weekend to continue the development of his new Peugeot 208.

The Albatec Racing driver, who took victory at the Belgian circuit in 2011 and won the championship's Knockhill round

earlier this year, said: "The Peugeot has shown great potential in its first few months and racing in Belgium offers valuable track time to progress further.

"We are now approaching probably the biggest event of the season for us, and it's imperative we continue to move forwards ahead of the [ERC] Loheac race."



O'Connell (left) and Fleming lead Martini pack



HISTORIC SUPERPRIX BRANDS HATCH, JULY 13-14 HSCC

Chevrons storm sunny Superprix

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BRANDS HATCH ON A SUNNY DAY IN the summer, classic cars let loose on the majestic Grand Prix loop, and plenty of action-packed races – what's not to like?

The Martini Trophy event was one of the headline attractions of this year's Brands Superprix, with a galaxy of tasty two-litre sports-racing cars, and Martin O'Connell and James Dodd starred.

O'Connell's shapely Chevron B36 was on pole for Saturday's race and he set a cracking pace from start to finish, chased initially by Nick Fleming's B36. But Fleming lost time due to a spin, allowing Dodd to inherit second place. Chevron stalwart John Burton, now 71, moved up to complete the podium in his

first race since his inversion at Oulton Park last year.

Dodd made the best start on Sunday and then left O'Connell trailing in his wake. Burton passed the March of Doug Hart for third on the last lap, but then his Chevron stopped at Stirlings with an oil fire.

O'Connell seemed set for another victory in the Guards Trophy until his Chevron B8 stopped with a flat battery. James Schryver thus took the top step of the podium, flanked by runner-up Charles Allison and Steve Hodges, all in similar B8s.

Chartered accountant Oliver Ford, leader of the 70s Road Sports championship, figured out a way to win by seven seconds with his Lotus Europa. Richard Plant prevailed in a

three-way thrash for second, beating Charles Barter and his son Julian.

Roland Fischer claimed pole position for the F3 'screamers', but his Tecno was chuffing out steam on the grid and, after leading briefly, he retired due to overheating. Peter Thompson's Brabham BT21 took over and led thereafter, pushed all the way by Keith Messer. Steve Smith fought off Simon Armer to finish third as four different makes filled the top four.

Race-preparation expert Matthew Watts qualified third for Saturday's Historic F2 race, but his March 772 made a super start and then led all the way from Richard Evans (March 742). Nick Fleming's Ralt RT1 was an oily retirement from third spot so Peter Meyrick picked up the final podium place, ahead of Hans Peter.

Watts's second win was made easier when Evans's rear wing broke and he hit the barriers. Peter's RT1 was thus promoted to the runner-up spot, ahead of former Caterham racer Philip Gladman.

In the Historic Road Sports event Roger Waite's Lotus Elan and the Lotus Seven of Andy Shepherd soon pulled away. Waite spun at Westfield on lap six, leaving Shepherd to win.

The Classic Racing Cars event included F1, F2 and F3 machinery, and the race was dominated by the Lotus 59 of Ian Jones, who had built up a lead of 16 seconds by the end. Martin Anslow held second place

until his engine blew at Surtees and Andy Jarvis, who was close behind, spun down to third on the oil. Michael Scott thus picked up second in his Brabham BT28.

The first of two Derek Bell Trophy races was red-flagged after only three laps because of oil at Surtees and the cars lined up for a fresh start.

Once again the Marches of Peter Meyrick (782) and Greg Thornton (761) raced away from the lights, chased by two F5000 men (Neil Glover and Mike Whatley) and the F1 Hesketh driven by Frank Lyons. Thornton's ex-Ronnie Peterson F1 machine squeezed past Meyrick out in the country and then increased its advantage to the finish. Glover held on to finish third, but Whatley lost fourth in an incident at Clark Curve.

Thornton inexorably eased away from Meyrick to win the second encounter as well. Glover impressed as he guided his F5000 Lola to third.

Historic FF1600 leaders Callum MacLeod and Sam Mitchell swapped places at least seven times before MacLeod got the verdict. Hard-charging Benn Simms moved up to finish third, albeit 17 seconds adrift.

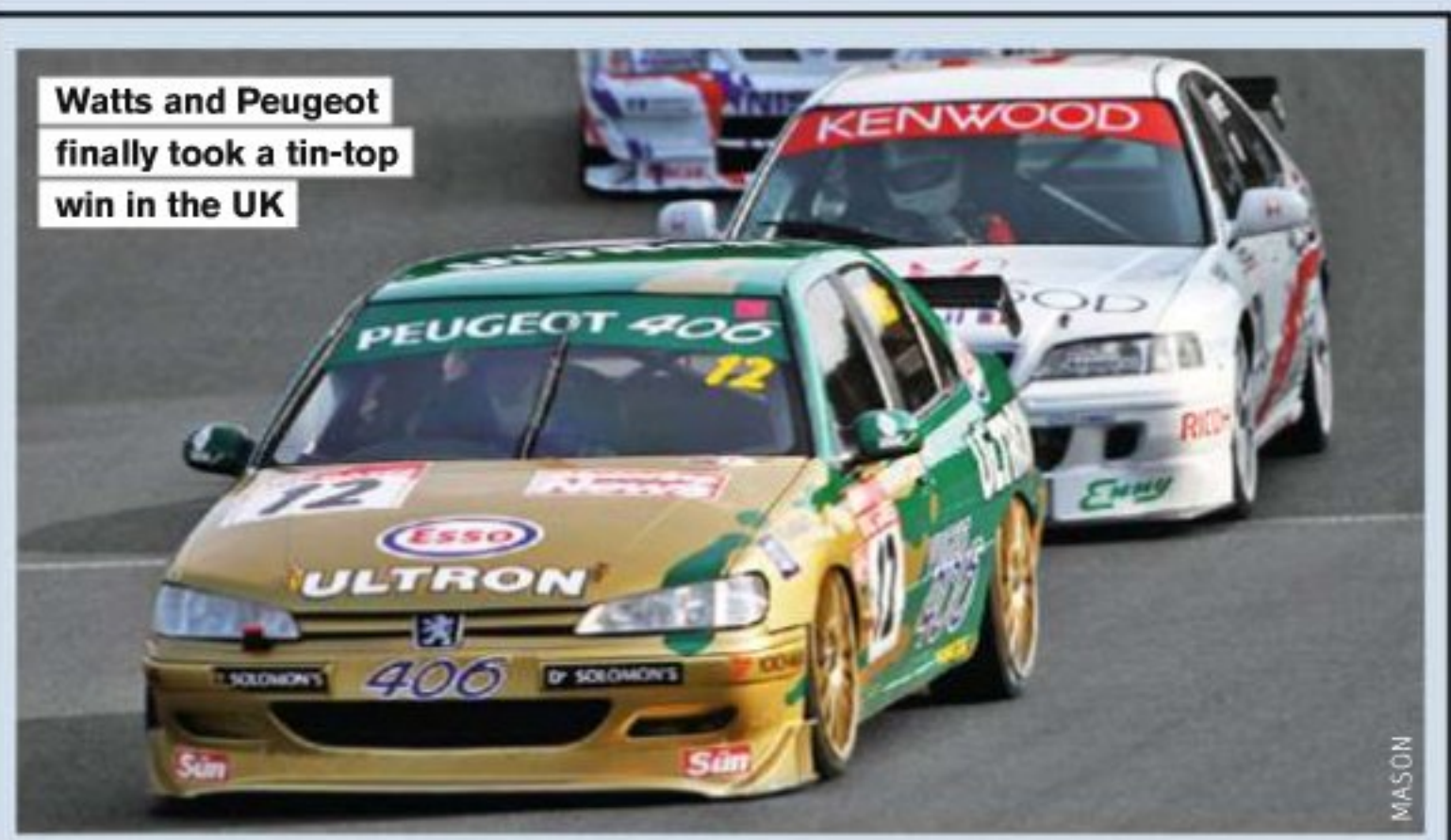
Mike Gardiner's Ford Falcon held on to win the Historic Touring Cars event although Jonathan Gomm (BMW 1800) remained in touch throughout. There was a tremendous last lap as Tim Davies retained third place by a nose from Neil Brown, with Bob Bullen's pushrod Anglia

Burton scored podium on his race return, but then suffered a fire





MASON



Watts and Peugeot finally took a tin-top win in the UK

MASON

Super Touring Trophy

Dodd outlasts the big names before Watts charges through

THE NEW-FOR-2013 SUPER TOURING Trophy event boasted a stellar entry in terms of quality, although it lacked strength in depth – and Saturday’s race was hit by a high rate of attrition.

Patrick Watts’s Peugeot 406, clearly quickest during qualifying, lined up alongside Stewart Whyte (Honda Accord). The Nissan Primers of James Dodd and David Jarman were next up on the grid, just ahead of the legendary John Cleland in a Vauxhall Vectra. The ex-Tim Harvey RS500 (Paul Smith up) and the ex-Fabrizio Giovanardi Alfa 156 driven by Stephen Dymoke further enhanced the 16-car field.

Watts duly cleared off at the start, but he lasted no more than a lap before he pulled off with a loose wheel. Moments later, Cleland was out too with a suspension breakage. Whyte then took over but he was then stopped by gearbox gremlins.

All that left Dodd with a clear

win over Derek Palmer’s similar Nissan. Simon Garrad’s RS500 finished third despite a strong challenge from Jarman’s Nissan.

Watts had to start race two from 12th place but he was already through to sixth after only one tour. Dodd led from Palmer, but not for long: Watts swept past to take over at half-distance and then he monitored the gap behind to the finish. “I hope James and I put on a bit of a show,” said Watts. “I did show him my lines once I got past.”

Cleland was a popular third after a late charge to pass Neil Smith and Jarman.

RESULTS (10 LAPS) 1 James Dodd (Nissan Primera); 2 Derek Palmer (Primera) +26.101s; 3 Simon Garrad (Ford Sierra RS500); 4 David Jarman (Primera); 5 Paul Smith (RS500); 6 Alvin Powell (Ford Mondeo). **CW** Garrad; Stephen Dymoke (Alfa Romeo 156). **FL** Stewart Whyte (Honda Accord) 1m36.496s (90.76mph). **RACE 2 (12 LAPS)** 1 Patrick Watts (Peugeot 406); 2 Dodd +0.347s; 3 John Cleland (Vauxhall Vectra); 4 Jarman; 5 Derek Palmer (Primera); 6 Neil Smith (Alfa Romeo 156). **CW** N Smith; P Smith. **FL** Watts 1m34.665s (92.52mph).

Thompson narrowly defeated Messer in historic F3



MASON

right behind the Lotus Cortinas.

Nelson Rowe took his customary win in the Historic FF2000 event, although Callum Grant (Delta T78) pushed the Reynard pilot all the way. Andrew Park broke free from the fighting pack to take third.

The Classic F3 race started with Benn Simms leading Graham Fennymore, Richard Trott and Simon Jackson, and after 12 laps they were still in the same order.

The Historic Formula Junior race was much more entertaining, even though Jon Milicevic notched up another easy win. Callum MacLeod seemed set for second place until his Caravelle slowed considerably, and Jack Woodhouse, Andrew Hibberd and Pete Morton slipped past in quick succession. Morton and Hibberd finished second and third respectively after a sandy trip for Woodhouse.

● Kerry Dunlop

MARTINI TROPHY WITH SUPERSPORTS (14 LAPS)

1 Martin O’Connell (Chevron B36); 2 James Dodd (Chevron B31) +2.413s; 3 John Burton (Chevron B26); 4 Doug Hart (March 755); 5 Nick Fleming (B36); 6 Michele Ligouri (Lola T296). **Class winners** Dodd; Werner Frenz (Osella PA5); Mark Richardson (Lola T492). **Fastest lap** Fleming 1m27.574s (100.01mph).

RACE 2 (13 LAPS) 1 Dodd; 2 O’Connell +17.395s; 3 Hart; 4 Frenz; 5 Robert Shaw (Chevron B26); 6 Andrew Schryver (Chevron B21/23). **CW** Frenz; Schryver; Richardson. **FL** Dodd 1m26.640s (101.09mph).

GUARDS TROPHY FOR PRE ’66 SPORTSCARS (20 LAPS)

1 James Schryver (Chevron B8); 2 Charles Allison (B8) +1.184s; 3 Steve Hodges (B8); 4 Phillip Nelson (B8); 5 Nick Thompson/Sean McLurg (Chevron B6); 6 Michael & Andrew Hibberd (Lotus 23). **CW** Hibberd/Hibberd; Nick Fleming (Lotus Elan); Chris Ward (Jaguar E-type); Brian Casey (Lenham P69); Chris & Ant Scragg (E-type); Grahame Bull (E-type); Chris Merrick (Merlyn Mk6); Bruce & Max Bartell (Elva Mk7S); John Truslove (E-type). **FL** Martin O’Connell (B8) 1m38.193s (89.20mph).

HSCC 70s ROAD SPORTS (11 LAPS) 1 Oliver Ford (Lotus Europa); 2 Richard Plant (Morgan Plus 8) +7.552s; 3 Charles Barter (Datsun 240Z); 4 Julian Barter (TVR 3000M); 5 Peter Shaw (TVR Tuscan); 6 Peter Rutt (Porsche 911). **CW** Plant; C Barter; Rutt; Antony Ross (Alfa Romeo 1750 Spyder); Chris Alford (MG Midget); Johan Denekamp (Lancia Beta Monte Carlo); Ken Rorrison (Alfa Romeo 2000 GTV); David Tomkinson (Triumph Spitfire). **FL** Ford 1m48.590s (80.65mph).

HISTORIC F3 (12 LAPS) 1 Peter Thompson (Brabham BT21); 2 Keith Messer (Vesey) +0.573s; 3 Steve Smith (Chevron B15); 4 Simon Armer (March 703); 5 Chris Holland (Brabham BT21); 6 Ian Bankhurst (Alexis HF802). **CW** Mauro Poponcini (Cooper T76). **FL** Armer 1m42.747s

(85.24mph).

HISTORIC F2 (14 LAPS) 1 Matthew Watts (March 772); 2 Richard Evans (March 742) +0.687s; 3 Peter Meyrick (March 782); 4 Hans Peter (Ralt RT1); 5 Phillip Gladman (Chevron B34D); 6 Jamie Brashaw (March 782). **CW** Tim Barrington (Lola T240). **FL** Watts 1m25.833s (102.04mph).

RACE 2 (12 LAPS) 1 Watts; 2 Peter +5.649s; 3 Gladman; 4 Brashaw; 5 James Claridge (Brabham BT38); 6 Peter Williams (March 782). **CW** Robert Simac (March 712); Bob Sellix (Lyncar 005). **FL** Watts 1m25.886s (101.98mph).

HISTORIC ROAD SPORTS (7 LAPS)

1 Andrew Shepherd (Lotus 7 S2); 2 Peter Shaw (Lotus Elan) +1.914s; 3 Philip Goddard (Morgan Plus 8); 4 Jonathan Stringer (Lotus 7 S2); 5 Patrick Ward-Booth (Ginetta G4); 6 Larry Kennedy (Elan S4). **CW** Goddard; Jan Boyes (MGB); Ben Adams (Turner Mk2); John Shaw (Porsche 911); Kristy Brooks (Elan); Jim Campbell (Aston Martin DB2/4). **FL** P Shaw 1m48.402s (80.79mph).

HSCC CLASSIC RACING CARS (12 LAPS) 1 Ian Jones (Lotus 59); 2 Michael Scott (Brabham BT28) +16.247s; 3 Andy Jarvis (Palliser WDB 2); 4 Callum MacLeod (Merlyn Mk20A); 5 John Hutchison (Crossle 14F); 6 Christopher Drake (Elva 300). **CW** MacLeod; Peter Thompson (Brabham BT21); Lance Carwardine (Brabham Jane); John Elliott (Lotus 18); David Brown (Brabham BT23C); Lincoln Small (Brabham BT10). **FL** Jones 1m38.636s (88.79mph).

DEREK BELL TROPHY (6 LAPS) 1 Greg Thornton (March 761); 2 Peter Meyrick (March 782) +1.679s; 3 Neil Glover (Lola T330/332); 4 Mike Bletsoe-Brown (Chevron B27); 5 John Harrison (Mallock Mk21); 6 Mike Bamby (Modus M7). **CW** Meyrick; Glover; Harrison; John Finch (Chevron B34); Adam Simmonds (Lola T142); Thomas Powell (Chevron B20). **FL** Meyrick 1m27.359s (100.26mph). **RACE 2 (10 LAPS)** 1 Thornton; 2 Meyrick +13.161s; 3 Glover; 4 Harrison; 5 Mike Whatley (Lola T300); 6 Paul Campfield

(Chevron B24). **CW** Meyrick; Glover; Harrison; Whatley; Finch; Powell. **FL** Thornton 1m26.985s (100.69mph).

HISTORIC FF1600 (12 LAPS) 1 Callum MacLeod (Merlyn Mk20A); 2 Sam Mitchell (Merlyn Mk20) +0.799s; 3 Benn Simms (Jomo JMR7); 4 David Wild (Lola T200); 5 Pertti Kiiveri (Kvantti Mk1); 6 Simon Toyne (T200). **FL** MacLeod 1m38.645s (88.79mph).

HISTORIC TOURING CARS (10 LAPS) 1 Mike Gardiner (Ford Falcon); 2 Jonathan Gomm (BMW 1800) +1.004s; 3 Tim Davies (Ford Lotus Cortina); 4 Neil Brown (Lotus Cortina); 5 Bob Bullen (Ford Anglia); 6 Robyn Slater (Anglia). **CW** Gomm; Bullen; Simon Bennoy (Hillman Imp); Colin Kingsnorth (BMW 1800ti); Roger Phillips (Austin Cooper 5); Peter Morgan (Austin Mini); David Lloyd (Ford Mustang). **FL** Gardiner 1m51.061s (78.86mph).

HISTORIC FF2000 (12 LAPS)

1 Nelson Rowe (Reynard SF79); 2 Callum Grant (Delta T78) +4.881s; 3 Andrew Park (SF79); 4 Benjamin Tusting (SF79); 5 Andrew Storer (Royale RP27); 6 Colin Wright (SF79). **CW** Wright; Eric Hoult (Lola T580). **FL** Rowe 1m34.942s (92.52mph).

CLASSIC F3 (12 LAPS) 1 Benn Simms (March 803B); 2 Graham Fennymore (Ralt RT3) +3.832s; 3 Richard Trott (Chevron B43); 4 Simon Jackson (Chevron B43); 5 Hugh Price (Chevron B38); 6 Christopher Drake (March 743). **CW** Marcus Mussa (Modus M1); Tony Sinclair (Brabham BT41). **FL** Simms 1m31.321s (95.91mph).

HISTORIC FORMULA JUNIOR (11 LAPS) 1 Jon Milicevic (Cooper T59); 2 Peter Morton (Lightning Envoyette) +4.415s; 3 Andrew Hibberd (Lotus 22); 4 Callum MacLeod (Caravelle Mk2); 5 Richard Smeeton (Wainer); 6 Andrew Garside (Lotus 20). **CW** MacLeod; James Hicks (Caravelle Mk3); Andrew Taylor (Cooper T56); Mark Woodhouse (Elva 300); Michael Ashley Brown (Volpini-Fiat). **FL** Morton 1m41.471s (86.31mph).



Mortimer heads Radical field into Copse

RADICAL EUROPEAN MASTERS SILVERSTONE GP, JULY 13-14 GT OPEN

Mortimer and Calko star at Silverstone

ALEX MORTIMER WAS THE MAN TO BEAT and Konstantins Calko did just that in the second race of the weekend.

Although Marco Cencetti had pole for race one, he spent the whole of his stint shadowing Mortimer. He had a nose inside on a couple of occasions, but Mortimer's defence held until the pitstop window opened.

Terrence Woodward, Christian Kronegard, Calko and Victor Correa all held station behind, but after the stops Mark Smithson emerged as the new leader, taking over from Kronegard.

Kaiser was also on the move in the Woodward car, deposing Mortimer, with Calko in the mix too. Kaiser began to make progress, but retired with fuel pressure problems.

Mortimer was back in front, but James Littlejohn shot up to second with a lap to go, only for his car to cut out rounding Woodcote for the final time. Calko thus reclaimed second, with Kronegard/Smithson completing the podium. Correa, Mike Cantillon and Jaap Bartels rounded out the top six. Colin Noble took the SR3 class.

Mortimer, Kaiser and Littlejohn made an early break in race two, with Kaiser going ahead through Brooklands on lap seven. All three held position until the stops, but Calko then took charge to win by over 13 seconds.

Mortimer demoted Woodward for second on lap 18, so Woodward/Kaiser completed the podium.

Henk Thuis and Peter Bamford completed the top six after Cencetti had to serve a stop-go penalty.

James Abbott topped the SR3s.
● Peter Scherer

RESULTS (24 LAPS) 1 Alex Mortimer (SR8); 2 Konstantins Calko (SR8) +11.127s; 3 Christian Kronegard/Mark Smithson (SR8); 4 Victor Correa (SR8); 5 Mike Cantillon (SR8); 6 Jaap Bartels (SR8).

Class winner Colin Noble (SR3).

Fastest lap Ross Kaiser (SR8) 2m01.202s (108.73mph).

RACE 2 (22 LAPS) 1 Calko; 2 Mortimer +13.750s; 3 Terrence Woodward/Kaiser (SR8); 4 Tony Wells/James Littlejohn (SR8); 5 Henk Thuis (SR8); 6 Peter Bamford (SR8).

CW James Abbott (SR3).

FL Kaiser 2m00.589s (109.28mph).

GINETTA GT5 CHALLENGE SPA, JULY 12-14 BRCC

Burns closes in on title lead with Spa Ginetta hat-trick

WILL BURNS LEAPFROGGED HIS WAY from fourth to second in the Ginetta GT5 Challenge title race as he took three wins from three races at Spa.

Burns now sits just 13 points behind leader Brad Bailey, who set the pace in qualifying and landed pole by less than a tenth from Luke Davenport.

Burns grabbed the lead at the start of race one, while Davenport went off at Eau Rouge.

Burns soon shook off the battling Bailey, Oliver Basey-Fisher, David Pittard and Jake Giddings, with the latter two passing Bailey into La Source mid-way through the race.

Pittard crashed out at the exit of Eau Rouge on the same lap, forcing the deployment of the safety car. Giddings' promotion to third was short-lived also, as he spun on oil at turn nine and hit the tyrewall, leaving his car in a dangerous position and the race red flagged and not re-started.

Leading from lap one in race two, Burns was once again untouchable, as

Will Moore spun and Davenport outraked himself going into the La Source hairpin.

Benefitting from the falterers, Bailey and Basey-Fisher were left to fight over second – with just 0.2 seconds between them at the flag.

Contact with the barrier left Tor McLroy out of the race on lap four before a spin for Davenport put him out at the end of lap five.

Burns was once again the triumphant force in the final race, leading from lights to flag as his championship rival Bailey spun on lap one at the top of Eau Rouge, demoting him to 14th.

Burns led from Giddings, Pittard and Basey-Fisher, but Giddings was lapping 0.5s quicker than Burns, who had a 2.5s lead.

Burns held on to the flag, finishing just 0.8s up the road from Giddings to make it a hat-trick.

Stuart Pearson claimed all three wins in the G20 class, from Nick



Burns has gone as Davenport spins off

Zapolski and Brian Murphy in race one, with Mark Wania and Mark de Spong finishing second and third respectively in the latter two outings.
● Ruth Harrison

RESULTS (4 LAPS) 1 Will Burns (G40); 2 Oliver Basey-Fisher (G40) +3.516s; 3 Brad Bailey (G40); 4 Tor McLroy (G40); 5 Dons Morten (G40); 6 Will Moore (G40).

CW Stuart Pearson (G20). **FL** Burns 2m50.852s (91.70mph). **RACE 2 (7 LAPS) 1 Burns;** 2 Basey-Fisher +5.092s; 3 Bailey; 4 Jake Giddings (G40); 5 Dennis Strandberg (G40); 6 David Pittard (G40). **CW** Pearson.

FL Burns 2m50.395s (91.95mph).

RACE 3 (7 LAPS) 1 Burns; 2 Giddings +0.832s; 3 Pittard; 4 Basey-Fisher; 5 Ben Hyland (G40); 6 Clive Richards (G40). **CW** Pearson.

FL Giddings 2m49.633s (92.36mph).

BETROPHY 25 HOURS SPA, JULY 12-14 BRCC

Belgians head the Brits in 25 Hours

FIFTEEN UK TEAMS JOINED A FIELD OF 90 cars for a gruelling 16th edition of the 25 hours of Spa Fun Cup race (now renamed the BE Trophy).

The field was split over three classes: the original 1.8 litre petrol class (Evo 1), the diesel class (Evo 2) and the new Evo 3 class, powered by a newer two-litre VW engine.

Unsurprisingly, the newer cars dominated the top order. Evo 3 cars filled four of the first five places after 25 hours of racing, with the Colson Racing squad of Michel Simul, Philippe Crosset, Armand Fumal and Eric Gressens getting the better of

fellow Belgian squad Kottage Allure 1 to win by two laps.

In the 1.8 litre petrol sequential class, the running was dominated early on by the UK cars of Sheradize (Phil Keen/Marcus Clutton/Peter Belshaw), Hillspeed (Lee Atkins/James Walker/Struan Moore/Ian Moore/Tim Sugden) and JPR/Uvio (Paul Rose/Scott Fitzgerald/Steve Harris/Tim Wheeldon/Dom Jackson). Sheradize held the class lead until the final two hours, when engine failure dramatically ended their race.

The Belgian Dupon car moved up to the Evo 1 class lead having pitted

the fewest times due to some clever fuel calculations and finished sixth.

UK team Hillspeed finished second in the Evo 1 class and 10th overall.

They pitted out of synch with the rest of the field and ran a near-faultless race, which included only one small incident.

Atkins said: "What a fantastic event. It was gruelling, but enjoyable."

JPR/Uvio held second in the Evo 1 class for two-thirds of the race, but lost six laps due to alternator failure.

The top Evo 2 team was Italian squad GDL, which finished third overall anchored by former Italian

Touring Car ace Gianluca di Lorenzi.

The UK Thormac car (Sean McNerney, James Thorpe, plus Nigel and Oliver Reuben) finished second in the Diesel class and ninth overall, despite starting from the back of the grid due to radio problems, and suffering a broken driveshaft.

McNerney pushed the team to seventh overall after his first stint, before the driveshaft breakage in the early hours of the morning forced them back to 23rd.

They recovered to finish best of the UK runners in ninth overall.

McNerney said: "This is one of the events we look forward to the most. As a team, we said we wanted a top 10 finish overall.

"To finish top UK team and to be on the TDI podium: we achieved everything we set out to do. It was an awesome event."

● Roxie Mirandi



Lurid Colson entry topped 90-car field

RESULTS (25 HOURS: 420 LAPS) 1 Colson Racing (Michel Simul/Philippe Crosset/Armand Fumal/Eric Gressens); 2 Kottage Allure 1 (Frederic Bouvy/Cedric Bollen/Nicolas Jussy/Rene Brugmans/Maxime Soulet) -2 laps; 3 GDL 3 (Gianluca de Lorenzi/Cesare Guazzini/Roger Giagnacovo/Sergio Negroni); 4 McDonalds Racing (Frederic Vervisch/Philippe Thewissen/Jeremy Arnhem/Marc-Olivier van Oppens/David Dermont); 5 Como-SKR (Karim Kaddoura/Ziad Bou Antoun/Charles Croce-Spinelli/Baudouin Mallez); 6 Dupon Racing (Stephan Dupon/Johan Puype/Kris Cools/Quinten Devreker/Peter Puype). **CW** GDL 3; Dupon Racing. **FL** McDonalds Racing 3m01.289s (86.42mph).

VW RACING CUP SPA, JULY 12-14 BRCC

Depper ends his victory drought before Lines retaliates

MARTIN DEPPER CLAIMED VICTORY BY a tenth of a second from his KPM team-mate Stewart Lines in the first of the Spa VW Cup races after nine laps of thrills.

The Scirocco of polesitter Lines led for the first seven laps after overcoming the fast-starting Golf of Tom Barley through Eau Rouge.

Depper and Aaron Mason slipstreamed their way up to the leader after pushing Barley back to fourth, and then on the penultimate lap contact between Lines and Depper meant they both slid wide at Pouhon.

Mason nipped through for the lead but threw it away with a lock-up at the Bus Stop, slipping back to third, while Depper secured the victory by passing Lines through Eau Rouge on the last lap.

"My first win of the year has been a long time coming," said Depper. "It was a great race with Stewart and Aaron: we were nose-to-tail and racing fairly all the way through."

Mason recovered from his moment to keep third from Barley's clutches,

with Nick Beaumont's Scirocco snatching fifth on the line from Golf driver David Sutton after a charge from 18th on the grid.

Mason led race two also, and once again the championship leader made a mistake, this time spinning on cold tyres after half a lap.

Lines and Depper profited and took their turns to lead, joined mid-race by the Golf of Henry Gilbert, who was making his Spa debut. Gilbert passed Lines to split the Sciroccos for two laps before being beaten back to third.

Lines went ahead with three laps to run and survived a last-lap lunge at the Bus Stop to beat Depper to the flag by 1.1s.

"I was ahead of Martin coming into the final bend and he was right up my exhaust pipe," said Lines. "I moved over in case he wasn't going to be able to stop in time, he pulled alongside and then outbraked himself."

"We had a great race and Henry drove really well – he really put us under pressure."

Gilbert claimed his maiden VW



Lines gives chase to team-mate Depper through La Source

Cup podium finish in third, 10s clear of Sutton.

Former champion Phil House, who lost time in race one with a gear linkage problem, charged from 17th on the grid to fifth, ahead of Josh Caygill's Golf and Mason, who battled back from 17th following his first-lap spin.

● Nick Carter

RESULTS (BOTH 9 LAPS)

1 Martin Depper (Scirocco); 2 Stewart Lines (Scirocco) +0.100s; 3 Aaron Mason (Scirocco); 4 Tom Barley (Golf); 5 Nick Beaumont (Scirocco); 6 David Sutton (Golf). **FL** Mason 2m47.375s (93.61mph).

RACE 2 1 Lines; 2 Depper +1.121s; 3 Henry Gilbert (Golf); 4 Sutton; 5 Phil House (Scirocco); 6 Josh Caygill (Golf). **FL** Lines 2m49.394s (92.49mph).

Anderson bows out with a win

AUTOSPORT'S BEN ANDERSON ENDED his Formula Vee career on a high, taking a win and a second from the series' first visit to Rockingham; only narrowly missing out on the double.

With the top two in the title race absent – points leader Paul Smith had family commitments, while second-placed Martin Farmer was at a wedding in Jamaica – there was a chance for different drivers to run at the front.

Anderson's GAC was fastest in qualifying but the 0.2-second gap to Graham Gant's WEV indicated how close the racing would be.

Anderson made a poor getaway and this allowed Gant to take the early advantage ahead of Steve Ough's AHS Dominator in race one.

Meanwhile, Peter Belsey was on a charge in his Spyder and took second from Ough on lap two at Gracelands and two laps later grabbed the lead exiting Deene.

Anderson climbed back up the

order and by lap three was third. His recovery was aided by a spin for Gant at Brook on lap five, which dropped him to eighth. "It was very hot and the tyres started to go off," he said.

Belsey seemed on course for his maiden Vee win but was hunted down by Anderson, who grabbed victory on the final lap when Belsey went wide at Kirby. Ough held onto third.

It was a repeat performance at the start of race two as Anderson was again slow away and Gant again took the lead. Gant's advantage was short lived as Ough passed him at Kirby.

Gant fought back and reclaimed the lead on lap five as Ough started to drop down the order. Anderson was on another comeback mission, passing Ough for second on lap six and he hunted down Gant.

With Gant being faster on the straights Anderson was unable to mount a challenge and had to settle for second. A delighted Gant took his



first win for 31 years and admitted "my engine does pull very well!"

Anderson was pleased with his results too and was happy to have a weekend without reliability dramas. He said: "It was good fun and it was great to have some close racing, which is how Formula Vee should be."

Belsey secured another podium in third, while Ough fell to seventh after suffering a loss of power.

● Stephen Lickorish

RESULTS (BOTH 9 LAPS) 1 Ben Anderson (GAC); 2 Peter Belsey (Spyder MK2) +0.438s; 3 Steve Ough (AHS Dominator); 4 Craig Pollard (GAC); 5 Daniel Burton (AHS Challenger); 6 Tim Probert (Storm).

Class winner Brenton Jones (ELBEE). **Fastest lap** Anderson 1m38.822s (74.67mph).

RACE 2 1 Graham Gant (WEV); 2 Anderson +0.358s; 3 Belsey; 4 Pollard; 5 Burton; 6 Ian Jordan (Sheane Jordan).

CW Jordan. **FL** Anderson 1m37.949s (75.34mph).



Ivey climbs the top step as battles rage behind

JON-PAUL IVEY TOOK COMFORTABLE wins in two incident-packed Bike-Sports races.

Legendary designer Adrian Reynard made a terrific start in race one and passed poleman Tim Gray for the lead, as Ivey chugged away.

Ivey eventually despatched James Breakell before passing Gray into Turn 1 on lap six. On the following tour, the Radical driver took the lead at Brook and never looked back.

Behind, there was drama for Gray as his Spire's brakes caught fire, while Reynard didn't finish either following contact with Breakell at Brook.

There was a rush for new brakes to be driven from Derby for Gray to use in race two. These arrived just in time, but the polesitter ran wide on the opening lap at Gracelands and

Ivey inherited the lead.

Gray explained: "I jabbed the brakes lightly but nothing happened. I thought rather than spin I will go on the grass, but there was gravel too!"

Luckily, Gray was able to continue despite glancing the barrier and was delighted to recover and finish third.

Breakell was second again.

● Stephen Lickorish

RESULTS (BOTH 14 LAPS) 1 Jon-Paul Ivey (Radical PR6); 2 James Breakell (PR6) +9.005s; 3 Richard Stables (PR6); 4 Paul Haynes (PR6); 5 Richard Wise (Spire GT3); 6 John Cutmore (GT3). CW Cutmore; Oliver Cox (Radical SR4). **FL** Ivey 1m26.358s (85.45mph).

RACE 2 1 Ivey; 2 Breakell +16.185s; 3 Tim Gray (GT3); 4 Adrian Reynard (Reynard Inverter 09Q); 5 Stables; 6 Haynes. CW Gray; Cutmore. **FL** Gray 1m27.482s (84.36mph).

Pither and Cowley profit as Hodkin gets in trouble



BOTH 750 FORMULA ENCOUNTERS featured red flags for incidents involving championship leader Dave Hodkin.

Therefore it was Ed Pither and Bill Cowley who took the spoils, with Pither grabbing his first win.

Hodkin qualified on pole in his HRD but lost out to Cowley at Deene in race one. On lap two he tried to re-take the lead at Piff-Paff but succeeded only in hitting Cowley – causing both cars to retire and bringing out red flags. Hodkin was later given penalty points on his licence for the contact.

At the restart, Andrew Kemp's Racekits Falcon took the lead from Pither's PRS1 but later suffered from overheating and a long brake

pedal, allowing Pither to win.

The red flags made another appearance in race two, when Hodkin's miserable weekend was completed as he pulled off.

This time Cowley was able to take a lights-to-flag victory in his grandfather's machine.

● Stephen Lickorish

RESULTS (8 LAPS) 1 Ed Pither (PRS1); 2 Andrew Kemp (Racekits Falcon) +12.378s; 3 Chris Gough (CGR2evo); 4 Mark Glover (Racekits Falcon); 5 Dave Robson (SDAR/83); 6 Andrew Lake (Darvi). CW Kemp. **FL** Pither 1m39.094s (74.47mph). **RACE 2 (7 LAPS) 1 Bill Cowley (Cowley MKIV); 2 Gough +12.283s; 3 Kemp; 4 Robson; 5 Bob Simpson (SS/F); 6 Glover. CW** Kemp. **FL** Cowley 1m39.330s (74.29mph).



Watts was one lap away from a double

MONOPOSTO OULTON PARK, JULY 13 MSVR

Wins to Watts and McLurg

ROBBIE WATTS CONVERTED POLE INTO a dominant win in the first race for the two-litre cars after Kevan McLurg's Dallara retired on lap two.

Classic 2000 championship leader Ben Cater closed on second placed Tony Bishop and swept ahead on the third lap. Reigning champ Malcolm Scott demoted Bishop on the final lap for third.

Later Watts looked set to win again, but retired on the final lap, leaving McLurg to take the spoils ahead of Russ Giles and Cater.

The race was effectively a six-and-a-half minute sprint following a safety car period triggered by Bishop becoming

airborne after contact during the opening run to Old Hall.

Chris Woodhouse made an excellent start from second on the grid in the first lower capacity event and edged clear of Dan Clowes.

Excessive temperatures put Woodhouse out on lap five and left the Clowes Jedi to win from Jason Timms' Speads and Geoff Fern's JKS.

Subsequently Clowes stormed into an early lead and the double looked on. However, he was forced into retirement at Shell Hairpin on lap two, with Timms inheriting the lead and staying out front to the close despite late pressure from Fern.

● Graham Read

RESULTS 2000/CLASSIC 2000 (9 LAPS)

1 Robbie Watts (Lola F106/03); 2 Ben Cater (Van Diemen) +10.090s; 3 Malcolm Scott (Dallara F398); 4 Tony Bishop (Dallara F304); 5 David Gambling (Dallara F302); 6 Richard Snuggs (Dallara F387). **CW** Cater. **FL** Watts 1m40.419s (96.50mph). **RACE 2 (7 LAPS)** **1 Kevan McLurg (Dallara F397);** 2 Russ Giles (F398) +5.880s;

3 Cater; 4 Bryn Tootell (Van Diemen); 5 Jared Wood (Vauxhall Lotus Mk2); 6 Terry Clark (Reynard 903). **CW** Cater. **FL** Watts 1m41.642s (95.34mph). **MOTO/ZETEC/1600/1800 (BOTH 9 LAPS)** **1 Dan Clowes (Jedi Mk6);** 2 Jason Timms (Speads RM07) +15.516s; 3 Geoff Fern (JKS TFR11); 4 Tony Gauntlet (Jedi Mk6); 5 Craig Hurrant (Jedi Mk6); 6 Ewan Sergison (Swift SC99Z). **CW** Sergison; Marcus Sheard (Mygale SJ00); Luke Rosewell (Ray 96). **FL** Clowes 1m38.624s (98.26mph). **RACE 2** **1 Timms;** 2 Fern +0.496s; 3 Gauntlet; 4 Hurrant; 5 Sergison; 6 Paul Britten (Van Diemen RF00). **CW** Sergison; Sheard; Rosewell. **FL** Fern 1m41.050s (95.90mph).

GT CUP OULTON PARK, JULY 13 MSVR

Mustill doubles up in Daytona Prototype

NIGEL MUSTILL PEDALLED HIS RILEY TDC Mk22 Daytona Prototype to a brace of victories, but was made to work hard for his success.

After a mere half second covered the leading qualifying times posted by Alex Martin, Ian Loggie, Mustill and Will Goff in their Ferrari, Porsche and Riley mounts, an exciting opening race was promised.

When the red lights went out it was Martin who headed Loggie and Mustill and, as Martin's 458 edged clear, Mustill closed on Loggie's 997 GT3.

Mustill moved up to second place past Loggie at Deer Leap on the fourth tour and soon had the leading Ferrari in his sights.

Martin succumbed to Mustill's pressure on lap six and from here to the close frontman Mustill headed the chasing trio of Martin, Loggie and Ian Dockerill.

Later, Mustill made a great start and sprinted into an immediate lead, which he was never to relinquish despite pressure from firstly Martin and then Dockerill.



GT Cup grid was back up to over 20 cars

Martin and Dockerill had a highly entertaining scrap for second and it was ultimately Dockerill who usurped his rival at Old Hall on lap 10.

The 911 RSR driver then closed on the leading Mustill, but had to settle for the runner-up spoils ahead of Martin's Ferrari and Kevin Riley's Mosler.

● Graham Read

RESULTS (BOTH 15 LAPS) **1 Nigel Mustill (Riley TDC Mk22);** 2 Alex Martin (Ferrari 458 Challenge) +2.246s; 3 Ian Loggie (Porsche 997 GT3); 4 Ian Dockerill (Porsche 911 RSR); 5 Mike Donovan (997 GT3); 6 Peter Jennings (458 Challenge). **CW** Martin; Loggie; Paul Fleury (Ginetta G50). **FL** Mustill 1m42.525s (94.52mph).

RACE 2 **1 Mustill;** 2 Dockerill +1.113s; 3 Martin; 4 Kevin Riley (Mosler MT900GT); 5 Jennings; 6 Will Goff (997 GT3). **CW** Martin; Goff; Jeff Wyatt (BMW M3). **FL** Mustill 1m42.365s (94.67mph).



Toyota MR2

The Rockingham spoils went to Jim Davies and Matthew Palmer. Davies' Roadster took a lights-to-flag win in race one but he made a poor start in race two. He recovered to third before his engine seized. Mike Wells was on course for victory, but a missed gear let Palmer (above) win.

Classic Stock Hatch

A red flag caused by Michael Williamson going off at Tarzan couldn't stop Imran Khan from claiming victory in race one at Rockingham from Matt Rozier. Rozier took the lead from Khan at race two's start and the order didn't change afterwards despite the top four running very close.

Roadsports

Martin Short's Toyota GT86 and James Broad/Mark Lloyd Jones' VW Corrado were the class of the field at Rockingham. Poleman Short started badly and dropped to sixth, but reclaimed top spot at Tarzan on lap 15 to give the Toyota victory in its first race for a year.

BMW Compact Cup

Stephen Roberts was unstoppable in the Compact Cup at Rockingham, taking his fifth and sixth wins of the season. Stuart Voyce finished runner-up both times with Martin Gambling securing a brace of thirds.

Atom Cup

Nick Whitehead added to his two earlier wins at Brands Hatch, leaving ex-single-seater champion Scott Malvern to climb from fourth on the grid to second from lap four onwards in the first race at Oulton. Later Malvern got his own back on Whitehead by 0.4 seconds.

Mini Challenge

Race one was unusually uneventful at Oulton, with Chris Smiley leading Chris Smith and Jake Packun all the way. Packun (below) won race two from Luke Caudle, after Smiley retired on the penultimate lap. Shane Stoney took a Cooper class double after twice finishing 12th overall.



Higgins' double cuts points gap

AFTER WINNING RACE ONE ADAM Higgins followed up that fine performance with a decisive drive in race two to close the championship gap to just one point.

With Steve Jensen only finishing fourth in race one, Higgins had a great opportunity to make the most of his weekend, with a double victory. The race one podium had been completed by Ed Moore and Roger Orgee.

Jensen took pole for race two, followed by Moore, Orgee and Higgins. Things got off to a bad start for Moore when he was wheeled off the grid with a clutch problem.

Jensen made a great start and held off the fast-starting Higgins into Quarry, with Orgee and Richard Higgins slotting in behind.

The top four circulated in close order with Higgins passing Jensen on lap two only to lose the lead soon afterwards. Jensen made a break for it, only for the safety car

to come out on lap four.

Higgins spotted his chance after the restart and dived ahead of Jensen into Quarry. On lap six Jensen attempted a move only for Higgins to slam the door firmly shut.

The leading trio continued to follow each other closely before Jensen made a successful manoeuvre on lap seven at Quarry, depriving Higgins of the lead.

Orgee was an ever-present threat in third and was pressuring Higgins strongly for second without ever being able to make a pass. Meanwhile, Moore had made an amazing recovery from his aborted start to recover to fourth.

Higgins continued to apply pressure for the lead, and got a tow behind Jensen down to Quarry on lap 13. Shortly afterwards he sneaked through past Jensen between Tower and Bobbies.

The triumvirate continued to follow each other nose to tail, but



Higgins is just one point behind Jensen after his double win

Higgins held on for the win, with Jensen finishing second under intense pressure from Orgee.

Jensen declined to join his rival's victory celebrations, but Higgins was ebullient, saying: "There was some hard racing, and I don't think Jensen is very happy. I don't know where he is to be honest." Orgee added: "The battle was fierce towards the end, but my tyres went off."

● James Stacey

RESULTS (15 LAPS) 1 Adam Higgins (Van Diemen JL12); 2 Edward Moore (Van Diemen JL013K) +0.436s; 3 Roger Orgee (Van Diemen RF00); 4 Steven Jensen (Spectrum O11b); 5 Richard Higgins (Van Diemen RF90); 6 Ashley Crossey (Spectrum O11c). CW R Higgins; Pete Diccox (Van Diemen RF89). FL Jensen 1m12.615s (91.71mph). RACE 2 (15 LAPS) 1 A Higgins; 2 Jensen +0.150s; 3 Orgee; 4 Moore; 5 Oliver White (Van Diemen); 6 Crossey. CW A Higgins; Nathan Ward (Swift SC95K); Iain Houston (RF89). FL A Higgins 1m12.628s (91.70mph).

Power proves secondary as Wyatt shines in the sun

WILLIAM DI CLAUDIO'S POTENT Peugeot 106 GTi won from Mark Wyatt and Robert Ballard in race one in a close fought battle.

Di Claudio edged home half a second clear, with Ballard's turbo Seat a further 11s back.

In race two however, Wyatt led away from pole position in his Interceptor prepared Vauxhall Astra, using its weight advantage and superior handling to full effect.

Wyatt predicted pre-race that Ballard's turbo-powered SEAT might struggle in the heat and was duly proved right as he won convincingly.

Ballard tried in vain to close the gap to the leader, but it proved too much on this occasion. He said: "My car is a lot heavier than Mark's, and the turbo power advantage wasn't enough to overcome it today."

He was left to squabble with Tony Dolley over second, though the battle

ended on lap nine when Dolley slowed and retired his Peugeot 206.

Di Claudio took over third place, but never threatened Ballard and finished nearly 10s behind him – enough to consolidate his position at the top of Class C. He said: "I just wanted to bring the car home, and win my class."

● James Stacey

RESULTS (BOTH 15 LAPS) 1 William di Claudio (Peugeot 106 Gti); 2 Mark Wyatt (Vauxhall Astra) +0.539s; 3 Robert Ballard (SEAT Leon); 4 Adrian Slade (Peugeot 106 GTi); 5 James Winter (Peugeot 106 GTi); 6 Julian Ellison (Vauxhall Astra). CW Ballard; Wyatt; Charles Hyde-Andrews-Bird (Ford Fiesta Zetec). FL Wyatt 1m17.640s (85.78mph).

RACE 2 1 Wyatt; 2 Ballard +6.244s; 3 di Claudio; 4 Ellison; 5 Dave Scaramanga (Volkswagen); 6 Winter. CW Ballard; di Claudio; Hyde-Andrews-Bird. FL Wyatt 1m17.628s (85.79mph).



Wyatt won race two after falling short in the first



Barnes should have won by more

Delays not a drama for Barnes after serene victory

JON BARNES EMERGED VICTORIOUS in a race marred by some confusion mid-way caused by a car laying down oil all round the circuit.

The first two rows started well and after Barnes headed the field into Quarry, he built a lead he only lost through the first safety car period.

After being followed by Pascal Green and Ian Conibear for the first half of the race, it was all change from lap 17 – Barnes still ahead, but Conibear up to second and the Thompson family Caterham third. Following a second full course yellow, Mark Coeling – who took off a mud guard and changed a tyre – moved up to final podium spot.

The race, however, belonged to

former British GT champion Barnes. "To finally get a race win is fantastic," said the victor, who lapped the entire field up to fourth place.

Runner-up Conibear nodded to some good fortune on more than one occasion, saying: "I had a big tank slapper on the oil, but gained a place with the safety car."

● James Stacey

RESULTS (26 LAPS) 1 Jon Barnes (R600); 2 Ian Conibear (Roadsport); 3 Mark Coleing (CSR); 4 Pascal Green (C400); 5 Kevin Williams (C400); 6 Barney Pryor (C400). CW Tom Hayman-Joyce (Roadsport); Gerry & Brad Fincham (R400); Pryor; Rick Jones (Westfield); Mike Aikens (CSR). FL Coleing 1m10.861s (93.98mph).

SPORTS & GT CASTLE COMBE, JULY 13-14 CCRC

Hair nets a win to claim podium double

JONATHAN HAIR WAS A PICTURE OF consistency in the Sports and GT races, as Simon Tilling suffered the highs and lows of racing.

Tilling won race one easily, in his Radical SR3, from Hair's Mallock Beagle and Norman Lackford's PR6.

However, on Sunday Tilling was a non-starter, along with championship regular Andrew Shanley, which meant a reduced field of nine runners.

Front row men Hair and Josh Smith (PR6) put on a show, though. Smith, who suffered some damage in

qualifying, made a poor start, handing Hair the advantage, though he was back up to second again as they reached Quarry.

From there, the pair's dice went on throughout the race, with Smith threatening without ever passing the leader while behind them Lackford toiled as his tyres faded.

After winning, Hair – who was later voted driver of the day – commented: "I made a great start but my tyres started to die on me very early on." Smith praised his car after the race when he said: "It was really

close from start to finish."

● James Stacey

RESULTS (BOTH 15 LAPS) 1 Simon Tilling (Radical SR3); 2 Jonathan Hair (Mallock Beagle) +16.107s; 3 Norman Lackford (Radical PR6); 4 Martin Baker (Radical Clubsport); 5 Perry Waddams (TVR Tuscan); 6 Charles Harvey-Kelly (Radical SR3). **CW** Hair; Baker; Waddams. **FL** Tilling 1m04.767s (102.83mph). **RACE 2** 1 Hair; 2 Josh Smith (Radical PR6); 3 Lackford; 4 Tim Woodman (Caterham 7); 5 Dylan Popovic (Martin Exi 2700); 6 Phil Gale (Darrian T9 Vauxhall 2098). **CW** Woodman. **FL** Hair 1m04.271s (103.62mph).



Jaguar Saloon and GTs

Richard Dorlin (above) won race one, and David Howard rose from third on the grid to beat Thomas Barclay and Dorlin in a close race two at Castle Combe. James Ramm started well but failed to finish. Barclay, and Dorlin traded places but Dorlin failed to pass into Quarry on the last lap.

CSCC Swinging '60s

Robert Bremner led for most of the race in his AC Cobra, after starting well at Combe. He lost the lead during the pitstop period but resumed ahead of Dave Boland in his Lotus Seven. Richard Wager in a Mini finished third, after running as high as second at the stops.

CSCC Modern Classics

David Hickton only qualified third for the Modern Classics race at Combe but won by a comfortable margin. He was running second for the first half of the race but when Peter Morris lost a chunk of time at his pitstop, Hickton's driving partner Ray West guided their BMW M3 to victory.

Allcomers

Anthony Bennett's Caterham R300 qualified 2.492s clear of Tim Woodman's 7, but finished only 2.420s clear after 12 laps of racing at Combe. Bennett lapped the entire field up to Woodman in the process. Jon Wheeler's MGB Roadster completed the podium.

Midgets & Sprites

Poleman Paul Sibley took a comfortable win in the Midgets and Sprites race at Combe. He had to eke out his lead twice after losing a near-five second advantage to traffic. Martin Morris chased him home.

CSCC Tin Tops

Paul and Tom Mensley's Ford Focus (below) topped a bumper field at Combe by edging out poleman Nigel Tongue's Peugeot 306 by just six seconds after 30 laps. Front row starter Carl Chambers led early on but hit trouble after the pitstops. This allowed the Mensleys into the lead, one they would not relinquish.



Hair won race two after coming second in the first

PICKUP TRUCKS LYDDEN, JULY 13-14 BARC

Tompkins stars as Pickups return to Lydden in style

THE PICKUP TRUCK CHAMPIONSHIP returned to Lydden Hill for the first time in 10 years and on a day that delivered drama aplenty, Paul Tompkins notched up two wins and a second.

For race one, poleman James Goldstraw initially led but lost the back end at Chessons and spun across the pack, breaking his arm as a result of the ensuing pile-up.

Other trucks scattered in avoidance – with four retiring after contact – which allowed third-placed Paul Tompkins into top-spot.

Tompkins headed the field from the restart and was never topped. Behind, a three-way battle for second developed with Paul Poulter, Michael Smith and Pete Wilkinson involved.

Smith inherited second when Poulter retired on lap 13 with gearbox failure – repairing it before race two.

Geoff Dixon started from pole in race two but was immediately shuffled back as Poulter passed around the outside at turn one.

Pete Stevens and Tompkins followed through and another three-way tussle began.

It lasted until lap 13 when Poulter's engine blew in fiery fashion – forcing him to retire from the lead. Stevens led after the safety car period and his win was confirmed a lap early when Dave Weaver had a heavy smash on Canterbury Straight.

For race three, a 720-degree spin for Stevens disturbed the first tour, on which Dave O'Regan grabbed the lead from polesitter Paul Jones down Hairy Hill. At mid-distance, the safety car was called when Dixon's engine blew.

It made for an eight lap sprint finish, during which O'Regan could not hold off hard-charging Tompkins (up from ninth on the grid) at Pilgrims. "I knew I couldn't do it after the safety car but second's good," said O'Regan. "Tompkins was quick and it was so hot in there I thought I might faint!"

While Tompkins completed a fruitful weekend, fourth-placed Lee Rogers took Pro 2 class honours. ● Dan Wright

RESULTS (18 LAPS) 1 Paul Tompkins; 2 Michael Smith +7.100s; 3 Pete Wilkinson; 4 Antony Hawkins; 5 Pete Stevens; 6 Dave Weaver. **FL** Dave Longhurst 46.441s (77.52mph). **RACE 2 (19 LAPS)** 1 Stevens; 2 Tompkins +0.144s; 3 David O'Regan; 4 Wilkinson; 5 Hawkins; 6 Smith. **FL** Tompkins 46.214s (77.90mph). **RACE 3 (24 LAPS)** 1 Tompkins; 2 O'Regan +2.067s; 3 Hawkins; 4 Lee Rogers; 5 Paul Jones; 6 Neil Tressler. **FL** O'Regan 46.617s (77.23mph).



Tompkins claimed two wins at Lydden

Title rivals battle in stylish fashion

GIVEN THE MARGIN FOR ERROR THAT exists at the top of the Mini points standings, there were difficult decisions to be made for frontrunners Kenneth Thirlwall, David Sleigh and Joe Tanner when it came to racecraft.

The first slip came from reigning champion Sleigh, whose slide exiting the chicane in the first race allowed Tanner to gain momentum and make the pass into Clark Corner.

Thirlwall didn't accept the status quo and he made a surprise lunge to take the lead and secure the win at the hairpin on lap five.

Among the Mini drivers, the late outraking move of Thirlwall is well recognised, but such was Tanner's lead on the approach to the hairpin that he didn't see it coming.

"I've been watching it on the TV and I knew the move," Tanner

admitted. "As soon as I saw him I realised I'd have to let him have it." Sleigh made his way past Tanner too but was later repassed by his team-mate at the final corner.

Sleigh regained some of his pride with a great last-lap move on Thirlwall to take second place in the second race at the fast Duffus Dip.

It was Tanner's race and he led from lights to flag, saying afterwards: "I was so lucky. I could see them fighting in my mirrors but when you don't have to defend you can make up so much time."

The final race had Kyle Reid elevated to pole position, but the first attempt only lasted a few laps. The red flags came out after a huge shunt for Sleigh and fellow former champion Vic Covey Jr. Sleigh had attempted an overtaking move around the outside of Duffus but



Thirlwall (34), Sleigh and Tanner shared Scottish Mini wins

made contact that caused both cars to go off into the Scotsman gravel trap. Sleigh's car rolled over Covey's on impact but both drivers walked away unharmed. Reid held on to take the win in the restarted race.

● Jonathan Crawford

RESULTS (9 LAPS) 1 Kenneth Thirlwall; 2 Joe

Tanner +0.147s; 3 David Sleigh; 4 Aiden Moffat; 5 Vic Covey Jr; 6 Michael Doyle. **FL** Sleigh 1m03.328s (72.27mph). **RACE 2 (9 LAPS)**

1 Tanner; 2 Sleigh +1.615s; 3 Thirlwall; 4 Malcolm McNab; 5 Chris Reid; 6 Kyle Reid. **FL** K Reid 1m03.624s (71.93mph).

RACE 3 (5 LAPS) 1 K Reid; 2 Doyle +1.822s; 3 C Reid; 4 McNab; 5 Tanner; 6 Moffat. **FL** McNab 1m03.896s (71.63mph).

SCOTTISH FORMULA FORD KNOCKHILL, JULY 14 SMRC

Gray defies his youth to claim masterful double victory



The youthful Gray demonstrated mature racecraft to win twice

THE FINE WEATHER MADE FOR excellent Formula Ford racing and the two youngest racers showed racecraft way beyond their years.

Such is the competitiveness at the front that the top three were separated by 0.016s in qualifying.

At the lights, Stuart Thorburn led away from pole position, leaving Michael Gray to play a waiting game. Jordan Gronkowski, the erstwhile championship leader, retired after three laps with engine problems.

After a brief safety car period the three leaders were very close, and with only a couple of laps to go Gray made his move. He dived up the inside of Ciaran Haggerty at Scotsman to take second and soon

after took the lead at the hairpin.

In race two, Gray led from pole but Haggerty looked the faster in the early stages and he made the pass at Clark on lap four.

Gray reclaimed the lead at the hairpin, while Haggerty retired.

● Jonathan Crawford

RESULTS (12 LAPS) 1 Michael Gray (Vector TF93); 2 Ciaran Haggerty (Ray GRS09) +0.503s; 3 Paul Kopec (Ray GRS08); 4 Matthew Chisholm (Van Diemen RF92); 5 Neil Broome (Swift SC93K); 6 Stuart Thorburn (Van Diemen RF92). **FL** Haggerty 56.109s (81.57mph).

RACE 2 (9 LAPS) 1 Gray; 2 Thorburn +2.660s; 3 Kopec; 4 Broome; 5 Chisholm; 6 Martin Pieraccini (Van Diemen RF92). **FL** Gray 56.622s (80.83mph).

SCOTTISH LEGENDS KNOCKHILL, JULY 14 SMRC

Bill-topping Legends throw up a mixed bag of results

AS THE FEATURED SERIES AT Knockhill, the Scottish Legends drivers had six races to entertain.

Duncan Vincent returned with a win, defending from reigning champion Ross Mickel, whose bold move at the last corner was in vain.

The champion took another podium in the second heat, but was disqualified for a ride-height infringement. David Allan inherited the win, and also claimed victory in the first of the two finals.

Mickel's moves for the rest of the day were more reserved as he sought to bank points – understandably,

with 1200 on offer.

He took a second win in the afternoon, after Allan had taken victory in the first heat, but struggled to make it through the field during the second final before the red flags were thrown for Warren Allan's stranded car.

No such misfortune befell David Newall, who emerged on top of the second final after a quiet day, with John Patterson nearly six seconds in arrears and Kieran Gallacher third.

● Jonathan Crawford

RESULTS (8 LAPS) 1 Duncan Vincent; 2 Ross



The returning Vincent claimed a heat win and several top fives

Mickel +0.250s; 3 David Newall; 4 Paul O'Brien; 5 David Hunter; 6 John Patterson. **FL** Mickel 1m00.450s (75.71mph). **RACE 2 (8 LAPS)**

1 David Allan; 2 Warren Allan +1.171s; 3 Vincent; 4 O'Brien; 5 Gerard McCosh; 6 Newall. **FL** Vincent 1m00.647s (75.46mph). **RACE 3 (10 LAPS)** 1 D Allan; 2 Mickel +0.045s; 3 Daniel McKay; 4 Kieran Gallacher; 5 Vincent; 6 Newall. **FL** Mickel 1m00.758s (75.33mph). **RACE 4**

(8 LAPS) 1 D Allan; 2 Carol Brown +0.112s; 3 Mickel; 4 W Allan; 5 McKay; 6 Stevie McGill. **FL** Mickel 1m00.840s (75.24mph). **RACE 5 (8 LAPS)** 1 Mickel; 2 O'Brien +0.089s; 3 Hunter; 4 McKay; 5 Brown; 6 D Allan. **FL** O'Brien 1m00.661s (75.45mph). **RACE 6 (7 LAPS)** 1 Newall; 2 Patterson +5.942s; 3 Gallacher; 4 O'Brien; 5 McKay; 6 Robbie Burgoyne. **FL** O'Brien 1m00.854s (75.21mph).



Points leader Deviny came out on top of two epic tussles

STYLES

MINI SEVENS SNETTERTON, JULY 13-14 BARC

Deviny has the edge in Sevens thrillers

CHAMPIONSHIP LEADER ANDREW

Deviny battled from fourth on the grid to take his third win of 2013 in the first of two frenetic races.

Deviny had his qualifying efforts stymied when his bootlid came loose, but in the race he bounded up the order, passing Darren Thomas for third into Oggies on the first lap before chasing after leaders Max Hunter and Paul Spark.

He went side by side with reigning champion Spark into Riches before taking second at Montreal, then surged into the lead at Agostini. Despite later almost losing it with a wide moment at Hamilton, Deviny pulled away to secure victory.

Hunter pulled clear of Spark on the final lap to take second ahead of a four-car scrap for fourth. Damon Astin beat Ashley Davies, who passed Graeme Davis on the final lap.

It was even closer at the front in race two, with Spark and Deviny disputing the lead in the first half, while behind them Hunter made a great recovery from an awful start that dropped him out of the top 10.

By lap two Hunter was already up into the top three, and he twice lowered the fastest lap as he closed in on the leaders. Hunter squeezed past Spark to be second going through Riches on lap six, before chasing down leader Deviny on the final lap.

The pair clashed as they swept into Brundle, with Deviny emerging ahead and Hunter recovering to take second, a mere 0.187s adrift at the flag.

"He had a go under the bridge, we had a touch and he took to the grass," said Deviny. "That was hard work, with the temperatures going up and the tyres getting worse!"

● Oliver Timson

RESULTS (BOTH 8 LAPS) 1 Andrew Deviny; 2 Max Hunter +2.612s; 3 Paul Spark; 4 Damon Astin; 5 Ashley Davies; 6 Graeme Davis.

FL Deviny 2m25.998s (73.20mph).

RACE 2 (8 LAPS) 1 Deviny; 2 Hunter +0.187s; 3 Spark; 4 Darren Thomas; 5 Davies; 6 Astin.

FL Hunter 2m26.214s (73.09mph).

MGOC SNETTERTON, JULY 13-14 BARC

It's Addison from Lee in Snetterton MGs

HOME ADVANTAGE COUNTED FOR LOCAL man Robb Addison as he took a pair of wins in the MGOC double-header.

He was always in control of race one, pulling away easily from a chasing pack led initially by Lee Sullivan. When Sullivan's increasingly sick-sounding ZR retired, Vince Pain's similar car took up the pursuit, but Addison was out of reach. David Mellor narrowly

denied teenager Ben Palmer for third.

Further back, Mark Baker easily won Class F, while Class A was dominated by reigning champion Jim Baynam in his MGB.

Addison had to work hard to complete the double in race two as Sullivan, who'd changed his engine overnight, got away well and snatched an early lead. Addison battled back ahead on lap two, but

soon found a charging Pain had replaced Sullivan in his mirrors.

Pain set fastest lap of the race as he upped the pressure, briefly surging ahead on the run down Bentley Straight two laps from home, only to run wide at Williams next time around.

That mistake allowed Addison to pull away and win, while Sullivan also took advantage to snatch runner-up spot. Paul Wisbey won Class F after leaders Baker and Simon Kendrick collided mid-race.

Meanwhile, with Baynam absent, David Amphlett edged Chris Pollard in Class A.

● Oliver Timson

RESULTS (BOTH 7 LAPS) 1 Robb Addison (ZR);

2 Vince Pain (ZR160) +3.457s; 3 David Mellor (ZR); 4 Ben Palmer (ZR 160); 5 John O'Brien (ZR 160); 6 Mark Baker (F). **CW** Baker; Jim Baynam (B Roadster). **FL** Addison 2m22.303s (75.10mph). **RACE 2** 1 Addison; 2 Lee Sullivan (ZR) +1.469s; 3 Pain; 4 Palmer; 5 Mellor; 6 Ian Evans (ZR). **CW** Paul Wisbey (F VVC); David Amphlett (B Roadster). **FL** Pain 2m19.796s (76.45mph).



Addison was untouchable in his MG ZR

STYLES



MOIR

Classic Sports & Saloons

Tommy Gilmartin and Harry Simpson put on a great show with their very different cars at Knockhill. Simpson's Ginetta G4 was faster but couldn't outdrag the bigger Morgan (above) – in both races Simpson finished just two tenths behind. Robert Marshall's normally metronomic Escort retired for the first time in over two years.

Scottish Fiestas

Aiden Moffat bounced back from a huge shunt in June's meeting to win both races in his new car at Knockhill. Scott Robertson had a few moments but recovered stoically to take two seconds, which helped him claw valuable points back on points leader George Orr, who had to race without a windscreen in race one.

Saloons and Sportscars

Stalwart David Headen was delighted to return to winning ways in his Caterham after the leading cars were delayed in traffic at Knockhill. There was upset in the Mazda MX5 Cup with Paul Curtis stranded at the hairpin. That allowed Stuart Haston and Olly Ross to take the honours in his absence.

Mini Miglias

Apart from an agricultural moment running wide at Hamilton, Peter Baldwin was faultless at Snetterton as he dominated the Mini Miglia opener. Despite suffering an ill-handling car in the sequel (legacy of his earlier excursion) Baldwin held on to win, after Rupert Deeth's determined chase finally faltered with a missed gear on the last lap.

Porsches

Not even a road accident in the build up to the event could stop Richard Styrin (below) netting a convincing double at Snetterton. A slow-starting JM Littman recovered to steal second from Steven Boyles in race one after an impressive last-lap move. Boyles finished second in race two ahead of Jonathan Greensmith, who survived late spinner Littman's dogged pursuit to take third.



STYLES



Mazda MX5 SuperCup

Mike Comber (above) fought hard for his first pair of MX5 wins at Donington. He pipped Matt Davies by just 0.073s in the first contest and demoted race leader Paul Sheard on the final lap in the following race. Third places went to Abbie Eaton and Davies.

Caterham Tracksport

Michael Gazda and Oliver Jarratt resumed their titanic battle at Donington. The duo took turns at the front of the field on an almost lap-by-lap basis in both races. Gazda took a narrow victory in the first encounter, ahead of his series rival, with their positions reversed in the second race.

Caterham Roadsport

The Roadsport category was split into three groups to accommodate all the entries at Donington. Max Robinson twice converted pole into race victory, with Alex Gurr taking the win in the other. Stephen Nuttall's run of winning at every venue this year came to an end as he achieved a second and a third.

Post-'89 FF1600

Skylar Robinson did the double in his Ray GR08 at Donington. The American beat fellow front-row starter Luke Cooper (Swift SC92F) in the first contest and the relentlessly pursuing Austin Kimberly (GR08) in the sequel. James Raven's Swift SC10 rounded off the podium on both occasions.

Sports 2000

The leading trio ran line astern from lights to flag in the Pinto race at Donington, with poleman Chris Snowdon taking the win in his Tiga SC80. Mike Fry (Lola T86/90) and Mike Johns (Royale S2000M) filled the podium. There was no stopping Robert Oldershaw taking Duratec glory in his Gunn TS11 (below) as he led all but the first lap. The Lola T88/90 of Craig Mitchell and Patrick Sherrington's MCR Sportscar ran unhindered in second and third all race long.



PRE-'90 FF1600 DONINGTON PARK, JULY 13-14 BRSCC

Honours shared between dominant duo

CHRIS HODGEN AND JAMIE JARDINE were the class of the field with each claiming victory and a second-place finish apiece at Donington.

Despite a slow getaway from pole in his Reynard 84FF, Jardine was very much in charge of the opening trio of laps in the first race, until Hodgen produced a succession of fastest laps and displaced his rival.

Jardine quickly responded and eventually found a way past Hodgen's Van Diemen RF89 on lap nine of 16.

But places were exchanged at the front once again on the penultimate lap at Redgate, and Hodgen crossed the line ahead of Jardine and the RF88 of Christopher Stones.

Jardine made a better start the second time around and controlled race two from start to finish, with Hodgen second. Jaap Blijleven, who struggled to keep up with the pace in



Hodgen (7) won race one but Jardine got the best of it later on

his Reynard 88FF, finished third.

● Dan Cross

RESULTS (BOTH 16 LAPS) 1 Chris Hodgen (Van Diemen RF89); 2 Jamie Jardine (Reynard 84FF) +8.826s; 3 Christopher Stones (Van Diemen RF88); 4 Jaap Blijleven (Reynard 88FF); 5 Mario

Sarchet (Reynard 86FF); 6 Andrew Thomas (Reynard SF89). **CW** Jardine; Graham Leggett (Crossie 25F). **FL** Jardine 1m17.286s (92.18mph). **RACE 2** 1 Jardine; 2 Hodgen +5.612s; 3 Blijleven; 4 Thomas; 5 David Murphy (Van Diemen RF85); 6 Stuart Dix (Reynard Lightning). **CW** Hodgen; Leggett. **FL** Jardine 1m17.361s (92.09mph).

CATERHAM SUPERLIGHT DONINGTON PARK, JULY 13-14 BRSCC

Leonard keeps a cool head for first win



Ed Hayes (2) leads Terry Langley at the start of race one

THE ON-TRACK ACTION IN CATERHAM'S premier category was just as hot as the weather last weekend.

Stuart Leonard and Terry Langley shared the wins due in part to them keeping a cool head in tricky

conditions, but the similarities stop there as their victories were delivered in vastly different ways.

Leonard led when it mattered in the first race, rising from sixth on the grid to pick off erstwhile race leader Ollie

Taylor on the final tour.

In typical Caterham fashion, his maiden series win had much to do with being in the right place at the right time as the order rapidly changed.

Taylor was also picked off by Aaron Head at the end, but the championship leader did take second in the following race behind a dominant Langley.

Seven seconds – an eternity in Caterham terms – separated the top two, with Leonard third.

● Dan Cross

RESULTS (20 LAPS) 1 Stuart Leonard; 2 Aaron Head +0.129s; 3 Ollie Taylor; 4 Ed Hayes; 5 Terry Langley; 6 Michael Gazda. **FL** Taylor 1m17.460s (91.97mph). **RACE 2 (23 LAPS)** 1 Langley; 2 Taylor +7.092s; 3 Leonard; 4 Head; 5 Jason Redding; 6 Brad Smith. **FL** Hayes 1m17.224s (92.25mph).

CATERHAM SUPERSPORT DONINGTON PARK, JULY 13-14 BRSCC

Robinson proves peerless in Supersports

A PACKED GRID OF 30 ENTRANTS competed in the Supersport races, but one driver stood out from them all: David Robinson.

The championship leader extended his points tally with two determined drives to do the double.

He was forced to soak up enormous pressure on both occasions as he led each race from pole.

It was Mike Hart – with another of his infamous charges from nowhere – who harassed him across the finishing line first time out, with only 0.133s separating them at the end.

Jonathan Mortimer was also in close proximity and took third, but he went one better in the following race having managed to maintain a gap of no more than half a second to leader Robinson.



Robinson starred in two close-fought Supersport races

Hart rounded off the podium in third, having once again clawed his way back from the midfield after an early incident sent him tumbling from second to 13th position.

● Dan Cross

RESULTS (21 LAPS) 1 David Robinson; 2 Mike Hart +0.133s; 3 Jonathan Mortimer; 4 Craig Currie; 5 Lee Wiggins; 6 Sean Byrne. **FL** Currie 1m19.926s (89.14mph). **RACE 2 (23 LAPS)** 1 Robinson; 2 Mortimer +0.485s; 3 Hart; 4 Byrne; 5 Currie; 6 Steve Day. **FL** Adam White 1m20.143s (88.89mph).

NATIONAL RESULTS ROUND-UP

ROCKINGHAM
750MC, JULY 13-14



TOYOTA MR2 (BOTH 9 LAPS) 1 Jim Davies (MR2 Roadster); 2 Matthew Palmer (MR2) +2.389s; 3 Mike Wells (MR2); 4 John Wilson (MR2); 5 Matthew Wallis (MR2); 6 Luke Austin (MR2). **Class winner Palmer.**
Fastest lap Davies 1m46.179s (69.50mph).
RACE 2 1 Palmer; 2 Wells +0.384s; 3 Wilson; 4 Wallis; 5 Jonathan Grimes (MR2 Roadster); 6 Timothy Heron (MR2). **CW Grimes.** **FL Davies** 1m46.103s (69.55mph).
CLASSIC STOCK HATCH (BOTH 8 LAPS) 1 Imran Khan (Ford Fiesta XR2); 2 Matt Rozier (Peugeot 205 GTI) +1.806s; 3 Lee Scott (XR2i); 4 Andy Philpotts (XR2i); 5 Martyn Fowdrey (XR2); 6 Ryan Lowry (XR2i). **FL Rozier** 1m50.805s (66.60mph). **RACE 2 1 Rozier**; 2 Khan +0.495s; 3 Scott; 4 Philpotts; 5 Lowry; 6 Paul Thorpe (XR2i). **FL Philpotts** 1m51.104s (66.42mph).
ROADSPORTS (25 LAPS) 1 Martin Short (Toyota GT86); 2 James Broad/Mark Lloyd Jones (VW Corrado VR6) +8.543s; 3 Dave Gardner/Chris Mills (Ginetta G27); 4 Gary Hufford (Mazda MX5 Mk1); 5 Jonathan Grimes (Toyota MR2 Roadster); 6 Peter Smith/Matt Smith (Ginetta G20). **CW Hufford.** **FL Short** 1m44.266s (70.78mph).
BMW COMPACT CUP (BOTH 9 LAPS) 1 Stephen Roberts; 2 Stuart Voyce +12.786s; 3 Martin Gambling; 4 Farard Darver; 5 Alex Dew; 6 Kevin Denwood. **FL Roberts** 1m48.835s (67.80mph). **RACE 2 1 Roberts**; 2 Voyce +9.838s; 3 Gambling; 4 Dew; 5 Denwood; 6 Neil Trotter. **FL Roberts** 1m49.055s (67.67mph).
MORGAN CHALLENGE (18 LAPS) 1 Roger Whiteside (+8); 2 Tony Lees (+8) +40.539s; 3 Andrew Thompson (Roadster Lwt); 4 Tim Harrison (4/4); 5 Gregor Dixon-Smith (+4 SuperSports); 6 Kelvin Laidlaw (Roadster Lightweight). **CW Lees**; Laidlaw; John Milbank (4/4); Shantie Goddard (+8); Henry Williams (4/4); Mary Lindsay (Morgan). **FL Whiteside** 1m42.613s (71.92mph).
SPORTS SPECIALS (4 LAPS) 1 Paul Boyd (Eclipse SM1); 2 John Plant (Allard J2) +3.328s; 3 David Caldecourt (Eclipse SM1); 4 Rob Johnston (Cyana MX 500r); 5 Wayne Rothwell (Tiger GTA); 6 Nigel Brown (Sylva Phoenix). **CW Plant**; Rothwell; Colin Benham (STM Phoenix); Mark Bowd (GT40); Matthew Smith (Ginetta G20); Martin Tyman (Taydec). **FL Caldecourt** 1m37.792s (75.46mph).
RACE 2 (9 LAPS) 1 Clive Hudson (Eclipse SM1); 2 Johnston +8.120s; 3 Rothwell; 4 Charles Sterling (Eclipse SM1); 5 Boyd; 6 Plant. **CW Rothwell**; Plant; Benham; Smith; Bowd; Tyman. **FL Boyd** 1m36.784s (76.25mph).
750 TROPHY (8 LAPS) 1 Ben Myall (Gerrell MK1); 2 Barry Pike (JGS III) +2.368s; 3 Peter Chattin (HSC);

4 Don Rawson (Rawson Coventry Climax); 5 Cliff Ringrose (Rapide); 6 Trefor Slatter (Centaur MK6). **CW Michael Harvey** (Austin 7 Ulster Special). **FL Myall** 1m52.644s (65.51mph).
ALLCOMERS (12 LAPS) 1 Tim Gray (Spire GT3); 2 John Cutmore (Spire GT3) +52.688s; 3 Richard Chamberlain (Lotus Elise); 4 Martin Kemp (Racekits Falcon); 5 Matthew Palmer (Toyota MR2); 6 Matthew Wallis (MR2). **CW Palmer**; Danny Andrew (Locost). **FL Gray** 1m27.407s (84.43mph).

OULTON PARK
MSVR, JULY 13



ATOM CUP (11 LAPS) 1 Nick Whitehead; 2 Scott Malvern +3.654s; 3 Stuart Drowell; 4 Paul Donkin; 5 Barry Liversidge; 6 Rob Austin. **FL Malvern** 1m52.670s (86.01mph).
RACE 2 (10 LAPS) 1 Malvern; 2 Whitehead +0.397s; 3 Donkin; 4 Austin; 5 Jonathan Lek; 6 Nick Holden. **FL Whitehead** 1m51.866s (86.63mph).
MINI CHALLENGE (BOTH 11 LAPS) 1 Chris Smiley; 2 Chris Smith +4.347s; 3 Jake Packun; 4 Lee Allen; 5 Jono Brown; 6 Luke Caudle. **CW Shane Stoney.** **FL Smiley** 1m54.314s (84.77mph). **RACE 2 1 Packun**; 2 Caudle +0.491s; 3 Brown; 4 Smith; 5 Allen; 6 Kevin O'Connor. **CW Stoney.** **FL Smiley** 1m54.599s (84.56mph).

CASTLE COMBE
CCRC, JULY 13-14



JAGUAR SALOON & GT (15 LAPS) 1 Richard Dorlin (Jaguar XJ6); 2 Thomas Barclay (Jaguar Coupe) +4.740s; 3 David Howard (XJ12); 4 James Ramm (XJS); 5 Chris Palmer (XJS); 6 Colin Philpott (XJS). **CW Chris Pizzala** (XJS); Barclay; Ramm. **FL Dorlin** 1m20.258s (82.98mph).
RACE 2 (14 LAPS) 1 Howard; 2 Barclay +6.551s; 3 Dorlin; 4 Cliff Ryan (XJS); 5 Palmer; 6 Philpott. **CW Pizzala**; Barclay; Palmer. **FL Howard** 1m20.383s (82.85mph).
CSCC SWINGING SIXTIES (30 LAPS) 1 Robert Bremner (AC Cobra); 2 Dave Boland/Roger Lee (Lotus 7) +56.993s; 3 Richard Wager/Martin Wager (Mini Cooper S); 4 Charles Marriott (Turner Mk1); 5 Tom Walker (Austin Healey); 6 Tim Cairns (Austin Healey). **CW Marriott**; Thomas Pead (BMW 1600Ti); Robert & Tom Sands (BMW 2002Ti); Mike McBride (MG CGT); Norman Davidson-Kelly (Jaguar E-type); Boland/Lee; Griffin/Adams (Lotus Elan); Steve Chapman (Triumph TR4); Phillip Britten (TR4). **FL Bremner** 1m18.663s (84.66mph).
CSCC MODERN CLASSICS (30 LAPS) 1 David Hickton/Ray West (BMW M3); 2 David Marcussen (M3) +11.246s; 3 Andrew Toon (Porsche 968); 4 Dominic Malone (M3); 5 Peter Morris (Porsche 996); 6 William Lynch (SEAT Leon

Cupra). **CW Harry Sherrard/Conor Murphy** (BMW Mini Cooper); Rob Baker (Smart 4two); Alex Eacock (BMW 325); Marcussen; Hayes/Hayes (Toyota Celica GT4). **FL Marcussen** 1m17.308s (86.14mph).

ALLCOMERS SPORTS V SALOONS (12 LAPS)

1 Anthony Bennett (Caterham R300); 2 Tim Woodman (Caterham 7) +2.420; 3 Jon Wheeler (MGB Roadster); 4 Ian Drage (Jaguar XJS); 5 Ian Harrison (Caterham Roadsport); 6 Nick Adams (MG ZR). **CW Peter Weston** (MG ZR); Ian Harrison (Caterham Roadsport); Woodman; Roger Webster (Jaguar XJS); Drage. **FL Bennett** 1m13.737s (90.32mph).
MG MIDGETS & AUSTIN HEALEY SPRITES (16 LAPS) 1 Paul Sibley (MG Midget); 2 Martin Morris (Midget) +3.843s; 3 Tom Neat (Midget); 4 Nigel Pratt (Midget); 5 Stephen Watkins (Midget); 6 Sam Healey (Austin Healey Frogeye Sprite). **CW Neat**; Pete Kennerley (Midget); Neil Cameron (Austin Healey Arkley Sprite); Nicolas Maduz (Midget). **FL Sibley** 1m16.962s (86.53mph).

CSCC TIN TOPS (30 LAPS) 1 Paul Mensley/Tom Mensley (Ford Focus); 2 Nigel Tongue (Peugeot 306) +6.061s; 3 Ian Collins/Ashley Collins (Renault Clio); 4 Russell Hird (Honda DC5); 5 Colin Simpson/Steven Simpson (Peugeot 206); 6 Toby Harris/Lisa Selby (Ford Puma). **CW Tom Diment** (MG ZR); Selby/Harris; Harry Sherrard/Conor Murphy (BMW Mini Cooper). **FL Tongue** 1m17.578s (85.84mph).
CSCC FUTURE CLASSICS (29 LAPS) 1 James Neal/Neil Harvey (Porsche 964); 2 Martyn Adams (Triumph TR7) +0.986s; 3 Stuart Jefcoate (Porsche 911); 4 Robin Gray (Pontiac Trans Am); 5 Peter Dorlin (Jaguar XJ6); 6 Geoff Hanson/Rupert Bullock (Porsche 944). **CW Jon Jeffrey** (Davrian Mk8); David Bryant (Toyota MR2); Bullock/Hanson; Adams; Richard Collyer (Alfa Romeo Alfasud). **FL Christopher Compton Goddard/David Coyne** (Ferrari 308 GTB) 1m16.702s (86.82mph).

SEVENS ALLCOMERS (13 LAPS) 1 Mark Coleing (CSR); 2 Pascal Green (Caterham C400) +23.961s; 3 Mike Aikens (CSR); 4 Brad Fitcham (R400); 5 Barney Pryor (C400); 6 Anthony Bennett (R300). **CW Stephen Mansell** (Roadsport); Fitcham. **FL Coleing** 1m11.075s (93.70mph).

KNOCKHILL
SMRC, JULY 14



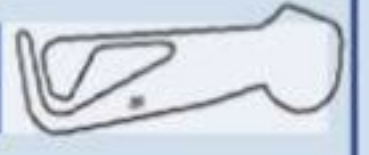
SCOTTISH CLASSIC SPORTS & SALOONS (BOTH 12 LAPS) 1 Tommy Gilmartin (Morgan +8); 2 Harry Simpson (Ginetta G4) +0.210s; 3 Raymond Boyd (Porsche 911); 4 Robert Marshall (Escort MkII); 5 Willie Robertson (Datsun 240Z); 6 Matthew Gordon (TVR). **CW Simpson**; Marshall; Boyd; Andy Walker (Triumph Special). **FL Simpson** 59.760s (76.58mph). **RACE 2 1 Gilmartin**; 2 Simpson +0.248s; 3 Boyd; 4 Robertson; 5 Gordon; 6 Jimmy Crow (Ford Escort).

CW Boyd; Ian Morton (MG Midget); Crow; Simpson; George Leitch (Ford Fiesta). **FL Simpson** 59.328s (77.14mph).

SCOTTISH FIESTAS (BOTH 12 LAPS) 1 Aiden Moffat (ST); 2 Scott Robertson (ST) +4.849s; 3 George Orr (ST); 4 Alan Freeland (ST); 5 Dave Colville (ST); 6 Peter Cruickshank (ST). **CW Hamish Smart** (XR2). **FL Moffat** 1m02.820s (72.85mph). **RACE 2 1 Moffat**; 2 Robertson +7.368s; 3 Orr; 4 Freeland; 5 Colville; 6 Cruickshank. **CW Smart.** **FL Freeland** 1m02.724s (72.97mph).

SCOTTISH SALOONS & SPORTSCARS (BOTH 12 LAPS) 1 David Headen (Caterham CSR); 2 Graham Davidson (Noble M400) +5.501s; 3 Ryan Magennis (GTRO02); 4 Paul Brydon (BMW M3); 5 Alastair Mowat (VW Golf Mk2 GTi); 6 Alex Bruce (Mitsubishi Evo). **CW Mowat**; Bruce; Mark Dawson (VW Corrado); Alan Kirkcaldy (BMW Compact); Stuart Haston (MX5). **FL Headen** 54.041s (84.69mph). **RACE 2 1 Headen**; 2 Magennis +6.650s; 3 Davidson; 4 Brydon; 5 Bruce; 6 Mowat. **CW Bruce**; Phil Dryburgh (Lotus 340R); Olly Ross (Mazda MX5). **FL Headen** 54.014s (84.73mph).

SNETTERTON
BARC, JULY 13-14



MINI MIGLIA (BOTH 8 LAPS) 1 Peter Baldwin; 2 Kane Astin +2.388s; 3 Rupert Deeth; 4 Richard Casey; 5 Dave Drew; 6 Tony LeMay. **FL Baldwin** 2m13.976s (79.77mph).
RACE 2 1 Baldwin; 2 Deeth +4.020s; 3 Drew; 4 Astin; 5 LeMay; 6 James Coulson. **FL Deeth** 2m14.080s (79.71mph).
TOYO TIRES PORSCHE (BOTH 9 LAPS) 1 Richard Styryn (Boxster); 2 JM Littman (Boxster) +4.855s; 3 Steven Boyles (Boxster); 4 Jonathan Greensmith (Boxster); 5 Steven Brown (Boxster); 6 Cliff Graham (Boxster). **CW Rebecca Jackson** (Boxster S); Alastair Kirkham (924). **FL Styryn** 2m14.281s (79.59mph). **RACE 2 1 Styryn**; 2 Boyles +5.163s; 3 Greensmith; 4 Graham; 5 Littman; 6 William Sharpe (Boxster). **CW Henry Sharpe** (924); Jackson. **FL Styryn** 2m12.077s (80.92mph).

DONINGTON PARK
BRSCC, JULY 13-14



MAZDA MX5 SUPERCUP (14 LAPS) 1 Mike Comber; 2 Matt Davies +0.073s; 3 Abbie Eaton; 4 Andrew Clarkson; 5 Paul Sheard; 6 Will Chappell. **FL Davies** 1m25.052s (83.76mph). **RACE 2 (15 LAPS) 1 Comber**; 2 Sheard +0.597s; 3 Davies; 4 Eaton; 5 Clarkson; 6 Chappell. **FL Comber** 1m23.832s (84.98mph).
CATERHAM TRACKSPORT (BOTH 21 LAPS) 1 Michael Gazda; 2 Oliver Jarratt +0.114s; 3 Adrian Barwick; 4 Matt Dyer; 5 Paul Lewis; 6 Paul Hawthorne. **FL Jarratt** 1m22.468s (86.39mph). **RACE 2 1 Jarratt**; 2 Gazda +0.296s; 3 Danny Killeen; 4 Lewis; 5 Hawthorne; 6 Mark Lewis. **FL Jarratt** 1m21.664s (87.24mph).
CATERHAM ROADSPORT (14 LAPS) 1 Max Robinson; 2 Nick Portlock +0.201s; 3 Stephen Nuttall; 4 Zoltan Csabai; 5 Pete Fortune; 6 Andres Sinclair. **FL Portlock** 1m23.474s (85.35mph). **RACE 2 (15 LAPS) 1 Alexander Gurr**; 2 Nuttall +11.512s; 3 Simon Bennett; 4 Richard Noordhof; 5 Tristan Judge; 6 Jason Gale. **FL Nuttall** 1m22.561s (86.29mph). **RACE 3 (15 LAPS) 1 Robinson**; 2 Fortune +4.906s; 3 Gurr; 4 Csabai; 5 Tom Woodcock; 6 Gale. **FL Gurr** 1m23.120s (85.71mph).
POST-'89 FF1600 (BOTH 16 LAPS) 1 Skylar Robinson (Ray GR08); 2 Luke Cooper (Swift SC92F) +2.872s; 3 James Raven (Swift SC10); 4 Alice Powell (Ray GS07); 5 Martin Short (Van Diemen JL012K); 6 Oliver Bull (Swift SC92F). **CW Cooper.** **FL Ben Norton** (Spectrum 10b) 1m15.731s (94.07mph). **RACE 2 1 Robinson**; 2 Austin Kimberly (Ray GR08) +0.812s; 3 Raven; 4 Bull; 5 David McArthur (Van Diemen LA10); 6 Cooper. **CW Bull.** **FL Norton** 1m15.547s (94.30mph).
SPORTS 2000 PINTO (17 LAPS) 1 Chris Snowdon (Tiga SC80); 2 Mike Fry (Lola T86/90) +5.375s; 3 Mike Johns (Royale S2000M); 4 Richard Cooke (Lola T87/90); 5 Michael Gibbins (Lola TS90); 6 Colin Feyerabend (Lola T90/90). **CW Fry**; Cooke. **FL Snowdon** 1m15.229s (94.70mph).
SPORTS 2000 DURATEC (26 LAPS) 1 Robert Oldershaw (Gunn TS11); 2 Craig Mitchell (Lola T88/90) +3.817s; 3 Patrick Sherrington (MCR); 4 Nick Bates (Lola B07/90); 5 Tom Stoten (Gunn TS88B); 6 Paul Martin (MCR Sportscar). **CW Mitchell**; Martin; Arnie Black (Crossle 9S). **FL Oldershaw** 1m10.403s (101.19mph).
CATERHAM ACADEMY (BOTH 11 LAPS) 1 Nick Horton; 2 Henry Heaton + 3.503s; 3 Daniel Livingstone; 4 Daniel Wade; 5 Chris Hutchinson; 6 James Houston. **FL Horton** 1m24.217s (84.59mph).
RACE 2 1 William Smith; 2 Lee Bristow +0.772s; 3 Dan Gore; 4 Jack Sales; 5 Timothy Dickens; 6 Alan Gower. **FL Bristow** 1m24.454s (84.36mph).



Rozier's Peugeot leads the Classic Stock Hatch field at Rockingham

JONES

ATOMIC SMITTEN

Mark Harrison had never driven an Ariel Atom, but he liked it so much that he quit his job to set up and run a race series for the car. Now the new Atom Cup is looking to make its mark in motorsport. By BEN ANDERSON

What would you do if you suddenly got fed up with your job? You might decide to switch departments and get away from what's bugging you; maybe you'd look for the same job at a different company because it's a change of scenery you need; perhaps you might just decide to go on a long holiday while you mull over your options.

But have you considered starting your own racing series instead? That's right; give up your job and comfortable salary to start a brand new race series, with all the stress and financial risk that goes with it. Not the most conventional career decision, is it? That's what makes Atom Cup boss Mark Harrison's move all the more remarkable.

"I was just daydreaming about racing," recalls Harrison, who jacked-in his £35,000-a-year IT job to run the new Atom Cup. "I loved F1 and the Ariel Atom, even though I'd only seen it on *Top Gear*, and came up with the idea for a race series.

"I first had the idea in 2010. I was at work one day – I was pretty pissed off with it – and put a business plan together. I thought, 'Fuck it, today's the day' and called up the factory.

"I look at the original spreadsheet I did now and

wonder what I was thinking!"

Harrison phoned Ariel boss Simon Saunders at the car manufacturer's Somerset factory in late 2011. Saunders, who founded Ariel in 1991, invited Harrison to come down and give a presentation. Twenty-one months later, Harrison's daydream is now halfway through its inaugural season.

"Originally it was called 'Atom Attack', which I thought was quite catchy, but they weren't that fond of it," recalls Harrison, who had to give up his IT job three months before the first race when the workload became too much. "So we went for a more conventional name.

"I was pitching to run it in 2012, but they said there was no way it would be possible, and I agreed. It gave us a year to prepare everything. I left the meeting and they said they'd be in touch. Three days later I got an email saying, 'Go for it!'"

Harrison's baby sprang to life with its first race on the Silverstone Grand Prix circuit in April. The series uses the Atom 3.5, which marries the two-litre engine from a Honda Civic Type R to Ariel's unusual road-legal exoskeletal chassis. This is perfect for the series' 'race on Sunday, drive to work on Monday' philosophy, targeting drivers who want a few more



kicks than they might get on a simple trackday.

The cars are centrally run under a single awning at race meetings, and the factory offers various levels of support based on the price you pay. The cars cost around £35,000, and drivers could buy an all-inclusive arrive-and-drive package (including purchase of the car) for £53,000 at the start of the season. This price includes full hospitality for drivers and

their guests at all races. One-off weekends are available for £3500.

"I'd like to think we'd be just underneath Radicals and just above Caterhams and the Mini Challenge; that's the price point we went for," says Harrison, who is not currently paid for his role as Atom Cup coordinator, though he has secured a deal to provide hospitality for the McLaren Formula 1 test team.

"One of our drivers, Stuart



Running the cars centrally results in strong camaraderie



Grids may be a little sparse, but the racing is close

AUTOSPORT EXPERIMENTS WITH ATOMS

I'll be honest: at first glance I didn't think much of the Ariel Atom. It looks like the lovechild of a Caterham Seven and a dune buggy, and sounds more like a brand of washing powder than a car.

But wise people will tell you never to judge a book by its cover, and they are right – especially when it comes to this car.

Take a closer look and you will see that the quality of the craftsmanship on the Atom is exceptional. Strap yourself in and take one out onto a race track and you'll realise they are enormous fun to drive as well.

The car feels quite similar to a single-seater, and laps about as fast around the Brands Hatch Indy Circuit as a frontrunning Formula Vee car. So, naturally, I felt at home right away!

There aren't too many cars on the grid at the moment, but the ones that are produce close racing thanks to being single-make, centrally run, and aerodynamically rudimentary. Having everyone racing under one awning also helps foster a strong sense of camaraderie among the competitors.

It's encouraging that most drivers who've sampled the series have ended up buying a car and signing up. It will be crucial for the Atom Cup to maintain this momentum and keep adding numbers if it wants to avoid being another of British motorsport's flashes in the pan.



Atom's fun factor won Anderson over

GARY HAWKINS



GARY HAWKINS

Drewell, raced Radicals before and we've got a few coming in who want a cheaper option."

It's probably just as well that Ariel didn't opt to use the supercharged version of the Atom (watch it on YouTube, it's nuts!) as the basis for the series. Most of the drivers are new to racing, and although many have driven a supercharged Atom, they recognise it's important for the car to be relatively easy to drive to build confidence.

The Atom Cup has made a humble start with MotorSport Vision Racing, but grids are



Harrison: daydream became day job

growing slowly (up to 10 cars by the time AUTOSPORT took its place for June's American Speedfest at Brands Hatch – see panel, right), and Harrison is hopeful there is more to come.

"We've made a modest start,

but the current chassis is good for three years at least and Ariel is extremely committed," says Harrison. "There's usually a nine-month waiting list for an Atom, but they're building new cars as quickly as possible to get them on the grid.

"I'd like to see 16 by the end of this year, and start with 18-20 next year. I've been through tough times where I was on the verge of giving up, but I have a big passion for this and it's amazing to think the cars wouldn't be racing round at all if I hadn't made that phonecall..."

TECH SPEC

CHASSIS	Ariel Atom 3.5 steel tubular
ENGINE	K20Z Honda i-VTEC
CAPACITY	1998cc
POWER	245bhp
GEARBOX	6-speed H-pattern
WEIGHT	570kg



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THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week



A mega Can-Am beast, but where were the hillclimb cars?

Hillclimbers for the FoS hillclimb

As one of the (relatively) few fans at the first Goodwood Festival of Speed, and an avid fan of British speed hillclimbing, I agree with Marcus Pye (AUTOSPORT, July 11) that the speed of a current top car and driver would impress if invited. Perhaps he could use his influence with Lord March to invite the top 10 drivers

to next year's event. Marcus mentioned Gould driver Scott Moran as British Hillclimb champion. He is indeed a multiple title winner, and we know that Marcus has a soft spot for Goulds, but I should point out that the current champ is OMS-mounted Trevor Willis! **Tony Bunker, Brighton**

It is unfortunate that I could not make it to the Goodwood Festival of Speed last weekend for it is an event that is one of the best of its type in the world.

But while I'm extremely proud that Lord March can put on such an event, I agree with Marcus Pye in wondering why a hillclimb event doesn't feature top hillclimb cars from the UK and Europe.

As a hillclimber myself I would love to see Scott Moran and Trevor Willis compete in their contemporary machines – you don't see a Formula 1 race without grand prix machines, or a drag race without drag cars, do you?

Phil Oram
By email

Although we all acknowledge that motorsport can be dangerous, the safety of personnel and fans working and spectating at circuits should be paramount at all times.

With the numerous tyre- and pitlane-related incidents that have occurred recently, this really has come to the fore. One can only hope that the preventative measures put in place will stop such incidents from occurring in the future.

It therefore seems appropriate to let Mercedes participate in the upcoming F1 young driver test, or at the very least delay the planned Hungarian GP tyres in order to achieve a level playing field, where all teams start off on an even footing after the summer break.

Michael Brierley
Stalybridge

What is going on in motor racing these days?

About a hundred different results to the first European F3 race of the weekend, the DTM winner disqualified over his dad's bottle of water and Dario Franchitti finishing third, getting thrown out and then getting put back in the

IndyCar race. And let's not even arrive at Auto GP..

Is cheating rife in these series right now, or is this officialdom gone mad; adhering to every clause and sub-clause within rulebooks?

Whatever, I'm sick of it. Can we just get back to racing please?
David Bardsley
By email

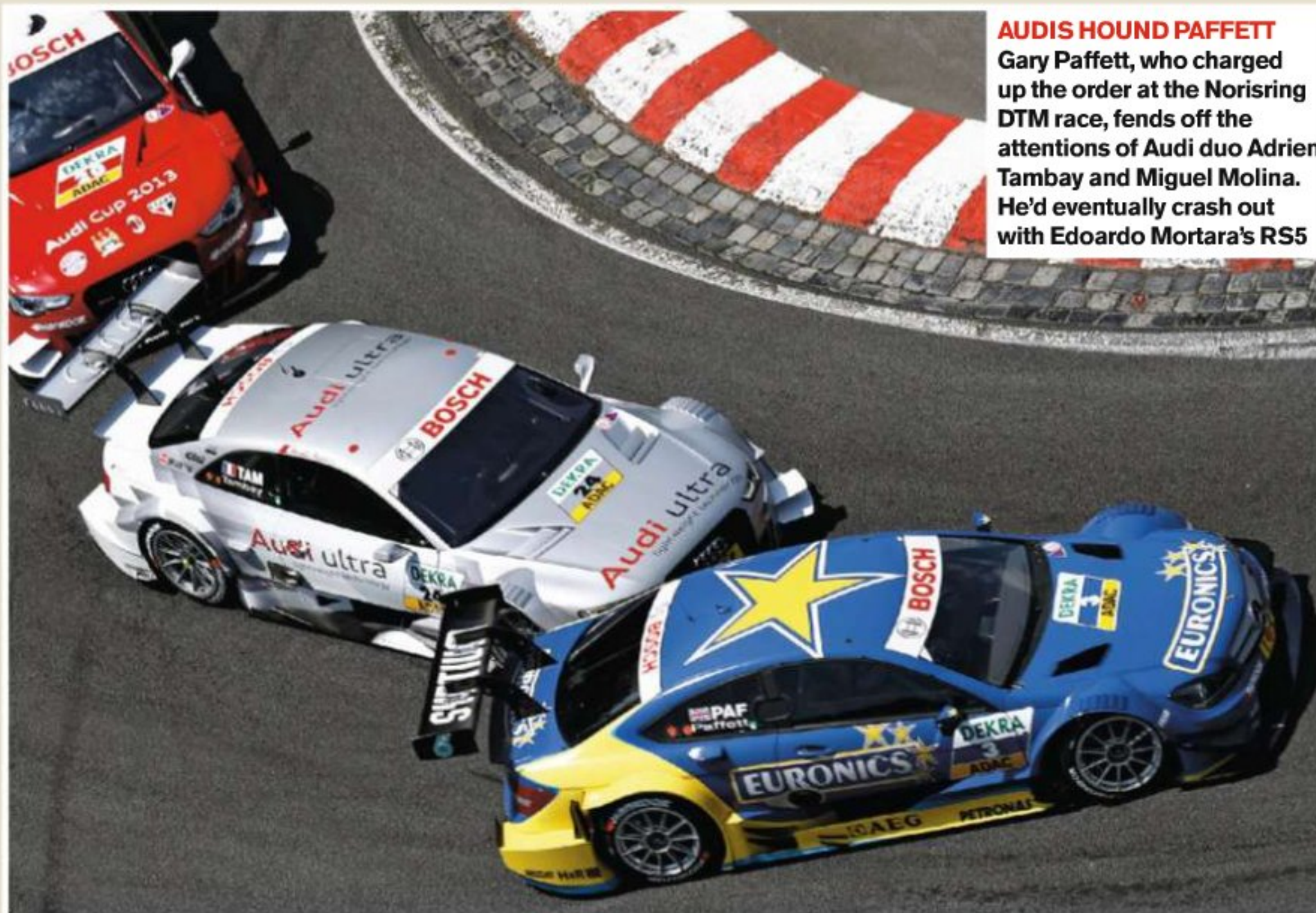
I loved reading Gerard Larrousse's Race of my Life in last week's AUTOSPORT (July 11), but best of all was the glorious picture of the Porsche 908/3 that accompanied it. The best Martini-liveried car ever!
Martin Miller
By email

If you liked that, turn back to page 38 for a full-on Goodwood Martini onslaught, featuring many great stripy race and rally cars of the past – Ed



In pictures

Exciting images from around the globe, from West Sussex to Germany



AUDIS HOUND PAFFETT
Gary Paffett, who charged up the order at the Norisring DTM race, fends off the attentions of Audi duo Adrien Tambay and Miguel Molina. He'd eventually crash out with Edoardo Mortara's RS5

MAX TO THE MAX IN MARUSSIA DEMO
Marussia F1 driver Max Chilton gave his MR02 a hard time in front of Goodwood House, with perfect donuts to the crowd's delight



HONE/GETTY

LOTUS BALES OUT AT GOODWOOD
Dan Collins injured the unique twin-chassis 1981 Lotus 88B after this off at the tricky Molecomb lefthander during last weekend's Festival of Speed



BLOXHAM/LAT

CONNOR'S CLOSE SHAVE
Rally driver Connor McCloskey throws his Subaru Impreza at the scenery on stage four of the recent Nicky Grist Stages. Luckily, the crew emerged intact



STEVEN ROBINSON

In the shops

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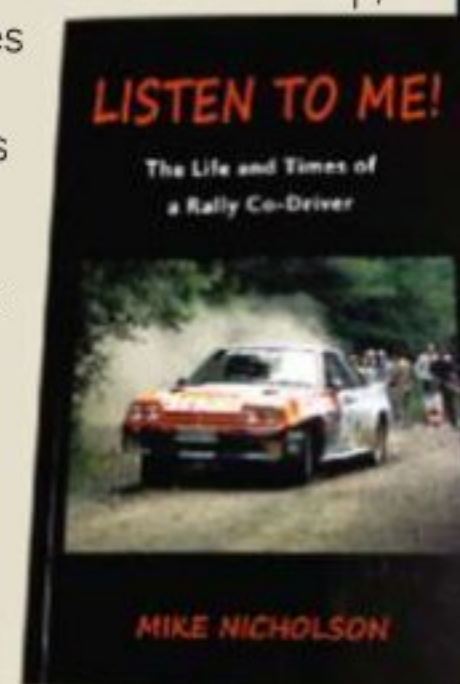
British tin-top racer Rob Huff's 2012 World Touring Car championship glory can now be properly commemorated in the form of Spark's detailed Chevrolet Cruze 1.6T replica. The 1:43-scale resin model of the Ray Mallowc-run car in which Huff took five wins en route to the title in Macau last November has very good detailing, thanks to the addition of photoetched parts. Less patriotic collectors can also get an Yvan Muller or Alain Menu version.



LISTEN TO ME! BIOGRAPHY

£8.99 + P&P – mikenicholson.info

Named after his exasperated plea from the infamous onboard footage of his RAC Rally effort with Derek Bell, Mike Nicholson's book delivers a wealth of anecdotes from the era when rallies were rallies and men were men, subsisting on a diet of two hours' sleep, bacon sandwiches and beer. Nicholson, always an engaging raconteur, co-drove many of the leading lights from the golden years of the British Open rally series. If you've got a bobble hat, you'll enjoy this!



WHAT'S ON

ON TRACK IN THE UK

SNETTERTON

BRSCC

July 20-21

snetterton.co.uk

A mammoth 20-race programme is by far the biggest thing happening in the club racing world this weekend. The modified machines of Quaife MN Saloons, Cannons Tin Tops and the Quaife Intermarque League join the BRSCC's Mighty Minis, Ford Fiestas, Super Mighty Minis, Euro Saloons (with SMART 4Two Cup), Fiesta Junior, Alfa Romeos, and Mazda MX5s for two days of action on the 300 Circuit.



Rorty Quaife MN Saloons will do battle at Snett

CADWELL PARK

MSVR/MGCC

July 20-21

cadwellpark.co.uk

MSVR's Project 8 Racing Saloons, Production BMWs and Lotus Elise Trophy join up with the MG Car Club's Metro Cup, BCV8s, Cockshoot Cup, Ecurie GTS, Thoroughbred Sportscars, Peter Best Challenge and MG Trophy for a weekend of action on a circuit that always looks fabulous in the summer.

MALLORY PARK

VSCC

July 21

mallorypark.co.uk

Leicestershire's friendly circuit is going through a tough time at the moment, what with the noise row that has escalated with its local community. The VSCC's annual visit for the Bob Gerard Memorial Trophy races should be a welcome distraction for those who prefer a pre-war flavour to their motorsport.

THRUXTON

BARC

July 21

thruptonracing.co.uk

Six races, including Britcar Production, Sports 2000, Classic FF1600, Classic FF2000 and the Ian Taylor Memorial Trophy race for FF1600s.

ANGLESEY

BARC

July 20-21

angleseycircuit.com

The North Wales circuit hosts Legends, Mazda MaX5, Saxmax, NW Sports Saloons, Formula Jedi, and the RAFMSA.

CHANNEL ISLANDS

British Hillclimb

Championship

July 18/July 20

britishhillclimb.co.uk

The hillclimbers travel to Jersey for today's (Thursday) Bouley Bay round, before heading

across to Val des Terres on Guernsey. Will Scott Moran, now the most successful driver in series history, extend his record?

MAASMECHELEN

British Rallycross

Championship

July 21

rallycrossuk.com

Reigning champion Julian Godfrey leads the way as the series kicks off the second half of its season in Belgium.

ON TRACK AROUND THE WORLD

FORMULA RENAULT 3.5

Rd 6/9

Spielberg, Austria

July 20-21

worldseriesbyrenault.fr

SUPERSTARS SERIES

Rd 5/8

Algarve, Portugal

July 21

superstarsworld.com

EUROPEAN LE MANS SERIES

Rd 3/5

Spielberg, Austria

July 20

europeanlemansseries.com

GERMAN F3 CUP

Rd 6/9

Nurburgring, Germany

July 20-21

formel3.de



Renault 3.5 is back in action in Austria



AMERICAN LE MANS SERIES

Rd 5/10

Mosport Park, Canada

July 21

alms.com

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY JULY 18

0935-1135 **Motors TV**
 NASCAR Nationwide:
 Loudon Highlights
 1045-1145, 1715-1815 **ESPN**
 DTM: Norisring Review
 1135-1340 **Motors TV**
 V8 Supercars:
 Townsville Highlights

FRIDAY JULY 19

0000-0200, 1500-1700 **ESPN**
 IndyCar: Toronto Highlights
 0800-0900 **ESPN**
 Indy Lights: Toronto Highlights
 1000-1030 **ESPN**
 NASCAR Now
 1200-1300 **Sky Sports 4**
 Racemax
 1400-1500 **ESPN**
 DTM: Norisring Review
 1800-2000 **Sky Sports F1**
 Goodwood Festival of Speed
 Highlights
 2000-2130 **Sky Sports F1**
 The F1 Show

SATURDAY JULY 20

0355-0420 **Channel 5**
 Motorsport Mundial
 0850-0950 **ITV4**
 Motorsport UK
 0950-1020 **ITV4**
 DTM: Norisring Highlights
 1530-1855 **Motors TV LIVE**
 ELMS: Spielberg
 1530-1600 **Eurosport 2**
 Formula Renault 3.5:
 Spielberg Race 1
 2000-2200 **Sky Sports F1**
 Classic F1: Hungary 1986

2125-2300 **Eurosport 2 LIVE**
 MotoGP: Laguna Seca Qualifying

SUNDAY JULY 21

0730-0800 **Eurosport 2**
 Formula Renault 3.5:
 Spielberg Race 1
 0915-1050 **Motors TV**
 ELMS: Spielberg Highlights
 1050-1155 **Motors TV LIVE**
 Superstars: Algarve Race 1
 1500-1605 **Motors TV LIVE**
 Superstars: Algarve Race 2
 1645-2000 **Motors TV LIVE**
 ALMS: Mosport
 2000-2200 **Sky Sports F1**
 Classic F1: Hungary 1993
 2000-2235 **Motors TV LIVE**
 NASCAR Nationwide: Chicago
 2200-2300 **BBC2 LIVE**
 MotoGP: Laguna Seca
 2200-2300 **Eurosport 2**
 Formula Renault 3.5:
 Spielberg Race 2
 2300-0030 **Eurosport**
 MotoGP: Laguna Seca

MONDAY JULY 22

0255-0345 **ITV**
 Motorsport UK
 1825-2030 **Motors TV**
 NASCAR Nationwide:
 Chicago Highlights
 2100-2305 **Motors TV**
 ALMS: Mosport Highlights
 2305-0040 **Motors TV**
 ELMS: Spielberg Highlights
 2330-0100 **ESPN**
 Global Rallycross:
 Bristol Highlights

ONLINE

HOT ON THE WEB THIS WEEK

YouTube BMW M3 IN INSANE HUNGARIAN HILLCLIMB RUN



SEARCH FOR: Garo Haroutounian in Falougha Hill Climb 2013 Full Run (2:37)
 In all likelihood you've never heard of Hungarian hillclimber Garo Haroutounian. Watch his incredible run up this lethal Flougha course in a BMW M3 and you'll wonder why you hadn't. And we reckon you'll let out a gasp as he yumps over a kerb at the 43-second mark.

AUTOSPORT+

Exclusive content coming up in our premium website this week

Silverstone's F1 test and Brits in MotoGP

All the latest from the Silverstone F1 test, plus Dieter Rencken's column on what's happening behind the scenes. AUTOSPORT's editor-in-chief Andrew van de Burgt also looks at one of the last great long waits in British sport: reaching the top step of a MotoGP podium.

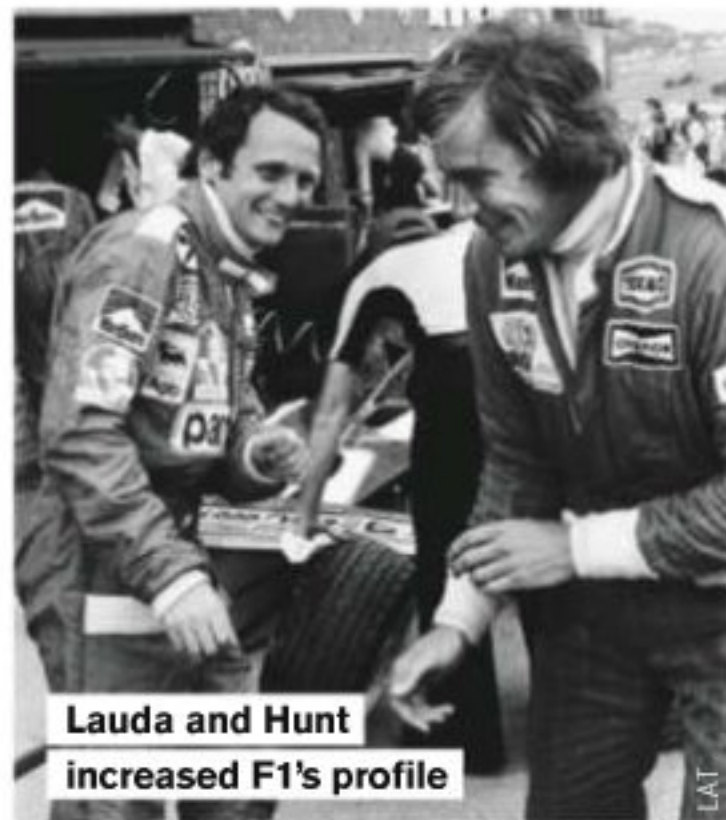
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Revved up over what's on the box



Lauda and Hunt increased F1's profile

YOU SURELY CAN'T HAVE FAILED to notice that the movie *Rush* is due for cinematic release soon. But in case Ron Howard's appearance on every grid walk, not to mention his ponderous lap in *Top Gear's* reasonably priced car was too subtle, last weekend BBC2 aired *Hunt v Lauda: F1's Greatest Racing Rivals*.

Using the tried and tested format of mixing contemporary talking head interviews with period racing footage and era-defining socio-political and cultural asides, it told the story of the '76 season and the rivalry between its protagonists.

For an AUTOSPORT reader the

narrative should have contained few surprises, but it's the footage that's the star. Trawling the archives unearthed things I'd never seen before including German TV interviews with Lauda on the eve of that fateful German GP, Frank Bough interviewing Hunt on a huge green plastic phone, and some great candid footage of the drivers partying at the Seneca Lodge at Watkins Glen.

The contrast in style between the super-slick production we get today from the races compared with '76 is stark, but as the programme pointed out, this was a season that raised the global profile of

the sport and its TV coverage levels.

Not necessarily a good thing. You'd never get a gem like this now: asked what winning the British GP means to him on his way to the podium, Hunt replies: "Nine points, \$20,000 and a lot of happiness. Can I grab that cigarette?" Oh for a driver to act with such candour today!

Among the other footage I'd previously not seen was a lap of the Nurburgring with Jackie Stewart at the wheel of an Iso-Marlboro. The lack of barriers is staggering and Stewart's concerns are eerily prescient. Catch it on iPlayer.

Revved Up

Roberto Ravaglia

“All I remember is hearing the crowd roaring from the grandstands”

■ Hockenheim DTM ■ October 11, 1992 ■ BMW M3 ■ A double-victory send-off for an old friend



Ravaglia leads an M3 snake en route to car's final win

MOTOR RACING IS ALL ABOUT emotion and I will never forget the range of them I felt at Hockenheim in 1992. It was the last race weekend for the BMW M3 and, after six years of developing and racing the car, it felt like I was saying goodbye to a great old friend.

I was the first person to drive the M3 at the end of 1986 and I went on to do a lot of development work for the Schnitzer team. I was lucky enough to have guys like Emanuele Pirro, Roland Ratzenberger and Ivan Capelli as my team-mates, so I remember those times as my 'golden years' in the sport.

Between 1987 and 1992 I won many races in the M3 and always stayed true to Charly Lamm and the Schnitzer team. We won the one-off world title in 1987 and then our second European crown in '88, before the DTM went our way a year later.

It was a remarkable three-year period for us and everything seemed to bond perfectly between me as the driver, Charly as team manager and, of course, the great M3.

In 1992, BMW announced that they would be finishing in the DTM so it was a really tough season. The Mercedes-Benz was quicker for most of that year as we had stopped development of our car.

But something magical happened on that day at Hockenheim as we went on to write the final, beautiful chapter for the M3.

I actually cannot remember full details of the race but I know I

qualified in third position. The race was a dogfight all the way between the polesitter Kurt Thiim and me, but Klaus Ludwig was right there too. Klaus was not getting too involved as he was fighting for the title and needed to finish for crucial points.

The final few laps were completely over the limit. I got into that mental zone where the focus and instincts are so well concentrated that all you see is the back of the car that is in

front of you. There was simply no way I was not going to win that race, and seeing the look Kurt gave me in the mirrors... Well, he knew it too!

By the last lap I had caught the Mercedes and as we came in to the 'Motordrome' section I dived into the left-hand hairpin and snatched the lead. All I remember is hearing the crowd roaring from the grandstands. It was unreal, like a fairytale. It made me so happy.

I got back to parc ferme and I remember just sitting for a few seconds in the car on my own. I was really emotional. The team were very happy but crying at the same time because it was the last weekend. In the second race, I won again, leading an M3 1-2-3-4-5 in its last-ever race!

The car was just so special, and to do the first few kilometres in it and then take its last win was a nice accomplishment. It is definitely the best racecar I ever drove and I think it will become an icon of motorsport in the future, if it is not so already. *Roberto Ravaglia was talking to Sam Smith*

PROFILE



AFTER A BRIEF F3 CAREER IN the early 1980s, Roberto Ravaglia became one of the most successful touring car drivers of all time, taking the ETCC title twice in '86 and '88, and the inaugural WTCC in '87. A DTM crown followed in '89 followed by three Spa 24 Hours wins. After retirement the Roman set up his own team, ROAL Motorsport, which continues his close links with BMW in the WTCC and Blancpain GTs.

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Greats who eluded the top echelon

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