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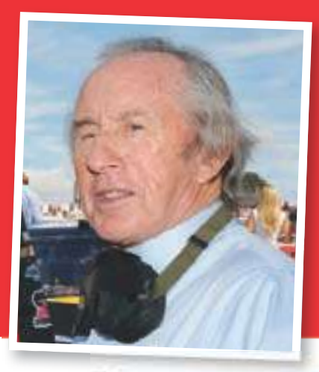
"From being an 11-year-old to being world champion and then on to today, there has never been a time when AUTOSPORT hasn't been part of my life"

SIR JACKIE STEWART



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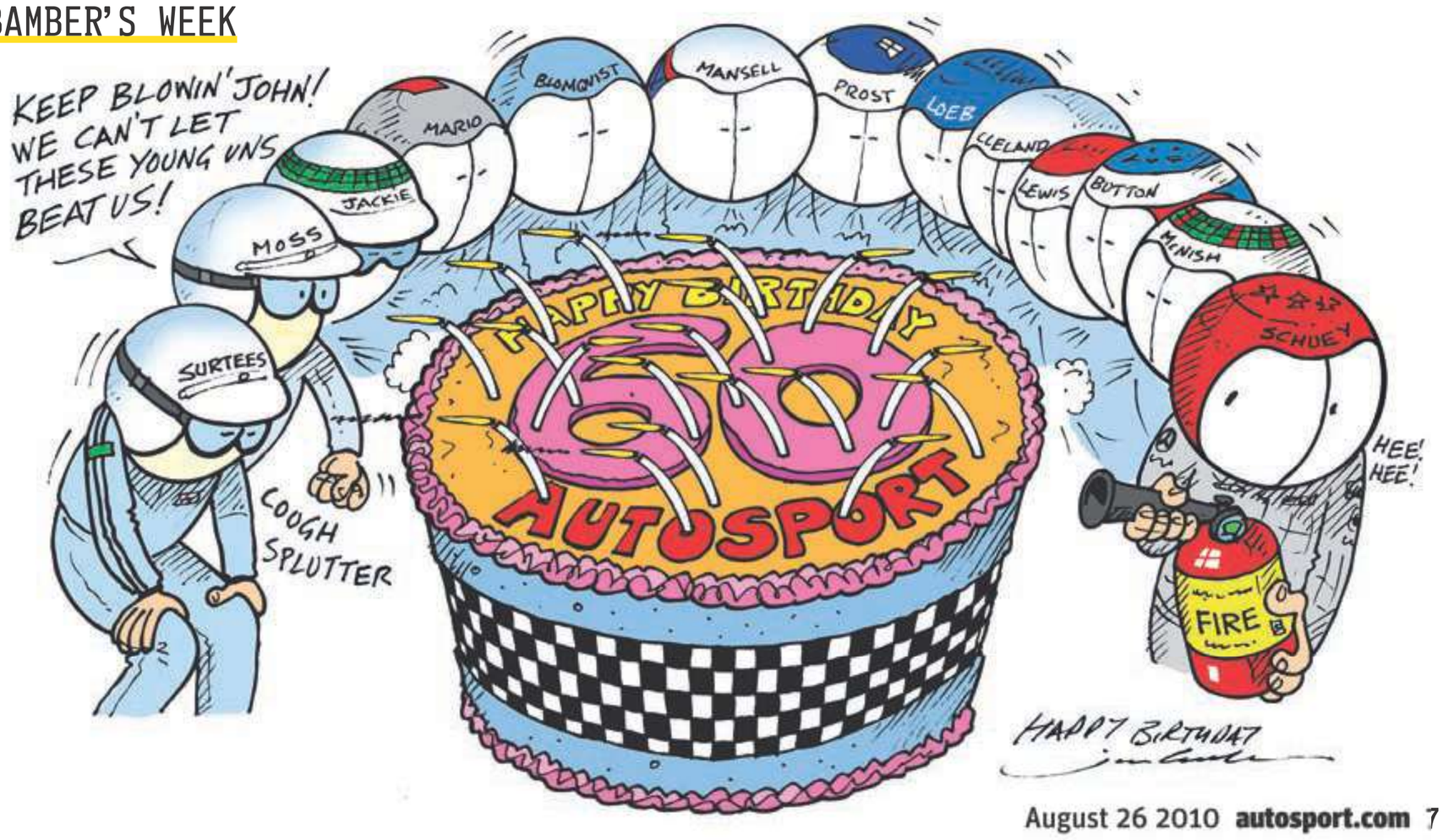
These are the words with which Gregor Grant launched AUTOSPORT on August 25, 1950. And these are still the terms of reference we work to today.

Enjoy our biggest-ever issue. Here's to 60 more years. Cheers!

Andrew van de Burgt, editor

BAMBER'S WEEK



60TH BIRTHDAY TREAT

Bavarian bomber takes flight over the green hell

Hans-Joachim Stuck left hospital last week after his health scare following a recent shunt at the Nordschleife. To wish him well with his recovery, here he is at Pflanzgarten in the 1974 Nurburgring 1000km in a BMW 3.0 CSL, smashing the Group 2 lap record by nine seconds. He would later lap a 3.5-litre version in the six-hour event there in 8m10.9s – that's 104mph in a '70s touring car!

Picture: LAT Archive

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McLaren: Spa and Monza will suit us

British squad confident it can regain championship momentum during the final two European grands prix at the classic, high-speed venues. By EDD STRAW

GETTY

McLaren is not panicking about its world championship hopes heading into the final seven grands prix of the season, despite increasing pressure for the team to recover the ground it has lost in recent races.

The Woking-based squad will not rush any major new parts onto its cars for the next two events at Spa and Monza. It is planning a big upgrade for the Singapore GP at the end of September, but it believes that the strengths of its current package should enable it to be competitive for the final two European races in Belgium and Italy.

McLaren lost the lead in both championships at the Hungarian GP, in which Lewis Hamilton retired and Jenson Button could only finish eighth.

"Both Spa and Monza should suit our package better than the Hungaroring," said Button. "It's important that we regain the momentum of earlier this season."

McLaren's MP4-25 is expected to have an advantage at Spa due to the combination of the Mercedes engine and the team's fully developed f-duct. This will enable it to either enjoy a big top-speed advantage over Red Bull in the two high-speed sectors of the lap, or run more downforce in the tighter middle sector, where the RB6 is expected to excel.

The f-duct won't be used at Monza, as the extreme low-downforce package for the Italian GP means there will be no benefit to using the system that weekend.

LAT

Button knows McLaren needs to recover form

BLOWN-DIFFUSER WORK CONTINUES

McLaren's poor run of form, which includes only one podium in the past three races, coincided with the introduction of its blown-diffuser package.

While the team was optimistic that the update would produce a major step forward prior to it running on track for the first time in British GP free practice at Silverstone, it has struggled to make it work.

> "Spa and Monza should suit our package better. We need to regain momentum"
>
> Jenson Button

Team principal Martin Whitmarsh said: "While we believe our recent upgrades have given us a downforce improvement, it appears that the package hasn't yet delivered to its full potential."

McLaren has recalibrated its windtunnel since the Hungarian GP. It will also change its philosophy for Friday's free practice sessions in Belgium this weekend. The team will treat Friday's free practice running more as a test session than as straight race preparation. That will include putting multiple extra sensors on the car to gain a better understanding of how the recent problematic areas are working.

FLEXI-WING HOPES

McLaren also hopes that the increase of the static-load test on the front wing from 50kg to 100kg, applied towards the outer edge of each side of the wing, will play into its hands.

AUTOSPORT understands that Red Bull did not have any difficulty passing such a test when it conducted one internally. But further scrutiny of the alleged 'flexi-wings' is expected at Spa.

McLaren, along with Mercedes, has pressured the FIA to clamp down on such systems. But its championship hopes are likely to hinge on what progress it has made with replicating such a design when it brings in its next big aero upgrade.

P18 BELGIAN GP PREVIEW

McLaren aims to pass Red Bull in Belgium

AUTOSPORT SAYS...

JONATHAN NOBLE
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The summer break is over and, while getting back to the grindstone has not resulted in any panic yet from Red Bull's title rivals, there is no doubt that as the teams roll into Spa-Francorchamps there will be a little bit more intensity about what happens on track.

We have witnessed some fantastic battles already this season, but the title fight has ultimately been little more than shadow boxing up to this point.

The fluctuating form of Red Bull, McLaren and Ferrari, allied to the new points system, has kept things fairly static at the front of the championship standings – with no man or team able to eek out a lead that has put them in control of the title chase.

Now though, with seven races to go, that is all about to change. A single bad weekend, or a poor turn of luck, and the loss of points will start really hurting with the end of the season now in sight.

So expect ever-greater scrutiny of flexi-wings; more intra-team tensions; more intense racing; and more emotions when things don't go to plan.

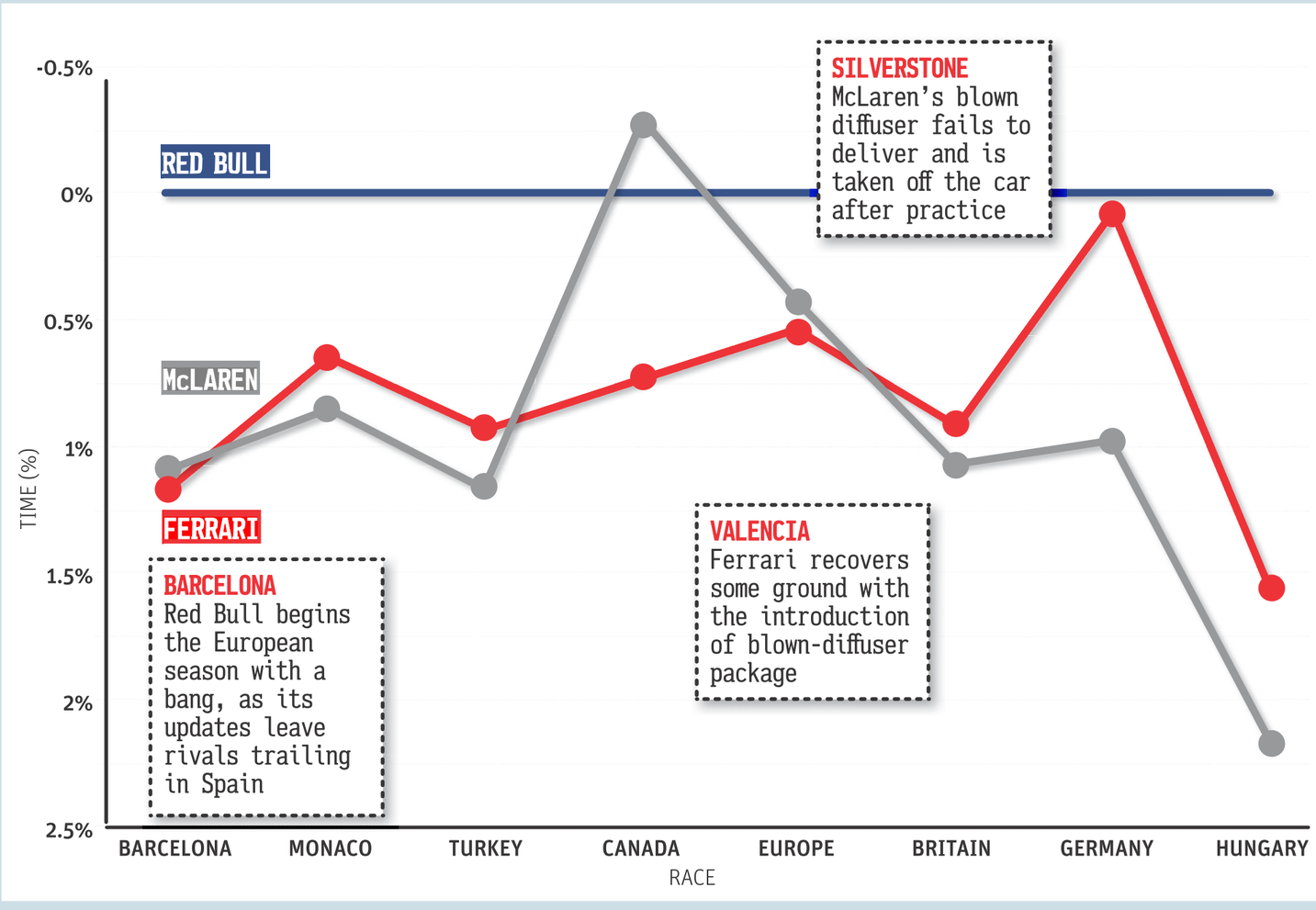
For the men involved in the battles it's going to mean plenty of headaches in the weeks to come. For the rest of us? The most open title fight for years. Bring it on...

F1 2010 is about to step up a gear

ETHERINGTON/LAT

FLUCTUATING FORTUNES

How Red Bull's biggest rivals have closed up – then fallen away again – since Barcelona. The figures represent, in percentage terms, how close each team got to the fastest Red Bull time on each weekend



THE BIG NUMBER

36

The percentage of all Formula 1 world championship races that the sport's most experienced driver – Rubens Barrichello – has entered

Pirelli cleared to tweak rubber

Italian firm told it can modify its 2011 tyre compounds and constructions as it feels its way into F1

Pirelli will be allowed to make significant changes to its Formula 1 tyres during the season in 2011 if required.

The Italian manufacturer completed two days of testing with a Toyota TF109 at Mugello last week, with newly-contracted test driver Nick Heidfeld taking the wheel after being released from his reserve-driver deal with Mercedes GP.

Much of the work was focused on evaluating profiles and construction with the bulk of the compound testing still to come, but Pirelli motorsport director Paul Hembery said that it will be possible to make changes during the first year of the new tyres, as the company learns more about modern F1.

"It's going to take some refinement, and there are some circuits that we can't actually test on," Hembery told AUTOSPORT. "We're not going to know how to do to everything instantly, and it would be rather naive and arrogant to suggest that we could. But we certainly will learn, and we'll be aiming to adapt, even during the season if we have to. The FIA and the teams have indicated that we can approach them for special dispensation for an extra tyre test if we do decide we'd like to try to come up with some new solutions."

Hembery reiterated Pirelli's claims that it will try to provide aggressive tyre compounds to challenge the teams where possible. However, he warned that it would not always be possible, especially in the early races.

"From an experience point of view, we sometimes might have to be a little conservative," he said. "But we will be pushing the boundaries, and we want to do it in a way that is good for the sport, not so that people are worried tyres are degrading after five laps."

According to Hembery, the peformance of the tyres in their first outing matched their expectation based on earlier tests with a GP2 car.

"We didn't have any surprises," he said. "We completed over 700km and the test gave us what we want. We have a lot of data which we are now analysing, and it has given us some very clear directions for the next step of development."

Pirelli has another six F1 tests scheduled between now and the post-season test at Abu Dhabi in November, at which the tyres will be made available to teams for the first time.

Heidfeld conducted initial test running

PIRELLI

Toyota TF109 was used as test mule

PIRELLI

Raikkonen: no F1 return

Raikkonen is happy with his WRC move

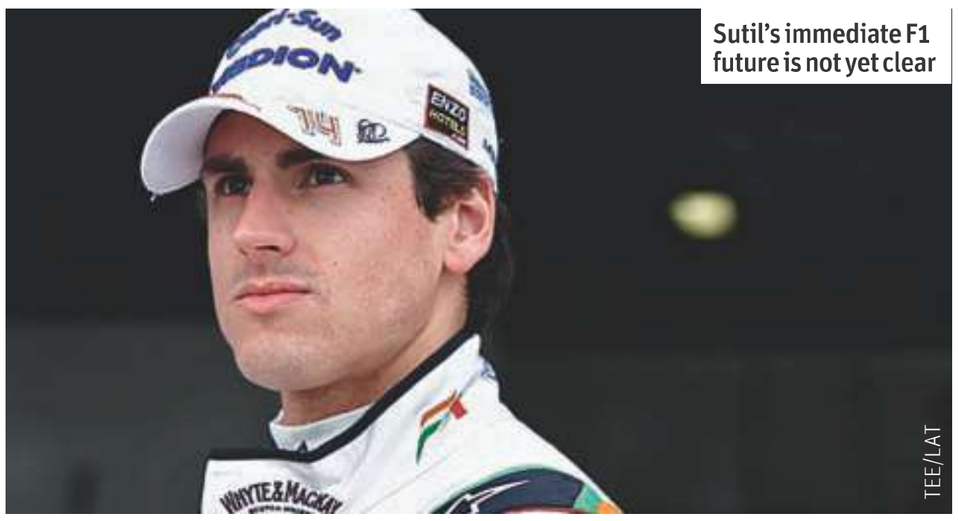
FORMER WORLD champion Kimi Raikkonen has admitted that he is unlikely ever to return to Formula 1.

The Finn, who turns 31 in October, had been linked to a 2011 seat with Renault, although AUTOSPORT reported in July that he would not be coming back to grand prix racing next year.

"I will probably never return to F1," Raikkonen told French newspaper *L'Equipe*. "I had many great moments and I won the world championship but things change. Now I'm in rallying and there are things other than F1 in life."

Raikkonen, who competes in the world rally championship for the Citroen Junior Team, is expected to remain with the team next year, although a deal has yet to be done.

Sutil keeps Force India options open



Sutil's immediate F1 future is not yet clear

ADRIAN SUTIL would be happy to remain at Force India for a fifth season in 2011 despite being in contention for the second Renault seat.

The German made his F1 debut for the Silverstone team in its Spyker guise in 2007 and has emerged as a regular points scorer this year. Force India is likely re-sign him if possible, although Sutil would likely accept a Renault seat if offered.

"I am absolutely considering staying here for another one or two years," Sutil told AUTOSPORT. "It's dependant on the performance of the car, but I feel very happy here.

"I know everybody in the team so we can go from year to year without needing to learn about each other. I am fine to stay for another few years."

Sutil is one of a number of contenders for the Renault seat. Incumbent Vitaly Petrov responded to being asked to raise his game with a career-best fifth in the Hungary, while Timo Glock is also as strong contender for the drive.

Legal row set to intensify at Monza

Force India row could hit Monza paddock

FORCE INDIA'S ongoing legal dispute with Aerolab is set to intensify, despite the F1 team losing its first case against the aerodynamic specialists.

Aerolab issued a statement last week announcing that Force India has been ordered to pay €1,074,730, plus damages and interest, over unpaid fees relating to the early termination of a contract between the two companies. The money is already being held by the courts.

Although this matter went against Force India, a bigger legal issue remains concerning windtunnel models that Aerolab produced for Lotus – which Force India claims made use of its intellectual property.

Aerolab has denied those suggestions and, in response to its fears that director Jean Claude Migeot could soon be charged following a criminal complaint filed against him in Bologna, it has hinted at taking action itself against Force India at the Italian Grand Prix.

Its statement said: "It appears that Force India's strategy will be to try and force Aerolab into a settlement that the company has no intention of accepting. The upcoming Italian GP at Monza, during which Force India's assets will be present under Italian jurisdiction, could trigger further exchanges of action between the two parties."

THIS WEEK IN F1

McLAREN Lewis Hamilton believes that the two-week factory shutdown will allow the team to improve its performance despite a fortnight of inactivity. "The break gave us some valuable thinking time," he said.

MERCEDES Michael Schumacher believes that it will be difficult to get a strong result in the Belgian Grand Prix because his 10-place grid penalty will "handicap" his weekend.

RED BULL Niki Lauda has hailed Sebastian Vettel as the driver of the season so far. "What he showed again in Budapest qualifying in terms of sheer speed outclasses everybody," he said.

FERRARI Ferrari has slammed triple world champion Niki Lauda for criticism of its German Grand Prix team orders. "When he was a Scuderia driver, the Ferrari driver management policy suited him perfectly," said the 'Horse Whisperer' on Ferrari's official website.

WILLIAMS Engineering director Patrick Williams is hopeful that the team can continue to raise its game this year. "If we can find a few tenths we'll get ourselves onto row three as opposed to row four or five," he said.

RENAULT Renault will try its f-duct design for the first time at the Belgian Grand Prix. The team has been working on the system for several months despite initially ruling out adopting it.

FORCE INDIA Tonio Liuzzi is confident that Force India can be in contention for a podium at Spa this weekend, but warned: "I don't think we will have the advantage of last year".

TORO ROSSO Sebastien Buemi will become only the fourth Swiss driver to start 30 world championship races at the Belgian Grand Prix. He joins Clay Regazzoni, Jo Siffert and Marc Surer in achieving the landmark.

LOTUS Heikki Kovalainen believes that awarding points to all finishers could be a more effective way of ranking the teams towards the back of the constructors' championship.

HRT Sakon Yamamoto will continue to drive for Hispania alongside Bruno Senna at this weekend's Belgian Grand Prix. It will be his fourth consecutive outing, although Karun Chandhok could still return later in the year.

SAUBER Pedro de la Rosa has hailed technical director James Key, who joined the team in April, as the reason for its turnaround. "James has made a big difference to the team," he said.

VIRGIN The team's technical director Nick Wirth is hopeful that 10th place in the constructors' championship is still possible as the team's CFD-only development programme allows the team to press ahead with both its 2010 and 2011 cars. "We are feeling confident that we will reach our target of being top of the three new teams," he admitted.

FIRST RACE:
SOUTH AFRICA 1993

FIRST POINTS:
JAPAN 1993

FIRST POLE:
BELGIUM 1994

100TH RACE:
SAN MARINO 1999

Barrichello makes 300th start

Brazilian veteran to set new milestone at Spa – and has no intention of coasting into retirement

Eleven-times grand prix winner Rubens Barrichello believes that he is faster than ever as he prepares to celebrate his 300th Formula 1 start at this weekend's Belgian Grand Prix.

The 38-year-old is the only driver ever to achieve that landmark, and will run a special-edition car livery and helmet design over the Spa weekend.

Now in his 18th season of F1, the Brazilian is still as enthusiastic as ever. "It's a great challenge, because there are always a lot of fast young kids coming through who show a lot of speed," Barrichello told AUTOSPORT. "I am still right at the top of my game and I certainly haven't lost anything. If anything, I've got more speed now than I had before. I'm delighted to be so competitive at my 300th race."

Barrichello made his debut for Jordan at the age of 20 in 1993,

> "I've been here for such a long time and never wanted to stop. Why not 350?"
> RUBENS BARRICHELLO

and has subsequently driven for Stewart, Ferrari, Honda, Brawn and, this year, Williams. He came close to dropping out of F1 at the end of 2008 when Honda withdrew from the sport, but was kept on by the team in its new Brawn guise and won two races last season.

He passed Riccardo Patrese's longstanding record for F1 starts – 256 – at the Turkish Grand Prix in 2007 and admitted that he is surprised to have achieved such remarkable longevity.

"It's an amazing number," said Barrichello of the landmark. "I've never stopped and thought, 'Jesus, I'm going for my 300th', because numbers have never been as important to me as the driving. But I am very honoured.

"Some people have five races and then they have to fight just to see if they are going to race in F1 the next season. I've been here for a such a long time and never wanted to stop. Why not 350 next?"

Barrichello is set to remain with Williams next season, having been credited by the team with playing a major role in turning around its season after a disappointing start to the year.

WHEN A START MAY NOT COUNT...

Barrichello celebrates his 300th grand prix in Belgium this weekend, but some would claim it is only his 297th start.

The discrepancy lies in the 2002 Spanish and French grands prix, where gearbox problems and an ignition failure respectively struck his Ferrari on the formation lap, and the 1998 Belgian Grand Prix. The Brazilian, then driving for Stewart, was unable to restart that race after being caught up in the massive first-lap pile-up.

It will be the 301st time that Barrichello has entered a grand prix, but even he does not count the 1994 San Marino Grand Prix, where he crashed heavily in Friday practice and was ruled out for the rest of the weekend.

PICS: LAT

RUBENS IN NUMBERS

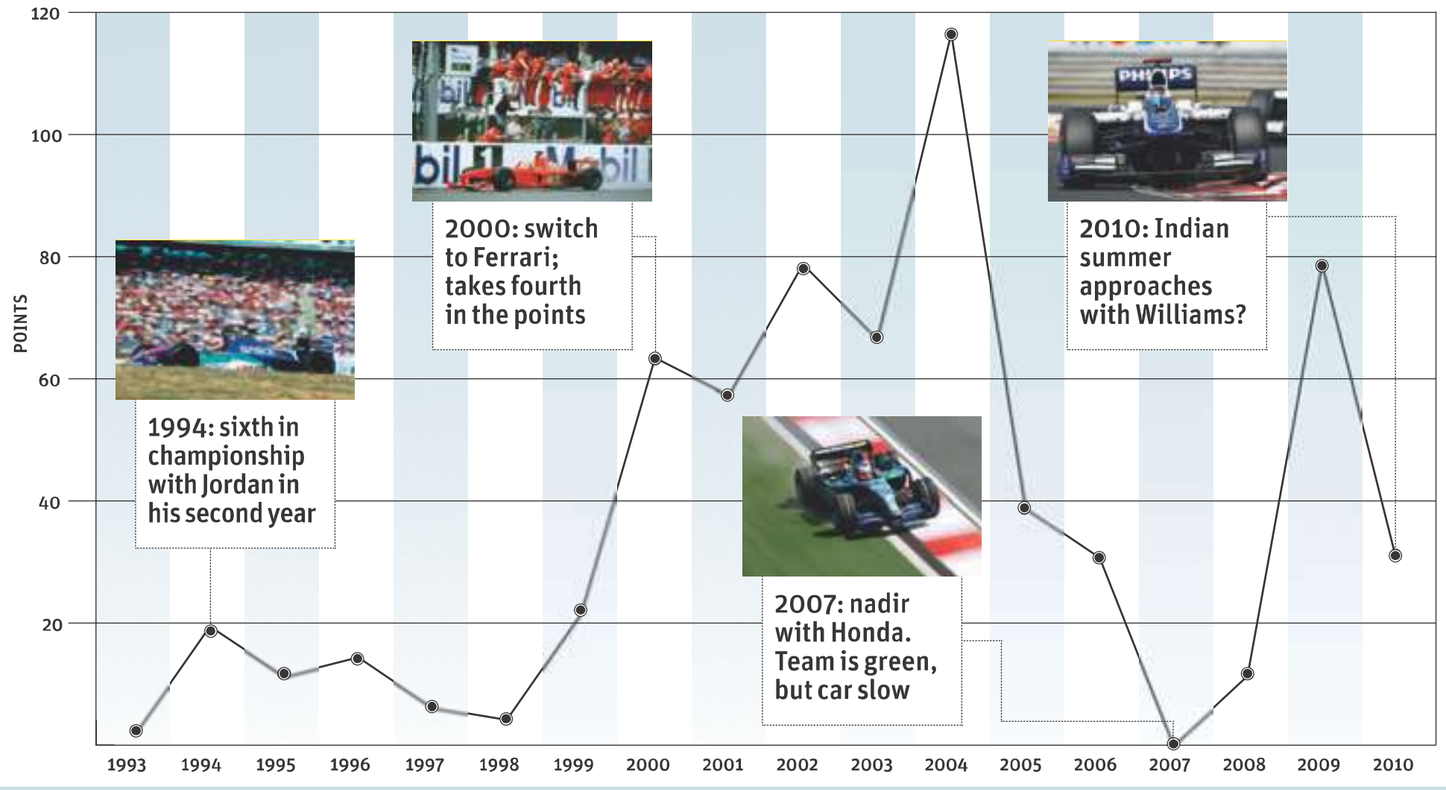
Age 38	Poles 14 (19th=)
Races 299 (1st)	Points 637 (4th)
Wins 11 (24th=)	GP led 51 (9th=)
Podiums 68 (4th)	Fastest laps 17 (15th)

TOP 10 STARTERS

Rubens Barrichello	299
Michael Schumacher	262
Riccardo Patrese	256
David Coulthard	247
Jarno Trulli	231
Giancarlo Fisichella	230
Gerhard Berger	210
Andrea de Cesaris	208
Nelson Piquet	204
Jean Alesi	201

De Cesaris started 208 GPs

BARRICHELLO'S CAREER RECORD



BREAKING THE BARRIERS
The milestone makers

There has to be a first: these are the veterans who broke through the ceiling of race starts

FIRST TO 50
JUAN MANUEL FANGIO, ARGENTINA 1958

Amazingly, Fangio had already wrapped up five world titles when he became the first man to start 50 GPs. Nearing retirement, he finishes fourth for Maserati in his final home grand prix.

FIRST TO 100
JACK BRABHAM, BRITAIN 1968

Brabham had been an F1 regular since 1957, and had racked up three world titles by the time he became the first driver to break in three figures, at a time when his team was struggling.

FIRST TO 150
GRAHAM HILL, MONACO 1973

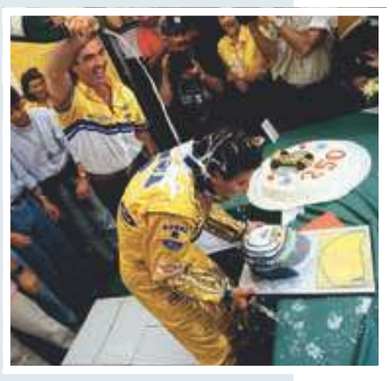
Hill was known as 'Mr Monaco' for his five wins in the Principality, but was well past his best at his 150th start. Driving a Shadow run by his own team, he qualified last but one.

FIRST TO 200
RICCARDO PATRESE, BRITAIN 1990

Patrese had spent six winless seasons in F1, but the powerful Renault V10 engine gave him a chance to shine again. Silverstone wasn't a high point: he pulled out with chassis problems.

FIRST TO 250
PATRESE, GERMANY 1993

Patrese didn't take his Williams form with him to Benetton, where he struggled to match Michael Schumacher. But he went okay at Hockenheim, finishing fifth in his 250th F1 race.



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Giulietta

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Official fuel consumption figures for the Alfa Giulietta range: Urban 26.2 – 51.4 mpg (10.8 – 5.5 l/100km); Extra Urban 48.7 – 76.4 mpg (5.8 – 3.7 l/100km); Combined 37.2 – 64.2 mpg (7.6 – 4.4 l/100km). CO_2 emissions 177 – 114 g/km.

*When compared to the Alfa 147 range.

Straight talk
David Coulthard

Britain's all-time leading F1 points scorer

A five-way title fight heads to arguably Europe's best circuit this weekend after the mid-season break. Michael Schumacher will also be under scrutiny – just how will he handle his 10-place grid penalty?

Spa hits the top three of most Formula 1 drivers' favourite circuits. These classic old venues started life as horses and carts found their way through the forest, which became a cobbled street, then an asphalt road, and ultimately the permanent racetrack. Nature took its course to create these majestic circuits, not a university degree designer sitting at a CAD system thrusting upon us what he thinks a great track should look like.

The flow of Spa is sublime, matched by the adrenalin buzz of rushing through Eau Rouge. Sure, most of the time these days it's easily flat-out, but that's 190mph – it requires ultimate precision and trust in your machinery. It certainly focuses your mind.

One time it definitely won't be flat is the opening lap of the race, as the cars now start on full fuel tanks. That will be challenging, as will Pouhon, which is normally a brush-the-brake, downshift and back on it again. Being loaded with lateral-g for long periods will ask a lot of the tyres, so perhaps we'll see more management than we've witnessed in the past.

The weather can be fickle, and remember the spray at Spa is somewhat hazardous as you're making your way through the field... hey, Michael...

"We want to see Schu's mouth move when he apologises"

Schuey didn't master the spray passing DC in '98...

ETHERINGTON/LAT

THE TITLE FIGHT RESTARTS

After a three-week break, everyone is going to be refreshed for the sprint to decide the world championship. Red Bull has dominated qualifying all season, but has shown variable form in races, depending on whether the circuit suits its car.

You can argue that Spa is all about top speed, but aero is also important because you're always trying to trim wing off while maintaining performance in its fast corners. Like Hockenheim, where I predicted we'd see a more mixed grid and Ferrari stepped up its performance, we should also have an open mind for Spa.

It's a question of who is going to take the challenge to Red Bull. For McLaren, in the absence of any new development, it has tried the old-fashioned way of gaining performance by attempting to handicap its competitors by seeking clarification on the front-wing rules. Rumour has it that Red Bull won't have to do anything different for this event, so maybe that won't deliver what McLaren is looking for.

Red Bull has also got its f-duct working to give increased top speed, so McLaren has maybe lost the effectiveness of its secret weapon. McLaren will also have to hope its medium-downforce package is a step forward here.

As well as facing a trip to the World Motor Sport Council next month, don't forget too that Ferrari has an issue with Alonso on available engines.

SCHUMACHER IN THE SPOTLIGHT

Michael will start the weekend carrying the penalty for his misdemeanour from Budapest, and is therefore likely to start from near the back. I hadn't realised that the ex-F1 driver on the stewards panel, Derek Warwick, had previously encountered an issue with Schumacher in sportscars!

I'm sure he'll be relieved that the ex-driver steward at Spa is Nigel Mansell – I don't believe they have crossed swords in the past. The media will undoubtedly pick up where they left off in Budapest, and he should just face it, look humble, and move on.

Issuing a statement was stage one, but what people want to see is his mouth move when the apology comes out. Humans have an amazing ability to forgive and forget – providing they feel someone has seen the error of their ways. Time will tell whether this leopard really has changed its spots.

TRACK GUIDE

Barrichello's inside line

EXCLUSIVE

Formula 1's most experienced driver shares his thoughts and memories on one of its greatest tracks

Spa is a great circuit and one that I love coming to. I won here in lower categories, I took my first pole here and it's a big challenge to drive so I always look forward to it.

It's a very difficult track to set the car up for and it's one that you can overtake on. There are a lot of good, fast corners so it's a track that is good all round for the drivers.

FERRARO/LAT

THE START

The first corner is very tight, but you can also make up places. Last year I had a clutch problem and I was last into the first corner and 10th by the time I got to Les Combes! Everyone was closing the door and I went to the outside. It's a different situation every time, but we have seen some problems in the hairpin before.

TEE/LAT

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OVERTAKING

The straight into Les Combes is a great place to overtake. The set up for a pass starts at La Source. Everyone is flat through Eau Rouge, at least when not on heavy tanks, so you want to get the power down early out of the hairpin. But you must not be too close to the car ahead at Eau Rouge because there's no space to overtake. You want to be close when the straight starts and have a little more speed, which is where the move needs to be made.

DUNBAR/LAT

SET-UP

You need to have a car with a good top speed so that you can do the La Source/Eau Rouge area quickly. You can often gain half a second in sector one, lose out in the middle sector and gain in the last sector. It all depends on the aero efficiency and what direction you take with your car. That's one of the reasons that you get passing here – people run different downforce levels.

FERRARO/LAT

SPA WEATHER

17C FRIDAY CLOUDY

14C SATURDAY SHOWERS

18C SUNDAY CLOUDY

TYRE CHOICE

Super-Soft	Soft	Medium	Hard
Option	Unused	Prime	Unused

WEATHER

It can always rain at Spa and most years it does. It can be difficult to predict, which makes strategy interesting.

EAU ROUGE

With the way that the cars are today and the V8 engines, Eau Rouge has been easy flat in recent years. But in the first part of the race, with 160kg of fuel on board, it's probably going to be a challenge again.

STALEY/LAT

FAVOURITE MEMORY

Getting my first pole position here for Jordan in 1994 was a great moment. We set the time on Friday, in the days when there were two qualifying sessions, and did a great lap late in the session to put it on pole. Saturday was still wet and we didn't need to go out. I was nervous waiting throughout Saturday because if it had dried, we'd have been much lower – it was no surprise that in the race I just went backwards.

LAT

TRACK GUIDE

NUMBER OF LAPS	CIRCUIT LENGTH	RACE DISTANCE
44	4.352m	191.41m

2009 POLE POSITION
GIANCARLO FISICHELLA

2009 WINNER
KIMI RAIKKONEN

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BELGIAN GP PREVIEW

MARK HUGHES

A repeat of last year's surprise shake-up is unlikely, but the key to Spa this time around could be Massa

Spa's demands last year brought about something of a shock, in that the circuit's emphasis on the low-downforce part of a car's aerodynamic map changed the competitive order quite significantly – a Force India was on pole, remember. But this year, in Montreal, we've already had a track that works a similar part of the map, without anything like that sort of shock reshuffling.

That said, Montreal is the only track to date this year where a Red Bull has failed to score pole. The long straights of sectors one and three at Spa will militate against the RB6 but should help the McLaren enormously – expressed either through a big terminal speed advantage or by accepting straightline parity for the luxury of more wing to minimise the Red Bull's likely advantage through the middle sector. Ferrari is pitched somewhere in between the Red Bull and McLaren, but in theory the track layout might make all three cars very closely matched. In which case, if the circumstances fall right, might we see Ferrari make full use of the Felipe Massa interference tool? Before the safety car interrupted the Hungarian GP, with Webber sandwiched between the Ferraris of Alonso and Massa, the plan in the Ferrari pits was for Alonso to try to back Webber into Massa's range, then potentially jump him by pitting Massa first.

Circumstances prevented that from playing out, but it showed that Ferrari is determined to play its advantage in having only one driver in title contention. Watch for any opportunity for Ferrari to play that card this weekend.

Key questions

What the Belgian GP will tell us

- **Will Ferrari try to capitalise on only having one title contender?**
- **Will the Spa layout play to the strengths of McLaren?**
- **Could Red Bull lose pole for only the second time this year?**

Alonso (ahead) could use Massa as back-up

COATES/LAT

Spa could be McLaren's chance to get one up on Red Bull

FERRARO/LAT

GARY ANDERSON
TECHNICAL CONSULTANT

SET-UP GUIDE

For the first and third sectors you need power: you must be quick in a straight line, and it's uphill at Eau Rouge. The middle sector is all about having good aero grip and good balance – both things that the Red Bull has in abundance. The problem is if you don't manage to escape on the first lap: you can be very fast in that middle section, but if you can't overtake you could be in trouble. If you're fast in sector two in qualifying, that's great because you'll be at the front anyway and don't need the straightline speed. Then you also have the Spa weather, which can turn the race on its head.

TV AND RADIO LISTINGS

FRIDAY AUGUST 27

0855-1035 Free practice 1 LIVE (BBC red button and online)

1255-1435 Free practice 2 LIVE (BBC red button and online)

SATURDAY AUGUST 28

0955-1105 Free practice 3 LIVE (BBC red button and online)

1210-1410 Qualifying LIVE (BBC1 & Radio 5 Live Sport Extra)

SUNDAY AUGUST 29

1210-1515 Grand Prix LIVE (BBC1 & Radio 5 Live)

AUTOSPORT TIPSTERS

Four AUTOSPORT journalists have been given an imaginary £50 and carte blanche to bet their way through the season. All four of our pundits took a hit in Hungary, and they've taken different approaches to trying to recoup their losses this time around. Edd Straw likes Button at 12/1, while Jonathan Noble thinks Liuzzi's worth a punt at 100/1.

COATES/LAT

Is Liuzzi a dark horse for Spa?

JONATHAN NOBLE
GROUP F1 EDITOR
CURRENT TALLY £52
£5 each way on Button **12/1**
£1 each way on Liuzzi **100/1**

EDD STRAW
F1 EDITOR
CURRENT TALLY -£51
£10 Button to win **12/1**
£10 Barrichello for points **11/8**

ANDREW VAN DE BURGT
EDITOR
CURRENT TALLY -£15
£10 Hamilton on the podium **11/8**

MARK GLENDENNING
DEPUTY F1 EDITOR
CURRENT TALLY £60
£5 Hamilton on the podium **11/8**

RACE ODDS	
Vettel	15/8
Alonso	3/1
Webber	7/2
Hamilton	5/1
Massa	9/1
Button	12/1
Sutil	40/1
Kubica	50/1
Rosberg	50/1
Liuzzi	100/1
Barrichello	125/1
Schumacher	150/1
Petrov	200/1
Hulkenberg	250/1
de la Rosa	250/1
Kobayashi	250/1
Buemi	300/1
Alguersuari	500/1
Kovalainen	3000/1
Trulli	3000/1
Glock	3000/1
Di Grassi	5000/1
Yamamoto	5000/1
Senna	5000/1

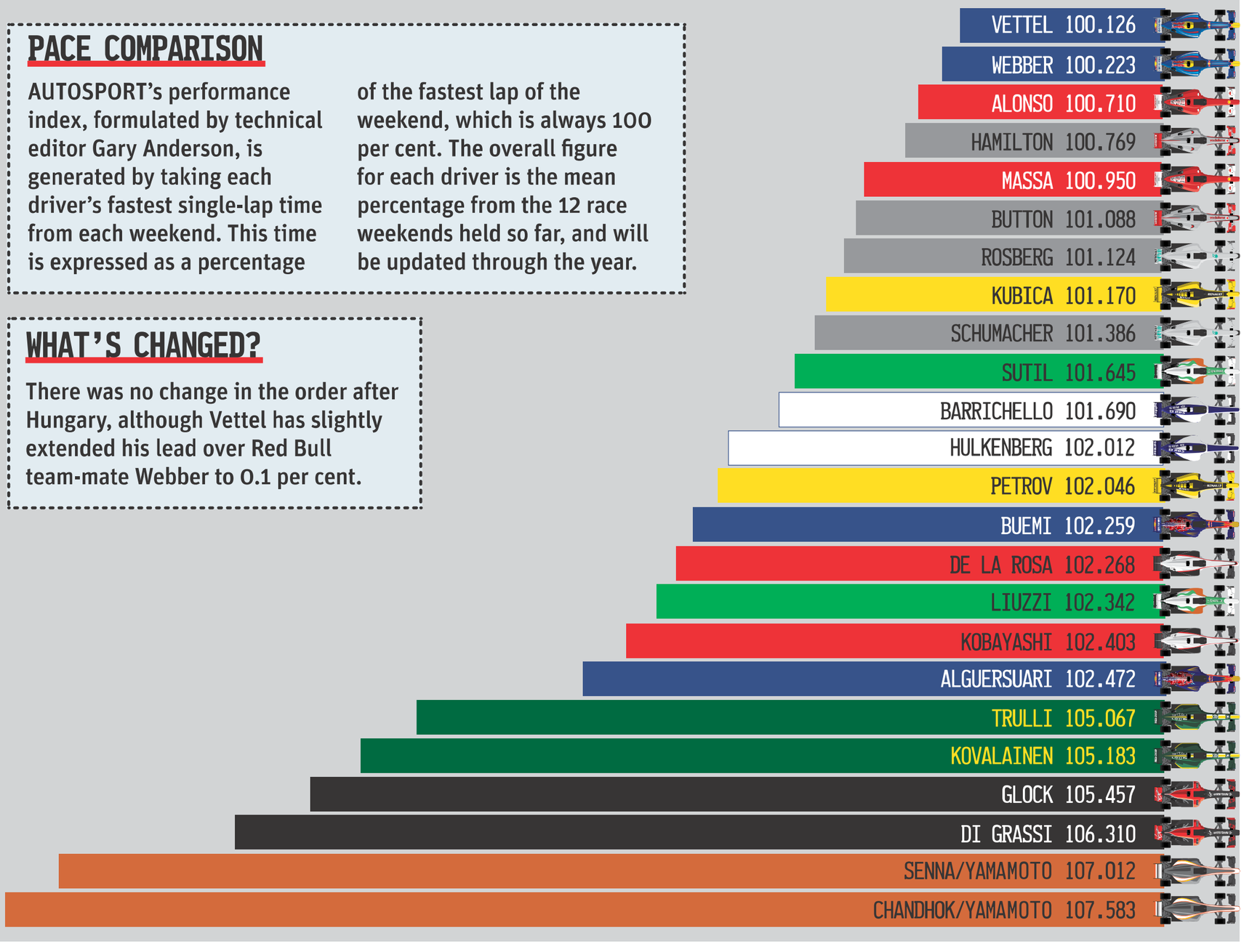
Odds supplied by Skybet

PACE COMPARISON

AUTOSPORT's performance index, formulated by technical editor Gary Anderson, is generated by taking each driver's fastest single-lap time from each weekend. This time is expressed as a percentage of the fastest lap of the weekend, which is always 100 per cent. The overall figure for each driver is the mean percentage from the 12 race weekends held so far, and will be updated through the year.

WHAT'S CHANGED?

There was no change in the order after Hungary, although Vettel has slightly extended his lead over Red Bull team-mate Webber to 0.1 per cent.



2009 RESULTS

POS	DRIVER	TEAM
1	Kimi RAIKKONEN	Ferrari
2	Giancarlo FISICHELLA	Force India-Merc
3	Sebastian VETTEL	Red Bull-Renault
4	Robert KUBICA	BMW-Sauber
5	Nick HEIDFELD	BMW-Sauber
6	Heikki KOVALAINEN	McLaren-Mercedes
7	Rubens BARRICHELLO	Brawn-Mercedes
8	Nico ROSBERG	Williams-Toyota

POLE G FISICHELLA (Force India) 1m46.308s

Fisichella takes Force India's first-ever pole but is leapfrogged by Kimi Raikkonen in the pits, giving Ferrari its only win of the season.

2008 RESULTS

POS	DRIVER	TEAM
1	Felipe MASSA	Ferrari
2	Nick HEIDFELD	BMW-Sauber
3	Lewis HAMILTON	McLaren-Mercedes
4	Fernando ALONSO	Renault
5	Sebastian VETTEL	Toro Rosso-Ferrari
6	Robert KUBICA	BMW-Sauber
7	Sebastien BOURDAIS	Toro Rosso-Ferrari
8	Mark WEBBER	Red Bull-Renault

POLE Lewis HAMILTON (McLaren) 1m47.338s

Hamilton takes to the escape road to pass Raikkonen for the lead. He lets the Finn back past, but overtakes again and is later penalised down to third.

2007 RESULTS

POS	DRIVER	TEAM
1	Kimi RAIKKONEN	Ferrari
2	Felipe MASSA	Ferrari
3	Fernando ALONSO	McLaren-Mercedes
4	Lewis HAMILTON	McLaren-Mercedes
5	Nick HEIDFELD	BMW-Sauber
6	Nico ROSBERG	Williams-Toyota
7	Mark WEBBER	Red Bull-Renault
8	Heikki KOVALAINEN	Renault

POLE Kimi RAIKKONEN (Ferrari) 1m45.994s

Straightforward one-two for Ferrari, with Raikkonen controlling the race from start to finish. Alonso is a distant 14.3s behind the Finn at the end.

2005 RESULTS

POS	DRIVER	TEAM
1	Kimi RAIKKONEN	McLaren-Mercedes
2	Fernando ALONSO	Renault
3	Jenson BUTTON	BAR-Honda
4	Mark WEBBER	Williams-BMW
5	Rubens BARRICHELLO	Ferrari
6	Jacques VILLENEUVE	Sauber-Petronas
7	Ralf SCHUMACHER	Toyota
8	Tiago MONTEIRO	Jordan-Toyota

POLE Juan Pablo MONTOYA (McLaren) 1m46.391s

Easy win for Raikkonen after polesitter Montoya is eliminated by Pizzonia. Button gives BAR its final podium, while Monteiro scores Jordan's last point.

2004 RESULTS

POS	DRIVER	TEAM
1	Kimi RAIKKONEN	McLaren-Mercedes
2	Michael SCHUMACHER	Ferrari
3	Rubens BARRICHELLO	Ferrari
4	Felipe MASSA	Sauber-Petronas
5	Giancarlo FISICHELLA	Sauber-Petronas
6	Christian KLIEN	Jaguar-Cosworth
7	David COULTHARD	McLaren-Mercedes
8	Olivier PANIS	Toyota

POLE Jarno TRULLI (Renault) 1m56.232s

Raikkonen takes McLaren's first victory of the season, but second for Michael Schumacher is enough to secure his seventh title with four races to spare.

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*Tests conducted in 2009 by Germany's independent TÜV SÜD Automotive centre using 245/40 ZR 18 Y tyres. Compared with the MICHELIN Pilot Sport PS2.
**On average compared to other premium European tyres. Fuel consumption and rolling resistance tests carried out by TÜV SÜD Automotive in 2010 on tyre sizes 225/40 ZR 18 and 245/40 ZR 18 available on the market at the time.

MICHELIN
A better way forward

MPH
Mark Hughes

AUTOSPORT grand prix editor

Nick Heidfeld has made a clever move signing up as Pirelli's test driver, but a certain seven-time world champion could have transformed his comeback form by taking the job instead

Nick Heidfeld has just accepted what would have been the dream job for Michael Schumacher. Pounding around doing miles upon miles of tyre testing for Pirelli is exactly what Schumacher ideally needs if he is ever to recapture his winning form.

Even if it meant canning some late-season races and allowing Heidfeld to stand in for him at Mercedes, Schumacher would have been perfectly served to lead the Pirelli development programme. It would have effectively recreated the situation he had in his Ferrari/Bridgestone years whereby everyone else on those tyres had

Heidfeld will know all there is to know about new Pirellis

COATES/LAT

to live with whatever Michael decided suited him best. He could have aggressively pushed for an ever-stronger front tyre, one that responded exactly as he liked when he loaded it up early in the corner, with just the right construction to react to his preference of delicately pivoting the car around the outer front tyre as the corner progresses.

The way a tyre's characteristics dovetails with a driver's natural style is a hugely significant part of what's determined various drivers' effectiveness over the years. Changes in the demands made by the tyres have lit up some careers and badly hurt others. Juan Pablo Montoya for example detested the high-grip understeer that the Michelins gave him on the '06 McLaren – and left him looking like a shadow of the driver he'd been in the second half of '05 when, with a less strong Michelin rear, he was every bit as quick – and sometimes quicker – than Kimi Raikkonen.

Raikkonen himself never really adapted to the single-lap understeer you got with the control Bridgestones on the Ferraris of 2007 onwards. Fernando Alonso at first did not get on with these tyres either and took most of '07 to adapt his style around them. Lewis Hamilton was nowhere near as quick, relative to Alonso, when he tested on the 2006-spec Michelins at the end of '06. When they switched to the control Bridgestones, he suddenly lit up. Robert Kubica was fantastic on the high-grip understeer Michelins of the 2006 BMW, but took most of '07 getting the hang of the control Bridgestones and even then felt that the advantage he enjoyed on the Michelins could not be recreated.

Then we arrived in 2010 and witnessed Michael's struggle. He's adamant it's only about the tyres – and maybe his age is against him only in the sense that it's hurt his ability to adapt. The fronts just do not generate the grip he needs for his style. Ross Brawn talks of how the current Bridgestone control tyres are the only ones in his long experience that reach a saturation point of load, where no matter how much more you load them up, they don't respond: "Usually you get to a point where the increase in grip flattens out a bit as you put more aero load into them, but I've never seen any like these where they just flat-line once you get to a certain point. I think they were designed this way for the sake of equalising the racing, but I doubt whether the Pirellis will be like that next year. I doubt if they could make a tyre like that even if they wanted to."

But still the questions remain about Michael, regardless of tyre characteristics – and the desperation that was read into his defence of 10th place from Rubens Barrichello in Hungary just underlined those doubts. One person in the paddock from Michael's distant past said: "I think it's so very, very sad. The guy is destroying himself piece by piece and he cannot see it." That's an extreme view, but it's out there.

No matter how much Michael believes all his problems relate to the tyres, he cannot *truly* know. What he therefore needs more than anything else is to eliminate that variable from the equation. Leading the whole tyre programme – not to mention establishing a few thousand kilometres of testing head-start over the field – would have been the perfect answer.

A smart team would do well to get Heidfeld signed up to a 2011 race contract. In the meantime Nick might want to put his mobile to answerphone if he's not to find himself in hours of discussion with a seven-time champion.

"A smart team would do well to sign up Heidfeld to race in 2011"

Even Chevys could not catch the Fords

BTCC

Rivals call for Focus rethink

Pleas for British tin-top series to re-evaluate engine regulations for LPG-powered turbos. By JAMIE O'LEARY

Two-time British Touring Car champion Matt Neal has led calls for a rethink on the rules governing the LPG engines in the Arena-run Ford Focuses, after the squad dominated at Silverstone last weekend.

Ford drivers Tom Onslow-Cole and Tom Chilton locked out the front row by half a second in qualifying, before series organiser TOCA issued an overnight rules tweak to peg the performance of the turbocharged, LPG-powered cars.

The Fords' air restrictors were cut from 36mm to 35mm diameter, with turbo boost reduced from 0.8 to 0.7 bar (1.7 bar absolute).

Even with these restrictions, Chilton and Onslow-Cole won all three races between them.

Honda star Neal believes that new thinking is required to further curb the Fords' performance.

"There seems to be a lack of understanding [from TOCA] in terms of what this engine has," said Neal, who lies second in the championship. "At the moment they've put a sticky plaster on something that needs open-heart surgery.

"I don't know what advice he [TOCA chairman Alan Gow] has been given on the technical front, but it can't be very good because when the bulletin [rules tweak] came round everyone started laughing in the garages."

One leading team boss, who asked not to be identified, said: "Why not take the turbos off them and just give them a weight break? Then at least we'd all be getting our speed in the same areas and we'd find out who is really fastest."

Prior to the restrictions, the Fords had been a maximum of 2.0 and 2.7mph quicker than any other car through the two speed traps. Afterwards this advantage was reduced to nothing on the Wellington Straight, although at the start-finish line Onslow-Cole was still 1mph faster than Mat Jackson's BMW, the fastest rival.

Gow said that TOCA would continue to monitor the performance of the LPG engine and reserved the right to enforce future performance restrictions.

"Obviously there have been times when the engine needed some performance correction – hence why we have done so three times thus far," he said. "This is new technology in our sphere and it's 'work in progress' for everyone.

"Similarly there are always some tracks that suit some cars better than others. Everyone thought that Snetterton and Silverstone were ideal for the Fords, and Snetterton didn't prove to be, but Silverstone did. It was probably less of a shock than Chevrolet's pace at Snetterton."

P36 BTCC REPORT

BTCC

Hollamby ponders biogas switch

BRITISH TOURING CAR privateer Shaun Hollamby is evaluating a switch to biogas power for his AmD Milltek Racing team for next season.

The team owner/driver has campaigned a petrol-engined Volkswagen Golf this year, but is keen to switch powerplants in light of the speed of the LPG-powered Ford Focus in the BTCC and the biogas-propelled VW Scirocco racing in the Swedish Touring Car Championship.

"The Golf is the slowest car on the straights, but in Sweden the biogas Scirocco is the fastest," he said. "So whereas we had initially decided to do our own development, and were looking likely to develop our own turbo NGTC engine or use the TOCA unit next year, we're now having a serious look at gas."

Hollamby said that some manufacturer involvement from Volkswagen would be necessary for the plans to come to fruition.

"That kind of development is beyond the capabilities of a 'normal' independent team like ours, so without some kind of assistance it won't be possible," he said.

GRIFFITHS/LAT

Hollamby looking to gas option for 2011

NASCAR

Ekstrom discounts oval-race prospects

FORMER DTM champion Mattias Ekstrom believes it is unlikely that he will get offered the chance to do a NASCAR oval race in the near future.

The Swede, who made his Sprint Cup debut on the Sears Point road course in June, returned to the US earlier this month to test for Red Bull on an oval for the first time at the half-mile Gresham Motorsports Park in Georgia.

Reports in Germany have suggested he could race on the three-quarter-mile oval at Richmond on September 11, but the 32-year-old has played down that speculation.

"I think it's unlikely I will get an offer to go back there to race an oval," Ekstrom told AUTOSPORT. "But at least I can say I got to try it. Driving those cars on an oval was just as difficult as I expected it to be. I didn't just try to go fast, I wanted to learn and understand the feel of the car properly."

Despite his cool reaction to the test, Ekstrom was careful not to answer any direct questions about his desire to try an oval race.

"I don't have any reason to comment on it because I don't have an offer," he said "And I have a contract with Audi. If you go over there it's like starting your career again.

"Plus, they have lots of young American guys who have come up the ranks and are 10 years younger than me but already more experienced."

Ekstrom raced Red Bull Toyota

LAT SOUTH

AUTOSPORT SAYS...

JAMIE O'LEARY
BTCC EDITOR

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Screw the turbo argument, what about the team orders issued by the Arena-run Ford squad on raceday at Silverstone?

It's not the first time in the BTCC's history that one driver has been asked to move over for his team-mate in a bid to boost that driver's title hopes.

But ordering Tom Onslow-Cole to move over for Tom Chilton – a man who remains 30 points behind him in the championship – is ludicrous and devalues the whole series. It was with good reason that I heard a number of boos and jeers around the race-two podium. The team must learn from this.

Of course, Arena's title sponsor Aon is closely associated with Chilton, so it is only natural that it would rather have him standing on the top step of the podium. But who benefits when such race tactics come into play? Not Onslow-Cole; he was denied a treble victory. Not Chilton; he wants to win races on pace alone. And certainly not the brand itself. Surely an Onslow-Cole title at the end of the year (he's only 14 points behind leader Jason Plato) is better than potentially no title at all.

Onslow-Cole reflects on life

It's hard not to feel sorry for Onslow-Cole, but he knows as well as anyone that Arena is Chilton's team and perhaps, after spending most of 2009 on the sidelines, he was willing to accept the circumstances in order to secure a drive. I wonder what he's thinking now.

IN BRIEF

VICKERS SET FOR RETURN
Brian Vickers (above) has been given medical clearance to return to NASCAR in 2011 following successful heart surgery to treat the blood clots that sidelined him earlier this season. The Red Bull driver plans to get back behind the wheel once he is taken off medication in January.

AMBROSE SORTED
Marcos Ambrose has signed a multi-year deal to race for Richard Petty Motorsports in the NASCAR Sprint Cup from 2011 onward. The Australian will replace Kasey Kahne in the team's Ford.

NO TEAM ORDERS AT AUDI
Audi has dismissed accusations that it used team orders in the DTM race at Zandvoort, where Miguel Molina moved over and gave fourth place to Mattias Ekstrom. Audi Sport boss Wolfgang Ullrich said: "If we wanted to use team orders we would have done things very differently."

NEW VENUES FOR ALMS
The American Le Mans Series is promising to announce "two new, high-profile venues" for the series to fill in the two vacant dates on next year's calendar, according to championship boss Scott Atherton. Miller Motorsports Park has disappeared from the schedule, but Lime Rock has retained its place.

MURPHY IN DOUBT
Four-time Bathurst 1000 winner Greg Murphy could miss this year's V8 Supercar endurance events after suffering an injury to his back last week. The Kiwi underwent surgery on a displaced nerve near the fifth lumbar vertebra on Monday, and must now wait to see whether he can recover in time for Phillip Island and Bathurst.

COLLARD FINED
British Touring Car racer Rob Collard was reprimanded and penalised two points on his licence after hitting rival Tom Onslow-Cole during their battle for second in last weekend's second race at Silverstone (below).

DTM

Audi admits defeat on tyre woes

SUTTON IMAGES

Audi has not threatened Merc

AUDI FEARS that it will not be able to solve the tyre problems that have plagued the defence of its DTM title this year.

The Ingolstadt marque has suffered handling and tyre-wear issues all season, and so far has won a single race compared to Mercedes' five.

The top Audi driver is now 16 points adrift in the standings, and most of the A4 cars struggled again last weekend at Zandvoort.

Driver Martin Tomczyk said: "This situation is going to stay the same for the whole year. We need to go testing and we can't – it's not an issue that can be solved by computers."

Dunlop introduced a new tyre compound for this year, but Audi has admitted that it cannot blame the supplier for its problems.

MILESTONES

KYLE BUSCH'S TRIPLE

AUTOSTOCK

Kyle Busch became the first driver in history to win the Sprint Cup, Nationwide and Truck Series in the same weekend when he completed the hat-trick at Bristol

P45 ZANDVOORT F3

GIBSON/LAT

Mortara won for Signature in 2009

FORMULA 3

Mortara plans Macau defence

Reigning Macau GP winner aims to capitalise on the strength of the Signature-Volkswagen package

Edoardo Mortara is set to return to the Macau Grand Prix to defend his crown later this year.

The former GP2 racer stepped back to F3 at the end of last year with Volkswagen to have another crack at the race he came so close to winning in 2008. And after making the most of the dominant Signature-VW package to triumph in 2009 he is planning race again on the testing street track at the end of this season.

GIBSON/LAT

Mortara is keen to defend Macau title

"It looks like I will go back," Mortara told AUTOSPORT. "I'm not sure anyone has done that before, but why not? Macau is a great event, you go there for a week and you have so much fun, and you get to race on one of the best tracks in the world."

After winning Macau last year, Mortara returned full-time to F3 for 2010 with Signature, with the goal of winning the Euro Series for Volkswagen. He is well on his way to doing that, as he holds a 25-point lead with just three double-header weekends remaining. Despite already winning at Macau, he doesn't believe that he will be under any pressure when he returns.

"There is no pressure on me — I've already won it," he said. "If people want to target me that's fine. Macau is my favourite circuit — it was even before I was successful there. I just want to go there again because I enjoy driving there so much."

The 23-year-old added that he expects Signature, which has won six of the 12 races so far in the Euro Series this year, to repeat the strong form it showed on the street circuit last November.

"I'm sure we will have a good car there again," he said. "It looks that way, doesn't it? We have such a strong package, I would be crazy not to want to race this car at Macau again. It's like the world championship of F3 with the Japanese and British guys going as well. It's not a race to miss."

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INDYCAR

IndyCar boss targets Europe

INDYCAR CEO Randy Bernard arrives in Europe this week in a bid to encourage European manufacturers to consider an involvement with the series.

Bernard will lead a delegation of series officials in meetings with various car companies to discuss possibilities for both engine supply and aerodynamic kits.

"I'm going over for several reasons," Bernard said. "First of all, we don't just want [the manufacturers'] participation over here, we want them as a partner. Our job is to show them that we can participate as a partner, and the US is one of the biggest auto industry markets in the world, so why not be here?

"Secondly, I want to talk about engines, and thirdly, I want to talk about aerodynamic kits and show them that they can create a brand identity [in IndyCar]."

In addition to Europe, Bernard said that there had been interest in the series from Asian manufacturers, and that the onus was now on IndyCar to act before it was too late.

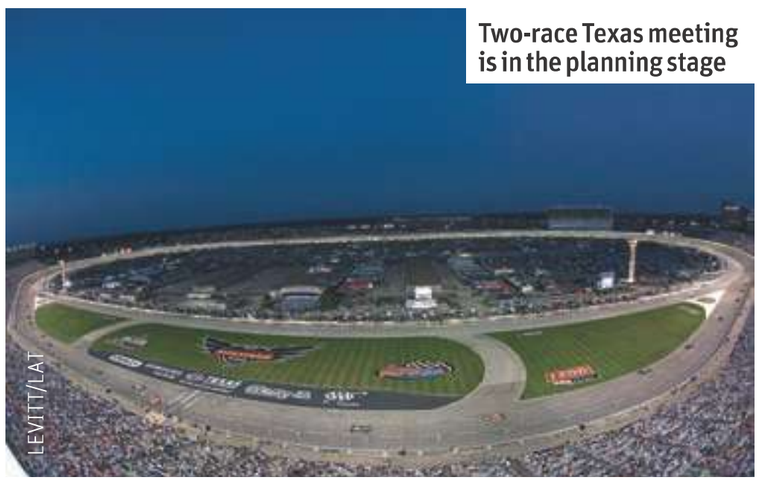
"We will be making a trip [to Asia], but right now we have certain ones that have called us and are interested," he said. "We want to get on them as quickly as possible. We are running out of time – we know that. Cosworth said they could be ready if they had a [manufacturer] partner by mid-November but most others have told us November 1st."

Bernard is pushing IndyCar in Europe

BOYD/LAT

INDYCAR

Indy plans radical Texas overhaul


Two-race Texas meeting is in the planning stage

LEVITT/LAT

THE INDYCAR Series has not ruled out a full reversed-grid race as part of the new double-header at Texas in 2011.

Dubbed the 'Firestone Two-Step', the event will comprise two 171-mile races on the 1.5 mile speedway on a single evening, with two different winners being recognised and half-points being awarded. Details such as how the grid will be determined are still being decided, but IndyCar CEO Randy Bernard said that inverting the field was being considered.

"I think the fans would love it," he said. "Right now we are just getting some input on that; we don't want to rush it. You are never going to be able to please everyone, but we want to make sure we are not leaving out any decisions on the format."

Bernard added that the series was considering allowing back-up cars in the second race if a driver crashes in race one.

The double-header format revives a concept run by USAC in the 1960s. It will follow the Indy 500 on the calendar, and replace the previous 550km race at the track.

FIA GT1

Grosjean/Matech fall out

FORMER GRAND prix driver Romain Grosjean has split with the Matech Ford FIA GT1 World Championship squad.

The French-Swiss parted company with Matech straight after last month's Spa round of the series, it has now emerged. Grosjean's departure is understood to have resulted from a breakdown in his relationship with the German-based team.

The official line from Matech is that Grosjean asked to be released in order to concentrate on a return to GP2. The 24-year-old took over Jerome D'Ambrosio's seat at DAMS at the Hockenheim round in July and will race for the team this weekend at Spa if Ho Ping Tung is not passed fit in the wake of the injuries he sustained at the last GP2 round at the Hungaroring.

Matech boss Martin Bartek refused to deny that there had been a dispute with Grosjean, but insisted that he had not been sacked.

"That might have led to this, but he asked to be released," he said.

Nicolas Prost will take Grosjean's seat alongside Neel Jani at the Nurburgring this weekend and for the remainder of the season after testing the Matech Ford GT at Magny-Cours last week. Chevrolet factory driver Antonio Garcia was also given a try-out with an eye on next season.

Grosjean will not race Matech Ford GT again

SPORTSCARS

Mowlem lands Lotus factory testing deal

BRITISH SPORTSCAR stalwart Johnny Mowlem has become official factory test driver for Lotus Cars

The 41-year-old has signed up with the historic British car maker after spearheading development of its new Evora Cup GT4 over the course of this summer.

The deal will encompass a series of race outings in the Evora, including the Britcar 24 Hours at Silverstone in October over the next six months as the car is developed prior to the start of deliveries to customers early next year.

Mowlem said: "Being involved with an historic marque like Lotus is something that I will remember for the rest of my days.

"This is a big deal because there is a lot on the table for the future. Claudio [Berro, the new director of motorsport at Lotus] has spoken openly about prototype ambitions for Lotus. We should know more in September or October time."

Berro said: "I've known Johnny for a long time from my days at Ferrari, and he has big experience in GT cars and prototypes. He's also British, which is important. That's why I wanted him to become our test driver. He will be involved in all our projects, including our new 125 trackday car."

IN BRIEF

NEW TYRE FOR F3 EURO
Kumho will produce a brand new tyre for the F3 Euro Series for next year, in a bid to offer new teams a level playing field with those that have raced on the current specification of South Korean rubber for several years

PANIS SKIPS SILVERSTONE
Former grand prix driver Olivier Panis will mis the AUTOSPORT 1000Km at Silverstone next month. The 43-year-old will contest the French GT event at Albi for the DKR Engineering Chevrolet squad.

TROUBLE FOR PHOENIX
The Phoenix/Carsport Chevrolet team is set to lose its teams' points in the FIA GT1 World Championship after entering only one car for this weekend's Nurburgring event. The stewards of the meeting will decide whether to accept the team's claim of *force majeure*.

F3 RIVALRY HEATS UP
Edoardo Mortara and Marco Wittmann expect to have cleared the air before the next round at Brands Hatch after clashing in the second race at Zandvoort.

AUTOSPORT INTERNATIONAL
The Racing Car Show

MURRAY WALKER SET FOR ASI
Legendary commentator Murray Walker is set to appear at AUTOSPORT International in Birmingham next January. Walker will be at the show on Saturday January 15 and Sunday January 16. He will also make an appearance in the *Fifth Gear* Live Action Arena, where the action will be hosted by Jason Plato and Tiff Needell. Tickets are now on sale for the public show, which is held at the NEC, Birmingham, on 15-16 January. To book please visit autosportinternational.com or call 0844 5811370.

BRC

BREEN BAGS FIRST BRITISH S2000 WIN

A week after landing a spot in the global shootout for a 2011 Pirelli WRC drive, Irishman Craig Breen broke his BRC duck and became the first driver ever to win a British Rally Championship round in a Super 2000 car on last week's International Rally Northern Ireland.

EBREY/LAT

WRC

VW eyes WRC/Dakar attack

Scirocco was course car on Rally Germany

Volkswagen motorsport director Kris Nissen has admitted for the first time that the German firm could embark on a combined World Rally Championship and Dakar Rally programme.

While there remains no official WRC commitment from VW, Nissen was engaged in further high-level meetings during last week's Rally Germany – where the team's latest Dakar car, the Race Touareg 3, was also launched.

Nissen said: "It is possible for us to do both. We will make a decision at the latest after next year's Dakar. For Dakar, we have a very good car and team. The budget for the Dakar itself is really reasonable, actually it's cheap compared with the benefit we get. Extending the [Dakar] programme by one or two years is certainly possible."

Nissen added that if Volkswagen did decide to come to the WRC, it would be unlikely to happen before 2013, which means continuing in the Dakar would keep the firm in competition while a possible Golf, Polo or Scirocco World Rally Car was being prepared.

"Looking into being competitive [in the WRC] and part of the game, we need to make a decision as soon as possible," said Nissen. "We need two years to be there and we don't want to give the others too much possibility to learn too much about the new car.

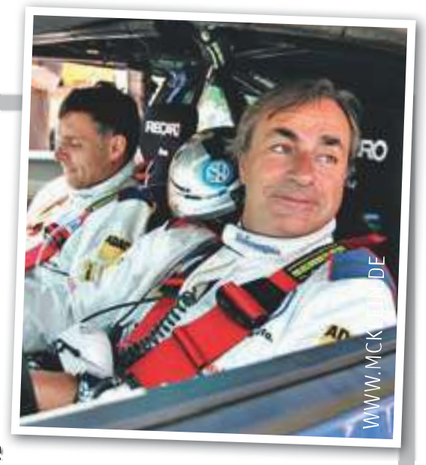
"Equally, there are stable rules and there are new manufacturers coming, so even if we take the decision later it still would be the right thing to do, but it would be a little bit more difficult to be the top team and fighting for the win. But at the end, we are not under pressure because we have a very, very good car for Dakar."

The Race Touareg 3 was launched on Friday evening in Trier. This year's Dakar winner Carlos Sainz will give the RT3 its competitive debut on next month's Silk Way Rally. He also returned to the WRC service park in Germany to drive a biogas-powered Scirocco Cup course car on the opening day of event. Nasser Al-Attiyah drove it on Saturday and Sunday.

VW's Touareg 3 is its new Dakar car

Q&A

CARLOS SAINZ
DOUBLE WORLD CHAMPION



How was it being back at a WRC round?
I was back here to meet a lot of good friends who I have been around for many years. It was very nice to see the ambience is still here and the WRC is still alive with a good commitment from two manufacturers. It was good to hear Mini is coming and Volkswagen has some interest.

What is the state of the WRC?
The roots of rallying are very strong, we have seen that and I would like to think it's coming up. The WRC is a strong platform for the manufacturers to sell their product.

Are you ready for more Dakar competition ?
After I retired from WRC, I said I wanted to win Dakar.
I have done that, the job is done. I will not like to say the next Dakar is my last, but it is very probably. I think I have been competing enough. Next year I will try to win it again, but you have to move forward with life.

WRC

Hirvonen out as Loeb closes in on title

MIKKO HIRVONEN, the driver who came within a point of beating Sebastien Loeb to last year's World Rally Championship, is the first of this year's high profile contenders to be ruled out of the 2010 title fight.

Hirvonen's retirement from last week's Rally Germany leaves him 105 points adrift of Loeb with only 100 points on offer from the remaining four rounds of the series. Following his record-breaking eighth successive German win – a new record in the WRC – Loeb is 58 points clear of fellow Citroen driver Sebastien Ogier and 74 clear of his nearest Ford rival, third-placed Jari-Matti Latvala.

Citroen's clean sweep of the podium positions in Trier is enough for them to move 76 points clear of Ford in the makes' race.

Loeb can win the title on the next round in Japan, if he wins in Sapporo and Ogier finishes sixth or lower. Latvala needs to score one point more than Loeb in Japan to keep his own title hopes alive.

A more likely scenario is that Loeb will win it on the following event, the Rally de France. If he does that, he would celebrate a seventh successive crown on the final Rally de France stage around the town of Haguenau, where he was born.

Q&A

MIKKO HIRVONEN
FORD DRIVER

What a difference a year makes...
To be honest, I haven't been thinking about the title for the last few rallies. I realised a while ago the title was unlikely.

What's been the difference this year?
It's been a difficult year, but that's how it goes sometimes. I have been surprised we haven't been closer to the pace on more rallies. We have tried really hard, but it hasn't worked out.

Do you focus on next year now?
We can win in Japan and GB, but otherwise I suppose I have to say for the first time that I am thinking a lot to next season now.

IN BRIEF

RAIKKONEN WINS IN WRC
Kimi Raikkonen collected his first fastest time in the WRC on the final stage of last week's Rally Germany. The Citroen driver won the test by 1.8 seconds from Matthew Wilson, with whom he was fighting over seventh place. Despite beating Wilson, the Brit still took the place.

ANDERSSON UNDER OFFER
AUTOSPORT'S sources have reported Swedish driver P-G Andersson has a firm offer to drive for the Prodrive Mini team next season. Andersson refused to be drawn on where he would be driving next season. He has also been linked with a seat at Ford.

BLOCK VIDEO LAUNCHED
The first part of Ken Block's latest Gymkhana film was due to be released on the internet on Tuesday this week.

OSTBERG'S FAST FIESTA
Mads Ostberg impressed on his first outing in a Super 2000 car on last week's Rally Germany. Despite never having competed in anything other than an Impreza WRC, he was fastest of all S2000s until he put his Fiesta off the road in the third stage. He returned and set more fastest times, but couldn't make up the five minutes he dropped on day one. Ostberg will drive the Ford again in France in October.

SEMERAD FORCED OUT
Former Pirelli Star Driver Martin Semerad was forced to miss last week's Rally Germany after he crashed his Mitsubishi heavily on a warm-up rally in his native Czech Republic. His Lancer was destroyed when he hit a tree head-on. Semerad suffered bruising to his legs, while his co-driver emerged unscathed.

NEW CITROEN FLIES
Bryan Bouffier turned in an impressive debut performance in Citroen's DS3 R3 on last week's Rally Northern Ireland (below). The Frenchman finished fifth on the British Rally qualifier, winning his class by 12 minutes.

EBREY/LAT

WRC

Toyota's decision imminent

TOYOTA IS said to be closing on a return to the World Rally Championship after another delegation from the Japanese manufacturer was present on last week's Rally Germany.

Toyota Motorsport president Yoshiaki Kinoshita led a party of officials from the German-based motorsport arm of the Japanese manufacturer in Trier last week. Sources have reported a decision on a possible 2012 WRC entry will come in October or November. Such a timeframe would fall in with the meeting of Toyota's board of directors, which is where such a high-level decision would be made.

"The talks with Toyota have moved on," said the source. "There's more technical discussion on which car could be used and what waivers might be needed to make the Auris or the Yaris into a World Rally Car. It's certainly looking very optimistic and the Toyota people once again met with everybody."

A Toyota spokesman said: "Rally Germany was another step in the fact-finding procedure. We have a greater understanding of the options available to us and a deeper understanding of the regulations. No decision is imminent."

Toyota officials also attended the Rally of Portugal earlier in the year.

AUTOSPORT SAYS...

DAVID EVANS
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Ben Hur made his WRC debut in Germany

For at least an hour, I had absolutely no idea what was going on. What had the last 60 minutes of my life been about? I'd come to the launch of Volkswagen's Race Touareg 3 and found myself, well, somewhere else.

The launch was in a Roman amphitheatre in Trier, so I'd expected the whole Gladiator thing and happily given up my Friday night in the Rally Germany press office for the show. But watching a bloke wearing eye make-up roll around in the sand for 10 minutes shouting at the bemused crowd before him? I hadn't seen that coming.

Undoubtedly, the moment of the evening was when two four-horse-drawn chariots raced through the arena at flat chat. In an outrageously audacious move one chariot pulled out of the slipstream, hit the boost button and charged past his mate, pulling in with inches to spare and no quarter given as they exited view. It was the ancient equivalent of the Mark Webber/Sebastian Vettel show for blokes who lace their shoes all the way up to their knees. And it was mighty impressive.

Then came the car. And that was mighty impressive too. But what was most impressive of all was the effort and expense Volkswagen went to last Friday. When (let's be positive) VW arrives in the service park, expect the bar marked 'marketing the programme' to be raised considerably.

IRC PREVIEW

Event	Barum Czech Rally Zlin
Round	9/12
Based	Zlin
Date	August 27-29
Stages	17
Surface	asphalt
Competitive miles	165
2009 winner	Jan Kopecky
Championship leader	Juho Hanninen

DPPI

BRANDS

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DTM – GERMAN TOURING CARS
SUNDAY 5 SEPTEMBER

RACEDAY £25*

The 470bhp flame-spitting Audis and Mercedes of the DTM German Touring Car Championship roar into Brands Hatch this September for the series' only race on UK soil. Former F1 racer David Coulthard leads an all-star line up, which also includes McLaren test driver Gary Paffett and Force India reserve driver Paul di Resta. As well as a fearsome 80 lap DTM battle, you can enjoy support races including F3 EuroSeries and the new VW Scirocco Cup on the Saturday – which will feature household names such as Martin Brundle and Johnny Herbert.

* Prices quoted are for adult raceday entrance tickets purchased online in advance. All advance tickets go off-sale midday Wednesday prior to event. For a complete price list please visit the website.

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BRITISH F3/GT CHAMPIONSHIPS
SUNDAY 26 SEPTEMBER

RACEDAY £17*

The Cooper Tires British F3 Series reaches a dramatic climax on the Brands Hatch Grand Prix circuit in late September, in a thrilling double headline meeting with the Avon Tyres British GT Championship. Carlin's Jean-Eric Vergne may have clinched the title honours in 2010, but British F3 rivalries remain fierce with Britons James Calado and Oli Webb going head-to-head for second in the standings. As well as a trio of British F3 outings, famous marques including Ferrari, Porsche and Aston Martin will take to the track for two hour-long British GT endurance races.

BRITISH TOURING CARS
SUNDAY 10 OCTOBER

RACEDAY £24*

The Dunlop MSA British Touring Car Championship title fight reaches its exciting conclusion at Brands Hatch in October, with a hat-trick of races on the Indy circuit. The BTCC's fierce rivalries and close racing has produced a tense title fight in 2010, with Honda Racing's Matt Neal and Silverline Chevrolet's Jason Plato leading the charge. The battle for victory is wide open however, as the BTCC's visit to Brands Hatch in May proved when Team Aon's LPG-powered Ford Focus scored a sensational maiden win in challenging conditions.

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RALLY
GERMANY
Trier

ROUND 9/13

WINNER
Sebastien Loeb
3h59m38.3s

RALLY RATING
★★★★★
Loeb dominant again for eighth straight German win

DRIVER STANDINGS

Loeb	191pts
Ogier	133pts
Latvala	117pts

MILESTONES
* Loeb the first man to win a WRC round eight times
* Sandell takes his first S-WRC win

David Evans reports

PIECES OF EIGHT FOR LOEB

The world champion extended his lead in the race for a seventh title with his eighth straight win on the German asphalt

McKLEIN.DE

For those of you labouring under some sort of misapprehension that Jean-Paul Sartre was France's most famous philosopher, here's the news. He's not. Citroen team principal Olivier Quesnel is. Quesnel might not be able to boast his countryman's existential theories, but he was on form in Trier last Sunday afternoon. Basking in the glory of yet another classic Sebastien Loeb victory, Quesnel admitted he'd had his doubts when the team crossed the nearby French-German border.

"The trees," said Quesnel, "they don't reach all the way to the skies." Hmm. Whether or not the trees do, the sky certainly remains the limit for Loeb in the sport he still rules. Victory number 59 means a 58-point championship lead with any kind of argument against Loeb's seventh successive title, rooted firmly in the philosophical.

DAY ONE (83.29 miles)

SUNNY - AMBIENT TEMPERATURE RANGE ON STAGES 12-26C

Loeb had said it all before. We'd heard it all before, and written it all before. But when the first stage came, and push came to shove, Loeb was doing what he does best in this part of the world.

Fastest in the first stage, he pulled an immediate 5.4 second advantage over his team-mate Dani Sordo. So, that was it: the scene set... it looked like a long three days. But then, just before the end of the second stage, came the absolute proof that Loeb wasn't on a high-speed Deutsche-cruise towards win number eight and a new record. He was taking risks, he was pushing himself and the C4 as hard as it would go. His expression at the end of the Grafschaft Veldenz test told that story.

"Not far from the finish," said the wide-eyed Loeb, "we came through a right-hander too fast and clipped the barrier. Look."

Loeb pointed to the skid marks down the side of the otherwise pristine Citroen. "The corner was sixth gear," he continued, pausing for thought before adding: "Maybe it should have been fifth."

Despite that moment, Loeb was still fastest, but only by 1.3sec from Sordo. It was the same story in the third stage: the gap was tiny, but it was Loeb's gap. By lunchtime, the Frenchman was 8.2sec ahead and batting off any suggestion that he was controlling the rally. The nearside of his Citroen did the talking.

Any hope of Citroen repeating the first-to-fourth monopoly it managed last time out on asphalt in Bulgaria went out of the window when the right-rear Pirelli came off the rim of Petter Solberg's C4 a couple of miles into the event.

Solberg was philosophical by the time he returned to Trier at the morning's end. But there was no disguising his disappointment.

"I felt the car bumping about at the rear," he said. "And then, in a long left-hand corner, it went off the rim. We had to stop and

Loeb/Citroen/Germany: winners since 2002

change. I should have stopped sooner, the tyre was destroyed and it was tough to get the jack under the car, it was on the ground. It's frustrating, but that's how it is. Now we just have to nail it. We need to get back for the championship, so we have to be flat out."

The other Citroens were also more subdued than they had been in Borovets. Sebastien Ogier was suffering a niggling problem with the launch control, which caused him to stall in stages two and three, while his Citroen Junior Team team-mate Kimi Raikkonen was off the pace and suffering from a lack of confidence in the levels of grip in braking areas. The vineyard roads were indeed asphalt, but not as he knew it. And the best was yet to come with the sand and gravel of Baumholder.

So, the only man to hold a candle to Loeb was Sordo. And the Spaniard was revelling in being back in the factory team – particularly with a new co-driver alongside. Diego Vallejo had taken no time at all to settle into Marc Marti's seat.

"I was a little bit steady in the first stage, getting used to him," said Sordo, "but after that, it was fine, just normal." Sordo's only complaint had been braking too early for a junction after the second – not the first – crest in Moselland. He maintained there would be more speed to come during the afternoon.

All this talk of his rivals promising more speed might have spoiled Loeb's lunch, if he hadn't heard it all before. The questions have all been asked of the six-time world champion, but he's always had answers.

Solberg had him stumped in the first one out of service, though. Good as his word, the last man to beat Loeb to the title – in 2003 – was 1.8sec up in SS4.

"Solberg!" exclaimed Sordo when he saw the time the Norwegian had set, "that's incredible!"

Loeb had added three tenths to his lead in that stage and stuck another 1.7sec in there on the day's penultimate test – taking his advantage above 10sec for the first time. Desperate not to let Loeb get anything remotely resembling a comfort zone, Sordo grabbed his first stage win of the day on the final test to end day one 9.5sec adrift.

The factory Fords ran third and fourth for most of the day, with Latvala passing Hirvonen to lead the Blue Oval effort on the third stage. Both drivers felt there was more to come from both themselves and the car, but they were equally pretty pleased that the country mile that had separated them and the Citroens last time they'd been on asphalt had been reduced to something considerably more sensible in Germany.

"I am really working on the driving," said Latvala, "trying not to make any mistakes. It's getting better."

Hirvonen was pretty despondent, particularly when his fourth became fifth after Citroen fixed Ogier's start mechanism, allowing him to catch and pass the Finn.

"I can't go any faster at the moment," said Hirvonen, "that's the way it is. The car is better, but it's some small things which aren't going my way. We stalled in stage three, silly things. I've got to work harder."

Ahead of the start, Ford team principal Malcolm Wilson had talked about Francois Duval – yes, the Francois Duval who was tempted out of the world's shortest retirement by some beer money and the chance to spend it on a Focus – making the podium. A broken front-right driveshaft near the end of the second stage put paid to that hope, however. Duval's time in retirement hadn't made him more talkative.

"I came out of the junction and it broke," he said with that look of his that dares anybody to ask for more detail.

Asked how he'd coped with a rear-wheel-drive Focus in stage three, he smiled thinly, adjusted his cap, got in his car and drove off. His Stobart team-mate Matthew Wilson was seventh, just ahead of Raikkonen. Solberg had been past the pair of them, before he went off the road on the final stage, dropping him back down to an overnight ninth.

"I was pushing like mad," said Solberg. "But hands up, this time it was my fault. I went off."

POSITIONS AFTER DAY ONE

1	LOEB/ELENA	1h18m52.5s
2	SORDO/VALLEJO	+9.5s
3	LATVALA/ANTTILA	+1m04.7s
4	OGIER/INGRASSIA	+1m10.9s
5	HIRVONEN/LEHTINEN	+1m14.5s
6	DUVAL/GIRAUDET	+3m10.4s

DAY TWO (115-54 miles)

SUNNY - AMBIENT TEMPERATURE RANGE ON STAGES 14-31C

You had to look closely, but it was there for all to see. The spring had gone from Sordo's step on Saturday afternoon. Once again, he'd given it a go and come up short. Loeb still had all the answers. There was almost nothing to split the two on the opener. On the second stage, Sordo did a great time, but on the third and fourth Loeb was at his absolute best. In Freisen and Panzerplatte, Loeb did the job and booked himself in for another record.

There was rumour that Citroen team principal Olivier Quesnel had had a word on Friday evening. He confirmed he'd spoken to his drivers, but added that it hadn't quite gone to plan.

"I told them to stay on the road," said Quesnel, "but they just laughed at me! They told me, 'You always say that.'"

Both drivers did stay on the road, but as always Loeb found a quicker way of doing that.

Coming out of Panzerplatte 23 seconds in arrears, a despondent Sordo said: "There's not much more I can do. I tried."

Loeb was pleased with his morning. "We pushed hard and everything worked well. It was a really interesting fight with Dani." ▶

◄ His use of the past tense told its own story. Quesnel admitted he had sat his boys down again. "This time," Quesnel said, "I told them, 'Okay, now it stops. We have to be sensible. The others are a long way behind.'"

Loeb looked almost bashful when he was asked about the team's decision, but the Frenchman had nothing to be uncomfortable about – he'd done his job and he'd done it better than anybody else. And Quesnel's decision made total sense.

Sordo's sense of humour was still well intact. Asked when he realised he couldn't beat Loeb in Germany, he replied: "I think it was after the third time he won this event!"

Panzerplatte had been all good news for Citroen, as Ogier moved back onto the bottom step of a provisionally all-red podium. Latvala had spun his Ford in the 29-miler, making his rival's task a little more straightforward.

Prior to his arrival at the start of the day's fourth stage, Latvala had turned in a perfect performance as Ford's fastest man. And the first 25 miles of SS10 worked well, but then he was caught out by an overly optimistic pace note.

Latvala said: "I went a little wide, saw the hinkelsteins and panicked. I braked too hard and the car spun into a bank. I had to reverse and dropped more time."

Latvala beat Ogier on one of the Saturday stages, but it was the Rally of Portugal winner who ended the day 16sec to the good.

Hirvonen had spent a second day ill at ease with his car, the Finn unable to find the right feeling. He was never far behind Latvala, but he never really looked like challenging his younger team-mate.

"Two years ago I was going through some of these corners flat out," he said. "I remember them, but this time I'm backing off."

Sensing the next question building, Hirvonen anticipated it by quickly adding: "I don't know."

Certainly he hadn't been quite as comfortable on Pirelli's soft tyre as some of the other crews and a switch to the harder compound for the afternoon brought an upturn in pace, but it all became academic when his Ford stopped with a loss of drive on the penultimate test.

Ford's bad day got worse one stage later when Duval rolled his Focus out of fifth place in the re-run Panzerplatte stage.

Solberg was the chief beneficiary of the retirements ahead, but the Norwegian's rise back up the leaderboard also had plenty to do with the exceptional speed he was showing on Saturday afternoon. He was fastest on two of the four stages, the most important for him being his quickest time through Panzerplatte – the scene of his terrifying 2004 shunt.

"I have finally beaten that place," he admitted. Unfortunately the C4 driver's day-one troubles precluded him from any further elevation up the leaderboard.

Behind him there was a classic battle between Wilson and Raikkonen. There was little to split the two cars through the stages and neither had a completely clean run as Wilson's Ford suffered brake troubles while the 2007 Formula 1 world champion struggled with a rear anti-roll bar problem. Raikkonen would go into the final day with 19sec in hand over the Englishman.

Back in the 'works' Citroen, Sordo took a strong second

STAGE TIMES

SS1 RUWERTAL/FELL 1 (14.91 MILES)
Fastest: Loeb 13m 54.2s
Leader: Loeb

SS2 GRAFSCHAFT VELDENZ 1 (14.34M)
Fastest: Loeb 13m29.5s
Leader: Loeb

SS3 MOSELLAND 1 (12.74 MILES)
Fastest: Loeb 12m06.8s
Leader: Loeb

SS4 RUWERTAL/FELL 2 (14.91 MILES)
Fastest: P Solberg 13m51.7s
Leader: Loeb

SS5 GRAFSCHAFT VELDENZ 2 (14.34M)
Fastest: Loeb 13m26.5s
Leader: Loeb

SS6 MOSELLAND 2 (12.74 MILES)
Fastest: Sordo 12m01.3s
Leader: Loeb

SS7 MERMESKEIL/GUSENBURG 1 (7.04M)
Fastest: Loeb 6m11.5s
Leader: Loeb

SS8 ST WENDELER LAND 1 (10.53M)
Fastest: Sordo 9m10.3s
Leader: Loeb

SS9 FREISEN/WESTRICH 1 (10.36M)
Fastest: Loeb 9m55.7s
Leader: Loeb

SS10 ARENA PANZERPLATTE 1 (29.82M)
Fastest: Loeb 27m55.8s
Leader: Loeb

SS11 MERMESKEIL/G'BURG 2 (7.04M)
Fastest: P Solberg 6m11.3s
Leader: Loeb

SS12 ST WENDELER LAND 2 (10.53M)
Fastest: Sordo 9m11.6s
Leader: Loeb

SS13 FREISEN/WESTRICH 2 (10.36M)
Fastest: Sordo 9m59.2s
Leader: Loeb

SS14 ARENA PANZERPLATTE 2 (29.82M)
Fastest: P Solberg 27m39.2s
Leader: Loeb

SS15 DHRONTAL 1 (14.03 MILES)
Fastest: P Solberg 14m44.2s
Leader: Loeb

SS16 MOSELWEIN 1 (11.23 MILES)
Fastest: Loeb 10m50.7s
Leader: Loeb

SS17 DHRONTAL 2 (14.03 MILES)
Fastest: P Solberg 14m36.9s
Leader: Loeb

SS18 MOSELWEIN 2 (11.23 MILES)
Fastest: Loeb 10m44.0s
Leader: Loeb

SS19 SSS CIRCUS MAXIMUS TRIER (2.71 MILES)
Fastest: Raikkonen 3m13.9s
Leader: Loeb

POSITIONS AFTER DAY TWO

1	LOEB/ELENA	3h05m21.6s
2	SORDO/VALLEJO	+35.7s
3	OGIER/INGRASSIA	+2m07.1s
4	LATVALA/ANTTILA	+2m23.7s
5	SOLBERG/PATTERSON	+5m16.0s
6	RAIKKONEN/LINDSTROM	+7m24.4s

DAY THREE (53.24 MILES)
SUNNY - AMBIENT TEMPERATURE RANGE ON STAGES 14-25C

Latvala took fourth to be best non-Citroen C4 driver

Seventh – and a fastest time – for ex-F1 racer Kimi Raikkonen

Even when he's out for a Sunday drive, he's fastest. Loeb went quickest on two of the final day's five stages – all run in continued blazing sunshine – to seal his fifth success of the year.

Sordo was second with Ogier able to fend off Latvala to ensure another Citroen C4 one-two-three. Ogier's job hadn't been made any easier, however, by a return of the mysterious electrical glitch that had plagued the car on the opening day. The Junior C4 stalled at some of the hairpins on the final run through the Mosel vineyards, but while the fire was in, he stoked it to add four more seconds to his advantage over the winner of the previous round.

Solberg set two more fastest times on his way to fifth, but his hopes of entertaining the fans on the final dash through Trier were ended by a broken clutch. He hobbled through to the finish.

In fairness, the fans didn't mind, they were able to witness history in Kimi Raikkonen's motorsport career. The ex-Ferrari ace set his maiden fastest stage time in the WRC in an effort to land sixth place. But it wasn't enough. Matthew Wilson beat him to it by 3.8sec, the Briton's Stobart Ford having been equally as impressive on the city streets.

But the streets really belonged to just one man. When Loeb won this event for the first time, back in 2002, he beat Richard Burns by 14 seconds. Nobody else in the top 10 back then is still competing in the WRC. Eight wins on and Loeb's as quick as ever.

RESULTS

Rally Germany, August 20-22, round 9 of 13

19 SPECIAL STAGES, 253.102 MILES

POS	NO	DRIVER/NAVIGATOR	CAR	TIME
1	1	Sebastien Loeb/Daniel Elena	Citroen C4 WRC	3h59m38.3s
2	2	Dani Sordo/Diego Vallejo	Citroen C4 WRC	+51.3s
3	7	Sebastien Ogier/Julien Ingrassia	Citroen C4 WRC	+2m13.3s
4	4	Jari-Matti Latvala/Miika Anttila	Ford Focus RS WRC09	+2m33.9s
5	11	Peter Solberg/Chris Patterson	Citroen C4 WRC	+6m47.7s
6	5	Matthew Wilson/Scott Martin	Ford Focus RS WRC08	+8m46.7s
7	8	Kimi Raikkonen/Kaj Lindstrom	Citroen C4 WRC	+8.50.5s
8	14	Khalid Al-Qassimi/Michael Orr	Ford Focus RS WRC08	+17m36.5s
9	15	Mark van Eldik/Robin Buysmans	Subaru Impreza WRC	+17m53.0s
10	24	Patrick Sandell/Emil Axelsson	Skoda Fabia S2000	+17m58.8s
OTHERS				
R	6	Francois Duval/Denis Giraudet	Ford Focus RS WRC08	SS14-crash
R	3	Mikko Hirvonen/Jarmo Lehtinen	Ford Focus RS WRC09	SS16-drive

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Sebastien Loeb	191
2	Sebastien Ogier	133
3	Jari-Matti Latvala	117
4	Petter Solberg	100
5	Dani Sordo	95
6	Mikko Hirvonen	86
7	Matthew Wilson	56
8	Federico Villagra	26
9	Henning Solberg	25
10	Kimi Raikkonen	21
MANUFACTURERS' POINTS		
1	Citroen Total WRT	308
2	BP Ford WRT	222
3	Citroen Junior Team	168

CLASS WINNERS A8 Loeb/Elena; N4 Sandell/Axelsson; A6 Hans Weijs Jr/Bjorn Degandt (Citroen C2 S2000), 4h30m13.4s. Starters/finishers: 78/54; Leader: SS1-19 Loeb

RALLY SUMMARY Returning after a season out of the championship, the route for this year's Rally Germany was similar to previous seasons. The biggest change was the lengthening of the Panzerplatte test, which at 29 miles, was the longest of the year.

McKLEIN.DE

P-WRC

Champion leads Ralliart Italia Lancer one-two

2009 Production Car champion Armindo Araujo collected his fourth straight podium finish and his second P-WRC win of 2010 in Germany last week.

Araujo led throughout, but came under pressure from Pirelli Star Driver Hayden Paddon, who finished second. Araujo enjoyed a trouble-free run, save for a vibration on his Mitsubishi on day one, but there was no opportunity for him to ease off with Paddon finishing just 24.4 sec behind.

Paddon turned in one of the most impressive drives of the season, belying the fact that he had never competed on an asphalt event to score six fastest times on his way to P2. Paddon's result secured a one-two finish for the Ralliart Italia-run Mitsubishis.

Patrik Flodin was third in his Subaru Impreza, with local man Hermann Gassner taking a subdued fourth in P-WRC on his home round. Ott Tanak fought back to fifth after day-one suspension trouble.

P-WRC - Round 6 of 9

POS	DRIVER/NAVIGATOR	CAR	TIME
1	Armindo Araujo/Miguel Ramalho	Mitsubishi Lancer EX	4h26m08.4s
2	Hayden Paddon/John Kennard	Mitsubishi Lancer EX	+24.4s
3	Patrick Flodin/Goran Bergsten	Subaru Impreza WRX	+2m20.7s

S-WRC

Sandell serves up S2000 stunner for Skoda

Patrik Sandell collected his maiden Super 2000 victory after a nail-biter of a final day.

After two days of trading seconds, the top three drivers were separated by just five seconds on Saturday night – with Sandell's countryman P-G Andersson out front. Andersson was the first to fall on Sunday morning, however. Landing on a kerb after a jump smashed the right-rear wheel on his Skoda, dropping him to fourth. Sandell was kept honest on the final day by Ford driver Martin Prokop, who was just 4.7sec down at the finish. Prokop won one of the final day's five stages, but Sandell kept his cool to move into S-WRC title contention.

Andersson eventually closed the gap on third-placed Eyvind Brynildsen, passing the Norwegian on the final stage for the final podium slot.

S-WRC - Round 7 of 10

POS	DRIVER/NAVIGATOR	CAR	TIME
1	Patrick Sandell/Emil Axelsson	Skoda Fabia S2000	4h17m37.1s
2	Martin Prokop/Jan Tomanek	Ford Fiesta S2000	+4.7s
3	P-G Andersson/A Frederiksson	Skoda Fabia S2000	+3m17.9s

J-WRC

Hans's Weijs-like grip

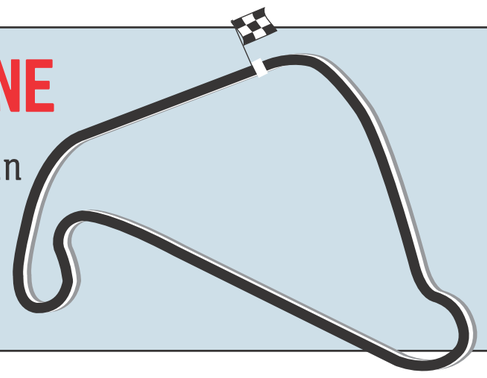
Citroen's Hans Weijs Jr celebrated J-WRC victory in Germany last week having led the class from stage two.

The latest Junior round was about as action-packed as they come, with title hopeful Kevin Abbring crashing his Renault heavily on SS1. His chief rival for the crown, Aaron Burkart, was also in the wars on the opening day, spinning his Suzuki Swift and wiping the front off it. He made it back to service and would end the event a distant second after Weijs Jr's consummate performance.

Burkart's Suzuki team-mate Karl Kruda filled the final podium slot with third.

SILVERSTONE

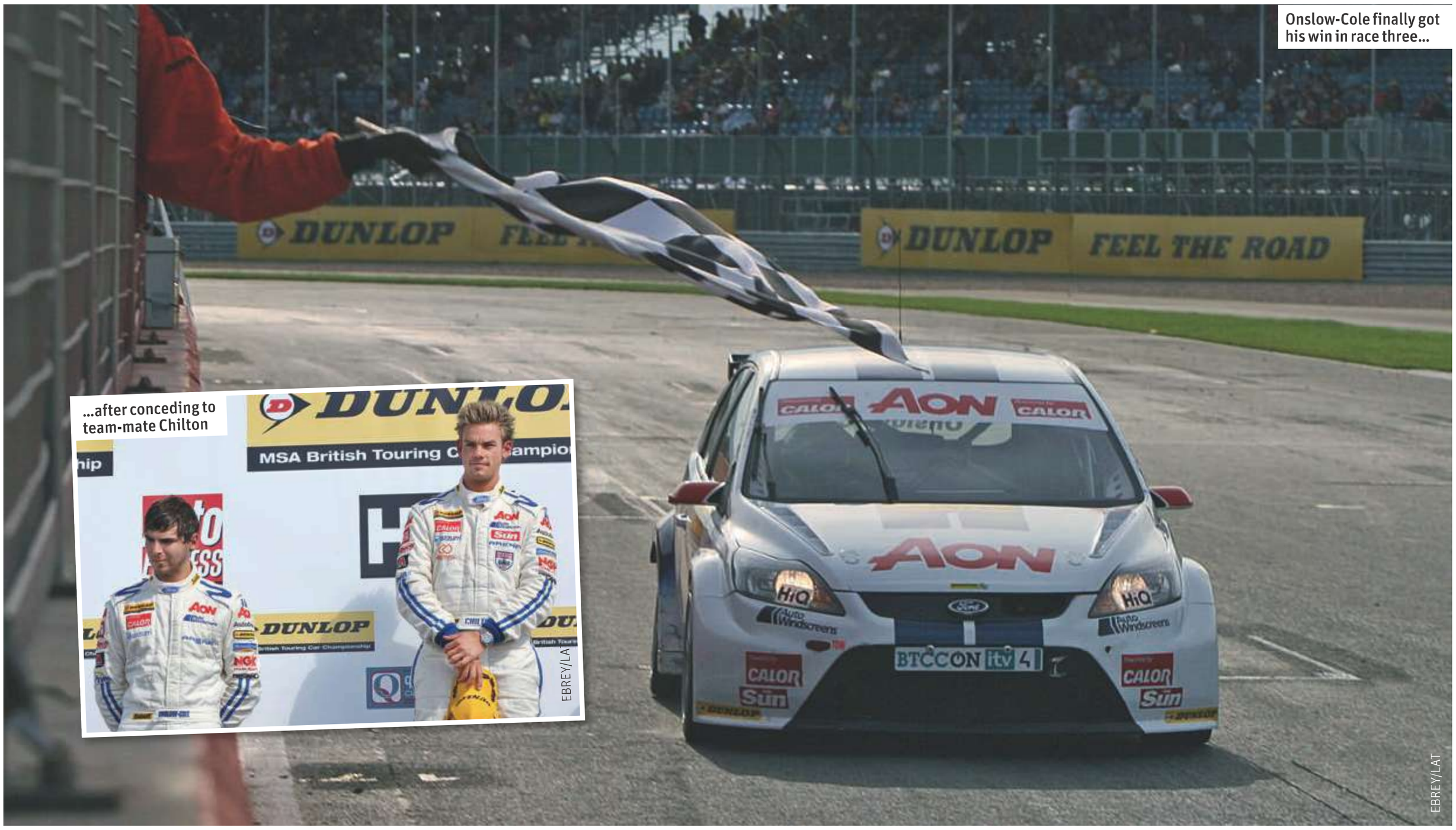
Great Britain
August 21-22
BTCC
Round 7/10



AT A GLANCE - WINNERS

- Race 1 **Tom Chilton**
- Race 2 **Chilton**
- Race 3 **Tom Onslow-Cole**
- Pole position **Onslow-Cole**

Plato was hit by Neal



Onslow-Cole finally got his win in race three...

...after conceding to team-mate Chilton

EBREY/LAT

Ford team draws unwelcome Focus

Blatant team orders left a sour taste in the mouth as Tom Chilton topped the podium twice, but Tom Onslow-Cole rescued a victory in the final race

QUALIFYING

Onslow-Cole, he's stuck it on pole

Despite the excellent form of the Arena Ford squad, the Focuses had never locked out the front row in 2010. That changed at Silverstone as Tom Onslow-Cole led Tom Chilton to the first all-Ford front row for 10 years. With turbo boost wound up, both cars gained a second on their practice times. It was Onslow-Cole's second pole of the year. Most of the field gained 0.3s from practice, among them the Chevrolets of Alex MacDowall – again the quickest Cruze driver despite having to abandon his last run when a gearbox warning light came on – and Jason Plato. Andrew Jordan was unable to replicate his pacesetting practice times.

Onslow-Cole gassed it

EBREY/LAT

Tom Onslow-Cole became a genuine contender for the British Touring Car title at Silverstone last weekend. But it wasn't the race he won on the National circuit that got tongues wagging; it was the two that he didn't.

Those, instead, went to the sister Arena-run Ford Focus of team-mate Tom Chilton, who was handed both on a plate. He failed to match Onslow-Cole for pace at any time during the weekend, and trails him by more than 20 points in the championship, but that's team orders for you.

With such gestures titles can be lost. Onslow-Cole will certainly have left Silverstone hoping that this is not the case for him come the season finale at Brands Hatch in October.

While the game at the front was nothing more than high-speed musical chairs, there was some fine racing going on elsewhere. Rob Collard's superb charge to second for WSR in race two was indicative of the kind of pace the BMW 320si still possesses. Mat Jackson's race-three rostrum was yet more proof, although the Motorbase man, like Collard, had to use aggressive race tactics to get his podium finish.

The situation was less favourable for the Honda and Chevrolet squads, which mustered a single podium finish (Jason Plato's in race one) between them all weekend. Plato kept his championship lead, albeit by a reduced 14 points from Onslow-Cole. He'll find it hard going for the rest of the year against the momentum that the Blue-Oval squad is gathering, despite its performance being pegged back twice in the past fortnight.

It was clear that the Fords were the fastest cars at Silverstone. It is, after all, a power circuit, and the turbocharged LPG units under the bonnets of the Focuses are hardly lacking grunt. From the time the team turned up the wick for qualifying and locked out the front row, there was only ever going to be one manufacturer winning.

GRIFFITHS/LAT

RACE RATING

★★★★★

Better than Snetterton. At least there was some genuine racing

> "He'd have put me in the garage, let alone the pit wall"
>
> **Gordon Shedden after making an 'emergency stop' to avoid contact with James Nash in race one**

Jamie O'Leary reports

KEY MOMENTS

Qualifying Fords turn up the boost and lock out front row
Race 1 Mysterious 'gearbox glitch' slows Onslow-Cole temporarily and hands win to team-mate Chilton

GRIFFITHS/LAT

O'Neill was overjoyed by second place in Integra

And there should have been only one driver doing the winning. Onslow-Cole led the opening 12 laps of race one as he pleased, setting a new lap record in the process, but a third win of the year was not to be his. At mid-distance he mysteriously stayed right while exiting Woodcote and slowed down as he crossed the start-finish line. Once Chilton, who had been around half a second in arrears, was past, Onslow-Cole mysteriously sped up again and followed him home for a team one-two.

A few hours later and the fans in the grandstand opposite the pits were left wondering if they'd gone back in time. Again half-distance was reached and again Onslow-Cole slowed down and pulled towards the pit wall. Once more Chilton seized the initiative and sped off to victory.

This was beginning to look like a bad joke, and not just for the occupant of the car either. A case of team orders being issued in the most bizarre of circumstances: the man being told to move over was challenging for the title, whereas the man benefiting lay 30 points behind him in the championship. Some wondered whether it might possibly be a case of the team favouring the driver whose primary sponsor pays the bills...

Team principal Mike Earle denied any such suggestion, saying other factors were at work.

"Yes, we told him [Onslow-Cole] to move over in race two, because we need to maximise the points for both our drivers in case one has a couple of non-scores later on. There's no point in having one driver going for the championship when we could have two," he said.

"Race one though was a genuine problem for Tom [Onslow-Cole]. He went for fifth gear on the straight, it jumped out and slowed him. He pulled across because he didn't want to risk hitting his team-mate. It was the professional thing to do."

So, positions reversed, would Chilton have been asked to do likewise?

"The priority is to do what's best for the team," was the response.

Whether you take that explanation at face value matters not. This was not racing, and certainly not what the fans had turned up to watch. That was clear when the biggest cheer was reserved for Collard, who had looked after his tyres superbly during the course of the race and then muscled his way through to second with a forceful move on Onslow-Cole at the complex on the final lap. The innocent party was not pleased, but don't forget, he should have still been leading.

> "That collision was half racing incident and half my fault"
>
> A contrite Matt Neal

It was in the last race that Onslow-Cole finally got his reward. From fifth on the reversed grid, he picked his way through a bit of first-corner mayhem and found himself second behind Paul O'Neill's polesitting Tech-Speed Honda.

As wide as O'Neill made his car — and he defended brilliantly without overstepping the mark — there was no holding back Onslow-Cole.

The Integra-R's slippery shape belies its age and makes it among the quickest cars in a straight line. It was no match for the Focus though, the turbocharged LPG engine proving a rocket down the straights in spite of a raft of restrictions being slapped on it after qualifying.

A smaller 35mm air restrictor (down from 36mm) and a reduction in turbo boost to 0.7 bar (1.7 absolute) had been imposed on Saturday evening by TOCA.

Arena took it on the chin, and through the speed trap three-quarters of the way down the Wellington Straight, the fastest Ford was clocked at 130.1mph, 0.7mph slower than in qualifying.

Such a reduction in speed could have been a result of the TOCA penalties. It could also have been down to a change in wing angle, the strength or direction of the wind, or the result of a car not sitting in a tow.

Significantly the Fords were still the quickest cars over the finish line (albeit 1.5mph down on qualifying), where the timing beam is ▶

THE INSIDE LINE

Glew gets stuck back in with SEAT

Phil Glew was a welcome returnee to the BTCC at Silverstone as a tie-up with fans' initiative yourracingcar.com got him behind the wheel of a Special Tuning UK SEAT Leon powered by the TOCA engine.

Glew started off with "a dog of car", but the Leon was improved in every session (despite a driveshaft problem preventing him from setting a lap time) and was set to give Glew eighth in race three before he earned a drive-through penalty for driving off-track at Copse.

"That's left a bit of a bitter taste in the mouth," he said. "I had such bad understeer from the car that I couldn't help but do it. I certainly wasn't doing it any more than anyone else, yet I get penalised and lose a points finish. I just don't understand."

It was an unfortunate way for Glew's weekend to conclude, but he could at least console himself with a trio of Independents points finishes, even if 13th was the best overall position he managed across the trio of races.

As yet there are no plans for Glew or YRC to compete in any further races, although the season finale at Brands Hatch is on the agenda if the finances can be found.

EBREY/LAT

Glew had his second outing of 2010 season

GRIFFITHS/LAT

Collard took a podium

AT A GLANCE - FASTEST LAPS

- Race 1 **Tom Onslow-Cole**
- Race 2 **Onslow-Cole**
- Race 3 **Onslow-Cole**

EBREY/LAT

Jordan was quick, but unlucky in Vauxhall

EBREY/LAT

MacDowall scored points with Chevy in this state

KEY MOMENTS

Race 2 Arena orders Onslow-Cole to gift Chilton another win and allows Collard to rise to second in his BMW

Race 3 First-corner clash ruins races of Plato and Neal, while Onslow-Cole runs and hides

◀ far closer to the preceding corner than the other one is. The restrictions seemingly did nothing to harm the cars under acceleration, the area in which the torquey engine pays off most and the area that most disgruntled rivals argue needs the closest attention.

It was no surprise that a number of top drivers left the circuit on Sunday feeling like they had been a supporting act in a circus performance.

Onslow-Cole, whose best finish-line speed was 2.6mph quicker than O'Neill's, pulled alongside as the pair crossed the line for the eighth time, and could not be resisted through Copse.

This time there would not be a third present for Chilton. He got up to third, but was then bundled back to sixth after Jackson tagged him into a half-spin going into Brooklands.

That allowed Onslow-Cole an untroubled route to his third win of the year and a massive points haul that leaves him second in the championship, just 14 points behind Plato.

"It's been an emotional weekend," said the moral winner of all three races. "I'm just delighted to have scored so many points and to strengthen the team's position. They [TOCA] have tried to slow us down this weekend, but the fact that we've still won all three races shows what a great job the team is doing to find speed in other areas when one advantage is taken away."

Runner-up O'Neill was also delighted after what was Tech-Speed's best all-round performance of the year (even second driver John George was a genuine points contender).

"It's amazing and I can't thank the guys enough. I'm over the moon to beat the works Hondas beaten on pace... I'm over the moon," he said.

The rest were reduced to fighting over scraps. Plato, at a track where he expected to take at least one victory, might have done that in race three from third on the grid. Instead he was spun round by his old rival Matt Neal, fell to the tail of the field, and could make it no higher than ninth.

"I feel sorry for him," said Neal. "That collision was half racing incident and half my fault. I've been and apologised to him because I really didn't mean to do it."

Plato's team-mate Alex MacDowall was a points scorer in all three races for the first time since round one at Thruxton, but could have done even better. Bogging down on the race-three grid made him a target for Martin Depper to hit... hard.

While the Forster BMW was out on the spot, MacDowall used the hit to get him going, and managed to finish in the top 10 in a car about three feet shorter than it had begun the day.

Neal's Honda was equipped with a new Neil Brown engine he reckoned to be worth 5bhp over the old unit being used by team-mate Gordon Shedden.

Both tried all they could to keep up with the Fords, including running off the track at the exit of Copse repeatedly. Neither was punished, race officials stating that 'extenuating circumstances' were at play. Phil Glew and Andy Neate were not so lucky and were given drive-throughs.

Things have got to change at Knockhill. No ridiculous team orders would be a good start.

"There's no point in having one driver going for the title when we could have two"

Arena boss Mike Earle on team orders

EBREY/LAT

Jackson hits Chilton to safeguard TOC victory

AT A GLANCE - LAP LEADERS

- Race 1 **Onslow-Cole/Chilton**
- Race 2 **Onslow-Cole/Chilton**
- Race 3 **Paul O'Neill/ Onslow-Cole**

> "It looks like an angry dinosaur, a bit like me"
> **David Pinkney describes 'piranhasaurus' that sits on his Vectra's bonnet**

DRIVER BY DRIVER

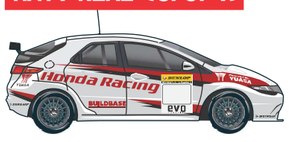
JASON PLATO (3/4/9)

R3 ruined by Neal contact. Car didn't get any quicker despite ballast coming off on raceday.

ALEX MACDOWALL (4/9/10)

Best non-Ford on grid, took three points finishes despite R3 start shunt.

MATT NEAL (8/5/4)



New engine found him little, and minor placings were all he could manage.

GORDON SHEDDEN (10/7/5)

Great recovery from last in R1. Finished close to Neal despite not having new powerplant.

JAMES NASH (11/11/8)

Works Vauxhalls struggled here in 2009, so Nash's quiet weekend was no surprise.

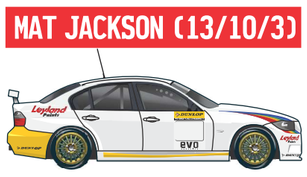
ROB COLLARD (6/2/12)

Most convincing threat to Fords with second in R2. Innocent victim in Kane/Jordan R3 clash.

ANDY NEATE (15/R/14)

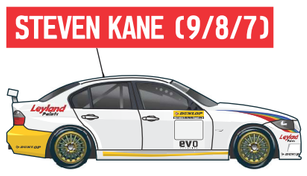
R2 ended when he spun Jackson off, but two other finishes in congested midfield.

MAT JACKSON (13/10/3)



Fell foul of contact with Neal in R1 and Neate in R2. Rallied to strong R3 podium.

STEVEN KANE (9/8/7)



Three points finishes but not much to shout about for former Indie points leader.

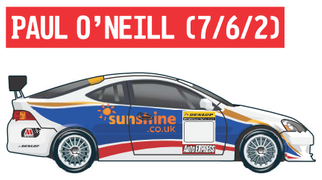
TOM CHILTON (1/1/6)

Inherited two wins after restrictor and boost penalties were issued after qualifying.

TOM ONSLOW-COLE (2/3/1)

Moral victor of three races and now leads Indie standings. Broke lap record in R1.

PAUL O'NEILL (7/6/2)



Beat works Hondas for pace on raceday. Magnificent second in final race.

JOHN GEORGE (17/14/R)

Was on course for deserved R3 points before engine gremlins intervened.

ANDREW JORDAN (5/17/R)

Fastest non-Ford and would have had R2 podium but for a puncture. Massively unlucky.

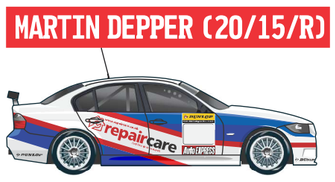
DAVID PINKNEY (R/R/11)

Top-eight pace for first time since Brands. Unlucky to suffer same throttle glitch twice.

ARTHUR FORSTER (19/R/16)

Struggled for pace despite having a smoother weekend than his team-mate.

MARTIN DEPPER (20/15/R)

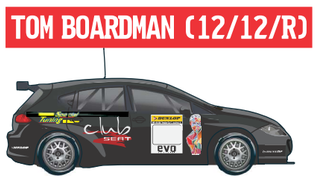


Big rear damage caused by practice off. Bigger front damage caused by hitting MacDowall in R3.

MARTIN JOHNSON (18/16/15)

Missed qually to attend son's wedding, but lack of track time had no ill-effect. Decent weekend.

TOM BOARDMAN (12/12/R)



First weekend with a team-mate, but it didn't help. R3 punt from Neate put him out.

SHAUN HOLLAMBY (NS/NS/NS)

Didn't start races after alternator belt snapped in qually and did major damage to engine.

LEA WOOD (16/R/NS)

Missed FP1 with engine problem and suffered mechanically on raceday too. Tough weekend.

PHIL GLEW (14/13/13)

Driveshaft issue ruined qualifying. Set for eighth in R3 before harsh drive-through.

NEXT ROUND

Knockhill (GB)
September 4-5

GRIFFITHS/LAT

RESULTS

British Touring Car Championship, Silverstone (GB), August 21-22, round 7 of 10

GRID

1 O-COLE 59.659
2 CHILTON 59.881
3 MACDOWALL 1:00.354
4 PLATO 1:00.491
5 NEAL 1:00.528
6 JORDAN 1:00.636
7 O'NEILL 1:00.661
8 COLLARD 1:00.662
9 NASH 1:00.863
10 SHEDDEN 1:00.922
11 KANE 1:01.010
12 BOARDMAN 1:01.038
13 JACKSON 1:01.191
14 PINKNEY 1:01.221
15 GEORGE 1:01.352
16 NEATE 1:01.590
17 WOOD 1:02.056
18 FORSTER 1:02.220
19 HOLLAMBY 1:02.369
20 GLEW no time
21 DEPPER no time
22 JOHNSON no time

RACE 1 - 22 LAPS, 36.058 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME/REASON	GRID
1	Tom Chilton (GB)	Arena Motorsport	Ford Focus ST	22m35.870s	2
2	Tom Onslow-Cole (GB)	Arena Motorsport	Ford Focus ST	+0.282s	1
3	Jason Plato (GB)	Chevrolet (RML)	Chevrolet Cruze	+2.895s	4
4	Alex MacDowall (GB)	Chevrolet (RML)	Chevrolet Cruze	+3.071s	3
5	Andrew Jordan (GB)	Eurotech Racing	Vauxhall Vectra	+3.764s	6
6	Rob Collard (GB)	WSR	BMW 320si	+6.473s	8
7	Paul O'Neill (GB)	Tech-Speed Motorsport	Honda Integra-R	+7.598s	7
8	Matt Neal (GB)	Honda (Team Dynamics)	Honda Civic	+8.773s	5
9	Steven Kane (GB)	Motorbase Performance	BMW 320si	+9.936s	11
10	Gordon Shedden (GB)	Honda (Team Dynamics)	Honda Civic	+10.386s	10
11	James Nash (GB)	Triple 8 Engineering	Vauxhall Vectra	+10.940s	9
12	Tom Boardman (GB)	Special Tuning UK	SEAT Leon TFSI	+11.764s	12
13	Mat Jackson (GB)	Motorbase Performance	BMW 320si	+15.222s	13
14	Phil Glew (GB)	Special Tuning UK	SEAT Leon	+19.144s	20
15	Andy Neate (GB)	WSR	BMW 320si	+23.721s	16
16	Lea Wood (GB)	Wood Racing	Honda Integra-R	+26.819s	17
17	John George (GB)	Tech-Speed Motorsport	Honda Integra-R	+40.784s	15
18	Martin Johnson (GB)	Boulevard Team Racing	Vauxhall Astra Coupe	+44.893s	22
19	Arthur Forster (GB)	Forster Motorsport	BMW 320si	+47.047s	18
20	Martin Depper (GB)	Forster Motorsport	BMW 320si	+53.210s	21
R	David Pinkney (GB)	Pinkney Motorsport	Vauxhall Vectra	8 laps-throttle	14
NS	Shaun Hollamby (GB)	AmD Milltek Racing	Volkswagen Golf	withdrawn-engine	19

RACE 2 - 22 LAPS, 36.058 MILES

POS	DRIVER	TIME/REASON	GRID
1	Chilton	22m44.416s	1
2	Collard	+1.104s	6
3	Onslow-Cole	+1.223s	2
4	Plato	+2.464s	3
5	Neal	+3.117s	8
6	O'Neill	+3.187s	7
7	Shedden	+3.289s	10
8	Kane	+3.895s	9
9	MacDowall	+4.287s	4
10	Jackson	+8.542s	13
11	Nash	+14.056s	11
12	Boardman	+17.670s	12
13	Glew	+18.789s	14
14	George	+39.469s	17
15	Depper	+47.516s	20
16	Johnson	+48.567s	18
17	Jordan	-1 lap	5
R	Forster	21 laps-withdrawn	19
R	Wood	16 laps-clutch	16
R	Pinkney	6 laps-throttle	21
R	Neate	0 laps-acc damage	15
NS	Hollamby		

RACE 3 - 25 LAPS, 40.975 MILES

POS	DRIVER	TIME/REASON	GRID
1	Onslow-Cole	28m42.835s	4
2	O'Neill	+2.628s	1
3	Jackson	+6.597s	10
4	Neal	+6.825s	2
5	Shedden	+7.209s	7
6	Chilton	+7.707s	6
7	Kane	+9.287s	8
8	Nash	+16.887s	11
9	Plato	+17.133s	3
10	MacDowall	+19.435s	9
11	Pinkney	+26.491s	20
12	Collard	+33.949s	5
13	Glew	+37.921s	13
14	Neate	+42.919s	21
15	Johnson	+48.474s	16
16	Forster	-1 lap	18
R	George	18 laps-engine	14
R	Jordan	11 laps-accident	17
R	Boardman	11 laps-acc damage	12
R	Depper	0 laps-accident	15
NS	Wood	holed gearbox	19
NS	Hollamby		

DRIVERS' CHAMPIONSHIP

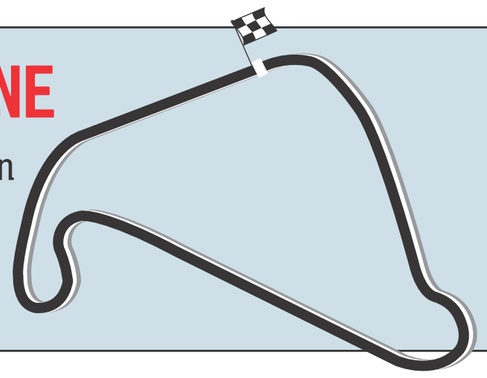
POS	DRIVER	PTS
1	Plato	171
2	Onslow-Cole	157
3	Neal	148
4	Shedden	138
5	Chilton	127
6	Kane	118
7	Jackson	112
8	O'Neill	104
9	Collard	101
10	Jordan	64

KEY R=Retired, NS=Non-starter
Race 1 Winner's average: 95.73mph. Fastest lap: Onslow-Cole, 1m00.682s, 97.23mph (record).
Race 2 Winner's average: 95.13mph. Fastest lap: Onslow-Cole, 1m00.757s, 97.11mph.
Race 3 Winner's average: 85.61mph. Fastest lap: Onslow-Cole, 1m01.120s, 96.53mph.

SILVERSTONE

Great Britain

August 21-22
TOCA supports
Round 7/10



FORMULA RENAULT AT A GLANCE

- Race 1 **Lewis Williamson**
- Race 2 **Tom Blomqvist**
- Race 3 **Blomqvist**
- Poles **Stockinger/Blomqvist**

Blomqvist broke UK series duck

FORMULA RENAULT UK & CLIO CUP ROUND 7

Blomqvist rallies as rivals slide

EBREY/LAT

Blomqvist fought off Yelloly for race two win

Twenty years after Stig Blomqvist fumbled a British Touring Car Championship race victory at the final corner at Donington, son Tom finally secured the family's first win at a BTCC race meeting at Silverstone. And then a few hours later he added his second.

Blomqvist Jr may have been the star of the Formula Renault UK weekend, but it was Lewis Williamson — winner of Saturday's rescheduled 'Brands Hatch' race — who took away the biggest points harvest after another weekend of inspiration, improvisation and sheer determination.

Some rustic driving meant 11 of the 18 drivers were called before officials on Sunday morning — and that was the better-tempered of the day's two races!

Blomqvist started the races in ignominious fashion. The New Zealand-raised Anglo-Swede tangled with Thomas Hylkema in Saturday's 'Brands' 22-lapper, and rode up over the Dutchman's rear end, but then rejoined after pitting and set fastest lap.

Sunday was much better for Blomqvist. Marlon Stockinger had taken pole, the Filipino gambling on slick tyres midway through a damp session to snatch the top spot on the final lap from Luciano Bacheta. But Blomqvist made short of work of both.

With the track damp in patches, the 16-year-old showed his inexperience by persistently taking a tight line at the Brooklands left-hander, losing grip and time to his pursuers. But he was able to defend from Nick Yelloly, and was never threatened from pole in the later race in completely dry conditions. It was not only significant for Blomqvist but also for Fortec Motorsport, previously winless this season and regrouping from a big mid-season change in management.

Williamson dominated the 'Brands' race from pole, 6.5 seconds clear of Manor Competition team-mate Will Stevens, but few would have predicted another podium for the Scot. He qualified on the fourth row for both Sunday races, never quite maximising the potential of driver or car.

EBREY/LAT

Rivett and Newsham took Clio honours

Amazingly, he was up to second with seven laps remaining in race two. When Yelloly took a glance at Blomqvist's lead at Copse Corner and understeered wide, Williamson was able to dive inside at Becketts. But he was caught napping at Brooklands, the next corner, when he turned in from a wide line and failed to consider that Yelloly was there. After the clash he recovered in fourth, and bumped points leader Tamas Pal Kiss on the run to the line when the Hungarian squirreled into a slide while trying to set fastest lap.

Williamson did take second later on thanks to a great opportunist move on Manor cohorts Stevens and Ollie Millroy. He chipped away at Blomqvist's lead, but to no avail.

That passing move completed a disastrous day for Stevens, who had begun it just one point adrift of Kiss and ended it third in the standings. He qualified 11th for race one, got pincered on the run to the first corner and spun. When the safety car appeared, it picked up Stevens, and officials had only just waved him by — after four laps! — when the race was restarted. It was a bungle by the officials that could prove very costly... In the final race he got delayed while lapping Alex Lynn — who took a fine sixth in race one — and dropped to fourth (see news) as Williamson and Millroy surged ahead.

It was even worse for Harry Tincknell, another of the title contenders, who took a strong third on Saturday but went out of Sunday's first race when he was clipped by Williamson and lost a wheel, then turned Lynn around in the second.

All this meant Kiss moved further ahead in the points. The Atech GP man reckons rivals have perhaps inched ahead on development, but his 4-3-5 sequence was great damage limitation after some feisty racing, and he may reflect on the fact that team-mate Yelloly took two fastest laps.

Paul Rivett and Dave Newsham provided some superb close-but-clean Clio Cup racing to end the weekend with a win apiece. Two-time champ Rivett's excellent Saturday win was the first in the series for Stancombe Vehicle Engineering since about Victorian times: "It shows Colin [Stancombe]'s cars are second to none," he said.

Team Pyro man Newsham turned the tables on Sunday, as both races were settled by less than 0.3 seconds.

Mike Robinson and Lee Pattison were right in the pair's wheeltracks on Saturday, but Robinson couldn't convert a front-row start on Sunday. Instead, James Colburn came through to head Pattison and Robinson to third, while Sam Tordoff climbed the order to sixth.

● Marcus Simmons

RESULTS

Formula Renault UK (22 laps)
1 Lewis Williamson; 2 Will Stevens +6.504s; 3 Harry Tincknell; 4 Tamas Pal Kiss; 5 Ollie Millroy; 6 Alex Lynn; 7 Fabio Gamberini; 8 David McDonald; 9 Michael Lyons; 10 Marlon Stockinger. **Fastest lap** Tom Blomqvist 54.313s (108.63mph) record. **Race 2 (25 laps) 1 Blomqvist**; 2 Nick Yelloly +0.986s; 3 Kiss; 4 Williamson; 5 Stockinger; 6 Robert Foster-Jones; 7 Gamberini; 8 Thomas Hylkema; 9 Joe Crook; 10 McDonald. **FL** Yelloly 54.779s (107.71mph). **Race 3 (22 laps) 1 Blomqvist**; 2 Williamson +1.373s; 3 Millroy; 4 Stevens; 5 Kiss; 6 Hylkema; 7 Gamberini; 8 Luciano Bacheta; 9 McDonald; 10 Tincknell. **FL** Yelloly 54.873s (107.52mph). **Points** 1 Kiss, 344; 2 Williamson, 333; 3 Stevens, 330; 4 Blomqvist, 324; 5 Tincknell, 287; 6 Millroy, 235.
Renault Clio Cup (18 laps) 1 Paul Rivett; 2 Dave Newsham +0.296s; 3 Mike Robinson; 4 Lee Pattison; 5 James Colburn; 6 Jake Packun. **FL** Newsham 1m05.809s (89.65mph). **Race 2 (18 laps) 1 Newsham**; 2 Rivett +0.205s; 3 Colburn; 4 Pattison; 5 Robinson; 6 Sam Tordoff. **FL** Rivett 1m05.853s (89.59mph). **Points** 1 Newsham, 433; 2 Pattison, 319; 3 Tordoff, 314; 4 Robinson, 270; 5 Colburn, 241; 6 Packun, 198.

PORSCHE CARRERA CUP AT A GLANCE
- Race 1 **Michael Caine**
- Race 2 **Caine**
- Poles **Caine/Tim Harvey**
- FLs **Caine x 2**

> "Tim backed off on the white flag. He runs the BRDC young-driver schemes, so he knows the rules!"
> **Stephen Jelley slowed for the medical car**

» For more reports see p304
SportsExtra Page 299

OTHER BTCC SUPPORTS AUG 21-22

Caine inflicts pain on leader Harvey

EBREY/LAT
Caine beat Harvey in both Porsche races

Last weekend at Silverstone was Michael Caine's best of the season, and arguably his finest ever in Carrera Cup.

Caine walked the opening race from pole in his Motorbase Performance machine by 6.9 seconds, then tracked down series leader Tim Harvey in race two to provide a rare Carrera Cup lead change.

There was contact between the pair on the opening lap of race one as Caine made the first of two distinctly average starts, but some demon outbraking at Becketts saw him through and from then on he was away, Harvey claiming that the clash had knocked his tracking out.

In the second race, polewinner Harvey kept his Redline Racing car ahead until one-third distance. He seemed to have trouble getting the car turned into Luffield, and Caine pounced.

"The clutch is giving me a tiny movement off the floor and then no feeling," said Caine, "but they promised me a new one if I won! Before I made the move I could see there was a space for me, and my car was so good going into there that I was through and gone."

A safety car period provided no concern for Caine, as tardy backmarker Tommy Dreelan ensured his lead was 2.6s at the restart. He even had time to back off behind the medical car, for a later incident, and still retain a comfortable lead.

Harvey came under attack in both races from Stephen Jelley, who drove what Team Parker Racing boss Stuart Parker described as "his best race for us" in the first encounter, and briefly passed Harvey in the second – but he'd run too deep into Brooklands and was forced to cede again at Luffield.

The ever-improving Michael Meadows was right on Jelley's heels in his Redline machine to take his second fourth place of the day. Behind him in race two was Glynn Geddie, who added a fifth to his earlier result, when he recovered after losing places early on, and gained sixth after contact with Parker team-mate Euan Hankey at the final corner.

Ollie Jackson headed them both to take the Pro-Am 1 win, but try as he might could not find a way past Lithuanian Jonas Gelzinis later on.

Tom Ingram utterly dominated both Ginetta Junior races – two pole positions, a brace of fastest laps and a pair of victories enabling him to move into a substantial 17 point championship lead.

Only three points covered erstwhile series leader Jake Hill, Louise Richardson and Ingram heading into the event and although Richardson did manage to take a couple of hard-earned podiums, for Hill the weekend ended in disappointment with his unbroken run of 'Sunday' wins finally ended.

In race two, which finished early after a collision involving William Foster and Alex Austin, all hell broke loose. Hill was the first to suffer from the robustness on lap four, retiring with damage sustained in a multi-car scrap at Brooklands.

Richardson was pitched into a spin on lap one and after a further moment at Brooklands on lap eight, she fought back to third. Adam Bonham, meanwhile, produced his best drive of the season to come through the chaos into second for his maiden podium. On Saturday, Ingram saw off Richardson and Hill with the title favourites filling the rostrum.

In the G50 Cup Carl Breeze extended his series lead to 28 points, thanks in part to a non-finish for Frank Wrathall during the second of the two races.

Battling over the lead through Brooklands, Breeze nosed ahead on the outside line but as Wrathall leant on his rival into Luffield, his right-rear upright broke and pitched him into retirement. Breeze was forced into a spin but he recovered to finish sixth, allowing Benji Hetherington to take a superb maiden win.

Wrathall took a relatively comfortable win in the opener, passing Breeze for victory on lap 10 at Becketts. Breeze held on to second ahead of Hetherington, with Dan Denis fourth. Chris Dittmann, who had secured his first pole, didn't start due to a broken driveshaft.

● M Simmons & Marc Orme

EBREY/LAT
Breeze (left) and Wrathall scrapped

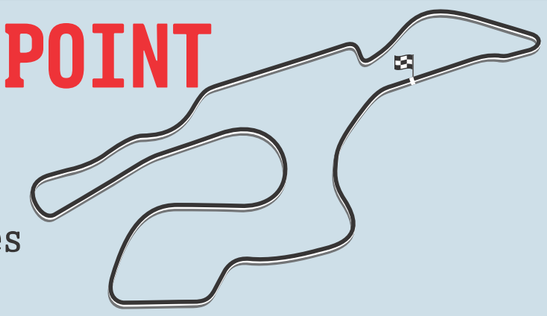
RESULTS

Porsche Carrera Cup (28 laps)
1 Michael Caine; 2 Tim Harvey +6.920s; 3 Stephen Jelley; 4 Michael Meadows; 5 Ollie Jackson; 6 Glynn Geddie. **Class winners** Jackson, Glenn McMenamin. **Fastest lap** Caine 57.857s (101.98mph). **Race 2 (30 laps) 1 Caine**; 2 Harvey +2.541s; 3 Jelley; 4 Meadows; 5 Geddie; 6 Jonas Gelzinis. **CW** Gelzinis, McMenamin. **FL** Caine 57.842s (102.00mph). **Points** 1 Harvey 282; 2 Caine 248; 3 Jelley 169; 4 Euan Hankey 154; 5 Geddie 150; 6 Jackson 130.

Ginetta Juniors (11 laps) 1 Tom Ingram; 2 Louise Richardson +3.058s; 3 Jake Hill; 4 Maverick Domene; 5 Chris Swanwick; 6 Alex Austin. **FL** Ingram 1m12.137s (81.79mph). **Race 2 (9 laps)** 1 Ingram; 2 Adam Bonham +14.948s; 3 Richardson; 4 Ryan Ratcliffe; 5 Finlay Ractliffe; 6 Jody Fannin. **FL** Ingram 1m12.343s (81.56mph). **Points** 1 Ingram, 368; 2 Richardson, 351; 3 Hill, 323; 4 Fannin 265; 5 Howard 243; 6 David Moore, 225.

Ginetta G50 Cup (22 LAPS) 1 Frank Wrathall; 2 Carl Breeze +1.655s; 3 Benji Hetherington; 4 Dan Denis; 5 Phil Broad; 6 Mark Davies. **FL** Wrathall 1m00.714s (97.18mph). **Race 2 (25 laps)** 1 B Hetherington; 2 Broad +1.895s; 3 Tom Sharp; 4 Adam Morgan; 5 Freddie Hetherington; 6 Breeze. **FL** Chris Dittmann 1m00.479s (97.56mph). **Points** 1 Breeze, 543; 2 Wrathall, 515; 3 Sharp, 365; 4 B Hetherington, 332; 5 Adam Morgan, 310; 6 F Hetherington, 264.

SEARS POINT



USA

August 22
IndyCar Series
Round 13/17

AT A GLANCE

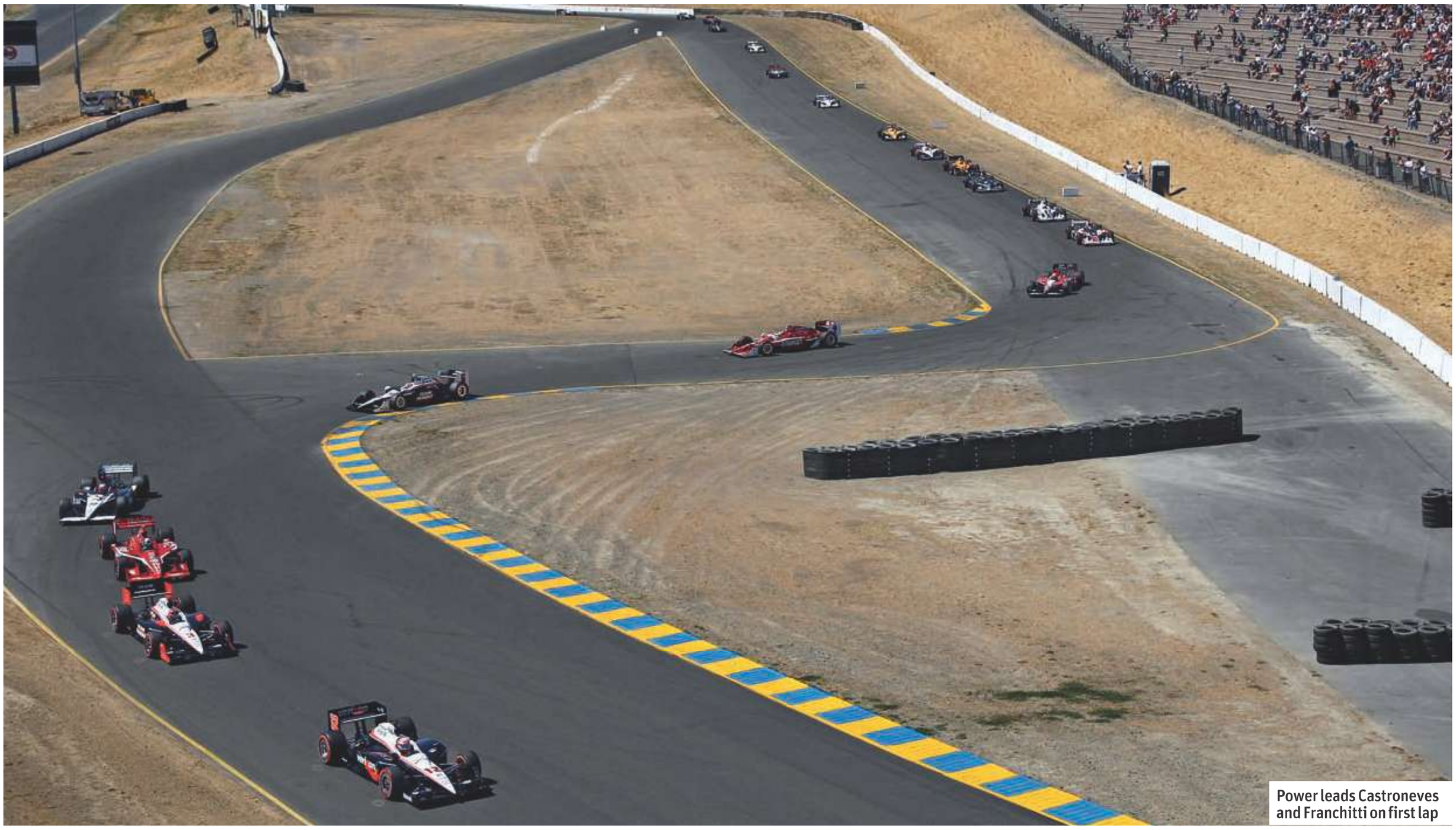
- Winner **Will Power**
- Pole position **Power**
- Most laps led **Power**
- Lead changes **2**

ABBOTT/LAT

Franchitti let Dixon past, but it proved a pointless exercise

Power leaves Ganassi whistling Dixie

Not even a late-race charge by Ganassi's Scott Dixon could unseat Penske's Will Power from extending his points lead over Dario Franchitti in California



MIRALLE/GETTY IMAGES

Power leads Castroneves and Franchitti on first lap

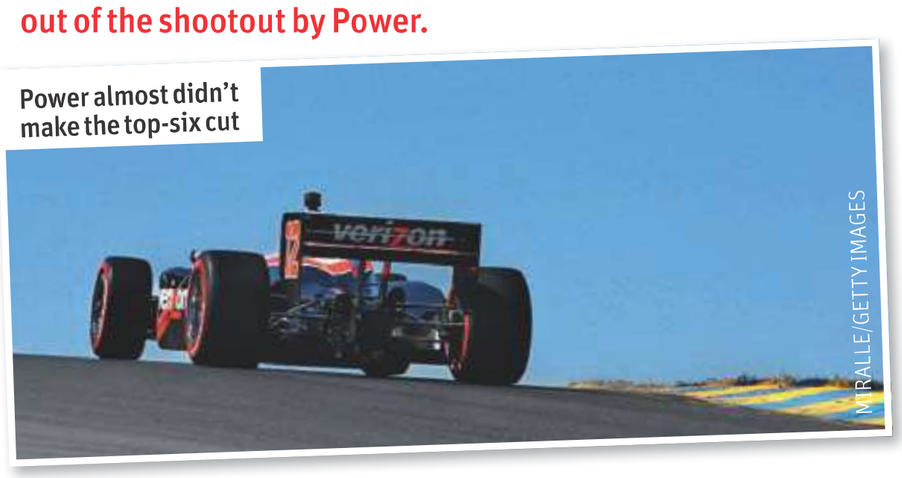
QUALIFYING

Record-breaking Power output

Will Power took his 2010 pole tally to a record-breaking eight, although he stumbled through the early rounds. "I wasn't sure I was going to pull it off," admitted Power, who only made it into the top-six shootout with his last attempt.

Once there, Power beat team-mate Helio Castroneves by just 0.037secs, leaving title rival Dario Franchitti a disappointed third: "I probably had a 95 per cent car today, and left a half a tenth on the table myself with a slight mistake." Worryingly, he was four-tenths off the Penske men.

Alex Tagliani was an impressive fourth, ahead of Ryan Briscoe, Scott Dixon and Justin Wilson, who was knocked out of the shootout by Power.



MIRALLE/GETTY IMAGES

Power almost didn't make the top-six cut

As Will Power rattled off his fifth victory of the season at Sears Point, it was an Indycar maestro of the past, Mario Andretti, who sagely observed: "He's really dominated on the road courses this year. Right now, he's on a roll." And this at the track that Power left last year in a Medevac helicopter, his back broken following a huge practice crash.

This year's race was decided by three factors: track position, fuel saving and tyre management. Power led virtually from start to finish, he hit his fuel numbers in the first two stints, and his tyre strategy was spot-on.

Title rival Dario Franchitti fell short on factors one and three. Qualifying third meant he spent the first 18 laps behind Power's Penske team-mate Helio Castroneves, only jumping ahead of the Brazilian when he'd asked too much of his 'red' tyres in the opening stint. But it was Franchitti's gamble on the harder 'black' tyres for the final sprint to the finish that really didn't pay, and he reluctantly gave up second place to team-mate Scott Dixon, who was on the much faster reds.

A six-lap shootout to the finish after the race's final caution period – caused by a three-abreast schmozzle at the hairpin between Raphael Matos, Bertrand Baguette and EJ Viso – gave Dixon his chance to attack Power. As if he needed extra encouragement, team boss Chip Ganassi growled over the radio at him: "You know what you've got to do."

Dixon tried, but he just couldn't topple Power. "I pushed as hard as I could," he said. "But I just couldn't get close enough to try and pass him."

Power won by three-quarters of a second, and his redemption after last year's painful crash was complete.

"It's unreal, that was an awesome race," he gushed. "Last year I was lying in hospital watching this race. I can't thank Roger [Penske], Tim [Cindric] and [sponsor] Verizon enough for this – I said all year that I wanted to come back and win here. Dixon had good

RACE RATING
★★★★★
Easily the best-ever IndyCar Series race at Sears Point

> "To win the overall title, you have to be proficient on all sides of what it has to offer. Even though he has the points lead, he can't rest" **Mario Andretti on Power**

Chuck Bradbury Jr reports

KEY MOMENTS

Lap 0 Dan Wheldon somersaults after clashing with Baguette
Lap 54 Franchitti opts for harder tyres; Dixon goes for soft ones
Lap 61 Dixon passes Franchitti, but can't take the win from Power

pace at the end there, and I was very worried about doing 20 laps on used reds. I was surprised at his pace, and I had a bit of pick-up on the tyres, but the late yellow actually helped me a bit."

Dixon added: "I kept the pressure on Will right to the finish, had a real go at him. I caught him pretty quickly before the yellow, but maybe I used my tyres up too much when he was looking after his."

Franchitti was less than impressed with the outcome, as his third place meant Power extended his points lead from 41 points to a commanding 59.

"We just weren't quick enough, that was it," the Scot said bluntly. "I chose the blacks [for the final stint], but could see Scott was faster, so I let him go. I hoped he'd hunt Will down, but he just didn't have enough to get by. It was worth the gamble. He gave him hell at the restart. But third isn't what we need right now."

Franchitti's title hopes now rest on his oval prowess, and the fact that Power has never won on one. But Power, as his strategist Clive Howell pointed out, is keen to "shake that monkey". This was the final road course of the season, and four oval events remain, starting this weekend at Chicagoland. Franchitti has previously won there and at Homestead, the finale.

Power declared: "I'm going for the title, I want to win this, so I want to win an oval before the end of the year. It's four races, it's going to be tight. I don't care if it's a road course or an oval, I'm going for wins."

Ryan Briscoe led home Penske team-mate Castroneves for fourth, the Australian having run second in the middle stint after making an early first stop for blacks. Helio tumbled down the order in his first stint following a front-row start, and said: "In that first stint my front tyres went to the cords. I had no front-end grip – it was like driving in the wet. It felt like everybody passed me!"

Britain's Justin Wilson finished right behind Castroneves in sixth, with Tony Kanaan passing Andretti Autosport team-mate Ryan Hunter-Reay after the final round of pitstops to finish seventh. Graham Rahal drove well to finish ninth from 16th on the grid, while Alex Lloyd rose from 22nd to 10th – another quietly superb performance from him.

All around them was an array of less-elegant driving, and the likes of Simona de Silvestro, Takuma Sato, Marco Andretti, Alex Tagliani, Danica Patrick, Viso and Matos spent much of the afternoon driving into/getting hit by each other. All threw away the prospect of a top-10 finish, the most notable being a late Sato/Patrick interface that repeated a clash between the same two drivers in practice.

Patrick's immediate response was that Sato "drove into me on purpose", but Taku's highly polite response was: "Of course I didn't do it on purpose at all. I gave her the space, but had no front grip, like a slow puncture, and I just couldn't stop. Friday's incident was a bit silly. If she wants to talk to me about it, she's more than welcome."

But even that display of daftness was topped by Dan Wheldon rolling spectacularly before he'd even crossed the startline after a clash of wheels with Baguette. He walked away from the wreck to point out "it's never good being upside-down".

ABBOTT/LAT

Lloyd (right) steers clear of serial crashers

RESULTS

IndyCar Series, Sears Point (USA), August 21-22, round 13 of 17

GRID

1 POWER 1:16.5282	2 CASTRONEVES 1:16.5652		
3 FRANCHITTI 1:16.9437	4 TAGLIANI 1:17.2068		
5 BRISCOE 1:17.2108	6 DIXON 1:17.3469		
7 WILSON 1:16.9447	8 HUNTER-REAY 1:17.1317		
9 KANAAN 1:17.3181	10 MATOS 1:17.3710		
11 SILVESTRO 1:17.7429	12 WHELDON 1:17.8280		
13 BAGUETTE 1:17.5238	14 MUTOH 1:17.5186		
15 VISO 1:17.6825	16 RAHAL 1:17.5284		
17 SATO 1:17.7112	18 ANDRETTI 1:17.6216		
19 HILDEBRAND 1:17.7659	20 MORAES 1:17.7532		
21 MEIRA 1:17.9149	22 LLOYD 1:18.0422		
23 PATRICK 1:18.3995	24 DUNO 1:22.2980		
25 DRACONE 1:21.2262			

75 LAPS, 189.00 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Will Power (AUS)	Team Penske	Dallara-Honda	1h52m34.1915s	1
2	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda	+0.7432s	6
3	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda	+6.6132s	3
4	Ryan Briscoe (AUS)	Team Penske	Dallara-Honda	+7.8067s	5
5	Helio Castroneves (BR)	Team Penske	Dallara-Honda	+10.4594s	2
6	Justin Wilson (GB)	Dreyer & Reinbold Racing	Dallara-Honda	+10.9095s	7
7	Tony Kanaan (BR)	Andretti Autosport	Dallara-Honda	+11.5246s	9
8	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Honda	+11.8938s	8
9	Graham Rahal (USA)	Newman/Haas Racing	Dallara-Honda	+17.5019s	16
10	Alex Lloyd (GB)	Dale Coyne Racing	Dallara-Honda	+18.2069s	22
11	Mario Moraes (BR)	KV Racing Technology	Dallara-Honda	+20.2411s	20
12	Marco Andretti (USA)	Andretti Autosport	Dallara-Honda	+20.6759s	18
13	Simona de Silvestro (CH)	HVM Racing	Dallara-Honda	+21.8239s	11
14	Alex Tagliani (CDN)	FAZZT Race Team	Dallara-Honda	+22.4858s	4
15	Vitor Meira (BR)	AJ Foyt Racing	Dallara-Honda	+24.2879s	21
16	Danica Patrick (USA)	Andretti Autosport	Dallara-Honda	+46.1339s	23
17	Hideki Mutoh (J)	Newman/Haas Racing	Dallara-Honda	-1 lap	14
18	Takuma Sato (J)	KV Racing Technology	Dallara-Honda	-1 lap	17
19	EJ Viso (YV)	KV Racing Technology	Dallara-Honda	-1 lap	15
20	Francesco Dracone (I)	Conquest Racing	Dallara-Honda	-4 laps	25
21	Raphael Matos (BR)	De Ferran Dragon Racing	Dallara-Honda	-8 laps	10
22	Milka Duno (YV)	Dale Coyne Racing	Dallara-Honda	-8 laps	24
23	Bertrand Baguette (B)	Conquest Racing	Dallara-Honda	65 laps-accident damage	13
24	JR Hildebrand (USA)	Dreyer & Reinbold Racing	Dallara-Honda	38 laps-accident	19
25	Dan Wheldon (GB)	Panther Racing	Dallara-Honda	0 laps-accident	12

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Power	514
2	Franchitti	455
3	Dixon	419
4	Briscoe	384
5	Castroneves	370
6	Hunter-Reay	360
7	Kanaan	330
8	Wilson	290
9	Andretti	284
10	Wheldon	269

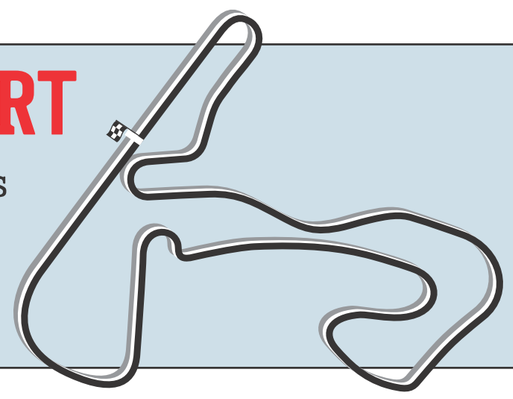
Winner's average:92.063mph.
Fastest lap: Hildebrand, 1m19.1564s, 104.739mph.
Qualifying: field divided into two groups for qualifying. The fastest six from each move into a 12-car second round. The fastest six from this move into the Firestone Fast Six pole shootout.

NEXT ROUND
Chicagoland (USA)
August 28

ZANDVOORT

Netherlands

August 20-22
DTM
Round 6/11



AT A GLANCE

- Winner **Gary Paffett**
- Pole position **Timo Scheider**
- Fastest lap **Scheider**

Paffett enjoyed first win since April opener

Paffett dances in the dunes for Mercedes

Gary Paffett hadn't won since the opening round back in April, but he made amends in Holland

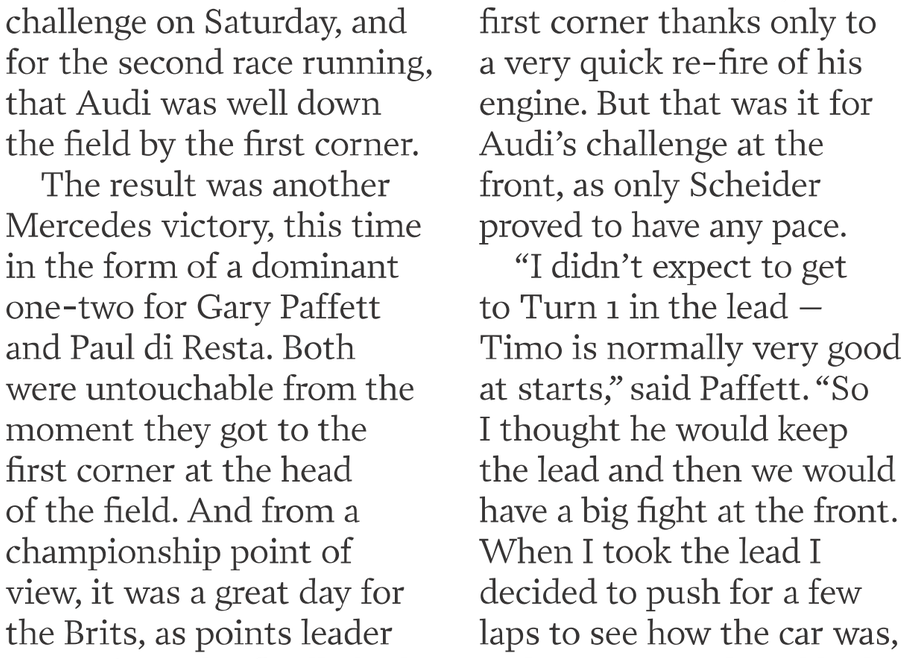
Paffett led di Resta to an easy Brit Merc one-two

After winning three consecutive championships, Audi can't seem to get anything to go its way in the 2010 DTM. For the second race running, an A4 had blitzed the Mercedes challenge on Saturday, and for the second race running, that Audi was well down the field by the first corner.

The result was another Mercedes victory, this time in the form of a dominant one-two for Gary Paffett and Paul di Resta. Both were untouchable from the moment they got to the first corner at the head of the field. And from a championship point of view, it was a great day for the Brits, as points leader Bruno Spengler finally had a bad race as well.

Audi Sport boss Wolfgang Ullrich joked after the last race at the Nurburgring that it wouldn't be possible to have a worse start than Mattias Ekstrom managed there, where he went from pole to seventh by the first corner. But Timo Scheider proved him wrong. After taking pole by a mammoth margin, he stalled off the line, and was 10th by the first corner thanks only to a very quick re-fire of his engine. But that was it for Audi's challenge at the front, as only Scheider proved to have any pace.

"I didn't expect to get to Turn 1 in the lead – Timo is normally very good at starts," said Paffett. "So I thought he would keep the lead and then we would have a big fight at the front. When I took the lead I decided to push for a few laps to see how the car was, and once me and Paul had broken away we just had to look after the car and the tyres. I don't like to say it, but it was pretty easy. We didn't have to push very hard to do the pace."



Molina got involved in Audi team-order claims

Points leader Spengler suffered a low-key race

Di Resta pushed with Paffett early on to see if he had a clear advantage that could help him later in the race. But with little to choose between them, he knew he was going to have to settle for second.

"Our pace was too similar for me to have a chance to pass him," said the Scot. "Sometimes you have to be realistic, take the points and not do anything silly."

While the lead pair joked that the race was "41 laps too long" from an entertainment point of view at the front, there was plenty going on behind. Reigning champion Scheider used pace, a clever strategy and some generous team-mates to work his way back to third place, his first podium finish of 2010. But that was scant consolation.

"My car was perfect today, all I can do is say sorry for my mistake," he said. "It was a big one. I was angry at first, and then I was fighting like hell to the end. We have showed we are back, but third place is not what we wanted."

Fortunately for Scheider, for the second race running he was the only Audi driver with any kind of pace, as the Ingolstadt marque was plagued by tyre troubles yet again. Scheider was able to stay out in clear air for a lot longer than anyone else, and by the time the second round of pitstops had shuffled through he had worked his way up to third.

That was in stark contrast to the man he had battled with throughout the first half of the race. Bruno Spengler spent most of his race surrounded by Audis in the bottom half of the top 10, and thanks to some clever strategy from his rivals he lost two places during the second stops, relegating him to eighth. That became seventh after a robust move on Mike Rockenfeller, during which it didn't look like he got alongside before barging the red Audi into a spin. The officials, to Rockenfeller's dismay, saw it as a racing incident.

"I didn't check my mirrors for him because there was no gap," said Rockenfeller. "I'm not saying he did it on purpose, but that doesn't mean he shouldn't get a penalty."

Spengler obviously saw

RACE RATING
★★★★★
Dull at the front, but plenty of close battles on the track and in the pits further back

> After the first race we were a bit below par. Now we can focus on the championship battle again"
> **Gary Paffett admits that he's had to dig deep since winning the season opener in April**

Glenn Freeman reports

it differently. And despite only scoring two points, he was surprisingly satisfied. A sign of guilt, perhaps?

"Mike opened the door," he said. "So I put my nose in, then he closed it again. If he hadn't have opened it I wouldn't have tried anything, but he can't close it when I'm already there.

"I'm quite happy because when you start P7 here you don't expect to make up places. And Audi worked a lot of their strategy around me because I am leading the championship. That's understandable, but it made it difficult for us because there was nothing we could do to get away from them."

Audi's strategy included requiring Oliver Jarvis to do a disciplined 22-lap stint – a big ask considering the A4's tyre issues.

There were other worries at that end of the pitlane when Miguel Molina and Mattias Ekstrom were placed under investigation for team orders. Molina did let Ekstrom through twice despite being faster, but compared with Audi's similar crimes at this track in '07 and '09, it was hardly heinous. And with the way this season's going, it's not likely to matter either.

NEXT ROUND
Brands Hatch (GB)
September 5

F3 EURO SERIES

Signature ready to usurp ART as Mortara edges closer to title

Mortara won opener again for Signature

FORMULA 3 superteam ART Grand Prix had pinned its fading hopes of a seventh consecutive F3 Euro Series title on Zandvoort. The Dutch track, where the team scored a one-two in the F3 Masters in June, was supposed to be the setting for the squad to start making inroads on the Signature-Volkswagen package. Instead, ART left the Netherlands accepting that its run of titles dating back to 2004 is coming to an end.

Edoardo Mortara took his now-customary race-one victory on Saturday, leaving ART's Valtteri Bottas dejected in second place.

"I'm disappointed because I thought this would be the turning point of our season," said the Finn. "Eight points is good, but we are still behind Edoardo, and we were slower than Signature again. I don't know what we can do now."

Bottas had been able to split the front-row pairing of Mortara and Marco Wittmann at the start, but he was unable to attack the runaway championship leader.

Behind the top three, Alex Sims was a distant fourth as he wrestled a damaged car to the finish. The Briton had collided with Laurens Vanthoor at the first corner, sending the Belgian into a spectacular 360-degree spin in front of the pack.

Somehow Vanthoor only lost a handful of places, and he finished race one seventh, meaning a front-row start for Sunday's reversed-grid race. But his hopes of a maiden victory went up in tyre smoke as he spun his wheels off the line. That allowed pole-sitter Antonio Felix da Costa to get away, while Vanthoor spent the first lap behind Carlos Munoz. He was into second by lap two, but could do nothing to prevent the Motopark driver making it two Sunday victories in a row.

"This race was always going to be decided at the start, and unfortunately I didn't make a good one," said Vanthoor. "After that I never really had a chance, Antonio didn't make a single mistake."

To make matters worse for ART, Sims struggled to fifth, while Bottas retired after sustaining a slow puncture on the first lap. The Finn had made a great start, but his race was doomed after making contact with Roberto Merhi on the exit of Tarzan.

While the weekend symbolised the end of an era in the Euro Series for ART, things were not all rosy in the Signature camp either. The top two drivers in the table – Mortara and Wittmann – collided on the first lap of race two. That relegated Mortara to last, while Wittmann's damaged car prevented him from getting any higher than sixth. Heated words were later exchanged, but Signature's season won't implode.

Results
Race 1 1 Edoardo Mortara (Dallara-Volkswagen), 19 laps in 29m38.034s; 2 Valtteri Bottas (Dallara-Mercedes), +0.995s; 3 Marco Wittmann (D-V); 4 Alexander Sims (D-M); 5 Roberto Merhi (D-M); 6 Carlos Munoz (D-M); 7 Laurens Vanthoor (D-V); 8 Antonio Felix da Costa (D-V).
Race 2 1 da Costa, 26 laps in 40m53.306s**;** 2 Vanthoor +0.265s; 3 Merhi; 4 Munoz; 5 Sims; 6 Wittmann. **Points** 1 Mortara 77; 2 Wittmann 55; 3 Sims 44; 4 Bottas 43; 5 Merhi 43; 6 Vanthoor 27

RESULTS
DTM, Zandvoort (NL), August 20-22, round 6 of 11

GRID

1 SCHEIDER 1:31.590		2 PAFFETT 1:32.286	
3 DI RESTA 1:32.363		4 MOLINA 1:33.203	
5 EKSTROM 1:31.464		6 JARVIS 1:31.503	
7 SPENGLER 1:31.710		8 SCHUMACHER 1:32.106	
9 R'FELLER 1:31.495		10 TOMCZYK 1:31.629	
11 GREEN 1:31.783		12 W'ELHOCK 1:31.836	
13 PREMAT 1:32.065		14 ENGEL 1:32.112	
15 LEGGE 1:33.046		16 COULTHARD 1:33.065	
17 CHENG 1:33.850		18 STODDART 1:32.571*	

PICS: LAT, DTM

42 LAPS, 112.402 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	RESULT	GRID
1	Gary Paffett (GB)	HWA	Mercedes C-class (2009)	1h07m04.346s	2
2	Paul di Resta (GB)	HWA	Mercedes C-class (2009)	+0.396s	3
3	Timo Scheider (D)	Abt Sportsline	Audi A4 (2009)	+12.238s	1
4	Mattias Ekstrom (S)	Abt Sportsline	Audi A4 (2009)	+18.659s	5
5	Miguel Molina (E)	Abt Sportsline	Audi A4 (2008)	+19.310s	4
6	Oliver Jarvis (GB)	Abt Sportsline	Audi A4 (2009)	+20.568s	6
7	Bruno Spengler (CDN)	HWA	Mercedes C-class (2009)	+20.886s	7
8	Martin Tomczyk (D)	Abt Sportsline	Audi A4 (2009)	+21.706s	10
9	Ralf Schumacher (D)	HWA	Mercedes C-class (2009)	+22.113s	8
10	Jamie Green (GB)	Persson Motorsport	Mercedes C-class (2008)	+22.880s	11
11	Alexandre Premat (F)	Team Phoenix	Audi A4 (2008)	+33.747s	13
12	David Coulthard (GB)	Mucke Motorsport	Mercedes C-class (2008)	+36.578s	16
13	Mike Rockenfeller (D)	Team Phoenix	Audi A4 (2008)	+44.528s	9
14	Katherine Legge (GB)	Team Rosberg	Audi A4 (2008)	+48.892s	15
15	Susie Stoddart (GB)	Persson Motorsport	Mercedes C-class (2008)	+49.235s	18
16	Franky Cheng (PRC)	Mucke Motorsport	Mercedes C-class (2008)	+1m19.178s	17
R	Maro Engel (D)	Mucke Motorsport	Mercedes C-class (2008)	2 laps - suspension	14
DNS	Markus Winkelhock (D)	Team Rosberg	Audi A4 (2008)	propshaft	12

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Spengler	44
2	Paffett	35
3	di Resta	33
4	Ekstrom	28
5	Green	26
6	Scheider	23
7	Rockenfeller	12
8	Premat	8
9	Jarvis	8
10	Molina	6

KEY R=Retired. winner's average: 100.550mph. Fastest lap: Scheider, 1m32.967s, 103.633mph.
*Grid penalty

INTERNATIONAL RACES & RESULTS
NASCAR SPRINT CUP
Bristol 24/36

QUICK RESULTS
- Winner **Kyle Busch**
- Pole **Jimmie Johnson**
- Most laps led **Busch**

RACE RATING
★★★★★
Johnson's troubles made it easy for Kyle Busch to make history

Busch (18) trails Johnson in night-time 500-lapper
LAT SOUTH

NASCAR SPRINT CUP BRISTOL (USA), AUGUST 21, RD 24/36

Busch wins Bristol treble

Kyle Busch completed an historic treble at Bristol's half-mile oval last weekend, sweeping to victory in the Truck Series, Nationwide Series and Sprint Cup races.

His Sprint Cup win was made easier by the problems encountered by poleman Jimmie Johnson, who had dominated the early stages. The reigning champion's chance of victory ended on a restart, when he slid under Juan Pablo Montoya's Ganassi Chevy for second place.

Montoya tagged the rear of Johnson's Hendrick Chevy, sending him spinning into the wall and then into the pits for lengthy repairs. The left front of Montoya's car then started smoking as a bent fender fouled the tyre, but it soon stopped and Montoya came home seventh.

With Johnson effectively out, it was left to David Reutimann and Jamie McMurray to take the fight to Busch's Joe Gibbs Racing Toyota. Reutimann's Waltrip Toyota was lightning at restarts, and he routinely took the lead as racing resumed after the numerous cautions, but would fall prey to Busch over a long run.

McMurray had strong long-run pace, but his Ganassi team cost him valuable time and places in the pits. This ultimately meant he was locked in a fraught battle for second with Reutimann, while Busch was able to take the win unchallenged.

"Coming through the field was fun," said Busch, who started 19th. "You could say we're supposed to run well here. Still, it's cool to be able to put it all together in a complete weekend, with Truck, Nationwide and the Cup."

Clint Bowyer boosted his chances of making the Chase with a strong run to fourth in his Richard Childress Chevy, while Kasey Kahne was the top Ford runner in fifth.

Jeff Gordon cemented his place in the Chase with 11th, but it was a frustrating race for Tony Stewart, who ran near the front early on but was sent into the pits for repairs went he was hit from behind by Tony Raines as he slowed for a full-course caution.

● Connell Sanders Jr

RESULTS

1 Kyle Busch (Toyota Camry), 500 laps in 2h41m24s; 2 David Reutimann (Toyota), +0.677s; 3 Jamie McMurray (Chevrolet Impala); 4 Clint Bowyer (Chevy); 5 Kasey Kahne (Ford Fusion); 6 Ryan Newman (Chevy); 7 Juan Pablo Montoya (Chevy); 8 Greg Biffle (Ford); 9 Kurt Busch (Dodge Charger); 10 Matt Kenseth (Ford). **Points** 1 Kevin Harvick, 3521; 2 Jeff Gordon, 3242; 3 Kyle Busch, 3170; 4 Carl Edwards, 3113; 5 Denny Hamlin, 3108; 6 Tony Stewart, 3107; 7 Jeff Burton, 3101; 8 Kenseth, 3095; 9 Jimmie Johnson, 3077; 10 Kurt Busch, 3073; 11 Biffle, 3055; 12 Bowyer, 2920.

IN BRIEF

MILLER/LAT

NASCAR NATIONWIDE

Kyle Busch's second Bristol victory of the weekend was greeted with boos after he intentionally wrecked Brad Keselowski in the closing stages (above). Jason Leffler and polesitter Elliot Sadler finished second and third, while Keselowski ended up 14th.

NASCAR TRUCKS

Kyle Busch survived a record-setting 13 caution periods to win the Bristol Truck race. Busch only pitted once en route to his third Truck win of the season. Ron Hornaday recovered from an early spin to take third behind Aric Almirola.

Castrol Rankings
CURRENT STANDINGS

1	Sebastian Vettel	◇	22,927
2	Sebastien Loeb	◇	21,700
3	Mark Webber	◇	20,297
4	Lewis Hamilton	◇	19,995
5	Jimmie Johnson	◇	17,796

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Kyle Busch's triple win moved him up a spot to 17th, a point behind Robert Kubica, while Kevin Harvick (11) and Denny Hamlin (12) swapped places. Jonny Cocker's (232) ALMS victory for Drayson gained him 133 places, while David Brabham (90) dropped six.

To see the full list, visit castroldriverrankings.com

INTERNATIONAL RACES & RESULTS
BRC
Northern Ireland, 5/7

QUICK RESULTS
- Winners **Breen/Roberts**
- Points leader **Jonny Greer**
- Most stage wins **Cronin/Breen**

RACE RATING
★★★★★
First BRC success for Breen, and for Super 2000 machinery

IN BRIEF

INDY LIGHTS
JK Vernay extended his title advantage with a pole-to-flag victory at Sears Point (above). Vernay finished 3.4245s clear of second-placed Charlie Kimball, with closest championship rival James Hinchcliffe third.

STAR MAZDA
Conor Daly notched up his sixth win of the season at Road America, although he had to work hard for it after making a bad start. Jorge Goncalvez and Connor de Phillippi joined him on the podium.

ARCA
Patrick Sheltra became the 13th different winner of the season at the Illinois State Fairgrounds, despite being involved in two accidents during the 100-miler.

CARRERA CUP GERMANY
Nick Tandy's title hopes were boosted with a commanding win at Zandvoort. The Brit crossed the line 14.264s clear of second-placed Jaap van Lagen, while current points leader Nicolas Armindo could manage no better than 10th.

USF2000
Andretti Autosport driver Sage Karam let every lap of both races at Road America. Zach Veach and Mikhail Goikhberg both ended the weekend with a second and third place apiece.

TC2000
Christian Ledesma returned to the TC2000 winner's circle after a two-year lapse by winning at La Rioja aboard a works Chevrolet (below). He was chased hard by Ford's Martin Basso, while Leonel Pernia (Honda) completed the podium and extended his points lead.

BRC NORTHERN IRELAND (GB), AUGUST 20-21, RD 5/7

Breen does the business in Ireland

After threatening this kind of result for much of the season, Irishman Craig Breen broke his British Rally Championship duck with a mature and rapid drive on last week's Rally Northern Ireland.

Breen and his Ford Fiesta S2000 were largely untouchable through the lanes around the rally's Antrim base for this penultimate round of the British series. Mitsubishi driver Gwyndaf Evans, winner of two BRC rounds this year, led the event after the first stage, but when Breen hit the front on the very next stage on Friday afternoon he would remain there until the finish.

Unable to match Breen's rally-leading pace in their conventional Group N cars, Evans and reigning British Rally champion Keith Cronin (Subaru) became embroiled in a battle of their own, Cronin recovering well after knocking a wall down on the second stage.

Trading second for second, the issue was finally decided in Cronin's favour when Evans slid into a wall, damaging the front of his Lancer in the Langford stage. The Welshman managed to get the car out and into service, but the loss of water through the radiator had caused significant engine damage and the JRM mechanics were unable to coax it into one final loop of the Ulster stages.

Cronin's second puts him in a strong position for back-to-back titles, but it was another Irishman who found himself under the spotlight. "I've waited all year for this," said Breen. "I came here full of confidence after Rally Finland and it's paid dividends."

Alastair Fisher was third in his Mitsubishi Lancer, with Adam Gould turning in another solid drive in his ageing Impreza. Bryan Bouffier placed the new Citroen DS3 R3 in an astonishing fifth place.

● David Evans

There'll be a Fiesta in the streets of Ireland

EBREY/LAT

RESULTS **1 Craig Breen/Gareth Roberts (Ford Fiesta S2000)**, 1h42m09.5s; 2 Keith Cronin/Barry McNulty (Subaru Impreza WRX), +1m27.0s; 3 Alastair Fisher/Rory Kennedy (Mitsubishi Lancer Evo IX); 4 Adam Gould/Craig Drew (Subaru); 5 Bryan Bouffier/Xavier Panseri (Citroen DS3 R3); 6 Jason Pritchard/Robbie Durant (Subaru). **Points** 1 Jonny Greer, 75; 2 Cronin, 74; 3 Pritchard, 69; 4 Gwyndaf Evans, 58; 5 Gould, 53; 6 Elfyn Evans, 49.

SUPER GT SUZUKA (J), AUGUST 22, RD 6/8

Firman spearheads super Aguri success at Suzuka

Ralph Firman, Yuji Ide and Takashi Kobayashi won last weekend's sixth round of the Super GT championship at Suzuka.

Sharing the Aguri Suzuki-run ARTA Honda HSV, the trio took an easy win in the 121-lap race, a blue-riband event for the spectacular series.

Formula 3 racer Kobayashi claimed pole for his first GT race, but Ide took the start and led the opening phase. Contact with another car forced him into the pits for repairs but, when the car returned to the track with Firman at the wheel, it made a rapid recovery and had reclaimed the lead by the third stint.

NISMO Nissan GT-R pair Satoshi Motoyama and Benoit Treluyer spent much of the race in second, with the Team Kunimitsu Honda of Takuya Izawa and Naoki Yamamoto taking third.

Championship leaders Loic Duval and Takashi Kogure scored two points for finishing ninth in their ballast-laden Dome-run Honda after a lengthy scrap with the TOM'S Lexus of Juichi Wakisaka and Andre Lotterer.

● Jiro Takahashi

RESULTS

1 Ralph Firman/Yuji Ide/Takashi Kobayashi (Honda HSV-010), 121 laps in 4h07m10.085s; 2 Satoshi Motoyama/Benoit Treluyer (Nissan GT-R), +22.312s; 3 Takuya Izawa/Naoki Yamamoto (Honda); 4 Toshihiro Kaneishi/Kodai Tsukakoshi (Honda); 5 Hiroaki Ishiura/Kazuya Oshima (Lexus SC430); 6 Yuji Tachikawa/Richard Lyons (Lexus). **Points** 1 Takashi Kogure/Loic Duval, 52; 2 Daisuke Ito/Bjorn Wirdheim, 51; 3 Juichi Wakisaka/Andre Lotterer, 42; 4 Kaneishi/Tsukakoshi, 42; 5 Tsugio Matsuda/Ronnie Quintarelli, 41; 6 Motoyama/Treluyer, 38.

ALMS ROAD AMERICA (USA), AUGUST 22, RD 7/9

Cocker puts himself up where he belongs

Jonny Cocker took the back straight kink at Road America flat-out on the last lap to overtake Klaus Graf and capture Drayson Racing's first victory in the American Le Mans Series.

Cocker, who fell 16.5s behind leader Graf after the final stop in his Lola-Judd, passed the HPD of David Brabham and the Lola-Mazda of Guy Smith during the previous two laps before catching Graf's Porsche RS Spyder.

Pushing the limits of his fuel consumption, Graf posted the car's fastest lap on the penultimate lap. But Cocker, whose Lola and its V10 Judd had been two seconds faster per lap due to the Wisconsin track's long straights, passed him after the back straight when the Porsche sputtered.

● Jonathan Ingram

Inspired Cocker snatched dramatic last-gasp win

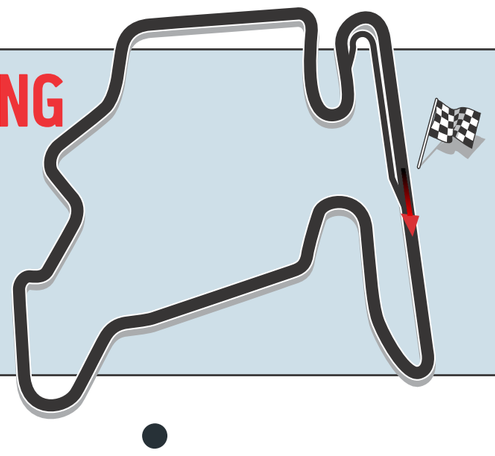
BOYD/LAT

RESULTS

1 Paul Drayson/Jonathan Cocker (Lola-Judd B09/60), 69 laps in 2h45m15.756s; 2 Klaus Graf/Timo Bernhard (Porsche RS Spyder), +1.051s; 3 David Brabham/Simon Pagenaud (HPD ARX-01c); 4 Chris Dyson/Guy Smith (Lola-Mazda B09/86); 5 Gunnar Jeannette/Elton Julian (Oreca-Chevrolet); 6 Ricardo Gonzalez/Luis Diaz (Oreca-Chevy). **GT** 1 Dirk Muller/Joey Hand (BMW M3 E92); 2 Jorg Bergmeister/Patrick Long (Porsche 911 GT3-RSR); 3 Olivier Beretta/Oliver Gavin (Chevy Corvette). **Points** 1 Brabham/Pagenaud, 123; 2 Graf, 100. **GT** 1 Bergmeister/Long, 119; 2=Melo/Bruni & Muller/Hand, 101.

HUNGARORING

Hungary
August 22
Le Mans Series
Round 4/5



AT A GLANCE

- Winner **Nick Leventis/ Danny Watts/Jonny Kane**
- Pole position **Watts**
- Fastest lap **Sarrazin**

RACE RATING

★★★★★

Great win for the British Strakka crew, but where were the LMP1s?

Watts gives power to LMP2 minnow

Strakka Racing's HPD and its trio of UK drivers came through as the big guns wilted

PICS: DPPI

Leventis takes a stint at twilight

The British Strakka squad claimed overall victory in the Hungaroring 1000Km Le Mans Series event on Sunday. The team's HPD LMP2 contender driven by Danny Watts, Jonny Kane and Nick Leventis outlasted the LMP1 competition in a race of attrition to notch up a one-lap victory ahead of a further five P2 cars.

Watts scorched to pole position, ahead of the two Rebellion Lola coupes and the ORECA Peugeot, around the twisting 2.72-mile circuit near Budapest, but the HPD ARX-01c wasn't a match for the P1 brigade in race conditions. But a series of problems for the best of the P1s allowed Strakka to take the lead in hour four.

The ORECA Peugeot, driven by Stephane Sarrazin, Nicolas Lapierre and Olivier Panis, had a three-lap lead when transmission problems struck. Lapierre returned to the track after more than half an hour in the pits to complete a series of slow laps to ensure the car hit the 70 per cent distance required for the car to score points. The Peugeot then took to the track for one final lap at the end to take the chequered flag.

The rest of the five-strong LMP1 grid also ran into problems. The Anglo-Swiss Rebellion Racing Lola team posted its most competitive showing of the season so far, but problems for both its Judd-engined Lola coupes resulted in nothing better than a distant eighth-place finish.

Andrea Belicchi led Sarrazin to the first round of stops. The Peugeot leapfrogged the Lola in the pits, but Belicchi and team-mate Jean-Christophe Boullion still looked good for second until a string of problems dropped the car back and eventually forced its retirement.

Rebellion's second car was crashed by Nicolas Prost in the second hour. The resulting delay for repairs left the car the Frenchman shared with Neel Jani eighth at the finish, second in class.

The Signature Lola-Aston Martin coupe came through from the back of the grid, after the team had opted to start the race on fresh tyres, to sixth place by the time Vanina Ickx handed over to Pierre Ragues. The car moved up to second in the hands Franck Mailleux, only to throw an alternator belt in the fourth hour.

That allowed Greg and Leo Mansell to claim P1 honours, 21 years on from father Nigel's Hungarian Grand Prix victory in 1989. Their Beechdean Mansell Motorsport Ginetta-Zytek ended up sixth, seven laps behind the Strakka HPD, after a run interrupted only by a puncture, minor body damage, and the need for a top-up of oil.

The Strakka HPD, started by Watts, was engulfed by the more powerful P1 machinery at the start, but the car led the way in P2 for nearly the whole event. The ASM Ginetta-Zytek was briefly ahead in the middle of the race, but car owner Miguel Amaral tagged a slower car, the two and a half minutes lost at the next pitstop dropping team-mate Olivier Pla off the lead lap.

OAK Racing claimed third behind ASM with Mathieu Lahaye and Jacques Nicolet. The team's second Judd-powered Pescarolo, driven by Guillaume Moreau and Richard Hein, lost time in the first hour with power-steering issues.

The Felbermayr Proton Porsche team claimed GT2 honours with Richard Lietz and Marc Lieb. The Porsche leapfrogged the CRS Racing Ferrari driven by Andrew Kirkaldy and Tim Mullen at the final pitstop to record a win that looked unlikely after the car had qualified only eighth.

Mansell Ginetta leads eclectic bunch

RESULTS

1 Nick Leventis/Danny Watts/Jonny Kane (HPD ARX-01c), 206 laps in 6h01m02.752s; 2 Olivier Pla/Miguel Amaral (Ginetta-Zytek GZ09S), -1 lap; 3 Mathieu Lahaye/Jacques Nicolet (Pescarolo-Judd 01); 4 Tommy Erdos/Mike Newton/Ben Collins (Lola-HPD B08/80); 5 Karim Ojjeh/Tim Greaves/Thor-Christian Ebbesvik (Ginetta-Zytek GZ09S); 6 Piergiuseppe Perazzini/Marco Cioci/Luca Pirri (Lola-Judd B09/80); 7 Greg Mansell/Leo Mansell (Ginetta-Zytek GZ09S); 8 Nicolas Prost/Neel Jani (Lola-Judd B10/60); 9 Guillaume Moreau/Richard Hein (Pescarolo-Judd 01); 10 Marc Lieb/Richard Lietz (Porsche 911 GT3-RSR). **GT2** 1 Lieb/Lietz; 2 Andrew Kirkaldy/Tim Mullen (Ferrari 430 GT); 3 Patrick Pilet/Raymond Narac (Porsche). **Points** **LMP1** 1 Sarrazin, 64; 2 Lapierre, 49; 3 Ragues/Ickx/Mailleux, 47. **LMP2** 1 Newton/Erdos, 65; 2 Watts/Kane/Leventis, 52; 3 Nicolet/Lahaye, 47. **GT2** 1 Lieb/Lietz, 78; 2 Fisichella/Alesi/Vilander, 63; 3 Ragginger/Ried, 51.

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Škoda: racing to the front.

It's only days before the Intercontinental Rally Challenge (IRC) teams hit the unforgiving asphalt of the Barum Czech Rally Zlín – the most (in)famous rally in Eastern Europe. So it seems an appropriate moment to take a look at the racing heritage of the Czech Republic's most famous car manufacturer. Škoda.

Škoda has a rich motorsport history: 109 years and counting. It all started on two wheels in 1901, when the young Czech company began by racing motorbikes. In 1905, the motorcycle company became a car company, and by 1906, its first four-wheeled two-seater was passing the chequered flag top of its class. From then on there was no stopping Škoda. Long-distance endurance events became a speciality and in 1937, armed only with optimism and a Thompson sub-machine gun (to ward off bandits), a Škoda Rapid went around the world in 97 days.

109 YEARS AND COUNTING. IT ALL STARTED ON TWO WHEELS IN 1901.

The road ahead

Rallying was next. Throughout the 1960s and 1970s, Škoda's small and very nimble rear-engine cars played David to the competition's over-horsed Goliaths on a variety of surfaces – from snow to gravel to asphalt. Then, after becoming part of the Volkswagen Group in 1994, Škoda made its first foray into the World Rally Championships (WRC), retiring the old Favorit in favour of a two-wheel drive Formula 2 category version of its Felicia Kit Car.

By 1999, Škoda decided it was time to beat the big boys at their own game and introduced the Octavia WRC. It was a four-wheel drive beast of a vehicle, with a two-litre turbocharged engine in command of over 300 bhp. Power, traction and rugged durability gave it a well-deserved podium finish on the 2001 Safari Rally.

In 2003 Škoda decided to return to its more compact roots and switch to the smaller but perfectly formed Fabia WRC. It proved more than capable – posting top-five results throughout its career. Even in private hands, the car was still finishing in the top six as recently as 2006.

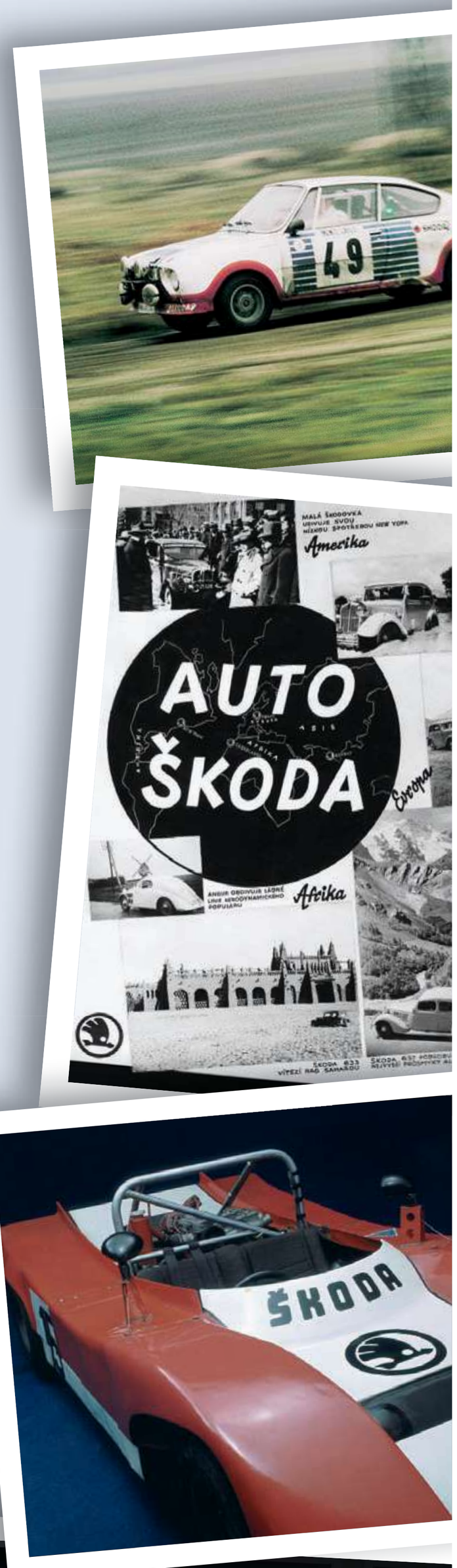
Back in the Czech Republic

After a three year rallying sabbatical, Škoda made its debut on the IRC circuit last year with the Fabia Super 2000, the big brother of the new Fabia vRS road car that was launched last month. It was a dream start for Guy Wilks and his co-driver Phil Pugh, who took the S2000 to the top of the podium in Scotland.

So now everything has come full circle. On 27-29 August, Škoda will be back home in the Czech Republic with – despite Wilks' high speed disagreement with a corner at Rally D'Italia Sardegna – the team's championship chances in great nick.

In fact, Škoda is leading the manufacturers, while its drivers Juho Hänninen and Jan Kopecký are first and second in the driver standings. Wilks, still in contention as top British driver at 4th (even after a three-rally convalescence) is planning to make the Czech Rally his big comeback.

Who knows what will happen at Zlin? But whatever does, it'll be another bit of Škoda history. And it promises lots of adrenalin-fuelled excitement.



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Vol. 201 No 09
August 26, 2010
60 Years of AUTOSPORT

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Autosport

A much-prized early nugget

1950s
Eagle and AUTOSPORT take flight

1950
***The Eagle* comic is launched**

1951
UN opens its New York headquarters

1952
Queen Elizabeth II is crowned

1953
***Casino Royale* – the first James Bond novel – is published**

1954
Food rationing in Great Britain ends

1955
James Dean is killed in a road crash

1956
The Lancaster bomber is retired by the RAF

1957
The first artificial satellite, Sputnik 1, is launched

1958
Madonna is born

1959
The Barbie doll is launched

PICS: REX FEATURES/LAT

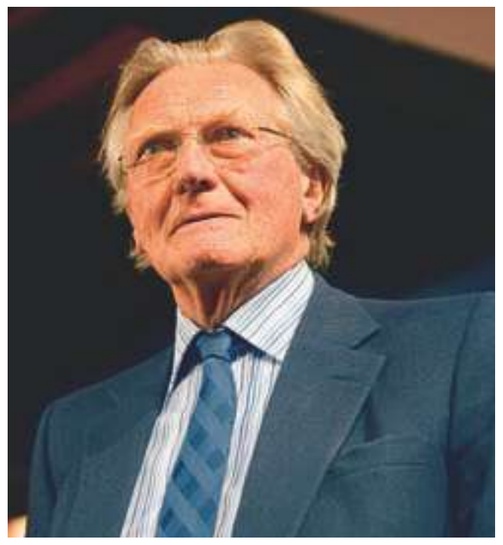
THERE ARE MOMENTS that stand out from the history book of Haymarket. One such was my introduction to AUTOSPORT.

The background is an essential part of the story.

In the early 1960s our first periodical publication was a men's fashion magazine called *Man about Town*. It pioneered publishing standards that were very unusual in this country at the time, and mirrored the innovative work being done by Jocelyn Stevens in the women's market with *Queen* magazine.

Commercially, as a product it wasn't much to write home about, but for quality of layout, editorial and production it was a trail-blazer. Our printers Keliher Hudson & Kearns loved it and offered to take a stake in our company to finance our expansion and, of course, their printing contracts.

Before the ink was dry on the contract Keliher was taken over by Hazell Watson and Viney (the Haymarket name came from our Cornmarket Press and Hazell Watson and Viney). Not long after, Hazell itself was taken over to become part of the British Printing Corporation.



In 1968 BPC had a 40 per cent stake in Haymarket and a 100 per cent stake in five small publishing companies that, in aggregate, were the same size as us. The deal was done. BPC took 60 per cent of the joint company and the new Haymarket doubled in size overnight.

We set off to explore our new empire. It was not an inspiring journey as we surveyed location after location, each the home of struggling publications that had had no effective management for much too long and were housed in conditions that, even for those days, were far from hospitable.

Praed Street in London's Paddington had the characteristics of many main-line station surroundings. A range of modest shops, the upstairs flats of which doubtless served very many purposes, all created a thriving atmosphere where anything went and probably did! Up a rather dingy staircase we found Gregor Grant, the legendary editor of AUTOSPORT, and his team. Simon Taylor, one of the youngest journalists, remembers the occasion, although it has to be said that he had yet to emerge as the giant of the motorsports publishing industry that he was to become.

The magazine was a nugget that enjoyed high repute. As a result it had a devoted readership and was generally recognised as the authoritative voice of the sport. We had bought it for £27,000, at which figure it still stands in our balance sheets today. That tells you something about inflation since 1968, about the accounting conventions of a publishing company, and absolutely nothing about its true value. I treasure the memory of that first visit. We're proud that it remains so respected a member of our stable.

The Rt Hon the Lord Heseltine CH, Chairman Haymarket Group

1950s **Year by year**

1950

How the world's most famous motorsport weekly got started

p56

AUTOSPORT MAG IS BORN

■ Giuseppe Farina wins inaugural Formula 1 World Championship ■ Brands Hatch hosts its first motor race ■ First BRM grand prix car breaks cover ■ Gregor Grant founds AUTOSPORT magazine (above) – and the story begins

1951

JAGUAR WINS LE MANS

■ Juan Manuel Fangio wins his first F1 crown ■ Ferrari scores maiden world championship GP win ■ Jaguar wins Le Mans for the first time (above) ■ Eric Brandon wins inaugural British F3 title

1952

ASCARI DOMINATES F1

■ Alberto Ascari takes F1 title for Ferrari (above) ■ Ferdinand Porsche dies ■ Luigi Fagioli killed in Monaco sportscar grand prix ■ Sebring 12 hours sportscar race inaugurated

1953

PARKLIFE REVS UP A NOTCH

■ Back-to-back F1 titles for Ascari ■ Italian legend Tazio Nuvolari is buried ■ World Sportscar Championship is born ■ In Cheshire, Oulton Park circuit opens for business (above)

1954

MOSS TOPS GOLD CUP

■ Fangio wins second title in Maserati and Mercedes ■ Stirling Moss wins first Oulton Park Gold Cup ■ Final Carrera Panamericana takes place (above) ■ Ken Wharton wins fourth straight British Hillclimb title

1955

TRAGIC LE MANS

■ Fangio wins again for Mercedes ■ Moss wins British GP, Mille Miglia, Targa Florio and Tourist Trophy for Mercedes ■ Dozens killed in Le Mans disaster (above) ■ Dundrod closes after tragic Tourist Trophy

1956

MALLORY MAKES ITS BOW

■ Another title for Fangio, this time in a Lancia-Ferrari ■ Moss takes first of three Monaco GP victories ■ Peter Collins becomes third British winner in F1 ■ Mallory Park circuit opens (above)

1957

p74
Under the skin of Maserati's beautiful and brilliant 250F

FANGIO'S FAMOUS FIFTH

■ Fifth and final title for Fangio ■ Moss and Tony Brooks win British GP for Vanwall ■ Maserati's final GP win, courtesy of Fangio, at the Nurburgring ■ Last Mille Miglia won by Piero Taruffi's Ferrari after Alfonso de Portago perishes

1958

HAWTHORN IS TOP BRIT

■ Mike Hawthorn: Britain's first world champion (above) ■ Formula 1 constructors' championship born ■ British Saloon Car Championship gets underway ■ Ron Gouldbourn wins first British Rally title

1959

LE MANS GLORY FOR ASTON

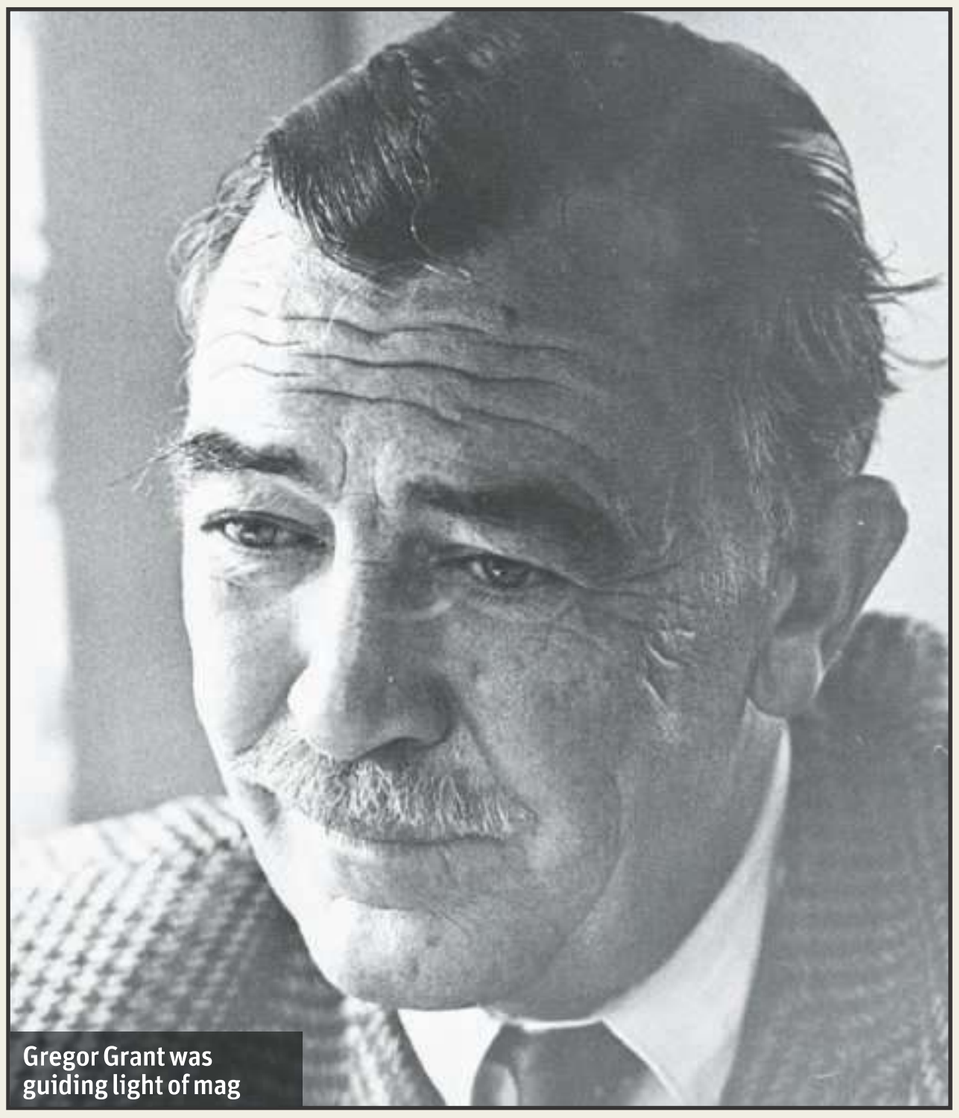
■ Jack Brabham's first title for Cooper ■ World champion Hawthorn killed in road accident ■ Aston Martin takes sole Le Mans 24 Hours victory (above) ■ Lee Petty wins inaugural Daytona 500

PICS: LAT, AP

EARLY YEARS OF

AUTOSPORT

Gears, beers, tears, cheers!



Gregor Grant was guiding light of mag

Renowned bon viveurs Gregor Grant and John Bolster can't have known what a success their new magazine would become. SIMON TAYLOR takes a look back

John Bolster: a road test with a difference

Sixty years ago this week, when the first issue of AUTOSPORT appeared, everyday life was unrecognisably different from today. The world was struggling to recover from the ravages of war, which in six exhausting years had killed an estimated 62 million people around the globe. Food was still rationed – hard to comprehend in these days of consumer plenty. Unlike now, Britain was a major car-manufacturing nation, but each factory was forced to export almost everything it could make, to qualify for its quota of precious raw materials like steel and rubber. So, even if you had the money to buy a new car, you faced a two-year waiting list. It was a bleak time. ▶

Left-to-right: Crombac, Bolster, Amedee Gordini and Grant

BUT AN ENTHUSIAST'S LOVE FOR HIS hobby cannot be stifled. A depleted generation had come back from the war determined to go racing. Against almost insuperable difficulties, club motorsport was getting under way again, mainly using the concrete runways of redundant airfields left over from the conflict.

The world of communications was utterly different too. PCs and laptops were half a century away, so no e-mail and no internet. No mobile phones, no digital cameras: even the fax machine hadn't been invented. Broadcasting was state-controlled: just three prim radio stations, and one television channel that each day beamed four or five hours of flickering black-and-white into a handful of homes. Motor racing was deemed to be very much a minority interest, and only if there was a serious accident involving loss of life would it rate coverage in the papers – and then not as a sports story, but on an inside news page. Magazines, particularly on specialist subjects, were few, printed by slow letterpress machines with type set in hot lead and photos badly reproduced via copper plates. Paper was usually of poor quality, and often almost impossible for small publishers to obtain.

None of this daunted a Scottish enthusiast called Gregor Grant, assistant editor of a nearly moribund magazine called *The Light Car*. He shrewdly realised that, as the world returned to normality, interest in motorsport would grow. The big car weeklies did cover motor racing, but without much detail alongside their road tests, touring articles and industry news. Gregor envisaged a weekly magazine that would be about motorsport only, and at every level, from grass roots to grands prix. He decided to call it AUTOSPORT.

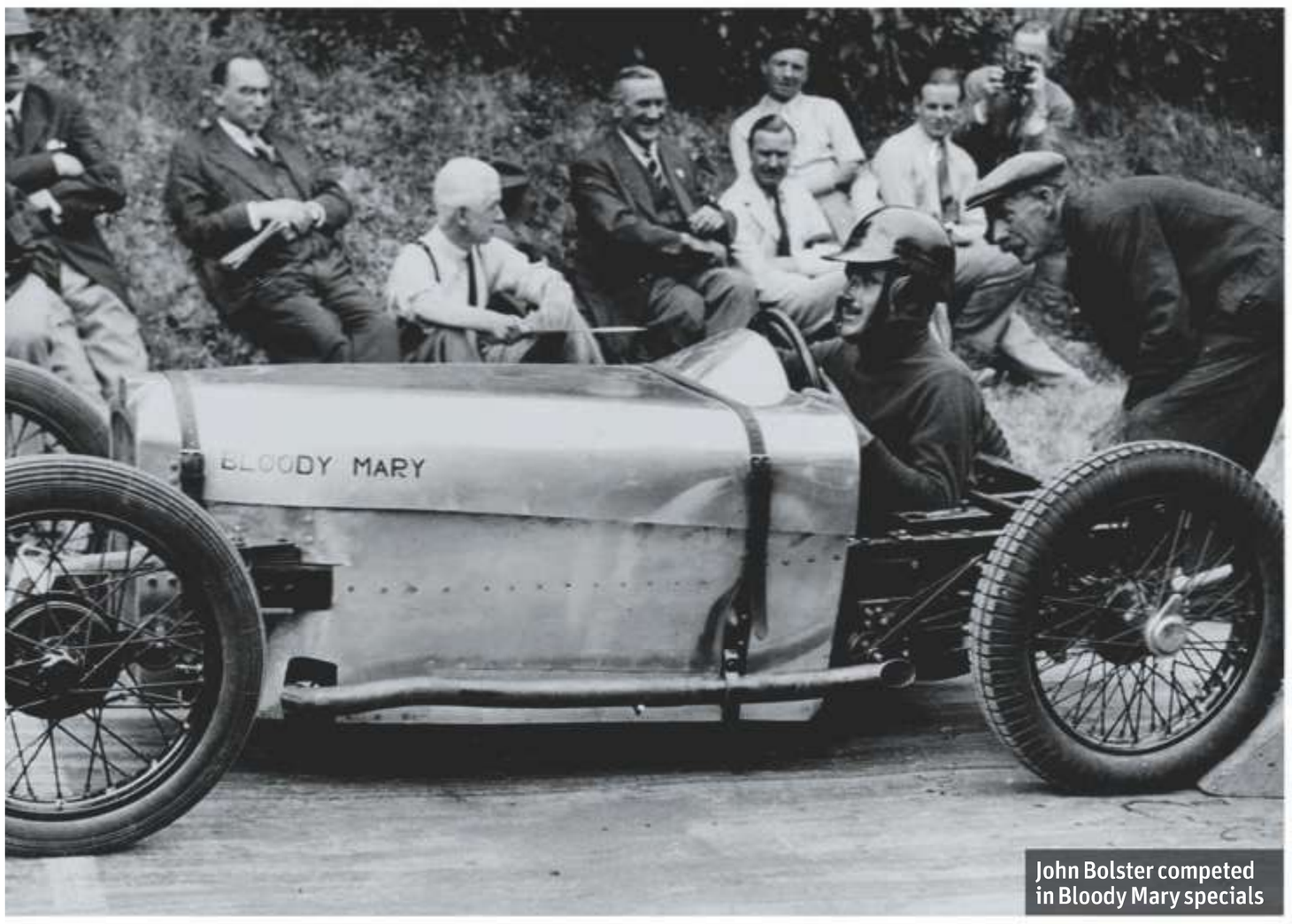
ONE SNOWY NIGHT CYRIL WAS KNOCKED FROM HIS ANCIENT MOTORCYCLE BY A SKIDDING TRIUMPH RENOWN. BLEEDING PROFUSELY HE REMOUNTED, GOT TO THE PRINTERS, GOT THE PAGES DONE, AND ONLY THEN WENT TO HOSPITAL WITH BROKEN BONES

Gregor was a man of enormous charm, a talented artist – pre-war he'd earned his way as a cartoonist on Scottish newspapers – and an accomplished jazz pianist. He was fond of a drink, a great partygoer who was on first-name terms with everybody in motor racing. And he had a finely-tuned ear for gossip. He resigned from *The Light Car* and talked to the inappropriately-named Dennis Poore. A prominent industrialist, Poore was the boss of Manganese Bronze; but in his spare time, with his mighty pre-war grand prix Alfa, he was British Hillclimb champion. He also raced in F1 for Connaught, and in sportscar events for Aston Martin. Poore put his hand in his own pocket to get AUTOSPORT off the ground.

Gregor persuaded his old friend John Bolster to become technical editor. JVB, with handlebar moustache, crisp upper-class voice and tweed deerstalker hat, was very much part of the British motor racing establishment. Pre-war he'd been the brave driver of a series of specials named Bloody Mary, with one, two and even four motorcycle engines, before campaigning an ERA for Peter Bell. He had a serious accident in the 1949 British Grand Prix, breaking his neck, and he was still recovering when Gregor visited him in hospital bearing a bottle of rum. As John used to tell it: "He prised a hole in my bandages big enough to insert the bottle. In an hour we'd emptied it, and I'd agreed to write for his new magazine." He was to do so every week for the rest of his life.

The date chosen for the launch was the Formula 1 International Trophy meeting at Silverstone in August. A huge crowd was expected, for the V16 BRM was finally expected to make its race debut. But the meeting's sponsor, the *Daily Express*, wouldn't allow AUTOSPORT to be sold within the circuit. So Gregor persuaded a gang of ex-RAF officers to walk along the traffic queues selling the new magazine. When the bundles of copies were delivered to Gregor's temporary HQ in The Fox pub in Brackley, he found that the centre 16 pages in every copy had been bound in upside down. Friends were bribed with beer into prising open the staples with scissors and screwdrivers and turning the pages round.

That first issue ran to 32 black-and-white pages, with a red masthead on the



John Bolster competed in Bloody Mary specials

cover, and cost 9d – in today's currency, the equivalent of just under 4p. It included coverage of the Coupe du Monde F3 race at Ostend, the VSCC Prescott hillclimb and the 11-race meeting at Gamston – one of those disused airfields, now forgotten. There was a road test of an Allard J2, a technical article by Bolster on independent suspension, and reports of rallies, hillclimbs and sprints from around the country.

Distribution was difficult and sales were patchy, but amazingly, and against all the odds, the magazine survived. Gregor was on equally friendly terms with F1 stars and muddy trials drivers, and it was this love of every level of the sport that gave AUTOSPORT its unique character. In the front of the magazine, in a section he called 'Pit & Paddock', he'd run all the rumours and titbits he'd picked up in the preceding seven days. News that Mr & Mrs F3 Driver had given birth to a baby girl, Jennifer, 7lb 6oz, would get equal prominence with a whisper that Luigi Villoresi was planning to leave Ferrari's grand prix team for Alfa Romeo. Some of Gregor's stories would turn out to be wildly untrue, but by no means all of them, so Pit & Paddock could never be ignored.

Another of Gregor's friends was George Phillips, a weekend MG racer who made his living photographing weddings and social gatherings. He needed little persuasion to throw all that up and become a first-rate motor-racing photographer. A young Paris-based Swiss, Gerard 'Jabby' Crombac, whom Gregor met in the Silverstone paddock when he was lap-scoring for one of the Lago-Talbots, became the grandly-named Continental Correspondent. A trusty band of enthusiasts around Britain helped out with reports of their local events. On Sunday night each would put a package – 850 words and a couple of photos – on a train at their nearest station, to be picked up on Monday morning at the London termini.

John Bolster's undoubted driving talent, and his pungent wit, made his road tests essential reading, and his contacts allowed him to try a lot of serious racing cars too. At the start of the 1956 season he tested the latest F1 BRM at Folkingham – no crash hat, just goggles, tweed jacket and tie. He was becoming well-known as a radio and, later, a TV race commentator, and his high profile helped boost readership. Bolster always took his speed and acceleration figures on the public road. He borrowed Archie Scott Brown's Lister-Jaguar for a few days, and at dawn somewhere in Kent he recorded 0-100mph in 11.2sec, an astonishing figure for 53 years ago.

Bolster was just as much a character as Gregor. If there wasn't a party going on, Bolster would start one. He would tease Gregor endlessly about his tallest stories, once raising his glass in a crowded room to announce. "Somewhere in the world, at this vewy moment, Gwegor Gwant is telling a lie." At a very high-falutin dinner full of the great and the good, an unfortunate waitress, carrying a tray piled high with plates and glasses, tripped and fell headlong with an enormous crash of breaking glass and flying food. As always happens on such occasions, the entire room fell silent. Into the hush came Bolster's clearly audible contribution: "Let me say it for you, my dear. Oh, fuck."

In the early days, most of the responsibility for actually getting the magazine out rested on the shoulders of an erudite motor-racing historian and professional model-maker called Cyril Posthumus. Cyril was the first full-time editorial staffer, frequently putting the magazine to press single-handed, writing down Gregor's continental grand prix reports as he dictated them on a crackly phone line from a bar somewhere in Europe, and rushing to the printers in Hertfordshire on his ancient motorcycle. One snowy night Cyril was knocked from his machine by a skidding Triumph Renown. Bleeding profusely he remounted, got to the printers, got the pages done in time for the presses to roll, and only then went to hospital to have two broken bones set.

The buccaneering spirit of the little AUTOSPORT team succeeded where bigger publishers failed. In 1956 striking print unions brought every British newspaper and magazine to a halt. The blackout lasted for several weeks. But John Bolster had a French racing friend, Serge Pozzoli, whose business was printing machines. So each week Gregor and Bolster drove to Paris and proof-read the pages in Fred's Bar in the Rue Pigalle. The issue was printed in a back street, ▶

Racer Dennis Poore provided initial funds

Gerard 'Jabby' Crombac was continental scribe

AUTOSPORT
The editors

Gregor Grant
Aug 1950-Mar '68
* * *

Simon Taylor
Apr 1968-Aug '71
* * *

Richard Feast
Aug 1971-Nov '73
* * *

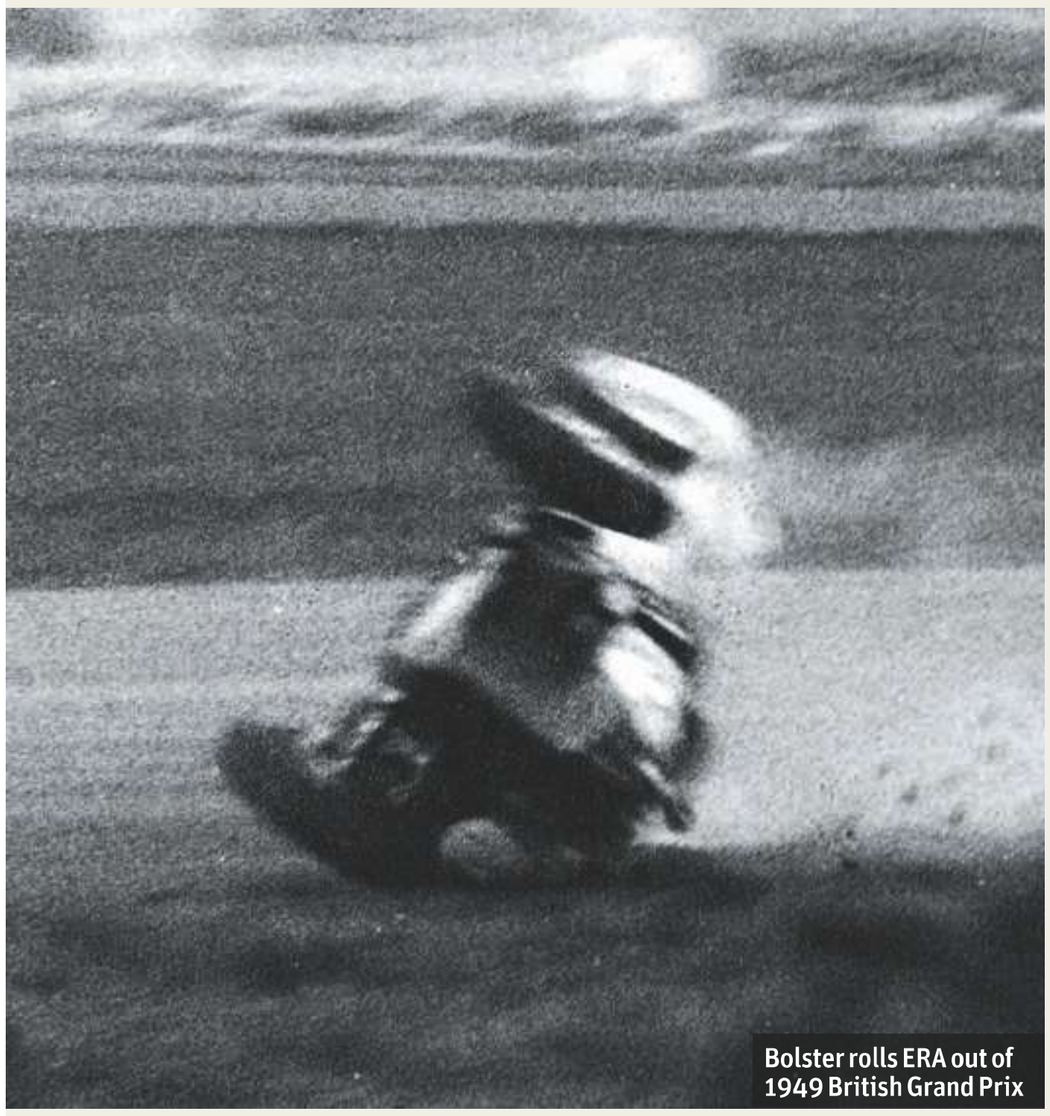
Ian Phillips
Nov 1973-Apr '76
* * *

Quentin Spurring
May 1976-Nov '81
* * *

Mark Hughes
Nov 1981-Nov '83
* * *

Quentin Spurring
Nov 1983-Mar '88
* * *

Peter Foubister
Apr 1988-Jan '92
* * *


Bolster rolls ERA out of 1949 British Grand Prix

◀ and the copies rushed back to England in an old transport plane from Le Bourget. AUTOSPORT was the only British weekly car magazine to be produced without interruption – and, while all this was going on, Bolster persuaded Amedee Gordini to let him test the new straight-eight F1 Gordini at Montlhery, giving the magazine another scoop.

In 1953, when I was nine years old, I was hospitalised with some childish ailment. My parents brought in a copy of AUTOSPORT, which I'd never seen before. It was thinner than the established car magazines I consumed every week, but it was full of words and pictures about racing. I was hooked, and for the next 12 years I bought the magazine whenever my pocket money would run to it.

In 1966, as a student, I diffidently submitted a report of the Cambridge University MC's Snetterton Sprint. To my delight it was published. I received a cheque for £2 for my efforts, and was allowed to become one of the band of weekend race reporters. That summer, as I sat my finals, the Ford Motor Company offered me a safe and sensible career in industry, with good salary and prospects. The same week I heard of an editorial vacancy at AUTOSPORT. This would be a career that certainly wasn't safe and sensible: salary meagre and prospects doubtful. I applied at once. I received a reply from the assistant editor, one Patrick McNally, and on the afternoon of my last exam I got a train from Cambridge to London. Next morning I was editorial assistant of AUTOSPORT.

The offices of the magazine I so admired turned out to be two sleazy second-floor rooms in Praed Street, Paddington, over a curious little bookshop that boasted blanked-out windows and furtive male customers in mackintoshes. In the smaller room was a silent female of indeterminate age who typed letters and occasionally made cups of tea. I shared the larger room with Paddy McNally and another new recruit, Quentin Spurring, while the photographer, Peter Burn, developed films in the grimy bathroom. Gregor occupied slightly more salubrious quarters further up the road, along with the girl who took in classified advertisements. Paddy was probably paid little more than the pittance I was receiving, yet he drove a new Ferrari 275GTB and at weekends raced a Ford GT40. And he had a succession of very beautiful, very expensive girlfriends. He'd obviously found the answers to some questions I hadn't yet learned to ask.

AUTOSPORT was now well-established in the motor-racing world, and all the right people read it every week. But I'd guessed that it wasn't exactly in rude commercial health. What I didn't know was that, at some stage, it had defaulted on its print bill. The printer, unable to get its money, had taken over the business in lieu of payment. The same fate had befallen other small magazines, and the printer found itself owning several minnow publishing companies that it wasn't really able to manage. A deal was done with

Bolster (position two!) was a pitlane regular

Grant socialises with 1964 champ Surtees

Imprimerie Fabre printed mag during 1956 UK strike

Paddy McNally had a taste for powerful cars...

Michael Heseltine, an ambitious young Tory MP who was building a publishing empire, and overnight AUTOSPORT became part of Haymarket.

Inevitably, this was difficult for Gregor. For 17 years he'd run his magazine his way, and suddenly he was answerable to men in suits who were concerned about the bottom line, and wanted budgetary control over his entertainment bills. After a difficult few months he left the magazine he'd founded, and launched a new weekly against it called *Speedworld*. Some of the money for this came from his old friend Tom Wheatcroft. He tried to persuade John Bolster to leave AUTOSPORT to join him, but JVB opted to stay; George Phillips retired – to run a pub. The new project only lasted eight months, by which time poor Gregor had contracted cancer. His sad death the following September at the age of 59 robbed the motorsporting world of one of its greatest characters.

When Gregor left in early 1968 I found myself, at the ripe old age of 23, the magazine's second-ever editor. McNally, to reduce his tax bill, had taken himself and his Ferraris to Switzerland: we now called him Overseas Editor, and he covered grands prix for us. In due course he set up the hugely successful Allsport Management with Bernie Ecclestone, and became even richer.

These days Haymarket is a major publishing group operating in several continents and employing over 2000 people. This magazine is produced from spacious, airy offices beside the River Thames at Teddington Lock, with a superb photographic archive, studio and all amenities, and a total editorial staff of some 20 people. Modern electronic publishing methods mean that stories and pictures are transmitted instantaneously from all over the world directly onto the editorial computer screens, and the magazine goes from screen to page via a process so rapid that, when I was running things 40 years ago, it would have seemed beyond the realms of science fiction.

In 1968 it wasn't like that. Haymarket moved me and my three helpers into a rabbit warren on the seventh floor of an old shop building behind Oxford Street. The four of us produced many thousands of words per week, bashed out on battered portable typewriters that also travelled with us to races. On Saturdays and Sundays we would all be covering race meetings around Britain and Europe. On Sunday evening we would rush back from Mallory Park or Montlhery, Brands Hatch or Brno, hammering away at those portables on cross-channel ferries or in the back of taxis. All too often an additional Sunday-night task would be to write one or more obituaries, whether for an F1 great or for a clubman. In those days, motor racing's toll was dreadfully high, and I grew to dread the Sunday-evening phone call that would alert me to another tragedy.

Early on Monday morning we would hasten, not to the office, but to the print works in East London. There, in a little cabin beside the roaring machines, we would start working towards the final Tuesday-evening deadline, when the presses had to roll. Often we'd work through Monday night without a break, doing our own layouts, correcting proofs, subbing ropey copy from those faithful weekend reporters around the country (still coming in by train, and collected from the London stations by a messenger boy), and chasing news stories on the phone. You could ring up world champions for a chat in those days, and there were no PR men. We subsisted on bought-in fish 'n' chips, and if things were going well we might snatch a kip in our cars in the print works car park.

At 8pm on Tuesday we'd sign off the last page and those vast, thundering presses would start to turn. We'd fall into the nearest pub and get drunk. Wednesday was our Sabbath: I'd go to the laundrette and watch my socks going round. On Thursday we were in the Haymarket offices to plan the next issue, thrash out the ed/ad page ratio with the suits, read our newly-minted edition and groan at all our mistakes. On Friday we wrote features (and Readers' Letters under assumed names, if a good page's worth hadn't come in. Mr GW Smith of Brighton was a frequent correspondent). On Friday evening each of us would be off to Croft, or Anderstorp, or Enna, or Wiscombe Park. For five years I was permanently tired, but I've never had so much fun in my life.

Somehow the magazine continued to prosper, and so did Haymarket. Eventually I was told it was time I put on a suit too, and I became AUTOSPORT's publisher, and later Haymarket Magazines' managing director. Richard Feast succeeded me as editor, to be followed by Ian Phillips, whom I'd employed five years before as a teenaged messenger to pick up copy from the stations. He left to run Donington for Tom Wheatcroft, and went on to a notable team management career in F1 with Jordan and Force India. In 1975 Quentin Spurring returned for the first of two stints as editor.

Dear old John Bolster went on writing his weekly road tests until his sudden death in 1984. On his way to the hospital in his last illness, he stopped off to post his copy for that week's issue, a test of the Renault Fuego Turbo. It was published a week after he died. Even when mortally ill, JVB never missed a deadline.

A stream of talented young people continued to pass through AUTOSPORT's editorial portals, and many went on to major roles in the motorsporting world. Through the 1980s and the '90s motor racing continued to grow, becoming more sophisticated, more professional, and ever more popular and far-reaching. AUTOSPORT did the same.

The magazine has come a very long way from the little 32-page issue that was sold along the Silverstone queues, 60 years ago. But the enthusiasm, the knowledge, the hunger to tell the latest stories and dig down to the real detail, and most of all the sheer love of the sport: those key ingredients have never wavered. Provided they remain, I feel sure that AUTOSPORT – in some form or other – will still be here in another 60 years.

...and Taylor also got behind the wheel, here in Lola T70

ON TUESDAY WE'D SIGN OFF THE LAST PAGE AND THOSE VAST, THUNDERING PRESSES WOULD START TO TURN. WE'D FALL INTO THE NEAREST PUB AND GET DRUNK. WEDNESDAY WAS OUR SABBATH: I'D GO TO THE LAUNDRETTE AND WATCH MY SOCKS GOING ROUND. FOR FIVE YEARS I WAS PERMANENTLY TIRED

Andy Hallbery
Feb 1992-Apr '93

* * *

Bruce Jones
Apr 1993-Jun '96

* * *

Laurence Foster
Jun 1996-Feb '98

* * *

Mark Skewis
Feb 1998-Mar 2000

* * *

Anthony Rowlinson
Mar 2000-Feb '02

* * *

Laurence Foster
Feb 2002-Jan '04

* * *

John McIlroy
Jan 2004-Oct '05

* * *

Andrew van de Burgt
Nov 2005-present

1958 BELGIAN GRAND PRIX

Grand Prix d'Europe

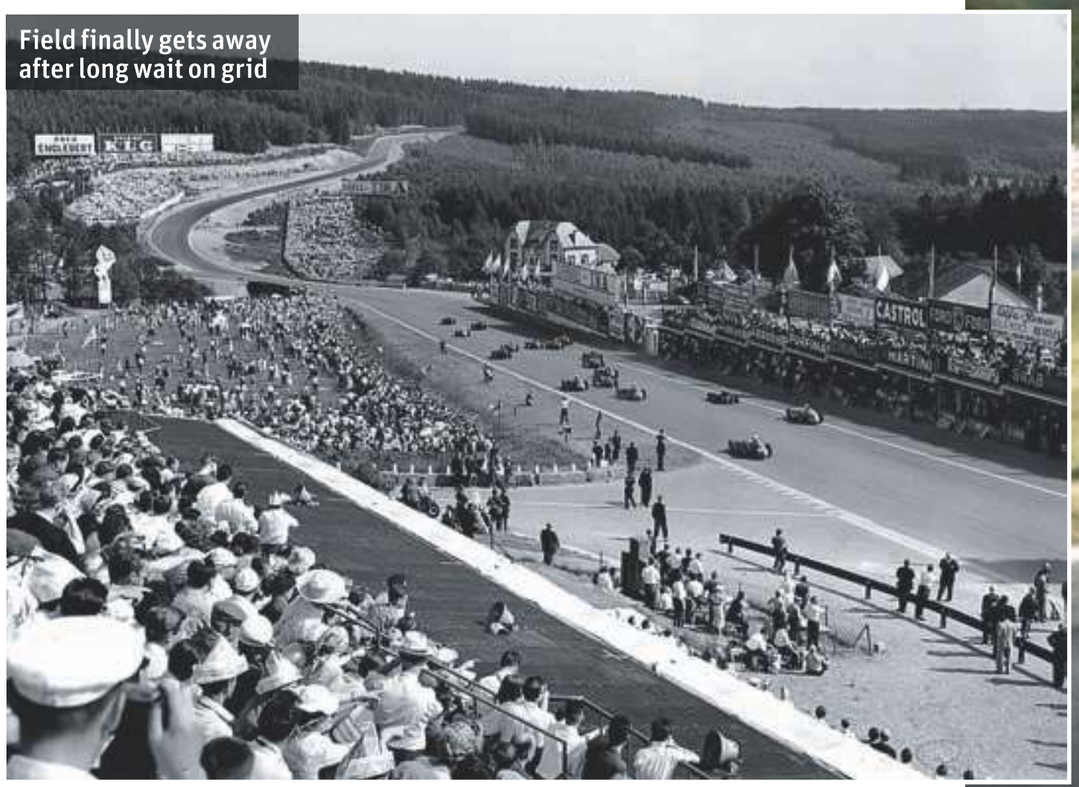
Tony Brooks (Vanwall) wins at nearly 130mph – Runner-up Mike Hawthorn (Ferrari) laps at 132.36mph – Dramatic finish to Europe's fastest-ever road race – Remarkable performance of Cliff Allison (Lotus). By GREGOR GRANT

OIL
FORD

Moss leads Brooks and Gendebien after start

Driving the greatest race of his life, Tony Brooks won the Grand Prix d'Europe last Sunday on the magnificent Spa-Francorchamps at the astounding average speed of 129.93mph. This made the event the fastest road race ever run in Europe and was also the second successive year in which a Vanwall has won the Grand Prix d'Europe.

Field finally gets away after long wait on grid



Lewis-Evans was third after Gendebien clash

Tony Brooks receives his winner's trophy

The race itself was full of drama. Stirling Moss (Vanwall) retired on the first lap, leaving Brooks to take on the full might of Scuderia Ferrari.

Next time around, Peter Collins (Ferrari) had seized the lead from Brooks, and his team-mates had overtaken Stuart Lewis-Evans (Vanwall) and Jean Behra (BRM). On lap three Brooks again went into the lead, but was retaken by Collins during the subsequent circuit. At the same time Lewis-Evans and Olivier Gendebien (Ferrari) were involved in an incident at La Source, which cost the latter about three minutes. Then Collins's car packed up, to be followed by the elimination of Luigi Musso's Ferrari which crashed near Stavelot. Mike Hawthorn, seeing the wrecked Ferrari and not knowing which of his team-mates was involved, was naturally upset and this undoubtedly affected his pursuit of the flying Brooks. It was not until nearer the end of the race when he saw both Musso and Collins unharmed that he really turned on the taps.

The last lap was as exciting as any novelist could make it. Brooks came out of La Source hairpin with his gearbox seizing and the lever jammed in third. He managed to get over the finishing line and was then followed by Hawthorn, whose engine more or less exploded a few yards from the finish. More was to follow; third place man Lewis-Evans crept in with broken front suspension. Behind came Cliff Allison (Lotus), who had a trouble-free run except for his exhaust pipe coming adrift, and fifth, a lap behind, was Harry Schell (BRM).

During his furious attack on Brooks's lead, Hawthorn lowered the lap record but, notwithstanding his 'blow-up,' managed to cover his last tour in 3 minutes 58.3 seconds, an average speed of 132.36mph.

Brooks may have been able to do another lap, but neither Hawthorn nor Lewis-Evans could have. That remarkable little 2.2-litre Lotus was never nearer to creating a major sensation!

The patrons eagerly anticipated what might prove to be the fastest road race ever run in Europe. The Vanwall-Ferrari rivalry had certainly captured the imagination of the large crowd, and there were even hopes that Belgium's own Olivier Gendebien might pull it off with his bright yellow Ferrari. The starting grid was a dazzling array of colour, with the red cars of Italy, Gendebien's yellow machine, the absolutely immaculate green Vanwalls, the darker green BRMs, the Coopers, Lotuses and Masten Gregory's blue and white Maserati. Above the pits fluttered the national flags of all the competing nations; even the overalls of the mechanics ranged from spotless white to red, green and blue.

Despite the superb organisation of the Grand Prix d'Europe, the officials must receive a black mark for the conduct of the start. With scarcely any warning, drivers were given a two-minutes signal, and there was a rush to start engines. Nearly five minutes elapsed before the flag dropped. Drivers anxiously looked at oil and temperature gauges; indeed Collins's car was boiling like a kettle. It was a very hot day, and to keep highly-tuned racing engines running for such a length of time was ridiculous.

Eventually the race was on and it was Moss who shot into the lead, chased by Brooks, Gendebien and Behra with Hawthorn, Lewis-Evans, Collins and Musso tightly bunched together as the field swept through l'Eau Rouge towards Burnenville. It was still Moss in front as the cars roared around Malmedy and onto the long straight. Streaming down to Stavelot, Moss missed his gearchange and the engine revs went sky-high, with accompanying expensive noises.

Moss glided into his pit, mechanics took just one look at the engine compartment and the first casualty of the year's most important road race was on its way to the dead car park. The race wasn't even five minutes old!

As the cars screamed past the timing box, Collins closed right up on the green Vanwall of Brooks, and both he and Gendebien chased the Acton machine all the way up the hill; all three seemed to be wheel-to-wheel as they disappeared from view amidst the pine trees. That shattering first lap had occupied a mere 4mins 12 secs – already the race average was over 200kph, and the boys were scarcely wound up yet.

Out on the circuit the battle was on. Collins whipped his Ferrari into the lead and Hawthorn nicked in front of Gendebien. Back again past the tribunes and it was still Collins, but up the hill Brooks was definitely gaining.

Brooks had the bit between his teeth and re-took Collins into La Source hairpin, increasing his advantage ever-so-slightly at l'Eau Rouge. Hawthorn had widened the gap between his car and that of Gendebien, and Musso was drawing well away from Lewis-Evans.

Collins and Brooks were at it hammer and tongs, with Hawthorn ever ready to ▶

◀ take the initiative. At Stavelot, Pete once more took the lead, but his car was smoking badly on the over-run as he braked for La Source. Musso had passed Gendebien, and now Lewis-Evans was threatening. At the hairpin the two cars touched and Gendebien shot into the infield. He called in at the pits to check possible damage, losing well over three minutes before he was off again.

Collins now felt his engine losing its edge; that disastrous wait on the startline was beginning to tell, and gradually he lost ground to Brooks. This fifth lap changed the entire situation. Musso overdid things at Stavelot in his pursuit of the leaders, the car took charge, a tyre burst and he seemed to hit everything within sight. To the amazement of onlookers, the Italian stepped from the wreckage completely unharmed. Hawthorn, in front, saw nothing of this, and seeing a Ferrari slowing for the pits, assumed it was Musso's car. It was, of course, Collins about to retire with engine troubles.

Brooks was now just 1.8secs ahead of Hawthorn, who just couldn't think where his great friend Collins had got to. Seeing the marks on the road at Stavelot, and pieces of Ferrari strewn all over the road, Mike fully believed that Pete had bought it. He kept going, but the fire went out of his driving and he began to drop many seconds a lap to Brooks, who was now in complete command, calm and apparently unhurried, but actually going like the wind. Behra, who had never really got going as the Jeannot we know so well, retired at the pits with no oil pressure.

Scuderia Ferrari were naturally worried as to why Mike was losing ground so rapidly to Brooks, but they could scarcely read his mind as he swept past, acknowledging their signals. The exit in rapid succession of Collins, Musso and Behra put Allison's little Lotus in fourth. Not far behind, Roy Salvadori and Jack Brabham were having a private battle in their 2-litre Coopers, both eager to get to grips with Allison. With 10 laps on the board, Brooks had increased his lead over Hawthorn to over 30secs. The average speed of the race had risen to over 129mph as Brooks put in the fastest lap yet in 4mins 0.2secs.

Salvadori was pressing Allison's Lotus, and the Cooper went ahead at Stavelot to take fourth. Brabham was slowing and came into his pit on the 12th lap with a suspected blown gasket.

At this period, Brooks was 34secs in front of Hawthorn and 79secs ahead of team-mate Lewis-Evans, whose steering seemed to be acting rather peculiarly.

Allison's car had once again developed the trouble reputedly cured after Monaco – his exhaust pipe had come adrift at the weld. Although it waved about, Allison appeared to be in no immediate trouble, so the course director refrained from calling him in. The Lotus now began to close up on Salvadori's Cooper, which showed signs of clutch slip as Roy changed up.

The advance of Brooks continued, and on the 14th and 15th laps he had a 40secs advantage over Hawthorn. Mike then saw Collins at the pits, and his earlier misgivings vanished. In place of a somewhat lethargic chauffeur, there suddenly arrived the Mike Hawthorn we have all grown to respect as one of the greatest grand prix drivers of today. Even the exhaust note of the car seemed to change, and in one lap he pulled back over 3secs. Down came his time once again for the 17th circuit, and on this occasion it was a record 3mins 59.3secs.

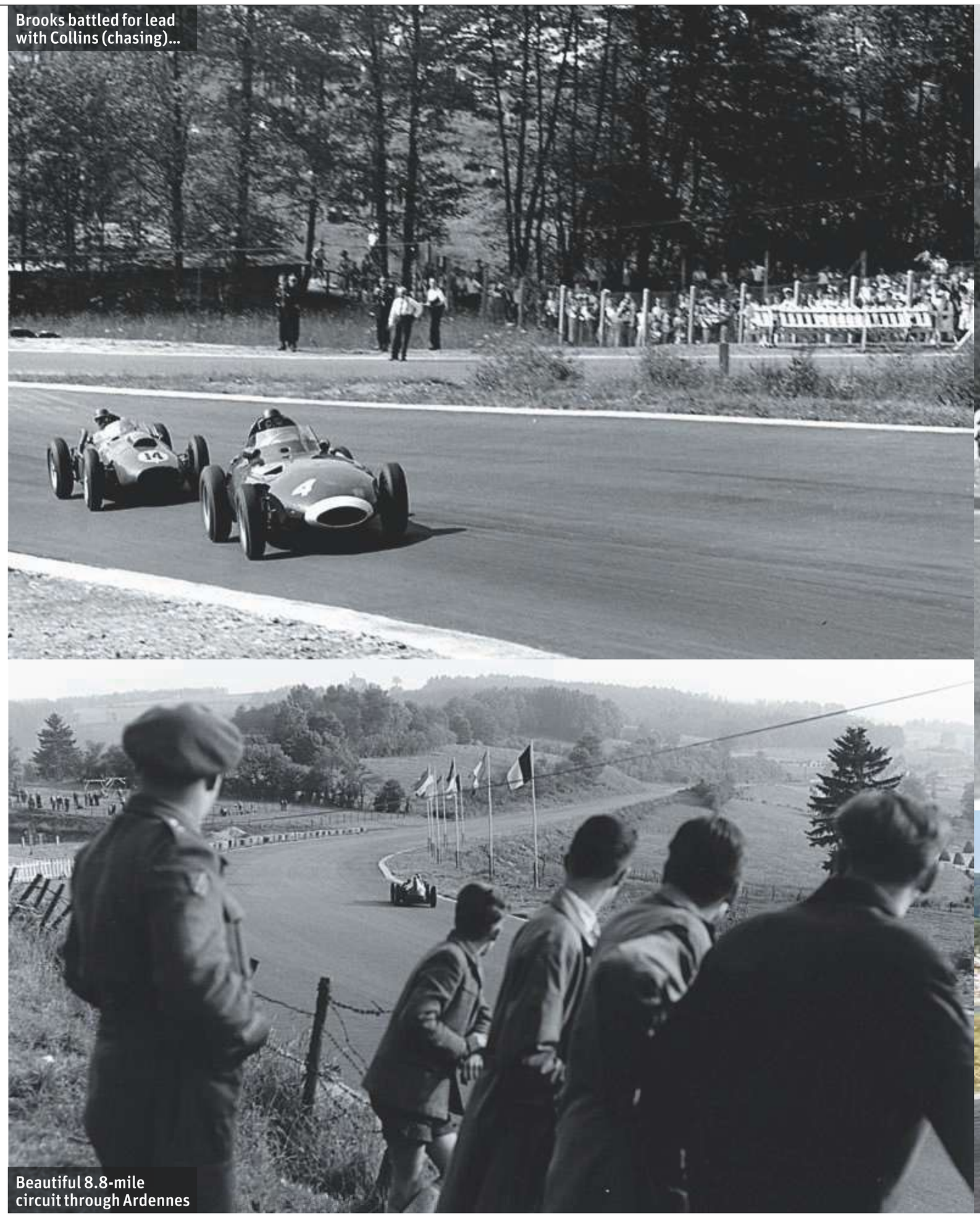
With eight laps to go, there could be no loitering for Brooks; the slightest slackening off might prove disastrous. What was more important, Tony knew that Lewis-Evans was not within striking distance of the meteoric Hawthorn, and that the hopes of a Vanwall victory rested on his shoulders alone.

Allison had overtaken Salvadori, whose clutch slip was now very evident. Brabham had packed it in with serious overheating and complete loss of power, so John Cooper's hopes rested on Roy, who was being caught rapidly by Schell, Gendebien and Maurice Trintignant. The Belgian was putting up a brave show after his earlier misadventure, and was proving that he is perfectly capable of handling a grand prix machine. Trintignant was also going well with the outpaced Maserati, but most praise went to that gallant little lady from Italy, Maria Teresa de Filippis, who was lapping unconcernedly at well over 180kph – possibly faster than any woman has ever circulated in a road race.

After 18 laps, Gendebien had taken Trintignant for seventh place and Schell

Hawthorn put up an epic pursuit in closing stages

Brooks battled for lead with Collins (chasing)...



Beautiful 8.8-mile circuit through Ardennes

TONY BROOKS

This Cheshire-born racer shot onto the big stage when he won the 1955 Syracuse GP after a late call-up to the Connaught team – he studied for his dentistry exams on the flight to Sicily... After turning professional Brooks became a top racer, winning GPs for Vanwall and Ferrari and sportscar enduros. He retired after 1961 to run his garage business.

...and then defended big lead from Hawthorn

Gendebien recovered to strong sixth in Ferrari

Allison Lotus: one lap from victory?

was by Salvadori. Hawthorn was still tearing around in pursuit of Brooks, who had now lapped everyone up to Allison.

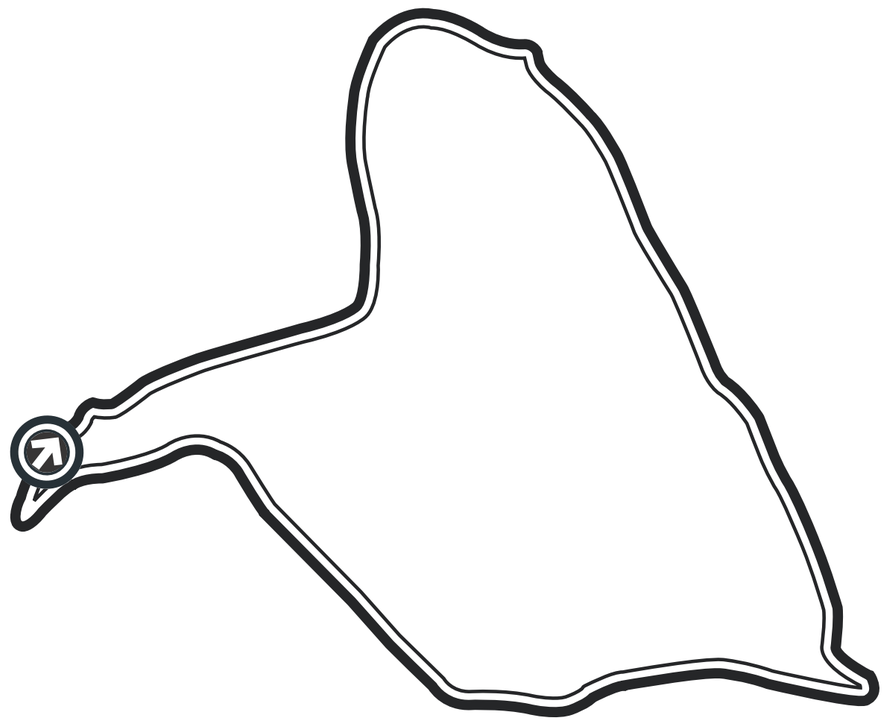
Hawthorn's efforts were in vain; Brooks held an advantage of about 27secs and never looked like making the slightest mistake. Gendebien passed Salvadori, but otherwise it looked as if all the positions would be maintained to the end.

As Brooks took the swerve into Blanchimont for the last time, the Ferrari was burning up the road from Stavelot. The Vanwall braked for La Source and suddenly Brooks found he was in trouble. The gear lever wobbled ineffectively and the box itself felt as if it was tightening up. Desperately, but without panic, Tony waggled the lever around until a ratio was found. To his relief, it went in and stayed in. Carefully he nursed the car up to the finishing line to the accompaniment of delirious cheers from the large British contingent, and joy-dances on the part of the Vanwall mechanics.

Scarcely had the race been won when Hawthorn appeared, approaching La Source at a very high rate of knots. Suddenly there was a great cloud of smoke and steam pouring out of the exhaust pipe. The car had lasted for the exact race distance, which, according to the theorists, is as it should be. It should be related that unofficial hand-timing showed Mike to be 2.5secs in advance of his 3mins 59.3secs record when he arrived at the Club House. In point of fact, his last lap was a new record of 3mins 58.3secs, so one wonders what figures would have been possible had he not had the slight contretemps at the corner and the classic blow-up. In fairness to Hawthorn, it must be recorded that the rev-counter tell-tale needle was still under the red limit.

Lewis-Evans rolled in, and 'rolled' is the operative word. His wishbone had snapped – probably as a result of some earlier incident. However, his third place was secure and he must have comforted himself with the knowledge that he now knew why his steering had become more erratic. The crowd roared for Allison and his Lotus. Fourth place in the Grand Prix of Europe for a young man more or less serving his apprenticeship in 'big league' racing is no mean feat.

GRAND PRIX OF BELGIUM



JUNE 15, 1958

24 LAPS OF AN 8.761-MILE CIRCUIT. 210.272 MILES

Winner's average speed: **129.9mph**
Pole position: **Mike Hawthorn, 3m57.1s, 133.0mph**
Fastest lap: **Mike Hawthorn, 3m58.3s, 132.4mph**
Starters: **19**
Finishers: **10**

RESULTS

DRIVER	CAR	TIME/REASON	GRID
1 Tony Brooks	**Vanwall**	**1h. 37m. 6.3s**	**5**
2 Mike Hawthorn	Ferrari	1h. 37m. 27s	1
3 Stuart Lewis-Evans	Vanwall	1h. 40m. 7.2s	11
4 Cliff Allison	2.2 Lotus	1h. 41m. 21.8s	12
5 Harry Schell	BRM	1 lap behind	7
6 Olivier Gendebien	Ferrari	1 lap	6
7 Maurice Trintignant	Maserati	1 lap	16
8 Roy Salvadori	2.0 Cooper	1 lap	13
9 Joakim Bonnier	Maserati	2 laps	14
10 Maria Teresa de Filippis	Maserati	2 laps	19
R Francesco Godia	Maserati	21 laps, engine	18
R Jack Brabham	2.0 Cooper	16 laps, overheating	8
R Graham Hill	2.0 Lotus	12 laps, engine	15
R Luigi Musso	Ferrari	5 laps, crash	2
R Peter Collins	Ferrari	5 laps, engine	4
R Jean Behra	BRM	5 laps, oil pressure	10
R Wolfgang Seidel	Maserati	5 laps, rear axle	17
R Stirling Moss	Vanwall	1 lap, engine	3
R Masten Gregory	Maserati	0 laps, piston	9

CHAMPIONSHIP STANDINGS

1 Moss	17	8= Behra	6	15= Allison	3
2 Hawthorn	14	10= Collins	4	18 Rathmann	2
3 Musso	12	10= Boyd	4		
4 Schell	10	10= Lewis-Evans	4		
5= Trintignant	8	10= Fangio	4		
5= Bryan	8	10= Bettenhausen	4		
5= Brooks	8	15= Brabham	3		
8= Amick	6	15= Salvadori	3		

SOUTH AMERICAN SUPERSTAR

Jose Froilan Gonzalez

Ferrari's first

Gonzalez was fast, tough and resilient Argentinian

FROILAN GONZALEZ
PAMPAS BULL FIGHTER

The Argentinian, known as 'The Pampas Bull' for his tough, hard-charging approach, was the first driver to win a world championship grand prix for Ferrari. TONY WATSON talks to him

F1 winner

WHEN JOSE FROILAN GONZALEZ unexpectedly overcame a three-car team of pre-war Mercedes-Benz racers on two successive weekends in February 1951, at the wheel of a privateer Ferrari on Buenos Aires's coastfront roads, little did he know that four months later he'd be forming part of the works Ferrari team, playing a central role in Alfa Romeo's first world championship defeat.

"It was for me a terrific happiness, racing for Ferrari, and then I had the luck of being able to win that day at Silverstone in July 1951," he says. "I had won some months earlier in Buenos Aires with the small Ferrari, against the Mercedes-Benz cars of Fangio, Lang and Kling, and then received a congratulations telegram from Mr Ferrari himself."

Those two wins on home soil proved to be his passport to a seat in the works team soon after, but they weren't his introduction to Enzo Ferrari. "I got to know him quite well during my first year in Europe [1950, with the Equipo Argentino, also referred to as Escuderia Achille Varzi]. The team had among its cars two Ferraris [166F2 examples], and with Juan [Fangio] we used to drive down to the factory to fetch spares for the cars, and so we'd talk with Mr Ferrari when we went there."

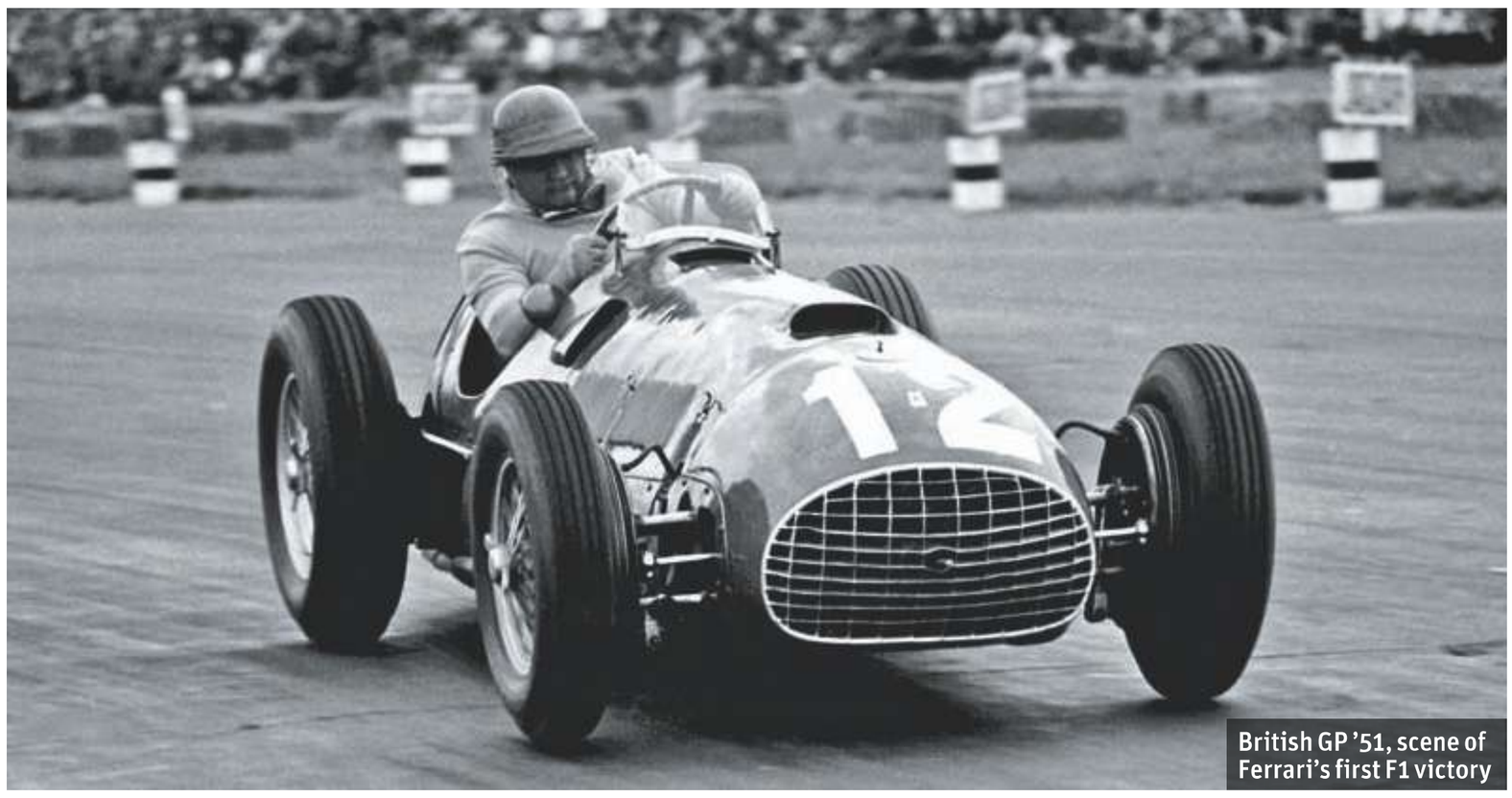
Interestingly, one year before that first Silverstone win, during what had been his world championship grand prix debut in Monaco in 1950, Gonzalez had already given the Alfas a run for their money during qualifying, placing one of the Equipo Argentino's much-used Maseratis on the front row, alongside the Alfettas of Fangio and Giuseppe Farina, and ahead of Luigi Fagioli's. Unfortunately, fire originating from a badly closed fuel-filler cap had led to burns on his back, and retirement on the first lap.

Legend has it that, after that first win against the Alfettas at Silverstone, Gonzalez was one of few people to be able to walk into Ferrari's office without having to knock on the door. "He was certainly very happy with that win at Silverstone," says Gonzalez, adding: "At Reims [two weeks earlier, on his debut with the team] I had been asked to hand over my car to Ascari, and we shared the six points of second place. But by Silverstone I had already signed a contract with Ferrari, which specified that I didn't need to hand over my car to a team-mate during the races."

Despite missing the first two rounds of 1951 (Switzerland and Belgium), that season netted him third place in the world championship, behind Fangio and Ascari, after having arrived at the final round in Spain as one of the title contenders.

He remembers the 1950s as very different to today's racing scene: "There was not all this enormous amount of professionalism that there is nowadays. I also remember many of us were quite frequently changing teams in those days. I raced for Ferrari in 1951, and then followed Juan to Maserati for 1952 and 1953. Ascari and Villoresi went from Ferrari to Lancia in 1954, which was the year when I returned to Ferrari and Juan signed for Mercedes-Benz. And then we had changes in the technical rules in 1952, and then more changes from 1954, with the bigger engines."

With Maserati not having a full programme to offer its drivers during 1952, Gonzalez drove a variety of machinery that season, for example winning the *Daily Graphic* Trophy at ▶



British GP '51, scene of Ferrari's first F1 victory

Monaco '50: leading a pack in Maserati 4CLT

◀ Goodwood at the wheel of the Thinwall Special and, at the same track, the Richmond Trophy aboard a BRM V16, a car he has little doubt was the most difficult to drive of all those he raced. Both he and Fangio had been contracted to test the car at the beginning of the 1950s.

The subject of Fangio brings many fond memories regarding his long-lasting friendship with the five-time world champion: "We were great friends, and spent much time together in Europe during the racing seasons. He was best man at my wedding, and he had been a friend of my uncle, who was killed in a race in 1940. I met Juan in 1946, when I started racing, and we remained friends until his death in 1995. That's nearly 50 years of friendship. I was not so close to Ascari nor Villoresi. They always seemed to be debating things a lot, while I simply liked to race. Ascari, Villoresi and Juan, together with Farina, were my toughest rivals of those early days."

During his first days of racing in 1946, Gonzalez used two pseudonyms for his first few races, due to parental opposition. But soon he would become known. Following some strong seasons in his country's single-seater Mecanica Nacional championship, in 1949

GONZALEZ CONSIDERS THE 1954 SEASON AS HIS MOST SUCCESSFUL ONE. IN A HECTIC PERIOD OF SIX WEEKS DURING MID-SEASON, HE CLAIMED NO LESS THAN FIVE VICTORIES IN SEVEN EVENTS IN F1 AND SPORTSCARS

Gonzalez sold his racing car, his street car, a truck, borrowed some money and acquired an ex-Farina Maserati 4CL. He then went on to show much promise at the wheel of the car during the first rounds of the December 1949/January 1950 Argentinian Temporada.

This led – weeks later – to an offer to join the state-backed Equipo Argentino for 1950 in Europe. He arrived there as a burly 27-year-old, and was sometime later nicknamed 'The Pampas Bull', given his build and because of the way he wrestled his cars around the corners. He was well-accepted by his peers: "I was quite a bit younger than most of the drivers of those days. Juan, for example, was 11 years older than I was. Ascari was near my age, while Farina and Villoresi were quite a bit older than me, but I never felt I was treated differently because of the age gap."

Gonzalez considers the 1954 season as his most successful one. In a hectic period of six weeks during mid-season, he claimed no less than five victories in seven events, aboard Formula 1 and sportscar machinery.

It started with the Bordeaux Grand Prix on May 9 aboard a Ferrari 625. Then, six days later, he won the International Trophy at Silverstone, where he took over a team-mate's 625 for the final. Later the same day, he took over Ferrari's awesome and undeveloped 375 Plus five-litre car and showed the Aston Martins and Jaguars a clean pair of heels in the sportscar event, in which several sandbags at the rear of the car improved its handling in the damp. The following weekend brought another win in a 625, at

Bari in Italy, and then finally came victory with Maurice Trintignant in the Le Mans 24 Hours on June 12-13.

"I think I must have driven about 15 hours," he says of Le Mans. "The team thought I should drive as much as possible because I knew the car better. We had some problems – the brakes wore out quickly, we had trouble during the last pitstop, and the car would sail from one side to another down the long Mulsanne straight during practice. But the rain saved us – it helped cool our car's brakes."

A month later came another win, his second in the British Grand Prix at Silverstone, this time after leading all the way in the 625.

But 1954 was to also end up being his saddest season, as the close-knit Argentinian trio of Fangio, Gonzalez and Marimon lost its youngest member less than a fortnight after the Silverstone win, when the popular and ever-cheerful Onofre 'Pinocho' Marimon crashed his works Maserati 250F at the Wehrseifen sector during Saturday's practice at the Nurburgring. It was a pivotal moment in Gonzalez's career, and things were never quite the same after that: "After Marimon's crash, I suddenly had all my family against me – my wife, my father, my mother, they were all wanting me to retire and come back to Argentina."

But Gonzalez had not finished his season quite yet, as good results in the Swiss and Italian rounds led to him claiming the runner-up spot in the 1954 world championship, behind Fangio. In the end, that season was curtailed due to injury: "I missed the final grand prix [Spain] of the season because of an accident while practising at Dundrod [for the Tourist Trophy] – I hurt my back quite badly that day."

The devastation felt by Domingo Marimon, Onofre's father and also a friend of Gonzalez, must have weighed heavily on his mind when deciding to quit racing in Europe.

Back in Argentina from 1955 onwards, he competed aboard international machinery only in his home events, which were the season-opening Temporadas. He lined up for Ferrari in 1955, '57 and '60 and for Maserati in '56. In the 1955 Argentinian Grand Prix, he led from pole and might have even won the race had his injured back not given him trouble, a fact that led to his sharing the car with team-mates Farina and Trintignant on the way to second, behind Fangio's Mercedes-Benz. He also (briefly) led the 1956 Argentinian GP, this time at the wheel of a works Maserati 250F, until a broken valve spelled retirement. In the 1957 event he drove one of the Lancia-Ferraris (which he handed over to Alfonso de Portago mid-race, as the team was short of cars for its huge driver line-up) to fifth. He signed off from Ferrari with 10th place in the 1960 Argentinian GP, aboard a Dino 246.

During the 1957 Temporada, he received an unexpected gift that helped extend his days as a racing driver. Accompanying the six Lancia-Ferraris that the team had shipped out came a much-used but spick-and-span Ferrari 625. This was a present from the team, and it would bring a new lease of life to Gonzalez's career. He duly installed a V8 Chevrolet unit into it, and the combination proved practically invincible in the South American races between then and his retirement from the sport, in mid-1960.

THE 1955 ARGENTINIAN GRAND PRIX, WHICH MARKED HIS RETURN TO THE CIRCUITS AFTER A FOUR-MONTH LAYOFF, SHOWED HE HAD LOST NONE OF HIS SPEED

Celebrating '54 Le Mans victory with Trintignant

"We put a five-litre Chevrolet engine into the car, and won the two [1959 and '60] South American championships. We had about 350bhp, between the 6500-7000 rev range."

Those Formula Libre series – run on Brazilian, Uruguayan and Argentinian soil – were known as the Torneo Triangular de Automovilismo championships, and the 1960 running incorporated more recent machinery, such as several Maserati 250F chassis powered by North American-tuned ▶

◀ Chevrolet engines. But talent – and tons of opposite-lock – meant that the blue-and-yellow Ferrari hybrid continued to regularly win.

Gonzalez modestly recalls: "Well, the Ferrari with the Chevrolet engine ended up being quite a powerful machine, and I even found myself improving some of the lap times we had done at Buenos Aires with grand prix machinery some years earlier."

Gonzalez would buck his European retirement for a one-off, when he flew across the Atlantic to England during the second week of July 1956: "Mr [Tony] Vandervell offered me one of his cars [Vanwalls] for the British Grand Prix that year. Things went well in practice [Gonzalez qualified on the second row], but right at the start, as we accelerated away and I changed into second, one of the halfshafts broke. I decided to return home straight away, although there was a chance of continuing with them."

Ever since his retirement from the sport in 1960, Gonzalez has remained very close to racing circles in Argentina, and is frequently invited to Ferrari's Maranello headquarters and to historic events around the globe. His generosity led to his lending out his Formula Libre Ferrari-Chevrolet to several drivers after hanging up his helmet. Some years later, in 1964, he caused quite a stir in one of his country's leading tin-top series, Turismo Carretera (a division in which he had also dabbled at the start of his career), by developing one of the then-new American compacts, a Chevy II, and going on to claim huge success with the up-and-coming Jorge Cupeiro at the wheel of the car.

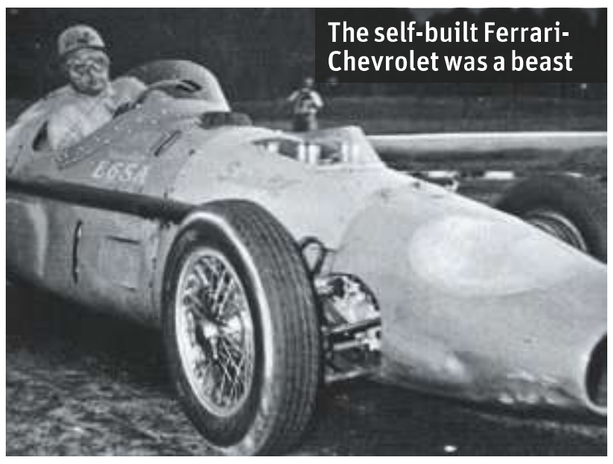
Now into his eighties, Gonzalez drives into his Buenos Aires offices every day, and continues to be greatly interested in all aspects of the sport: "I follow today's racing closely, all the time. You notice how this country's [tin-top] divisions – Turismo Carretera, TC2000, TRV6 – are continuously evolutioning during these years? And in Formula 1, there are always changes and development, always things changing. It is interesting that the drivers now have a bit fewer electronic gadgets in their cars. It's good for the driving. And those tracks they race on now, they're a world apart from the ones we used to race on. They're so much safer than before, aren't they?"

What about the current crop of F1 drivers? "Of the drivers [no names given], I think there are five, six or seven that are very, very good nowadays."

Heard of AUTOSPORT? "Oh yes. Please send my regards to all the team there!"

Royal approval on the '51 British GP podium

Second British GP win for Ferrari came in '54


The self-built Ferrari-Chevrolet was a beast

ACHILLE'S DEAL

Equipo Argentino was also referred to as Escuderia Achille Varzi. The Italian had become a fan of a few Argentinian hopefuls from the late 1940s, after having met and seen them race during the first Temporada in 1947. The Equipo's workshop was located during 1949 and 1950 in part of a property belonging to Varzi's father, located in Galliate, Italy.

1954

A YEAR IN THE LIFE OF A VERY BUSY JOSE FROILAN GONZALEZ

Jan 17	Argentinian GP	Ferrari 625	3rd (fastest lap)
Jan 31	Buenos Aires (2 Heats)	Ferrari 625	3rd (shared car with Giuseppe Farina)
Apr 11	Syracuse	Ferrari Squalo	Rtd (stopped to rescue Mike Hawthorn)
Apr 19	Pau	Ferrari 625	Rtd
May 9	Bordeaux	Ferrari 625	1st
May 15	Silverstone	Ferrari 625	1st
May 15	Silverstone sportscars	Ferrari 375 Plus	1st
May 23	Bari	Ferrari 625	1st
Jun 12-13	Le Mans 24 Hours	Ferrari 375 Plus	1st (with Maurice Trintignant; fastest lap)
Jun 20	Belgian GP	Ferrari Squalo	4th (took over unwell Hawthorn's car)
Jun 27	Supercortemaggiore 1000Km	Ferrari 750 Monza	2nd (with Trintignant)
Jul 4	French GP	Ferrari Squalo	Rtd
Jul 11	Rouen	Ferrari 625	Rtd
Jul 17	British GP	Ferrari 625	1st (shared fastest lap)
Jul 25	Portugal (Monsanto)	Ferrari 750 Monza	1st
Aug 1	German GP	Ferrari 625	2nd (handed car to Hawthorn)
Aug 2	Swiss GP	Ferrari 625	2nd (pole position)
Sep 5	Italian GP	Ferrari Squalo	3rd (fastest lap; took Umberto Maglioli's car)
Sep 11	Tourist Trophy (Dundrod)	Ferrari 750 Monza	DNS (crashed while learning the track)

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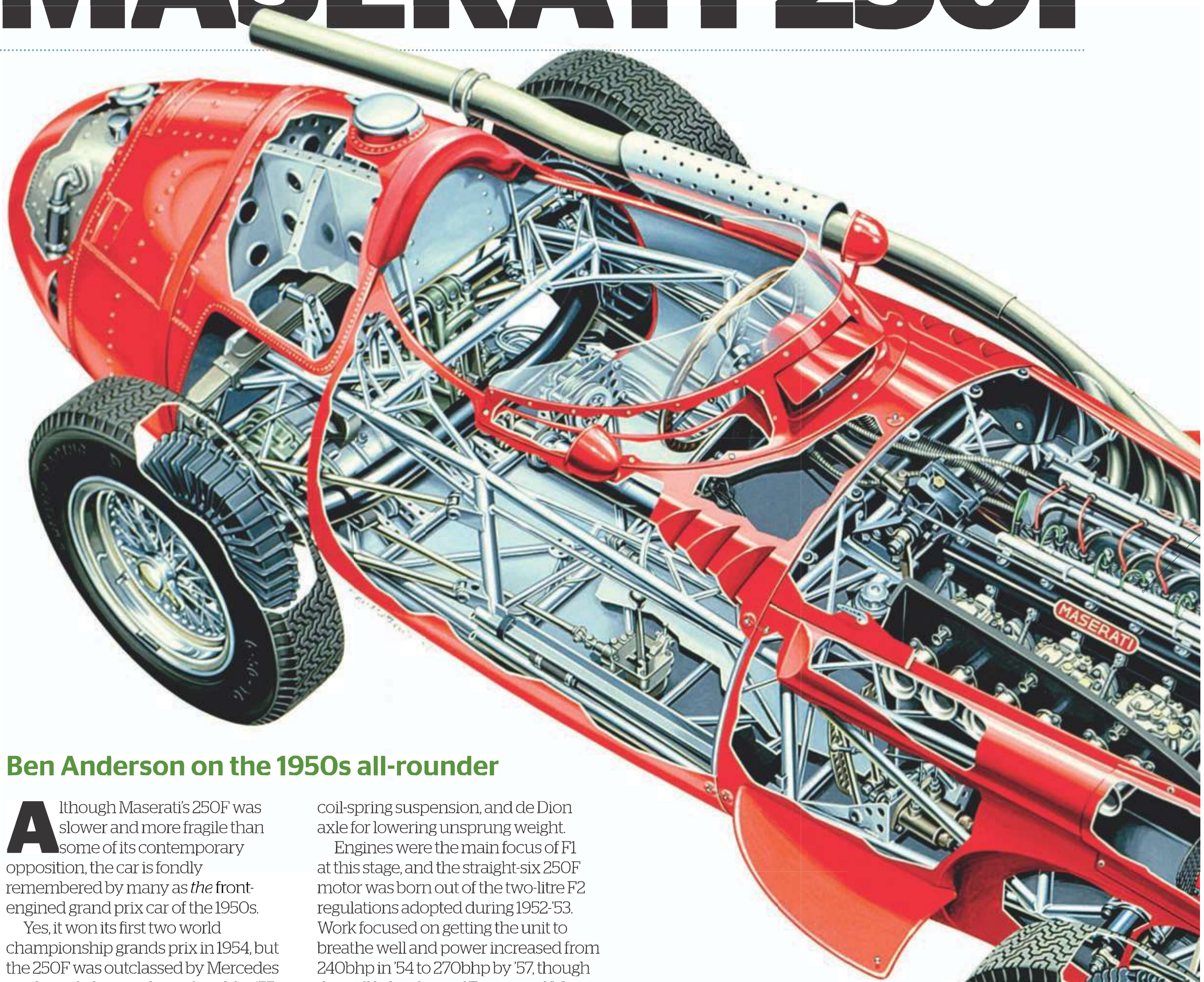
GREAT CAR
MASERATI 250F



PICS: LAT. ILLUSTRATION: TONY MATTHEWS

Ben Anderson on the 1950s all-rounder

Although Maserati's 250F was slower and more fragile than some of its contemporary opposition, the car is fondly remembered by many as *the* front-engined grand prix car of the 1950s.

Yes, it won its first two world championship grands prix in 1954, but the 250F was outclassed by Mercedes until it withdrew in the wake of the '55 Le Mans disaster. Then 'El Maestro' Juan Manuel Fangio (himself a celebrated 250F driver) defeated it with the Lancia-Ferrari D50 in '56. British constructor Vanwall also produced a quicker car in '57. But its driveability was the ace up its sleeve.

The only car to appear in the first and last races of the 2.5-litre engine formula (1954-60), there was nothing particularly revolutionary in ex-Ferrari man Gioacchino Colombo's design: simple tube-frame, independent wishbone and coil-spring suspension, and de Dion axle for lowering unsprung weight.

Engines were the main focus of F1 at this stage, and the straight-six 250F motor was born out of the two-litre F2 regulations adopted during 1952-'53. Work focused on getting the unit to breathe well and power increased from 240bhp in '54 to 270bhp by '57, though this still left it short of Ferrari and Merc.

The car took its first wins with Fangio in Argentina and Belgium in '54, before he left for Mercedes. That era's other great driver, Stirling Moss, who returned to Maserati after Merc pulled out, added wins in Monaco and Italy in '56, though Fangio took the title for Ferrari.

The car was stiffened for '57 in the face of increasing opposition from Ferrari and Vanwall. With Fangio back in the fold the car took its final four victories (including *that* Nurburgring win) and helped the Maestro to his fifth title.

STIRLING MOSS ON THE 250F

Stirling Moss used the Maserati 250F to break through into the F1 big time. His father bought one in 1954 on the advice of Mercedes boss Alfred Neubauer, to show them what the young pretender could do as a privateer.

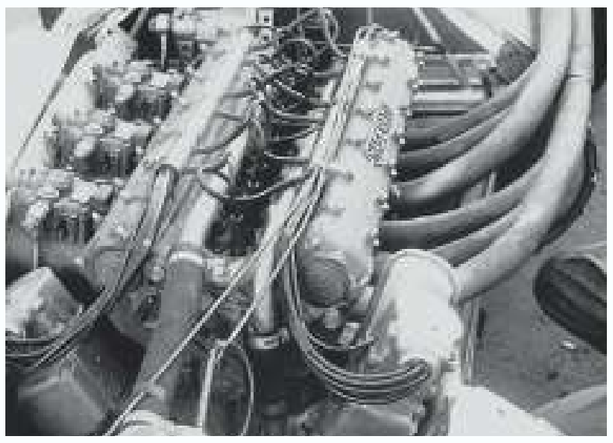
Moss himself credits August's Swiss GP as the point at which Mercedes really started to pay attention to him, though out-qualifying Fangio for the next race in Italy couldn't have harmed his prospects of driving for the Three Pointed Star.

He qualified third in Switzerland and chased Fangio's dominant Mercedes with vigour, until suffering an oil pump failure a third of the way through the race. For the following season, Moss was paired with Fangio in the all-conquering Merc W196s.

"The most important race for me was the Swiss GP at Berne," says Moss. "I put a privately-owned Maserati in front of Mercedes and Ferraris – that did the trick.

"The 250F was a great car because it was very user-friendly. It wasn't as reliable as the Ferraris and Mercedes, nor as powerful, but it was really easy to drive. It had exceptionally good balance, whether you were at Monaco or Spa, so you could really throw it around.

"It wasn't revolutionary, but it handled well, had a very driveable engine and moved well through the air."

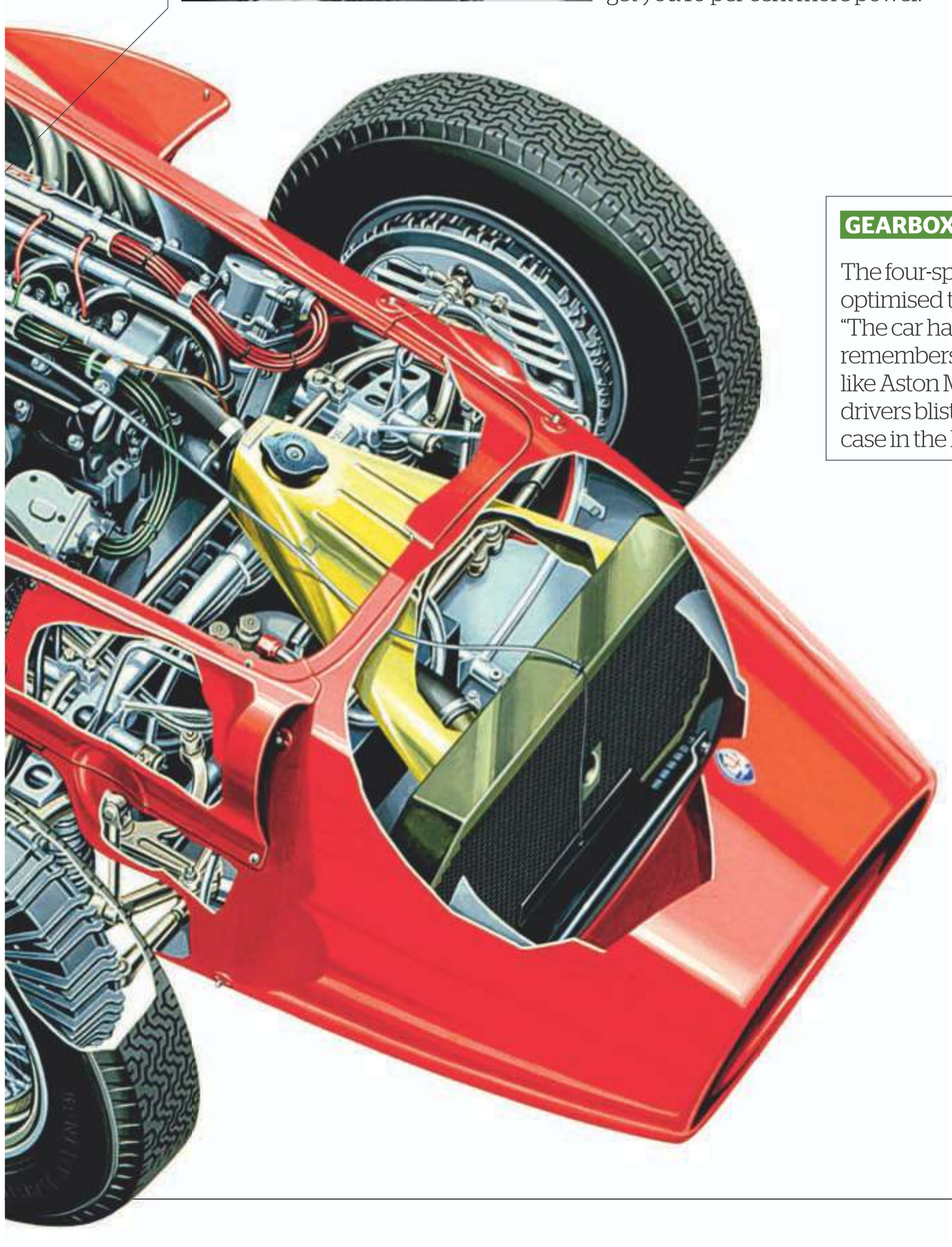


ENGINE

Not the most powerful, but the 250F's normally aspirated straight-six possessed a very usable, smooth torque curve. "It had a very driveable engine," says Moss. "I would quite often run mine on Nitromethane. It was very expensive and not easy to find, but I would use it because it would get you 10 per cent more power."

MASERATI 250F

GP starts	**43**
First GP	**Argentina 1954**
Final GP	**USA '60**
Wins	**8**
First win	**Argentina '54**
Final win	**Germany '57**
Poles	**8**
Front-row starts	**28**
Fastest laps	**10**
Podium finishes	**27**

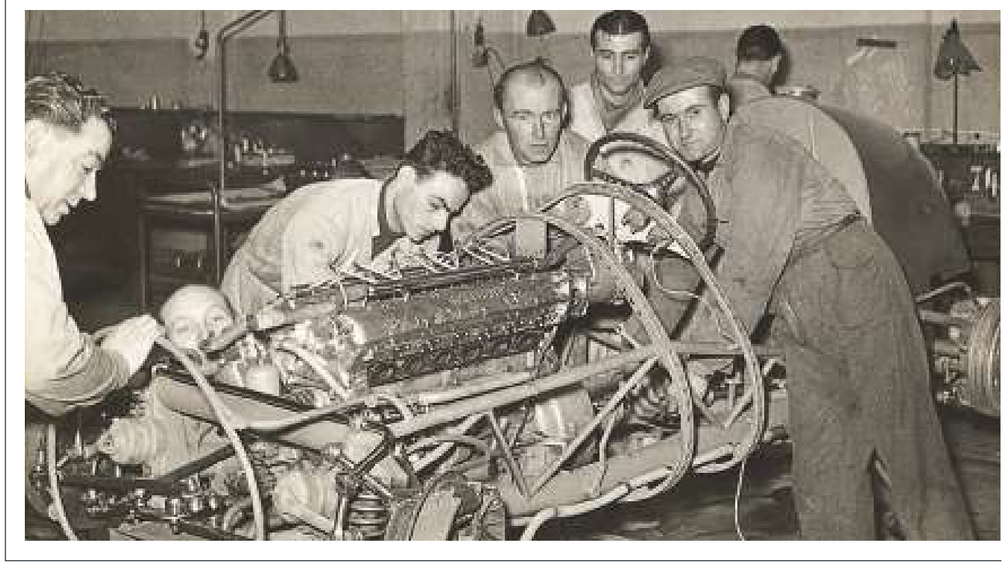


GEARBOX

The four-speed manual transmission optimised the 250F's user-friendliness. "The car had a very nice gearbox," remembers Moss. "I was used to things like Aston Martins, which gave the drivers blisters. That was never the case in the Maser."

WEIGHT DISTRIBUTION

The major innovation Gioacchino Colombo brought with him from Ferrari was placing the 250F's de Dion tubes in front of the transaxle. The aim: to move weight ahead of the rear axle – thereby improving distribution and reducing the polar moment of inertia. The car's extraordinary handling suggests Colombo achieved his aim.



IL MAESTRO

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Picture courtesy of Dr Sergio Lugo

A RACING LEGACY

In the years between the First and Second World Wars, Karl 'Carlo' Abarth established a longstanding friendship with one of the world's greatest ever racing drivers, Tazio Nuvolari.

Nuvolari's 'Il Maestro' sobriquet was well earned. His fearlessness blanked out the pain of any injuries – many of them quite serious – that he regularly sustained on the world's most dangerous racetracks.

His steely determination to win was never better illustrated than by the 1932 Targa Florio road race. Nuvolari's mechanic (and passenger) recounted how Il Maestro had warned that a shout from him was the signal that he was about to enter a bend too quickly, and that the mechanic had to get down on the floor to lower the car´s centre of gravity. 'Nuvolari began shouting in the first bend and didn't stop until the end,' he recalled. 'I spent the whole race on the floor.'

Abarth's connections with Nuvolari and his own well-honed automotive engineering skills allowed him to play a key part in Piero Dusio's 1946 formation of Cisitalia, a sports and racing car constructor. In 1949, Carlo founded his own company, Abarth & C., specialising in competition cars and high-performance exhaust systems. The scorpion logo reflected both the founder's astrological birth sign and the race-sting in the tail for which Abarth-tuned cars quickly became famous.

THE COMPANY LOGO WAS THE SCORPION, REFLECTING BOTH THE FOUNDER'S ASTROLOGICAL

LEGENDARY RACER TAZIO NUVOLARI TOOK HIS LAST WIN IN 1950. HE WAS DRIVING AN ABARTH.

SIXTY YEARS LATER, THE SPIRIT OF 'Il MAESTRO' – DESCRIBED BY DR FERDINAND PORSCHE AS 'THE GREATEST DRIVER OF THE PAST, THE PRESENT AND THE FUTURE' – IS REKINDLED BY THE RETURN OF THE IMMORTAL ABARTH NAME.

The first production Abarth, the pretty 1090cc 204A Berlinetta Corsa, was launched in 1950, the same year that Abarth's good friend Nuvolari took a class win at the Palermo-Montepelligrino hillclimb event at the wheel of an Abarth 204A Spider.

It was to be Il Maestro's last competitive outing. Following a long illness after a stroke in 1952, Nuvolari died in 1953.

Abarth went on through the '50s and '60s to build a globally-respected series of specials, record cars and one-offs (many of them bodied by great Italian styling houses like Pininfarina, Ghia, Zagato and Bertone), before eventually selling the company to Fiat in 1971.

This kicked off a stream of Fiat-based road cars which were highly successful in rallying and many other forms of competition.

The great Abarth name was revitalised with the launch of the Abarth Grande Punto, followed by the Abarth 500. This July, the Goodwood Festival of Speed played host to the UK launch of the Abarth 500C, Abarth's exclusive take on the 500 convertible, and the dynamic new Abarth Punto EVO with the award winning 165 bhp MultiAir engine.

Next year – who knows? One thing's for sure though: the spirit of Carlo Abarth and Il Maestro will always be present in any cars bearing that evocative scorpion logo.

BIRTH SIGN AND THE RACE-WINNING STING IN THE TAIL FOR WHICH ABARTH BECAME FAMOUS

TROFEO ABARTH 500 GB: RACING MADE EASY

Motor racing is something other people do – until now, thanks to the launch of the Abarth 500 Assetto Corse.

These stripped-out, lightweight 190bhp race cars have been built by Abarth to run in their very own UK series, the Trofeo Abarth 500 GB.

The 2010 season is already proving to be a big attraction at classic British venues like Silverstone, Brands Hatch, Oulton Park and Snetterton, and there's a fantastic season-ending event planned at the legendary Monza track in Italy.

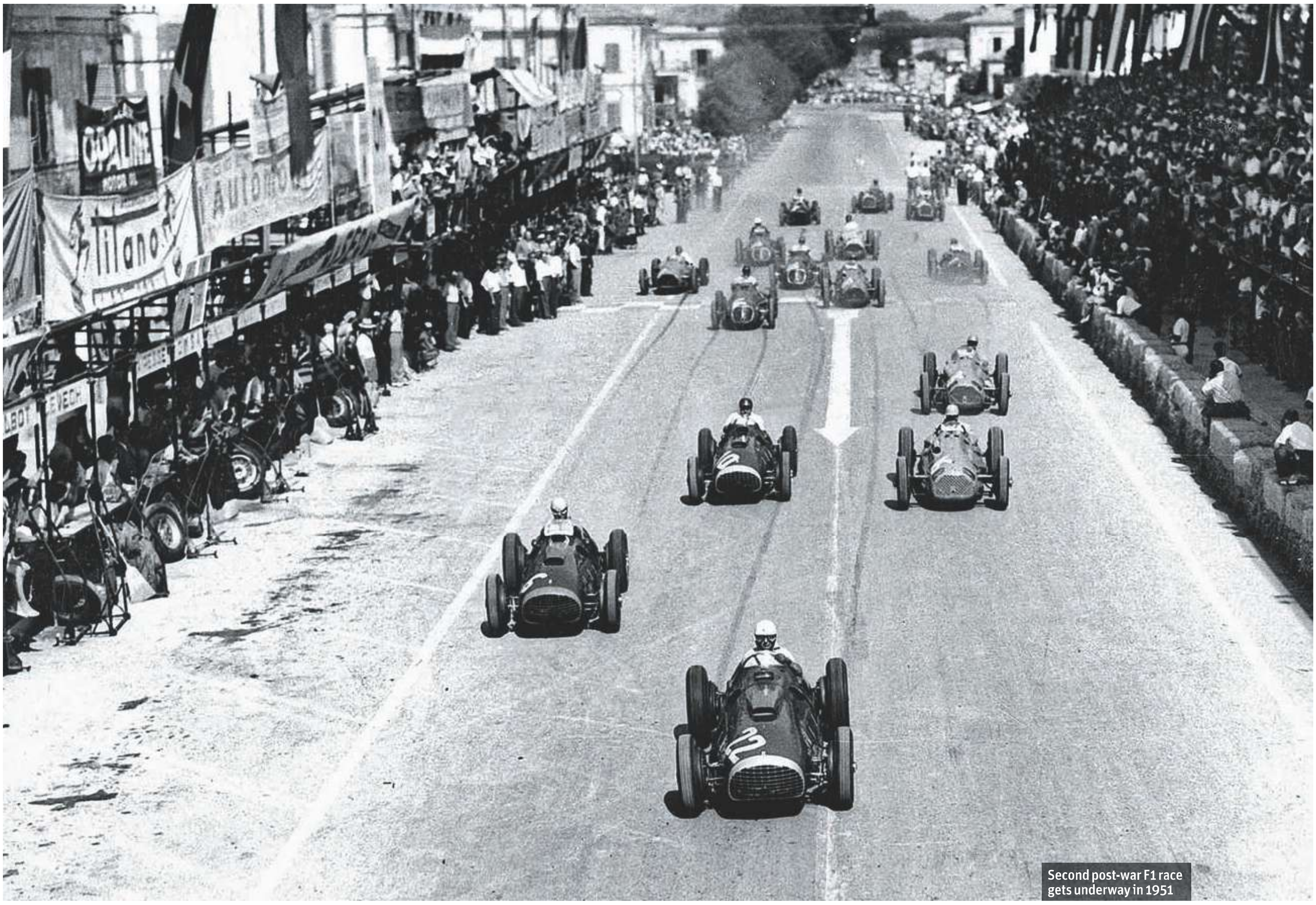
The Abarth 500 Assetto Corse comes ready to deliver safe racing thrills straight out of the box. Its full roster of built-in racing-spec components includes adjustable race suspension, uprated brakes, aero package, modified driving position, a competition roll cage, and even your own race clothing.

Trofeo Abarth 500 GB is motor racing made easy, with fun as the bottom line.

For more information go to ***http://www.trofeoabarth500gb.com/***

GREAT TRACK
PESCARA

At 16 miles, this fearsome Italian road circuit was the longest to hold a world championship grand prix. PAUL FEARNLEY retraces its history



Second post-war F1 race gets underway in 1951

Maserati's Juan Manuel Fangio clocked back-to-back grand prix pole positions during August 1957. Their elapsed time was 19m10.2s. If that sounds slow it's because you have yet to factor in the distance travelled: 30.21 miles of the most demanding roads in the history of the Formula 1 World Championship.

The first – a 90mph lap of the Nurburgring Nordschleife – was the prelude to his greatest drive and fifth world title. The second – a 97.6mph lap of 16-mile Pescara – marked the end of F1's Fangio Era.

One month previously, the green shoots of Britain's oft-troubled F1 endeavours had flowered. But that British GP victory for the Vanwall shared by Stirling Moss, hero of the hour, and Tony Brooks, valiant in the face of injury, was scored on the pancake-flat artificiality of Aintree. When it came to the bumps and jumps of real road-racing, the Italian teams were unbeatable. This was immediately reiterated at the 'Ring: Fangio half-tanked and one-stopped to a

Moss guides his Vanwall VW5 to 1957 GP victory

sensational victory in the beautiful and balanced 250F, epitome of front-engined GP cars, while the Vanwalls bounced and jounced their drivers to exhaustion. Brooks, still recovering from his Le Mans wounds, was physically sick.

And Pescara in a fortnight's time promised another dose.

With its two four-mile straights and a winding 'hypotenuse' that linked several villages in the foothills of the Gran Sasso/Maiella mountain ranges, Pescara was considered a throwback even in 1957. It had every type of unyielding hazard: houses, trees, ditches, bridges, churches, kerbs – on a surface either melting under a ferocious August sun or made slick by oil, grease and rubber mixed with a rare dose of rain.

"Yes, it had winding sections, and its surface certainly was not smooth, but fortunately Pescara didn't have the sharp dips and rises the Nurburgring had," says Brooks. "Also, the corners at the Nurburgring were of a much greater variety and came at you thick and fast.

"Pescara had those two straights instead. You were on them a long time, at very high speed, and the only safety precaution was a few straw bales. But if you were thinking about what might go wrong, you shouldn't have been racing there in the first place; you needed to be confident. Anyway, you were busy. The road was cambered, so you aimed down the middle, but still you were constantly making steering corrections. You couldn't relax. We weren't sat looking at the nice blue sky."

This was the unadulterated road-racing that 'Fon' de Portago's fatal accident in May's Mille Miglia – five of the nine spectators killed were children – looked to have put an end to (it would, eventually). So, when the Pescara GP's front row of Fangio, Moss and Luigi Musso let their clutches up at (officially) "about 9.30am", there was an air of: one last time for F1.

Enzo Ferrari, the driver, had prevailed the first time. It was three months since Benito Mussolini had won a violent election – his grip tightened by the legal machinations of econo/politico Giacomo Acerbo – when this aspiring city on the Adriatic hosted its inaugural car race: the Coppa Acerbo.

WITH ITS TWO FOUR-MILE STRAIGHTS AND A WINDING 'HYPOTENUSE' THAT LINKED SEVERAL VILLAGES, PESCARA WAS CONSIDERED A THROWBACK IN 1957

It was actually named in honour of Giacomo's younger brother Tito, an infantry captain killed in August 1918 at the Battle of the Piave River. A genuine war hero, then. (Giacomo, too, was heavily decorated.) It would not be long, however, before 'his' race became a showcase for Fascist supremacy: parades of jackbooted 'peacocks' – undeserved honours pinned to puffed-out chests – overseen by a huge poster of Il Duce's smug mug above the pits.

The agrarian hardship suffered in the Abruzzo made the region a fecund source of political radicalisation, left and right, and Italy was in ferment in 1924. For the bulk of its population, therefore, a madcap car race was by way of relaxation, a welcome break from the posturing and pronouncements, a chance for a few cold drinks and a picnic while the excitement was laid on by men and machines seemingly not of this troubled world or times, their noise and colour blotting out all else.

Enzo's surprise victory was scored in July. The future Coppe, bar 1925's (held in June), would become a highlight of Italy's August national holidays; more specifically the 15th, Ferragosto, a Day of Holy Obligation commemorating the Assumption of the sinless Blessed Virgin. Purloined by the Catholic Church in the 6th Century, this day had been of public note since Emperor Augustus reigned. Then, it was a rather racy celebration of nature's fertility and ripening, as symbolised by the goddess Diana. She, too, was chaste, albeit in a huntin'-shootin' way. Yep, the Coppa Acerbo was distinctly more Diana than Mary.

Emboldened by the success of its first effort, the organisers bolstered the 1925 event with a sportscar race. By 1934, this Targa Abruzzo had grown from 15 (or as few as six) laps to become Italy's first 24-hour race. This grandiose expansion was emblematic of Pescara's rise.

The Coppa Acerbo, mirroring the increasing political clout of its founder, was by 1930 vying with its east-coast cousin, Livorno's Coppa Ciano – named after a famous naval war hero, father of Mussolini's son-in-law... you get the drift – to be Italy's second-most important race for GP cars.

All the household names won it: Achille Varzi (1930), Giuseppe Campari (three times, including 1931 in a twin-engined Alfa), Tazio Nuvolari (1932) and Luigi Fagioli (1933). But it was the arrival in 1934 of Mercedes-Benz, Auto Union and their mainly German drivers that upped the stakes, made it truly international: regime versus regime, Duce versus Fuhrer; an axis of horsepower.

Fagioli won for Mercedes-Benz in a race marred by the death of the precocious Guy Moll. Unusually, it rained – even wet-weather maestro Rudi Caracciola slid off the road and out of the lead – and Moll, Scuderia Ferrari's 24-year-old sensation of the season, was shining once more. But, having set the fastest lap to close the gap to Fagioli, his natural impetuosity of youth got the better of him with two laps to go.

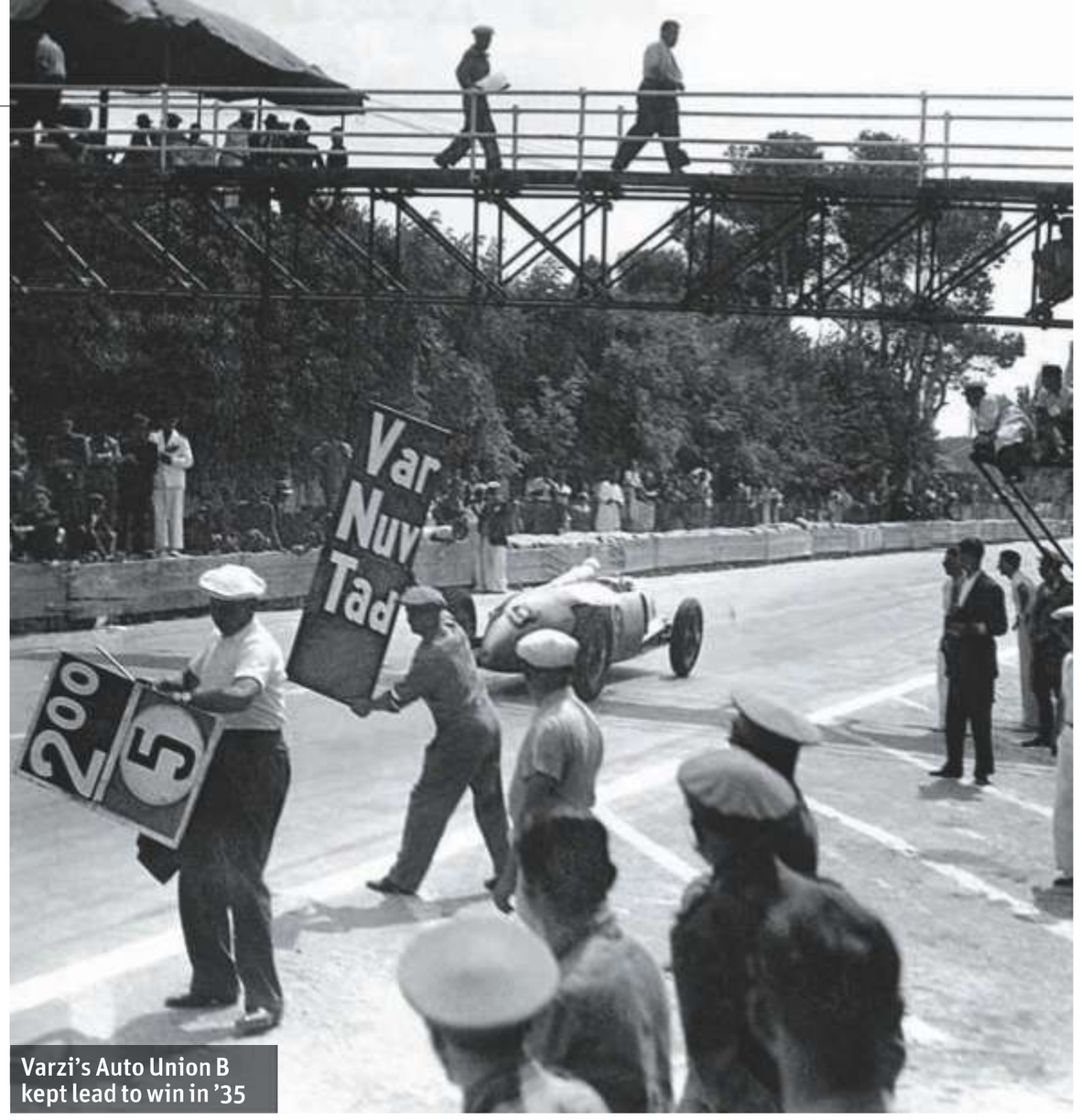
Ernst Henne, a renowned motorcycle world record-breaker on BMWs, was racing a GP car for the first time. Its power and speed didn't faze him – his Mercedes-Benz W25 nudged 180mph through the downhill Montesilvano Straight's timed kilometre during practice – but now he was startled by Moll's determination to lap him on this arrow-narrow section of track. ▶

WORLD TITLE ONE-OFF

Pescara, hosted just one world championship grand prix, on August 18, 1957. It was the longest circuit to do so, with Stirling Moss winning for Vanwall. Maserati drivers Juan Manuel Fangio and Harry Schell completed the podium.

LUDVIGSEN LIBRARY, LAT

Fagioli and Merc broke Alfa stranglehold in '34



Varzi's Auto Union B kept lead to win in '35

◀ No contact was reported, but Moll lost control. The subsequent accident was of aircraft proportions. Hurled from his tumbling Alfa Romeo Tipo B, the Algerian stood no chance.

Moll's successor as GP racing's darling was Bernd Rosemeyer. Like Moll, he was thrill-a-minute, devil-may-car (sic). Like Moll, he would die young in an accident of astounding violence probably caused by a gust of wind. Unlike Moll, he prospered at Pescara. Indeed, he was arguably its fastest, certainly its most compelling, contestant.

Rosemeyer was still 25 when he made his Acerbo debut in 1935. In the absence of Mercedes-Benz, he finished second to Varzi, his Auto Union team-mate. Even in defeat, however, he caught the imagination, created a legend. An off-road excursion had seen him regain the track, at almost unabated speed, between telegraph post and bridge parapet. The gap was measured after the race, and it turned out that Rosemeyer had only 5cm to 'play' with.

In 1936, again in the absence of Mercedes-Benz – the Three-pointed Star had been trounced by the Four Rings that season and was away licking its wounds – Rosemeyer won, a feat he repeated in 1937.

Mercedes-Benz *was* present on the latter occasion, its new W125 the most powerful GP car until the turbo era of the 1980s. Even so, Rosemeyer was on pole – by 24s. Such was his insouciance, and so hot was it, he achieved this wearing no more than shorts and sandals, gloves and goggles. There was more. He was leading on lap eight when his right-rear wheel arrived fractions before he rumbled on a brake drum into the midway tyre depot. Another win scored, another life used.

Rosemeyer was dead by the time of the Silver Arrows' final Pescaran fling in 1938. Only one of the six German cars present finished – the remains of Hermann Lang's gutted W154 was shovelled into the back of a truck – but still Caracciola won for Mercedes-Benz.

Brave snapper catches Caracciola's '38 victory

PESCARA TOOK A POUNDING DURING THE WAR. MOTOR RACING WAS LANDED UPON AS A HELPFUL DISTRACTION AND THE TRACK WAS REVISED IN TIME FOR 1947

Tired of German success, and with the second world war less than a month away, the 1939 Coppa Acerbo was run for smaller-capacity Voiturettes. These cars had always been represented at Pescara, but this time they were its main attraction. Alfa Romeo's 158s promptly registered a 1-2-3-4, led by Clemente Biondetti. Alfa Corse, however, was in mourning for 'Nando' Aldrighetti. Scuderia Ferrari's most successful bike racer, and a recent convert to cars, had been killed during practice.

Pescara took a pounding during the war, suffering a murderous backlash from the retreating Nazis as well as a deluge of Allied bombs. And once again motor racing was landed upon as a helpful distraction from privations endured: incredibly, Circuito di Pescara, its new name, was revived in time for the Ferragosto of 1947.

Small-time sportscars tided it over until the GP cars returned in 1950. Sadly, the new 4.5-litre Ferraris weren't ready and so the bulked-up Alfettas were unchallenged. Even so, Fangio's was timed at almost 193mph on the Montesilvano. So far ahead were the Alfas, Fangio had time to attempt to nursemaid team-mate Fagioli, his right-front suspension collapsed, to victory. Eventually, however, he had to cut and run and win when the Talbot-Lago of the dogged Louis Rosier loomed.

In 1951, it was Ferrari's turn to succeed in Alfa's absence, Froilan Gonzalez making it two in a row for Argentinians.

Unimpressed by GP racing's *force majeure* switch to two-litre Formula 2 for 1952-53, Pescara reverted to sportscar races, now of 12-hour duration (Mike Hawthorn won the second of these, his Ferrari 375MM Coupe co-driven by Umberto Maglioli). F1 returned in 1954, Musso winning in a 250F, only to be

re-replaced by sportscars in 1956, the 1955 race having been cancelled.

All these shenanigans, however, paled against the late-breaking news in 1957 that Pescara's race would be awarded world championship status, the longest circuit ever to be so. The Suez Crisis had contributed to the cancellation of the Belgian and Dutch GPs, and Pescara was the patch on a threadbare calendar.

Fangio, reportedly with a witch's nitro brew sloshing in his tail, set a stunning pole – 10s faster than Moss could manage – and 250,000 spectators lined the circuit in anticipation of another victory for Italian red.

Fangio, however, would never be in the hunt. Instead, it was Musso, the Roman with a long shot of matching Fangio's points total, who upheld local honour. He had successfully begged Enzo to bypass his impasse with the authorities, governmental and sporting – the fallout from de Portago's crash – and enter a car for him. Now he was giving it his all in return.

But Moss, in his element on this elemental circuit, was driving the Vanwall in a manner that had seemed impossible in practice. He took the lead on lap two – and was never headed thereafter, setting a lap record never to be broken: 9m44.6s. It was all over before the noonday sun: the British, long hopeful, were suddenly assuredly on top.

Maserati was a spent force. Pescara, too, had shot its bolt. The demise of the round-Italy Mille Miglia, of which it had been a notable node, severed an artery, and the city's racing lifeblood quickly drained away. After a hiatus of three years, it hosted a pallid Formula Junior race – won by a youthful Denny Hulme in a Cooper – and in 1961 it had its final twitch.

South American political/financial strife had left the world sportscar championship one race shy of being considered official by the FIA. Enzo, his team in danger of missing out, fashioned the necessary extension: Sebring, Targa Florio, Nurburgring, Le Mans and... the Testa Rosa (sic) Four Hours at Pescara.

For all its history and majesty, Pescara no longer warranted a place in such vaulted company. Ferrari got its title – but the death of 31-year-old Maria Pacione was too high a price. Four spectators had been killed in 1937, but attitudes had changed. Maria had been standing on her own front doorstep in Montesilvano when she was mown down. That's what brought it home: Pescara could outstay its era no longer.

The British template of airfield-type circuits was the future.

THE TRACK

Location: **Pescara, Italy** • First event: **Coppa Acerbo, 1924** • Circuit Length: **16.032 miles** • Lap record: **Stirling Moss (Vanwall VW5) 9m44.6s in 1957**

Track was sited alongside Italy's Adriatic coastline

FELLOWES/LAT, MERCEDES

1950: BIRTH OF THE WORLD CHAMPIONSHIP

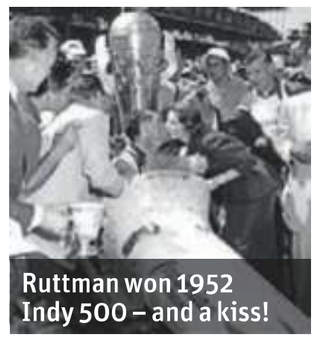
When points began to make prizes

Villoresi leads sideways Sommer, Monaco 1950

Farina won first world-championship race

Monza on calendar 59 years out of 60

Brivio (centre) with legend Nuvolari (left)



Ruttman won 1952 Indy 500 – and a kiss!

What would racing be like today if there was no world championship title to fight for? EDD STRAW looks back at the days of its inception

IN 2010, THE FIGHT FOR THE WORLD championship is the overriding narrative of the season. Without the thread of the face-off between Red Bull, Ferrari and McLaren, and their superstar drivers, the 19-race Formula 1 season would be little more than a hotch-potch of races. That's why 1950, aside from being the year of AUTOSPORT's birth, is the watershed of grand prix history, and laid the foundations for the popular growth of the sport over the coming six decades.

That's not to say that the concept of a big-time championship was unique. From 1925-30, the Association Internationale des Automobile Clubs Reconnus (AIACR) – which later became the FIA – held a world championship for manufacturers. The AIACR later ran a European Championship starting in 1931, based on points awarded only for the season's biggest races. The first two European titles were won by Alfa Romeo drivers Ferdinando Minoia (despite not winning any of the three races) and Tazio Nuvolari. After two years away the championship returned in '35, with Mercedes legend Rudolf Caracciola becoming a triple champion.

Discussions to make it a genuine world championship were well underway when the Second World War broke out in 1939. The war had the side effect of leaving no official champion for that year (it was either Hermann Lang or, more likely, Hermann Muller depending on

whether you believe that the points system had been modified that year).

The war stopped top-level racing, but by 1946 there was a functioning grand prix scene focused on France. This was the beginning of a remarkable era that has slipped through the cracks of recognition, in between the glorious Auto Union-versus-Mercedes pre-war clashes and the start of the world championship. Alfa Romeo, which revived the pre-war Alfettas that would go on to win the first two world titles in 1950 and '51, threw itself back into the fray, and pre-war aces such as Nuvolari, his great rival Achille Varzi, Raymond Sommer, Louis Chiron, Farina and Count Carlo Felice Trossi fought it out with emerging talents Jean-Pierre Wimille, Luigi Villoresi, Juan Manuel Fangio and Louis Rosier (some of whom had appeared pre-war but enjoyed far more success after it).

The French and the British like to lay claim to most good ideas in motor racing, but the world championship that we know today originated in Italy. One of the key figures was Antonio Brivio – the Marquis Sforza – who was a racing driver and Olympic bobsledder.

Brivio is not so well-remembered today, but he was a handy driver who might have achieved more pre-war had he accepted Auto Union's overtures rather than sticking with Italian machinery. He was good enough to win a couple of minor grands prix, but it was in sportscar events that he excelled, winning the inaugural Mille Miglia in 1936 and the Targa Florio in '33 and '35.

It's difficult to say just how much credit Brivio deserves. Contemporary sources are very patchy, but there was a clear Italian influence in the creation of the championship by the FIA – one of the reasons why the 1950 season finale in September was the Italian Grand Prix at Monza rather than the Czechoslovakian Grand Prix, which had been mooted as a qualifying round.

Under the presidency of Jehan de Rohan-Chabot, the FIA announced the world championship in 1949. Grands prix with *grande epreuve* status were selected, meaning that the British (European), Swiss, French, Belgian and Italian races, plus the Indianapolis 500, comprised the first season of what is now known as the Formula 1 World Championship. But the specialist press didn't make much of it.

AUTOSPORT, which appeared for the first time as the championship reached its climax, at least paid some attention, but in this magazine's 1950 season review Farina's title win merited only a paragraph.

It would be a mistake to assume that, just because the specialist press of the era paid little attention to the world championship, it was an irrelevance. Far from it. For proof, you need only look to Italy and the return of Alfa to the fold. The marque had mothballed its racing programme in early 1949, a move often credited to the loss of its three leading drivers – Wimille, Varzi and Trossi – but more likely driven by the need to invest in the roadgoing Alfa 1900.

The idea of becoming world champion appealed and, with the sales drive for the 1900 entering full swing, the budget was raised by a combination of Alfa itself and its dealers. The new championship certainly met the 'win on Sunday, sell on Monday' mantra, but it wasn't only marketing considerations that made Alfa Romeo return to the fray. Arguably the most important factor was the need to beat the upstart Enzo Ferrari.

The rivalry between Alfa Romeo and Ferrari was intense. The Scuderia had once been Alfa's works team, but after the Second World War Ferrari became a serious rival. From June 9 1946, when Alfa returned to racing in the Coupe Rene le Begue, Alfa dominated... until Ferrari made his grand prix bow as a manufacturer in the 1948 Italian Grand Prix at Turin's Valentino Park. The upstart could not be allowed to have it all his own way, and Alfa pulled the dustsheets off its cars, recruited its 'Three Fs' driver line-up – with Fangio alongside Farina and Luigi Fagioli – and dominated.

It wasn't just Alfa Romeo. Mercedes was keen to return to grand prix racing with pre-war machinery, and appeared in two races in Argentina in early 1951. After its shortcomings on twisty tracks had been exposed, it headed off to build up a new project, initially in sportscars, before making a proper return in '54. Would that have happened without a world championship to win? Maybe, maybe not, but the idea of winning a world championship, rather than just winning major races, was making headway.

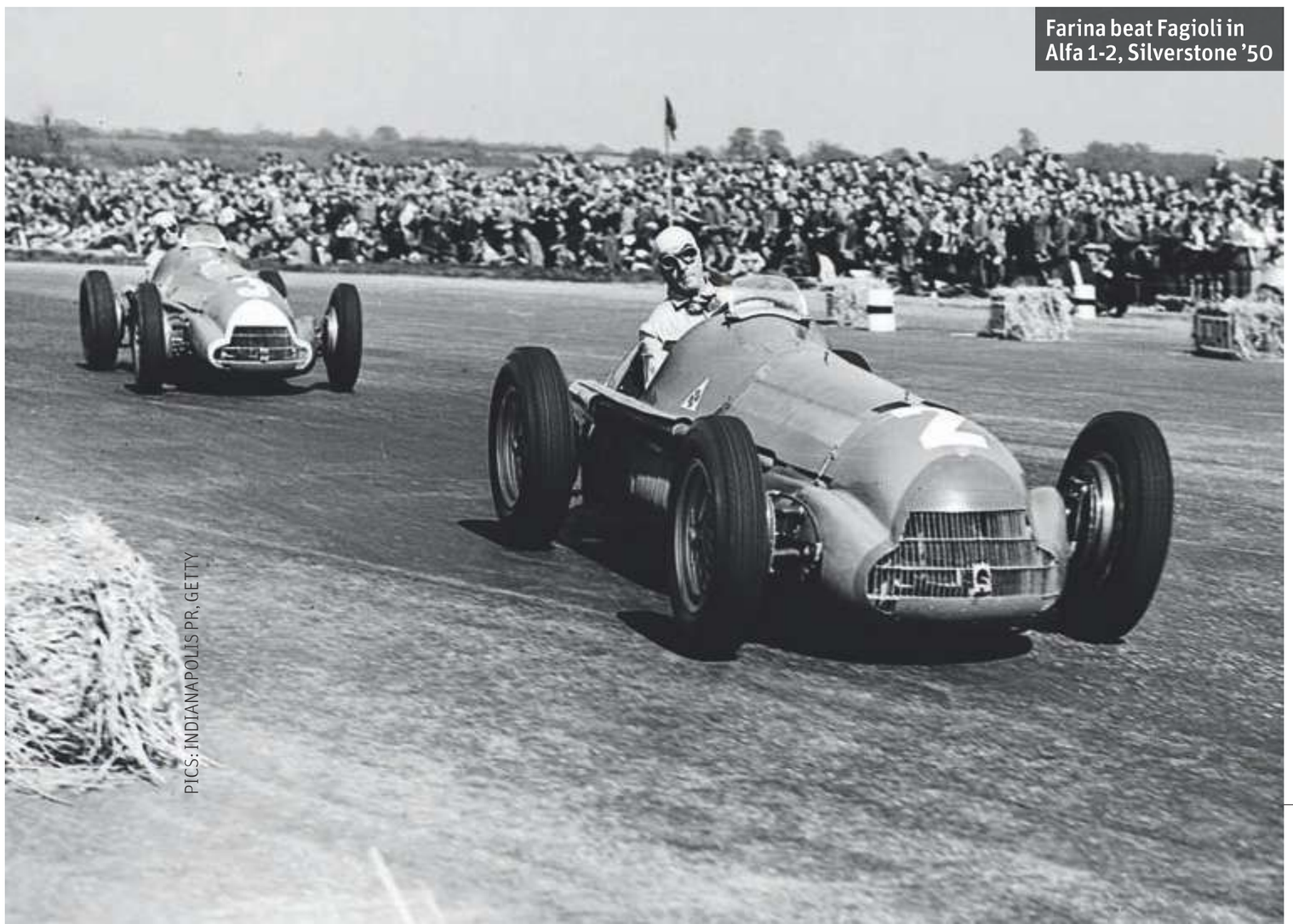
Even when Alfa pulled out at the end of 1951, the championship survived running to Formula 2 regulations for two seasons before the arrival of Mercedes, the Maserati 250F and the British challengers from Vanwall and Cooper revitalised F1.

The floodgates had been opened and, from humble beginnings six decades ago, the world championship has changed motor racing, for better or worse.

THE GREAT ANOMALY

The Indianapolis 500 was included in the World Drivers' Championship from 1950-60 largely to legitimise the title. Despite being worthy of grande epreuve *status, its inclusion was very much an afterthought. Not one of the 33 drivers who took world championship points at Indy scored one anywhere else.*

THE CHAMPIONSHIP MET THE 'WIN ON SUNDAY, SELL ON MONDAY' MANTRA, BUT MORE IMPORTANT TO ALFA WAS TO BEAT ENZO FERRARI


Farina beat Fagioli in Alfa 1-2, Silverstone '50

Ferrari appeared for '48 Italian GP in Turin

Moss and Hawthorn were early Brit heroes

PICS: INDIANAPOLIS PR, GETTY

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

AUTOSPORT

AUGUST 26, 2010

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EVERY FRIDAY

VOL. 201 NO. 9

IN THIS ISSUE

ROB HUFF TESTS JIM CLARK'S LOTUS CORTINA : US LEGEND AJ FOYT INTERVIEWED
GREAT RACE – LE MANS 1966 : GREAT CAR – FORD GT40 : GREAT TRACK – SUZUKA

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AUTOSPORT

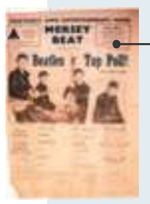
JS – thanks for the education

1960s
From the Beatles to Brabham

1960
Hawaii becomes the 50th state of the USA

1961

The farthing ceases to be legal tender in the UK


1962
The Beatles release *My Bonnie* – their first record

1963

The Flying Scotsman makes its last scheduled run for British Railways

1964
The Sun* replaces the *Daily Herald

1965
Cigarette advertisements are banned on UK television

1966
Cross-channel hovercraft services start

1967
The Boeing 737 makes its maiden flight

1968

Saddam Hussein becomes vice chairman of the Revolutionary Council of Iraq following a coup

1969
Richard Nixon becomes the 37th president of the USA

PICS: REX FEATURES, LAT

MY CAR RACING career came in all of a rush at the end of 1959 with my tests in the Aston Martin DBR1 sportscar and Vanwall F1 car at Goodwood. But even before then I was living a frantic life – not just riding bikes for teams – and I often acted as their link with their contractors.

In some seasons I was riding my own machines, too, and had my own motorcycle business to run. I was totally wrapped up in bikes, so, apart from occasionally reading an issue of AUTOSPORT to check how Vanwall was getting on – because its engine was based on the Norton bike engine – the magazine passed me by.

That changed in 1960 when I was racing cars *and* bikes. I read it then. It was my education, if you like. I didn't know anyone when I started in cars, so it was very handy to read who was who and who was doing what.

I received a mixed reaction from the press when I first tried my hand at cars. I felt the reporting was mixed: some of it I liked, some I didn't. But in many ways the press response to me

reflected other drivers' opinions. Some, like Jack Brabham and Graham Hill, were totally accepting, but others, like Jo Bonnier, didn't like it at all that this new boy was going so quickly straight away.

But this was mainly with the national press; newspapers in those days often had tie-ups with individual drivers. I had no problem with AUTOSPORT at all. [Founding editor] Gregor Grant and I got along very well. He was fine with me, and a real enthusiast.

And that's really what it all comes down to: enthusiasm. AUTOSPORT should be congratulated for putting something back into motorsport, not just taking away. The AUTOSPORT Award, in conjunction with McLaren and the BRDC, has real substance. The magazine is active in motorsport, not passive. It's not just about a piece of paper.

The magazine's journalists are all enthusiasts, and that still shines through. I had a meeting there recently and as I walked into its offices in Teddington, I thought, 'What a great atmosphere.'

I can't remember my first appearance on the cover – but I could probably find it: I have kept a whole batch of early AUTOSPORTs. I still use them whenever I'm restoring a car. I can look back through the issues to check we're getting things like the stickers exactly right.

I still have a soft spot for the mag. It needs to be applauded for its involvement, particularly for shining the spotlight on the young drivers coming through.

John Surtees, 1964 Formula 1 World Champion

53 Club News

We didn't have room in our Chaparral feature last week for this splendid picture of John Surtees in Jim Hall's McLaren M12 in 1969.

AUTOSPORT

Editor : Simon Taylor. **Technical Editor :** John Bolster. **Deputy Editor :** Richard Feast. **Overseas Editor :** Patrick McNally. **Rallies Editor :** John Davenport. **Assistant Editor :** Ian Phillips. **Editorial Assistant :** Robert Fearnall. **Art Editor :** Pieter Admiraal. **Northern Representative :** Ian Titchmarsh. **Group Advertisement**

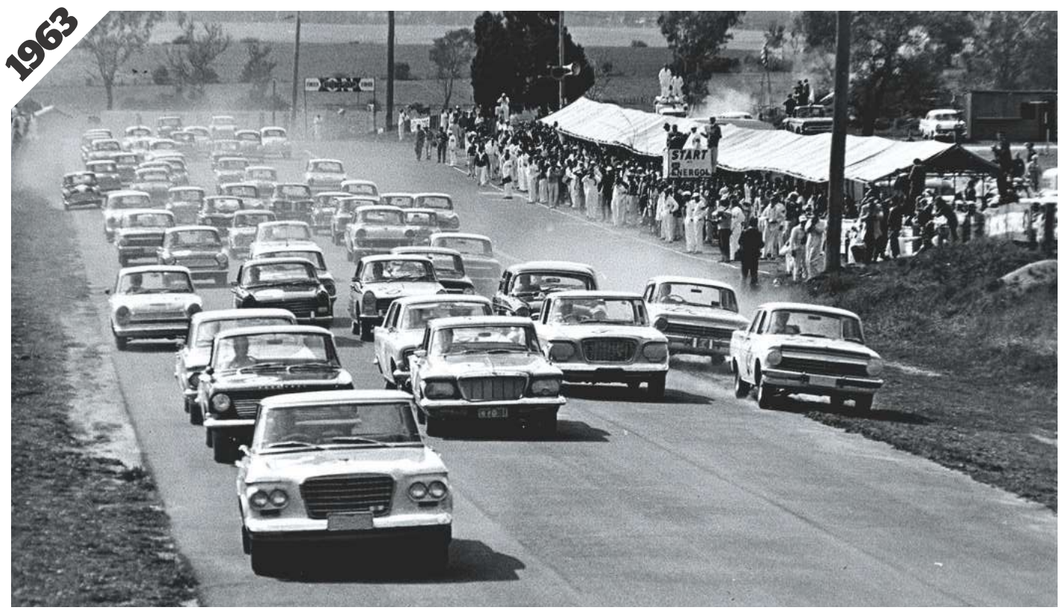
1960s **Year by year**

BACK-TO-BACK BRABHAM

■ Back-to-back titles for Jack Brabham (above) ■ Stirling Moss gives Lotus its first F1 win ■ RAC Rally heads into the forests for the first time ■ Richard Petty begins record NASCAR wins haul

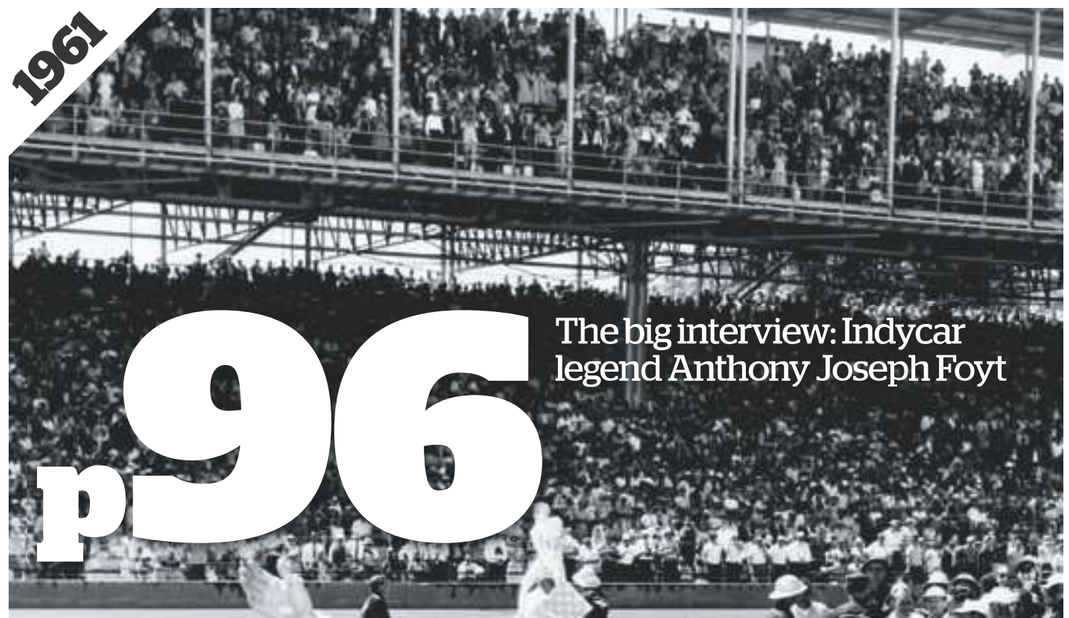
BRITAIN BREAKS ITS DUCK

■ Graham Hill: first British champion in a British car – BRM (above) ■ Moss suffers career-ending Goodwood smash ■ Aintree hosts its final British GP ■ Porsche takes only F1 victory – in French GP



BATHURST LEGEND IS BORN

■ Jim Clark dominates to take title for Lotus ■ First rear-engined cars (Lotus) race in Indy 500 ■ European Touring Car Championship begins ■ Bathurst touring car race is born (above)



p96 The big interview: Indycar legend Anthony Joseph Foyt

FOYT'S INDY FIRST

■ Ferrari's Phil Hill wins title after Monza tragedy ■ Moss takes his final win in Germany – the 100th GP ■ AJ Foyt secures first of four Indy 500 wins (above) ■ Maserati's final world sportscar victory

CLARK'S SALOON SUCCESS

■ Bike ace John Surtees adds F1 crown to his CV ■ Clark wins British Touring Car crown in Lotus Cortina (above) ■ Petty takes first of seven Daytona 500 wins ■ One-litre British F3 formula begins

1965

LOTUS TRIMUPHS IN INDY 500

■ Second title for Clark and Lotus ■ Clark also breaks US monopoly with Indy 500 win ■ Mike Spence wins the first Race of Champions at Brands Hatch ■ Ferrari's ninth and final Le Mans 24 Hours win

1966

CAN-AM KICKS OFF

■ Brabham wins third title – in 'own' car ■ Graham Hill wins Indy 500 for British firm Lola ■ Surtees wins inaugural Can-Am title (above) ■ Goodwood circuit runs its final race

1967

ANDRETTI'S STOCK CAR STORMER

■ Kiwi Denny Hulme wins F1 title ■ Ford Cosworth DFV wins on F1 debut in Dutch GP ■ European F2 series inaugurated ■ Mario Andretti wins Daytona 500 in Holman-Moody Ford (above)

1968

HILL DOES IT AGAIN

■ Graham Hill takes second world title (above) ■ Clark is killed in Hockenheim F2 race ■ Le Mans takes place in September for first and only time ■ Haymarket Publishing acquires AUTOSPORT Magazine

1969

p104
Great car: Ford's Ferrari-beating GT40... in cutaway!

FORD'S FOUR IN A ROW

■ Jackie Stewart takes first title for Ken Tyrrell in Matra MS80 ■ Andretti scores sole Indy 500 victory in Brawner Hawk ■ Ford takes its fourth straight Le Mans 24 Hours victory ■ Porsche's fearsome 917 makes its competition debut

LAT, IMS PHOTO, FORD

1966 LE MANS 24 HOURS

Ford does it at last!

Le Mans victory for Bruce McLaren/Chris Amon – Remarkable reliability demonstration by Porsche – Marcos only British finisher – Winners cover over 3000 miles and average over 125mph.

By GREGOR GRANT

The winning Ford GT40 heads into Mulsanne

At long last the might of the Ford empire prevailed at Le Mans. Bruce McLaren and Chris Amon, in a 7-litre Mk2, won the 24 Hours at an average speed of 125.4mph. It was a rather mixed-up finish, somewhat reminiscent of Indianapolis. The two leading Fords made for the victor's lane, but after an almost dead-heat finish the officials reckoned that the McLaren/Amon car had covered the greatest distance, having started behind the Ken Miles/Denny Hulme machine.

Porsche had a wonderful Le Mans, winning the Index of Performance (Jo Siffert/Colin Davis) and taking fourth, fifth, sixth and seventh overall behind the big V8 Fords.

Of the 56 starters, only 15 were running at the end. The highest-placed Ferrari was the GT class-winning machine of Roy Pike/Piers Courage, entered by Colonel Ronnie Hoare.

The BMC-powered Marcos put up a brave show to cover 257 laps at 89.66mph. This was the only British car to finish and had it not been French-entered would have won the Motor Trophy.

Not one of the better Le Mans races, the Ford victory was thoroughly deserved. Slick team-work brought pitstops down to the minimum and although five of the 7-litre machines fell by the way, the leading trio had already vanquished Ferrari. The lap record fell several times, finally finishing at 3m30.6s, to the credit of Dan Gurney.

Starting drivers dash to their waiting steeds

PRE-RACE DRAMAS

The days preceding the race provided two major sensations. Firstly John Surtees withdrew from the Sefac Ferrari team after an argument with team manager Eugenio Dragoni, who had nominated Ludovico Scarfiotti as the P3's reserve driver because he did not believe the 1964 World Champion was physically fit to drive for more than a couple of hours.

Naturally Surtees objected; after all, he had just won the Grand Prix of Belgium at Spa-Francorchamps the previous weekend in frightful conditions, and was disgusted at the thought of bashing around for a couple of hours against the Fords only to be relegated to the pits while Mike Parkes and Scarfiotti continued the battle he started. He had nothing against Scarfiotti, but these conditions were ridiculous for one of the world's finest grand prix drivers.

No sooner had the Surtees business hit the headlines than Ford was involved in a sensation of its own. First officials complained that driver Dick Thompson (Mk2) had not reported a practice accident with Bob Holquist (GT40), and in doing so had forfeited his right to race, leaving Graham Hill without a co-driver and therefore in breach of the regulations. No sooner had the car been thrown out than Ford withdrew all of its 7-litre machines in one swoop.

Eventually race organisers the ACO relented and allowed Australian saloon racer Brian Muir, once he had completed a few practice laps, to replace Thompson. Ford too, reversed its decision, so everything was back to normal.

Gurney put his Mk2 on pole in an incredible 3m31.7s after unofficially topping 210mph on the Mulsanne straight, with the best non-Ford the Ginther-driven P3 in fourth.

THE RACE

There was tremendous traffic into The Esses on the opening lap as the 56 drivers topped by Graham Hill and tailed by Hans Herrmann's Porsche all jostled for position. Gurney and Ronnie Bucknum made it an all-Ford top three as they completed the opening lap, but Miles's Mk2 was no threat, the American pulling into the pits to have a door lock fixed.

As early as the third lap the Fords were pulling away, but it was Miles who was courting all the attention. He became the first man into the 3m36s on the seventh lap and got into the 34s next time around, his door definitely closed this time. By lap eight he was up to ninth, and with Sir John Whitmore's Ford pitting to have its brakes checked, Paul Hawkins bringing his in for halfshaft repairs after broadsiding at 200mph on the Mulsanne, and 1965 race winner Jochen Rindt retiring his Comstock-English GT40 with a blown engine on the Mulsanne, he made up further ground.

Gurney, who had increased the average speed to over 136mph, had an advantage of 20 seconds by the end of the first hour, while he and his Ford tail-gunners ran like trains. Graham Hill and Bucknum were soon joined by another Mk2, that of the sensational Miles, who had lowered the fastest lap to a 3m31.9s and breezed by Pedro Rodriguez's NART-run Ferrari P3 to

Schutz/de Klerk Porsche leads Hobbs/Salmon Dino

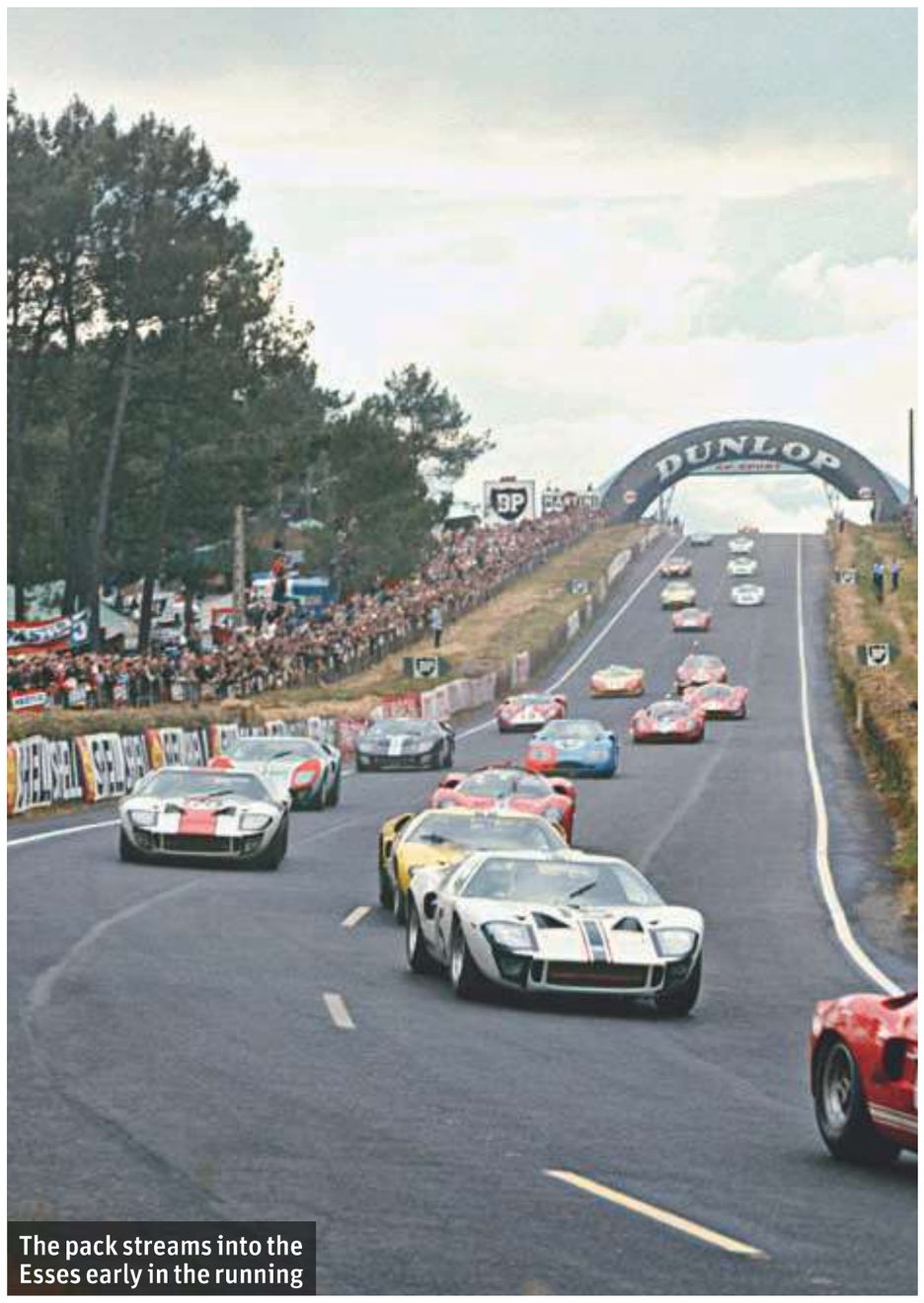
take fourth place.

Rodriguez was running strongly, which was more than could be said for most of the other Ferraris. Nino Vaccarella's Dino was out after an hour with a water leak and Jean Guichet had to make repeated stops for fuel. The Maranello Concessionaires Dino of Mike Salmon/David Hobbs was out with a broken gearbox and the sister P2 car of Richard Attwood was touring with the water temperature needle dangerously high. Even Parkes, forced to ease his pace, was dropping back, and lost sixth to the Jo Bonnier Chaparral.

With 1h22m gone, in came Bucknum, Miles and Rodriguez in rapid succession to refuel. Bonnier had already done so with the Chaparral and handed over to Phil Hill. Bob Bondurant handed over his Ferrari to Masten Gregory and Davis took over the index-leading Porsche from Siffert.

In came Gurney and Graham Hill, also to refuel, and the lead went temporarily to the Guichet/Lorenzo Bandini Ferrari – but this car also was refuelled and the Gurney/Jerry Grant Ford went in front, followed by Miles/Hulme, Rodriguez/Ginther and Graham Hill/Muir.

Gurney and Miles were having a stern duel in front, and on the 36th lap Dan brought the record down to 3m31s. With Miles equalling this, Gurney replied with 3m30.6s.



The pack streams into the Esses early in the running

PICS: LAT

Two hours gone, and the order was Ford-Ford-Ferrari-Ford-Ford-Ferrari-Ferrari, with the Gurney/Grant car still in the lead from Miles/Hulme and Rodriguez/Ginther.

Some interesting speeds were issued for the timed section on the Mulsanne straight and for the first time a car was officially clocked at over 200mph. This was the Miles/Hulme Ford, which took the lead from Gurney/Grant in the fourth hour after Ford mechanics delayed the stop of the latter car to carry out a proper check of its brake lining wear.

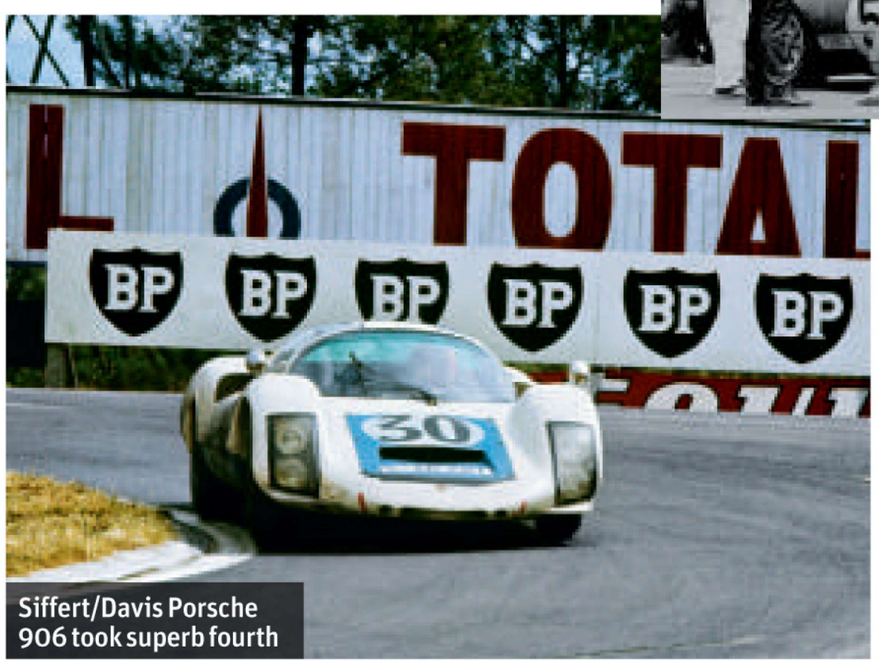
All was not well with the Whitmore/Frank Gardner Ford, clutch problems and brake bothers forcing a complete master cylinder change, and an eventual withdrawal before nightfall. The Hawkins/Donohue car, which had worried officials by running for over an hour with no engine cover – it blew off on the Mulsanne – was also gone by now, a broken differential the cause.

The pace of the leaders was tremendous and one wondered if this 'grand prix' could be kept up indefinitely. It was USA v Italy with a vengeance, and no one could possibly forecast the ▶

◀ outcome. Ford's pitwork was immaculate and their drivers completely controlled. A sense of disquiet hung over Ferrari as the big V8s thundered on their way, like a series of express trains.

Five hours and 80 laps. The Miles/Hulme car travelling in close company with the Gurney/Grant machine. The Bonnier/Phil Hill Chaparral was 12th, running splendidly around the 3m40s mark. Bucknum brought his Ford in for the second time with a cracked brake disc, and things got worse for Ford when the Lucien Bianchi/Mario Andretti car dropped a valve and had to be withdrawn. Ford were also really worried about rapid brake-pad wear. They had estimated eight hours without changing and now found that five hours was the absolute limit. McLaren and Amon, at this stage, were two laps adrift in fifth, but lapping at the same 133mph pace as the leaders.

Bucknum/Hutcherson GT40 gets pit attention



Siffert/Davis Porsche 906 took superb fourth

At around 11pm the rain came down and your chronicler saw some restrained cornering at Mulsanne, from the excellent but grossly overcrowded press establishment, to which he had been transported with a motorcycle cop escort.

Graham Hill and Muir had to abandon their Ford when the front suspension upright casing broke. This machine had been in trouble with chipped disc brakes, and during braking considerable front tramp was observed. At midnight Miles/Hulme and Gurney/Grant had covered 126 laps – two more than the Rodriguez/Ginther Ferrari – while the Bondurant/Gregory Ford retired with gearbox failure. The remarkably rapid Porsche of Jo Siffert/Colin Davis had been elevated to 12th and was travelling with relentless precision, only a lamp bulb and a tachometer having to be replaced among the entire team.

There were more Ferrari troubles when the Guichet/Bandini P3 started overheating badly and the Herbert Muller/Willy Mairesse machine developed gearbox problems. The car was finally abandoned.

Around 12.30am there was a bad shunt at Tertre-Rouge, in heavy rain, involving Georges Heligoin (CD Peugeot), Scarfiotti (P3 Ferrari) and Jo Schlesser (Matra-BRM). Scarfiotti ran into the back of the Matra as Schlesser was reversing back on to the circuit. All three cars were wrecked but only Scarfiotti was taken to hospital. Maranello's hopes now rested with the NART P3 of Rodriguez/Ginther.

At 2am, 24 cars were out of the race. Miles/Hulme had covered 156 laps and led by a lap from Gurney/Grant, two from McLaren/Amon and five from the Rodriguez Ferrari, which had lost two laps for a pitstop to allow the car to cool down. It retired shortly afterwards with a broken gearbox. It was a great pity that the great duel had ended. From now on, the sole interest would rest on whether or not the Fords would finish, and set new distance records. Should anything happen to the big cylinders, the Porsches were ready to snatch the honours. The rain had stopped and the stars were out. The glimmer of the false dawn came, with still an amazing number of people around the circuit.

Proud Ferrari was certainly being humbled by the Ford steamroller. With the big V8s in the first six places, only a catastrophe could prevent a Ford win – if not a grand slam! With no Matras running, Porsche had the 2-litre section to themselves. Dawn broke on mud-bespattered survivors with the big Fords circulating more slowly now that the Ferrari threat was finally settled. The only car that appeared to be racing was the index-leading Porsche of Siffert/Davis.

Carroll Shelby was anxious about the Gurney/Grant car, which had developed an oil leak. However, Fords continued to dominate the race and one now observed the steady progress of the Porsches, headed by the fuel-injected Siffert/Davis machine.

Shelby's fears were confirmed when Gurney came in with steam and smoke pouring from the engine. Mechanics checked but his race was run. A cracked radiator was diagnosed with resultant overheating. While the smell of coffee pervaded the atmosphere and all the usual 8am scenes were taking place, the sports class hopes of Skip Scott/Peter Revson (Ford GT40) went bang with the engine! Dieter Spoerry revolved his GT40 and crashed as a result of fuel being splashed on to the rear owing to a missing filler cap.

Guichet/Bandini retired with a furiously overheating engine, leaving the Berlinetta of Maranello Concessionaires' babies Pike and Courage now the only Ferrari in the top 10.

By 1pm, the Miles/Hulme Ford was leading and looked certain to break the distance record. Naturally the Americans would jump for joy but when one considers the facts: in the lead was an American car, designed and developed in the UK with a naturalised British driver and a New Zealander, followed by two New Zealanders in a similar make of car. To make it all the more international, the very rapid Porsche was being driven by a Swiss and an Englishman (son of the immortal Sammy Davis).

Five minutes to zero the leaders passed on what may have been their last

FORD'S FOUR

The Bruce McLaren/Chris Amon Le Mans win in 1966 ushered in a four-year period of dominance for Ford. In '67, AJ Foyt and Dan Gurney guided their Mk4 to victory, before GT40 chassis 1075 prevailed in '68 with Pedro Rodriguez/Lucien Bianchi and '69 with Jacky Ickx and Jackie Oliver.

Water pump failure put paid to Piper/Attwood Ferrari

lap with the Miles/Hulme car a few yards in front of the spray-drenched McLaren/Amon machine.

Who was going to take the flag? The Pike/Courage Ferrari took the GT category in a standard GTB Ferrari – a great result for two F3 drivers who had never previously driven at Le Mans.

With cars sliding and slithering on the treacherous surface, it could still be anyone's race. All eyes were on Maison Blanche, to watch for the outright distance men. Side by side came the Miles/Hulme and the McLaren/Amon Fords. Inches were between them but the verdict went to the New Zealand pair by a few yards as they had started behind the Miles/Hulme car. Third went to the Bucknum/Dick Hutcherson Mk2 Ford and then came Siffert and Davis in their incredible Porsche – winners of the Index of Performance.

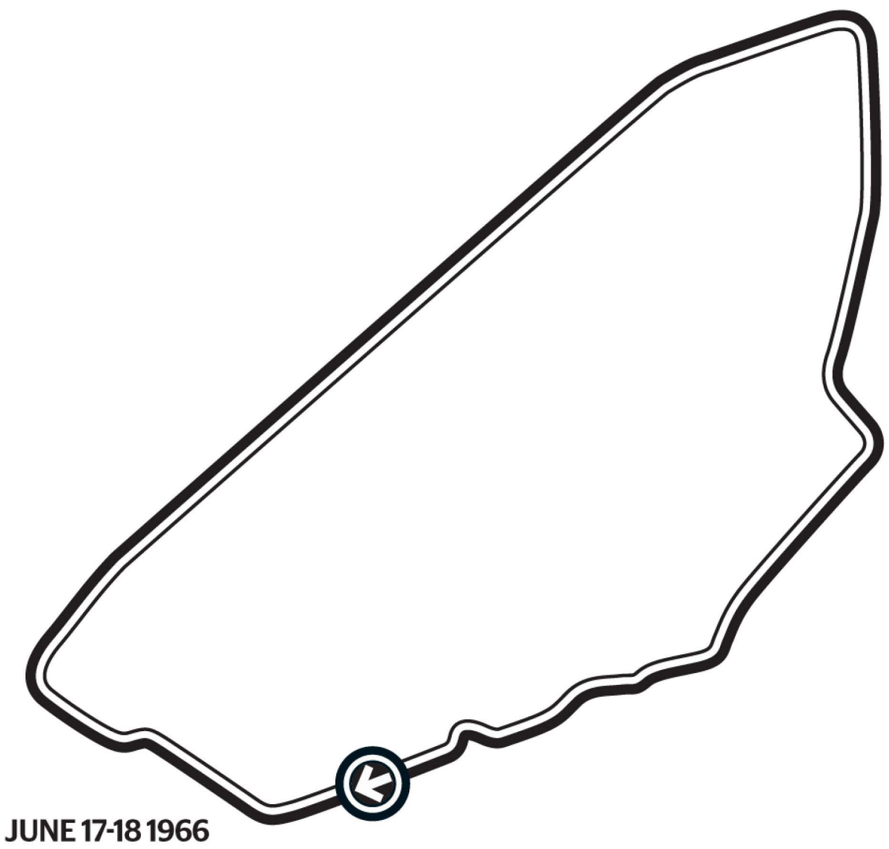
The result really confused Ford. It was almost a dead-heat but as McLaren/Amon had started behind the Miles/Hulme car obviously it had covered the greatest distance. I don't quite know whether or not Ford had given orders as to the finish positions. Miles and Hulme had driven a superb race. It was victory for an American-entered car but I have never heard smaller applause. French sportsmanship does not appear to embrace the men from over the Atlantic, which is a pity, for motor racing ought not to have any political significance.

However, I really believe that the honours of the 1966 race should go to Porsche. With nothing like the resources of Ford or Ferrari, these sleek little 2-litre German cars not only won the Index of Performance but were 4-5-6-7 overall.

Chaparral 2D was raced by Phil Hill and Jo Bonnier

PICS: LAT

LE MANS 24 HOURS



JUNE 17-18 1966

360 LAPS OF A 8.365-MILE CIRCUIT. 3003.035 MILES
Winner's average speed: **125.126mph**
Pole position: **Dan Gurney, 3m30.6s, 142.91mph**
Fastest lap: **Dan Gurney, 3m30.6s, 142.91mph**
Starters: **55**
Finishers: **15**

RESULTS

OVERALL CLASSIFICATION

DRIVER	CAR	TIME/REASON
1 Chris Amon/Bruce McLaren	Ford GT40 Mk2	24h00m00s
2 Ken Miles/Denny Hulme	Ford GT40 Mk2	+0.0s
3 Ronnie Bucknum/Dick Hutcherson	Ford GT40 MK2	-12 laps
4 Jo Siffert/Colin Davis	Porsche 906 Carrera 6LH	-21 laps
5 Hans Herrmann/Herbert Linge	Porsche 906 Carrera 6LH	-22 laps
6 Udo Schutz/Piet de Klerk	Porsche 906 Carrera 6LH	-23 laps
7 Gunter Klass/Rolf Stommelen	Porsche 906 Carrera 6LH	-30 laps
8 Piers Courage/Roy Pike	Ferrari 275 GTB/C	-50 laps
9 Henri Grandsire/Leo Cella	Alpine A210	-50 laps
10 Pierre Noblet/Claude Dubois	Ferrari 275 GTB	-50 laps
11 Jacques Cheninisse/Roger Delagneste	Alpine 210	-53 laps
12 Guy Verier/Robert Bouharde	Alpine 210	-53 laps
13 Mauro Bianchi/Jean Vinatier	Alpine 210	-54 laps
14 Jacques Dewes/Jean Kerguen	Porsche 911S	-76 laps
15 Claude Ballot-Lena/Jean-Louis Marnat	Mini Marcos GT2+2	-98 laps
R Dan Gurney/Jerry Grant	Ford GT40 Mk2	256 laps-radiator
R Lorenzo Bandini/Jean Guichet	Ferrari 330 P3	227 laps-engine
R Richie Gither/Pedro Rodriguez	Ferrari 330 P3 Spyder	150 laps-gearbox
R Ludovico Scarfiotti/Mike Parkes	Ferrari 330 P3	122 laps-accident
R Jean-Pierre Beltoise/Johnny Servoiz-Gavin	Matra M620	111 laps-oil pump
R Phil Hill/Jo Bonnier	Chaparral 2D	110 laps-electrical
R Graham Hill/Brian Muir	Ford GT40 Mk2	109 laps-suspension
R Mario Andretti/Lucien Bianchi	Ford GT40 Mk2	96 laps-head gasket
R Masten Gregory/Bob Bondurant	Ferrari 365 P2	87 laps-transmission
R Jean-Pierre Jaussaud/Henri Pescarolo	Matra M620	37 laps-oil pump
R Richard Attwood/David Piper	Ferrari 365 P2 Spyder	32 laps-water pump
R Sir John Whitmore/Frank Gardner	Ford GT40 Mk2	30 laps-transmission
R Mark Donohue/Paul Hawkins	Ford GT40 Mk2	11 laps-transmission
R Innes Ireland/Jochen Rindt	Ford GT40 Mk1	7 laps-engine
R Nino Vaccarella/Mario Casoni	Ferrari Dino 206S	6 laps-water conduit

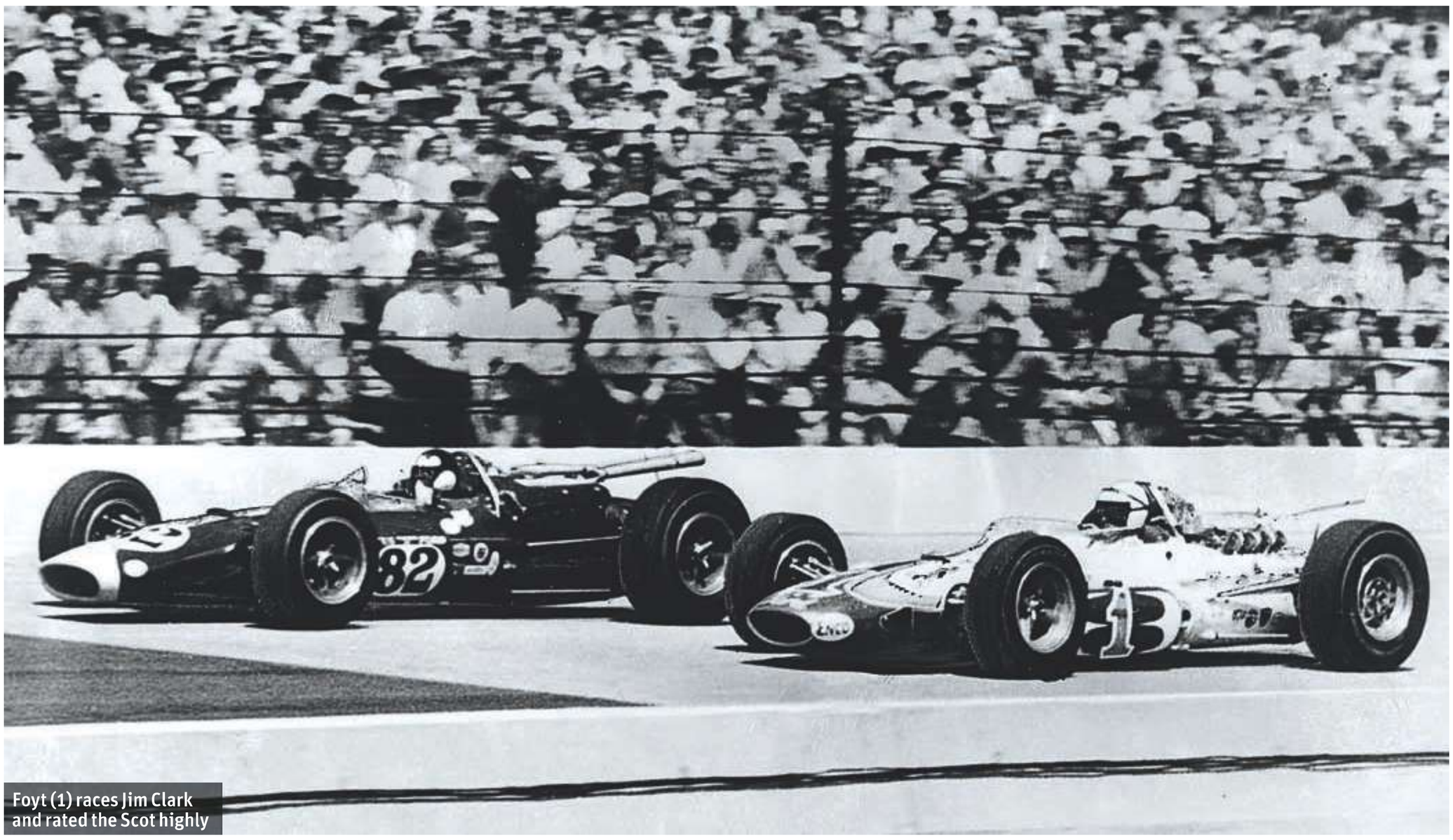
PICS: INDIANAPOLIS PR

FOUR-TIME INDIANAPOLIS WINNER

AJ Foyt

Indy's all-American hero

Hard-bitten, hard-drivin', in-yer-face and damn proud of it, AJ Foyt's no-prisoners racing style was as effective as it was intimidating. By CHARLES BRADLEY



Foyt (1) races Jim Clark and rated the Scot highly

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WHEN IT CAME TO HIS FELLOW racers, AJ Foyt bruised many a rival's ego. And if they put him in the wall, or called him a punk to his face, the no-nonsense Texan wouldn't think twice about bruising their faces too.

No one has a career record quite like Anthony Joseph Foyt Jr; and, for sure, no one ever will. Four Indianapolis 500 victories from 35 consecutive starts. A Le Mans 24 Hours victory at his first (and only) attempt. A Daytona 500 and 24 Hours winner in NASCAR and Porsche 935 respectively. A two-time IROC champion. The most wins in USAC history – across Indycars, midgets and sprint cars – and the most titles too.

Love him or loathe him (plenty have done both), his race wins have spanned four decades. An all-American hero, he's an icon for those who worship at the cathedral of speed that is Indianapolis Motor Speedway. Although Foyt broke his back in NASCAR and smashed his legs and almost lost his right arm in Indycar, nothing (certainly not doctors, what did they know?) would stop him from getting straight back in his race car as soon as humanly possible.

Many have doubted his sanity over the years, to come back time and again after such big wrecks, but Foyt's self-belief during his pomp was a cut above that of the mere mortals surrounding him.

"I know a lot of people said I'd never live to be 22," says Foyt, now 75. "I did get past that, y'know? At the same time, I dunno if that's good or bad, what with older age and all. That's life I s'pose.

"I guess back then I just lived from race to race. Even if I ran second, and felt like I coulda won, I'd be disgusted with myself until I won another one."

His urge to become a racing driver was engrained for as long as he can remember. The son of a mechanic, Foyt first drove at the age of three, tearing around the outside of his family home (turning left, of course) in a tiny petrol-powered racer his father had built for him.

He soon learned that if he slid the rear end, and clipped the nose tight to the corner of the house, he'd get more speed on the following straight. Two years later, in his first midget-style machine, he beat an adult in a show race at his local speedway – not bad for a five-year-old.

It was also in those formative years that he was teased in the paddock about his father's cars not being quick enough to win. He vowed to prove them wrong. And how.

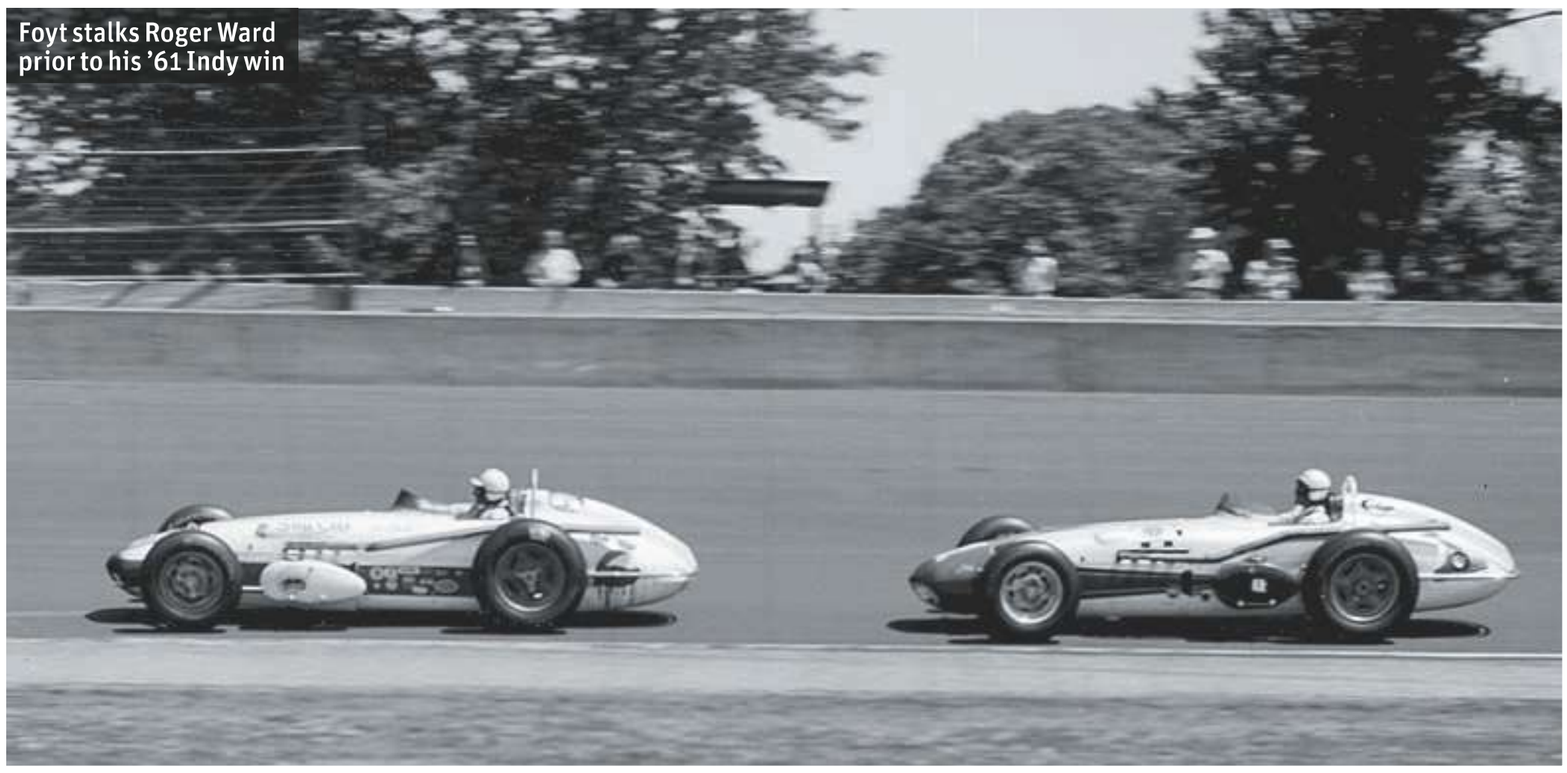
BREAKING INTO THE BIG TIME

Foyt had to wait until he hit legal driving age before his career could begin in earnest (although an ill-advised outing around the yard one evening in his dad's full-blown midget racer ended with him setting the car on fire). When his father's business partner, Dale Burt, decided to quit racing, Foyt took his place racing for his daddy.

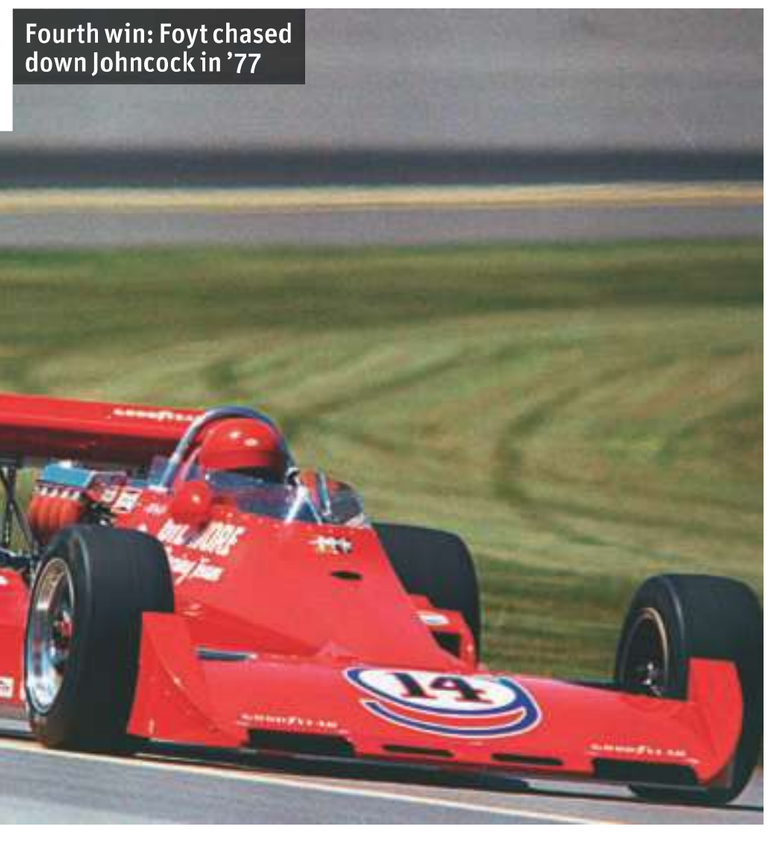
"I started racing in midgets and sprint cars on dirt, high-banked half-mile ovals, and came up into Indycars from that way," he says. "I think that helped me a lot, running on dirt. A lot of these guys who are real fast in Indycar, put them in a l'il midget in a five-mile sprint race, they wouldn't know their right from their left. A couple of 'em would be fast, but most would be lost.

"When I was young I ran Salem, Indiana, which was a half-mile, high-banked and very dangerous. The feeling was if you could run the high groove in a sprint car you'd make a good Indycar driver. I guess they figured that, or they figured you were crazy! ▶

"A LOTTA REAL FAST INDYCAR GUYS WOULDN'T KNOW RIGHT FROM LEFT IN A L'IL MIDGET SPRINT"


Foyt stalks Roger Ward prior to his '61 Indy win

Indy '64: two deaths in the last Offy race


Fourth win: Foyt chased down Johncock in '77

'67 win gifted when Parnelli Jones retired

PICS: INDIANAPOLIS PR

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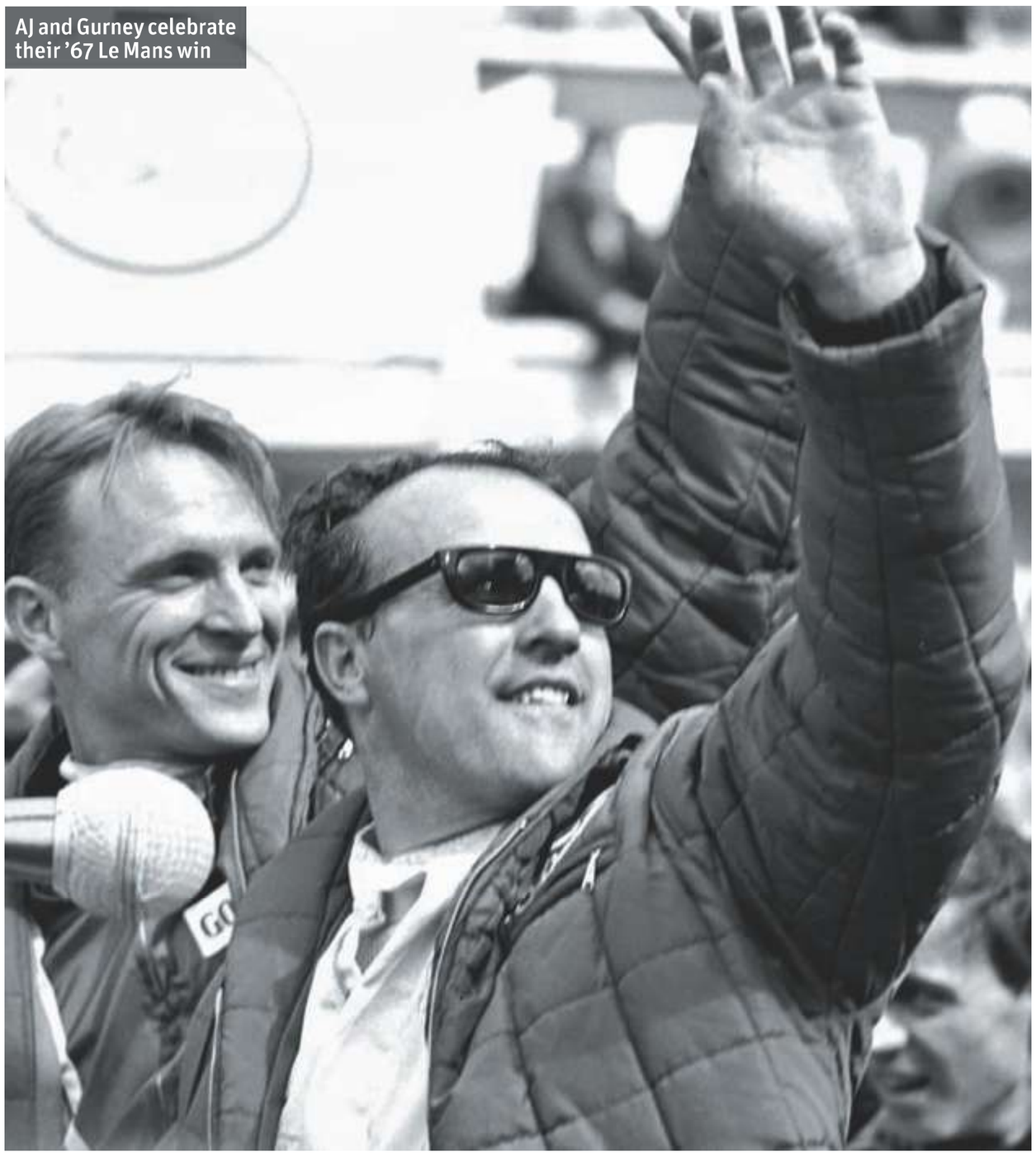


AJ and Gurney celebrate their '67 Le Mans win

Riverside '65 – en route to his biggest shunt

Foyt's second 24-hour success was at Daytona

◀ "My father owned some good cars. So I just took it up from there. I did a lot of work on my own cars, and built a lot of the motors for my own stuff. I'd run 'em on the dyno myself."

Foyt's childhood in his father's garage had taught him how cars and engines worked, and his thirst for engineering ran almost as deep as it did for driving.

"The drivers today have all that computer stuff on the car, so you can tell them what mistakes they're making, and what the mechanics need to do," he says. "Before, it was you and your mechanic, and you had to discuss what to do to go faster. If you got along good, and he figured you out, you'd have a good team.

"Today, you could have a driver and an engineer who ain't that good, but as long as they're good with the computer, because it tells you everything you need to know, it'll make you look like you're a real good race driver."

"TODAY, IF YOU'RE GOOD WITH A COMPUTER, YOU CAN LOOK LIKE A REAL GOOD RACE DRIVER"

In 1958, long before the computer age, Foyt got his Indycar break, and the stars were so well aligned that he hit the big time with a top team. Sam Hanks' retirement after winning the '57 Indy 500 saw another ace, Jimmy Bryan, switch teams, leaving Al Dean in need of someone to drive his Kuzma-Offenhauser – the Dean Van Lines Special.

Foyt says: "Jimmy left there after winning three championships with Dean Van Lines, then they hired me as a rookie, and I said, 'Holy cow! These guys have been winning championships and now they want me to fill his shoes.' That was my big break."

START OF THE GLORY DAYS

Foyt would record phenomenal success in America's premier open-wheel series (he'd race stock cars, too, of course). He won a record 158 USAC-sanctioned races – 67 at Champ Car (now IndyCar) level and won the premier series seven times.

But his love affair with the Indianapolis Motor Speedway was far from straightforward. The perils of racing at 170mph over 500 miles in the late '50s were brought into stark focus when his friend Pat O'Connor – who guided Foyt around his first laps of the Brickyard in practice to show him which groove to run – was killed in a fiery crash. Foyt recalls he was haunted by seeing O'Connor's charred body in the remains of his car, and vowed never to get close to fellow drivers again.

He even questioned his future participation at the Speedway: "I said to myself, 'This might be too rough a game for AJ Foyt.'"

But continue he did, and how. His first Indy 500 win came in 1961, as reigning USAC champion, outlasting Eddie Sachs who had made a late-race pitstop to replace worn tyres. He won again in '64, a race marred by the death of Sachs and David MacDonald in another horrible fiery crash. It was also the last hurrah for the Offenhauser-powered, front-engined dinosaurs in which Foyt made his name.

The next time he was in Victory Lane there, in 1967, he was piloting a rear-engined, Ford-powered Coyote – and only just avoided a last-corner crash...

"With the smoke, I couldn't see a thing, so I thought I was going to have to hit somebody," he says. "If I did I was going to push them right across that finish line! When I broke out in the clear, I couldn't believe it."

He would go on to win the Le Mans 24 Hours the same year, the only man to achieve that feat.

HIS FINAL INDY WIN

Foyt rates his Indy 500 success of 1977 as his finest hour at the Brickyard. He takes up the story of his pursuit of leader Gordon Johncock...

"I had to make up 32 seconds on him," ▶

RACING GREEN

Foyt is adamant that green is an unlucky colour, and was horrified when Jack Brabham raced a green Lotus at Indy in 1961. He once trashed the contents of his own garage when his doctor brought a green-coloured cooler to a race.

PICS: INDIANAPOLIS PR, GETTY, FORD PR

◀ recalls Foyt. "I'd run out of fuel in 1975 and it rained in '76 when I was running second or third, and in '77 I coasted in again [out of fuel] and lost 32 seconds. But I got back out and at the end there I was catching Johncock pretty fast.

"I told Jack Starne, who still works with me today, 'He'll probably let me get to within 10 seconds and then he'll see me.'

"When I got down to within 10s, Jack asked, 'Have you turned the boost up yet?' I said, 'No.' He counted down the gap: 'Ten, nine, eight, seven, six'. I said, 'They gotta be in trouble.' And, true enough, when I got within a couple of seconds, he blew up.

"It felt like my biggest one because I had my own car and my own motor and I drove it. That really was a high of my success. But the biggest moment I ever enjoyed more than anything was the first time I won at Indy. You always live and dream that's gonna happen. And I've always lived and breathed Indianapolis."

THE GREAT RIVALS

Having grown up in a generation who were often paralysed or killed, Foyt found himself racing against scores of drivers in his long career. Given his love of country and its oval-based scene, coupled with his general disregard for European-style racing, one of Foyt's choices as a favourite rival comes as something of a surprise.

"One of the best drivers, certainly the best I ever raced against from F1, was Jimmy Clark," he says. "I have a lot of respect for him. Not just from Indy – I watched him drive stock cars, a factory Ford, which was *not* like the car I had or the other top guys had.

"Seeing him drive a stock car like that real good, seeing him win on a one-mile oval, he was the driver I have the most respect for, coming over from Europe. Sure, you've got Michael Schumacher, but Clark could drive different cars. Whatever you put him in, you had to beat him. He was a super, super race driver."

Foyt also rates Jim Hurtubise, Parnelli Jones and Mario Andretti as his toughest regular on-track rivals.

"They were a pretty big deal to race against," he says. "I'd say the hardest one to beat was Parnelli Jones. He was a hell of a race driver. I mean, Mario ran midgets and sprint cars, but I don't think he was as dominant as Parnelli in my era."

UNSWERVING SELF-PRIDE

"I guess I'm a little bit hot-headed, a little bit stubborn, but I got a lotta pride," Foyt declares. "You can never be a winner if you're a quitter."

AJ was as hard on the cars as he was on himself and his teams, but denies he was overly so. He reckons that because he ran his own machinery he was less inclined to drive it to destruction anyway.

"You know, I've owned a lot of the cars I've driven, and [Roger] Penske has had great success at Indy too, and been dominant many times, but he always had probably five times the budget I was working with. I was kinda on a shoestring compared to his outfit."

Foyt also likes to remind people that he always qualified for every Indy 500 in his career, and didn't miss a race, unlike the teams of some people he could mention...

"You coulda broke me if you'd said that Penske was gonna miss a race here with 500 winners like [Emerson] Fittipaldi and Little Al [Unser, in 1991]," he says with a twinkle. "If somebody had told me they would miss that race, and I think y'all woulda gambled right along with me that they'd make that race – that was impossible! That's one record I do hold that he don't.

"All through the years I've come close to not qualifying, but even when I was hurt, I have made it into every 500. Even like the last time, I was told I'd never walk to my race car after a terrible incident [after his Road American smash in 1990], but even though I hadn't raced all year I sat on the front row in '91. I think that shook 'em up."

THE CRASHES

Foyt had led a relatively charmed career injury-wise in a death-strewn era until it all went wrong in a NASCAR road race at Riverside in January 1965.

"That was a pretty bad one." He grimaces at the very thought. "The brakes had self-adjusters, and there was something like eight or nine laps to go. I was chasing [Dan] Gurney, who was a hell of a road racer, and went down the back straight, onto the brakes, and the adjuster fell apart. There was nothing there.

"I tried to go down the bottom [of the track], hoping to slow it down, because a good friend of mine, Billy Foster, had been killed there when his brakes went out a year or two before. He'd hit the wall on the left side, which is where you sit.

"I went down there to the inside, but Junior Johnson was already there, and I woulda hit him hard, so I just went into the dirt end-over-end... It was pretty bad."

Foyt broke his back, fractured his heel,

FOYT VERSUS NATURE

In 1968 he suffered cuts and bruises when a circus lion escaped and attempted to maul him. In 2005 he was attacked by Africanised killer bees and was stung on his head over 200 times. In 2007 he rolled his bulldozer into a lake and almost drowned – while swimming back to shore a poisonous viper swam past him. "There's never a dull moment in my life," says Foyt.

Lessons learned in dirt racing served Foyt well

Team owner AJ and 500 winner Kenny Brack

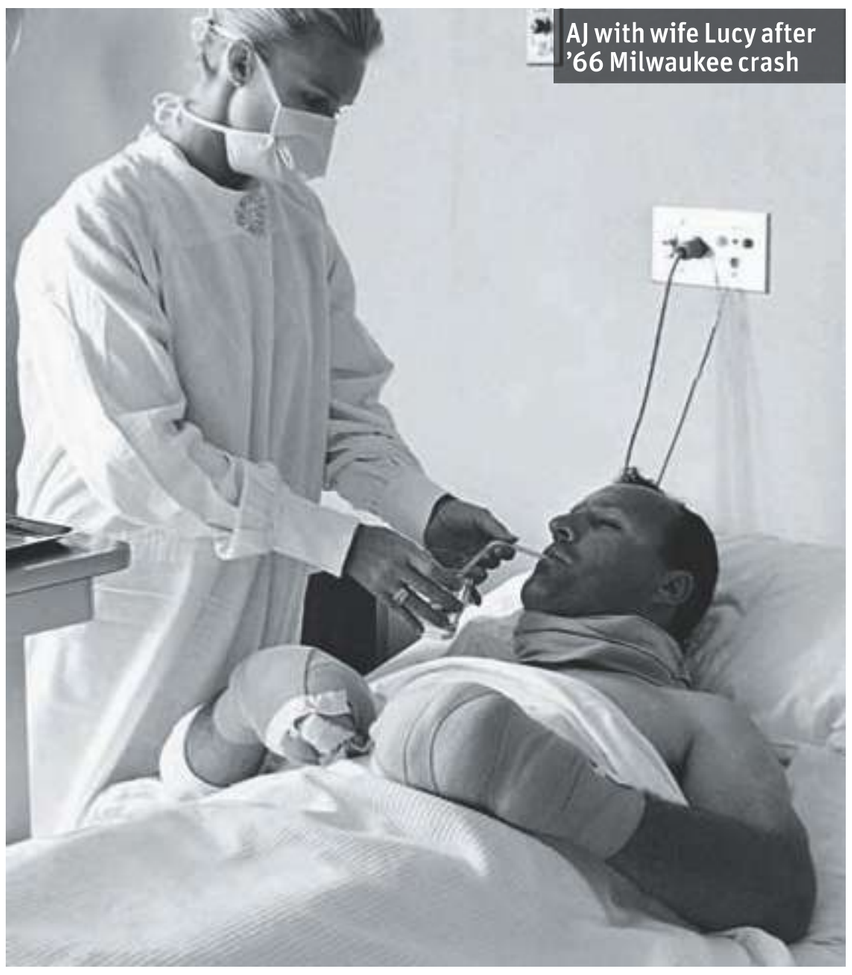
punctured a lung and damaged his aorta. Do you think that stopped him, especially with the Indy 500 looming a couple of months later?

"When I came back in '65, my doctor said, 'If you hit the wall, you could be paralysed.' Four days before qualifying I was coming off Turn 2 when I broke an upright and started spinning. I thought, 'Oh no, this is it.' I hit the wall backwards, and hit my back right against it, but when it stopped I was able to get out okay."

"But a couple of days later Jimmy Clark broke the track record, then on the run after him I broke the track record. I said I had to bring the record back to the United States, and Jimmy thought that was pretty funny."

It was also typical of Foyt's single-mindedness and stubbornness that he never felt he was to blame for any of his major crashes.

"Every time I had a big wreck I could truthfully say that I didn't do it on my own; that something broke," he says. "And people could see it, before I hit the wall, something had broke, like a rear upright or something. I have never really been hurt bad in a crash where I've made a mistake."


AJ with wife Lucy after '66 Milwaukee crash

Foyt broke his leg and ankle the day after the 1972 Indy 500 at DuQuoin, when his car caught fire in the pits and, after he'd jumped out to roll around to put the flames out, his own car ran over him.

A crash at Michigan in '81 smashed his right arm, severely damaging the muscles. He repaired them and rebuilt his strength by painting miles of fencing on his Texas ranch. Another example of doing things AJ's way – or take the highway.

WHAT OTHER LEGENDS THINK OF AJ

Smokey Yunnick, NASCAR innovator: "There was a time when we absolutely could not beat that son'bitch, no matter how hard we tried. It didn't matter if it was a midget, sprint car, Indycar, sportscar or stock car. Whatever it was, he just went like a bat out of hell. At Indy, he'd kill himself three times a lap and never put a scratch on the car. It was amazing what that guy could do."

Mario Andretti, racing rival: "He was win at all costs, a little rough at the edges, but a hell of a race driver. I may have had some differences with him over time, but I don't think anyone admired him as much as I did."

CONQUERING EUROPE TOO

Foyt is best-known for his exploits in his homeland, but he takes great pride in his Le Mans 24 Hours victory, where he shared a Ford GT40 with Dan Gurney.

"I was Carol Shelby's deal," says Foyt. "In 1966, Ford lost five of their top race drivers, so in '67 they had us come there. I think me and Gurney led 23-and-a-half hours or something like that. I went over there as a rookie and won, so I never went back.

"At that time you'd normally have three or four drivers, and the cars weren't that comfortable. We averaged something like 135mph and drove for over 3000 miles, which was a record. It was great to win it in an American car."

As well as that success, he also raced single-seaters in Europe.

"It was fun to drive at Monza [in the Race of Two Worlds in 1958, where he was relief driver to Maurice Trintignant]. And I won at Silverstone [in USAC in 1978]. I was chasing Penske's cars pretty hard all day. I had my own motor, they had Cosworths, and Silverstone's real quick for a road course.

"Jackie Stewart one day, I'll never forget, told me there was one corner on the back straightaway [Stowe] that you can get into a lot harder than you think. I was catching [Rick] Mears right up and I thought, 'I've only got one shot at this – I hope that guy didn't lie!' I was on the grass, then we won the race. Jackie gave me that tip right there."

Foyt has his own theory on why Europeans remember him well from his brief forays here: "I guess people know my name over there because I was always outspoken when I ran there. I always called a spade a spade where a lot of people don't, and still won't. That's the way I am."

HANGING UP HIS HELMET

Foyt retired on May 15 1993, on Pole Day at Indy. Two years earlier, he'd qualified second after battling back to fitness following a terrible crash at Road America in 1990, when brake failure sent him into an earth bank and his legs were buried. But the writing was on the wall.

"I almost lost my legs in that crash," he says. "They said that if I'd had another serious injury with them, then I really could lose 'em. I was 55, 56 and I said, 'I'm just too old.' I wasn't producing like I used to, and I didn't want to get hurt seriously no more. I figured that every time I got hurt it was because the brake pedal had fallen off. I couldn't do anything about that. So I decided, that's it."

Although he'd stopped racing, his team – AJ Foyt Enterprises – continues to race at the top level to the present day. But does owning a team compare with driving himself?

"Truthfully? No," he says. "Winning the championship twice with Kenny Brack was great, and winning the Indy 500 for me too. We are super friends still. It's just not like being in the seat, even when we're winning races, it just ain't the same.

"We've had some tough years recently, but I've got a super kid in Vitor Meira now. He gives it 100 per cent every time. That's all I ever ask."

And if ever there was a 100 per cent kinda guy in auto racing, it's AJ Foyt.

MUST-SEE CLIP

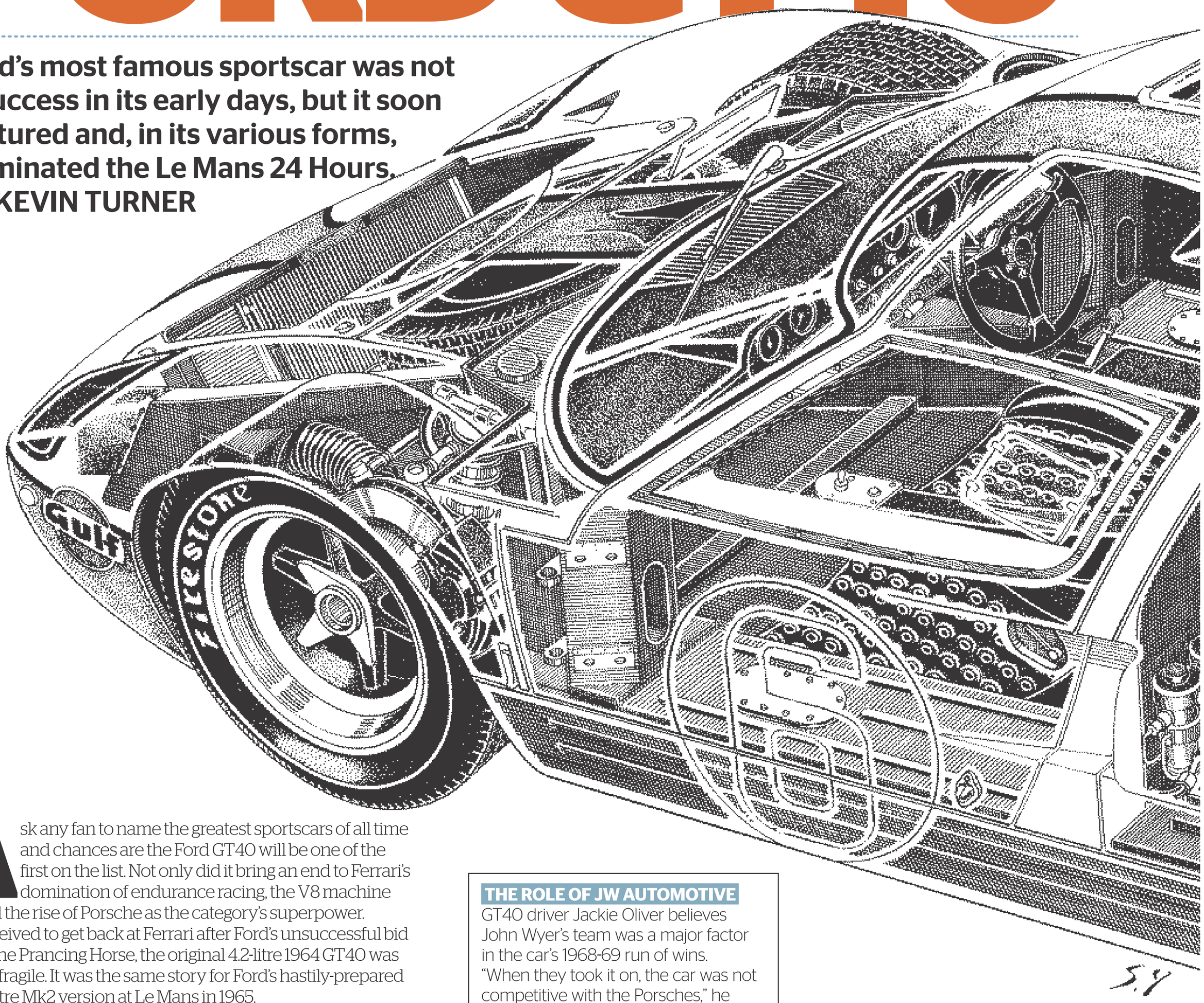
Search on YouTube for: IndyCar – AJ Foyt beats everybody with a dirt car. Foyt takes pole and leads Milwaukee Indycar race on asphalt with his gargantuan front-engined dirt car because his new Lotus wasn't ready.

AJ's last-ever Indy 500 start was in 1992

PICS: LAT, AP

GREAT CAR
FORD GT40

Ford's most famous sportscar was not a success in its early days, but it soon matured and, in its various forms, dominated the Le Mans 24 Hours.
By KEVIN TURNER



SHIN YOSHIKAWA, LAT

Ask any fan to name the greatest sportscars of all time and chances are the Ford GT40 will be one of the first on the list. Not only did it bring an end to Ferrari's domination of endurance racing, the V8 machine delayed the rise of Porsche as the category's superpower.

Conceived to get back at Ferrari after Ford's unsuccessful bid to buy the Prancing Horse, the original 4.2-litre 1964 GT40 was fast but fragile. It was the same story for Ford's hastily-prepared seven-litre Mk2 version at Le Mans in 1965.

But by 1966, with improved aero, the Mk2 won at Daytona, Sebring and Le Mans to hand Ford its first International Championship of Makes crown. The drastically different Mk4 then won at Le Mans in '67, again defeating Ferrari.

Big banger cars were banned for 1968, but 'Sports Cars' of up to five litres were allowed if 50 (later 25) had been built. That meant the Mk1 had another chance, despite the growing onslaught from Porsche with its modern, lighter 907 and 908.

JW Automotive developed the car and scored five wins, including Le Mans, to grab Ford a second title. By 1969 the car could not match the Porsches and Ferraris – for the first time there were no poles or fastest laps – but two final wins came at Sebring and Le Mans, courtesy of Jacky Ickx and Jackie Oliver.

THE ROLE OF JW AUTOMOTIVE

GT40 driver Jackie Oliver believes John Wyer's team was a major factor in the car's 1968-69 run of wins.
"When they took it on, the car was not competitive with the Porsches," he says. "But when JWA added things like the Gurney-Weslake heads and bigger rear tyres it was much quicker. And the cars were extremely reliable."

BRITISH BEGINNINGS

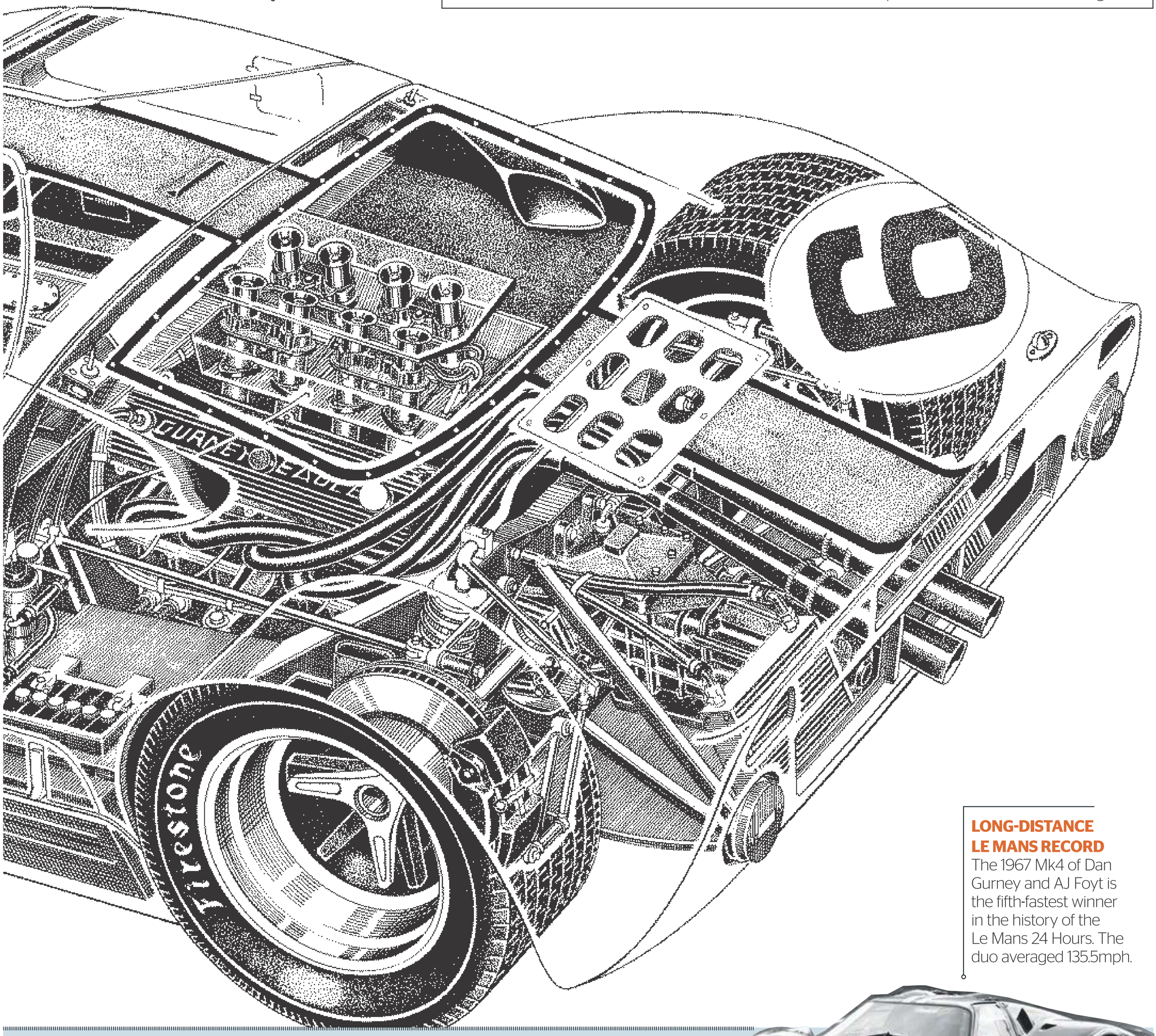
Lola founder Eric Broadley was involved in the early stages of the project, which was based on his Lola Mk6 GT. John Wyer produced early GT40s (right) under the FAV banner, before running the JWA team.

DRIVING A GT40

As well as its victories with JWA, the GT40 proved a good car for privateers. Brian Redman, who raced GT40s before moving to Porsche, says: "It was easy to drive, but relatively heavy. You had to take care of the brakes, and it was best to change down through the gears to assist braking."

OLIVER'S BEST GT40 MOMENT

Jackie Oliver's 1969 Le Mans victory, scored with Jacky Ickx, might be his most famous GT40 success, but the man himself rates that year's Sebring win (left) – also with Ickx – more highly. "We were challenged at Sebring and we drove flat-out," he says. "There was no driving to orders like at Le Mans and we won on speed and reliability. At Le Mans you had to look after tyres, brakes and that sort of thing."



LONG-DISTANCE LE MANS RECORD

The 1967 Mk4 of Dan Gurney and AJ Foyt is the fifth-fastest winner in the history of the Le Mans 24 Hours. The duo averaged 135.5mph.

WINNING RECORD

In its six-season frontline career the GT40 scored 14 world sportscar championship victories. The Mk1 took eight, the Mk2 (left) three, two went to the Mk4, and JWA's GT40-based Mirage won at Spa in 1967.

GREAT TRACK
SUZUKA

Motor racing didn't really exist in Japan until 1963. Then, thanks to Soichiro Honda, one of the world's greatest circuits staged its first car event. By ADAM COOPER

Ask any grand prix driver to name his favourite circuits, and the chances are that Suzuka will figure high on his list. Since it first hosted a Formula 1 race in 1987, the track has played a key role in deciding world championships, and as such it has forged a place in the history books.

But even when Japan hasn't hosted a title showdown, Suzuka has invariably produced a dramatic grand prix. Like Spa, it has fast corners that really tax drivers. And, as with the classic Belgian venue, rain often adds to the mix.

"It's the layout," says six-time winner Michael Schumacher. "It's the characteristic of the track, the corner combination, particularly in the first sector. 130R is now not such a corner anymore, but particularly the first sector makes it worthwhile. There's a lot of high speed, a lot of technicality, a lot of difficulty for us, so it's a big challenge."

The irony is that for the first 25 years of

Le Mans start for 49-car field in 1966 1000km

its existence, Suzuka was something of an overlooked jewel, sampled only by the few foreign drivers who happened to take part in Japan's domestic races. It's a great shame that it was not discovered earlier.

Located neatly between the key cities of Nagoya and Osaka, Suzuka was built by Soichiro Honda in 1962, on land adjacent to his factories. Already world champions in 350cc and 250cc bike racing, the company had just begun to investigate an F1 project. Having a track on its doorstep had obvious advantages, not least because there was no other circuit in the country.

In truth Japan did not have a great motor racing tradition. Although the wealthy Baron Okura competed in the first-ever meeting at Brooklands in 1907, prior to WW2 there was very little activity in Japan itself, apart from a local form of US midget racing, in which Mr Honda was himself a keen participant. For 17 years after the cessation of hostilities there was no proper motorsport at all, and thus the concept of racing didn't really exist until Suzuka came along.

The track was designed by John Hugenholtz, who had earlier been responsible for Zandvoort. The Dutchman had the run of a hilly, elongated site, and was encouraged by Honda to cram as much into as little space as possible. He had the inspired idea of including a crossover that made the track resemble a slightly crumpled figure eight. It remains the only F1 venue ever to use such a concept.

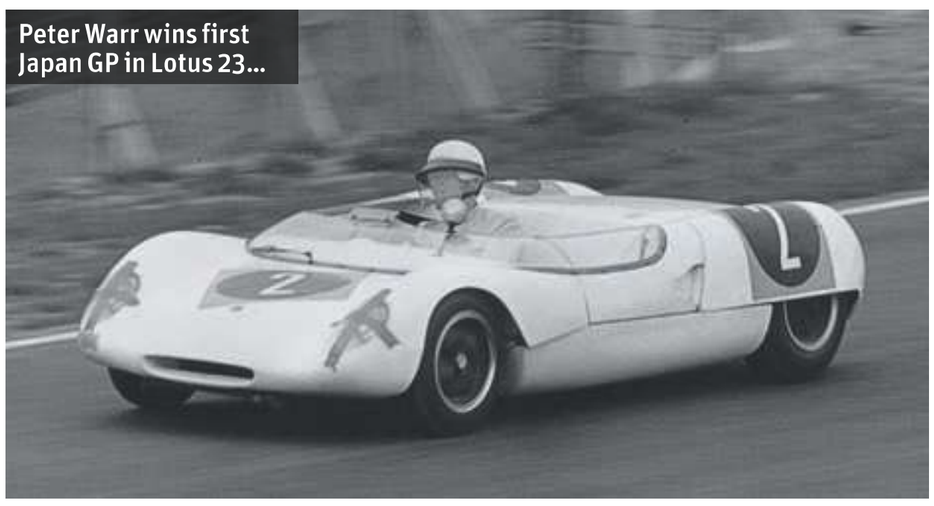
The course followed the undulating contours of the land. Highlights included the sweeping first two corners, the impossibly twisty uphill Esses, the long double left called Spoon, and the extremely fast 130R left-hander. In its original guise, a dauntingly fast right led into the downhill plunge past the pits. Only at the hairpin, after the pass under the bridge, did the drivers have any respite from the track's high-speed, flowing rhythm.

After some experiments with two-wheeled racing the previous year, the track held the country's first proper car meeting in May 1963. Honda racing engineer Yoshio Nakamura asked journalist and all round 'fixer' Jabby Crombac to help gather a field together for the first Japanese GP, which was run for sportscars. The resourceful Jabby attracted a mixed bag of entries, including Porsche racing boss Huschke von Hanstein, journalist-cum-driver Jose Rosinski and Lotus employee and sometime racer Peter Warr.

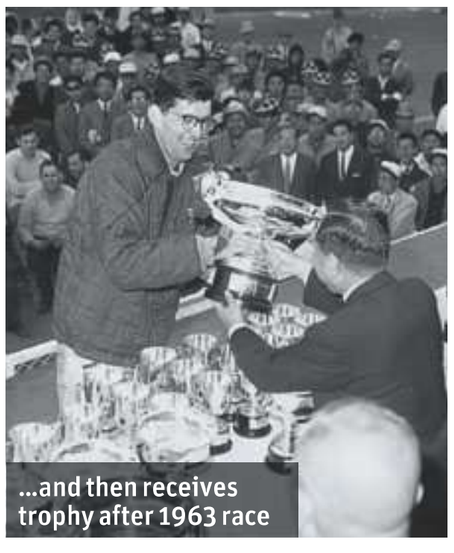
After finding a Lotus 23 chassis and an engine, Warr happily joined what was then a marathon trip to the Far East, which required many stops along the way. He found a venue that was stunning, even by the standards of 1963.

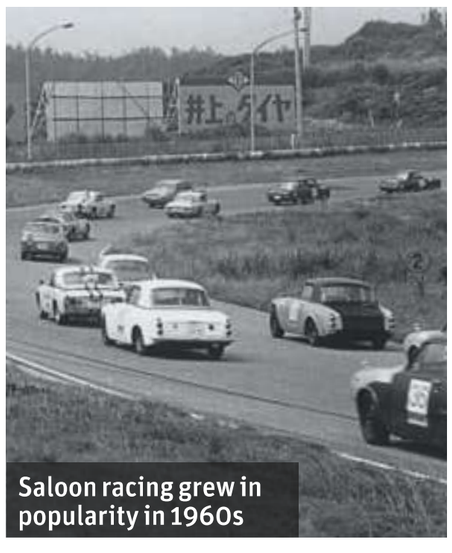
"It was completely out in the open countryside then," he says. "The track was absolutely fantastic. I think it was in the top three in the world at the time, and probably still is today. It's an incredible ▶

Pre-crash Mansell on F1's first visit, in 1987


Peter Warr wins first Japan GP in Lotus 23...

"THE TRACK WAS ABSOLUTELY FANTASTIC. I THINK IT WAS IN THE TOP THREE IN THE WORLD AT THE TIME, AND STILL IS TODAY" 1963 WINNER PETER WARR


...and then receives trophy after 1963 race


Saloon racing grew in popularity in 1960s

PICS: LAT ARCHIVE

From bullet trains to log cabins

Suzuka is the only circuit that world champions reach by public transport – the bullet train from Tokyo to Nagoya!

F1 VIPs have long appreciated the fact that they can stay across the road at the Circuit Hotel, part of a huge complex that includes an amusement park and a bowling alley. Because everyone is in the same place, there is more socialising at Suzuka than at any other race. In the evenings the Campanella Italian restaurant resembles a GPDA meeting, and most famously the Log Cabin – a tiny bar in the hotel grounds surrounded by karaoke rooms – has long been a focal point, especially on Sunday night.

It was here that an alcohol-fuelled Senna celebrated all three of his titles, and where in 1996 new world champion Damon Hill serenaded a bemused Michael Schumacher with the *Dad's Army* theme song. More recently, drivers have preferred to go back to Tokyo for a Sunday night out, or head to the airport.

Part of the Suzuka experience is dealing with the fans who lay siege to the hotel, and who display an extraordinary enthusiasm in their pursuit of autographs, making it hard to move around. Indeed, at one time the organisers provided a helicopter shuttle that took drivers on a 20-second flight from hotel to the paddock. Such extravagance is long gone, inevitably.

Revered Senna won 1993 Japanese GP...

...but three years before he punted Prost off

◀ credit to Hugenholtz that he managed to get it in on the site and designed something that's survived all these years."

Warr earned himself a place in the history books by winning the two-heat grand prix. The prize included a year's supply of Coca-Cola, and over the next 12 months he would take delivery of over 13,000 bottles of the stuff at his house!

The main attraction was supported by a busy schedule of saloon and production sportscar events. These marked the first motor racing involvement for several local manufacturers, including Honda, which fielded an S600 for its future F1 driver, Ronnie Bucknum. The weekend also kick-started the careers of drivers and team personnel who were to form the backbone of Japanese motor racing for decades to come.

Later that year, East German two-wheeled star Ernst Degner was badly injured in a fiery crash in the bike GP. The twin-apex right-hander before the underpass was subsequently named in his honour.

Warr returned for a second Japanese GP in 1964, held this time for single-seaters. There was no race in '65, but the event was revived in '66 at the new Fuji Speedway. Featuring a dramatic banked section at one end (plans to replicate it at the other were never completed), Fuji had the advantage of being much closer to Tokyo. A second major venue was clearly good news for Japanese motorsport, but it also signalled the start of a rivalry between the two circuits and their promoters that exists to this day.

From the start, Fuji was much more proactive at bringing international motorsport to Japan. An Indycar event in the first season was followed by regular attempts to attract foreign interest for Formula 2, sportscar or saloon events, and the track's persistence culminated of in the world championship F1 races in 1976 and '77. But they were not a commercial success – Japan wasn't quite ready for grand prix racing.

Suzuka, by contrast, seemingly did little to attract international attention. Honda abandoned F1 in 1968 and didn't seem interested in promoting the fantastic venue on its very doorstep. Through the 1970s, the only visitors who sampled it were those invited to the end-of-season F2 event, including the likes of Jacques Laffite and Derek Warwick.

It was only in the early 1980s that westerners such as Geoff Lees, Kenny Acheson and Eje Elgh began racing in Japan on a regular basis, both in F2 and the local sportscar championship. For them, Suzuka and Fuji soon became second homes, where they raced or tested every other week.

Suzuka finally got the recognition it deserved after Honda returned to F1 in 1983. Interest in the sport in Japan soon spiralled, a trend reflected by an influx of sponsors and wealthy team owners. Honda brought the track up to contemporary F1 standards – a chicane had been added at the hair-raising last corner in '83 – and the first grand prix was announced for November 1 1987, as the penultimate race of the season.

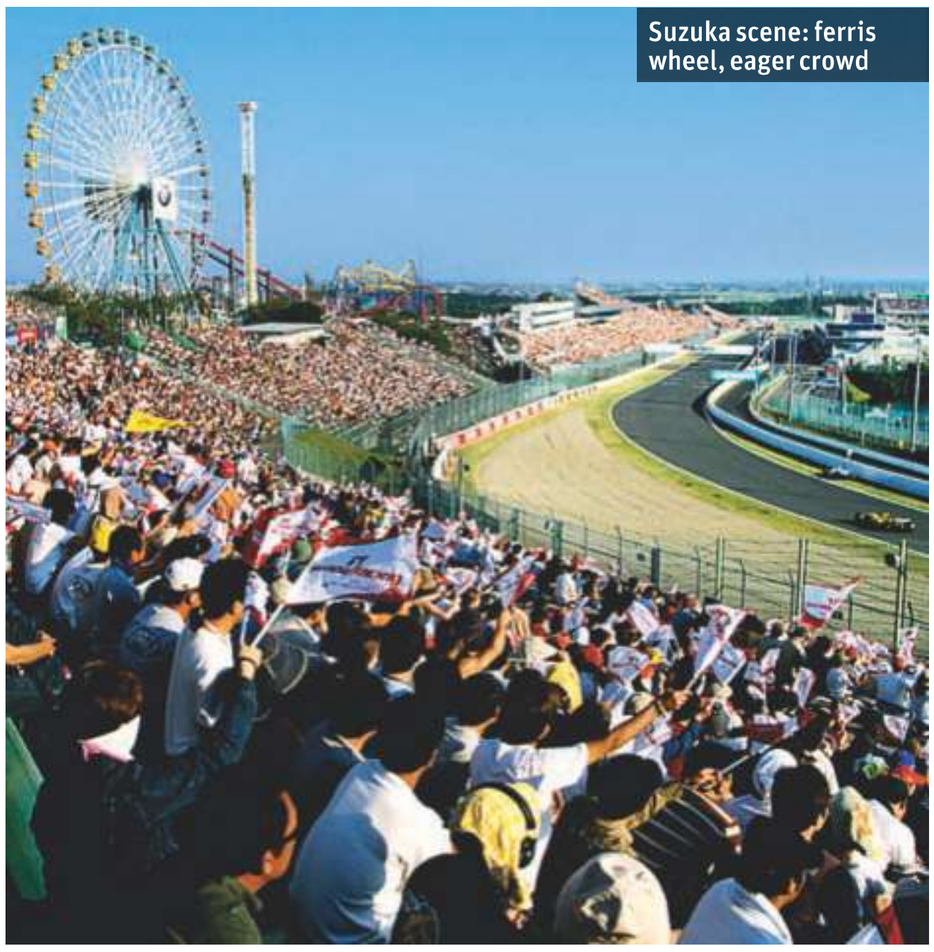
Warr returned for the first time since 1964 as boss of a Lotus-Honda team that featured Ayrton Senna and Satoru Nakajima. Their presence contributed in large part to the fact that an astonishing four million applied to the ticket ballot.

The drivers, who were virtually all newcomers to Suzuka, discovered that it was not an easy place to come to terms with. In a turbocharged grand prix car, the Esses in particular took a lot of mastering, while the high-speed run through 130R required serious commitment, and there was little room for error.

An added attraction at that first race was the battle for the world championship between Williams-Honda stars Nigel Mansell and Nelson Piquet, which ended when the Briton had a huge qualifying accident. The crash emphasised that Suzuka demanded serious respect, especially as the topography ensured that run-off areas were marginal in many places.

Whether it was the penultimate or the last event (as it was each year bar one from 1996 to 2003), Suzuka produced many races of high drama. And when Senna and Honda were involved, there was an added dimension.

Hill tracks Schumacher in rain-hit 1994 GP


Suzuka scene: ferris wheel, eager crowd

Mansell runs off the road to lose 1991 title

The Brazilian won his first world championship title with McLaren in 1988, charging through the field after making a terrible start. In each of the next two years he was involved in controversial accidents with nemesis Alain Prost. In 1989 the McLaren team-mates collided at the chicane, and the following year – when the Frenchman was at Ferrari – Senna took his revenge at Turn 1, and secured his second crown.

In 1994 Damon Hill just pipped Michael Schumacher in a two-part race stopped by accidents and torrential rain, the latter a feature of many Suzuka races. Two years later Hill won the title in Japan, while Mika Hakkinen sealed his '98 and '99 championships at the track, and in 2000 Schumacher finally won for Ferrari.

Sadly, over the years Honda failed to invest in the pit and paddock facilities, which fell far behind the times. Meanwhile, Toyota bought the even-more-run-down Fuji, and announced plans to rebuild it and claim the Japanese GP. A huge sum was invested into the tired old venue, and Hermann Tilke was hired to bring it up to date. When he was finished the place looked stunning, and the Japanese GP moved there in 2007. Tragically, Suzuka seemed consigned to the history books as an F1 venue.

But history was to repeat itself. As happened 30 years earlier, Fuji – or Toyota – could not make the race pay. From nowhere Suzuka was back in the frame. There was talk of the old rivals alternating the race, but then came news that, after just two attempts, Toyota had given up completely.

There was a price, however. Finally Bernie Ecclestone was able to force Honda to upgrade Suzuka, and when we returned last year the pit and paddock complex had been rebuilt, there were new grandstands, and the place had been brought into the 21st century.

Over the years the chicane has changed several times, and space has miraculously been found to extend run-off areas that had long been questioned. The once-nailbiting 130R has been realigned in the name of safety, robbing the track of its greatest challenge. Such a move was inevitable, given its position on the FIA's list of high-risk corners. Michael Schumacher had his first big F1 crash there in 1991 – he would carry a back injury for some years – and in 2002 Allan McNish's Toyota vaulted the barrier.

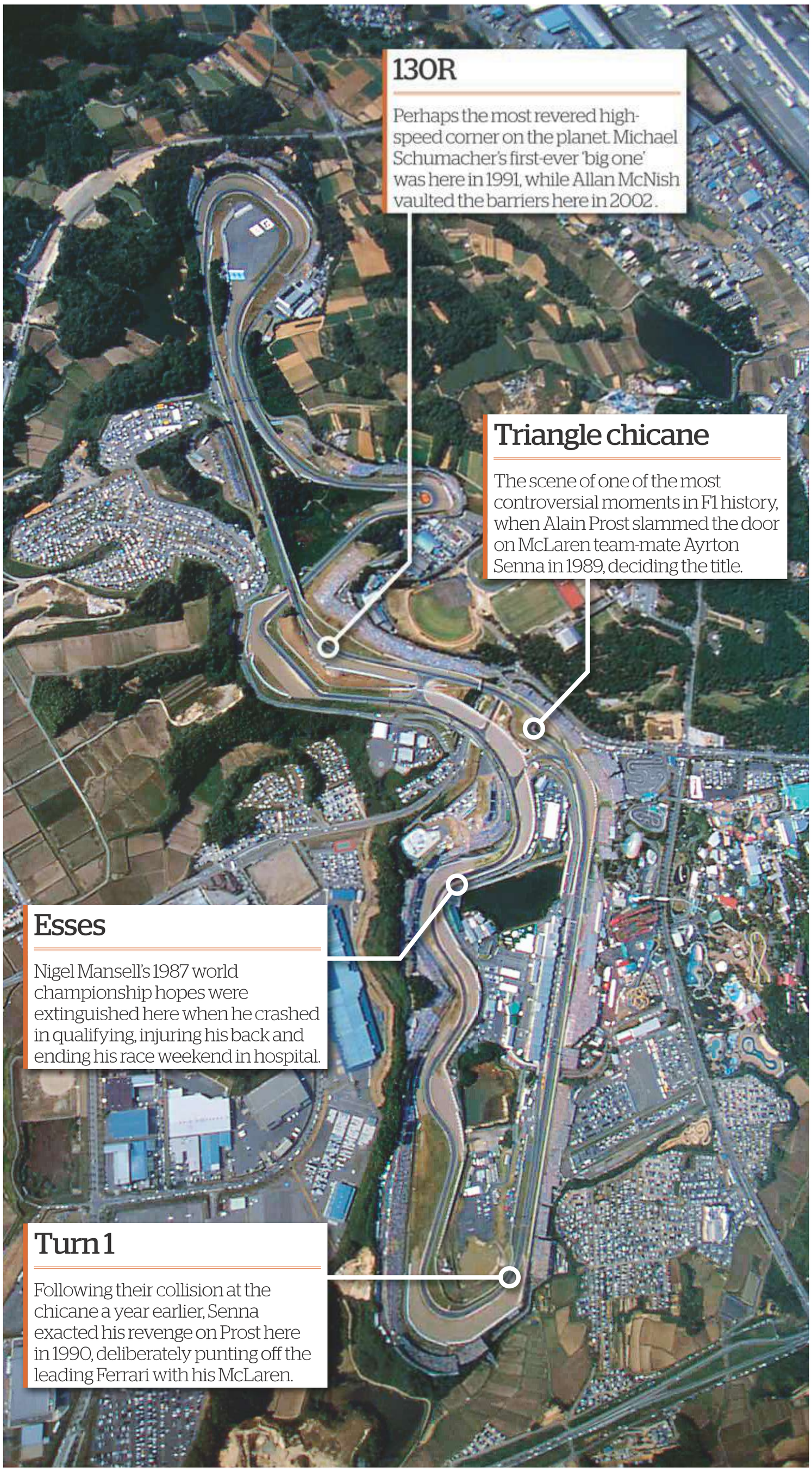
Nevertheless, the Suzuka of today is still very recognisable as the one that Peter Warr first sampled in 1963. Given that 47 years have passed, that's a remarkable achievement.

"Last year they were kind enough to ask me to go back for the reopening of the circuit, in my old actual car," he says. "I got 150 yards past the pit exit, and it felt it was just like yesterday. I looked up and there on the big screen was a film of me racing in '63!" 60

LAT/WWW.SUTTON-IMAGES.COM

THE TRACK

Opened: **1962** • Location: **Mie Prefecture, Japan** • Owned by: **Honda Motor Company**
First grand prix: **1987** • Circuit length: **3.609 miles** • Number of corners: **17**
Lap record: **Kimi Raikkonen (McLaren MP4-20) 1m31.540s (141.908mph) on October 9 2005**



130R

Perhaps the most revered high-speed corner on the planet. Michael Schumacher's first-ever 'big one' was here in 1991, while Allan McNish vaulted the barriers here in 2002.

Triangle chicane

The scene of one of the most controversial moments in F1 history, when Alain Prost slammed the door on McLaren team-mate Ayrton Senna in 1989, deciding the title.

Esses

Nigel Mansell's 1987 world championship hopes were extinguished here when he crashed in qualifying, injuring his back and ending his race weekend in hospital.

Turn 1

Following their collision at the chicane a year earlier, Senna exacted his revenge on Prost here in 1990, deliberately punting off the leading Ferrari with his McLaren.

Ford Lotus Cortina

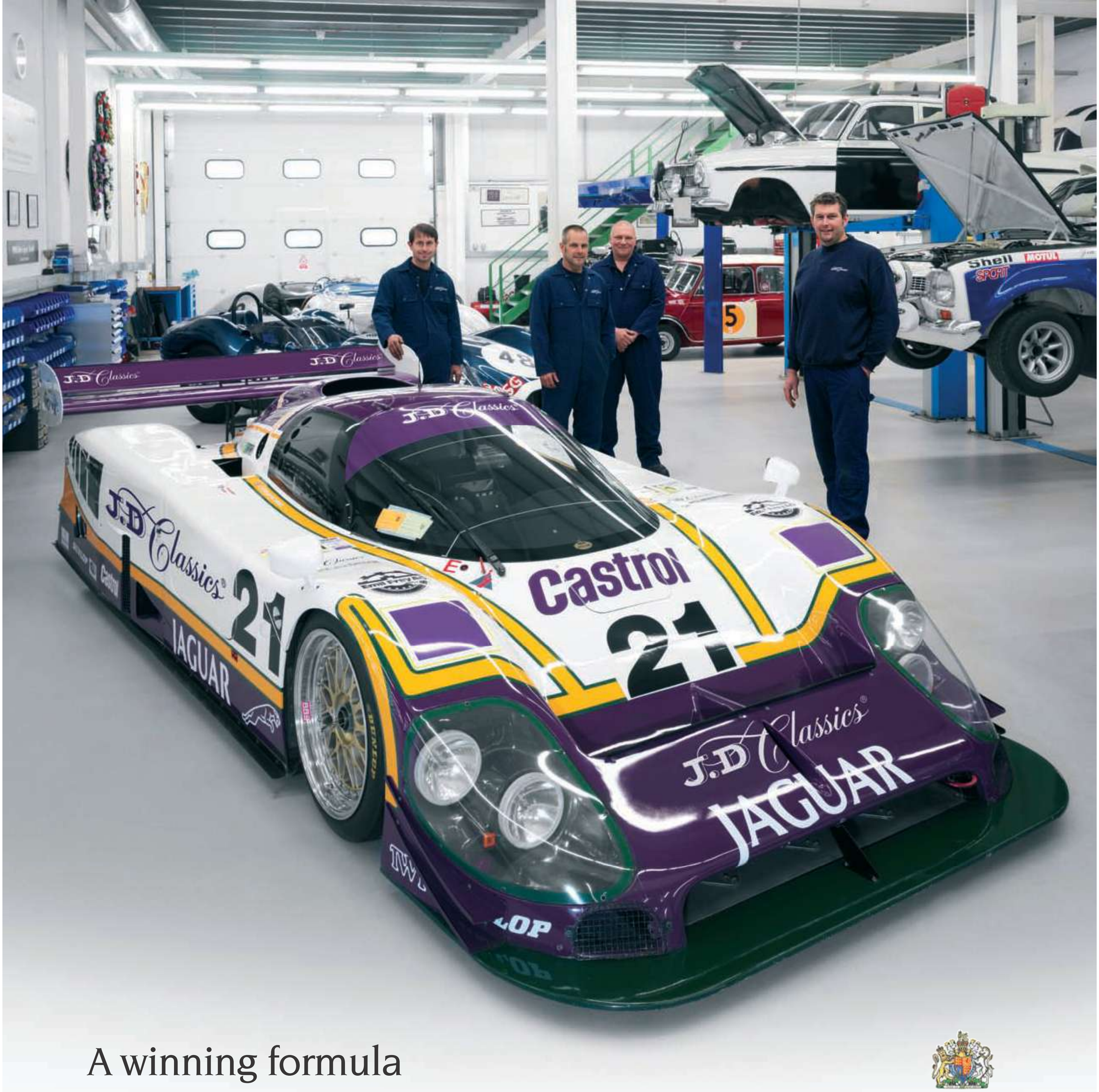
Saloon star of the swinging '60s

World Touring Car star – and part-time historic racer – ROB HUFF gets behind the wheel of one of the most iconic tin-top racers ever built

Photography: MALCOLM GRIFFITHS

Test stats

Car
Lotus Cortina
Driven by
Rob Huff
Circuit
Silverstone
Date
May 7 2010



A winning formula

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Tyre squeal, high-revving engines and lots and lots of wins. All the things that spring to mind when you utter the words Ford, Lotus and Cortina together.

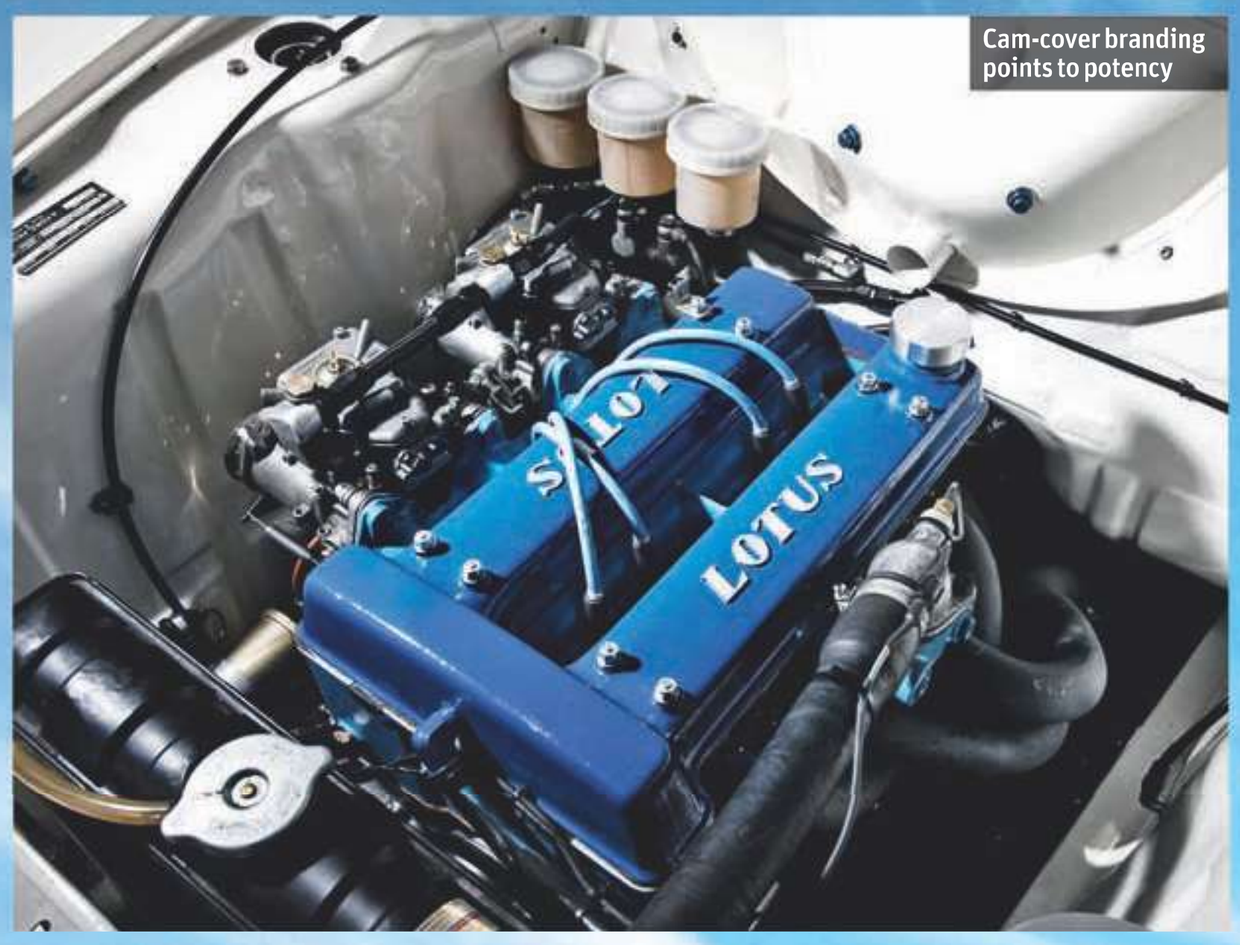
This is more than just another one of the machines that rolled off the Boreham production line; it's Colin Chapman's engineering nous, it's Jim Clark's silky smooth skills and it's the history of what this diminutive buzzbox achieved in the mid-1960s that have made it an absolute icon in saloon-car racing history.

So when AUTOSPORT invited me up to Silverstone to try one out for this commemorative issue, you'll surely be able to forgive me for feeling more than a twinge of excitement in my bones.

Now, I've got a pretty good handle on historic cars as it is, having raced my own MGB in clubbies around my commitments as a Chevrolet World Touring Car Championship driver over the past five years. Underpowered engines, rear-wheel drive, skinny tyres... I feel pretty well-prepared for everything that's associated with driving one of these things.

What I'm not prepared for is the condition of the car, which is one of the airflow models and therefore in pre-1965 specification. It glistens, and that's despite there being a fair bit of cloud cover on the day of the test. The paintwork, the panels, the magnesium wheels – even the engine bay – have been polished (I'm told by one admirer who shows up that it's the finest example of an Appendix K Cortina in existence). It looks like something you'd see at an enthusiasts' show rather than the kind of car you want to take out on a racetrack. I feel a little bit guilty that I'm the one who is going to be getting it dirty, because there are plenty of guys at the circuit who seem content just to stop and admire it.

It might look like it belongs in a museum, but this car is quick – and has been raced with some success by former Lister apprentice Andy Wolfe, whose Wolfe Manufacturing organisation prepares and maintains it. ▶



Cam-cover branding points to potency

Tech spec

Chassis: ***Ford Cortina***
Engine: ***1600cc Ford twin-cam***
Power: ***173bhp***
Top speed: ***140mph***
Torque: ***140lb ft***
Weight: ***751kg***
Gearbox: ***4-speed synchromesh***
Suspension: ***McPherson struts (front), leafsprings (rear)***
Wheels: ***5.5/13in magnesium***
Brakes: ***Type 14 discs (front), drums (rear)***
Tyres: ***Dunlop 13in historic racing tyres***

Brooklands is best spot to three-wheel around

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◀ Numerous wins in the FIA Cup for under 2-litre Touring Cars, or U2TC as it's more commonly known (10 days after my test Andy takes it to a dominant victory at Zandvoort), are conclusive proof of the car's pedigree.

Getting in is a doddle compared with my usual Chevrolet Cruze WTCC racer – I don't need a mechanic to do up my belts for me once I'm in and there's less in the way of rollcage struts to make my way around. Once I'm in, it's the details again that just stick out. This car is as basic as they come in terms of the instruments. There's just what you need and nothing else. Unlike a Jaguar Mk2 of the same generation, there's no red leather and no chrome. Instead there's a standard Ford speedometer with a readout of up to 140mph, rev counter and temperature gauge. Chapman certainly took his craft seriously when it came to stripping down the standard Cortina and turning it into this version, which cost £910 brand new. That's about £11,500 in today's money. To put that into perspective, a driver can expect to foot a bill of £20,000-£40,000 for a weekend of BTCC racing nowadays with a decent team.

Trundling down the pitlane at Silverstone (complete with open-faced helmet for dramatic effect) sends a bit of a shiver down my spine. This is one significant piece of kit: Clark, Jackie Stewart, Vic Elford and Sir John Whitmore have all won races in Lotus Cortinas – and Clark even won the BTCC (in 1964) in a model pretty close to this spec. Yes, even at slow speeds there's a rattle, which is not something you get in the world of modern, works-built touring cars, but show me an old racing car that doesn't have a rattle of some sort... It's all part of the character and I love it.

Foot pressed as hard on the throttle as I dare on cold, super-skinny 13-inch tyres, I'm impressed by the torque from the 1.6-litre engine, which Andy tells me produces 173bhp and is good for 140mph (see, the speedo did need to go that high) when the car is geared for maximum straightline speed.

Then comes Becketts, a slow and long right-hander on the National circuit. It's pretty chilly out on-track and I'm not ready to push things just yet. Best get it down the National straight and through the Brooklands, Luffield, Woodcote complex once first...

I wouldn't call the Cortina fragile, as such, but it's not a full-blown racing car. Sure Chapman worked his magic on the frame, engine and suspension, but, just like all racing saloons from the generation, it's a road car that's been modified, unlike today when touring cars are basically built from the ground up to race and are big, tough, solid pieces of kit in which you can bang panels and trade paint. As a result, everything's very soft, and this comes across every time you go through a corner; in fact, every time you enter and exit the corner, too.

You really have to take your time with everything. The front brakes are only type-14 discs – very small, and quite spongey. Plus there's lots of roll. You get a lot of diagonal pitch all the way throughout the process, and that's despite the machine only weighing 751kg, but I'm expecting it because I get the same kind of feeling in my MG.

The rear end of the car is just so soft, courtesy of the leafspring suspension, and the front is pretty stiff, so it's obvious from the outset just how Clark managed to get his front wheel so high in the air in those classic photos from Brands Hatch, Crystal Palace or Oulton Park in the '60s.

Silverstone's National circuit is a bit too flat for anything quite so spectacular. Sure, it's the home of British motorsport and an iconic venue, but Cadwell Park would have been really mega in a car like this. Unperturbed, I decide to give it a go anyway just for dramatic effect.

The place to do it is Brooklands, the corner right opposite the BRDC clubhouse. It's a corner that always looks deceptively fast, but that cuts in on you very quickly on the exit. There's a nice big gravel trap there waiting to punish anyone who overdoes it.

The car really squats on its rear end through here and you only really need to be doing 50-60mph to get the wheel pawing the air. Then, as you apply the power on the exit, the back end squats down even more, but straightening the steering cuts out the wheel lift.

You just don't get that in a modern touring car. Everything's so solid and stiff that you get very little roll and even running over a small stone on the track gives you a massive jolt.

There is an advantage to the suspension being so soft. Because it's rolling that much more, you feel much more of what's going on.

Often in a modern touring car you go ▶

Spartan interior reflects set-up of period racers

Huff sported open-face lid for 1960s-racer feel

ROB HUFF

Since making his touring car debut in 2004, Britain's Rob Huff has become one of the world's best tin-top exponents. A two-time race-winner in the BTCC with SEAT, he has competed in the WTCC since '05 for Chevrolet and won seven races. His best season was '08, when he finished third in the championship.

COMPETING AGAINST CLARK, STEWART, HILL, SURTEES AND OTHER F1 LEGENDS IN TOURING CARS WOULD'VE BEEN QUITE SOMETHING

Modern-day tin-top star happy to go back in time

◀ out, do a lap, and if it's a slow lap, you don't know why. It takes poring over data with your engineer to work out where you're losing time. It's the subtle set-up changes that edge you closer and closer to the pace.

With the Cortina you get so much more feedback. You can feel where you're losing time and where you're gaining it, and that predictability really helps you work out what not to do next time around.

There are just so many differences in terms of the driving of a car like this compared with a current tourer.

Gearchanges, for example: in my Cruze, you don't even think about it. On the upshift it's just a quick snatch on the stick while you fling your car over the kerbs, sometimes taking a bit of grass on the inside too. You don't need to worry about using the clutch or about making your tyres last because the races are only 50km, and things are so close, you just go for maximum commitment.

A simple shift in the Cortina, by contrast, is a carefully thought-out process, a full movement. Clutch down, make sure it's all the way down, pull a gear through the four-speed synchromesh 'box, make sure it's fully in before it's clutch up, then clutch up. The time spent on performing just a single shift is staggering.

Even where you sit is totally different. Racing cars nowadays are designed with the driver as close to the ground as possible to keep the centre of gravity low, help the weight distribution and reduce the amount of roll. I can barely see over the dashboard in the Cruze, but that's the way it has to be. Plus the head protection afforded by the bucket seat and the harness – not to mention the HANS device – means I can't turn my head sideways in the car to any great extent. You rely on your mirrors a lot.

THEN & NOW

The successful Ford/Lotus collaboration came about when Ford motorsport chief Walter Hayes commissioned Lotus founder Colin Chapman to fit his Cosworth-tuned twin-cam unit to 1000 Ford Cortina saloons for Group 2 homologation

In the Cortina I'm sitting much higher up in the car – more like what you'd expect from a normal road car, and the vision is much better as a result.

Current FIA safety regulations for historic racing mean that the seat has to be a modern one with the recommended shoulder support, but you still feel yourself getting moved around through Silverstone sweepers such as Becketts and Brooklands. I can only imagine how much more dramatic it would have been for Jim Clark. He would have had one of those old-style seats that ended halfway up your back and gave you no shoulder or head support. You'd be getting thrown from one side of the car to another as the car pitched and squatted through the bends; although I think I'd have quite enjoyed the intensity of that. It would have been like doing a track day in a bog standard road car, getting it to really rock on its springs...

Throwing it around proves to be a lot of fun, but unfortunately my track time is cut short as the car develops a misfire – the first reliability issue it's had since the winter of 2008, I'm told – so we have to call it a day.

Classic racing cars are pretty mega and it would be great to get my hands on this machine again, or one of the 'phase-two' Cortinas that came into action in 1966 as well. That car, a reaction to FIA technical rule changes that allowed fuel injection and dry-sump lubrication, featured an engine uprated to 180bhp by the wizards at BRM to coincide with the Group 5 touring car regulations. With a bit more power you could really have a good time.

Personally, having now tried a legendary Lotus Cortina, I'd love someone to let me play Marty McFly for a day just so I could go back and race one in period. My favourite tracks right now are the street tracks where you have to have maximum commitment and where there's no room for error. Racing in the 1960s was just the same: no gravel traps, just trees and ditches. Competing against F1 aces Clark, Stewart, Graham Hill, and John Surtees and all the other legends from other disciplines who happily jumped into touring cars in those days – almost for the fun of it – would really have been something.

As for now, Andy's already offered me another go in the car and there are a fair few races left in the 2010 U2TC schedule for him to add to his Zandvoort victory and podium-finishes at Dijon and Monza. I may just take him up on it... 60

Clark, here at Crystal Palace, won '64 BTCC

GRIFFITHS/LAT, LAT ARCHIVE

RACE AND RALLY RECORD

'60s SUCCESS AND STILL GOING STRONG

It was obvious that the Lotus Cortina would thrive in racing when two examples finished third and fourth on the car's debut in the Oulton Park Gold Cup in 1963 – ahead of the 3.8-litre Jaguars that had dominated the BTCC so far that season.

Within a year Jim Clark had won the BTCC crown while tin-top titles in Austria, South Africa – and a Swedish ice-racing crown – also came the car's way that year. So did a win for Jackie Stewart and Mike Beckwith at the Marlboro 12 Hours in the USA.

Sir John Whitmore's ETCC crown in '65 was the car's greatest achievement and came in a season when New Zealand, Swedish and Belgian titles (the latter courtesy of a 20-year-old Jacky Ickx) were also secured. So too were victories in the Snetterton 500 and the Nurburgring Six Hours.

There were also numerous successes in rallying. The first victory came via Roger Clark in the '65 Welsh International Rally while Bengt Soderstrom won both the Acropolis and RAC rallies in '66 with Gunnar Palm co-driving. Soderstrom gave the Cortina its last major victory of any kind on the '67 Swedish Rally, although the cars continue to triumph in historic racing and rallying up to the present day.

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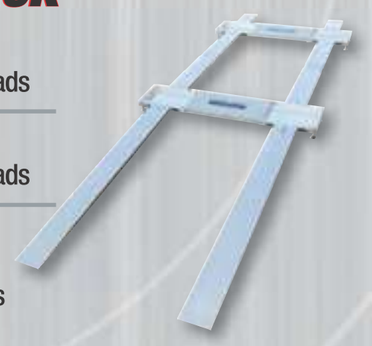

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26 AUGUST 2010 15P

BRABHAM DRIVES ANDRETTI LOTUS - NIKI LAUDA INTERVIEW

AUTOSPORT

Gethin wins thrilling Italian GP; Tyrrell P34 in profile; the history of Le Castellet

The ultimate team result - a 1-2 finish

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AUTOSPORT

JYS – an avid reader since 1950

1970s

The glam rock decade, plus...

1970
Concorde makes its first supersonic flight

1971
BBC launches the Open University

1972
The first hand-held scientific calculator is launched

1973
The UK introduces the three-day week to combat fuel shortages

1974
Ceefax is launched by the BBC

1975
Bill Gates founds Microsoft

1976
Steve Jobs founds Apple

1977
***Star Wars* hits the silver screen**

1978
Charlie Chaplin's remains are stolen from Cosier-sur-Vevey in Switzerland

1979
Brighton opens Britain's first nudest beach

PICS: REX FEATURES, LAT

AUTOSPORT CAME into my life very early on because my brother, Jimmy, was a racing driver. So I was 11 years old when that very first issue arrived at our house in 1950, and I can remember Gregor Grant, John Bolster – all the writers from those earliest days.

I grew up with Formula 1 because I was a fanatic, and by 1953 I was going down to Silverstone a lot. I got the autographs of all of the top drivers of the time, whether it was Juan Manuel Fangio, Jose Froilan Gonzalez, Giuseppe Farina, Piero Taruffi, Luigi Villoresi or Stirling Moss; Mike Hawthorn, Duncan Hamilton, Tony Rolt, Lance Macklin, Jean Behra or Harry Schell. I had them all and I followed their racing in AUTOSPORT.

I kept all the AUTOSPORTs of that time in binders because it was the bible and it covered all categories. So it was a big deal for me to see my name in the magazine from time to time once I'd started my racing career. That probably only really started in 1963 when I was driving for Ecurie Ecosse and then in 1964 in Formula 3 with Ken Tyrrell.

Eventually, I got more than my fair share of being seen in print in AUTOSPORT, and on some of the covers over the years – and it always gives you considerable satisfaction to see yourself on the cover of the right kind of magazine.

So, from being an 11-year-old to being world champion and then on to today, there has never been a time when AUTOSPORT hasn't been part of my life.

I personally knew Gregor Grant (centre, below), and a lot of the editors along the way, and always read the magazine religiously. It has usually been the most authoritative weekly and the writers have always been both passionate and of a high standard.

Long may it continue.

Sir Jackie Stewart, 1969, '71 and '73 Formula 1 World Champion

JYS and Graham Hill join Gregor for a swifty

1970s **Year by year**

1970

IMP-ERIAL MAJESTY

■ Jochen Rindt becomes first posthumous world champion ■ Porsche wins Le Mans for the first time ■ Piers Courage killed at Zandvoort ■ Bill McGovern takes first of three straight BTCC titles (above)

1971

p124

Peter Gethin is the man at Monza

GETHIN BETTER ALL THE TIME

■ Stewart and Tyrrell dominate F1 for second title ■ Peter Gethin wins Italian GP by 0.01sec (above) ■ Marko/van Lennep win Le Mans at record 138.089mph ■ Alfa Romeo takes ninth and last Targa Florio win

1972

BIG HAND FOR HANNU

■ Emerson Fittipaldi becomes youngest world champion ■ Hannu Mikkola is first European to win the Safari Rally (above) ■ Ian Taylor wins inaugural FFord Festival ■ Crystal Palace closes for business

1973

TA-TA TO THE TARGA

■ Stewart wins third F1 title and retires ■ Roger Williamson killed in Dutch GP; Francois Cevert dies at Watkins Glen ■ Last-ever 'proper' Targa Florio (above) ■ World Rally Championship for makes begins

1974

STRATOSPHERIC

■ Second F1 title for Fittipaldi, this time in a McLaren ■ Matra completes its Le Mans 24 Hours hat-trick ■ Original Can-Am series killed off ■ Lancia's Stratos takes maiden WRC win in Sanremo (above)

PICS: WWW.McKLEIN.DE & LAT

1975

p132

Looking back with Lauda

LOUDER AND LAUDA

■ Niki Lauda becomes Ferrari's first F1 champ for 11 years (above) ■ Graham Hill and Tony Brise among those killed in aircraft crash ■ Andy Rouse takes first of four BTCC titles ■ AUTOSPORT celebrates its 25th anniversary ■ Chicane added at Silverstone's Woodcote Corner

1976

TALLY-HO FOR HUNT

■ James Hunt (above) secures F1 title in Japan ■ Niki Lauda survives fiery Nurburgring shunt ■ Roger Clark is first British WRC event winner on RAC Rally ■ Formula Ford Festival moves to Brands Hatch

1977

DELIGHT AT DONINGTON

■ Lauda defies injury odds to win second crown ■ Tom Pryce killed in South African GP ■ AJ Foyt takes record fourth Indy 500 win ■ Donington Park reopens for racing (above)

1978

RENAULT REJOICING

■ Mario Andretti takes Lotus's final title ■ Ronnie Peterson dies after Italian GP crash ■ Renault scores only Le Mans 24 Hours win (above) ■ Markku Alen wins FIA Cup, precursor to the world rally drivers' title

1979

BJORN TO BE WILD

■ Jody Scheckter wins world title for Ferrari ■ Williams scores first GP win – in Britain ■ Bjorn Waldegaard (above) takes inaugural world rally drivers' crown ■ Lella Lombardi is first female World Sportscar victor

1971 ITALIAN GRAND PRIX

Gethin and BRM triumph

by PATRICK McNALLY

British Racing Motors scored their second successive victory when Peter Gethin won the Italian Grand Prix at Monza in one of the most exciting finishes ever witnessed. Any one of the first five cars could have won the race as they were separated by little more than half a second when the chequered flag came out. It was the usual Monza story with the first half dozen screaming around in a solid pack, changing order all the time. No fewer than eight drivers led the race, including Clay Regazzoni, Ronnie Peterson and Chris Amon. Peterson brought the works March home in second place only a nose behind the BRM with Francois Cevert's Tyrrell equally close in third.

Gethin scored first – and only – GP victory

Mike Hailwood drove an exceptional race in the Surtees. He showed himself to be a very polished driver and he was very unlucky not to finish better than fourth. Howden Ganley gave BRM fifth place as well, while Amon was unlucky to lose his visor when leading the race, which caused him to drop back to sixth place. Both Ferraris went out with mechanical failure early on while Jackie Stewart's Tyrrell broke its engine – the first time this year. In the championship, Peterson moves up to into second place with 23 points ahead of Jacky Ickx with 19. It was interesting to note that the points scorers contained three newcomers for the championship lists – Gethin having won his first GP, Hailwood having led his first GP, and Ganley giving his best performance to date.

Before the getaway, the starting area had been fenced in a concentration-camp style, in an effort to contain the record crowd – already in position hours before the race was due to get under way. The 23 cars did a warm-up lap under clear skies, Hailwood, driving team boss John Surtees' regular car on raceday, putting in a couple for good measure. There was some frantic last minute activity around Amon's works Matra and the mechanics only moved away from the polesitting car when the cars started to move forward toward the starter. When the flag fell both Amon and Ickx's Ferrari, which was originally declared as the polesitter by the race organisers (a clever ploy to the Italian press to boost the crowd figures on raceday) were soon passed by the mass behind, Regazzoni making a real flying start from the fourth row. The Ferrari was moving quite fast before the start was given.

A roar went up when Regazzoni came screaming by narrowly in the lead from Jo Siffert's BRM, Stewart's Tyrrell, Ganley's BRM and Peterson. Ickx had the second Ferrari in sixth place just ahead of Henri Pescarolo's Frank Williams-run March, Amon and Gethin. A 15-car pack ran nose to tail for the next few laps, with Regazzoni and Siffert disputing the lead as they passed the pits. Peterson had moved ahead of Stewart and was now third. Ickx had passed Ganley but this was a relative term as all the leaders were running so close. Pescarolo, Amon and Gethin were virtually side by side with Cevert trying to go through the middle of them.

The opening laps took their toll, for Helmut Marko came in early on complaining his BRM's engine wouldn't run properly; it died half a lap later. Surtees was equally unlucky, his Cosworth engine breaking.

On the fourth lap Peterson came by in the lead with Stewart and Siffert on his tail, Regazzoni back in fourth ahead of his team-mate. Ganley was still going extremely well in sixth with Cevert now behind him, the Frenchman having displaced both Gethin and Amon.

BRM P160 scored second win in a row

PICS: LAT

Hailwood was coming up well in the surviving Surtees and was running 13th, still attached to the leading bunch.

The red works March managed to hold the lead for the next four laps, the blue Tyrrell his constant shadow and Siffert and Regazzoni scrapping for third. Cevert made up five places in six laps to head Ickx's Ferrari in fifth. The BRMs of Ganley and Gethin were next in line with Amon still back in ninth. Tim Schenken, who ran solidly in the top 10 early on, was the next casualty, coming into the pits with a broken bottom rear suspension sub-frame on his Brabham.

The new World Champion pushed the Tyrrell into a brief lead on the eighth lap ahead of Peterson, Regazzoni, Cevert and Siffert, but the next lap Regazzoni leap-frogged past to take another turn at the head of the convoy. Amon was having tyre trouble, the centre of the treads on the front wheels chunking and causing the car to understeer badly. To add to his troubles both oil and water temperatures were running 30 degrees higher than they had in practice and he was having to keep out of the slipstream in order to keep the temperatures within limits. Pescarolo's Williams March, which had been suffering from low fuel pressure, suddenly ran properly and the Frenchman, having a terrific race, moved up to seventh by setting a new outright lap record in 1m23.8s – quicker than Pedro Rodriguez's previous mark in a Porsche 917 sportscar. ▶

Field 'strung out' in early stages of race

Jackie Oliver (McLaren, 14) battles Graham Hill (Brabham)

Peterson's March leads Stewart and Cevert

◀ Peterson retook the lead on lap 10 and held it for a further five laps, first followed by Regazzoni's Ferrari and then by Cevert's Tyrrell, which was the next car to slip by to lead them all. Stewart and Siffert were going strongly in fourth and fifth places ahead of Ickx and Ganley. It was a typical Monza race with nothing to choose between the first dozen and people changing positions all the way around the circuit. Whoever led around the back never seemed to be leading when they came past the pits. Gethin moved ahead of Amon's Matra on lap 14 but the next time we saw them the positions were reversed again.

A decisive turn in the race came after only 16 laps when the pack sped by with Cevert at their head. Nowhere to be seen were Stewart or Ickx. The Tyrrell came slowly around to the pits, its Cosworth engine ventilated neatly by a connecting rod. The Ferrari was wheeled away, the metalastic engine damper, which is between the crankshaft and the clutch, having broken up and caused serious engine vibrations. Less than two laps later, to the audible distress of the partisan crowd, Regazzoni who had been running a very strong third at this time, disputing the lead, was out with an identical problem.

Peterson was once more in command, having managed to outfox Cevert going into the Curva Grande. With various retirements and superb driving, Hailwood had come up from 14th and was running with the leaders, having passed Ganley, Siffert, Amon, Gethin, Jackie Oliver's McLaren and Pescarolo. Mike the Bike was going well and must be pretty sure of an F1 ride next year.

The race had now split up a little. The leading three, Peterson, Cevert and Hailwood, were eight seconds ahead of Ganley, Siffert and Amon, who in turn had drawn away from Oliver and Gethin. Pescarolo was falling back in ninth place as his March was starting to handle oddly and was being caught by Graham Hill's Brabham and Mike Beuttler's March. Emerson Fittipaldi, driving Lotus's lone entry at Monza, was going as well as one could hope in the experimental turbine car in 12th, but later suffered two cracked disc brakes.

Little by little the second group started to close back up on the leaders. Shortly before half distance the six cars were back together again, with Siffert challenging strongly. On lap 25 Hailwood went past Cevert and Peterson to take the lead – the first time a Surtees has ever led a grand prix, and of course the first time Mike has ever led a four-wheeled one.

The antics of the leaders were quite terrifying to watch, for they would go past the pits sometimes four abreast, yet somehow managed to squeeze into the gap where the road narrows as they went down to Curva Grande.

Just after half distance Siffert passed the three leaders in a single lap and the British-built V12 led the race for the next three laps. Amon came up strongly, passing Ganley, and was lying fourth – within striking distance of the lead. He obviously felt the time had come to make his presence felt. Further back Pescarolo's handling issues forced the first of a number of pitstops. A worn suspension pick-up point would cause his retirement.

BRM's hopes took a knock on lap 30 when Siffert slowed dramatically, letting everybody by. The gearbox was playing up and Seppi was having great trouble with selection. He was eventually left with only fourth gear.

Peterson, Cevert, Hailwood and Amon were still running as close as ever, taking turns at leading until lap 37, when the Matra suddenly shot by all of them to establish itself at the head of the column. The joy in the Matra pit after all their trials and tribulations was a pleasure to witness and Chris kept the blue car out in front for the next 10 laps, except for a single occasion when Hailwood came by ahead of him. The Matra seemed to be faster than anything in a straight line and it looked at last as if Chris stood a chance of breaking his GP duck.

The competition behind the Matra was as strong as ever and Gethin had come up to join in the fun. With only 10 laps to go the first six were all in a position to win the race. The tail of the field had been thinned earlier when Andrea de Adamich retired the March-Alfa Romeo with serious internal engine disorders and he was joined in the pits a few laps later by Beuttler, who had been driving a very good race in close company with Hill.

With only seven laps to go, Amon looked a likely winner, although he was still surrounded by Peterson, Cevert

Barbro Peterson stays cool in the excitement

Howden Ganley with BRM's Tony Southgate

PETER GETHIN

Born in Epsom in 1940, Gethin followed father Ken into a horse-racing career before switching to cars. Apart from his Italian GP win, he was best-known for his Formula 5000 successes, winning titles in 1969 and '70 and beating all the F1 cars to win the Brands Hatch Race of Champions in '73.

Chris Amon led in Matra, but was out of luck again

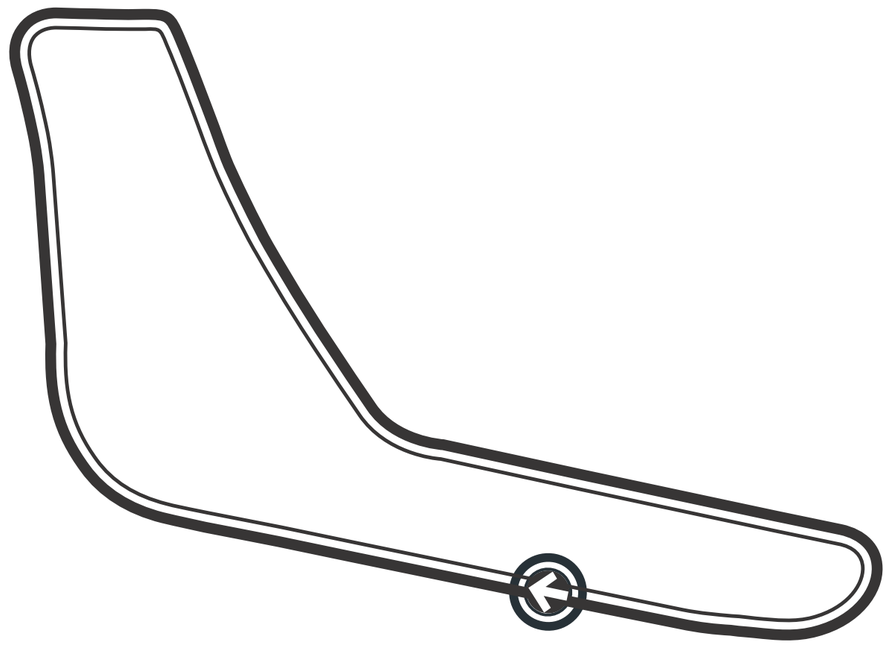
Hailwood and co. The New Zealander decided it was time to tear off one of his top visors so he would have a clean one to look through on the closing laps. As he tore off the band they all came adrift and he was driving with no protection at all for his eyes. The Matra fell quickly down to fifth place.

The last five laps were packed with excitement as first Peterson, then Hailwood, then Gethin led past the pits. Gethin had come up really strongly in the final stages, rather like the steeplechasers he knows so well. As they went into the last lap Peterson led from Cevert and Hailwood, with Gethin back in fourth. On that final lap Cevert made the mistake of leading at Lesmo. After all, he who leads at Lesmo never wins the race. Gethin made an incredible effort to pass Peterson on the grass and arrived in the Parabolica really fast, wheels smoking, right between Peterson and Cevert. The Frenchman moved over in alarm and as they sprinted up to the finish it was Gethin by a short head from Peterson. Cevert was third just in front of Hailwood and Ganley. Amon managed to hold on to sixth while Oliver and Fittipaldi followed him over the line. The first five cars were separated by 0.61 seconds! An incredible finish.

It was rather ironic that Gethin's winning car was P160-01, Rodriguez's car with which the Mexican never scored a GP victory this year. The scenes following the presentation of the trophies were not as wild as last year when Regazzoni won but were nevertheless chaotic as always after the Italian Grand Prix, with the crowd invading the circuit despite the police cordons. There was a great party that night at the Serenissima where Louis Stanley's entertaining was befitting BRM's second victory on the trot.

PICS: LAT

GRAND PRIX OF ITALY



SEPTEMBER 5, 1971

55 LAPS OF A 3.57-MILE CIRCUIT. 196.35 MILES
Winner's average speed: **150.75mph**
Pole position: **Chris Amon, 1m22.40s, 156.00mph**
Fastest lap: **Henri Pescarolo, 1m23.8s, 153.49mph**
Starters: **23**
Finishers: **10**

RESULTS

OVERALL CLASSIFICATION

DRIVER	CAR	TIME/REASON	GRID
1 Peter Gethin	**BRM P160**	**1h18m12.60s**	**11**
2 Ronnie Peterson	March 711-Ford	+0.01s	6
3 Francois Cevert	Tyrrell 002-Ford	+0.09s	5
4 Mike Hailwood	Surtees TS9-Ford	+0.18s	17
5 Howden Ganley	BRM P160	+0.61s	4
6 Chris Amon	Matra MS120B	+32.36s	1
7 Jackie Oliver	McLaren M14A-Ford	+1m24.83s	13
8 Emerson Fittipaldi	Lotus 56B-Pratt & Whitney	-1 lap	18
9 Jo Siffert	BRM P160	-2 laps	3
10 Jo Bonnier	McLaren M7C-Ford	-4 laps	21
R Graham Hill	Brabham BT34-Ford	47 laps-gearbox	14
R Jean-Pierre Jarier	March 701-Ford	47 laps-running	24
R Mike Beuttler	March 711-Ford	41 laps-engine	16
R Henri Pescarolo	March 711-Ford	40 laps-suspension	10
R Andrea de Adamich	March 711-Alfa Romeo	33 laps-engine	20
R Clay Regazzoni	Ferrari 312B2	17 laps-engine	8
R Jackie Stewart	Tyrrell 003-Ford	15 laps-engine	7
R Jacky Ickx	Ferrari 312B	15 laps-engine	2
R Nanni Galli	March 711-Ford	11 laps-electrical	19
R Tim Schenken	Brabham BT33-Ford	5 laps-suspension	9
R Silvio Moser	Bellasi-Ford	5 laps-suspension	22
R John Surtees	Surtees TS9A-Ford	3 laps-engine	15
R Helmut Marko	BRM P153	3 laps-engine	12
NS Rolf Stommelen	Surtees TS9-Ford		23

CHAMPIONSHIP STANDINGS

1 Stewart	51	9 Gethin	9	17 Surtees	3
2 Peterson	23	10 Rodriguez	9	18 Stommelen	3
3 Ickx	19	11 Amon	9	19 Hill	2
4 Cevert	16	12 Wisell	7	20 Ganley	2
5 Fittipaldi	16	13 Hulme	6	21 Beltoise	1
6 Siffert	13	14 Schenken	5		
7 Andretti	12	15 Pescarolo	4		
8 Regazzoni	12	16 Hailwood	3		

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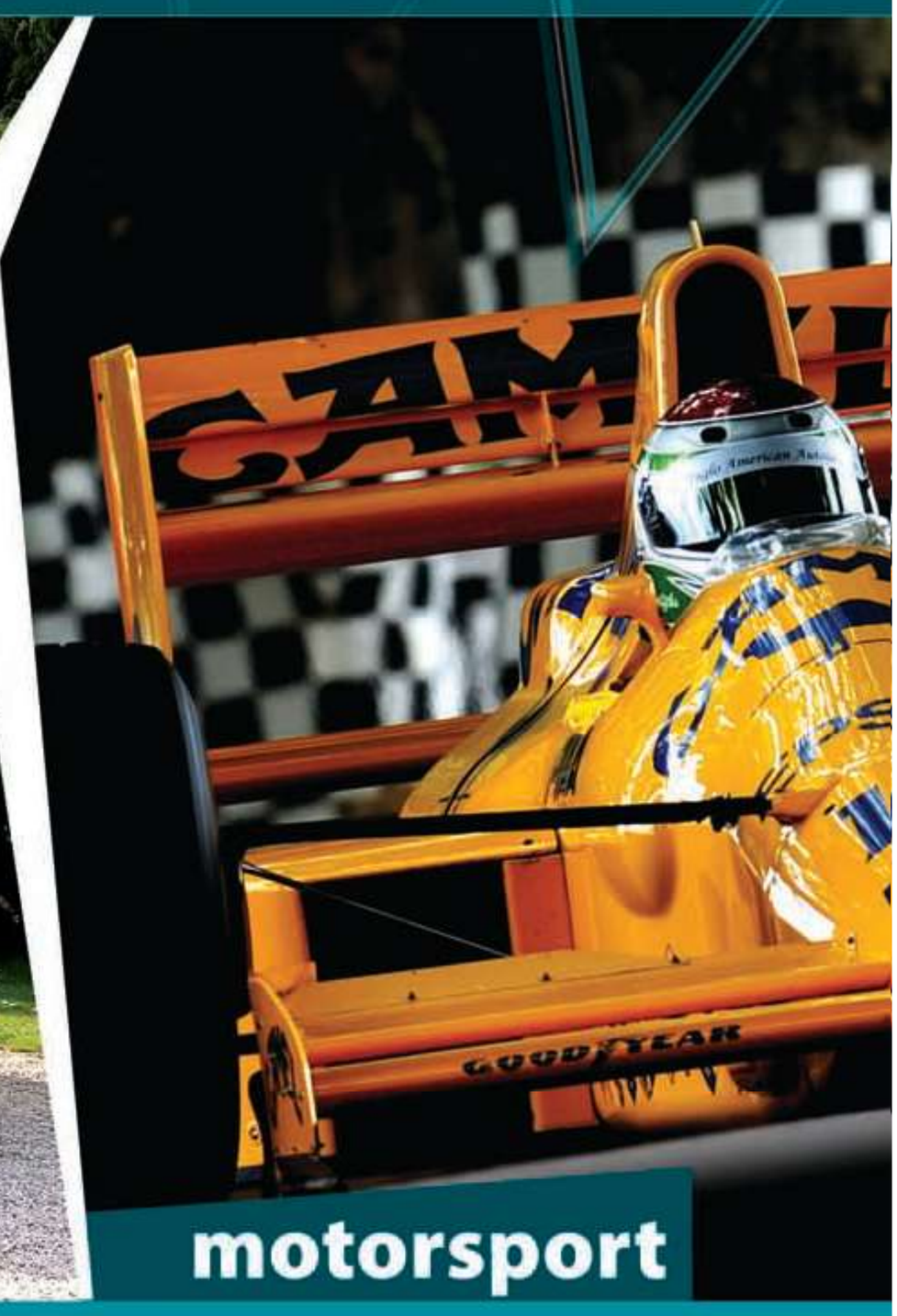

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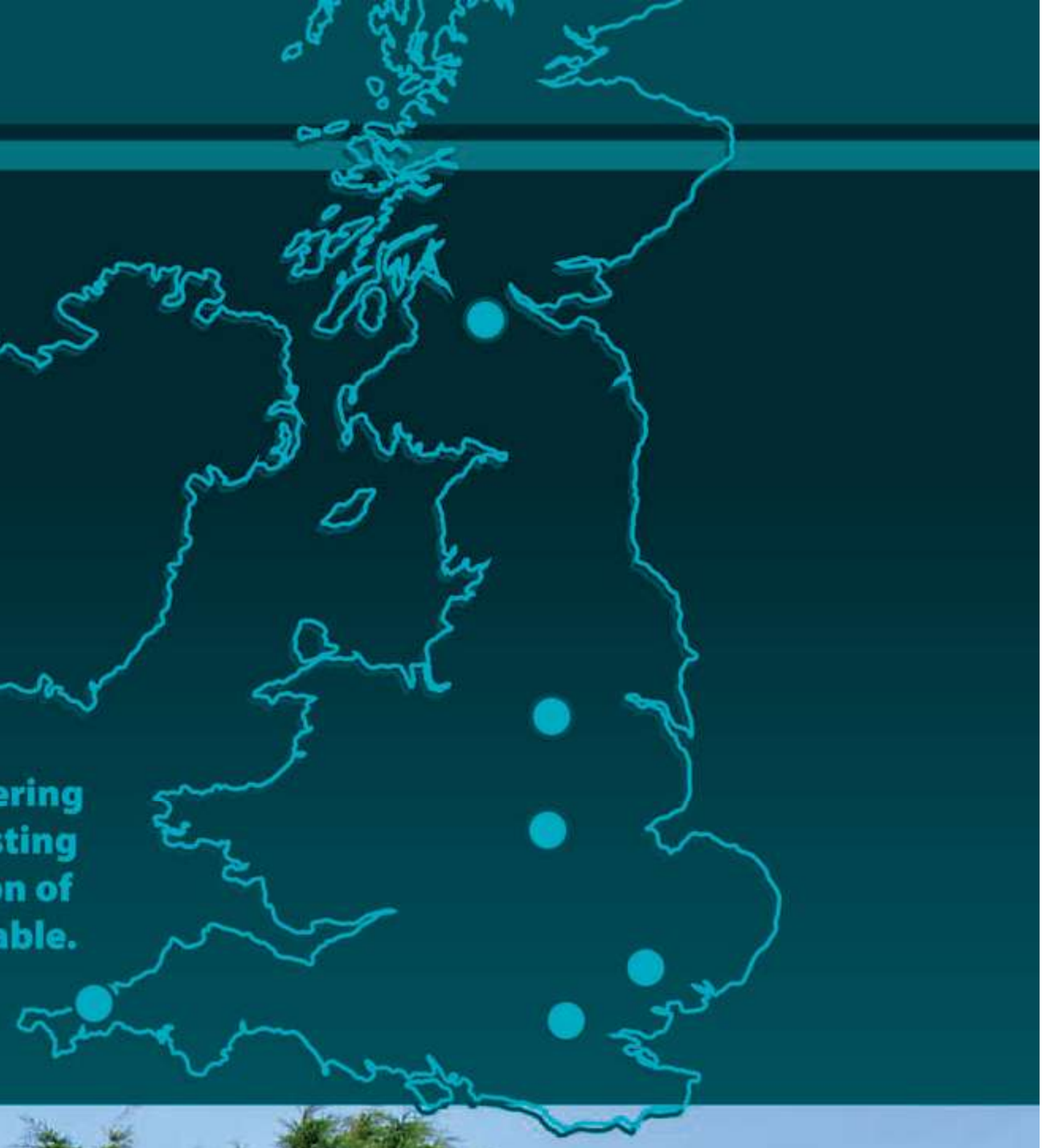

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THREE-TIME WORLD CHAMPION

Niki Lauda

Curing the Prancing Horse limp

Lauda shone for BRM at 1973 Monaco GP

One year on from contemplating suicide, he was a Ferrari driver. Another two years later he was a world champion. Two years after that he'd had enough of the team. By MARK HUGHES

PICS: LAT/GETTY

NIKI LAUDA
GOING FOR BROKE

Ugly March 721X almost ended Lauda's career

THANKS TO THE MARCH 721X, NIKI Lauda's gamble was going badly wrong. In a financially ruinous way. His whole crazy scheme was predicated on performing well enough in his pay-driver F1 rookie season to get a salaried ride thereafter. That way he could begin paying off the outrageous loan he'd taken out on no other security than his family's good name in Austrian banking circles – but without the knowledge of the family, which was totally opposed to him racing at all. 'No problem,' thought Lauda in that linear, Teutonic way. 'Get the drive, drive fast enough to get a big-money ride for the following season.' But he wasn't driving fast; he couldn't. The 721X was a disastrous car, and even its mid-season replacement, the F2-based 721G, wasn't good enough to raise Lauda from mediocrity. Even if you allowed for the car, his qualifying deficit to team-mate Ronnie Peterson – an average of more than two seconds over the year – did not suggest a future triple world champion. The 'double-the-stakes' approach that had got him this far looked like coming horribly off the rails.

"It was a shitty car and I had not enough experience in F1 to drive a bad car well like Ronnie could do," says Lauda. "He was thought of as the biggest talent in the world at that time. In fact the only thing that was keeping me some credibility was that we were both also driving F2 for March, and in that I was competitive with Ronnie. I think if it hadn't been for that I really would have been finished."

That last thread of credibility looked like it would keep him in play for 1973 – but only just. March was prepared to retain him on a non-paying basis, with Chris Amon the principal race driver. "Then they called me to the factory in Bicester," he recalls, "and basically they told me they were going bankrupt. It was over. On the way out of Bicester there was a T-junction with a wall and as I drove towards it I thought for a split-second about just driving flat-out into it, because I could now see no way out. I'd borrowed so much that it would have taken me about 30 years to pay it back if I was working in an office."

Time for one last roll of the dice: "I called Louis Stanley of BRM and, without even mentioning March, said, 'I have a sponsor' – which I did not – 'and I want to drive for BRM.' He came to Vienna, we met at the airport. I brought a guy with me that worked at the bank from which I'd borrowed the money. He was my 'sponsor'. This guy did not speak one word of English, which was good. I asked him to please just come with me while I negotiate and I will tell him we will bring the money later, that kind of bullshit. So Stanley would say, 'I want this, this and this' and I'd pretend to translate and the banker would talk in German and I would make up a reply in English for Stanley. Then I told him we cannot pay until April/May because of accounting procedures or some bullshit – that way at least would give me a few races at the start of the season. Stanley already had Clay Regazzoni and Jean-Pierre Beltoise but he also had Vern Schuppan and the idea was that I share the third car with him. Stanley suggested one race him, one race me – and I said, 'No, I have to do the first few or we cannot bring the sponsorship,' and eventually he agreed."

It wouldn't work today, shouldn't have worked even then. On nothing more than hot air and a few good drives in F2, Lauda was on the grid in the BRM P160, a vastly superior car to the March. At Monaco for the sixth race, he qualified it on the third row of the grid – immediately ahead of Jacky Ickx's Ferrari. "Before the race, Stanley came to me and said, 'Where is the MONEY?', because obviously I still hadn't paid. My race went quite well until the usual fuel-pump failure and afterwards Stanley asked that I meet him for dinner in the Hotel de Paris. I got there and he asked again about the money and I said, 'Yes, I'm fighting and I will get it any time now.' He looked at me and said, 'Listen, stop it. Here's a contract for two years. Sign it and you don't have to bring any money.' I signed it that night. I wouldn't be getting paid, but I didn't need to bring anything either. It was an easy decision." Meantime, paid rides in touring cars in a BMW CSL would keep the wolf from the door.

All that was wrong with that BRM was its down-on-power V12, and the haphazard way the team was run, spreading too little money too thinly for reliability. But all that Lauda needed from it was a shop window, to convince the F1 world that what it had seen of him in 1972 was not representative. He had run third in the race in Monaco before retirement and, with the security of his drive no longer about to be snatched away, Lauda set about tuning his sensitive, economical driving style to the malleable chassis. Before too long he became the team's pacesetter – and with a team-mate of the stature of Regazzoni, that was no small feat.

Meanwhile, a parallel drama had been unfolding at Ferrari. The Scuderia was suffering its worst-ever season, the technical department was in a mess, Enzo Ferrari had been ill and absent, and things had spiralled out of control. At Silverstone the sole 312B3 had qualified 19th, 2.6s off pole, 0.8s slower than Ferrari had lapped the same track two years earlier and barely any quicker than Rikki von Opel's Ensign. When the Old Man returned, with the help of a new aide sent by Fiat – a bright young thing called Luca di Montezemolo – he set about tidying up the chaos. The team actually missed the next race as Enzo demoted the engineer responsible for the 1973 car (Sandro Colombo), and sought out Mauro Forghieri – the genius but volatile engineer who had been exiled in special projects for the previous year – to impose some technical order. As Forghieri attended to immediate fire-fighting, Enzo and di Montezemolo began to think about drivers for '74, for Ickx seemed to have lost interest and Arturo Merzario was deemed not good enough.

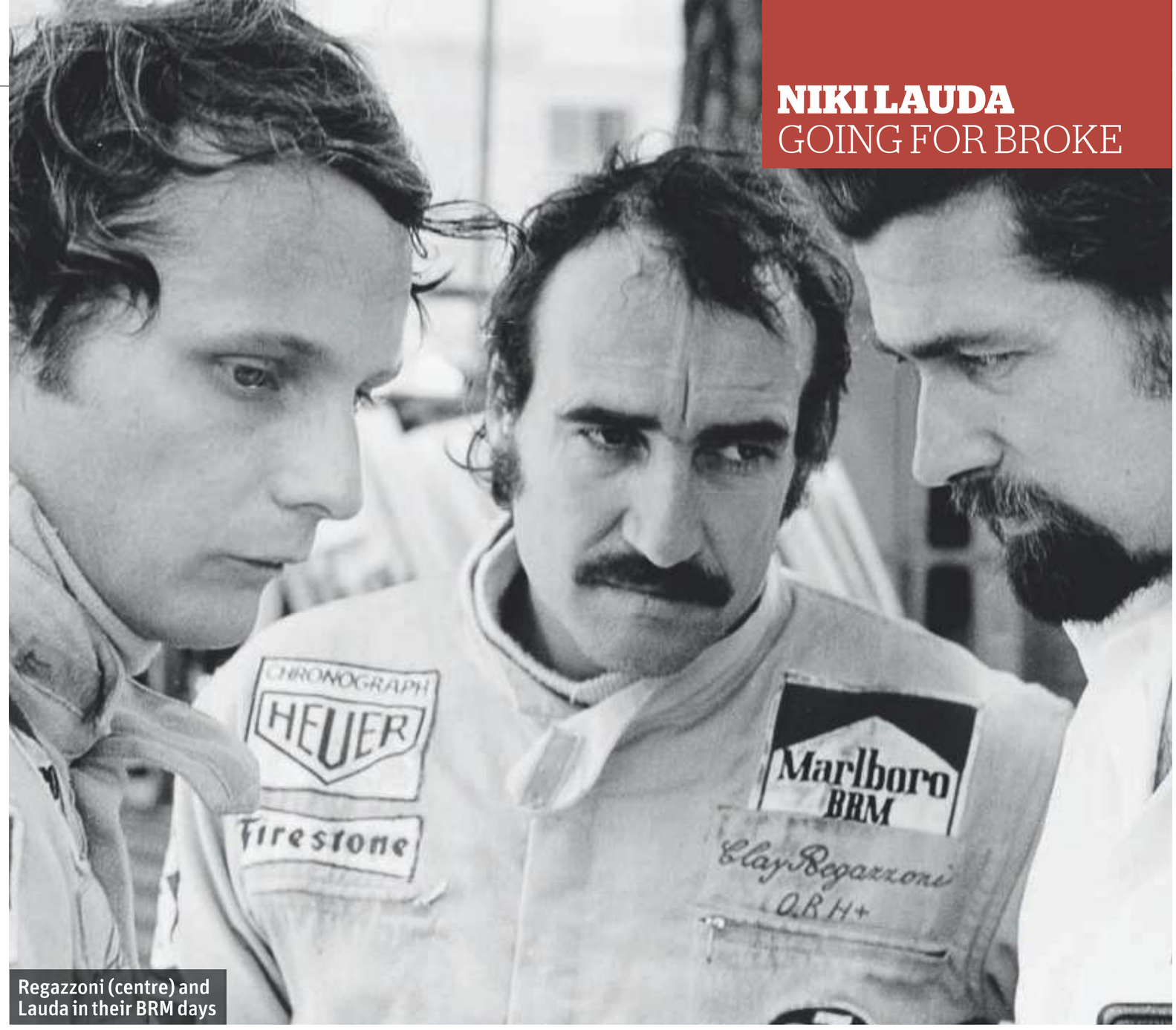
First Ferrari test at Fiorano in 1974

Clay Regazzoni – who had driven for Ferrari from 1970-72 – had been re-signed early in the season. He'd only taken a sabbatical at BRM because Ferrari couldn't meet his salary demands in '73, but it was always on the understanding that he'd return in '74, when Fiat was promising to up the budget. Ferrari's next thought was Peter Revson, the American McLaren driver who took his first grand prix win at Silverstone that July. These negotiations lasted through the summer but eventually foundered over money. The Old Man's attention then shifted to mercurial F2 champion Jean-Pierre

EARLY LAUDA

Lauda rose through Formula Vee and sportscars, finishing sixth in the 1970 Osterreichring 1000km in a Porsche 908 with Peter Peter (Philipp's dad). He made his GP debut in Austria 1971 with a March. He raced with March in '72 in F1 and F2, in which he won the British title, before joining BRM for '73. He also competed in touring cars for BMW from 1971-73, winning the '73 Monza 4 Hours and Nurburgring 24 Hours, and in a Cologne Capri in '74.

PICS: LAT



Regazzoni (centre) and Lauda in their BRM days

Jarier, who had shown flashes of F1 promise in the March team that had been reconstituted at the eleventh hour. Jarier signed but, when March boss and trained barrister Max Mosley played hardball over his existing long deal, Ferrari did not persist and his contract with the Scuderia was ripped up. What about the funny-looking guy who had qualified the BRM ahead of the Ferraris in Monaco, who had looked quicker than Regazzoni? The team spoke to Regazzoni about him and Clay's opinion was positive.

"I used to share a little office in Salzburg with someone else and whenever I left I'd say to the secretary as a joke, 'Please tell me if Ferrari calls,'" says Lauda. "One day I came in and she said, 'Ferrari called', and I say, 'Yes, yes, of course' and she said, 'No really! You have to call a Mr di Montezemolo on this number.' I called and the next day I was at Fiorano, looking at their fantastic test track.

"They even had photo cells in the track. It seemed impossible that they should not be fantastically successful with all this. When we wanted to test we had to go to some shitty British circuit miles away from the factory and most of the time it would be raining. I went to see the Old Man. He said, 'I want you to drive, you were in front of the Ferraris in Monte Carlo.' So I said, 'I have a problem, I've signed with Stanley.' 'Why?' 'Because I had no money and, and...' 'Don't worry,' said Luca, 'we are going to sort this out.' I said, 'Look, here's my BRM contract.' He said again, 'We have good lawyers, don't worry, we'll sort it out. Sign.' So I signed." Stanley didn't play as tough as Mosley had over Jarier, compensation was agreed and Lauda received a good salary (around £100,000, or three-quarters of what he owed the bank). So Lauda's financial disaster was averted. That he was now a Ferrari driver seemed almost incidental.

At Mosport, in his penultimate race for BRM, he maximised the Firestone wet-tyre advantage over the Goodyears to take the lead from Peterson's Lotus on the second lap, then pulled out an ever-bigger gap back to his pursuers with ridiculous ease. By the 15th lap he had lapped eventual winner Revson. Then his wets began to give out. He stopped for replacements – and was given intermediates instead. A corrective stop put him well down. Eventually he went out with – yet again – fuel-pump failure. "It was almost funny," he says. "I used to call it the 'Jo Siffert fuel pump', that they must fit a new one instead of using Siffert's from years ago."

But with a Ferrari contract in his pocket, losing a chance to take his first grand prix win seemed almost a minor inconvenience. Within a few days of the season's last race he was down at Fiorano, trying out the 1973 Ferrari. He could feel within a few corners why the team had experienced such a terrible season.

"Because of the BRM I knew what a good chassis felt like and this one was

"MR FERRARI IS ASKING WHAT YOU THINK OF THE CAR" "IT'S A PIECE OF SHIT." "I CANNOT TRANSLATE THIS." "WHY?" "BECAUSE HE WILL FIRE YOU. A FERRARI IS NEVER A SHIT CAR"

shit. Afterwards I was called to the Old Man's office, along with Forghieri. Piero Ferrari was translating." The conversation went like this:

Piero Ferrari: "Mr Ferrari is asking what you think of the car."

Lauda: "It's a piece of shit, and it understeers like fuck."

"I cannot translate this."

"Why?"

"Because he will fire you. A Ferrari is never a shit car."

"Listen Piero. Do you want to win or do you want to lose? Tell him."

"Mr Ferrari says what do we have to do to make it quicker?"

"Get rid of the understeer."

"How?"

"I don't know; I'm not a designer. All I can tell you is that I'm losing half a second per lap by not being able to get turned in quick enough."

Lauda takes up the story. "So Ferrari calls over Forghieri, says, 'This gentleman says the car understeers. Do you know what to do?' And Forghieri says something [mimics squeaky voice and lots of gesturing]. Ferrari then turns back to me and, through Piero, says, 'Nobody has ever said to me that a Ferrari is a bad car. Ferrari is *not* a bad car. But I'll give you a chance: Forghieri is making some changes and if you are half a second quicker, fine. But if you're not, then you're in trouble.' I thought 'fuck' and afterwards I talked with Forghieri and said, 'Listen, I don't care what you do but we have to do something.' He changed the roll centre, took him only a week to change the suspension, I was called to the test track. I arrived early in the morning and the Old Man was already there – which was unheard of, because he always arrived in the afternoon – so it was clear this was an important moment. Thank God, I was 0.7s quicker than before."

From that moment on, everything went beautifully. Forghieri's 1974 iteration of the 312B3 incorporated much of the centralised-masses theme of the more fully-realised machine he was working on in the background – which would debut in '75 as the 312T. Its front-forward cockpit and fuel tanks got the weight forward and gave the car some front-end bite, its wide bodywork created far more downforce. Allied to the powerful flat-12 – used by the Scuderia throughout the '70s – it was the perfect tool for the competitive rebuilding of Ferrari. The circumstances created the perfect opportunity for Lauda to become more than just another driver: "There was a group of people brought together at that time who all had a lot to prove. But especially Forghieri. He was a genius but had been sent away from F1 by the Old Man and was desperate to show what he could do. He had unbelievable talent when you think that he was an engine designer, a gearbox designer and a chassis designer. At the same time Montezemolo was new and ambitious and so was I. I was prepared to work like ▶

LATER LAUDA

The man to beat from the 1974-77 era, Lauda won the '75 and '77 titles with Ferrari and would have claimed the '76 crown if not for his terrible burns in the German GP. He switched to Brabham and won races in '78 before retiring in late '79, in which year he won the BMW M1 Procar title with Ron Dennis's Project 4 team. Lauda came out of retirement to join McLaren, with Dennis now in charge, from 1982-85, and claimed a third world title in '84.

First win after big crash: South Africa '77

◀ crazy, testing all the time, and Forghieri's car was good. I became the main driver on the team because I was part of this little group that was working very hard whereas Clay was a playboy."

Not that Lauda didn't like to indulge, when time permitted: "I said to Clay one time, 'Listen, next time you go to one of your parties, take me.' So we went to one before a test day and he found a girl, then I found a girl. Next thing it's two in the morning and I have a test to go to next day and I'm thinking, 'Where the hell is Clay?' Eventually I find what room he's in and am banging his door saying, 'Come on, we have to go,' and he's saying, 'No, go away. Later.' We got back very, very late and for the rest of his life Clay would always tell the story that Lauda could only perform for 30 seconds whereas he was going for three hours.

"Clay was a wonderful character, and for me a fantastic team-mate at this time because he wasn't interested in working hard, just in enjoying life. He then got into trouble with the Old Man about a contract he'd done lending his name to a brand of jeans. He was always in the papers because of his party lifestyle and had used the publicity to do this contract. But it wasn't allowed in the terms of his Ferrari deal. This put Clay in the bad books and so that moved me even more up into the 'superteam' because Clay had pushed himself down. From then I had the full number-one support of Ferrari, without it being discussed."

Lauda took his first two grand prix wins at Jarama and Zandvoort, and outqualified Regazzoni for all but two of the 15 races in 1974, equalling Peterson's record of nine poles in a season. It was Regazzoni who was in contention for the title into the final round though, through a better finishing record. Lauda retired with failing oil pressure when leading at Kyalami, electrical failure while leading Monaco, a puncture while leading at Brands, a first-lap crash with Scheckter for the lead at the Nurburgring, and being first on the scene of an unflagged slippery surface when in front at Mosport. Without these incidents, Lauda could have been champion.

There was one little bit of comeback for his fast-and-loose way with a contract. At Brands Hatch's Race of Champions in March, BRM had an injunction to impound Ferrari's transporter because the agreed payout of Lauda's contract was overdue. "I went to Bernie," he recalls, "and said, 'Look, this will be bad for you, bad for Ferrari and bad for Brands Hatch because there will be no Ferraris in the race,' and Bernie said he would sort it out. That was the last I heard about it. Stanley did not hold a grudge about it all, was a gentleman about it, and when I won the championship he was happy to consider himself my founder. Years later he asked if I would write the foreword for his book, which I did."

Forghieri's masterpiece, the 312T, gave Lauda the dream season in 1975, championship sealed with a round still to go – at Monza of all places. The crazy plan had somehow worked. That struggling 721X driver was now champion of the world. One immaculate victory after another, calmly working the car's advantages, pole positions his as if by right, much of the hard work done well before the weekend. It was a perfect synergy of Teutonic thoroughness and Latin creativity, though that combination did make for some comedy moments as Lauda tried to keep Forghieri pointing the right way. Like in practice for Montjuich, the 312T's debut.

"ALL THE MECHANICS WERE FUSSING AROUND REUTEMANN, THE NEW DRIVER. I SAID, 'GIVE ME A NEW SET OF TYRES.' I GO OUT AND DRIVE LIKE A QUALIFYING LAP – 0.6s FASTER THAN REUTEMANN MANAGED IN THE WHOLE WEEK"

Lauda: "I have understeer."

Forghieri: "No, is not understeer. You are driving on the wrong line on the circuit."

"Where?"

"A corner around the back."

"How do you know?"

"I have a friend there watching who tells me."

"And your friend tells you I am driving on the wrong line?"

"Yes."

Battling Hunt for lead at Kyalami in 1977

Lauda upped sticks for Brabham for 1978

Lauda earned money in ETC for BMW in 1973

First GP win came in wet-dry Spain race, '74

Lauda with fellow March 721 victim Mike Beuttler

"Who is your friend?"

"Is the lady friend of my doctor."

"Fix my fucking understeer!"

The understeer was fixed, and Lauda started from pole: "Mauro Forghieri was a genius, but yes, it was hard to keep him under control. He'd move backwards, forwards, sideways. But he was under big pressure. We worked well together."

Keeping the relationship straight with Enzo Ferrari was all about communication: "In the early days I'd test and at the end of it as we prepared to go to the race he would ask me, 'How many points will you get?' and I would reply, 'Nine.' But if I didn't get nine the shit would hit the fan. I found out that the journalist Franco Lini would always phone him after the race to tell him his opinion on why the cars did not win. So after that I made sure always to phone him too so at least he had a straight, analytical account. The whole thing became much easier then. You no longer spent from Monday to Wednesday disproving whatever bullshit he'd been led to believe."

The pair famously fell out in the aftermath of Lauda's near-fatal accident at the Nurburgring in 1976, when apparently on the way to a second consecutive world title. The Old Man hadn't liked it that Lauda had come back to fight for his title, scarred, rather than being the moral victor staying at home. But the real fight between them came in the preparations for '77.

"After the end of the season in '76 I was away for four weeks for an operation on my eye. Afterwards I came back, presented myself to the Old Man, said I was ready to test. He was astonished I had done this. After mumbling with Piero he said there was a brake test to do at Fiorano – the sort of stuff the mechanics normally did. I asked where Carlos Reutemann was. 'Ah, Reutemann is doing a five-day exclusive test at Paul Ricard.' At this point my alarm bells rang. I'd almost died, came back and this is how I was being treated. It really angered me. I walked out to the car park, then came back in, told his assistant I needed to see him again. He kept me waiting for two hours while he read the papers. I went in and said, 'We have a problem here. My contract says I'm in charge of testing. Secondly I have an offer from McLaren' – which I did not. 'If you want Reutemann to be in charge I respect that and accept it – but I leave. Now.' He sent me outside the office and kept me another two hours while they discussed. They agreed I could do the last day of the test.

"So I go to Paul Ricard and watch Mr Reutemann test for four days. All the mechanics were fussing around him, the new driver. On Saturday morning I saw the mechanics start packing up and I said, 'Hey guys, I've been sitting here for four days, I'm allowed to test.' They said, 'No, no, we're finished.' I said, 'Call Gocchi, he will tell you.' They did and Gocchi confirmed they had to do another day so all the mechanics are pissed off. I go out and it's understeering. I put some front wing on it, I run until it's low on fuel, I say, 'Give me a new set of tyres.' I go out and drive like it's a qualifying lap – 0.6s faster than Reutemann managed in the whole week. So then I stop and get out. They come to me saying, 'You must continue' and I say, 'No. I'm finished. I go.'

"I went home, waited for the Old Man to call, told him, 'Test with Reutemann and you are going to fail, because he has no idea. I did six tenths faster in just one lap.' I did not tell him I had the new tyres and low fuel. That made them uncertain, so that from South Africa, the next test, I was in charge of testing again. That was why I left at the end of the year." Walked out the moment he secured his second title, with two races to go.

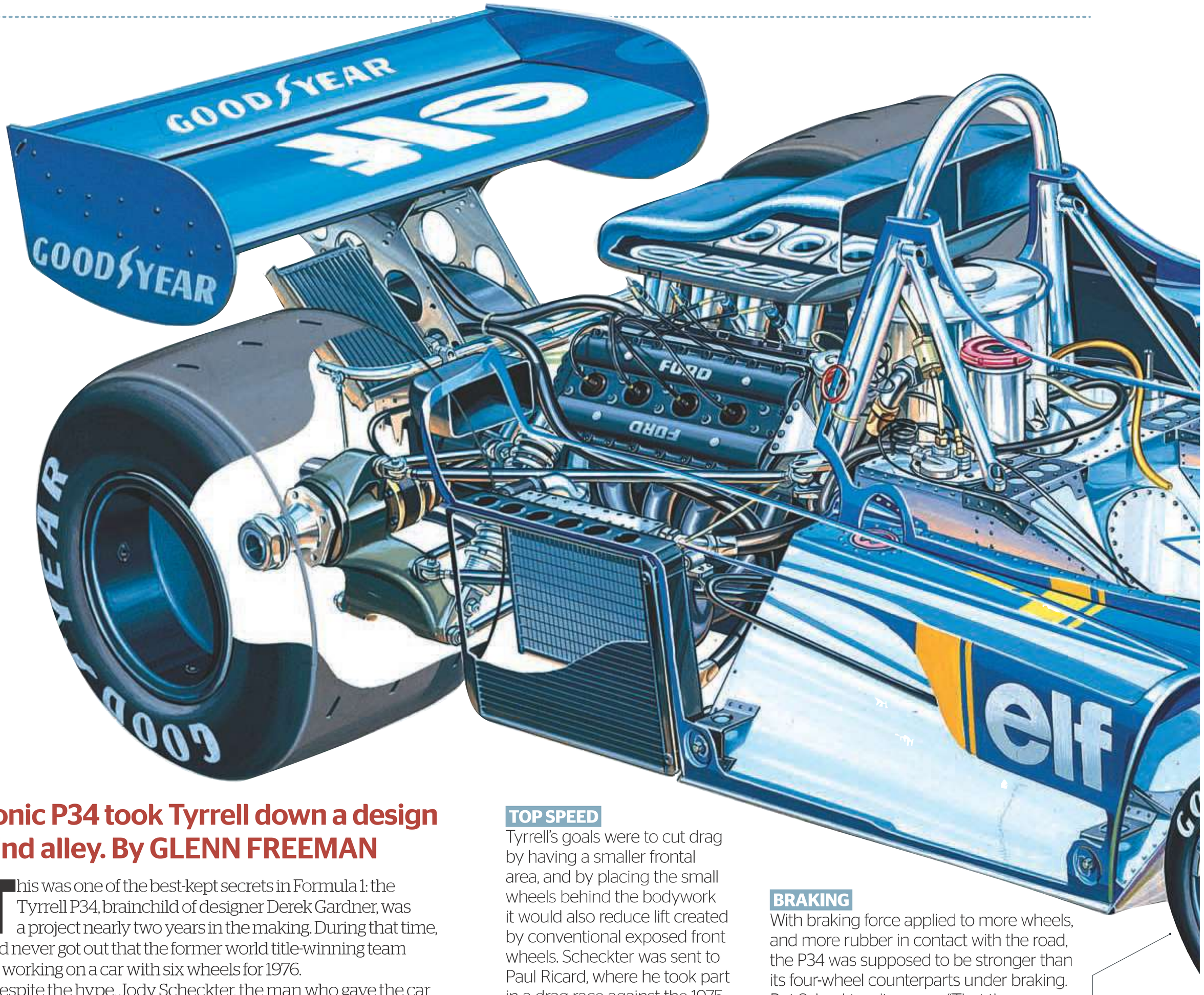
"The Old Man did not understand how I could do this to him. Just before then he'd called me in and I arrive to find him sitting with the accountant, de la Casa. You knew if he was there, they wanted to do a deal. The Old Man says, 'All right you robbing bastard. How much do you want?' I said, 'Nothing.' He looked at me. I repeated, 'Nothing. I'm going. I've signed with Brabham.' He was shouting and ranting as I left and I felt sorry for him. As I walked out it was like walking on air. All the crazy pressures of Ferrari had just evaporated."

It would have been sad that a great partnership should have ended this way. Thankfully, it didn't. Five years later Lauda was arriving at Imola for a test with McLaren. Coming the other way at a narrow point of the road was Mr Ferrari's chauffeur-driven car. Lauda stopped to let them pass, the Old Man motioned for the chauffeur to stop and for Lauda to come over to the car. "He opened the window and grabbed my wrist and looked straight at me and said, 'How are you?' I said 'Fine,' and we talked for a few moments and it was nice. He'd made peace with me and after that I'd get the Christmas card each year with the purple ink. He was the most charismatic man I ever met in my life."

PICS: LAT

GREAT CAR

TYRRELL P34



Iconic P34 took Tyrrell down a design blind alley. By GLENN FREEMAN

This was one of the best-kept secrets in Formula 1: the Tyrrell P34, brainchild of designer Derek Gardner, was a project nearly two years in the making. During that time, word never got out that the former world title-winning team was working on a car with six wheels for 1976.

Despite the hype, Jody Scheckter, the man who gave the car its only win at Anderstorp in 1976, was never a fan. "They said it would create less frontal area, but it didn't really because the rear of the car was still the same size," he says. "I didn't believe in the theory of the car. But when I look back, I actually had better results than I thought."

Gardner disputed Scheckter's worries about the width of the rear, claiming the air was too disturbed by then for it to matter.

Scheckter and team-mate Patrick Depailler finished third and fourth in the '76 world championship, before the South African moved to Wolf and was replaced by Ronnie Peterson. The P34 raced on for another season in '77, where it gradually became less competitive. Gardner left Tyrrell during that season, and the team reverted to four wheels for '78.

TOP SPEED

Tyrrell's goals were to cut drag by having a smaller frontal area, and by placing the small wheels behind the bodywork it would also reduce lift created by conventional exposed front wheels. Scheckter was sent to Paul Ricard, where he took part in a drag race against the 1975 Tyrrell 007. "The six-wheeler had a narrower-track front and rear, and a revised wing," he says. "It was always going to be faster, but in my mind it was for the wrong reasons."

BRAKING

With braking force applied to more wheels, and more rubber in contact with the road, the P34 was supposed to be stronger than its four-wheel counterparts under braking. But Scheckter disagrees. "That theory worked fine if you were just braking in a straight line on a flat road," he says. "But as soon as you tried to turn as well, one of the little wheels would pop up and then you had to come off the brakes so you didn't flatspot the tyre. So it was actually worse."

UPDATES

During its two years of life, the P34 sported a wide variety of looks as Tyrrell tried desperately to remain competitive.

COCKPIT WINDOWS

These enabled the drivers to keep an eye on the tyres on the straights. At high speed, the tyres would deform on the rim, as the crossply Goodyear rubber wasn't strong enough to hold its shape when the small wheels started turning over a certain speed. Gardner felt that a switch to Michelin's radial tyres would have solved the problem.

THE RENAISSANCE

Gardner was reunited with the P34 in the '90s when historic car owner Simon Bull and driver Martin Stretton decided to race one, with the designer employed as race engineer.

"I remember Derek turned up with a briefcase, which was the same one he'd taken with him when he walked away from F1 in 1977," says Stretton. "It had all the data and set-up sheets from the time, and we just put it back to how he used to run it."

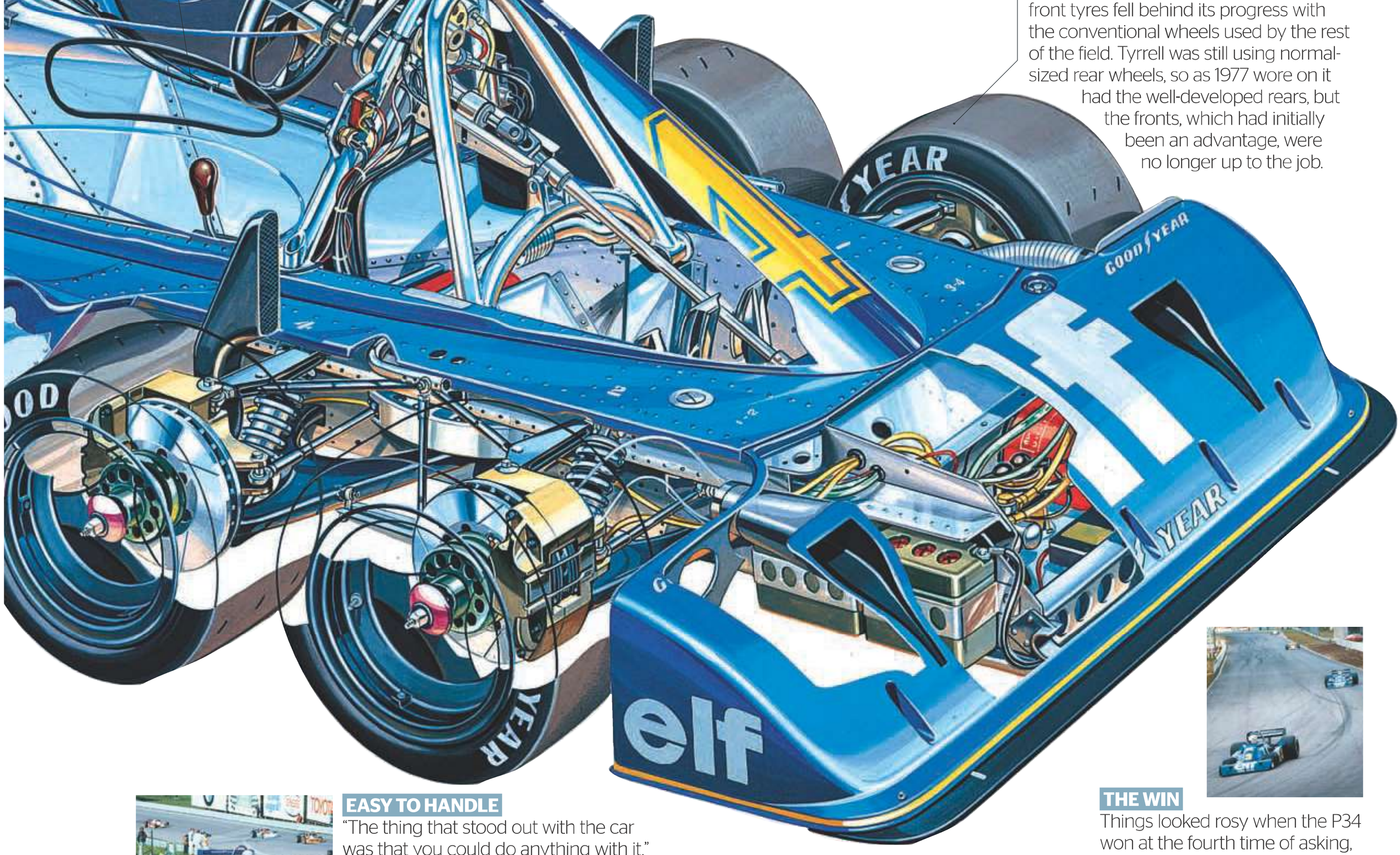
As control tyre supplier to the FIA TGP F1 championship, Avon agreed to build tyres for the P34. On a level playing field in terms of compound, the Tyrrell was as competitive as ever and took Stretton to the championship in 2000. Even Ken Tyrrell, who had laughed at Gardner when he heard he was running the car again, made a point of eating his words when he learned of the car's success.

TYRRELL P34

GP starts	**30**
Drivers	**Depailler, Scheckter, Peterson**
First GP	**Spain 1976**
Final GP	**Japan '77**
Wins	**1 (Sweden '76)**
Poles	**1 (Sweden '76)**
Front-row starts	**3**
Fastest laps	**3**
Podium finishes	**14**
Points scored	**98**

TYRE DEVELOPMENT

The six-wheel project was doomed once Goodyear's development of the small front tyres fell behind its progress with the conventional wheels used by the rest of the field. Tyrrell was still using normal-sized rear wheels, so as 1977 wore on it had the well-developed rears, but the fronts, which had initially been an advantage, were no longer up to the job.



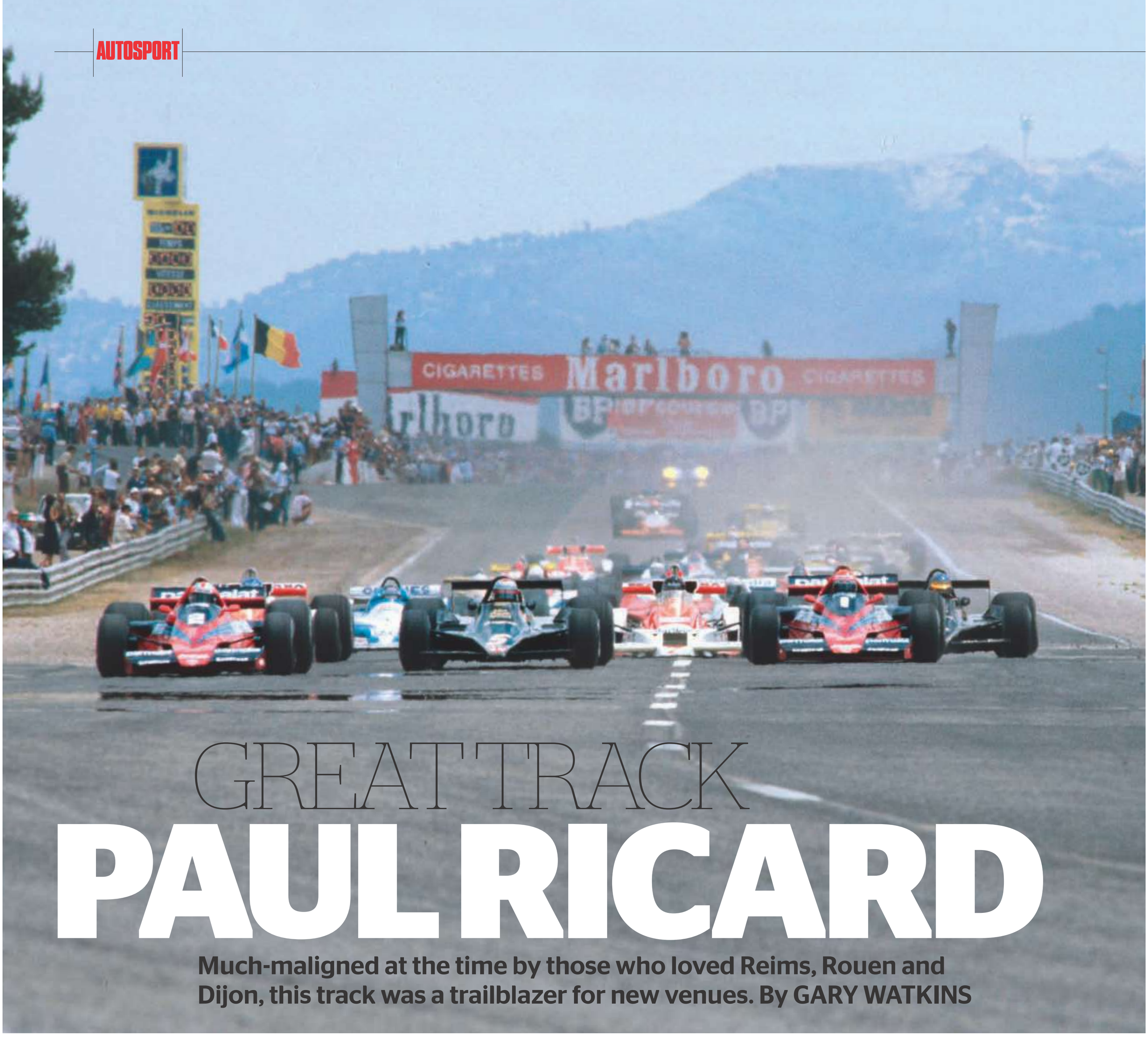
THE WIN

Things looked rosy when the P34 won at the fourth time of asking, as Scheckter led home Depailler for a one-two at Anderstorp. It would be the car's only victory.

PICS: LAT

EASY TO HANDLE

"The thing that stood out with the car was that you could do anything with it," says Scheckter. "It was so controllable. You could have gone sideways down the straights if you wanted to."



GREAT TRACK
PAUL RICARD

Much-maligned at the time by those who loved Reims, Rouen and Dijon, this track was a trailblazer for new venues. By GARY WATKINS

Visit Paul Ricard today, and it's hard not to be impressed by the so-called High Tech Test Track. Its facilities are state-of-the-art and the psychedelic swirling blue-and-red lines of its run-off zones give it an almost-surreal feel. Forty years ago, it wasn't so much different. Circuit Paul Ricard, as it was then called, was worlds apart from any other track on the planet. It was, in fact, the first modern race circuit.

Paul Ricard, built out of the dust of the garrigue scrubland of Provence, had everything we now take for granted at an up-to-date international venue: top-notch pit facilities, an abundance of run-off where required, and a layout that when split in half created two tracks that could be used concurrently. 'Avant-garde' was the only term suitable for the track when it was opened in April 1970.

"It was the most fantastic track you could imagine; we all held our breath because we couldn't believe the place," says Toine Hezemans, who finished second *and* third in the first big sportscar race on the full Ricard circuit in early 1971. "It had so much run-off, at a time when other tracks had almost nothing." "Mind-boggling" is how Stefan Johansson describes the circuit, and the Swede, competing in Formula 3 at the time, didn't get to race on it for the first time until seven years after its opening. That shows how far ahead of its time this track was.

TOUR DE FORCE

Circuit Paul Ricard, laid out on a 500-acre site near the hamlet of Le Camp du Castellet, was the brainchild of drinks magnate Paul Ricard. Quite why he decided to build the best-equipped circuit in the world isn't clear. Even the man who managed the track from its opening until the end of the 1990s, Francois Chevalier, doesn't know: "Paul Ricard owned some land and for reasons unknown he decided to build a circuit." Chevalier concedes that promoting the drinks company, famous for its Ricard aniseed pastis, was part of the reason. After all, Paul Ricard was one of the pioneers of modern sports sponsorship: his company's blue-and-yellow colours became a fixture in the Tour de France in the 1950s.

Yet Ricard, the maverick who had developed his famous drink and started selling it when such spirits were illegal, had other reasons. Sixteen years before his death at the age of 88 in 1997, he gave this explanation: "I built this circuit because I wanted to know if it was as hard to build motorways, at a time when the infrastructure of roads in France was still in the horse-and-buggy stage, as the government claimed."

Watson, Andretti, Lauda lead in 1978

Paul Ricard: great man with great drink...

Balestre (centre) with manager Chevalier (l)

...but rarely visited his circuit after early years

Gugelmin crash tests his March in 1989

THE APERITIF

Circuit Paul Ricard was inaugurated on April 19, 1970, with a round of the FIA 2-Litre Sportscar Championship and an international Formula 3 event. The races were held on the 2.03-mile short circuit. Major international racing returned to the full Ricard circuit in 1994, when the BPR Organisation established its series of long-distance GT races. Events were held in 1994 and '95.

He was undoubtedly being mischievous, but Ricard's words offer an insight into his mindset. "After he retired from his company in 1968, Paul Ricard wanted to undertake a big work, to create something," says Chevalier. "He had absolutely no interest in cars, but at that time motor racing was very trendy in France." Ricard's attitude to the track is perhaps best exemplified by what happened after it was finished and its first French Grand Prix in '71 was done and dusted. He left it to his lieutenants to run the circuit without interference and, in '78, transferred ownership to the newly-created Pernod Ricard group.

GRAND DESIGNS

If the reasons for Ricard building the circuit aren't clear, then the question of who was responsible for its design is even murkier. Not surprisingly, the man himself only added to the mystery in his 1981 interview. "I took my inspiration from Corsican folklore," he said. "The locals there say that the engineers would build their roads following donkey tracks. I used the same principle and followed the contours the drivers wanted."

Ricard turned to some of the top French racing drivers of the day for advice: Jean-Pierre Beltoise, Henri Pescarolo, Jean-Pierre Jabouille and Francois Mazet were all consulted. Pescarolo explains that Ricard's friendship with Matra boss Jean-Luc Lagardere resulted in he and Beltoise being loaned to the circuit owner to come up with a design. The following story backs up Ricard's claims. "Monsieur Ricard would call Jean-Pierre and myself, and we would get on a digger and drive through the bush," explains Pescarolo. "There was something on paper, a very rough drawing, but we drove into the undergrowth and looked at the landscape. That's how the circuit was designed."

Chevalier isn't so sure about that story. "It's half-true," he says, citing the escapades on a digger as a "good way to get in the papers". There was also an initial design that no driver would have agreed to, he explains. The first drawings had been undertaken by Charles Deutsch, the 'D' of the DB sportscar marque and the architect of Le Mans-Bugatti circuit, and were, says Chevalier, "like Avus without the banking". He adds: "There was the Mistral Straight, Signes and the beginnings of the Double Droite [du Beausset] and another long straight all the way down to the chicane. Ridiculous."

UNLOVED CLASSIC

It will probably never be known who should be given credit for the track design. Or perhaps that should be blame? ▶

LAT, DPPI

◀ Circuit Paul Ricard was never loved. The charming area and the even-more-charming girls ensured it wasn't hated by the drivers, but they never truly warmed to the place. "It was so clinical," says Derek Bell, who was on the grid for the European Formula 2 Championship round at Ricard in July 1970, the inaugural race on the full 3.61-mile Grand Prix layout. "Paul Ricard began the awful trend for corners that tightened on themselves rather than opening up."

Part of the problem for this circuit was the 'other' venue for the French Grand Prix through the second half of the 1970s and into the '80s: Dijon-Prenois might have been a crumbling wreck of a place crying out for investment, but it had the flow of a classic circuit. It also produced the kind of racing that has assured it a place in motorsport folklore – and not just Villeneuve versus Arnoux in '79.

"The issue with Ricard," says Johansson, "is that there is no rhythm to the place, which is why I have never liked the track."

That said, Circuit Paul Ricard had and still has some great corners to sort the men from the boys. The S de la Verrerie at the end of the start-finish straight, which is still sometimes used in near-original form in testing, was an amazing left-right-left sequence that was flat in a mid-1980s Formula 1 car but only, explains Johansson, "after you'd worked up to it". Then there's the ultra-fast Signes right-hander at the end of the mile-long Mistral Straight. "It was definitely flat on qualifying tyres in the ground-effect era," remembers 1992 Formula 1 world champion Nigel Mansell. "Without powersteering, you had to really hang on through the corner. It was about how strong you were, how brave you were and, in the final analysis, how stupid you were."

DEATH OF DE ANGELIS

The high-speed nature of Paul Ricard finally caught up with the place on May 14, 1986. Elio de Angelis suffered a rear-wing failure on his Brabham-BMW in the fast esses and flipped over the barriers. The accident didn't kill him, but the resulting fire asphyxiated a driver who couldn't be extricated from the car by the inadequately-equipped marshals. Just seven weeks later, the French Grand Prix look place on a truncated version of the track.

The revised Ricard, with no esses and only half the Mistral, was demanded by FISA president Jean-Marie Balestre, explains his secretary-general of the time, Yvan Leon. He points out that "reducing cornering speeds was the motto of the day". The resulting 2.35-mile track wasn't the venue's original short circuit, rather a new track created by using the linking loop of the small westerly school layout. It wasn't popular.

"The short circuit wasn't much of a circuit at all," says Johansson, who by then was driving for Ferrari. "Ricard lost all its challenge after that."

BEGINNING OF THE END

The next loss for Paul Ricard was the French Grand Prix. Politics saw to that: a directive came from Paris, not from FISA headquarters in Place de la Concorde, but from the Elysee Palace. President Francois Mitterand's finance minister, Pierre Beregovoy, represented the region that included Nevers and also happened to be mayor of the city that had its own little racing circuit out at Magny-Cours. They backed a plan to used state money to turn a track famous only as the home of the Winfield racing school into an F1 venue. "Balestre was just dancing to the political music," says Leon.

Ricard went into decline after the loss of the grand prix. Chevalier explains that money could have been spent on the track, but only if there were major events. "The problem was," he explains, "there are only two big motorsport events in France: the Le Mans 24 Hours and the French Grand Prix."

The death of its founder, in November 1997, gave Pernod Ricard the way out it was looking for. Chevalier describes the sale in 1999 "as a big joy for the Ricard family".

Renault heads onto Mistral Straight in '82

CIRCUIT PAUL RICARD HAD AND STILL HAS SOME GREAT CORNERS TO SORT THE MEN FROM THE BOYS. THE S DE LA VERRERIE WAS AN AMAZING SEQUENCE THAT WAS FLAT IN A MID-'80s F1 CAR

It's unlikely that F1 will ever return to race here

Senna and Mansell front field in 1986

The buyer was Bernie Ecclestone or, more correctly, a company called Excelis owned by his family, in a sale brokered by former Le Mans racer Philippe Gurdjian. He was a long-time associate of F1's ringmaster, having promoted grands prix at Ricard, Magny-Cours and Sepang, and also happened to be best friends with Patrick Ricard, son of Paul and chairman of Pernod Ricard. Together with Ecclestone, he hatched the idea of the High Tech Test Track. "Bernie wanted to do something different," explains Gurdjian, "and I came up with the idea of a test track that would allow us to try different technological solutions that could be used around the world in the future."

Those ideas included, most famously, the abrasive run-off areas, dubbed the Blue Line concept at Ricard, now de rigueur at F1 circuits around the world. Other safety measures, including the use of Techpro barriers, were also pioneered at the HTTT.

RACING RETURNS

There was but a single competitive event during Gurdjian's reign at Paul Ricard: a controversial one-off round of the FIA GT Championship that took place behind closed doors in the summer of 2006. Only VIP guests were allowed in.

The track's attitude to racing changed when Gerard Neveu took over the top job in 2008. Since last season, Ricard has returned to the international calendar, hosting another FIA GT round last year and Le Mans Series and FIA GT1 World Championship events in 2010. This October there will be a historic meeting celebrating the circuit's 40th anniversary.

Neveu explains that the motivation for Ricard to start hosting races again came from outside. "We came under a lot of pressure: people were saying that we had built this incredible place and couldn't keep the door closed forever," he says. "Promoters were telling us that we had to start having races again."

Ricard once again has the facilities to accommodate spectators. There are 6000 grandstand seats on the start-finish straight, nearly a mile of spectator banking and a PA system. Neveu calls it a "start" and a "new beginning", but won't be drawn on where it will lead. "I cannot imagine the GP coming here again," he says, "but in F1 you never know. I cannot tell you where Paul Ricard will be [in terms of F1] in 10 years' time, except that it will be here.

"I am just a custodian and it is my job to guarantee it for the next generation." 60

EVERY WHICH WAY

So many layouts has the High Speed Test Track that everyone appears to have lost count. Gerard Neveu puts the total at 120, Philippe Gurdjian 180, but in reality there are only 10 to 12 substantially different layouts.

THE TRACK

Opened: **1970** • Location: **35 miles east of Marseille, 110 miles west of Nice** • Owned by: **Paul Ricard, then Pernod Ricard, then Excelis** • Length: **3.63 miles** • First grand prix: **1971** • Lap record on old, 3.61-mile circuit: **Keke Rosberg (Williams FW10) 1m39.914s (130.072mph) on July 7 1985**

LAT, DPPI

The traditional Grand Prix circuit was not too different from today's layout, the most significant difference being that the opening bends were much faster and formed the Verrerie esses. From 1986 to '90 the F1 field turned sharp right after the start-finish line and rejoined the old layout halfway down the Mistral Straight. The daunting Signes right-hander (bottom right) retains the same profile it has always had.

HEMEROFT
PATRÓN
VALVOLINE
John Player Special
LYMPUS
CAMERAS
John Player

Lotus 79 Cosworth
Brabham meets Lotus

Sportscar ace DAVID BRABHAM will never forget his first encounter with his F1 hero Mario Andretti's 1978 world title-winning Lotus 79

Photography: RICK DOLE

Test stats

Car
Lotus 79
Driven by
David Brabham
Circuit
Lime Rock Park, Connecticut
Date
July 20, 2010

What a treat it was to be invited to drive this car. I'm still grinning as I write this, and if I click 'minimise' I've got the picture of me driving it as my computer's desktop background to remind me why. What a beautiful machine, what a great day.

The car's original driver, Mario Andretti, is a hero to me. I had the honour of driving with him in the Panoz at Le Mans in 2000, and I hazily recall childhood memories of those days when he and Ronnie Peterson dominated the Formula 1 world. To be honest, I wasn't really motorsport-mad in those days, it just wasn't on my radar as a kid growing up in Australia, but if dad came back with a load of racing magazines – AUTOSPORT included, of course – then I'd pore through them.

This Lotus 79 is owned by Duncan Dayton, who just happens to be my boss at Highcroft Racing. Every time I'm at the workshop on American Le Mans Series business with our HPD programme, I'd walk past the Lotus and think, 'Geez, I'd love to drive that some day.' It was great to get the opportunity thanks to this special issue of AUTOSPORT – it was like all my Christmases had come at once. When Duncan told me the plan, I thought, 'Are you kidding me?'

It's such a pretty car; the shape of it lends itself to so many angles. It's just so gorgeous! How can something that was so devastatingly effective be that good-looking too? Obviously, this example also has massive historical value attached to it. As a racer at heart, I really appreciate being able to get in something like that, and driving it was an utter joy.

I was so excited all the way up to the day at Lime Rock Park, the historic 1.53-mile road course in Connecticut's Litchfield County. I was using Duncan's seat for the test, and didn't really alter it, so I wouldn't say I felt exactly 100 per cent secure in the cockpit. Not ideal, but it was good enough.

It was a strange sensation, actually. It felt like I was slipping back into my old Formula Atlantic or Ralt Formula 3 car. The view of the monocoque was very similar, as was the gearchange mechanism, and the anti-rollbar adjuster. I felt in a timewarp straightaway, but only back to the late '80s at this point. I didn't feel like I was back to the late '70s, the period this car hails from, until the engine fired up and I was on track.

I've never driven a car of this vintage ▶

LOTUS 79

GP starts: ***26***
Drivers: ***Mario Andretti, Ronnie Peterson, Jean-Pierre Jarier, Carlos Reutemann, Hector Rebaque (privateer)***
First GP: ***Belgium 1978***
Final GP: ***USA 1979***
Wins: ***6***
Poles: ***10***
Front-row starts: ***17***
Fastest laps: ***5***
Podium finishes: ***14***
Points scored: ***125***

RICK DOLE

◄ before, and certainly on my first run I took things very easily. The distance between my elbow and the gearshift was very tight, and I had to bend my wrist around to change gear. Not a great way to get a feel for it, and then I had to heel-and-toe as well – I haven't done that for a while!

I fully realised the scope of what I was driving during that first run, and, of course, the last thing I wanted to do was shunt it. I came in, and Duncan leaned into the cockpit and said: "Go back out and drive the wheels off it!" He wanted to see it being driven, not pussying about, because he's a really hard charger himself.

For the next run, I pushed it a lot more. It is such an easy car to drive. The hard bit is keeping the revs up, because if you get off-cam it just won't run cleanly. These days, we're used to engines that will run through every part of the range. It was very lumpy around 6000-7000rpm, but when you got to 8000-9000rpm and upwards, then it really started to sing. I'd never driven a car with a Cosworth DFV before, but what a glorious sound.

Going into Turn 1 at Lime Rock – we'd dispensed with the chicanes that we use in the ALMS – I arrived there pretty quickly, got on the anchors, used the gears to help slow the car. I got a bit of turn-in understeer, but as soon as I came off the throttle, the neutral balance would come back. When I nailed it on the power coming off the corner, that's when I really felt the thing suck down onto the ground, and the traction was really good.

As I went up the hill on the exit, the whole car got light, particularly at the rear, and if I had too much throttle the engine would go wooooooooooaaaw! – and it would flick sideways. It was great fun, but at that speed if I got this wrong I knew that a) I was going to damage the car and b) most likely myself as well! With the steering rack almost resting on my knees as I slid into the cockpit, it makes you think, 'Hmmm, okay... you certainly wouldn't want to shunt one of these.'

I have a real thing about safety in racing cars, and nothing has really changed on this car since it won a world championship over 30 years ago. And, in those days, people died – quite frequently, sadly. You realise why when you're in the cockpit. The steering column was virtually on my shins, and my feet were forward of the front-axle line. There's no run-off at Turn 1 at Lime Rock, just a guardrail, and the track we were using sails past the chicane into the fast right-hander.

The last corner is quite high-speed, so you definitely feel the chassis sucking, sucking, sucking. It goes downhill and flattens out, and the front-end was really smacking the floor a lot. I backed off a little bit there, because I didn't want to damage it, but it was still pretty quick – fourth gear through there, then into top for the start/finish straight.

Simon Pagenaud, my Highcroft team-mate, came over to me after the test and said: "Mate, you were really pushing it into Turn 1!" – which was nice to hear. Apparently I was getting the rear of car twitching through there, and I was pushing quite hard. Getting my teeth into it was so much fun – it was so easy and rewarding to drive.

The Lotus wasn't physically demanding at all, nothing like the downforce we have in our HPD LMP1 of 2010. But, because the 79's cockpit was so narrow in terms of where my elbows sat, ►

THEN & NOW

The Lotus 79 won on its Formula 1 World Championship debut in the hands of Mario Andretti at Zolder in Belgium, but its maiden race start – the International Trophy at Silverstone – had ended in disaster when Andretti aquaplaned off the flooded track at Abbey while leading and ploughed into Clay Regazzoni's already-abandoned Shadow, causing substantial damage.

Chapman, Andretti and Lotus ruled F1 in 1978

A PEDIGREE RACE RECORD

ONE OF THE MOST SUCCESSFUL F1 CARS OF ALL TIME

The Lotus 79 won the 1978 constructors' and drivers' titles, and its clever packaging harnessed the revolutionary ground-effect aerodynamics that were subsequently copied by its main rivals.

But its genesis resulted from abject failure. In 1975, Lotus was suffering such a bad season that Colin Chapman penned a 27-page disaster-recovery document, outlining every area where his squad lacked understanding. He presented his thesis to Tony Rudd, his director of engineering, with one simple instruction: find ways to make this work.

After completing the Esprit road car, Rudd started a Formula 1 R&D group: "Colin didn't specify what he wanted done, he specified what he suspected and what he did not know. He handed it all over to an old has-been like me, and a bunch of new boys, to tell him the answers."

Having studied the wing-mounted radiators of a De Havilland Mosquito WWII fighter-bomber, so-called 'negative lift' was achieved in windtunnel testing.

The Lotus 78, the first true F1 'wing car', enjoyed success in 1977. But it was the much-refined 79 – which was lighter, had better weight balance and boasted improved sidepod airflow to 'suck' harder – that would reap the dividends a year later.

PICS: RICK DOLE & LAT

Dayton (right) knew Brabham would enjoy it

LOTUS 79 TECH SPEC

Chassis: Aluminium monocoque
Engine: Ford Cosworth DFV, fuel-injected 90-degree V8
Power: 480bhp
Torque: 260lb ft
Weight: 575kg
Gearbox: 5-speed Hewland FG400
Suspension: Upper rocker arms, lower wishbone, inboard spring/damper units
Wheelrim width (front/rear): 10in/18.5in
Tyres: Goodyear (in period) Avon (today)

WHEN I NAILED IT ON THE POWER COMING OFF THE CORNER THAT'S WHEN I REALLY FELT THE THING SUCK DOWN ONTO THE GROUND, AND THE TRACTION WAS REALLY GOOD

The Aussie finally got to drive his F1 hero's car

◀ you really had to do everything with your wrists, which felt a bit different to anything I had driven before.

I could certainly get the car to slide a bit, because it wasn't 'running on rails' like many people refer to from the period. Then again, we weren't running those long skirts on the sidepods, just relying on the tunnels for ground effect. It was very much a pioneering era for aerodynamic design, and I can appreciate the genius of this car. Colin Chapman was an unbelievable individual – a real visionary to have created such an iconic machine.

My second run was a lot better, and I was a lot happier with the way it flowed. I got comfortable with the pattern of the gearbox, and it was nice to change gear again with a lever – I'd forgotten what fun that was in a racing car. It's almost become a forgotten art today.

To start with, it was tricky to know what the engine response was going to be like with the heel-and-toe, because it was quite cramped down in the footwell, but by that second run it was all happening quite naturally again, which was great. In fact, it was also the first time I'd driven a serious single-seater since 1996, so it brought back a lot of happy memories.

The Lotus was so different from the racecars we drive today, in just about every regard. It certainly didn't stop like they do now! The thing that really threw me initially was the way the car dived when you hit the brakes. The first time I did a big stop, I thought, 'Woah! What's that?' The whole front of the car goes down because the suspension is quite soft, and pitches you forward. It really squatted the front down, and you just don't get that in any racecar these days.

We had to actually bleed the brakes between runs, because it leaks air into the system, but they were absolutely solid on track, with a really good, hard feel. I was very confident about the middle pedal. When I got back on the throttle, I'd feel the front lift up as well. It was quite a big motion, but I got used to it. It was like a big stretched limousine in a sense.

The steering was surprisingly light, not heavy at all as I'd anticipated with the slicks and no power assistance. Those fronts are quite small, in comparison with those fat rear slicks.

Here's an interesting question to ponder: would I have liked to have been born earlier and raced in those days? Well, the easy answer is I can't really change when I was born! There are so many decades where the sport has grown in different ways, as is illustrated by this special issue, and I was happy with the one I was born into. But with so many eras, creating so many great racing stars and heroes, it's interesting to imagine what it must've been like to race against them.

To be able to drive one of the cars that I read about as a kid is pretty cool. And, if you were wondering, I'm still grinning and probably will be for quite some time. 60

GROUND-BREAKING EFFECT

BRABHAM GRILLS ANDRETTI ABOUT THE 79

Mario Andretti: "I have driven that car a couple of times and I think what's interesting is that now you can run the skirts. The first time they brought it up for me to drive for a photoshoot at the Glen, I kept lowering the car. I was not supposed to go quickly because there were no marshals, but I kept doing it anyway. We kept lowering it and lowering it until I started to feel some ground effect. Up to that point, the way Duncan was running it, it was certainly not taking advantage of anything. You've got to be right at the top all the time, that's how you get the best out of the car. It's a different way of taking advantage of the power that's available."

David Brabham: "My dad speaks fondly of trying to beat Lotus. What do think about Colin Chapman as an engineer? He's seen as an Adrian Newey of his day..."

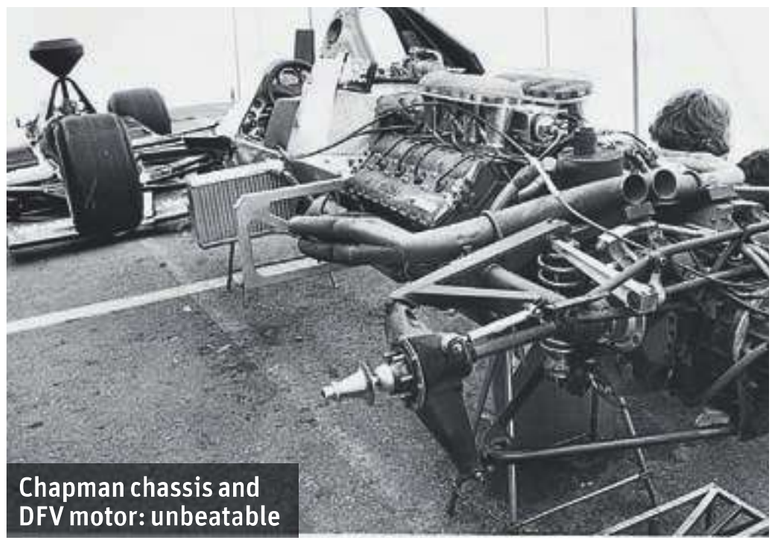
MA: "Here's the way I look at Colin Chapman: I felt that if you were his driver and he was really focused, you had a real shot at the championship. He was just a maverick. What was really good about Colin was that he would do anything to win, sometimes to his own detriment. He really kept me stimulated, kept my mind going and thinking out of the box at times. But on the other side, in 1977, I ran out of fuel three times and twice I was leading. In South Africa, I'm on pole and I told the lads, 'Put half a gallon more fuel in than he's telling you' because he wanted to end the race with about half a litre in the car. It was probably 10 minutes before we go and he had the guys pull the extra fuel out of the car. I was on my radio and I said, 'Colin, if I run out of fuel and I'm leading the race, there's going to be hell to pay.' He said, 'Don't worry about it.' One and a half laps to go, just coming up the hill, the frigging thing starts coughing and I ran out of fuel. That race alone cost me the championship.

"We started the 78 season with a Lotus 78. Ronnie tested the car in Sweden and he had some pretty impressive times in it and so they brought the car to Belgium. I told Colin I wanted to race it and he said, 'No, no it's just a test car, it will probably break.' So I went to Bob Dance and said, 'Bob, do you think you can get that car race-ready if I want to race it?' and he said, 'Yeah whatever you want, I'll work on it day and night. I'll give it a good look over.' They put a fresh engine in and I put it on pole by over a second and I led every lap of that race."

Andretti leads team-mate Peterson in '78 French GP

AUTOSPORT.com
Brabham interviews Andretti

Not much elbow room in narrow cockpit


Chapman chassis and DFV motor: unbeatable

"Hurry up, I really want to drive it now..."

DAVID BRABHAM

The son of three-time world champion Sir Jack Brabham, David did 24 GPs for Brabham and Simtek. His biggest success came in 2009, when he won Le Mans for Peugeot. A former British F3 champ, he is the reigning ALMS champion.

Classic JPS livery suits the 79 perfectly

PICS: RICK DOLE & LAT

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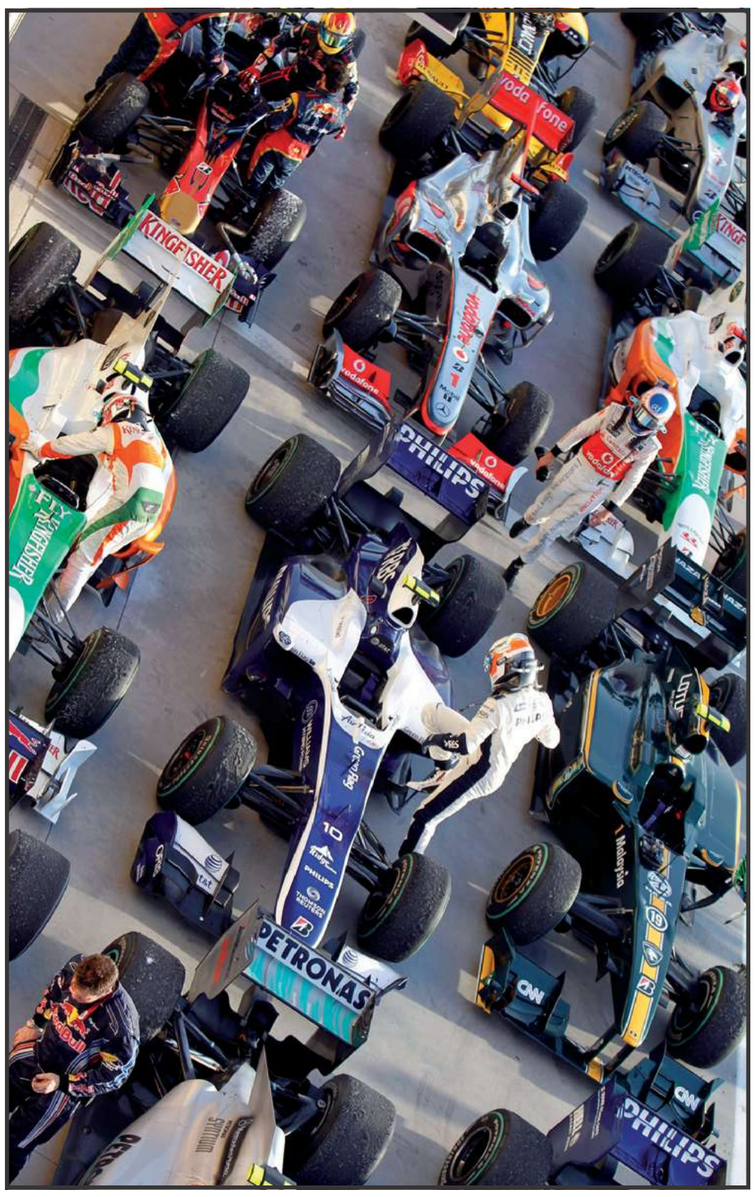

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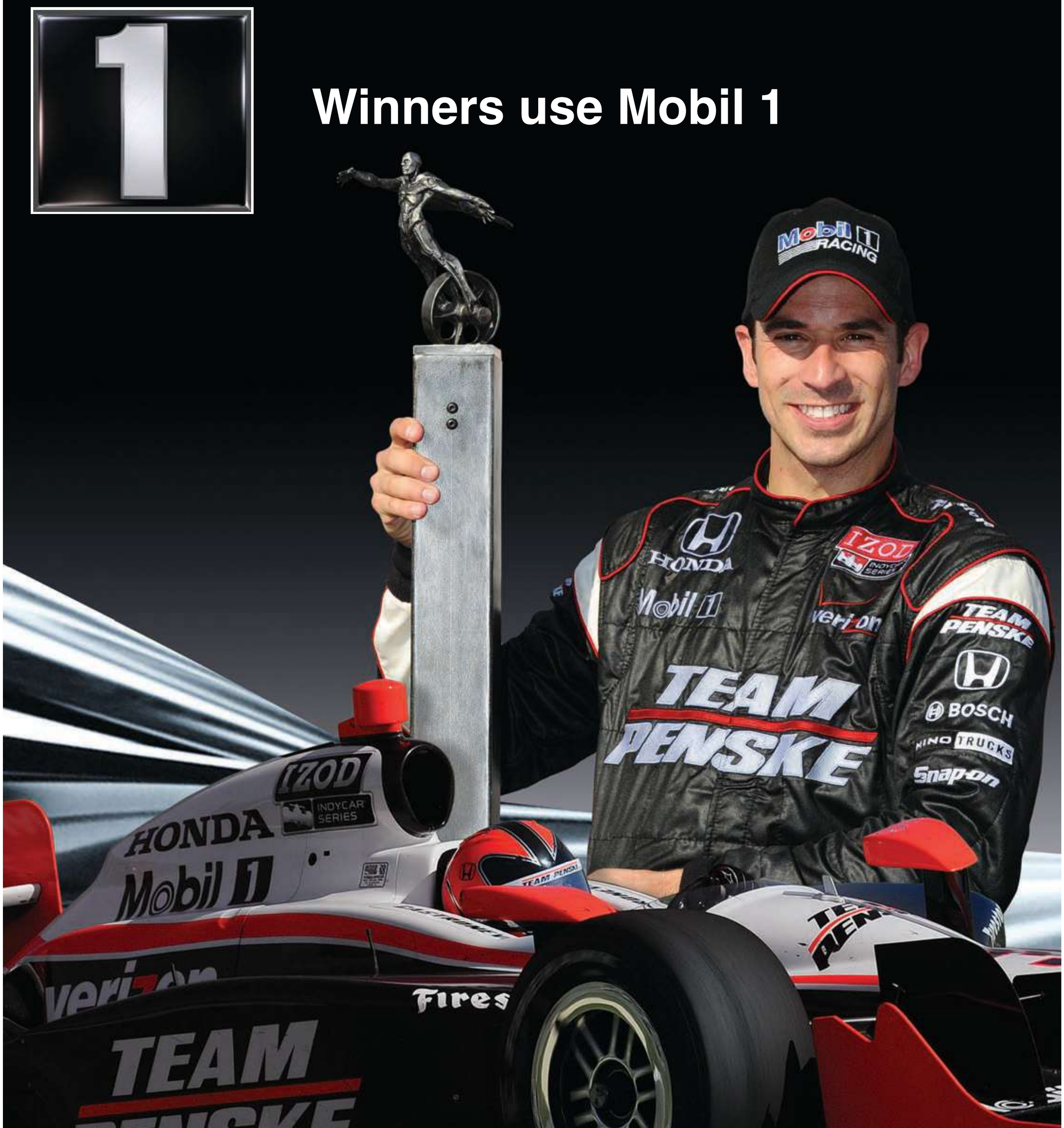
1985 Indy 500 in colour! □ Audi Quattro special
The Adelaide story □ McNish tests Porsche 962

Winners use Mobil 1



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Autosport

Fans' favourite is a fan of ours

AUTOSPORT is fantastic and is just what our sport needs. It ticks all the boxes and deserves its place.

The magazine has evolved over the years and got better and better. AUTOSPORT is very informative to me as an enthusiast: it has great articles and great photographs, and most of the time is right on the money.

I'm very pleased that AUTOSPORT has been around all these years, because it has always complemented motorsport so well.

Nigel Mansell, 1992 Formula 1 World Champion

1980s

Big cash, big ambition and big hair

1980
AC/DC releases *Back in Black*

1981
The first De Lorean DMC12 rolls off the production line

1982
***Countdown* introduces the British public to Channel 4**

1983
Microsoft Word is released

1984
British Telecom is privatised

1985
New Coke is released – old Coke is back within three months

1986
The first PC virus – Brain – starts to spread

1987
Capcom releases the first *Street fighter* computer game

1988
***ET* is finally released on video**

1989
Romanians overthrow the Ceausescu regime

PICS: REX FEATURES, LAT

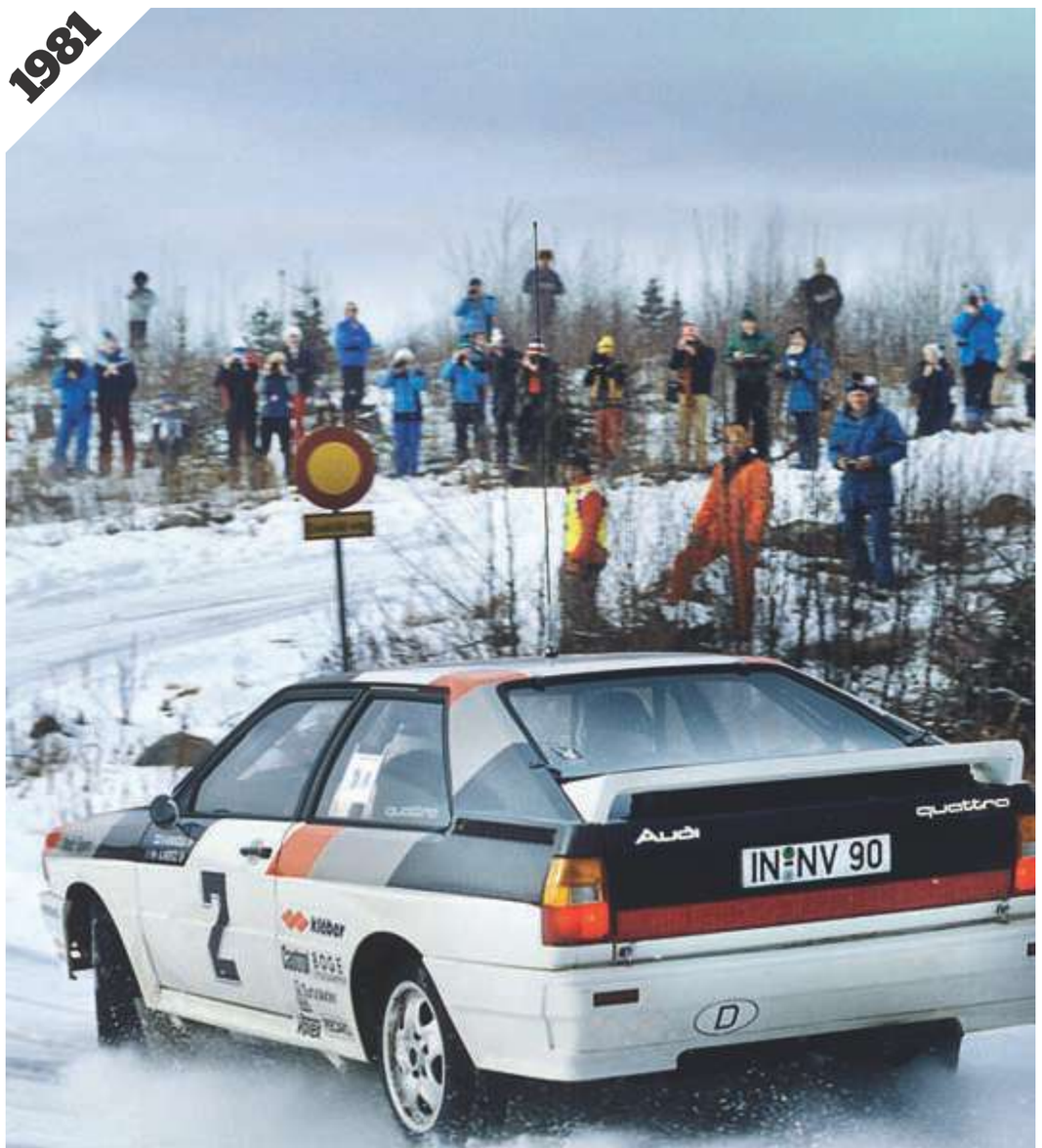
1980s **Year by year**

1980

WILLIAMS TAKES TITLE

■ Alan Jones puts Williams on the world title map (above) ■ Johnny Rutherford takes Chaparral's only Indy 500 win ■ Jean Rondeau wins Le Mans in eponymous car ■ Henri Toivonen wins RAC Rally

1981



p172 Under the skin of Audi's iconic four-wheel-drive rally weapon, the Quattro

QUATTRO GETS A GRIP

■ Brabham's Nelson Piquet wins his first crown ■ Bob Garretson wins inaugural World Sportscar drivers' title ■ Swedish Rally: Audi Quattro's first win ■ Richard Petty's seventh and final Daytona 500 win

1982

ICKX'S JOY OF SIX

■ Keke Rosberg prevails for Williams ■ Gilles Villeneuve killed at Zolder ■ Jacky Ickx's sixth and final Le Mans win (above) ■ Second-tier NASCAR (now called Nationwide) series born

1983

SENNA STREETS AHEAD IN MACAU

■ Second title for Piquet and Brabham ■ Rosberg wins Brands Hatch Race of Champions ■ Ayrton Senna takes Macau F3 GP (above) ■ Thrust 2 brings land speed record to Britain with 633mph run

1984

GERMAN TOURERS ARE GO

■ Niki Lauda wins third title... by half a point ■ Mike Thackwell on top in final Euro F2 championship ■ New Nurburgring opens for business ■ DTM tin-top series begins (above) in Germany

1985

p164 The big interview: four-time F1 World Champion Alain Prost

PROST PREVAILS

■ Alain Prost finally claims the title in a McLaren (above) ■ Nigel Mansell joins F1 winners' circle after European GP win at Brands Hatch ■ European F2's replacement, F3000, is born ■ Derek Bell takes his first World Sportscar crown

1986

RACING COMES TO BRUM

■ Prost takes second title in Australia after Williams hits tyre trouble ■ Jo Gartner perishes in Le Mans 24 Hours ■ Henri Toivonen killed in Corsica ■ First Birmingham Superprix takes place (above)

1987

PIQUET WINS FOR WILLIAMS

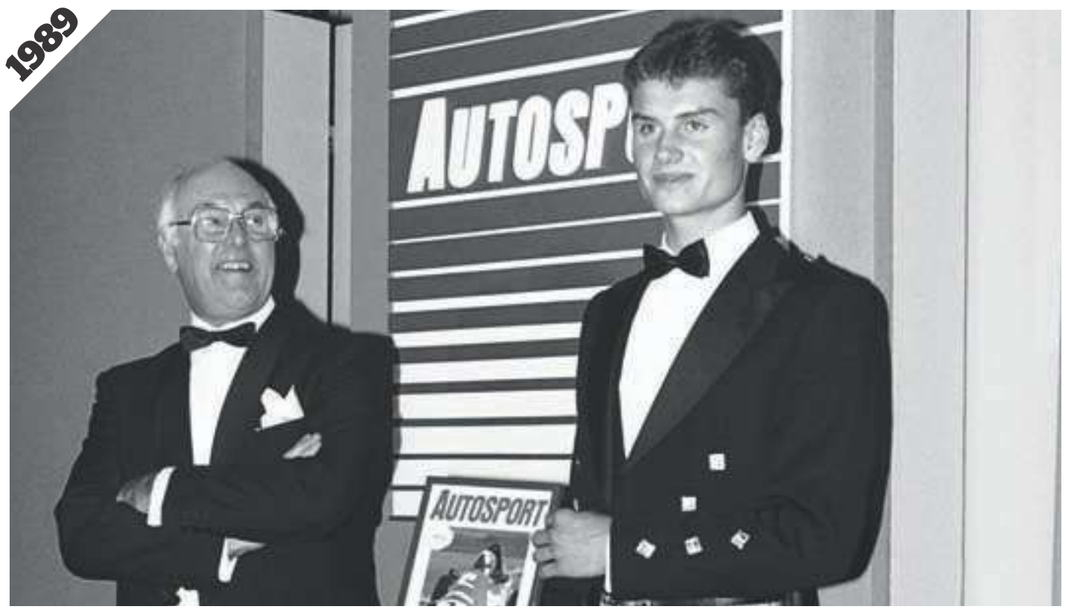
■ Third F1 title for Piquet (above), this time with Williams ■ Julian Bailey becomes first British F3000 winner ■ One-off World Touring Car Championship is run ■ Group A replaces Group B in WRC

1988

BIG CATS RULE LE MANS

■ Ayrton Senna wins F1 title for McLaren ■ Jaguar's first Le Mans win for 31 years (above) ■ Martin Brundle wins World Sportscar title ■ WRC Race of Champions inaugurated at Montlhery, near Paris

1989



DC MAKES HIS MARK

■ Prost's third title for McLaren ■ Turbos outlawed from F1 ■ Sauber-Mercedes triumphs at Le Mans ■ David Coulthard wins inaugural McLaren AUTOSPORT BRDC Award (above)

LAT, HOCH-ZWEI, McKLEIN.DE

Spinning Sullivan was *just* missed by Andretti

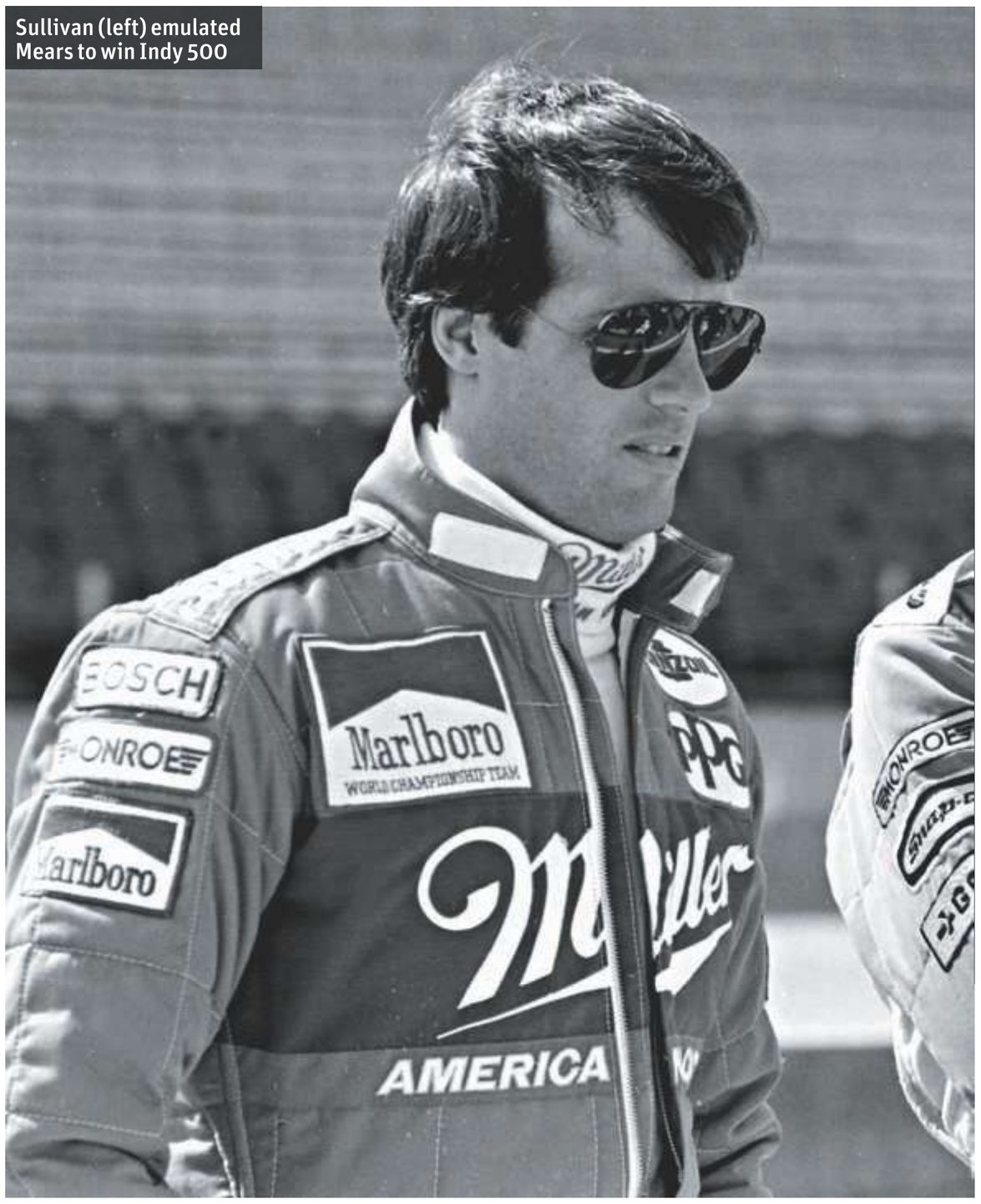
1985 INDIANAPOLIS 500

Superstar Sullivan

Sullivan beats Andretti after spinning – Fittipaldi challenges but fails to finish – Guerrero a good third – Unser Sr fourth following one-lap penalty – Buick challenge dissipates. By GORDON KIRBY

IMS PHOTO

Rahal (left) sweeps around Carter, Brayton



Sullivan (left) emulated Mears to win Indy 500

Last Sunday, Danny Sullivan thoroughly dispelled any doubts about his ability as a racing driver. Performing tenaciously in his first 500-mile race for Penske Racing, he survived a giant mid-race spin to score an excellent win over Mario Andretti.

Sullivan was the fastest man on the track in the second half of the race, twice catching and passing Andretti. Over the final 150 miles he controlled the race, winning convincingly despite an eleventh-hour yellow flag. Team-mate Al Unser Sr finished third on the road, barely four seconds behind the winner, only to lose a lap and a position because of a penalty incurred during his first pitstop.

For much of the race, there were four in close contention, with Andretti doing most of the early leading. Others to run at the front but failing to make the finish included Bobby Rahal and Emerson Fittipaldi, the former showing race-winning potential before trouble struck, and the latter dropping out of fourth place only a dozen laps from the finish. Sullivan's first win at Indianapolis came in his third start in the race and established him as a major threat to carry off this year's Indycar title.

Sixteen days of practice and qualifying had preceded the race, and caused a great deal of paranoia among the teams about reliability – of CV joints in particular – with the 46C track temperature. All of that went out the window as the flag dropped and Rahal's March-Cosworth got the jump on the Buick-powered cars to his left.

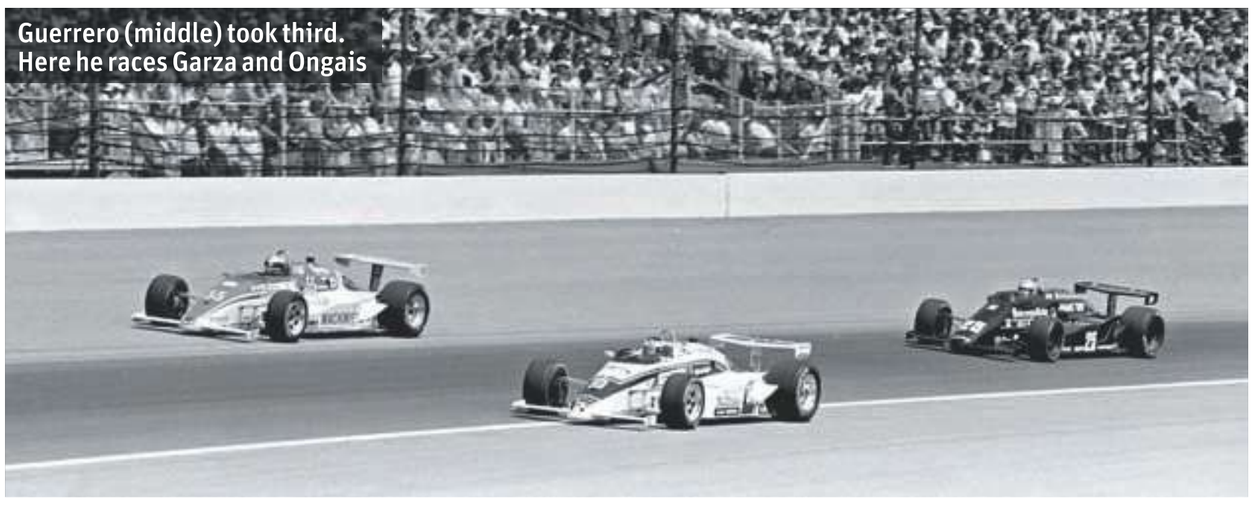
Poleman Pancho Carter was unable to match the pace of Rahal and Scott Brayton into the first turn, while Rahal was able to squeeze the latter and take a clear lead in his Truesports car as they funnelled through the gaping break in the Turn 1 grandstands.

Through the first turn, Andretti ran around the outside of Carter, and off the second turn he ducked inside Brayton. He then passed the Buick-powered cars to make the order at the end of the lap: Rahal, Andretti, Brayton, Fittipaldi, Unser Sr, Carter, Sullivan, Geoff Brabham, Don Whittington, Al Unser Jr and Tom Sneva.

Rick Mears made a bad start and lost four places, but was soon working his way back up the field. As he began to show what he can do, the first signs of failure were making their presence felt in the trio of V6 stockblocks (two Buicks and one Chevrolet) in the field.

As early as lap five Carter slowed and headed for the pits. His mechanics went to work on the car but a broken oil pump had finished his run after only six laps.

Ten laps later and the whole field pitted for the first time under caution – a blown Cosworth in Josele Garza's car



Guerrero (middle) took third. Here he races Garza and Ongais

Rutherford (left) with pace car driver/movie star James Garner

Bad day for Buick: Carter set trend with first retirement

bringing out the first yellow of the day. Rahal dropped behind Andretti and Brayton, but quickly repassed the youngster as his engine began belching out smoke. Brayton, the last of the drivers running domestic V6s still in the race, pulled off on the back stretch.

That caused another yellow and Mears took the opportunity to pit. Rick had come up to sixth, driving hard and aggressively in traffic. However, his visor had worked loose and the 1984 winner needed a retaining bolt repaired. Later he would have to stop again, for an emergency tape repair for his visor. The second stop dropped him a lap behind the leaders.

Andretti took over the lead at the restart while Unser Sr passed Rahal for second and Fittipaldi, Unser Jr and Don Whittington gave chase. Finally the race took shape, but even as it did the news was announced that Unser Sr had been given a one-lap penalty for touching the air hose from his rear tyre man's impact wrench. Unser's crew kept the news from him for some time, however, so that he raced on, oblivious to the penalty.

Running laps in the 201-202mph bracket, Andretti slowly edged away, while further back there was a close race going on between Roberto Guerrero, Brabham, Sullivan and Mears; all fighting their way though midfield traffic.

Around the 45th lap, the first round of green light fuel stops began, and so disaster befell Rahal, who felt his throttle beginning to stick. His mechanics quickly removed their car's engine cover, sprayed WD-40 over the throttle system and got him back on track inside two minutes.

With Rahal's troubles, Newman/Haas driver Andretti established a 6s lead over Fittipaldi, who enjoyed a similar cushion over Unser Jr. Next up was Unser Sr followed by Don Whittington, Mears, Sullivan, Guerrero and Sneva.

Retiring from the race around this time was AJ Foyt, who had made no progress from his lowly starting position. In fact Foyt faded to second to last in the field before stopping to complain about his car's poor handling. After much arm-waving at his mechanics, Foyt leapt from the car and yelled at his crew.

During this pathetic piece of theatre the sadly uncompetitive Texan prodded his car's fuel vent, causing fuel to spill onto the hot radiators and ignite. So ended his 28th and least-competitive Indy 500. For a man who claimed in February that he would contest the entire CART series, his team's bumbling performance was nothing more than a charade.

The first of the real contenders to fall by the wayside was Rahal. Whether it was a legacy of his earlier throttle problems or not, Rahal soon found his engine losing its edge and, after a couple of exploratory pitstops, he finally retired on lap 85. "It's too bad," he said, "because the car was working well and we were being conservative. I think we could have raced anyone out there. The most important thing now is to get some points and win the championship."

Thanks to some fast Penske pitwork, Sullivan remarkably leapfrogged his way up from fifth to second at the next round of stops, which began on lap 103. In six laps he nullified Andretti's 4s advantage and began looking for a way around the Lola.

On lap 120, Sullivan made his move going into the first turn. Andretti forced Sullivan to take a tight line down onto the apron, but the latter edged ahead, swinging across his rival's nose and back into the blackness of the groove. As he did so, however, the car began to spin.

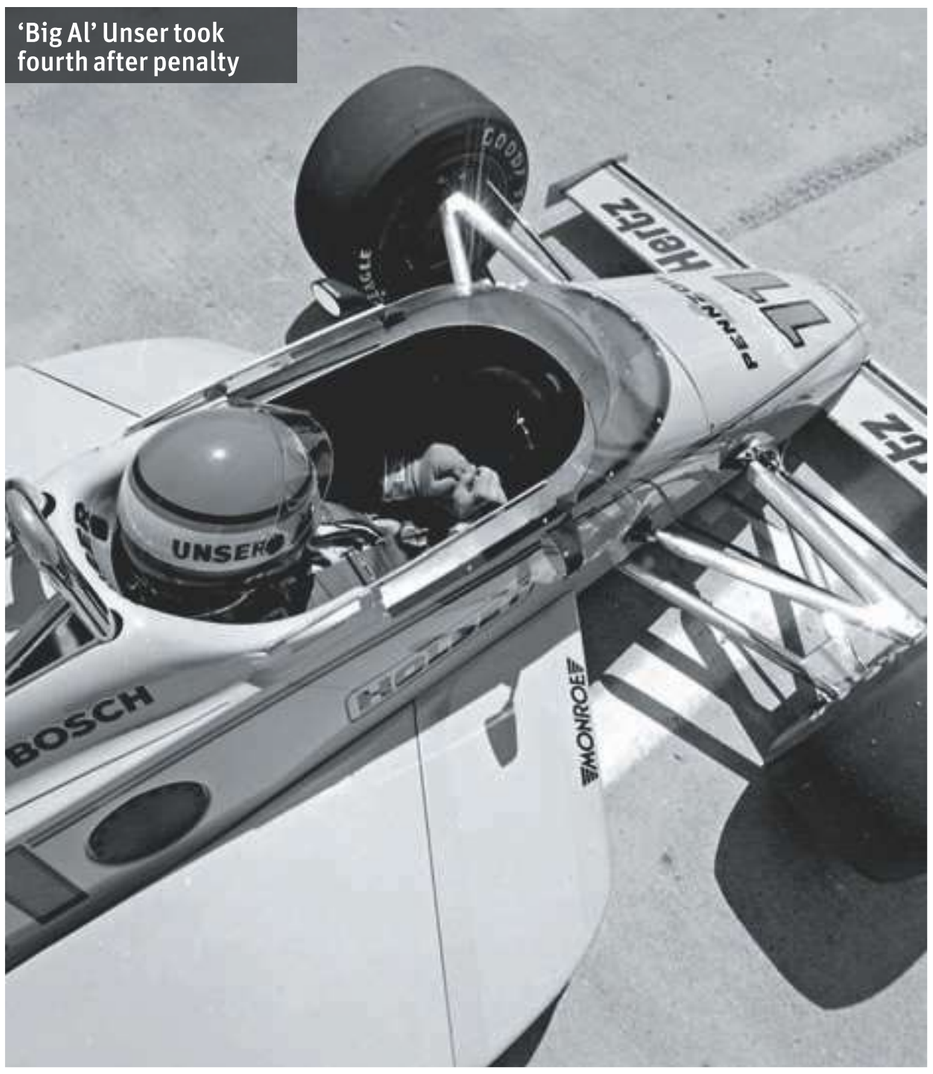
Suddenly the Penske March was lost in a cloud of tyre smoke, with Andretti obscured by the residue of boiling rubber. Miraculously, Sullivan was able to catch the car after it had rotated through some 370 degrees, without touching the wall! Miraculously also, ▶

Rick Mears was leading contender before exit

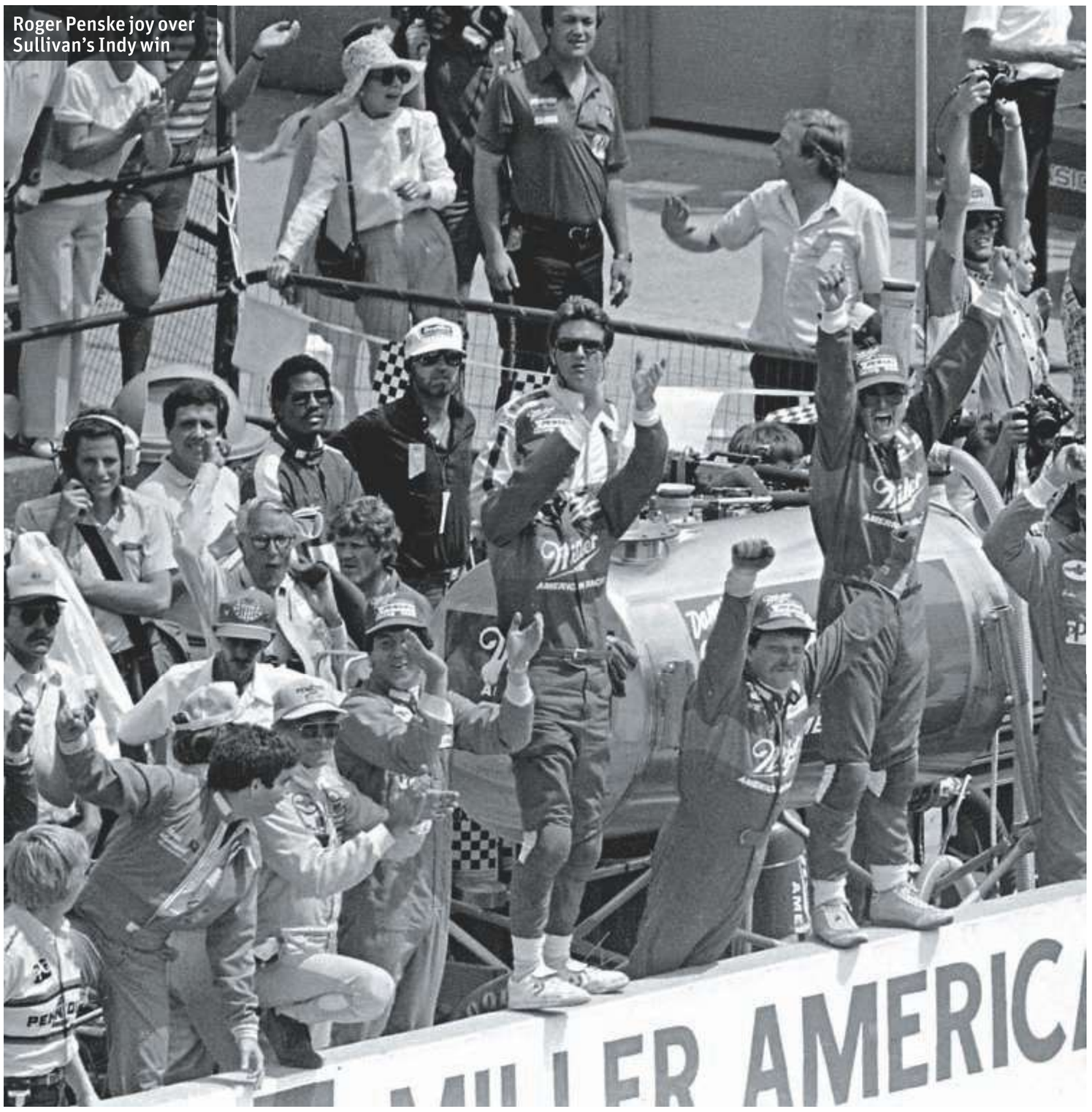
IMS PHOTO, DAN R BOYD, GETTY IMAGES

DANNY SULLIVAN

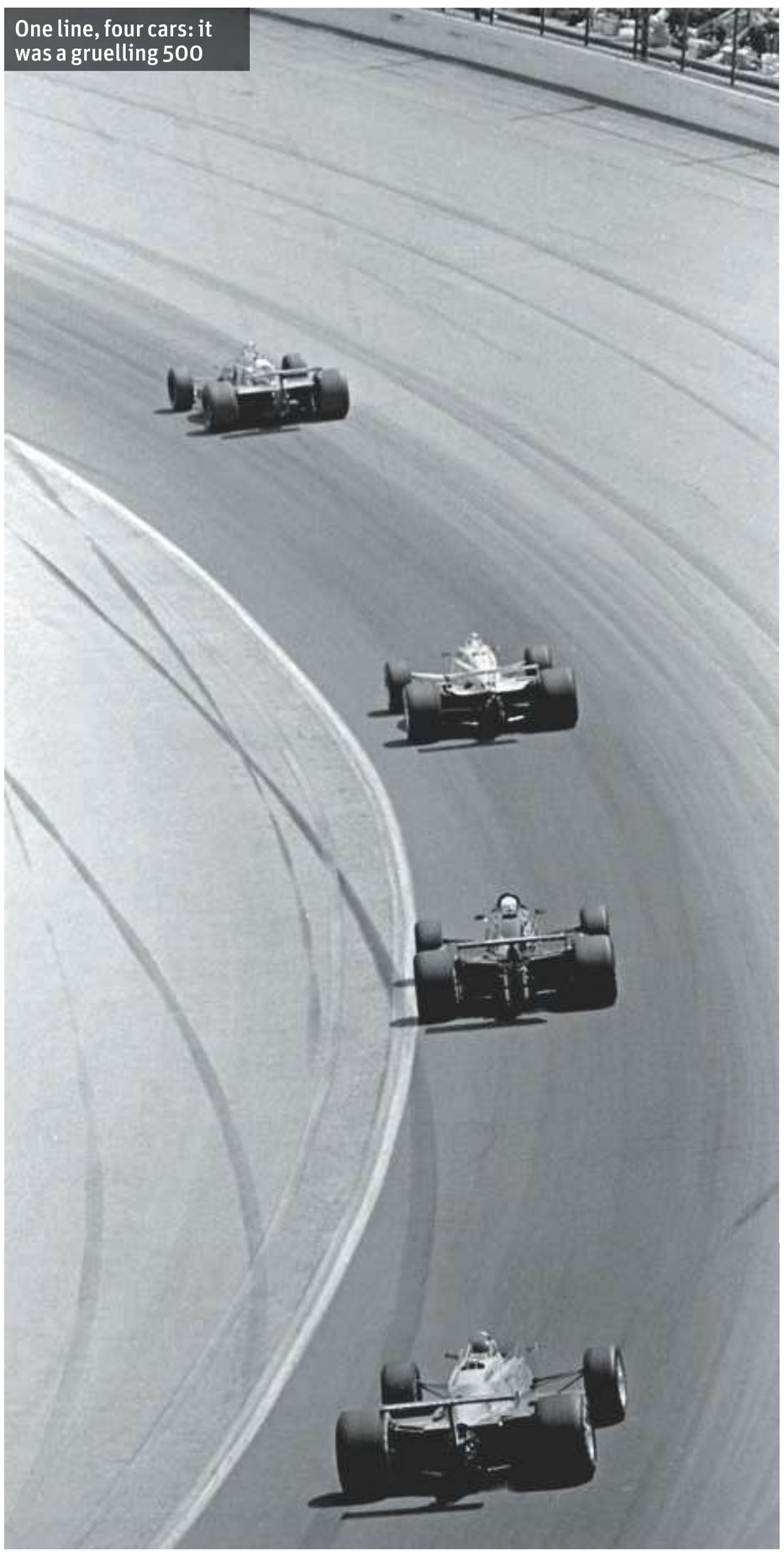
Initially known as the 'Kentucky Kid', Sullivan raced in F3 in Britain on his rise through the ranks. He returned to the US, becoming a race winner in Can-Am, before a one-off F1 season in 1983 with Tyrrell. Sullivan then became an Indycar star, before retiring in 1995. More recently, he was instrumental in the early years of the Red Bull junior-driver programme.



'Big Al' Unser took fourth after penalty



Roger Penske joy over Sullivan's Indy win



One line, four cars: it was a gruelling 500

◀ Andretti avoided him.

"When you get down that low on the track and you're working the car hard, you're always in a dangerous position," said Sullivan. "When I came back across the painted yellow lines and into the groove, the car got sideways and I thought that was all she wrote, but then out of the corner of my eye I saw Mario go below me, and then I was suddenly pointed toward Turn 2, headed in the right direction. So I grabbed a lower gear and took off!"

Said Andretti: "I thought it was kinda weird that he tried to pass me there. I kinda sucked him in and he took the bait. It was shades of when [Johnnie] Parsons spun in front of me and took me out. In my opinion there's no way you can pass in that situation, but he did it anyway. He got a little experience out of that.

"I stayed off the brakes so I wouldn't spin. I kept the car as straight as possible. I hoped inertia would keep him out of my way, and it did. It was all smoke, and I was momentarily blinded by it."

Sullivan's spin triggered a yellow flag, and both he and Andretti headed to the pits for fresh tyres. The yellow kept Sullivan from losing any further time to Andretti, and a few laps after the restart he and Andretti survived another close call when Rich Vogler and Sneva crashed directly in front of them.

The unfortunate Sneva, who was lapping Midget ace Vogler, had been shaping up as a real victory threat. He spent much of the race adjusting an onboard 'weight-jacker', progressively shifting the car's weight bias onto its right-rear wheel. An inveterate tinkerer, Sneva and team boss Dan Gurney seem to be finding the secrets of the new Eagle quickly.

Also out of it by this time were Unser Jr and Don Whittington, both with blown engines, and Mears, whose gear linkage froze during the yellows for the Vogler-Sneva crash. Both men ran comfortably with the leaders and both wore the look of serious contenders, only to fall foul of engine failures.

"I could run 205mph in clean air," said Mears, who set the race's fastest lap. "I was in shape to give 'em a battle."

So it was that the final 150 miles of the race were fought out between Sullivan and Andretti, with the penalised Unser Sr dogging their tracks, and Fittipaldi and Guerrero in with an outside chance.

It took only four laps after the restart for Sullivan to successfully complete the manoeuvre he had tried earlier on Andretti. He made his first attempt on lap 138 and completed the pass the following lap. Immediately he began to run away from Andretti, pulling out as much as a second per lap. Later Andretti found a

better set of tyres, which gave him more of a chance of keeping Sullivan honest, but with his Lola beset with bad understeer, he could not live with his rival on outright pace.

He had one last chance. The final yellow of the race came out on lap 191 for a crash by Bill Whittington (an oil leak had eliminated Fittipaldi two laps previously), and gave Mario a hope at the restart with four laps left.

With backmarkers Howdy Holmes and Kevin Cogan behind Sullivan though, a 204.466mph circuit on his 199th lap (his best of the race) sealed the win.

Sullivan was full of praise for the Penske team. "This is a real team effort," he said. "From the preparation to the stops, to the precision required to get the car and the tyre staggers just right. At the end of the race we ran on some tyres we had used earlier, and that shows the kind of thinking and planning that Penske is capable of. I have to thank Derrick Walker, Alan Jenkins and our tyre guys for making my car work so well in the second half of the race."

Andretti was a vastly disappointed man. "Second means nothing," he said. "Especially here. I should be happy we finished the race and are leading the championship, but I wanted more out of this race. As long as I have my health, I'll keep coming back here and trying like hell. One of these days we'll win this race again."

With Unser Sr's one-lap penalty, third went to Guerrero, whose car was bad in traffic, but good on its own. He lost the use of his clutch around the 350-mile mark, therefore losing time at his last stop. Unser Sr accepted his fourth place in philosophical stride. "It takes some of the steam out of you when you get a penalty like that," he said. "But we finished and the car ran well, except for too much push most of the way."

Two laps down in fifth place was Parsons, who did an excellent job of filling in for Jacques Villeneuve in the Canadian Tire March. He was classified ahead of Rutherford, who completed 199 laps but received a one-lap penalty for passing under the yellow.

Rutherford moved up quickly from a back-end starting position and, over the second half of the race, he often ran in company with Andretti, Unser Sr and the other leaders.

Also completing 198 laps was Arie Luyendyk. The highest rookie finisher, Luyendyk drove a smooth, consistent 500, battling through the middle of the race with Ed Pimm and Raul Boesel for rookie of the year honours. Jim Crawford was also in the thick of the rookie battle before being sidelined by an engine failure.

DAN R BOYD

CART WORLD SERIES, INDIANAPOLIS 500

MAY 26, 1985

200 LAPS OF A 2.5-MILE CIRCUIT. 500 MILES

Winner's average speed: **152.982mph**
Pole position: **Pancho Carter, 212.583mph**
Most laps led: **Mario Andretti, 107**
Starters: **33**
Finishers: **12**

RESULTS

OVERALL CLASSIFICATION

DRIVER	CAR	TIME/REASON	GRID
1 Danny Sullivan	March 85C-Cosworth	3h16m06.069s	8
2 Mario Andretti	Lola T900-Cosworth	+2.477s	4
3 Roberto Guerrero	March 85C-Cosworth	+16.821s	16
4 Al Unser Sr	March 85C-Cosworth	-1 lap	7
5 Johnnie Parsons	March 85C-Cosworth	-2 laps	26
6 Johnny Rutherford	March 85C-Cosworth	-2 laps	30
7 Arie Luyendyk	Lola T900-Cosworth	-2 laps	20
8 Michael Andretti	March 85C-Cosworth	-4 laps	15
9 Ed Pimm	Eagle 85-Cosworth	-5 laps	22
10 Howdy Holmes	Lola T900-Cosworth	-6 laps	19
11 Kevin Cogan	March 85C-Cosworth	-9 laps	32
12 Derek Daly	Lola T900-Cosworth	-11 laps	31
13 Emerson Fittipaldi	March 85C-Cosworth	188 laps-engine	5
14 Bill Whittington	March 85C-Cosworth	183 laps-accident	12
15 John Paul Jr	March 85C-Cosworth	164 laps-accident	24
16 Jim Crawford	Lola T900-Cosworth	142 laps-engine	27
17 Danny Ongais	March 85C-Cosworth	141 laps-engine	17
18 Raul Boesel	March 85C-Cosworth	134 laps-engine	23
19 Geoff Brabham	March 85C-Cosworth	130 laps-engine	9
20 Tom Sneva	March 85C-Cosworth	123 laps-accident	13
21 Rick Mears	March 85C-Cosworth	122 laps-gear linkage	10
22 Chip Ganassi	March 85C-Cosworth	121 laps-engine	25
23 Rich Vogler	March 85C-Cosworth	119 laps-accident	33
24 Don Whittington	March 85C-Cosworth	97 laps-engine	6
25 Al Unser Jr	Lola T900-Cosworth	86 laps-engine	11
26 Dick Simon	March 85C-Cosworth	86 laps-engine	14
27 Bobby Rahal	March 85C-Cosworth	84 laps-engine	3
28 AJ Foyt	March 85C-Cosworth	62 laps-pit fire	21
29 Tony Bettenhausen	Lola T900-Cosworth	31 laps-engine	29
30 Scott Brayton	March 85C-Buick	19 laps-engine	2
31 Josele Garza	March 85C-Cosworth	15 laps-engine	18
32 George Snider	March 85C-Chevrolet	13 laps-engine	28
33 Pancho Carter	March 85C-Buick	6 laps-oil pump	1

CHAMPIONSHIP STANDINGS

1 Mario Andretti	39	8 Parsons	10	15 Unser Jr	4
2 Sullivan	34	9 Brabham	8	16 Holmes	3
3 Unser Sr	22	10 Villeneuve	6	17 Brayton	2
4 Fittipaldi	16	11 Luyendyk	6	18 Cogan	2
5 Guerrero	14	12 Sneva	5	19 Daly	1
6 Crawford	12	13 Michael Andretti	5	20 Carter	1
7 Rutherford	11	14 Pimm	5		

"I've had the greatest career I could possibly have imagined"

LAT

FOUR-TIME F1 WORLD CHAMPION

ALAIN PROST

The French Formula 1 legend talks candidly to STEPHANE SAMSON about the pleasure and pain of his career behind the wheel and as a team boss

First of two title seasons with McLaren in 1985

Back in the 1970s France produced a series of fast, flamboyant and charismatic Formula 1 drivers. But for all the undoubted talent possessed by the likes of Jean-Pierre Jarier, Didier Pironi and Rene Arnoux, they lacked the final piece of the puzzle that makes the difference between merely the good and the great. Then, in 1980, Alain Prost appeared on the scene. He was as fast, if not faster, than his well-established countrymen, but he also had the consistency they were missing. For the next 13 years he was one of the biggest stars of the sport. Four world titles, 51 wins, and a rivalry with Ayrton Senna that was as fierce as there's ever been. Indeed, it was Williams's decision to get Senna on board in 1994 that finally forced 'Le Professeur' out of F1 for good. In this impassioned interview, he reflects on his magnificent career.

"MY ABSOLUTE OBSESSION WAS TO SET UP THE CAR AS WELL AS POSSIBLE SO THAT I COULD DRIVE AT 90 PER CENT OF MY CAPABILITIES IN THE RACE. IT WAS THE BEST WAY OF KEEPING A LITTLE IN RESERVE"

Francois Guiter (right) made it all happen

Prost never lost his love of karting – this is '93

You're part of a long line of great French drivers – Trintignant, Behra, Beltoise and Cevert among others. When you were a kid, who made you dream?

"Beltoise and Cevert. No doubt about that! In the early '70s I watched grands prix on TV with my brother. Jean-Pierre Beltoise's win in Monaco in the rain in 1972 is something I'll never forget. Francois Cevert was at the height of his career when I started racing karts. When he was killed at Watkins Glen, I was competing in my first Kart World Championship at Nivelles in Belgium. He died on Saturday and I wore a black armband as a sign of mourning. I know his brother well and I

know all about his career, but I never met him. For me, the Stewart/Cevert tandem represents motorsport in a nutshell – performance, complicity and the link between generations epitomised by 'old hand' Jackie Stewart."

Which F1 cars do you dream of driving?
"The cars from the '70s, which slide around a lot, really attract me. I'd like to get behind the wheel of Stewart's Matra or Emerson Fittipaldi's Lotus. I'd also love to drive Fangio's Mercedes-Benz W196. The cars have evolved so much that I really don't know what it feels like to drive an F1 from the '50s, but I'd like to find out."

Leading Renault team-mate Arnoux at Zandvoort in '82

What's your first memory of motorsport?
"It's not one linked to motor cars but to motorbikes. My dad and I went to see a race at Charade [Puy de Dome, France]. I was very young, and the sidecars made a really big impression on me. My second memory is the strikes in France in 1968. My father had a small company and it made life very tough for him. We went to Monaco to get away from it all and that's where I saw F3 and F1 for the first time."

Could you have become a bike racer?
"To be honest, no. But when I was a kid I watched both bike and car grands prix. I caught the bug from my brother, and I knew as many riders as I did F1 drivers"

What was the trigger?
"The day I sat behind the wheel of a kart for the first time. I had an arm in plaster but I hid it to follow my brother. It was a revelation almost impossible to describe."

All drivers have a big smile on their faces when they talk about karts – a kind of love-at-first-sight thing...
"Even when you've done F1, you never get tired of karts. You're literally sitting on the track! You can't have a better feeling than that. You really get back to basics, something you lose with the technical evolutions in other areas. In fact, I did a bit of karting with my son a week ago."

Who was the fastest?
(He smiles) "Nicolas was much quicker!"

Was F1 always your aim?
"My main aim was to take a step-by-step approach. When I was driving karts I thought about single-seaters. In Formula Renault, I was already thinking about F3. F1 wasn't really part of my preoccupations: I followed it from afar without being obsessed by it. It didn't seem very realistic. There weren't many openings at the time."

Before your first test with McLaren in 1979, was F1 unknown territory for you?
"I didn't have a budget, I didn't receive a single phone call. Francois Guiter [from Elf] advised me to go and attend the Canadian and USA GPs. Suddenly, there I was negotiating with Ligier, even if Didier Pironi had his eye on the seat. I spoke to Bernie Ecclestone at Brabham when Lauda stopped. McLaren offered me a drive at Watkins Glen without any testing and I said no. At the time, I reckon, I messed things up. In New York, I waited by the telephone in my hotel and it didn't ring. So the choice was obvious: either I went back to my father to work with him or I tried to get into F1. Finally, it worked out for me."

Who do you think you owe the most to?
"Francois Guiter. For the majority of French drivers, he was the guy who really looked after the Elf nursery. The rule was very simple: 'You win, you've got the budget for next year. If not, too bad.' He also encouraged Renault to come into F1 in 1977. I also think about those people who helped me when I was driving karts. I didn't have a budget and they backed me. They'll know who I mean."

You've become the greatest French driver ever. Do you think you've been lucky?
"Well, yes and no. It's all a question of opportunity. There aren't too many free lunches! I've seen drivers who had incredible talent, and who blew it because of the way they behaved. A waste!"

French drivers who came before you had a reputation for being very gifted but a bit day-dreamy. Did you aim to change this?
"It's a question of character. There's a big difference between being a professional and a world champion. You have to be a bit of a nitpicker, be able to analyse everything, stay at the circuit till midnight if necessary. In 1976, I was racing in Formula Renault with one mechanic. One evening I shut myself up with him in a tete-a-tete. I said to him, 'I've got the same car as my rivals, and I don't want to start from the principle that I'm quicker than them. I want to make the difference elsewhere: by being conscientious, through hard work and knowledge. I'm going to ask you every kind of question possible or imaginable'. It went on for hours."

So you don't have to think you're the best?
"I've met a lot of drivers who thought they were the fastest thing on Planet Earth. In my opinion, that's not the best approach, but I wouldn't say I was slower than the others. In a nutshell, my philosophy is that you mustn't bet everything on talent. My obsession was to set up the car as well as possible, so that I could drive at 90 per cent of my capabilities in the race. It was the best way of keeping a little in reserve and not injuring yourself. My love of the technical side, my extended technical briefings, my nickname 'Le Professeur' were all part of it."

Some of your friends were injured; others lost their lives on the tracks. What was your biggest scare?
"I had my biggest accidents in my first year in Formula 1. In 1980 at Watkins Glen, yet another suspension breakage sent me into the catch fencing. A wheel hit me on the head and I went under the guardrail. That really scared me. I saw the rail coming at me and I can still hear myself say, 'This time, it's curtains.' I wasn't able to move for two weeks. My back still carries the scars. But I was lucky, there's no other word for it. When I see photos of the cars of that era with the driver sitting with his feet in front of the axle of the front wheels, it sends shivers down my spine! That year with McLaren, I went off seven or eight times with suspension failures."

Did you think of giving it all up that year?
"In 1980, I said to myself that things couldn't go on like that. That was when Renault contacted me. At that moment either I changed teams or I stopped Formula 1. In 1982, Gilles Villeneuve, who I was very close to, was killed. Then came my accident with Didier Pironi at Hockenheim. When I was going into the motorhome I remember saying to Gerard Larrousse, the Renault team manager, 'If that's racing then I'm stopping right now.' But I was surrounded by the right people. My closest friends persuaded me to think about it. The current generation of drivers cannot understand that type of risk. ▶

PROST THE F1 DRIVER

GP starts: ***199***
Wins: ***51***
Podiums: ***106***
Poles: ***33***
Front-rows: ***86***
Fastest laps: ***41***
Races led: ***84***
Laps led: ***2684***
Points: ***798.5***
World titles: ***4 (1985, '86, '89, '93)***
Teams: ***McLaren (1980); Renault (1981-83); McLaren (1984-89); Ferrari (1990-91); Williams (1993)***

LAT

There was Elio de Angelis's crash at Paul Ricard in 1986. I'll remember that all my life. His car was upside down against the guardrail and there was nobody around. I stopped to try to get him out but it was impossible. He was still alive – he was moving. It was a nightmare."

Why did you leave the Renault team at the end of 1983?

"I knew that if the team lost the title that year, there'd be a witch hunt in an attempt to find the people responsible. I was the ideal culprit, so I protected myself by getting in contact with McLaren. The team had just signed a contract with Porsche, and I had the opportunity to learn alongside a world champion [Niki Lauda]. I didn't hesitate for very long; it was just the right moment to try something new."

It's impossible not to associate your name with that of Ayrton Senna. What do you remember about your duel that thrilled F1 fans for so many years?

"I can't escape that one, can I [he smiles]? The relationship between Ayrton and I couldn't be anything other than complicated. Our respective statuses at the time, our culture and our careers had been so different up till then. I was a double world champion and he still had a lot to prove. Our rivalry could have been very healthy but it went wrong, above all because of the people around us. I pushed Ron Dennis to sign Ayrton, whose one obsession was to beat me! Senna is the best driver I've ever met – especially over a lap. In the race, it was a bit different. But, paradoxically, Ayrton didn't really motivate me all that much at McLaren."

It's surprising to hear you say that...

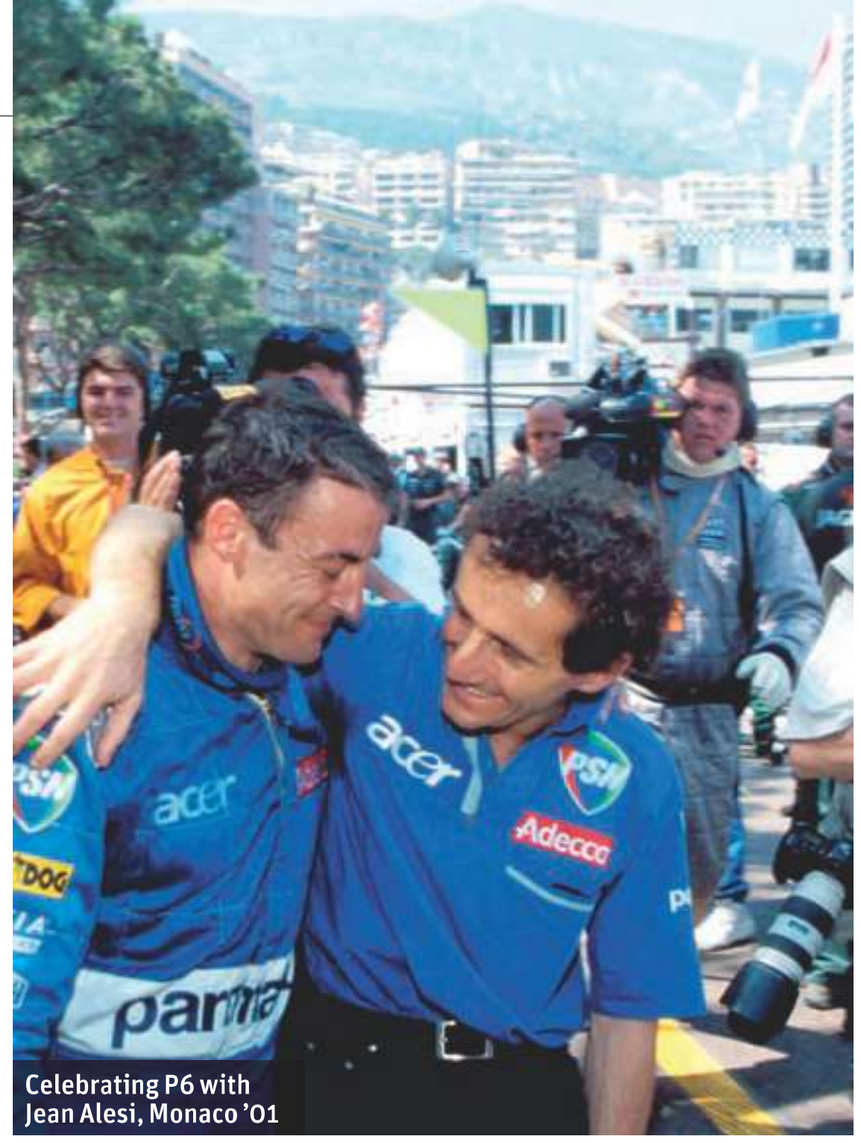
"But it's the truth. At McLaren I set up my car for the race. I didn't want to get involved in a battle in qualifying where I'd have had to drive at 101 per cent. With the car we had in 1988, what was the point? My real motivation came at Ferrari in 1990. There I really wanted to beat Ayrton with a different car. If Nigel Mansell hadn't stuck his nose into things and the team had made better strategic choices, I would have beaten him. The hardest thing was to have done all the work at McLaren, to have made it into a winner when Honda had wanted Nelson Piquet, and in the end not have received much respect on the part of the team."

Is it still a difficult subject for you to talk about?

"Yes, because people expect a clear reply from me. If the way I spell things out is a bit different, they're disappointed. If I say, 'Ayrton was an exceptional driver who had rare human qualities, but he was sometimes blinded by his passion and this led to incorrect behaviour and he had two sides to him,' it doesn't go down well. But it's the truth. Even if he's one of the greatest, Senna wasn't always all that honest. But I don't hold it against him. He was like that, very instinctive, very mystical, very stubborn. You see this sofa? It's beige, isn't it? Ayrton could arrive and say, 'It's blue.' You could argue with him until you were blue in the face but it would be a waste of time. He wouldn't change his position!"

If you hadn't accepted such a good team-mate, maybe you would have won two or three more titles. Any regrets?

"I've had the greatest career I could possibly have imagined. I don't want an extra race, victory or title. I never had a contract as number-one driver. Quite the opposite. At McLaren with Lauda I was number two. I've had the best team-mates possible. I still feel great satisfaction today given the evolution of the sport."



Celebrating P6 with Jean Alesi, Monaco '01

Was the 1991 Ferrari really a truck?

"Well [he laughs], it wasn't the most agile car around! But the truth is that nobody ever heard that phrase in its context. And for a good reason, the recording mysteriously disappeared. The truth is that at the time I was in advanced negotiations with Ferrari to become the Scuderia's sporting director, while still driving for them in 1992. That didn't please everybody so a nice little pretext was cooked up to get rid of me. In that era, the team was eaten up by political quarrels."

Looking at your list of team-mates, you've had a lot of world champions...

"It's true! I've never really counted them, but it shouldn't be too difficult. Let's see: Lauda, Keke Rosberg and Senna at McLaren, Mansell at Ferrari and Damon Hill at Williams. Competition has never frightened me and being number one has never been part of my motor-racing philosophy. For me the idea of continuity is something very important."

Is that why in 1996 you almost said yes to Jean Todt's request to act as mentor to Michael Schumacher at Ferrari?

"Absolutely. Todt asked me to be Schumacher's team-mate to help him become champion with the Scuderia. I'd have liked that: to do it and to be number two wouldn't have posed a problem. Things were clear right from the start. I almost said yes and then finally I decided not to take it up. I realised that something was missing. I still had the speed, but not the desire to do a whole year with the media, the pressure, and the travelling etc."

Were you ready to retire at the end of '93?

"I hadn't decided to retire at the end of that year. I was in tip-top form, I was quick, I was the reigning world champion. Somehow, stopping didn't make any sense, but circumstances dictated otherwise."

Did you feel that Senna signing to drive for Williams was a kind of betrayal?

"Not really. Frank came to see me several

"AS A TEAM BOSS IT TOOK ME A LONG TIME TO GET OVER THE NASTINESS, THE JEALOUSY, THE RESENTMENT AND THE LACK OF INTEGRITY OF MANY PEOPLE. IT WAS A MISTAKE TO BELIEVE IN A FRENCH PROJECT"

McLaren test pace in '95 nearly led to a comeback

ALAIN PROST
FRANCE'S FASTEST

McLaren 1980: the start of something big

With Senna in '88 before team civil war broke out

times that year. He was very annoyed because Renault was putting a huge amount of pressure on him to sign Ayrton. From my point of view, things were perfectly clear: my contract stipulated that there was no way he could be my team-mate. A new confrontation with Ayrton didn't scare me; that wasn't the problem. I simply didn't want to drive in the same team as him. Setting up a car, doing most of the work so that others could take advantage of it afterwards, no way: I'd already done that. When I realised that Ayrton's name kept coming up, I preferred to leave. I didn't feel that everybody was behind me in the team, and confidence is of primordial importance in our business."

The opportunities to come back weren't lacking after that, were they?
"In 1994, Flavio Briatore offered me a contract with Benetton. A year later I was still very quick as test driver at McLaren and the question also came up. Then in 1996, Ferrari made me this offer. But I never took the plunge for the reasons I explained above."

Do you understand what drove Michael Schumacher to make a comeback?
"You have to be honest about it. The desire to race again takes a while to disappear. In fact, it can take several years to drop the idea of driving completely. There's a huge temptation to come back when the people and the car you're being offered are competitive."

Can you also understand the problems he's having at the moment?
"Of course. At the end of 1992, after only an eight-month layoff, I thought I'd never be able to get back up to speed when I had my first test session with Williams. My eyes, my stomach, found it difficult to get used to the physical constraints. I can imagine what it must be like after three years. Today, Michael's doing a good job, but maybe we shouldn't expect miracles. There's nothing abnormal about where he is in his comeback year. I've a lot of respect for Schumacher, and I think that those who criticise him are those who expected too much from him."

When you were the boss of Prost Grand Prix, you had to manage drivers. How did the transition work out?
"When you're a former driver, you realise how difficult it is to manage this side of things. And it's even worse when the driver in question is the same nationality as the boss as was the case at Prost Grand Prix. I now understand all the better why Ferrari has a problem with Italians."

What are your feelings about the Prost Grand Prix story now?
"The disappointment has gradually faded. The frustration of not having continued is still present. What it took me a long time to get over was the nastiness, the jealousy, the resentment, the injustice and the lack of integrity of many people. I was hurt. There was never even the slightest objectivity surrounding the team. I'd like to be able to tell people about it one day – to take the time to explain things."

So it's not easy being a team boss...
"No, but I prepared for it for a long time. I had meetings with John Barnard and Patrick Faure in 1989. I then drew up a plan for a team with Adrian Newey and Jean Todt in the key posts. In terms of sponsorship, Marlboro and Canal Plus were ready to take the plunge but finally Renault said no. But we'd shown them that the major manufacturers were going to do F1 and that they had to be part of it."

What mistakes did you make in this role?
"I think my first error was to embark on an adventure that I didn't feel was right from the very start. The second was to believe in a French project."

So you'll never come back into Formula 1?
"You must never say never! Today, I only act on my feelings. I do things that I like doing, and which I think are going to work out. There are always discussions but I'm not going to do the asking."

Great sportsmen all have weaknesses. Is there a gesture you regret in your career?
"No, none."

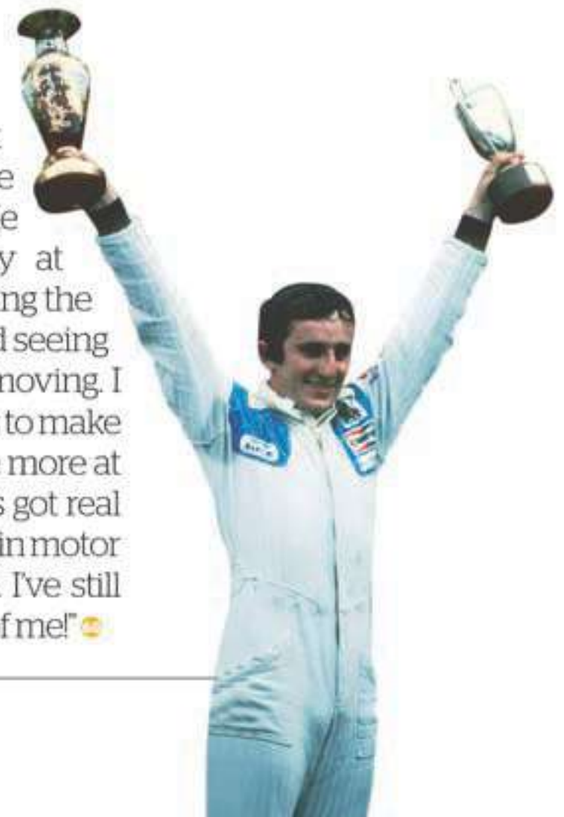
Not even the collision with Senna at Suzuka in 1989?
"No! [he pauses] I said to Ron Dennis before the race that I was going to win whatever the cost. You have to remember than Senna had banged wheels with me throughout the season, and the tension was running very high. At Suzuka I really was quicker than him in the race. At the time of the collision I was playing with him. I let him catch me and then I pulled away. When he made his move I just didn't open the door. I didn't believe that he could possibly try something in that spot. You know, in that period, Ayrton was in another world. When he tried a move like that he didn't believe for one second that anybody would fight it, or not make things easier for him. At Suzuka, I didn't cause the collision. I just said 'stop' to a driver who sometimes took his dreams for reality."

How is your son Nicolas's career going?
"The important thing for drivers who start late is not to get bogged down. Nicolas is making constant progress. He's got a great mental approach; he's maybe too analytical. Nicolas is me multiplied 20 times!"

Could he get into F1 one day?
"I've changed my mind on that subject. He has to go the whole hog. He knows it'll be tough. He drove a 2009 Renault recently at Magny-Cours for a short test. Seeing the name Prost on a single-seater and seeing my son getting into it was very moving. I think Nicolas has got what it takes to make it. The more powerful the car the more at home and competitive he is. He's got real potential and people who matter in motor racing are starting to realise this. I've still got a few sleepless nights ahead of me!"

PROST THE F1 TEAM BOSS

GP starts: ***83***
Wins: ***0***
Podiums: ***3***
Poles: ***0***
Front-rows: ***0***
Best qual: ***3rd***
Fastest laps: ***41***
Races led: ***1***
Laps led: ***37***
Points: ***35***
World titles: ***0***
Drivers:
1997 – Shinji Nakano/Olivier Panis/Jarno Trulli
1998 – Panis/Trulli
1999 – Panis/Trulli
2000 – Jean Alesi/Nick Heidfeld
2001 – Alesi/Luciano Burti/Tomas Enge/Heinz-Harald Frentzen/Gaston Mazzacane



Thirty years on from the Quattro, what are the latest lighting developments?

WELL, HELLA, ONE of the companies at the forefront of lighting development has introduced the new Dynamic Light Assist, along with Volkswagen, on the new VW Touareg. This technology is another major step forward and is able to significantly increase lighting performance and, most importantly, the safety of car drivers.

Research has shown that drivers could infact use their high beam far more often than they currently do. And, if this was made possible it would really improve lighting performance, especially when driving out of towns at speeds of over 50mph, where normal low beam is not always the best light. ▶

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◀ Being able to use the high beam more often would help the driver to react in time to see some unexpected obstacles..... perhaps animals or pedestrians on the road or even unanticipated sharp bends.

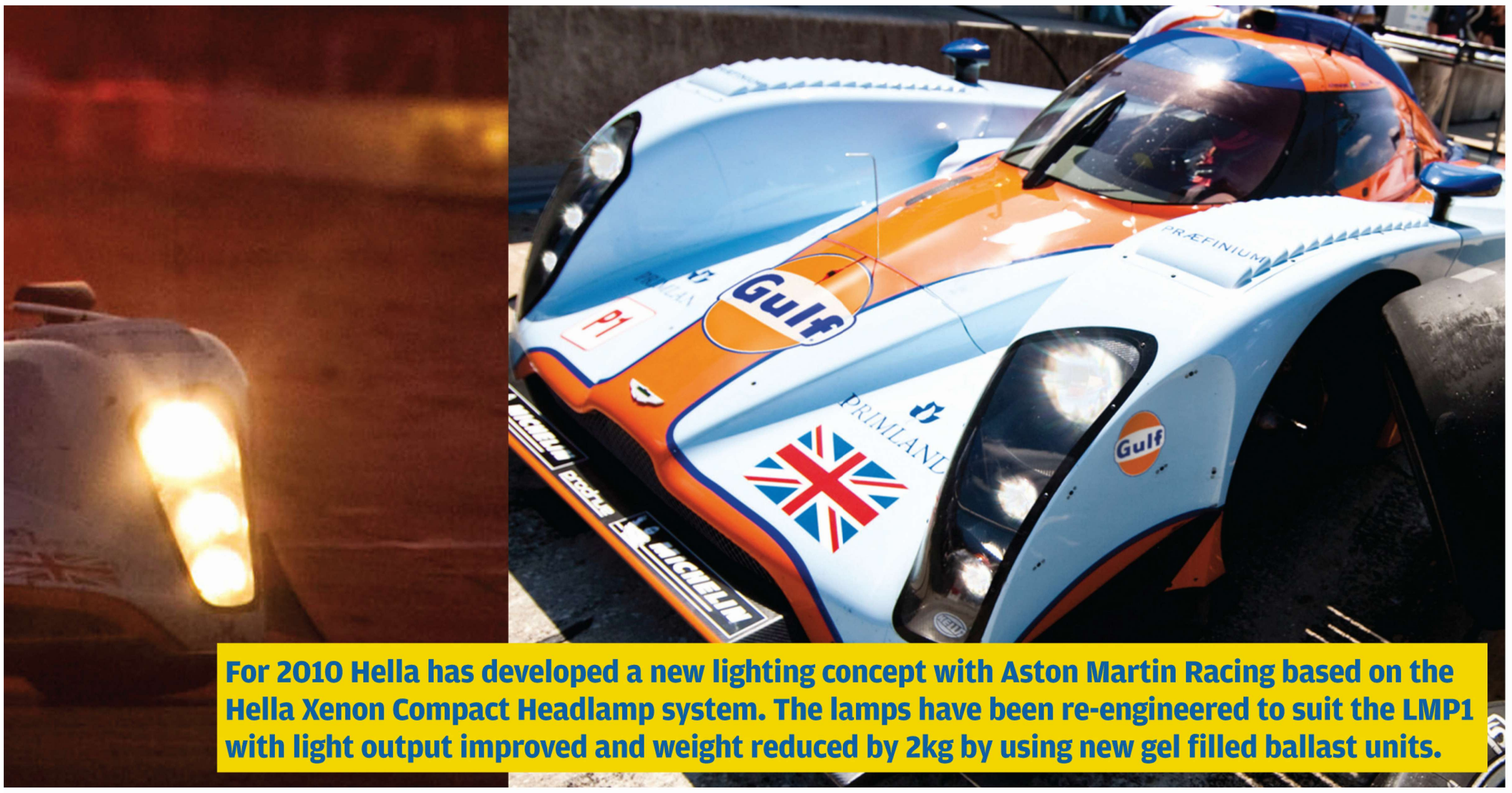
Hella's new Dynamic Light Assist technology is certainly a major step forward and is based on the intelligent interaction between a front camera, some powerful image-processing software and the very latest xenon lighting.

It works with a camera located on the windscreen detecting both vehicles driving ahead as well as oncoming traffic. This data is then evaluated exactly using appropriate image processing and the exact position of the vehicles detected are determined.

On the basis of this information a special cylindrical shaped shade, between the light source and the projection lens in the headlight, is then moved in such a way that other road users are spared by the light distribution. (see images below). This guarantees that the driver always has optimum visibility without disturbing other road users.

This is just one of the new lighting developments which Hella is pioneering - for even better visibility.■

The light pattern of the vehicle can be modified to avoid blinding drivers travelling infront and those oncoming.



For 2010 Hella has developed a new lighting concept with Aston Martin Racing based on the Hella Xenon Compact Headlamp system. The lamps have been re-engineered to suit the LMP1 with light output improved and weight reduced by 2kg by using new gel filled ballast units.

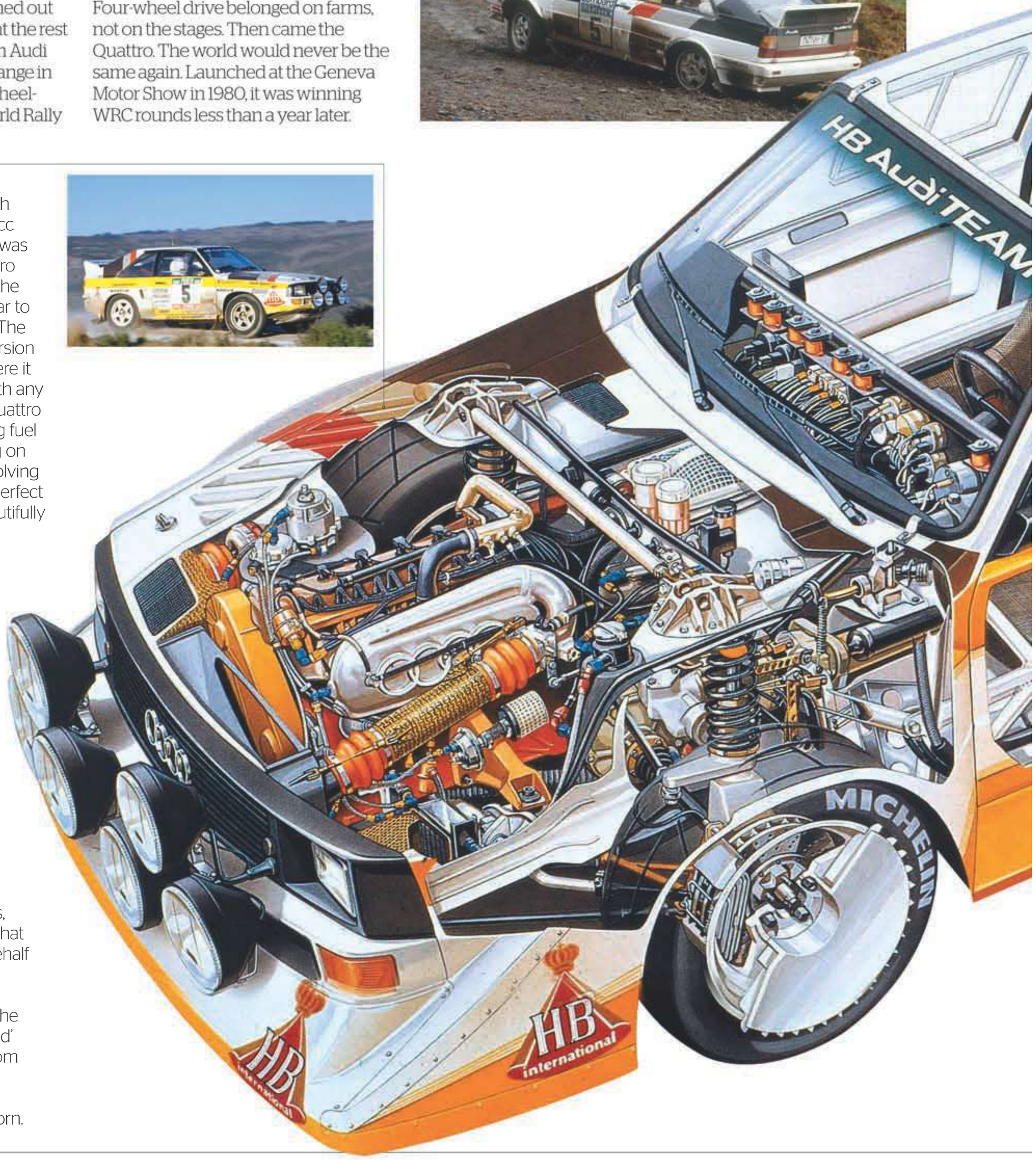
GREAT CAR
AUDI QUATTRO

Rallying would never be the same after the Quattro burst onto the scene. By DAVID EVANS

Imagine if Ford elected to make its Fiesta RS WRC front-wheel drive for next year. It would be laughed out of town. And that's exactly what the rest of the rally world thought when Audi asked if anybody minded a change in regulations to allow to a four-wheel-drive car to compete in the World Rally Championship. This was the late '70s and rear-wheel drive was king. Four-wheel drive belonged on farms, not on the stages. Then came the Quattro. The world would never be the same again. Launched at the Geneva Motor Show in 1980, it was winning WRC rounds less than a year later.

ENGINE

The original Quattro was fitted with a longitudinal, turbocharged 2144cc engine developing 300bhp. That was altered to 2109cc for the A2 Quattro when Group 4 became Group B, the benefit being that it allowed the car to run at a lighter minimum weight. The engine evolved into a 20-valve version for the Sport and E2 versions, where it produced close to 600bhp. As with any early turbocharged engine, the Quattro suffered terribly from lag. Squirting fuel into the blower to keep it spinning on the over-run went some way to solving this problem – and provided the perfect machine gun-style foil to that beautifully distinctive five-pot rumble.



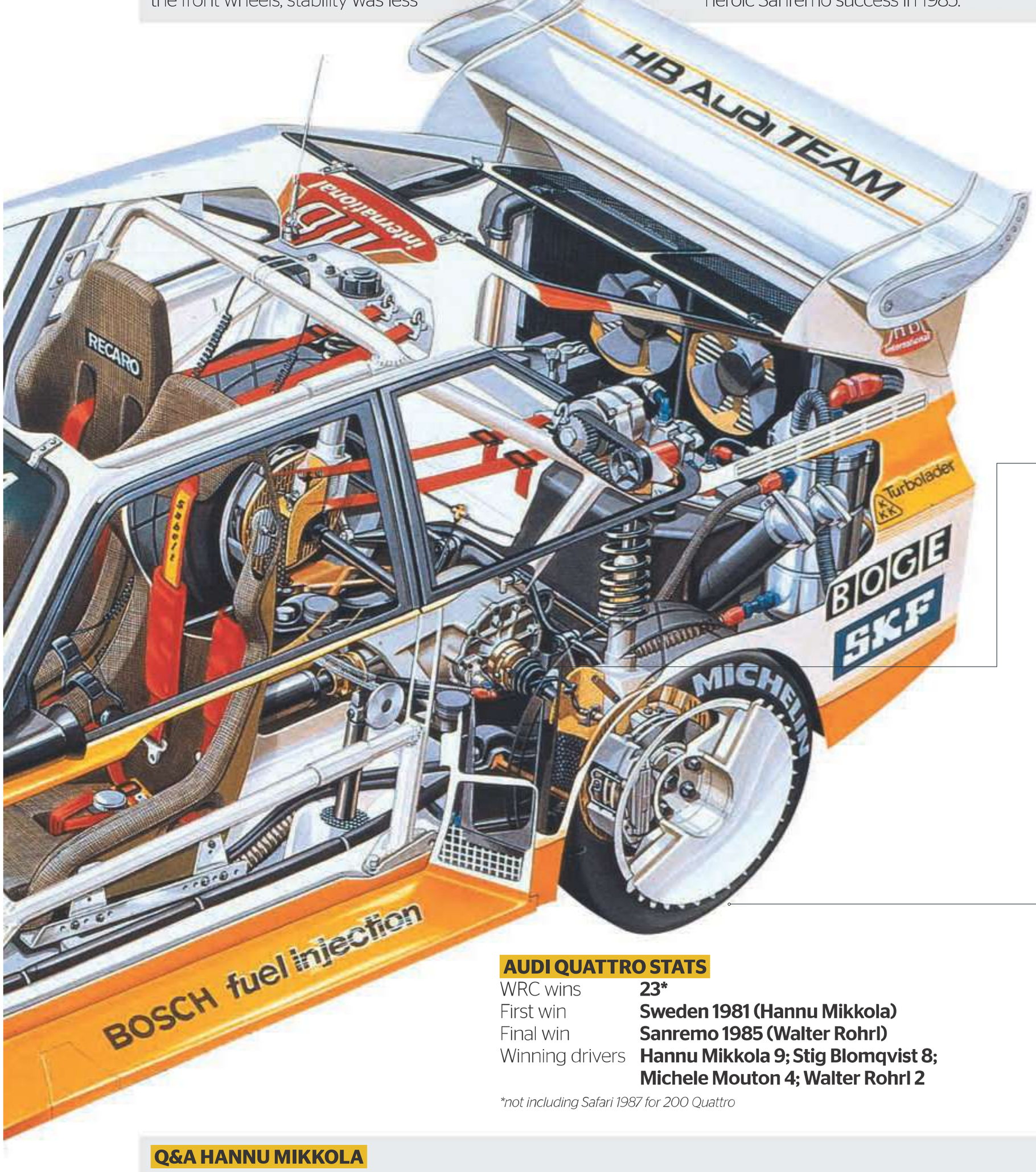
THE THEORY

The Quattro had its roots in the Iltis, a four-wheel-drive military vehicle that Audi was contracted to build on behalf of the German army in 1976. The engine for the Iltis came from the Audi 80, and it wasn't long before the transmission from the Iltis was 'fitted' to an 80. Two years later boffins from Ingolstadt bolted in a five-cylinder turbocharged engine to see what would happen. The Quattro was born.

THE ULTIMATE AUDI: THE QUATTRO E2

Seven years after the original Quattro concept came Ingolstadt's most outrageous rally machine ever: the Quattro E2. It was a beast of a thing. In an effort to overcome the Sport's inherent tendency for front-tyre-chewing understeer, the E2 had an improved weight distribution and a multitude of spoilers, front and rear. This radical approach to aerodynamics worked well at high speed where, combined with the weight of an engine still too far over the front wheels, stability was less of a problem. But, when it came to the tight corners, an aggressive approach was required to get the car to break traction and slide. And, while you were setting the car up on the brakes, you had to keep the turbo on the boil to make sure, once sliding, you had some grunt to keep it sliding. Left-foot braking was an absolute must with the E2.

For all its noise and presence, the E2 only won once – but few will forget Walter Rohrl's heroic Sanremo success in 1985.



CHASSIS

The original Quattros – followed by the A1 and A2 evolutions – were among the longest rally cars around. Audi rectified this with the Sport in 1984. It wasn't exactly the perfect solution. The Sport was 244mm shorter and 57mm wider than the original, but the majority of the weight remained much too far forward. This was only partially sorted by the E2, which had the oil cooler and radiator fitted in the boot.

TRANSMISSION

There wasn't a great deal of science in the original Quattro. Critics of the early cars reckoned the handling of the big Audi wouldn't be dissimilar to that of a Land Rover. They weren't wrong. The locked centre differential didn't do much to rid the car of chronic understeer. But nothing could compete with it in terms of traction. It took Audi a long time, a huge amount of development and a great many evolutions before the E2 was fitted with a Torsen-type centre differential – which is still fitted to Audi road cars today.

TRACTION

This was what the Quattro was all about. The means of getting all four wheels turning might not have been scientific by today's standards – but in the late '70s having front *and* rear wheels driven on a high-performance car was thought nonsensical. Certainly, the transmission pulled on the engine's output, but Audi's answer was simple – more power.

AUDI QUATTRO STATS

WRC wins	**23***
First win	**Sweden 1981 (Hannu Mikkola)**
Final win	**Sanremo 1985 (Walter Rohrl)**
Winning drivers	**Hannu Mikkola 9; Stig Blomqvist 8; Michele Mouton 4; Walter Rohrl 2**

**not including Safari 1987 for 200 Quattro*

Q&A HANNU MIKKOLA

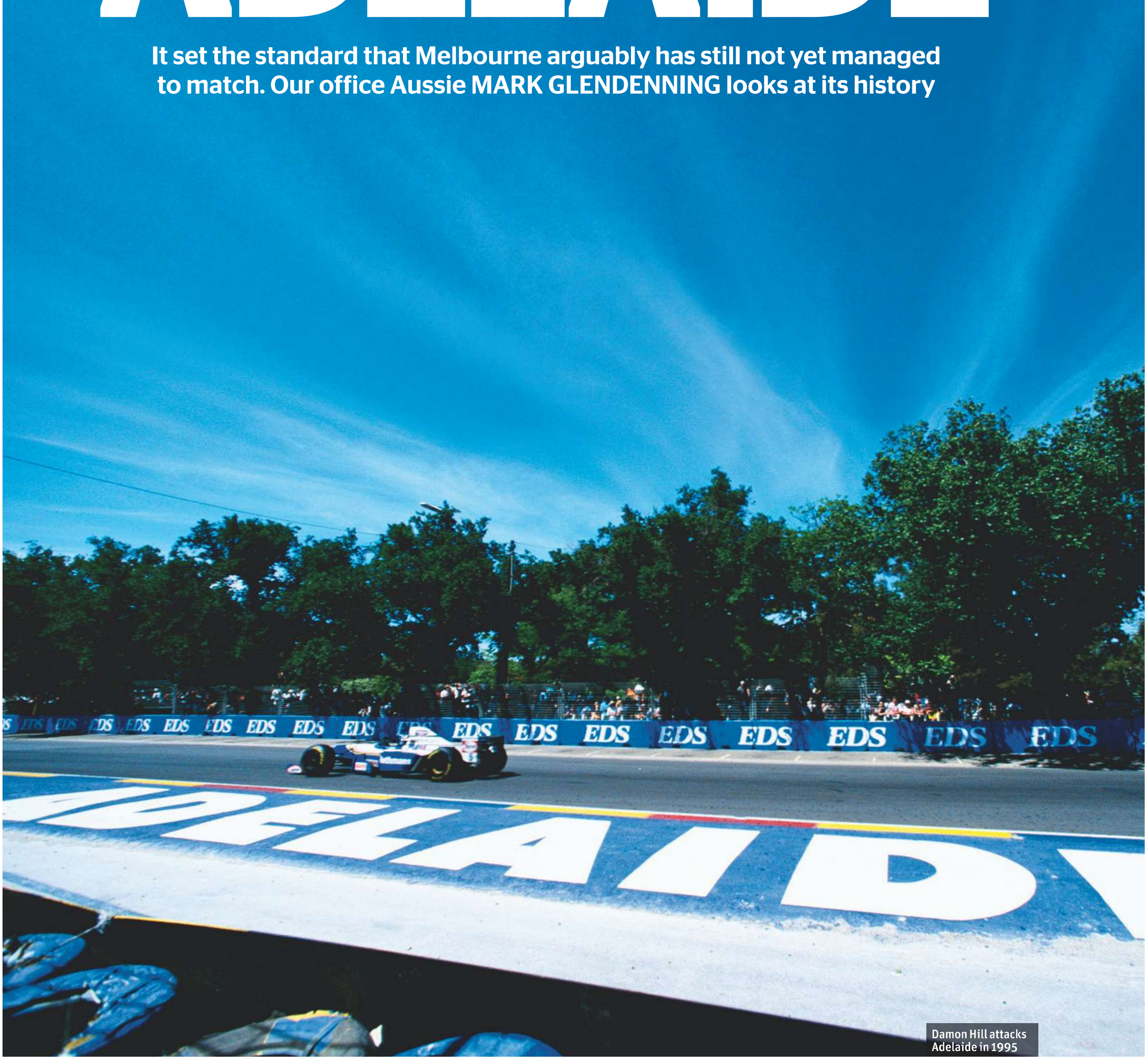
What was it like to drive that first Audi?
Not so easy! Don't forget, I had come from the Ford Escort which was nice to drive and really easy to slide and go where you wanted. But when I first started in the Audi, it was tough. It was not only the four-wheel drive we had to get used to, but the turbo as well – you went from no power to everything in no time. On the wide roads it was always nice, but in the narrow stages it could be difficult – the original car was not so advanced.

Which was your favourite Audi?
The last of the long ones [the A2]. This was good – we had 350bhp and the car was stable and nice to drive, the easiest to drive. I liked that. Then we had the short one, but that was terrible. The car with the wings [E2] helped, but there was still the engine over the axle to make it difficult to drive. We fixed this a little bit with the titanium springs, which stopped the car oversteering on braking and understeering on acceleration.

Where was the Audi at its best?
Somewhere like the RAC Rally it was very, very good. On the 1000 Lakes there wasn't so much of a difference: there weren't so many 90-degree corners, so traction wasn't so important. But on the RAC, where there were lots of hairpins and lots of rain and mud, it was fantastic and, of course, when it snowed in Monte Carlo!

GREAT TRACK
ADELAIDE

It set the standard that Melbourne arguably has still not yet managed to match. Our office Aussie MARK GLENDENNING looks at its history



Damon Hill attacks Adelaide in 1995

LAT

To the north, you have two of Australia's most famous wine regions, the Barossa and Eden Valleys. To the south, you're a short drive away from surf beaches offering the cliche-approved chance of being snatched out of the water by a shark. And somewhere in between you have Adelaide and, between 1985 and '95, an F1 street circuit that laid down a marker for all that have followed since.

It's not what you'd expect from a quiet city of roughly one million whose local gastronomic speciality is the pie floater – a meat pie swimming in pea soup. But 15 years after F1's chequered flag waved at Adelaide for the final time it remains the street race to rule them all; at least where the 'modern', post-Monaco era is concerned.

Adelaide ticked all of the boxes. The city itself was the perfect size: big enough to give the event a world-class feel; small enough for F1 to take over the town. The organisation was top-notch, which provided a welcome contrast to some of the other street venues that F1 found itself in during the 1980s. The locals were enthusiastic, creating an atmosphere that is still a benchmark today. And the fast, challenging track laid out through Victoria Park became an immediate driver favourite.

"I loved Adelaide, it was great," says Rubens Barrichello, who joins Michael Schumacher as the only Adelaide veterans remaining on the current grid. "I raced there a couple of times, and it was a small city with a good party, and they put on a good event. The whole thing was really well done."

It was a venue that lent itself easily to the highlight reel, and it only came about because the state of South Australia had a 150th birthday coming up. Well-connected local businessman Bill O'Gorman took the idea of working a grand prix into the celebrations to Adelaide mayor Wendy Chapman, who in turn passed the proposal onto state premier John Bannon. In October 1984, Bannon boarded a plane to London.

Waiting for him at the other end was Bernie Ecclestone. Australia had not really been on Ecclestone's radar prior to this, but the collapse of the race in Dallas had left a hole in the 1985 calendar, meaning that Adelaide ended up with more than it had bargained for. Bob Barnard was chief project engineer for the first race, and is probably the only track designer in the world to have both raced (as a late ring-in for the Celebrity Challenge) and been married on his circuit.

"John Bannon went to England and said to Bernie, 'We'd love to buy a race,'" Barnard recalls. "And Bernie said, 'Of course you can have a race in 1986. You've just got to have one in '85 first.' So all of a sudden, a two-year lead time became 12 months."

Faced with the prospect of now having to turn urban parkland with a racecourse in the middle into a world championship venue inside the space of a year, the Adelaide organisers didn't even have enough time to panic. Life was made a little easier by the circuit having largely designed itself, with three-quarters of the track comprising existing roads, but none of the infrastructure existed, whether it be buildings or spectator facilities. At the time when preparations began for the first race, there weren't even enough temporary grandstands in the entire country to serve the needs of the grand prix.

On top of that, the fact that the event was largely bankrolled by the state government brought its own unique demands. "In the back of my mind was, 'Here I am, I've got the most gorgeous piece of the city, the parklands, I've got people tuning in to watch, and all I've got is concrete and wire. It's going to look like Alcatraz unless I do something a little bit different,'" says Barnard. "Not only did it have to work, it had to look good."

"THE FIRST SLOGAN THE MARKETING PEOPLE CAME UP WITH WAS 'STREETS OF FIRE'. WE DIDN'T THINK THE RESIDENTS AND INSURERS WOULD LIKE THAT"

It was that thinking that led to one of Adelaide's pioneering features – the use of walls that combined the concrete barrier and the catch-fencing into a single panel, with access hatches installed at intervals around the track. The configuration was first adopted by Surfers Paradise, and has since become standard due to its convenience, durability and aesthetic advantages over the old chain-link fences.

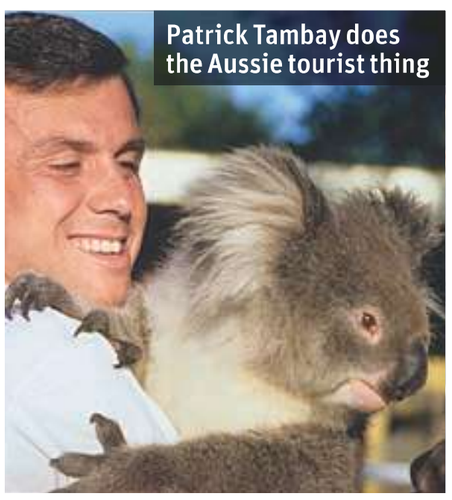
Organisers were also mindful of some of the pitfalls associated with street circuits, and special efforts were made to allow as much room as possible for run-off and equipment such as cranes ▶

DRIVER'S VIEW: MARTIN BRUNDLE

"The wet races in Adelaide were terrifying, because it really was an American-style, rough street circuit, with lots of hollows and dips and areas that didn't drain very well. The concrete walls down either side meant there was zero run-off really, and the back straight was very fast. So it could be pretty terrifying, but that's what we loved about it. I think that's why drivers love Montreal or Monaco now – if you get it wrong it hurts; you're going to damage the car and damage yourself. It's sort of man and machine versus the track and the elements. It's a close fight sometimes to see who's going to win, and when you had that track and heavy rain, there tended to be only one winner.

"I did a lot of street racing in America for Jaguar, and we had F1 city races there with Detroit, Dallas and Phoenix and all that. I quite liked the 'block-change' race tracks, you can get a bit of rhythm through those, but Adelaide did open up as well. It had a couple of sweepers, and that right-hander where Mika [Hakkinen] had his horrible accident – that was a very difficult corner to get right."

Event spawned flag legend in Glenn Dix


Patrick Tambay does the Aussie tourist thing

Schumacher crashes in 1994 practice

AUSSIE GP'S LIFE BEFORE ADELAIDE

Australia has one of the longest-running national grands prix in the world. The first Australian GP is generally accepted to have been held on local roads on Phillip Island in 1928 and was won by Arthur Waite in an Austin 7. The event was rotated around the states for many years, reaching Bathurst for the first time in 1935 and Albert Park in 1953.

◀ to avoid the risk of having sessions and races red-flagged all the time.

As the race drew nearer, the sense of anticipation within the city became ever greater as Adelaide prepared to step into the spotlight. But while preparations were generally going according to plan, there were still a few hurdles to be overcome, starting with the marketing.

"The first slogan they came up with was 'Streets of Fire'," Barnard says. "We didn't think the residents and insurers would like that much, so it was changed to 'Adelaide Alive'."

More serious were concerns about the integrity of the track surface, which was a common problem right around the world during the mid-1980s. With the exception of Dequetteville Terrace, the Adelaide circuit was entirely resurfaced in preparation for the race, which is why there was some consternation when part of the track began to break up three months before the event.

But the biggest problem of all came on the race weekend itself. Organisers knew from the ticket sales that the public response to the grand prix in Adelaide had been extraordinary and, as sections of the spectator areas sold out, room was simply found to put more. Given that the reported initial budget of AU$1m had proven barely sufficient to even cover the cost of the barriers, maximising revenue was obviously a priority.

"We thought we'd have about 80,000 on race day," Barnard says. "And the crowd was actually about 120,000. I remember driving in early on Sunday morning and seeing all the people lined up at the gate and thinking, 'Oh my God, this is going to be a day from hell.' And it was. I developed a personal mantra that day which was, 'Five o'clock will come, I will still be alive and this will be over'.

"The ombudsman actually came and talked to us afterwards about selling more tickets for people than could genuinely see the race, which was a bit of a worrying moment, but we managed to bluff our way out of that one..."

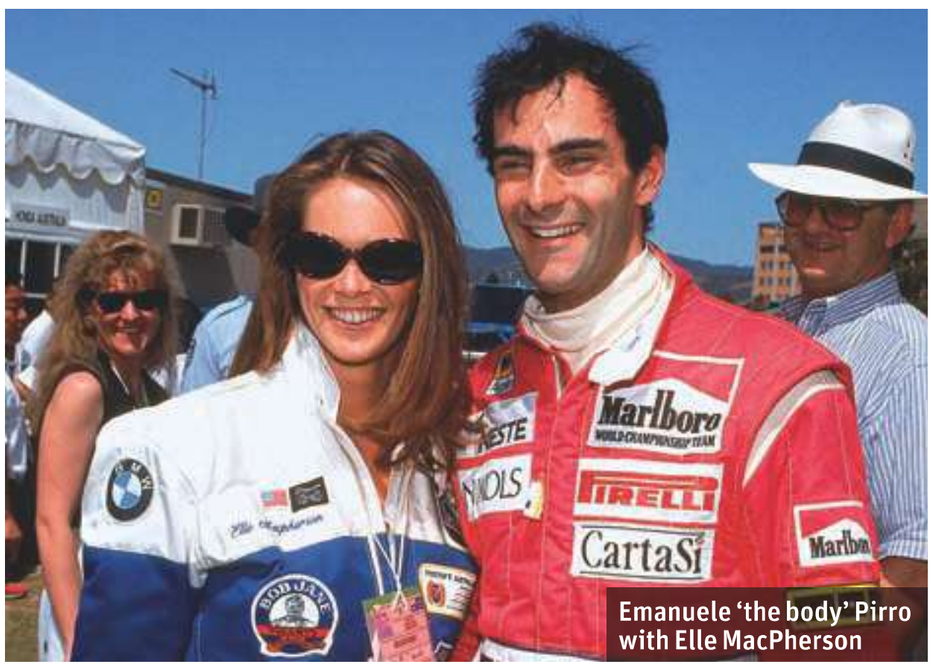
Those who could see the track got their money's worth. Race organisers were desperately keen for Aussie hero Alan Jones to complete the first lap and, when the other teams were inexplicably late in getting their cars out, the sound of the 1980 world champion's Lola heralded Adelaide's arrival onto the F1 map.

Jones's race was cut short by an electrical failure, but there was more than enough to keep the fans amused. Nigel Mansell took the lead at the start only to crash into Ayrton Senna before the end of the first lap, setting the tone for a high-attrition race that ended with Williams's Keke Rosberg winning ahead of Ligier duo Jacques Laffite and Philippe Streiff. It was a tremendously successful first event, and it paved the way for a mutual appreciation between the city and the sport that would last until the Australian GP shifted to Melbourne in 1996. Martin Brundle raced in Adelaide several times, finishing on the podium there twice, and remembers it fondly.

"If you talk to people in the paddock of a certain age, and I'm one of them, they'll go slightly dewey-eyed about Adelaide," he says. "The city was just the perfect size for a grand prix – every man, woman, child and dog seemed to welcome us there, and everybody really enjoyed the race. A lot of street circuits you go to, there's a core of fans but the rest of the city is just fed up because you're blocking the streets and making a lot of noise."

The only thing Adelaide lacked was foresight, and the city was completely blindsided when Melbourne snuck in the back door and stole the race. But it ended on a high, with a then-record raceday crowd of 210,000 turning out to watch what would be Ayrton Senna's last win (and then sticking around for the free Bon Jovi gig afterwards).

Melbourne picked up the Australian GP mantle, and Adelaide briefly returned to motorsport hibernation before the V8 Supercars launched a new event on a modified version of the circuit. The success of the Clipsal 500 – which claimed a four-day crowd of over 277,000 this year – is a tribute to an event that in a very small way changed F1, and in a very large way changed a city. 30



Emanuele 'the body' Pirro with Elle MacPherson

Square turns feature during early part of lap

Wrecker truck battles with Osella in 1989

LAT, GETTY, AP

1985
The first race

Brake problems cause Niki Lauda to crash while on target for a podium in his final F1 race. Keke Rosberg takes the win.

1986
Mansell's tyre

Nigel Mansell's title hopes explode along with his rear tyre 19 laps before the end, helping Alain Prost to his second championship.

1991
Shortest race ever

Torrential rain forces the race to be red-flagged after 14 laps, making Ayrton Senna the winner of the shortest world championship grand prix ever.

1993
Senna's last win

Ayrton Senna ends his time with McLaren with a comfortable win over Alain Prost. It would be the Brazilian's final victory.

1994
Schumacher versus Hill

Michael Schumacher crashes into title rival Damon Hill to guarantee himself his first world championship.

1995
Hakkinen's crash

Mika Hakkinen is critically injured in a massive crash during free practice. The Finn's life is saved by emergency trackside surgery.

1999
V8 Supercars arrive

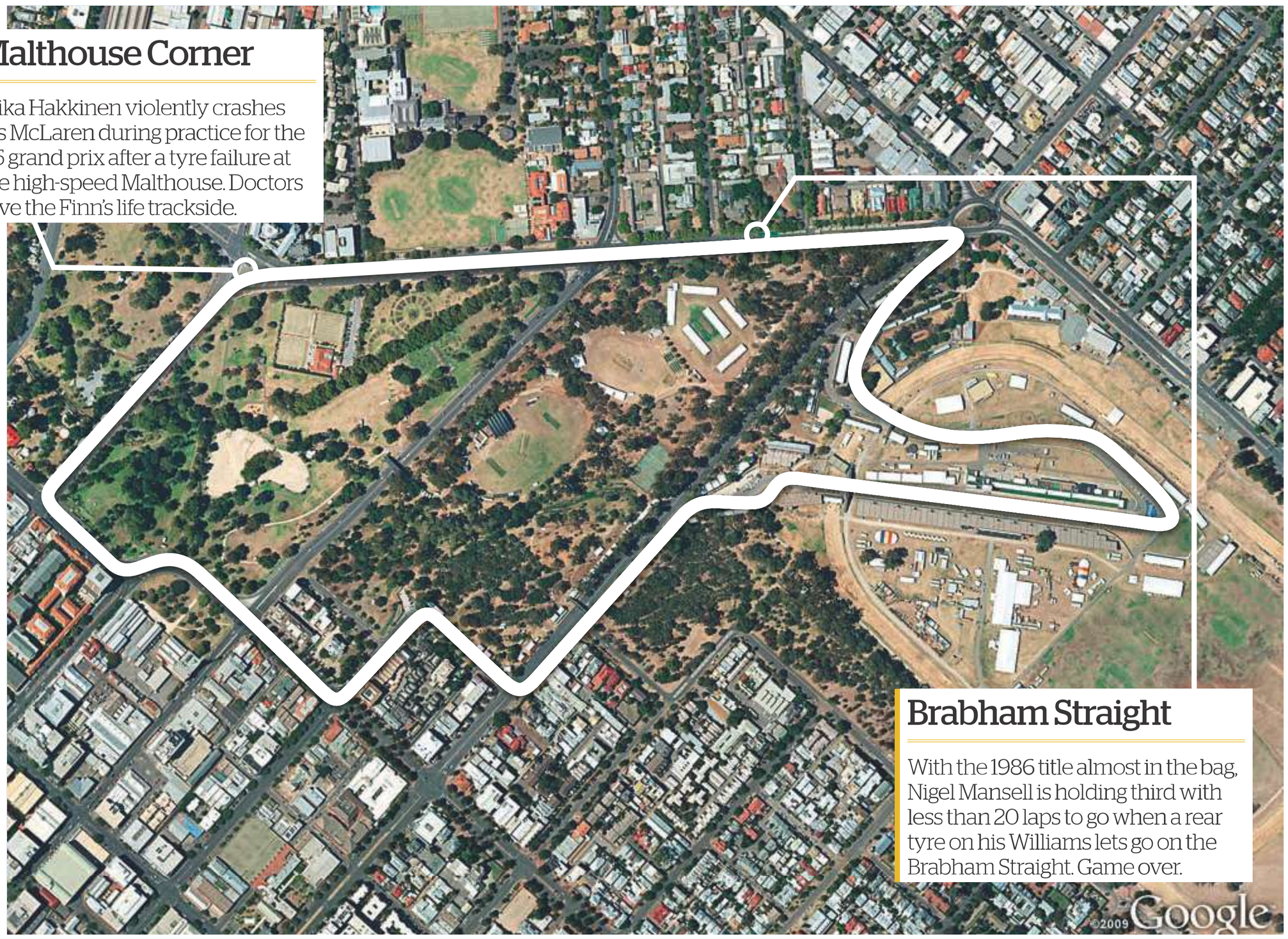
After being dormant for four years, the Adelaide circuit is resurrected when the V8 Supercars contest the Clipsal 500.

2000
ALMS

The ALMS pops the champagne with a New Year's Eve 'Race of 1000 Years'. Despite a nine-year contract, the race only takes place once.

THE TRACK

First race: **1985** • Location: **Victoria Park racecourse, four miles east of central Adelaide** • Circuit length: **2.347 miles** • Number of corners: **15** • Number of spectacular Nigel Mansell tyre blowouts: **1**
Lap record: **Damon Hill (Williams FW15C) 1m15.381s (112.087mph) on November 7 1993**



Malthouse Corner

Mika Hakkinen violently crashes his McLaren during practice for the '95 grand prix after a tyre failure at the high-speed Malthouse. Doctors save the Finn's life trackside.

Brabham Straight

With the 1986 title almost in the bag, Nigel Mansell is holding third with less than 20 laps to go when a rear tyre on his Williams lets go on the Brabham Straight. Game over.

Adelaide already had a permanent racing facility at the time the Australian Grand Prix arrived on the street circuit in 1985. Adelaide International Raceway opened in 1972 and held Tasman Series Formula 5000 races up to and including '75, with Briton David Hobbs the first winner. The venue doesn't host circuit racing any more, but does still play host to South Australia's drag-racing scene.

Porsche 962C

Le Mans legends come

One of the world's best sportscar racers – ALLAN McNISH – fulfils a long-held ambition by driving one of the most successful endurance machines

Photography: MALCOLM GRIFFITHS

face to face

Test stats

Car
Porsche 962C
Driven by
Allan McNish
Circuit
Silverstone 'Bridge' GP circuit
Date
July 22, 2010

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GRIFFITHS/LAT

My first thought on climbing aboard the Porsche 962C? It's a Norbert Singer car! I feel immediately at home. Sitting there in a 21-year-old Group C car didn't feel so different from being inside the Porsches I drove in the late 1990s. But then Norbert was the brains behind the 962 as well as the 911 GT1 cars I raced.

The ergonomics inside, the sliding Recaro seat and the dog-leg synchro gearbox – basically the same transmission that we had in 1997 on the 911 GT1 – all take me back. And there's so much space in the cockpit, a far cry from my Audi R15 TDI. That's the first thing that strikes me: how much room there is.

The seating position reminds me of a debate I had with Porsche guys way back when. The Mercedes of the time all had a proper moulded, racing seat, so I always felt we were giving something away. Even in the 1998 carbon-chassis car, the 911 GT1-98, we still had a Recaro seat, though bolted-in by that stage. You could feel it distorting in the fast corners, which I always reckoned gave you a diluted sensation in the corners.

The 962 feels more basic than a modern Le Mans car inside, but it is very functional. Again, that's the hallmark of a Singer car. All the switches and controls are just where you want them. In an age where we have a tendency towards overcomplication and information overload, it's sometimes worth looking back at how things used to be done.

The noise of the engine is the other thing that distinguishes the Porsche 962 from the Audi turbodiesel LMP1s I've been racing over the past five seasons. This car is loud by comparison and the noise, heightened by being in an enclosed cockpit, only adds to the sensation of speed as I accelerate out of the Silverstone pitlane.

The boost knob is set at 2.1-bar, which car owner Steve Tandy tells me means 650bhp. It feels like it, too: the first time I hook fifth before Copse Corner I realise how quickly I am going.

This is a late 962, built in 1989, but ▶

Former Porsche racer McNish and the 962

Allan McNish

Allan McNish's stint with the Porsche factory team is well documented, but his international sportscar career began at the wheel of a customer 911 GT1. Already testing with the Stuttgart marque, he was placed with Roock Racing for the 1997 Le Mans 24 Hours.

GEOFF PAGE RACING

Above is the 1st F1 car raced by Ayrton Senna; recently rebuilt by Geoff Page Racing.

Geoff Page has been involved in racing since the age of 13 when he started competing in karting. He has worked for many well known names in the industry Terry Hoyle, Ken Tyrell, Pacific Racing, Brian Hart, Gordon Spooner, Janspeed and Mountune where he gained extensive knowledge of both turbocharged and normally aspirated engines and was the man who built the first ever RS500 engine. Geoff worked for David Mountain founder of Mountune Race Engines for seven years before taking voluntary redundancy and starting his own business Geoff Page Racing three years ago. Geoff has a workshop in Maldon, Essex where he specialises in restoring historic Turbo Formula 1 cars as well many Group B Rally cars. Also building the turbocharged engines for the Pikes Peak Evolution RS200. The team has extensive experience of many different engines from Formula Ford to Formula One.

Maldon Essex. Tel. +44 1621 859993 Mob. +44 7968 163602 geoff.page@btconnect.com

◀ I'm struck by the turbo lag. That's something I've never even thought about before, certainly not in a decade with Audi and not even when I was driving for Porsche in 1997-98. There is lag at low speeds, but once the turbo is spinning in fourth and fifth gears the power delivery is almost instant and quite brutal.

Using the old Porsche synchro transmission causes me a few problems on the brakes. The stopping power of the car is better than my ability to get down through the gears, which only lengthens the braking zone.

The other thing I'd forgotten over a decade of driving open-top Audis is how hot it gets in a closed car. It's hot in the Porsche, and it's not a blazing summer's day at Silverstone. I'm not surprised I blanked some bad memories form the late 1990s. Racing those Porsches in the hot and humid conditions we encountered at places like Suzuka and Homestead in Miami wasn't a enjoyable experience. And back then, of course, we didn't have the air-conditioning systems that my friends over at Peugeot enjoy today.

The forward visibility is more or less unimpeded. I reckon I can see as much from inside the 962 as I can from my reclined position in the current Audi. On the other hand, the view out the back is terrible. The mirrors are fine, but all you can see is that big rear wing, so you have to try to peer through the narrow slit between the wing and the tail. That makes me think that the 962 was a car to overtake in rather than be overtaken in.

The car is much more gentle on cold tyres than I've become accustomed to: a modern LMP1 is terrifying on cold rubber. (I know that just as well as anyone, but I'd prefer not to talk about what happened at Petit Le Mans at Road Atlanta a couple of years back!) That's a function of modern tyres and the importance of aerodynamics these days. The Porsche, on the other hand, relies much more on mechanical grip.

Turning out of the garage for the first time I feel the lack of powersteering. That's a culture shock: for 12 years every car I've driven has had power steering, going all the way back to 1997 and my first time in a sportscar. It's a bit like getting back in an early 1990s Formula 3000 car!

The lack of power-assistance is good in terms of feedback, but it means the geometry you can run is very restricted. If you ran a geometry of a modern-day prototype without powersteering, you would only be able to do a couple of laps. You wouldn't have the strength to turn the wheel: there's too much downforce and too much castor and camber.

The forces coming back through the steering wheel are much higher than I'm used to, but the *g*-forces in the corners are much, much lower. It probably took similar effort to drive one of these things quickly in its heyday as it does to go fast in a modern prototype. It's just a different type of effort.

The other sensation that strikes me in my short run is how much the car moves around on the straights, though thinking back it's probably not so different to how it was in the late '90s. That's almost certainly a result of aerodynamics and tyre stiffness.

I only manage six or so laps in a truncated half-hour test session on the 'Bridge' Grand Prix layout at Silverstone, thanks to a mid-session red flag, but in that time I'm already starting to feel comfortable. You can throw the car around and it doesn't bite you.

The natural tendency of the car is towards understeer (again, another trademark of a Porsche Le Mans car), but you can control that with the throttle. The rear feels soft and a bit lazy, and through Becketts rolls about a bit too much. That makes you think it's going to snap into oversteer, but it doesn't. The car is very well balanced.

I can definitely tell that things had moved on a bit by the time I started out with Porsche. The 962 may have been a purposed-designed prototype – and my 911 GT1 essentially a road car with a tubeframe inside – but the later Porsche, I think, was much closer to the cars of today in terms of grip.

We had much more grip on turn-in than the 962. I'm sure the cars I drove had a lower centre of gravity and they ▶

Twin-turbo Porsche unit produces 650bhp

962.006BM strikes a purposeful pose

First time lucky: McNish heads down the pitlane

GRIFFITHS/LAT

PORSCHE 962C TECH SPEC

Chassis: ***Porsche 962.006BM – aluminium monocoque***
Engine: ***3000cc Porsche flat-six, turbocharged***
Power: ***650bhp at 2.1bar boost***
Top speed: ***200mph-plus***
Torque: ***475lb ft***
Homologated weight: ***850kg***
Gearbox: ***5-speed synchromesh***
Suspension: ***Front: upper and lower wishbones; Rear: lower wishbones with upper rocker arm***
Wheels: ***Front: 13"x18"; Rear: 14.5"x18"***
Brakes: ***Steel, ventilated***
Tyres: ***Dunlop***

◀ ran on taller front tyres and, with a front splitter, had more bite at the front.

I'm not saying the GT1 Evo would be quicker around the Circuit de la Sarthe at Le Mans, but I'm confident it would faster in the corners.

This car is so much slower in the corners than the current generation of prototype. I was going through Stowe in second gear. In the Audi R10 TDI, the last prototype I raced at Silverstone back in 2008, we were in fourth! Third may have been possible in the Porsche if I'd had time to work up to it, but that would have depended on dealing with the understeer and getting my downshifts faster in that synchromesh gearbox. Basically, in those days you were much slower in the corners.

One shouldn't forget how much things have moved forward even in my time in sportscars. I did a 3m38s lap around Le Mans aboard the Porsche in which I won the race in '98. Now, that's a good wet lap in a R15.

This car gives a lot of confidence straight away. In a few laps, I'm ready to start pushing. With loads of mechanical grip and excellent traction, it really is so easy to drive.

When the chequered flag comes out,

Despite appearances, cockpit is spacious

I am just getting into the swing of it and really starting to push in the corners. I have to say I was a bit pissed off. It was like seeing the chequered flag at the end of qualifying, when you know that with just one more lap you could go faster. I wanted more...

A big thanks to Steve Tandy for allowing me to sample his gorgeous Jagermeister-liveried 962. These were the cars that were up the front at Le Mans when I first started getting interested in the race when I was just starting racing in the late-1980s.

You might ask why a young single-seater driver was interested in sportscars when his only goal was Formula 1. Back then, Group C in general, and Le Mans in particular, was big news in Scotland. We had Ecurie Ecosse racing at La Sarthe and all of us knew Hugh McCaig, the

THEN & NOW

Porsche 962.006BM didn't have an illustrious career in period, notching up a best finish of second in a Supercup race at Diepholz. Its historic career has started in style, with Steve Tandy notching up a third-place finish at Spa back in May.

SINGER IN VOGUE

Norbert Singer agrees with McNish on the similarities between the 962 and the 911 GT1 on all but one respect. "The 962 had 30 per cent more downforce," he says. "It was a ground-effect car, whereas the GT1 had a flat bottom. The change was in the tyres, which is maybe why Allan thinks the 911 had more grip."

Ex-Brun car is raced by Steve Tandy in Historic Group C

man who revived the famous team that had won the 24 Hours with its Jaguar D-type back in 1956.

Hugh helped me out, like many Scottish drivers, when I started in Formula Ford, so it is a bit of a coincidence that I ran into a driver at Silverstone who Hugh sponsored a few years before that. Some of you may remember David Duffield racing Ralt Formula Atlantic cars sponsored by Caledonian Coal. He's my Dad's cousin and came over for a chat while I was sitting in the car. I thought he'd remind me that he gave my first set of overalls!

I'd always wanted to have a go in a 962 having worked with Norbert Singer at Porsche. So many drivers I've known, and quite I few that I've been team-mates with, have talked about the car, and its predecessor, the 956, so I've always been curious about it.

Sportscar racing wasn't on my radar in the late 1980s or early '90s when this car was racing. But then it wasn't really on my to-do list in the mid-1990s when I came into contact with Porsche. It wasn't what I wanted to do. My first outings in the '96-spec Porsche 911 GT1 and then Evo factory car opened my eyes to sportscar racing. So much so that I know regret not taking an earlier opportunity.

I spoke to Tom Walkinshaw, at a time when I was testing for the Benetton Formula 1 team, about driving the Jaguar XJ220C at Le Mans in 1993. I thought about it for a while and eventually turned him down. A few years later, I regretted it. It was a great opportunity to spread my wings with a team that knew how to win at Le Mans.

Would I have liked to have raced a 962 like this one in period? I'd have to say yes. It was a great time for sportscar racing that people still talk about today. There were a number of manufacturers involved and F1 drivers, past and present, raced their products.

The style of racing would have been different to what I know today, but I'm sure it would have been just as cut-throat. 60

AN ENDURING LEGEND

THE LIFE AND TIMES OF CHASSIS 962.006BM

Active Porsche 962Cs on the historic scene don't come much more original than Steve Tandy's. When the car needed minor bodywork repairs the car's alternative 1989 Torno livery was found beneath its distinctive Jagermeister orange.

The car in which Tandy is competing in the rejuvenated Group C/GTP Racing series this year with Peter Chambers Automotive raced just seven times in period in the hands of the Brun Motorsport team. Chassis 962.006BM is one of eight built by John Thompson's TC Prototypes company.

It competed in five rounds of the 1989 World Sports-Prototype Championship and a further two events in the German Supercup sportscar series. Drivers who graced its cockpit included Oscar Larrauri, Roland Ratzenberger and Stanley Dickens.

The car was sold to German tuner and Interserie competitor Willy Koenig, who never raced it, before it passed through a number of hands until Tandy bought the car from Porsche and Jaguar collector Henry Pearman. In between times it underwent a full restoration by leading 962 specialist Group C Ltd in 2000.

Tandy, a regular historic racer in both a Lola T70 MkIIIB 'Continuation' and Jaguar E-type, races the 962 in '89 Spa livery.

Spa 1000km, 1989: one of five WS-PC outings

GRIFFITHS/LAT, LAT ARCHIVE

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AUTOSPORT

Button believes in the best

1990s

Faster than the speed of sound

1990
The Hubble Space Telescope is taken into space

1991
The body of Robert Maxwell is found floating in the Atlantic

1992
Galileo Galilei – "the father of modern science" – receives an official apology from Pope John Paul II

1993
England football legend Bobby Moore dies

1994
The first passengers travel through the Channel Tunnel

1995
The DVD is announced

1996
Deep Blue beats world chess champion Garry Kasparov

1997
Andy Green breaks the sound barrier in Thrust SSC

1998
Transsexual singer Dana International wins Eurovision

1999
The Euro is launched

PICS: REX FEATURES, LAT

WHEN I was younger, I used to love reading the reports after races, and especially checking out the news stories and the car launches. Before the internet, AUTOSPORT was the place to read all the news and catch up on what was happening – it was a window into a whole different world.

And when I started racing single-seaters, it was surreal at first to see myself in the pages – firstly at the back of the magazine, when I used to race Formula Ford, then at the front when I moved into Formula 1. Of course, it was through AUTOSPORT magazine that I won the McLaren AUTOSPORT BRDC Award in 1998, which was an incredible feeling for me.

The most pleasing thing about AUTOSPORT, however, is that even after all these years, the magazine has supported me through thick and thin – it's good to know that's never wavered.

Jenson Button, 1998 McLaren AUTOSPORT BRDC Award winner; 2009 F1 world champion

1990s Year by year

1990

SAINZ'S WRC TITLE GLORY

■ Ayrton Senna's second title for McLaren ■ Jaguar takes seventh and final Le Mans victory ■ Chicanes added to Mulsanne straight at Le Mans ■ Carlos Sainz wins first world rally title (above)

1991

SENNA'S THIRD TITLE

■ Third and final title for Senna (above) ■ Alain Prost sacked by Ferrari over 'truck' comments ■ BTCC adopts Super Touring regulations ■ Paul Warwick dies in Oulton Park F3000 accident

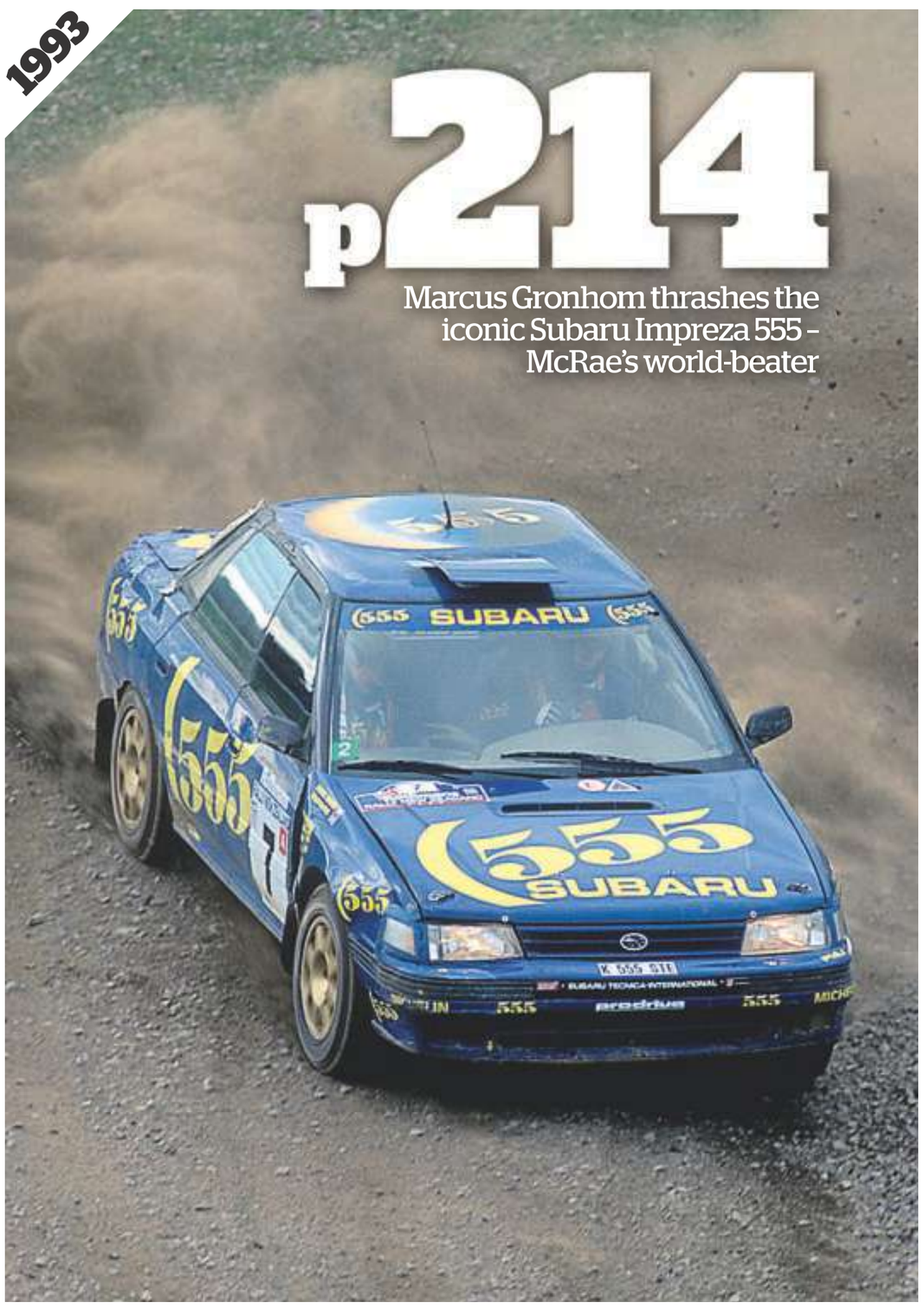
1992

'OUR NIGE' RULES F1

■ Nigel Mansell finally secures F1 crown (above) ■ Brabham name bows out of F1 after 30 years ■ Derek Warwick wins final world sportscar title ■ Andy Rouse takes record 60th BTCC win

1993

p214
Marcus Gronhom thrashes the iconic Subaru Impreza 555 – McRae's world-beater



McRAE JOINS WRC WINNERS

■ Prost wins fourth title and retires ■ Colin McRae takes maiden WRC win in a Subaru Legacy (above) ■ Mansell wins IndyCar title at first attempt ■ Goodwood Festival of Speed inaugurated

1994

LITTLE AL WINS INDY

■ Michael Schumacher takes first F1 title for Benetton ■ Senna and Roland Ratzenberger killed at Imola ■ Mercedes wins Indy 500 with Penske and Unser Jr (above) ■ NASCAR makes first visit to Indianapolis

1995

AUTOSPORT SPINS ITS WEB

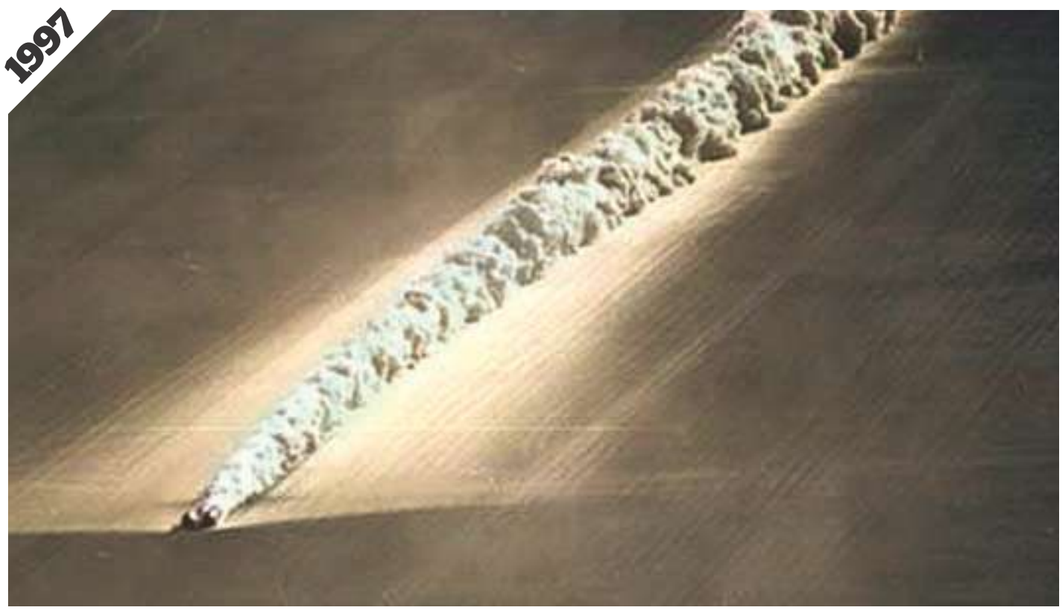
■ Schumacher doubles up for Benetton ■ McLaren F1 GTR takes debut Le Mans win ■ McRae becomes first British world rally champion ■ AUTOSPORT.com is born (above)

1996

HILL KEEPS IT IN THE FAMILY

■ Damon Hill emulates dad Graham to win title ■ Jacques Villeneuve takes pole for F1 debut in Australia (above) ■ Indy Racing League series kicks off ■ Haymarket acquires *Motoring News* and *MotorSport*

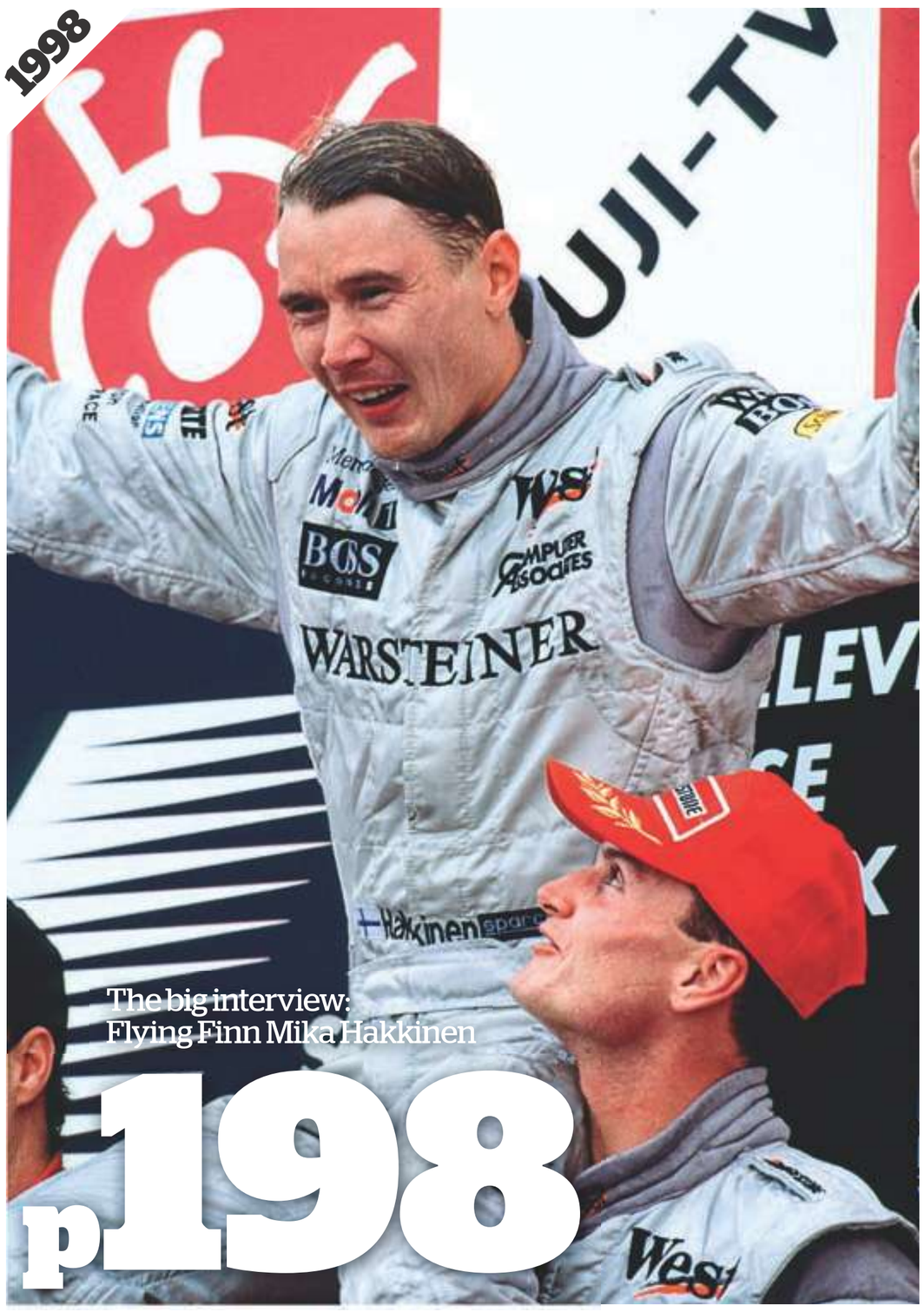
1997



THRUST BREAKS SOUND BARRIER

■ Villeneuve takes his only world title ■ Jackie Stewart's F1 team joins the F1 grid ■ ThrustSSC breaks the sound barrier at 763mph (above) ■ Bathurst 1000 downgraded to Super Touring race

1998



MIKA BEATS MICHAEL

■ McLaren's Mika Hakkinen wins first F1 title (above) ■ Allan McNish wins Le Mans for Porsche in firm's 50th birthday year ■ Richard Burns breaks WRC duck on Safari ■ 'Revival' meeting reopens Goodwood

1999

BMW BAGS LE MANS WIN

■ Two out of two for Hakkinen and McLaren ■ Schumacher breaks his leg in British GP crash ■ American Le Mans Series begins at Sebring ■ BMW takes first Le Mans 24 Hours victory (above)

LAT, McKLEIN.DE, REX FEATURES

1995 RAC RALLY

McRae snares crown in classic RAC clash

by KEITH OSWIN

The message on Carlos Sainz's car was clear...

McRae and Ringer flew to world title glory

Chester, November 22, 1995: world beaters

PICS: WWW.McKLEIN.DE

There was never any doubt who was going to be this year's World Rally champion. A sticky gearbox on day one? Pah! A puncture on the longest stage of the championship? A mere hiccup and one which served only to keep the title race interesting. Colin McRae's only rival for the crown, once Toyota had been kicked out of the championship for cheating in Spain, was Subaru team-mate Carlos Sainz. ►

◀ The Spaniard predicted McRae would come to understand pressure like never before, but in the end, it was Sainz who came under the cosh. McRae was simply in a class of his own, he and Sainz two horses in a one-horse race.

The only question mark came as the crews lined up in Chester; if McRae and Sainz became embroiled in their own personal battle where it was winner takes all, regardless of their overall placings, then the door might be open for a different outright victor.

Should that have been the case, the only likely contenders were the Mitsubishi duo of Kenneth Eriksson and Tommi Makinen. The Mitsubishi is a match for the Subaru in terms of power and traction and with the teams' prize also at stake last week, the Ralliart Europe squad from Rugby would at least keep its Banbury rival honest.

Team orders were not being issued by Subaru this time, but would that change if the title race demanded? A lot was at stake in Chester – and a McRae win would reap untold rewards.

Sainz and Makinen got on the scoresheet first, sharing the lead out of the opening stage. But McRae hit back at Chatsworth, as he did last year, to take the lead. Twelve months ago that was it for McRae. This time it wasn't so cut-and-dry.

Then Makinen came out of Donington with the top spot and held it to the end of the day.

Mitsubishi also held second place with Eriksson passing McRae at the circuit. So what had gone wrong?

"The day before the event the surface was extremely slippery," said McRae. "But the sun and the wind have dried the roads and we simply had the wrong tyres."

McRae later found his gearbox playing up, fluctuating pressure to the centre of the differential a minor worry, so the team switched the unit at the end of the day. He was ahead of Sainz on points and the two were not getting any help from Richard Burns either, the Reading lad battling back after breaking his Impreza's steering on a log at Tatton.

But day one is not rallying as we know it; the stages lack the forest ingredient or the excitement of a SuperSpecial. This rally is won and lost in the forests. That means it starts in earnest on day two. And that means Kielder...

Makinen barely got a chance to find out how good the Mitsubishis would be against the Subarus. He smacked the car into a rock while ditch-hooking, and by the end of the stage his rally was run.

"It was a typical Makinen accident," growled a furious Mitsubishi team boss Andrew Cowan. "He broke the driveshaft and there's a big hole in the gearbox." Exit one Mitsubishi.

McRae, by contrast, blasted through Hamsterley fastest by 28 seconds in a

COLIN McRAE

Son of five-time British champion Jimmy McRae, Colin would soon follow his old man into rallying. Back-to-back British titles with Subaru led to a full-time move to the world stage. He took his first win in 1993 and became the sport's youngest title winner in '95. He took a career total of 25 WRC wins with Subaru and Ford. He died after crashing his helicopter in September 2007.

Sainz's mood darkened during fight with McRae

demonstration of driving more akin to his performance on the Motu stage in New Zealand. He led by 27sec, with Sainz third (a position good enough to give Subaru the makes' title) and Eriksson the meat in the sandwich.

But if McRae was planning an easy run to the finish, he reckoned without Pundershaw. At more than 36 miles, it is the longest stage in the championship, and Colin reckoned he could take 15sec there. Instead the times went bananas. Sainz and Burns had taken two minutes off their rivals. Surely some mistake?

No mistake. McRae and Eriksson punctured 12 miles into the stage, both on the same slab of rock. Eriksson stopped three miles later and McRae debated the issue for a further two.

In the end both crews had to swap tyres, something of a rarity in these days of puncture-proof mousse inserts. McRae's car was lifted bodily by spectators while the crew swapped wheels and were on their way again in two minutes.

Eriksson's time loss at the spot was 10sec less than McRae's, but the Scot raced through the rest of the stage to maintain second place to Sainz.

Elsewhere the drama continued with both the remaining factory Fords hitting trouble. Francois Delecour had departed a day earlier with transmission failure, so Bruno Thiry was leading the attack with Malcolm Wilson behind, and new boy Alister McRae next.

Thiry lost his rear brakes after 20 miles and by the time he reached the finish, fire extinguishers were needed to douse the flaming calipers. Wilson didn't get that far, rolling the car into retirement after a somewhat ambitious pace note.

McRae Jr found himself third fastest, a bizarre situation given that he also rolled in the first half mile of the stage.

And so Sainz led the RAC Rally with McRae second, 1m14s adrift. Perhaps Sainz's prediction was right after all. Would McRae crack under the pressure?

"Colin is taking big risks now," insisted Thiry as McRae began to fight back. "His lines are not normal and he is cutting everything, throwing big rocks into the road, which we have to drive around. He will hit one rock too many."

The Scot denied the charge: "I'm not taking any risks. I'm driving fast, yes, but not pushing too hard."

Eriksson knew the battle was lost as far as he was concerned. "There is nothing I can do about Colin if he drives like this," he said. "All I can hope is to still be there if he has a problem."

However, McRae's epic charge continued, and the gap to Sainz came down to 1m3s, then 59sec, but was cut only to 57sec in Kershope when he punctured another tyre.

This one was self-inflicted, a rock claimed the front strut and the tyre rubbed on the wheel arch before going ▶

Thiry's Ford had been an early threat to Subaru

◀ flat, but unbelievably the Scot was still faster than Sainz.

McRae and co-driver Derek Ringer had to straighten the strut with a log, then coax the car 45 miles to service at Penrith. If there was any real danger to McRae's title, this was the moment.

Happily the car arrived in one piece, the mechanics got it back together, and McRae was off to Grizedale where the destruction of Sainz's lead continued. He returned to Chester 39sec behind Sainz and well on course for success.

Behind the title contenders, Eriksson was holding station. But Burns had used his careful run through Pundershaw and the rest of Kielder to move into fourth place. That gave Subaru the breathing space it needed for the makes' title and Burns was told to hold station.

Thiry held fifth with Alister McRae sixth, Gregoire de Mevius seventh in the Mike Little Escort and the Grifone Toyota of Italian Andrea Navarra in eighth and going steadily.

But neither De Mevius nor Navarra would make the finish, the Belgian sidelined with fuel-pressure problems three stages into Wales, and the Italian destined to suffer electrical failure two stages from the finish when an impressive sixth overall.

McRae set off into Wales with every intention of wresting the lead from Sainz in the shortest possible time. From 39sec the gap fell again; 29sec after Dyfnant, 21sec after Hafren.

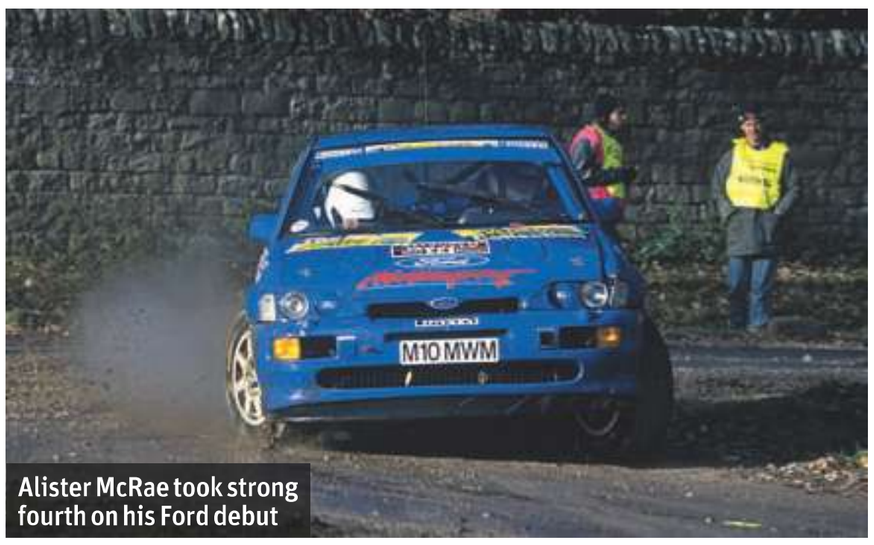
Sainz clawed a couple of seconds back in Brechfa when it was foggy, but that was his last realistic chance. McRae halved the deficit in Trawscoed and cut it to 5sec before the second run at Hafren. Sainz sat in his car, his dark eyes reflecting his mood.

"There is nothing I can do," he confessed. "Unless there is more fog or a mechanical problem then I cannot stop Colin."

McRae should have been on an adrenaline high at this point, eager to get into the final stage of Tuesday and another chance to take the lead. Instead he was asleep.

The world championship was at stake and the favourite was spark-out in the drivers' seat. If this is how he reacts to pressure, then God help his rivals next year...

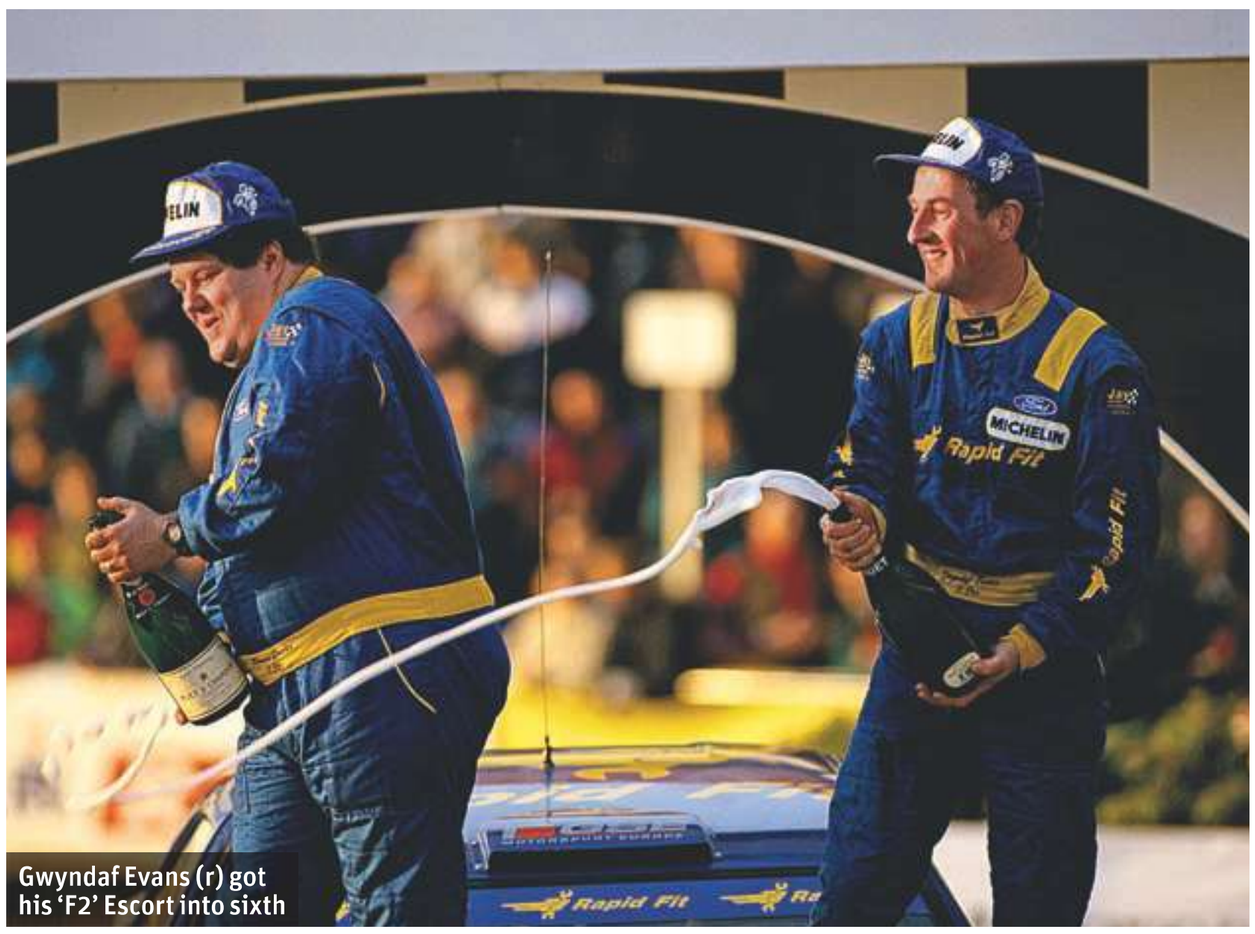
When sleeping beauty finally got his helmet back on, Sainz never stood a chance. McRae hammered him into submission with one more grand attack. From 5sec behind, McRae emerged from Hafren with a 17sec lead and the



Alister McRae took strong fourth on his Ford debut

Isolde Holderied was best lady in 14th place

Richard Burns made it a Subaru 1-2-3 with third



Gwyndaf Evans (r) got his 'F2' Escort into sixth

title, barring a cruel twist of fate, was his for the asking.

Sainz was beaten and so was Mitsubishi. Eriksson departed the fray in the middle of the third day, his Lancer abandoned in a stream along with his team's title hopes. Rui Madeira was comfortably leading Group N, as he has done so for most of this season, but this time it would not be enough.

Subaru held one-two-three and Burns was free to drive as fast as necessary to ensure that Thiry did not spoil the party.

The final moment of drama in Ford's desperate season came when the Belgian clobbered a rock in Gartheiniog, flattened the exhaust and damaged the rear axle.

More seriously he appeared to have loosened a wire to the fuel pumps and the Escort stopped on the road section to Dolgellau, where the cavalry had to be sent to his aid.

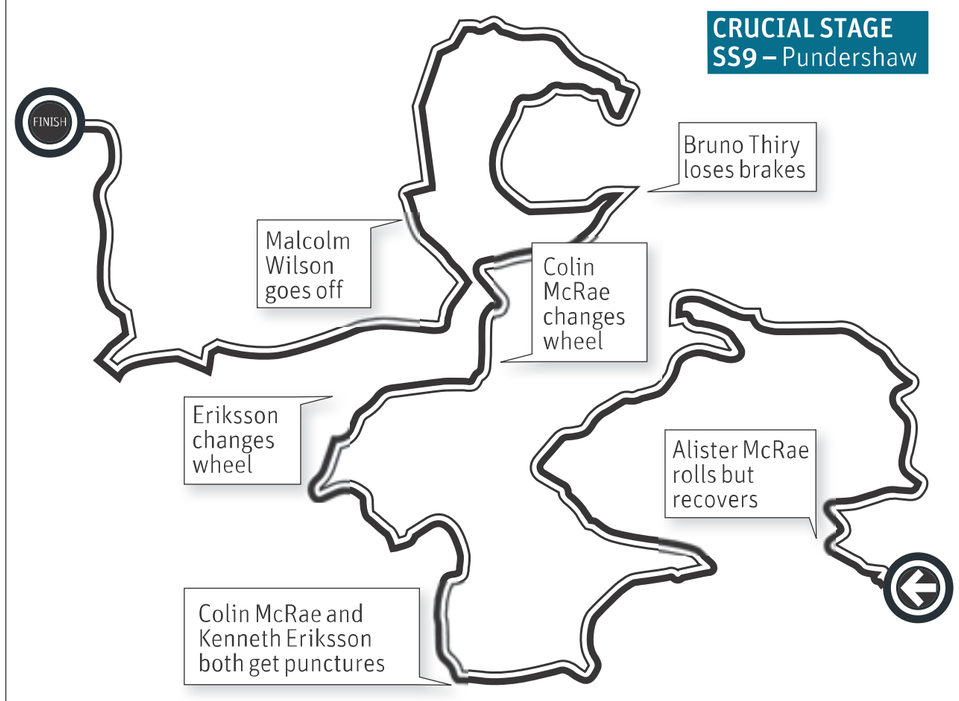
He managed to get the car back to service, but the time lost (21 minutes late brought a 3m30s road penalty) dropped him to fifth.

Colin's younger brother fulfilled Ford team manager John Taylor's prediction that he would be the top Ford driver at the end of the event. Only the presence of Sainz was denying Britain an unheard-of clean sweep of the podium.

And so the masses piled into Chester Racecourse to wave their flags, sound their klaxons and hail their hero. This was the moment they wanted, the result that Colin had promised 12 months earlier and the title he delivered in style.

Sainz had given it his best shot but, as co-driver Luis Moya pointed out: "We had just one problem throughout this rally. That problem was Colin McRae and Derek Ringer." 60

NETWORK Q RAC RALLY



NOVEMBER 19-22, 1995

ROUTE: 1327 MILES INCLUDING 316 MILES OF SPECIAL STAGES

Winner's average speed: **61.3mph**

Leaders: **SS1-3, Colin McRae; SS4-7, Tommi Makinen; SS8, McRae; SS9-20, Carlos Sainz; SS21-28, McRae**

Starters: **178**

Finishers: **95**

RESULTS

OVERALL CLASSIFICATION

	DRIVER/CO-DRIVER	CAR	TIME/REASON
1	Colin McRae/Derek Ringer	Subaru Impreza 555	5h09m19s
2	Carlos Sainz/Luis Moya	Subaru Impreza 555	+36s
3	Richard Burns/Robert Reid	Subaru Impreza 555	+6m39s
4	Alister McRae/Chris Wood	Ford Escort Cosworth	+11m15s
5	Bruno Thiry/Stephane Prevot	Ford Escort Cosworth	+11m52s
6	Gwyndaf Evans/Howard Davies	Ford Escort RS2000	+32m48s
7	Rui Madeira/Nuno da Silva	Mitsubishi Lancer Evo II	+34m45s
8	Jarmo Kytohlehto/Arto Kapanen	Nissan Sunny GTI	+36m00s
9	Masao Kamioka/Kevin Gormley	Subaru Impreza WRX	+41m02s
10	Alain Oreille/Jack Boyere	Renault Clio Maxi	+41m21s
11	Yoshihiro Katayoka/Satoshi Hyashi	Mitsubishi Lancer Evo II	+41m51s
12	Tapio Laukkanen/Risto Mannisenmaki	Volkswagen Golf GTI	+43m09s
13	Kevin Curran/Simon Warner	Ford Escort Cosworth	+47m52s
14	Isolde Holderied/Tina Thorner	Mitsubishi Lancer Evo II	+48m07s
15	Robbie Head/Terry Harryman	Renault Clio Maxi	+50m04s
R	Jonny Milner/Steve Turvey	Ford Escort Cosworth	SS26-clutch
R	Kenneth Eriksson/Staffan Parmander	Mitsubishi Lancer Evo	SS18-accident
R	Tommi Makinen/Seppo Harjanne	Mitsubishi Lancer Evo	SS9-transmission
R	Malcolm Wilson/Bryan Thomas	Ford Escort Cosworth	SS9-accident
R	Francois Delecour/Catherine Francois	Ford Escort Cosworth	SS3-differential

CHAMPIONSHIP STANDINGS

1 C McRae	90	6 Thiry	34
2 Sainz	85	7 Aghini	26
3 Eriksson	48	8 Liatti	21
4 Delecour	46	9 Burns	16
5 Makinen	38	10 A McRae	10

McRae: just champion

TWO-TIME WORLD CHAMPION

MIKA HAKKINEN

From death's door to the top of the world

Double world champion shares his most revealing thoughts with ANTHONY ROWLINSON on big-balls overtaking, cheating death, Ron Dennis... and some bloke called Michael Schumacher

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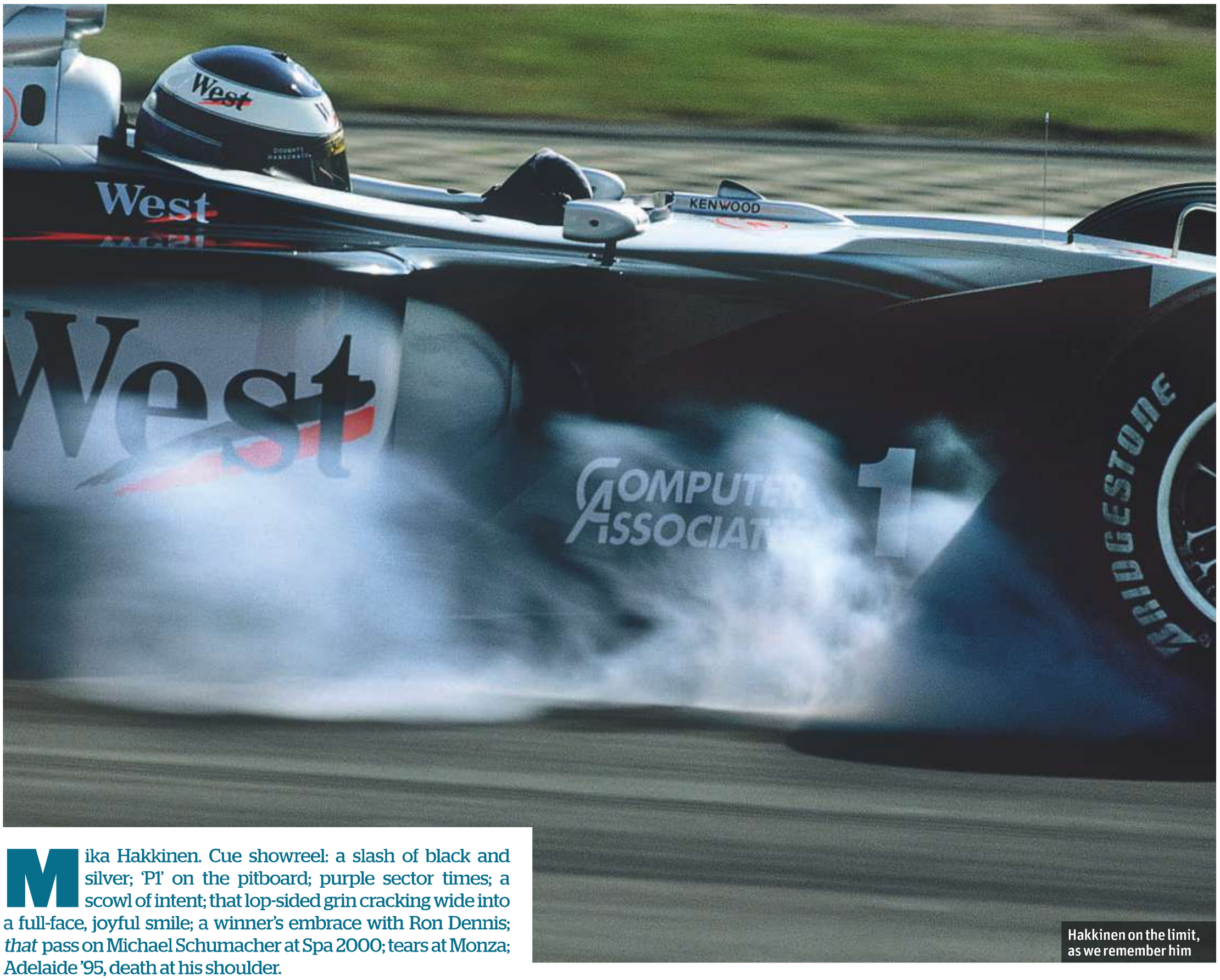

Hakkinen on the limit, as we remember him

Mika Hakkinen. Cue showreel: a slash of black and silver; 'P1' on the pitboard; purple sector times; a scowl of intent; that lop-sided grin cracking wide into a full-face, joyful smile; a winner's embrace with Ron Dennis; *that* pass on Michael Schumacher at Spa 2000; tears at Monza; Adelaide '95, death at his shoulder.

Over an 11-season Formula 1 career, Mika Pauli Hakkinen provided rich material for the mental archive, through 161 often-dazzling races that encompassed motorsport's giddy peaks (two world titles, 20 wins, 26 pole positions, 25 fastest laps) and also its very depths. There were day-of-days passages such as the first win at Jerez '97, back-to-back world titles in 1998-99 and moments of sheer, Schumacher-busting inspiration (of which more, later).

With Ron Dennis, with whom he was very close

LAT

But the bad stuff was just a tick away from being as bad as it gets. So severe was Hakkinen's head injury after his crash in Friday practice for the 1995 Australian Grand Prix, he became a medical anomaly in not suffering a simultaneous, permanently-debilitating brain injury.

Yet so complete was his recovery, today it's hard to reconcile the presence of the sharp-cut, energetic and lean 41-year-old who's hurrying around the Bahrain Grand Prix paddock in pursuit of *this* appointment, then *that* appointment (accompanied, always, by his *aide-de-camp* Didier Coton), with the lifeless, bloodied, rag-doll-in-a-racesuit pulled from the cockpit of a McLaren MP4/10B, broken against the barriers at the end of Dequetteville Terrace, Adelaide.

Think back to that accident, remember how it came before any of Hakkinen's F1 success, and reflect that in the 18 months previous, two of his peers (Roland Ratzenberger, Ayrton Senna) had been killed, while another, Karl Wendlinger, had suffered head injuries that finished his top-flight career. Hakkinen, it seemed, would become another to add to that morbid tally: lucky to be alive, sure, but finished as a competitive force, right?

Wrong. He was back at the wheel, setting immediately competitive Paul Ricard lap times, barely a month before the start of the 1996 season. And this despite a 'lazy' left eye and a sense of balance that had only been restored by virtue of an operation on tiny bones inside his ears. In his first head-to-head test, at Estoril, against new team-mate David Coulthard, Hakkinen went faster, setting the tone for a season over which the qualifying tally would end up 12-4 in his favour.

His physical recovery, demonstrably, was absolute. But more significant, Hakkinen believes, was the effect the near-death experience had on his approach to racing. Some 15 years on, he reflects that he's reminded of that terrible impact "every day of [his] life".

"Obviously," he says, "it left scars inside me and these are not nice. But [he pauses to reflect]... now I would say it was part of my career. It was part of racing. Nothing could have been done to avoid the problem; nothing could have been done to make it not happen." (It later emerged that a four-inch cut in his left-rear tyre, probably the result of circuit debris, had caused a sudden deflation, making the car uncontrollable at around 130mph.) ▶

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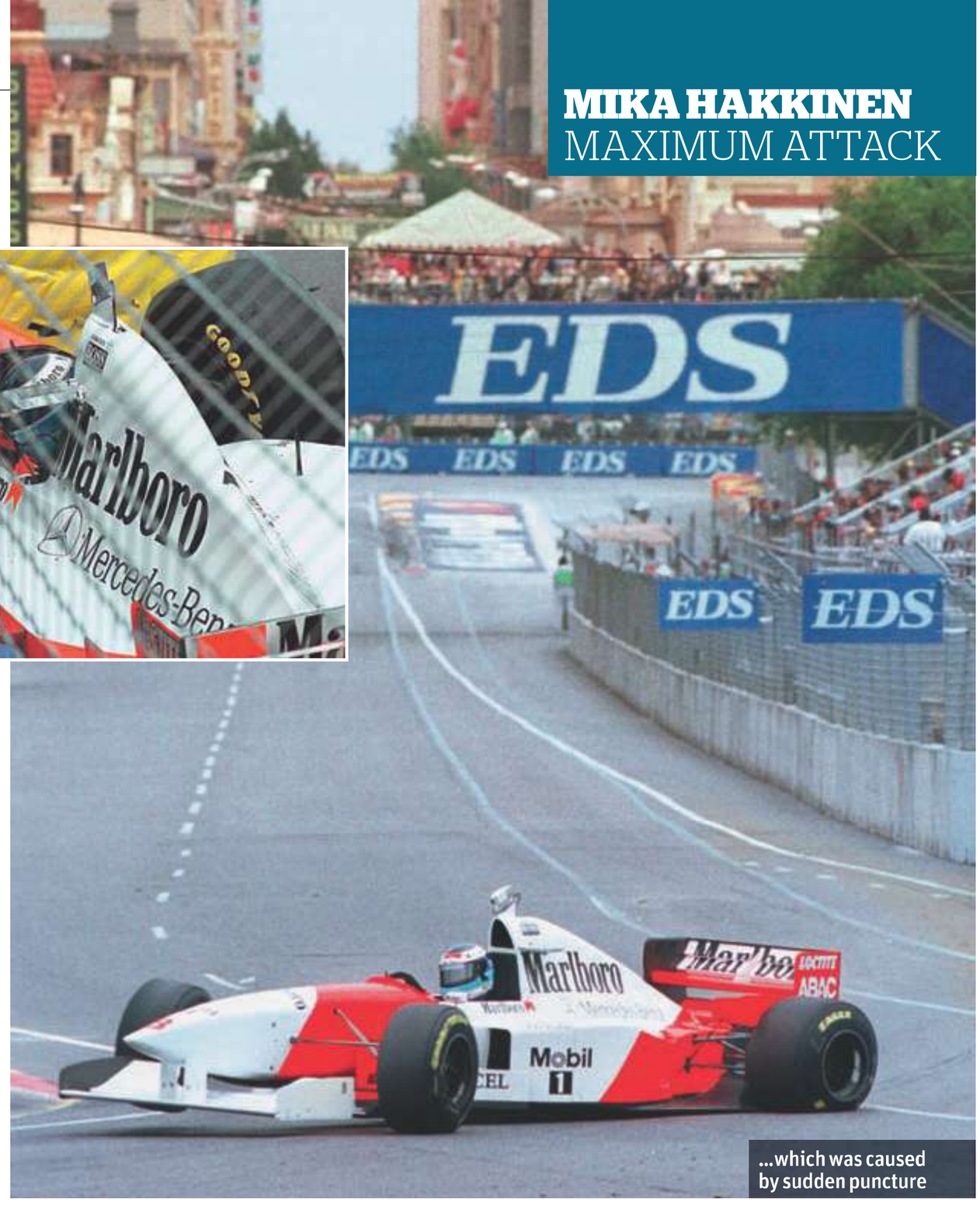


...which was caused by sudden puncture

Fear at Adelaide after accident in 1995...

ONE THAT GOT AWAY

With three races to go in 2000, Hakkinen led the championship by two points from Michael Schumacher. But unreliability cost him a remarkable title hat-trick. "I try not to look back negatively, but we had failures which were really hard to cope with. We were trying as hard as we could, really pushing to the maximum, with experience and confidence to build up the car to be fast... But then we had failures like on the last lap of Barcelona. It was like, 'What's going on here?' In terms of motivation it was difficult. There were a lot of points that we gave away just because of the failures of the car. That's it basically."

◀ As Hakkinen talks, in accented-but-fluent-and-rhythmic English, it's obvious this is a subject he finds tough to articulate; he's not shy of the topic, but he's reaching for words. "Let's put it this way: I'm a positive person, so I think that without that accident I wouldn't have been a double world champion. So maybe that helped me to realise areas in my career that I didn't realise before. Maybe it helped me to grow up and be more mature. Maybe it helped me to be a bit more laid-back and think, 'Okay, let's take it easy now and think twice about what am I going to do there with this and that.' So it had a lot of positive effects. Definitely it was something I would carry for the rest of my life. I damaged my hearing and that makes my life everyday a bit more difficult. Otherwise there are no physical problems.

"But in these situations you have to stand up and push forward and believe in yourself, although I hope nobody has to go through an accident like that again."

Immediately afterwards, and in the delicate recovery months that followed, Hakkinen was wrapped in the warm embrace of a paternally protective McLaren team. None was more paternal, none more protective than its leader, Ron Dennis, who stood vigil at Hakkinen's bedside until he regained consciousness a day after the accident in the Royal Adelaide Hospital. Dennis's wife, Lisa, was holding Mika's hand as he came around.

Dennis has spoken since of how the accident and recovery process brought him closer to Hakkinen than he had been to almost any other driver. Mika confirms the strength of their relationship was a cornerstone of his, and McLaren's, championship successes in 1998 and '99: "I never forget the very first meeting I had with Ron and he asked me – we were facing each other, just me and him – and he asked me, 'Mika, you think you are the best? You think you can win races?' And I looked in his eyes and I said, 'Of course I'm the best and of course I can win races.' And I think from that day on he realised he had a driver who had full confidence; he had a driver who would give everything from his life to be a champion with McLaren. He knew also he had a driver who had respect for him and the McLaren team and he never lost that confidence in me. It created between us a fantastic relationship, knowing we were together in this business.

"It meant we were working always on the details and he pushed the people to get the maximum out of themselves, to get the result for the team. And of course for yourself."

If ever a driver extracted the maximum from himself, and from his machinery, it was Hakkinen at the 2000 Belgian GP. At a venue of legends, the two greatest drivers of the era – their competitive intensity matched only by their respect for each other's abilities – conjured a moment of magic that seared itself into the soul of any race fan with a pulse.

Four laps to go, and Hakkinen is closing on Schumacher for the lead. The championship context: Hakkinen, 64 points; Schumacher, 62. Each is chasing a rare prize. For Mika, the prospect of a championship hat-trick; for Michael, the first Ferrari drivers' world title since Jody Scheckter's in 1979. Both are double world champions at the peak of their powers. Polesitter Mika has half-spun on lap 13, but senses there's an opportunity to close down, then pass Schumacher, six seconds up the road. Grand prix racing gets no better. This is the top of the ziggurat.

Hakkinen's recollection is pin-sharp: "A really amazing grand prix, that I'll never forget in my life. Conditions were very difficult – dry, wet, changing – but we got the set-up right and it was great. The moment when I tried to overtake him before the end of the race, he was really blocking me heavily. [The cars touched at nearly 200mph – Schumacher's right-rear touching Hakkinen's left-front-wing endplate. McLaren's Martin Whitmarsh kept the tyre-scuffed body part in his office for years afterwards.] And I was shocked because it was not 80km/h. It was like 300 easily, and in those type of speeds if you lose control it's guaranteed you will hurt yourself and seriously. Automatically I had a word afterwards with Michael to understand what was the purpose of ▶

Hakkinen on his way to second title, Japan '99

LAT, RONDEAU/GETTY, THOMPSON/ALLSPORT

That move on Michael Schumacher, Spa 2000

◀ the exercise. Racing is racing, but there has to be certain limits to what you do. And I'm not trying to speak like the angel of the racing track! I'm a tough guy on the track and I don't give any millimetre where things are tough. It's very important here to say that it's not the purpose to stab the knife in Michael's back and say he's the bad guy. I don't want to look back in history and say what a horrible grand prix, what a bad guy. What is gone is gone and this was Michael's way of functioning, but he's the only person to justify this way of operating to people. All I would say now is that I would hope he doesn't do something like that to someone again, because you really have to squeeze your legs together to do something like what I did, you really have to go for it. [Laughing] You need big balls, you know."

The 'big balls' thing that Mika did next became instantly the stuff of grand prix fable. We're talking, of course, of the pass down the inside, on the run up to Les Combes, with an unwitting Ricardo Zonta separating Hakkinen from Schumacher, at 200mph into the wet-dry braking zone. Did the previous touch inspire Hakkinen to this ultimate swashbuckling manoeuvre? "Well... I suppose that adrenaline is an important part of your performance when it comes to sport, but it has to be something that you can control to be able to make right decisions. And I was able to turn that moment to my advantage. And of course it gave me more courage to be able to say, 'Okay, you wanna play the game? Let's play the game.'

"Eau Rouge corner at that time was flat in sixth gear in qualifying, but in a race configuration it was not flat because the tyres were a bit knackered and the suspension was already tired. But in that moment I said to myself when I was chasing him, 'Okay, I'm going to have to do it flat, otherwise I'm never going to have enough speed to be able to overtake him' and I went flat. [YouTube clips confirm Mika's unwavering right foot.] And when I was going through Eau Rouge – I will never forget this – I couldn't believe what a stress the whole machine was going through. I thought it was going to explode, the whole machine, and I was holding the steering as hard as I could and keeping the correct line, because if I lost the line I would have flown off I think into the centre of Spa! So I managed to get it right and as soon as I was on the straight following Michael I thought, 'That's it. Now I'm going to go for it and at the same time I could see Zonta in the distance and I thought, 'Okay, now I have a plan A and a plan B.'

"But when I actually did overtake I was very worried because the inside line was wet but the racing line was dry, and that was the line where Michael was. I thought, 'If he's going to push now, there's no way I can brake as late as he can.' I was hoping that he would be so surprised that he was going to brake early and give up. And he did. It gave me an unbelievable feeling."

Ten years ago, but it seems like 10 seconds, so vivid is the recall of that August day. Gladiators then, one of them a gladiator still, and recently returned to the arena. Looking on at practice from the air-conditioned ease of a Bahrain paddock hospitality suite, does Mika feel tempted to take up combat once more?

"THE FANS DIDN'T GIVE US A GOOD TIME AT MONZA – SOMETIMES THEY WOULD SPIT ON OUR CAR WINDOWS. WHEN I WENT OFF THE TEARS CAME. TOUGH GUYS AREN'T SUPPOSED TO CRY, BUT I WAS EXHAUSTED"

"I was very happy to enjoy the 60th anniversary celebrations for Formula 1 here, and to think of some of the great moments I had on track. But that's really it. I did not have a burning feeling, 'Yes I want to be on the track.' Even seeing Michael again didn't put me in a situation where I felt like I should be there also.

"But I understand what he's doing in many ways, because it's only three years

since he retired. And when you've been in Formula 1 many years, getting success is part of your life. It's part of your everyday routine. As soon as you step out of that sport – let's call it basically your work – the day comes when you start missing it. And I'm sure Michael had a lot of thinking for his return and I'm sure he felt like he wanted to go back. I experienced the same high when I was racing, then when I was without Formula 1 for a certain time, I started thinking, 'Hey what a fantastic time I had in racing' and your brain starts thinking, 'I want to go back.'"

This isn't idle chatter from Hakkinen. He enjoyed a one-off test for McLaren at Barcelona in 2006 – a day he remembers as "ecstatic", but not an attempt to evaluate a full-time F1 return. Much more serious were flirtatious talks with BAR and Williams at the end of '04, both of which teams were fully intent on getting Hakk back. According to one source, a deal with Williams for the 2004 season was verbally agreed, but ink never met paper and Mika stayed on the sidelines content – more or less – to remain a double champ.

An F1 return was close for Hakkinen (who would scratch the itch by racing in the DTM for Mercedes from 2005-07), but to this day Mika is a little evasive on the subject: "Er... I can't really say much more about it. To tell you the truth I always had interest from Formula 1 teams in the past, and always I'd been welcome more or less at any team. But answering your question 'Was it ever close?'... Ha ha! It's never close until it's signed."

So there never was a post-McLaren chapter. Hakkinen, who quit F1 at the end of 2001, after two years with Lotus and nine with McLaren, would stick as a two-team, two-time champ. And perhaps, given the closeness he enjoyed – and still enjoys – with McLaren (in whose motorhome he can always be found when visiting a grand prix), that's about right.

"I remember," he continues, "winning my first grand prix, at Jerez in 1997 and to see the celebration of the team after all those years of hard work [Hakkinen had been with McLaren since 1993], I could understand that they had a weight lifted from their shoulders when they gave me a car that could win. And yes, it felt good for my soul – 'now I'm a winner in Formula 1' – but then I had my next mission: to win the world championship. It was a brilliant feeling, but it wasn't the time to uncork the champagne bottle just yet. So I pushed the emotion away."

But even for one so famously phlegmatic, a cork wasn't always enough. Monza in 1999 gave us the remarkable sight of Hakkinen in tears behind the barriers, having spun his McLaren from the lead into retirement. Bitter memories: "That was so disappointing. First of all I was not well before the race, so I was not 100 per cent physically. I didn't speak about [it], but I knew there was a risk, because Monza is a circuit where if you go off you don't normally come back. Our tactic for the race was to do a qualifying lap for every lap of the race, so I was top speed – I mean every time, every corner on the limit – and the moment when I spun off it was under braking from 350 km/h to second gear. The problem was that we had switched ratios between qualifying and the race: in qualifying I had used first gear through the first chicane and in the race we were using second gear. But I went from second to first and the ratios were so different that it locked the rear tyres. I should not have gone to first, but then there was nothing I could have done. I slid sideways and I got stuck on the gravel and the game was over.

"Then the emotion came out because I felt probably I was not 100 per cent. The team had done fantastic work during the weekend, because Monza was always very high pressure for us. The fans didn't give us a good time. Sometimes they pulled their trousers down in the grandstand showing their arse, so it was quite funny. But other times it was not very sporting, like spitting on the windows of the car coming to the race. I felt, 'Hey, come on, we're just doing a sport here.' So I was so anxious to win that race and show these Italian fans that we don't deserve people spitting on the windows. So when I went off I was disappointed with myself and of course the tears come out. Tough guys aren't supposed to cry or whatever, but in that moment I was physically so exhausted I couldn't do anything else."

This blip still wasn't enough to stop Hakkinen charging on to the world title that season, completing a back-to-back title journey that had started the previous season at the Australian GP in Melbourne, with a controversial win over his team-mate. More than a decade on, Hakkinen's cagey about what happened, about why Coulthard pulled over to let Mika through for a win that set up a title challenge.

"Okay, now we can laugh about it, but at that moment it was a very serious situation. We had – I hope I'm not saying something which isn't correct – between me and David, our agreement: the guy who is first in the first corner will be the guy who is going to lead the race. Because we were performing like rockets, you know. We were fantastic. And then we had some confusion in the pitstop and I took the blame on myself [Hakkinen misheard a radio call and pitted out of sequence four laps too early, allowing Coulthard to take the lead]."

Mika is suddenly reticent, holding back in a most uncharacteristic manner, then he laughs: "You can write here that suddenly Mika disappeared! Look, at the end of the day I came out of the race a winner. And what there was between us is sometimes what drivers have to do when they are in positions like we were then, and performing like no tomorrow because your team has done such fantastic work: it was a gentlemen's agreement.

"It was a hard situation for David because he did what he did and I think that's why maybe all I should say is that we had dinner in Bahrain. And it was on me." 60

LOTUS YEARS

"I remember all the way to F1 believing that I'm the best driver in the world! Then I went to the first race and qualified 13th, four seconds slower than Ayrton on pole. That day I realised, 'Oops. It's a long way to the front row and it's not only me; you have to have a car also that makes success. It's a good feeling to see Lotus back but it's incredibly hard work they're going to have to go through."

Melbourne 1998: odd goings-on with Coulthard

DPPI, COATES/LAT

GREAT CAR
McLAREN MP4-13

McLaren ended a title-victory drought with its 1998 challenger. GLENN FREEMAN reminisces

A new set of regulations for the design of Formula 1 cars, and Adrian Newey transforms a team into a world-title contender straight away. Sound familiar?

But where Red Bull came up just short last year, McLaren did the business and won the world championship in 1998, when the new rules dictated a narrower-track width and grooved tyres instead of slicks. It was the team's first title since 1991, and it remains the last time that it won the constructors' championship.

"We needed that badly," says team boss Martin Whitmarsh of the title success with Mika Hakkinen. "We are always expected to be winning championships, and in the 1990s we needed to get back to that. 1998 was the completion of a cycle that had really started in 1992 when we knew we were going to lose Honda, so it was very significant and satisfying."

BRAKE STEER

Newey's first McLaren lapped the field in Australia, so next time out in Brazil Ferrari led the charge against one of the key features on the car. An extra brake pedal enabled Mika Hakkinen and David Coulthard to apply the brakes to the inside rear wheel in a corner to help the car turn in. A simple switch determined whether it was the left or the right rear that the pedal activated, and Newey estimates the lap-time benefit to have been around 0.5sec. It wasn't a Newey creation though, as McLaren had raced the system through the second half of 1997.

MAKING THE MOST OF IT

"It took a while to get used to," says Coulthard. "If you applied it at high speed it helped turn the car, but you needed to accelerate into it. Otherwise it was like applying half a handbrake. It felt like a bit of a leap of faith at first. "Mika and I also used it to control wheelspin on the inside rear on the exit of corners. It was interesting because we never discussed it with each other or our engineers, but I could tell from the data that we were both doing it."

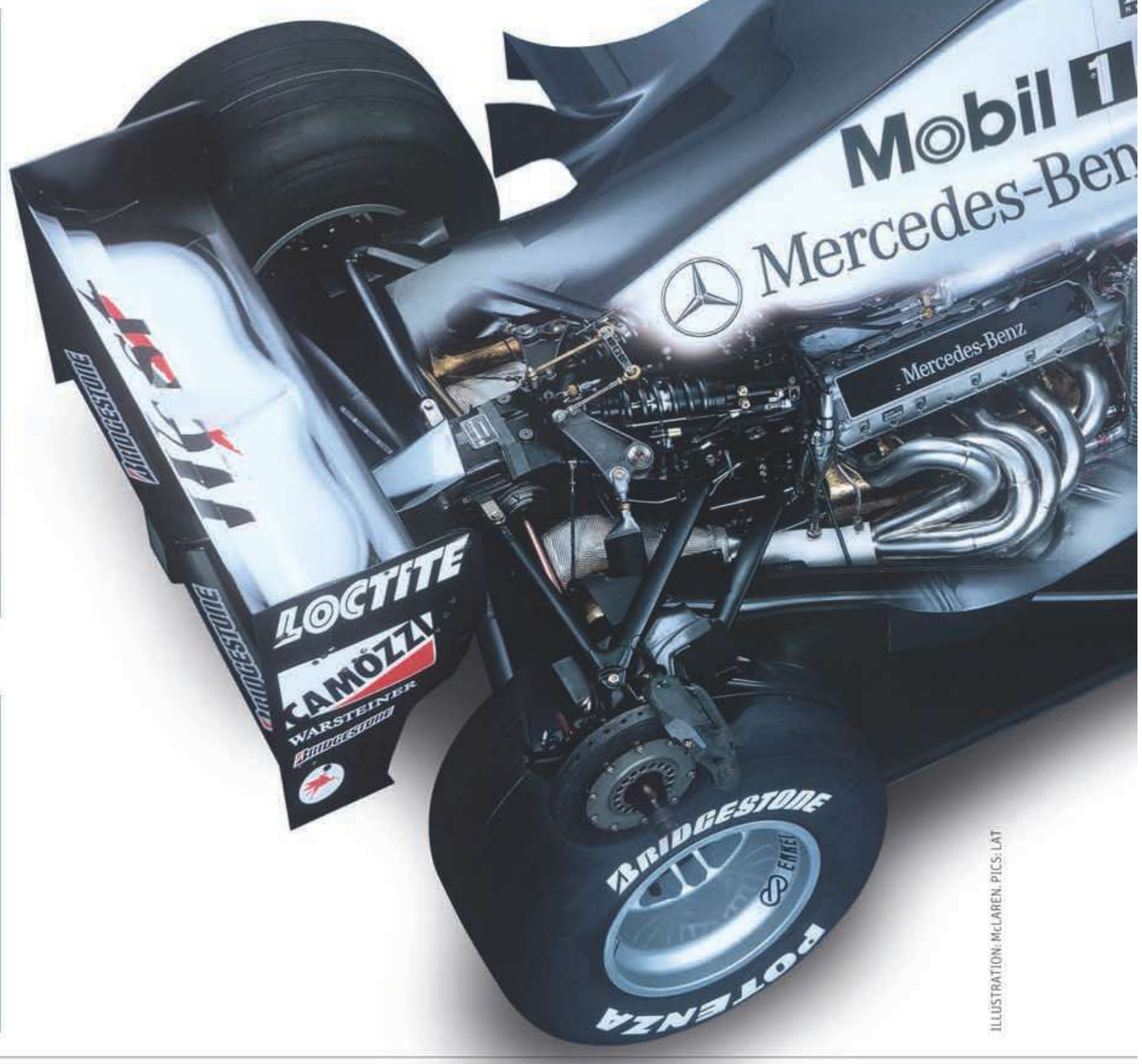


ILLUSTRATION: McLAREN. PICS: LAT

AERO GENIUS

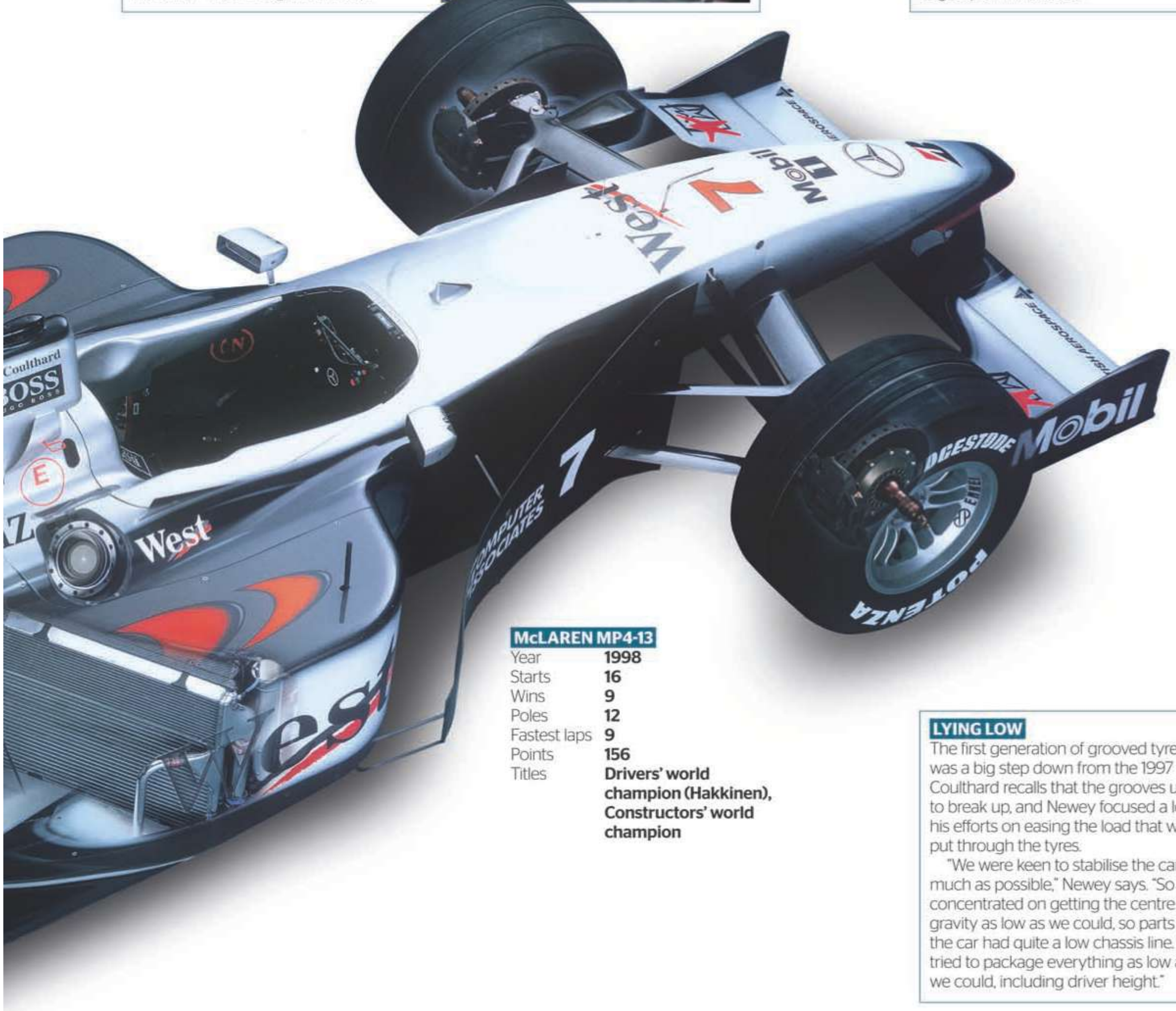
McLaren had got back to winning races in 1997. Whitmarsh believes that year's MP4-12 was a good car mechanically, but it was Newey's aerodynamic influence that gave the team the final step it needed.

"We put a lot of work into the '97 car, and it was a good package," he says. "Then Adrian came in as the best aerodynamicist in F1. He brought a lot of performance to the team – it was a significant step."

WHEELBASE

One of Newey's ideas to compensate for the narrower 1800mm track width for 1998 was to go longer on wheelbase.

"We lengthened the wheelbase partly for aero, and also for diagonal stability," he says. "When you're loaded on the outside front wheel on corner entry, and outside rear on exit, if you go down on track width then one way to compensate for that is to go up on wheelbase."



McLAREN MP4-13

Year	**1998**
Starts	**16**
Wins	**9**
Poles	**12**
Fastest laps	**9**
Points	**156**
Titles	**Drivers' world champion (Hakkinen), Constructors' world champion**

LYING LOW

The first generation of grooved tyres was a big step down from the 1997 slicks. Coulthard recalls that the grooves used to break up, and Newey focused a lot of his efforts on easing the load that was put through the tyres.

"We were keen to stabilise the car as much as possible," Newey says. "So we concentrated on getting the centre of gravity as low as we could, so parts of the car had quite a low chassis line. We tried to package everything as low as we could, including driver height."

FERRARI FRUSTRATION

McLaren's arch rival got the brake-steer system outlawed early in the season. It's a decision that still strikes a nerve at the Woking team today.

"You could sense from before the season that we could win that year," says Whitmarsh. "But we came under some scrutiny early on – perhaps we were too quick too early. Losing the system was a blow – and I still disagree with what happened now."

Newey adds: "Ferrari couldn't get their own version to work so they went down their old-favourite route of getting it banned. Luckily, without it the car was still quick enough."

GREAT TRACK
TEXAS

Everything is bigger in the Lone Star State: the speeds, the crowds, the hats... and the vertigo. ANDREW VAN DE BURGT pays a visit

It was the scene of Dale Earnhardt Jr's first NASCAR Cup victory and Al Unser Jr's last in Indycar. It was the track that helped turn the Indy Racing League from small-time wannabes into serious contenders and played a key role in the downfall of CART. For these reasons, and many more, Texas Motor Speedway is the defining track of the 1990s in the United States.

It has an imposing presence, with the huge front-straight grandstand, million-dollar condo buildings and lavish Speedway Club tower standing proudly from its 1500-acre site, the biggest in American motorsport. It just oozes the Texan mantra that 'everything's bigger in Texas', yet the high-profile addition to the portfolio of Bruton Smith – the billionaire promoter who runs Speedway Motorsports, which includes venues such as Charlotte and Bristol – could have easily have been in St Louis or Las Vegas had fate played a different role.

"I worked for Humpy [Wheeler] in Charlotte, so Bruton and I simply had an acquaintance," recalls Eddie Gossage, now the president and general manager of TMS. "We put in lights at Charlotte in 1992, which was a big deal. Everybody wanted to come and see us turn the lights on. We had this practice session coming up, so we decided to invite the public. We opened the gates and let them in for free. It was as Tuesday or Wednesday night and 65,000 people turned out!

"I had the guys in the shop build a box that had all these gauges and switches – it looked like Frankenstein's laboratory. The crowd counted down 'five-four-three-two-one' and Bruton threw the levers and pyrotechnics shot out the top of the box and flew in the air for a minute before dropping and setting him on fire in front of all the TV cameras!

"I spoke to Humpy the next day and asked what I should do, and he said, 'Don't worry, he's got a great sense of humour.' Later the phone rings and it's Bruton. I'm like, 'This is it!' I pick up the phone and he says, 'Can I ask you a question? Last night I got a call from some friends from Hawaii, they saw the video of me on fire. How did they get that?' and I said, 'Well, because it was a big deal. I had a TV crew here with a satellite truck who were going to send out all the highlights from the night to the TV stations, and I didn't think to tell them not to put you on fire in there.' He said, 'You did what? How does that work?' I explained that they beam the signal from the inside of the track and it goes to every TV station in the country. So he asked what that cost and I said, '$600'. He replied, 'So for $600 you sent something to every TV station in the country? That's genius.' From then on we talked almost every day.

"About a year later, we'd become very good friends, and he called me and said, 'We're going to build a speedway somewhere. No, let me rephrase that, you're going to build a speedway somewhere west of Mississippi, I don't know more than that...' So it was just dumped on my lap. We looked at Vegas, St Louis and Dallas/Fort Worth, and this was clearly the place for us."

"HE REPLIED, 'SO FOR $600 YOU SENT SOMETHING TO EVERY TV STATION IN THE COUNTRY? THAT'S GENIUS.' FROM THEN ON WE TALKED ALMOST EVERY DAY"

With the location decided, work quickly took place on the 1.5-mile oval, which is basically a carbon-copy of Smith's signature track, Charlotte. But when the gates were first opened to the public, it was Texas International Raceway they walked into, a legacy of an on-going legal dispute that prevented the new venue being named Texas Motor Speedway.

"A little dirt track down in the south of Texas contacted us and said they were going to sue us, so we called it Texas International Raceway," says Gossage. "They saw the opportunity to earn big money, but they dropped the suit and we changed the name back."

A 212,000-capacity track needs a headline event, and in the States that means one thing: a NASCAR Cup race. Yet despite being such an impressive facility, situated next to two major cities – Dallas has a population of 1.5 million, Fort Worth a further 800,000 – finding a place on the 36-race Cup schedule was far from a foregone conclusion.

"It was kinda ugly," admits Gossage. "We bought North Wilkesboro with Bob Bahre, who owned New Hampshire. He took one date to New Hampshire and we took the other here. We had been promised by NASCAR that they would give us a date. So their argument was that they'd given us the North Wilkesboro date, and we're like, 'No, we bought that one.'

"A shareholder wanted us to sue NASCAR, which we were not going to do, so ended up sueing all of us. He sued NASCAR for not living up to the promise and us for not doing our best to meet our fiduciary expectations. Eventually this was resolved by us buying Rockingham, which was a grossly-underperforming circuit. So in essence we bought both dates."

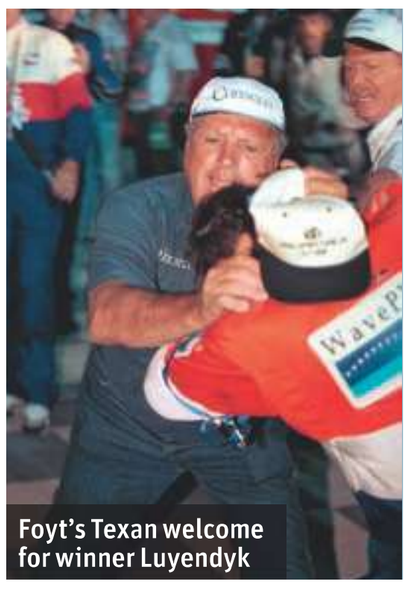
Only the Daytona 500 and Brickyard 400 at Indianapolis draw larger crowds than the Texas dates. The track also hosts the second-best-attended race in Indycar too. In fact, events at TMS helped to establish Tony George's breakaway series as a viable option to the all-powerful CART series in the 1990s. ▶

SQUIRE/GETTY, FERREY/GETTY, TEXAS MOTORSPORT.

Bruton Smith looks out on the track Gossage built for him

Bow-out of Texan legend Terry Labonte celebrated

LEGEND HAS IT THAT FOYT KNOCKED LUYENDYK TO THE GROUND WITH A SINGLE PUNCH, BUT THE TRUTH IS HE TRIPPED OVER A PLANT POT AND HIT THE DECK



Foyt's Texan welcome for winner Luyendyk

Dale Earnhardt Sr (left) celebrates Jr's first win...

...and does inaugural 'dig' on new track

2002: Hornish pips Castroneves

◀ The first IRL race at Texas has gone down in folklore for two reasons. Firstly, it featured an intense side-by-side battle between Tony Stewart and Billy Boat of the type that had rarely been witnessed in single-seater racing. In truth, the battle lasted for fewer than half a dozen laps, but it went a long way to establishing the series a reputation for exciting races.

The second came in Victory Lane. Stewart ultimately retired from a comfortable lead, which left Boat able to cruise to the flag. Well, at least that's what he and team boss AJ Foyt thought. But there had been a transponder failure on Arie Luyendyk's car and, although he was being shown as a lap down, he was actually leading.

The Dutch-born star knew this, and was incensed as he got out of the car only to see Boat in Victory Lane. He stormed in, shouting and swearing at the injustice that took place. This riled Foyt, who wasn't having anything spoil his win. Legend has it that Foyt knocked Luyendyk to the ground with a single punch, but the truth is that after slapping him over the back of the head and giving him a shove, Arie tripped over a plant pot and hit the deck. But just as the Donnie Allison/Cale Yarborough fight helped get NASCAR on prime-time news, the Texas brawl was manna for the fledgling IRL.

The scoring was checked and Luyendyk eventually judged the victor. Foyt never returned the winner's trophy and still refuses to concede defeat. It was also the last time that USAC (United States Auto Club) oversaw an IRL race. To this day Texas draws 70,000-plus fans to its Indycar race, second only to the Indy 500. They've witnessed one of the closest finishes in IRL history too, when in 2002 Sam Hornish Jr shot out of the final corner to beat Helio Castroneves to the line by 0.0096s.

CART's one-off visit to Texas in 2001 was less thrilling... Kenny Brack set pole for the race that never was with an incredible lap speed of 233.447mph. Very fast. Too fast as it turned out (see panel, top right). With the drivers unable to deal with the super-high speeds, and CART unable to agree on a way of slowing the cars, the race was abandoned fewer than 24 hours before its scheduled start.

While disappointed that the race didn't take place, Gossage confesses that he wasn't surprised. "Of course we knew what speeds they were going to run," he says. "With the turbo engines and the aerodynamics of those cars, they were bound to be 15mph quicker than the IRL cars of the time. I'd written to them months before explaining the situation, suggesting that they ought to come and take a look at the track, but I never heard anything back."

When CART finally arrived, the organisation started trying to suggest track alterations on the eve of the race. A tense meeting between all parties ended with Smith telling the CART guys that they had to find a way of slowing the cars. One never came. While it was far from the fatal blow in the downfall of Champ Car, it was indicative of the intransigence that would eventually bring the whole series crumbling down.

It would not be for his record-speed pole that Brack is most remembered in Texas. In 2003, the Swede's career was effectively ended in an enormous crash during which he rode over the wheels of Tomas Scheckter and flew into the catch-fencing in a series of terrifying flips. His Team Rahal car was destroyed, but Brack – multiple broken bones aside – made a full recovery. It was the highest level of *g*-force in an accident – 217 – that has ever been recorded. Brack made a one-off return at the 2005 Indy 500 before retiring from racing.

More has taken place at TMS than just racing, with acts such as the Rolling Stones and Aerosmith playing gigs there, though a repeat of 1997's RockFest – an event Gossage describes as "the worst day of my life" – is highly unlikely.

The track prides itself on the way it treats fans and is always looking for ways to improve the experience. Its timing tower counts the laps down as well as up, which is surprisingly helpful, while for this year's IRL race yellow lights were attached to the fences, making it very obvious to even the most casual of spectators that the race is under caution.

Gossage's reputation as an excellent promoter earned him a role on the ICONIC committee that this year determined the future direction of Indycar. If this venture is half as successful as Texas Motor Speedway has been, the future for American single-seater racing is assured.

Unser's final IRL win came in 2003

WILLIAMS/LAT, GRAYTHEN/GETTY

AUDI PARDNER

In September 2000, a 2.324-mile road course was opened at Texas Motor Speedway. Using all the oval, bar a short part of the back straight, the track held the 'Grand Prix of Texas' American Le Mans Series race that year. It also staged the opening round of the following year's ALMS. Both races fell to Audi R8s.

ALEX TAGLIANI ON A CASE OF CHAMP CAR VERTIGO IN 2001

"We were running at 239mph at Texas – that's pretty fucking quick on a 1.5-mile oval – pulling so many *g* that we were passing out so they cancelled the race.

"It's a D-shaped track, so there's two kinks and two corners in 1.5 miles. And at 239mph, man, everyone needs to do that once in their life to say they've truly lived.

"I did eight laps flat-out on my first run, and when I first came in my engineer said, 'Why didn't you play with your bars or the weightjacker?' and I replied, 'Man, I didn't have time! I was just hanging on!'

"I did a long run; 25 laps on full tanks. I was following my team-mate Patrick Carpentier, and when I came back to the pits I said to my boys, 'I'd prefer to take some downforce out, because I couldn't follow Pat. He pulled away and I couldn't catch him any more in the draft.'

"The team manager said, 'Get out of the car.' He told me I had been stuck right on his gearbox for the entire run! When I made that comment, they knew something was wrong. I got out of the car, stepped onto the pitwall, reached to grab the post of the timing stand and I missed it and tumbled over!

"Pat came in a lap later, gets out of the car, walks in front of the nose and starts walking towards the track instead of the pit stands! He was walking towards the grass when his crew chief ran and grabbed him – he believed he was walking towards the timing stand, not away from it!

"Our team pulled the cars out of the line-up, right then. They had NASA analyse the black boxes in the cars, and we were pulling 6*g* laterally and 5.5*g* vertical. Because the straights weren't long enough, the blood didn't have time to come back from our legs.

"I've been in an F18 fighter plane, and even when they turn quickly they don't pull lateral *g*. And as soon as the pilot pulls 5 vertical *g*, the *g*-suit inflates to keep the blood from flowing down into his legs. But pulling huge *g* on two different axes does something inside your ear that disrupts the equilibrium of your body, which creates tunnel vision. That's what happened to me – I thought the car right in front of me was 25 metres away. Imagine if Pat had braked! I would never have reacted in time.

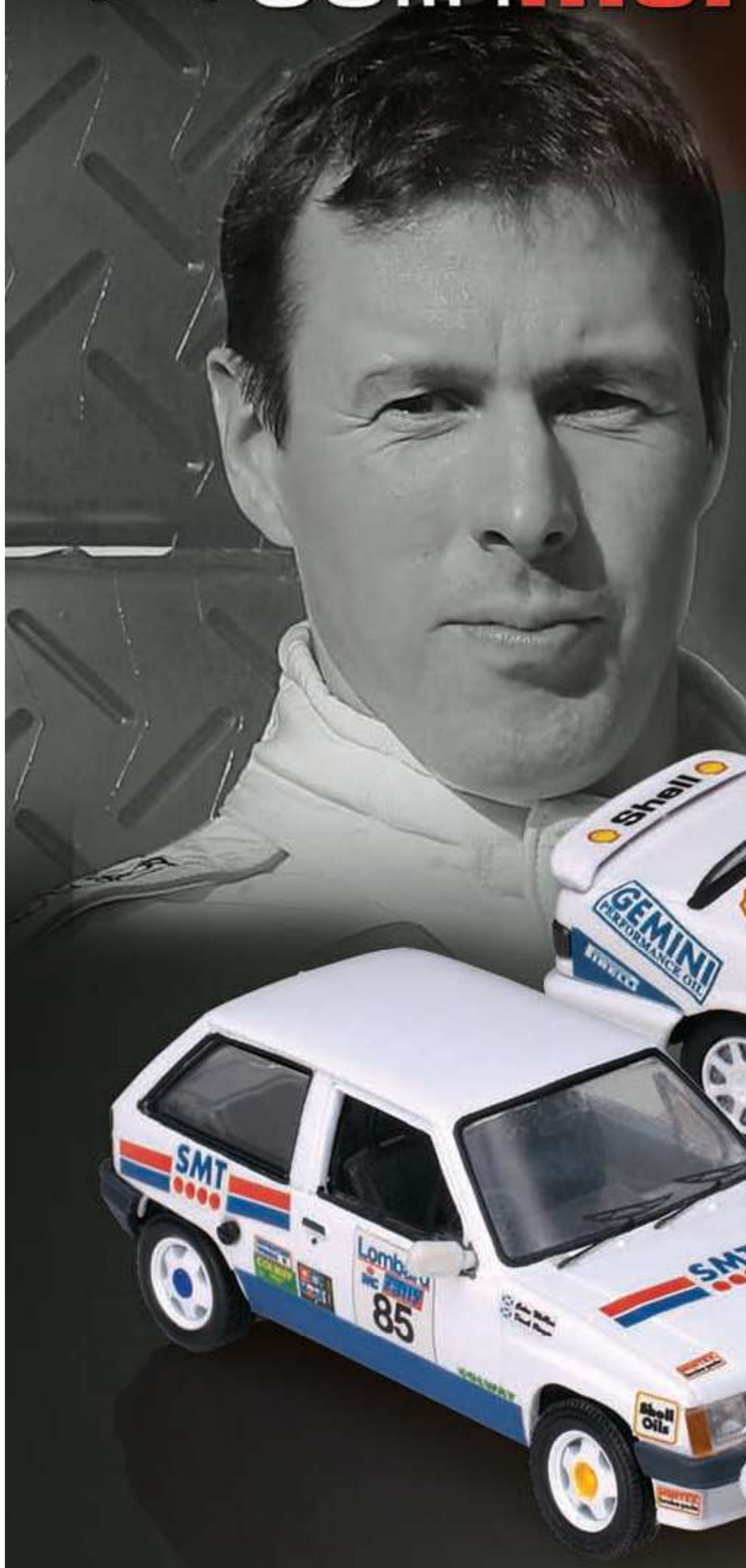
"The doctors said if we do stints of 25 to 35 laps, guys will start to pass out at the wheel. They had to stop us racing, because I'll stay flat-out until I'm in the wall! They had to make the decision for us."

THE TRACK

Location: **Fort Worth, Texas** • Length: **1.5 miles** • Banking: **24 degrees** • Opened: **February 1996**
Owned by: **Speedway Motorsports Inc** • Crowd capacity: **212,585** • Most NASCAR Cup wins: **Carl Edwards (3)**
Fastest lap: **Paul Tracy (Reynard-Honda) 22.542s (236.678mph) on April 28, 2001**

Texas Motor Speedway (above) was not the first oval in the state to host top flight NASCAR and Indycar races. Built in 1969, Texas World Speedway is a two-mile superspeedway where drivers like AJ Foyt (four wins) and Richard Petty (three wins) dominated. It held its last big race in 1981, but continues to operate as a testing venue.

colinmcraemotorsport



a

b

c

d

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Jimmy McRae

available to buy NOW!

a Talbot Sunbeam ti 1600cc – Group A, Scottish Rally Championship 1986, Colin McRae and Nicky Jack
Ref: VA11300 £19.99 Scale 1:43 Length 95mm

b Mini 1275cc modified to Cooper specification – West of Scotland Autotest Championship 1984, Colin McRae
Ref: VA02529 £14.99 Scale 1:43 Length 90mm

c Ford Sierra Sapphire Cosworth 4x4 – Group A, RAC Rally 6th place 1990, Colin McRae & Derek Ringer
Ref: VA10010 £19.99 Scale 1:43 Length 102mm

d Vauxhall Nova Sport 1300cc – Group A Scottish & National Rally Championship 1987, Colin McRae & Derek Ringer
Ref: VA11401 £19.99 Scale 1:43 Length 84mm

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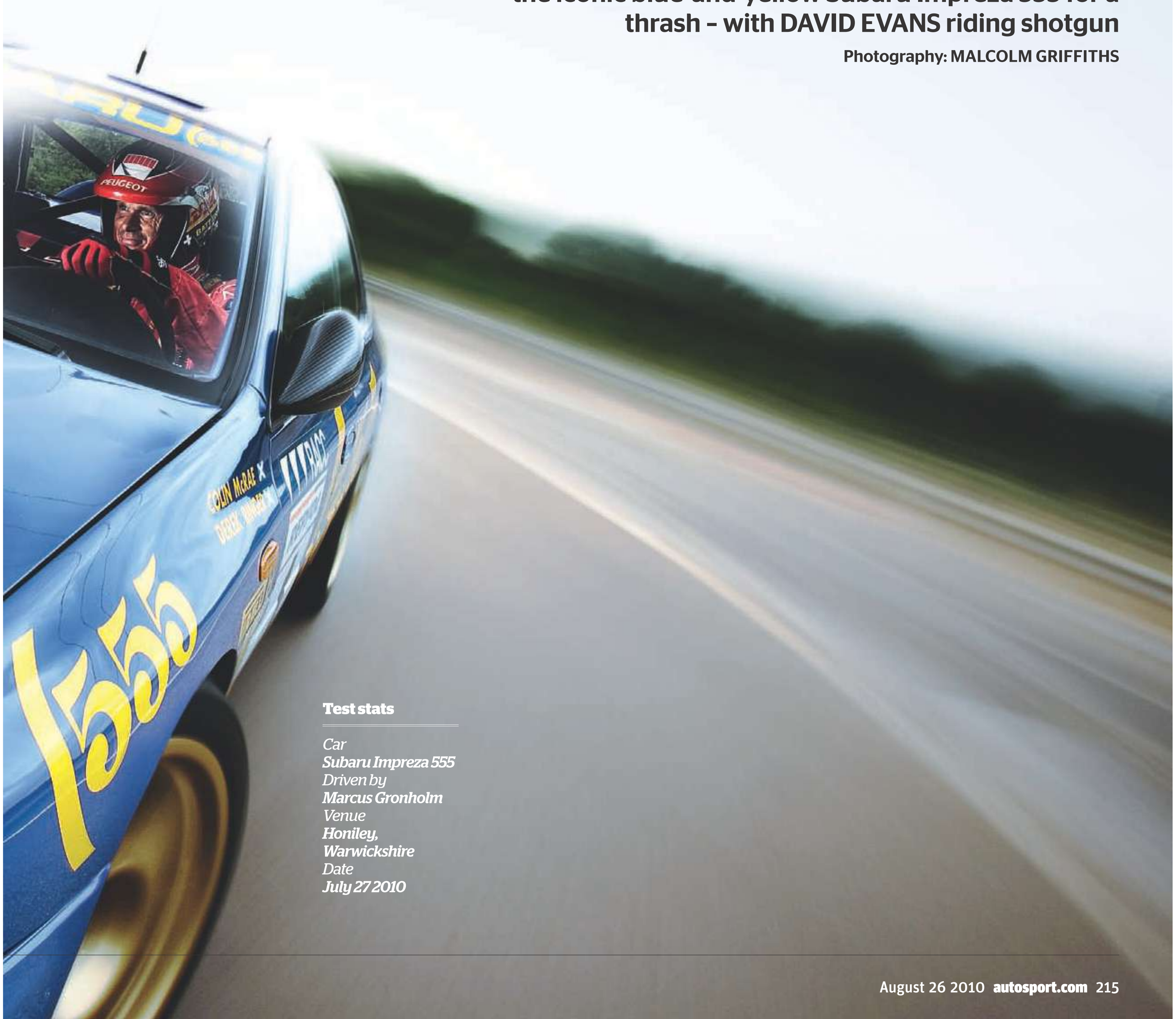
MAKING THE GREAT SMALL

Subaru Impreza 555 McRae's machine is flying Finn's delight

Double world rally champion Marcus Gronholm takes the iconic blue-and-yellow Subaru Impreza 555 for a thrash – with DAVID EVANS riding shotgun

Photography: MALCOLM GRIFFITHS



Test stats

Car
Subaru Impreza 555
Driven by
Marcus Gronholm
Venue
Honiley, Warwickshire
Date
July 27 2010

Standing staring at the Subaru Impreza 555 before us, Marcus Gronholm admits he has dreamed of this moment. That's a fairly surprising revelation from a man who has won 30 world championship rallies and two world titles. But that's the Subaru for you. It was *the* car of the '90s.

Standing in asphalt trim – Sanremo 1996 to be precise – the 555 looks purposeful. But not as purposeful as the Finn currently vaulting the door bars and sliding into the seat marked 'McRae'. He's impatient to push the red button. Right index finger does the job, the engine turns and fires. Gronholm's smile widens.

"Aah, a proper rally car," he says.

Unfortunately, the rest of the banter is lost as the big man's right foot flexes to deliver more revs, building to one of the finest soundtracks world rallying has ever heard. With the flat-four silenced for pictorial purposes, Gronholm's gaze falls across the dash.

"I did dream about this car when I was younger," he says. "When I was still playing with my small Celicas and things, this was the car to drive. Fantastic car."

And this incarnation of the Impreza really is the fantastic car. While it might be in 1996 trim, the restrictor on the turbocharger is pre-1995 – meaning an extra four millimetres, which equates to a staggering amount of power. Three hundred horsepower was the politically correct figure trotted out for this car, but there's a good deal of navel-gazing and foot shuffling when the true figure is talked about – probably worth lobbing as much as a third again in there.

As Gronholm reverses the car out of the pictures, the rear wheels snatch and slip against the drying asphalt. The Pirelli wet-weather rubber offers little resistance against this sort of brute force. Gronholm is, however, a little worried.

"What's the plan now, then?" he asks. "If we want sideways, maybe we should put some forest tyres on. Do you think?"

Let's see.

"Okay, we go."

Gronholm had dreamed about driving Impreza

GRIFFITHS/LAT

I'd half expected Gronholm to play himself into what is a fairly alien environment, complete with H-pattern gearbox and a few other period features. Wrong. The directive from Prodrive, the firm that built and ran the car, was straight and simple: "Don't bend it and come in when the tyres are on the canvas."

Gronholm drops the clutch and fires it into the first right-hander with armfuls of understeer, a slip of the clutch and the front is anything but pushing. After a couple of corners, Gronholm stops at the beginning of the stage again.

"Wow, I think we can do sideways," he grins. "Good engine! Okay, now it is 1996 again."

And we're out of there. Despite not having driven this style of car for more years than he cares to remember, there's no hint of a missed gear – or apex. Gronholm is working the car hard. The Subaru was ahead of its time in terms of transmission technology, but this is still some considerable way off the fully-active cars that followed in its wake. The Impreza has an active centre diff, but on drying asphalt and warming tyres, the plated front differential and locked rear are making our hero work for his lunch.

Braking for a second-gear left-hander, Gronholm throws the car violently one way to break traction, before stamping on the throttle to bring the car around in a perfect drift through the corner.

"Hey, hey," he shouts, "is there anti-lag?"

I scan the switches.

"I can't see it," I confirm.

"Okay, we don't need – we have power!"

We've now arrived too quickly into a hairpin. He's overcooked it this time...

Not a bit of it. Utterly unflustered, he whips the handbrake, punches the gearlever up to first and gets back on the throttle. With unbelievable obedience, the car diverts from the inevitable Armco moment, follows Gronholm's lead and flicks through 180 degrees in a nanosecond of brutal fury.

Feeling he might have been taking Prodrive's instructions to "drive it" a little literally, Gronholm pulls over and checks his progress with the engineer. There's nothing but broad grins coming our way.

Beaming back, Gronholm's back into first and away.

Now fully into his rhythm, he steps it up a gear. One corner on the track has a nasty bump on the inside. Gronholm has been teasing it for a while now, but this time he chucks the front-right of the car ▶

MARCUS GRONHOLM

The Finn began in motocross before injury forced him into cars. He made his WRC debut in Finland in '89 in a Group N Lancia Delta Integrale, before pledging his allegiance to Toyota. He drove the Japanese cars for most of the '90s before a move to Peugeot in '99 led to two world titles in 2000 and '02. He finished his career with Ford, winning 12 more rallies in 2006-07 in the Focus WRC.

RECORD-BREAKING RESULT

Gronholm won in NZ by three-tenths of a second

Rally New Zealand 2007

Marcus Gronholm is standing out of his Ford Focus waiting anxiously. In fact, never has a stage time been so anxiously awaited. "Loeb: 52.5" says the radio. Gronholm goes bananas. Not normally a man known for extravagant celebrations, he loses it a little bit. Jumping on the roof of the Focus, the celebrations continue up there.

For good reason. After three days, 18 stages and 219 flat-out miles, he'd beaten Sebastien Loeb by three-tenths of a second. This record-breaking result had been the most intense of fights. Both drivers are normally outgoing and engaging fellows, but as the rally wore on both became more truculent and went deeper into themselves.

This one rally had become a microcosm of their year or even careers to date. This was New Zealand, the driver's rally, and as the times tightened, the win became all the more important.

Loeb might have broken just about every other record in the book, but on that September Sunday near Hamilton, the spotlight belonged solely to Gronholm.

That event demonstrated Gronholm's fiercely competitive nature. Examples of his brilliantly entertaining nature and turn of phrase are just as easy to find. Try Turkey '05: Gronholm's Peugeot ran over a steel rod mid-stage. The rod flicked up and pierced the underside of the car, and went through co-driver Timo Rautiainen's seat.

"The rod?" said Gronholm later, "it went straight into the ass of Timo. Timo's ass is destroyed." The bloke's a genius. In and out of the car.

The H-pattern gearbox is old – but effective

Turbocharged four-pot gives big power outputs

Gold Speedline alloys complement livery

◀ at it, pulling hard in third. The car hops and slews to the left. Unflinching, Gronholm's right boot is buried. He senses mine might have moved.

He thumps my left leg, thumb in the air.

Clocking my inane grin, he takes everything to be good.

"Like two small boys playing in the car again, hey?" he shouts, chuckling.

The grip from the car is just incredible. The tyres are far from match fit, they've been around a while, and the surface is switching from clean asphalt to broken concrete with a few kerbs thrown in to unsettle us even more. But the car's unmoved. Out of hairpins and slow corners the massive shove in the back is unbelievable and the further you go up the rev range the more this thing pulls. More familiar with the car's ability, Gronholm's approach to the quicker corners demonstrates a massive confidence in both himself and the machinery around us.

Plundering into a fast right-left, the back of the car steps out on the right-hander. With the second part of this sequence fast approaching, I'm curious as to how we're going to get through it – particularly as the car is at completely the wrong angle. Totally unflustered, Gronholm gets the car almost straight, whacks the brake pedal, bangs it down a cog to second, tugs the handbrake and forces it into the left. I half expect a noise, grin or some sort of acknowledgement of what I consider to have been 'a bit of a moment'. Dream on.

We're back in the top half of the box, drifting through another corner by the time I've managed to compute what Marcus and the car have just done. Tyres cooked. We're done.

"I like this car," says Gronholm, easing his crash helmet off. "I can see now why it was so good in those days. The balance is right and the power is fantastic. It's so different from the cars today. Today there is more torque pulling you out of the corners, here you have the power – but

THEN & NOW

Built during Colin McRae's WRC-winning season in 1995, N1 WRC wasn't pressed into action until late '96. McRae won with it in Sanremo and Catalunya (top) and finished fourth in Australia – after it was pushed out of a deep ford by Colin's father Jimmy!

Tech spec

Chassis: ***Subaru Impreza 555 (Group A)***
Engine: ***1994cc, longitudinal, flat four-cylinder, turbo***
Bore x stroke: ***92.6x75.0mm***
Power: ***295bhp***
Torque: ***347lb ft***
Compression: ***8.0:1***
Gearbox: ***Prodrive 6-speed H-pattern***
Suspension: ***McPherson struts (all round)***
Length: ***4340mm***
Width: ***1690mm***
Wheelbase: ***2520mm***

GRIFFITHS/LAT

Gronholm found the 555 easy to chuck around

it's at the top, you have to really rev the car. But when it sounds like this, it's not so bad a job to do this!"

Out of the car, Gronholm's back to his usual self. He can't keep still. He holds the tiny imaginary wheel in his hands, dances from foot to foot, winding on imaginary opposite lock and turning himself into another drift as he talks about the handling of the 555.

"This was definitely Colin's car," he continues. "Trying to drive this car, you had to be like Colin: on the roof or winning everything. Ach, it's so physical to drive. You have to, you know, grr, be very aggressive all of the time with the car. You can't be weee-weee-weee with the wheel, you have to push all of the time. If you want to turn the car, you have to turn it. The diff at the back of the car is always trying to push the car on, bluuuur, understeer. But once you have it sliding, hey, hey, it is a good car. You cannot hesitate with this car at all. All the time, you have to be positive, tell it where it's going to make it work.

"I like the gearbox. Okay, H-pattern is a little bit funny to come back to, but it worked very well. It makes me miss the driving a little again. It would have been nice to have driven at the time with this car, but maybe I wasn't ready for it and I was married to Toyota at the time."

He was certainly ready for it today.

"The style of driving has changed a lot since those cars came," Gronholm adds. "Now you go to the corner with the car understeering a little. In the Impreza, you arrive at the apex with the car sliding. Okay, maybe not on the asphalt, but on the gravel this was the fastest way – this was the Colin way. It was fantastic; it makes it good for the people."

Gronholm's effervescent approach reminds us how much we miss one of the sport's greatest characters. We briefly relive a few of our favourite faux pas, with him adding some of the missing detail, which he hadn't dared talk of at the time.

It's clear, driving one of the world's favourite rally cars has got him thinking again. Will he come back?

He thinks, shuffles, pulls a face.

"Maaaaybe," he says.

That's good enough for us.

Unfortunately, unlike the driver, the 555 had to be returned to Prodrive.

But for one day only, the best of the best had ridden again.

Blue-and-yellow livery helps car's iconic status

IMPREZA WRC HISTORY

WHY A RALLY LEGEND WAS MADE TO WAIT

The Prodrive team found itself in a difficult position in 1993. The Impreza 555 had been extensively developed and was ready to come on line to replace the Legacy RS. The new car was better across the board, but the British team came upon an unexpected problem: Subaru wouldn't let the new car out until the Legacy had won at the highest level. Fortunately, three years and 24 events after it was launched, Colin McRae won in New Zealand in '93. The Impreza 555 was go.

A measure of just how quickly the new car hit the ground came on its debut in Finland in '93. Ari Vatanen led the event and harried Juha Kankkunen's Toyota all the way. On a super-quick rally that demanded precision handling like no other, Vatanen had been quickest through 15 of the 35 stages.

The Legacy had been the car in which Subaru and Prodrive learned about Group A rallying, but it was with the Impreza that it perfected that art. Prodrive were pioneers in the development of active differentials in rally cars. The Legacy's centre differential was clutch-type as opposed to a viscous coupling and electronic control wasn't far away. This technology transferred perfectly to the Impreza, which was born with an active centre differential, with the front diff following soon after. This offered the team an infinitely more dynamic car that could be tuned at the tap of a keyboard to suit the ever-changing conditions of world rallying.

The biggest advantage the Impreza had over the Legacy was its size. It was 170mm shorter, but only 15mm narrower. It was short, squat and square with a wheel at each corner and considerably less of its 1200 kilos hanging out beyond those wheels.

McRae and Ringer toast 1995 RAC Rally success

Helping lighten the load over the front wheels was a lighter, all-alloy engine that sat further back and lower down than any of its contemporary Group A cars; not only did this dramatically ease tyre wear on the fronts, it gave the 555 astonishing agility.

The flat-four boxer-style engine didn't alter greatly, but shifting the new turbo's intercooler to the front of the engine bay gave the Impreza 40bhp or so more.

All that weight saving made the Impreza exceptional to drive, on all terrain.

The 555's best season was undoubtedly 1995. The car won five of the eight rallies, and won both championships. A mark of just how good the 555 had become was podium lockouts on rallies as different as Catalunya and the RAC.

Unlike the Legacy, the factory Impreza only ran in blue-and-yellow livery. This was borne out of Prodrive's deal with British American Tobacco, with the naming of the car ingeniously reflecting the cigarette brand while batting off any prohibitive advertising laws.

That car, those colours and Colin McRae turned Subaru into a rallying superpower.

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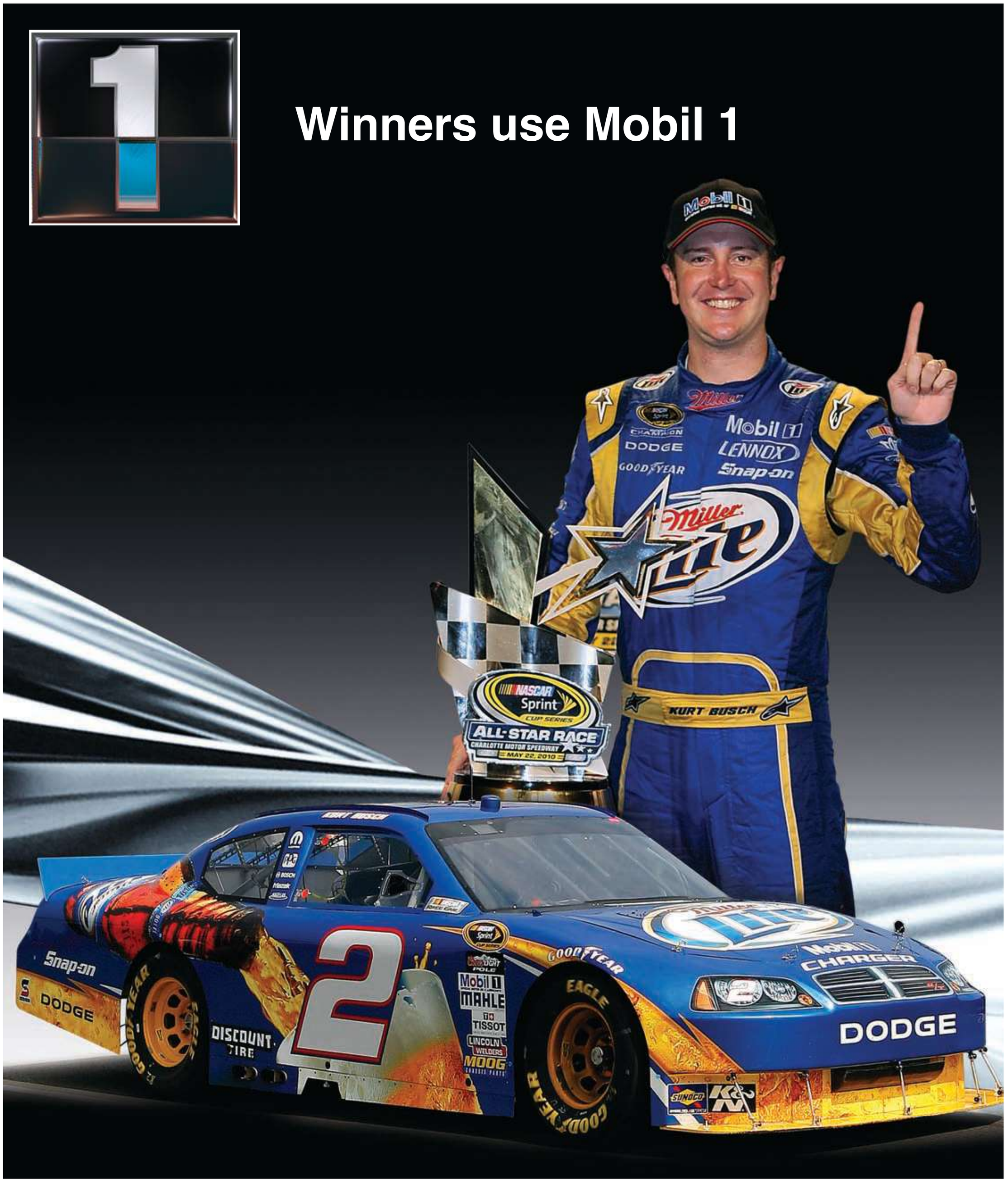

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Autosport

Lewis likes to keep in touch

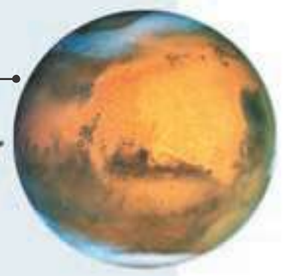
2000s

A noughty, but nice, decade

2000
The last Mini rolls off Longbridge production line

2001
Wikipedia is launched

2002
The Mars Odyssey finds signs of water on the red planet



2003
Using a hand-held mobile phone while driving is made illegal in the UK

2004
Facebook is founded

2005
Steve Fossett makes a non-stop flight around the world

2006
The Chinese river dolphin is declared extinct

2007
The final *Harry Potter* book is released

2008
Oil hits US$100 a barrel for the first time

2009
Michael Jackson dies

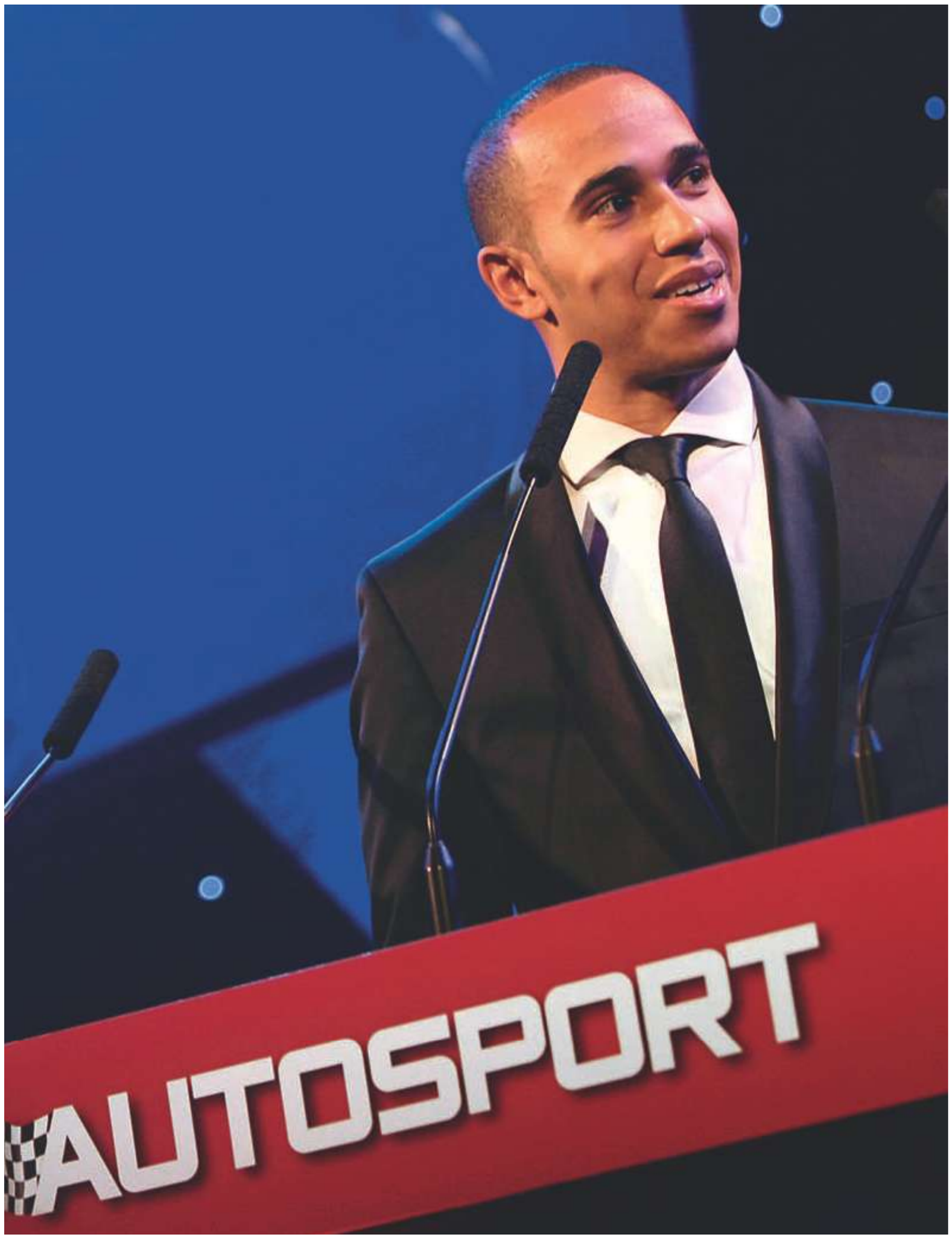
Obviously, I have a unique relationship with AUTOSPORT, because it was at the magazine's Awards one year that I plucked up the courage to speak to Ron Dennis about driving for McLaren. The magazine has given me unwavering support ever since, and it's been one of the staples of motor racing since it arrived in 1950.

So, it's a magazine that I've always read, whether it was my own copy, my father's or a copy that was bought by a member of the team.

And it was through the pages of AUTOSPORT that I began to learn about people like Ron, and the exploits of champions like Ayrton Senna, Mika Hakkinen, Damon Hill and Michael Schumacher, and keep up with who was doing what in racing.

It's always such a great read. Even now, I'll check the website to catch up on all the stories.

Lewis Hamilton, 2008 F1 World Champion



PICS: REX FEATURES, LAT

2000s **Year by year**

2000

p252

Great car: Audi's long-distance dominator, the R8

AUDI'S FIRST LE MANS WIN

■ Michael Schumacher delivers Ferrari its first drivers' title since 1979 ■ Audi begins 'noughties' Le Mans domination (above) ■ Ford dominates final Super Touring BTCC season with Prodrive Mondeo 1-2-3 ■ AUTOSPORT celebrates its 50th anniversary

2001

EARNHARDT DIES AT DAYTONA

■ Schumacher doubles up for Ferrari ■ NASCAR ace Dale Earnhardt dies in Daytona 500 crash (above) ■ Alex Zanardi loses legs in Lausitz CART smash ■ Burns becomes Britain's second WRC title winner

2002

LOEB WRC ROUT BEGINS

■ Schumacher does it again! ■ Controversial Indy 500 denies Paul Tracy win in favour of Helio Castroneves ■ Audi secures Le Mans hat-trick ■ Sebastien Loeb starts his WRC domination (above)

2003

BENTLEY BACK WITH A BANG

■ Schumacher does it again! ■ European Formula 3 series reborn ■ Bentley (above) wins Le Mans for first time since 1930 ■ Petter Solberg wins WRC crown for Subaru after Rally GB thriller

2004

SEVEN UP FOR SCHUMACHER

■ Schumacher does it again (above)! ■ Le Mans Series sportscar championship kicks off ■ NASCAR's top-tier Chase for the Cup created ■ Williams scores most recent GP win in Brazil

2005

WORLD CUP COMES TO BRANDS

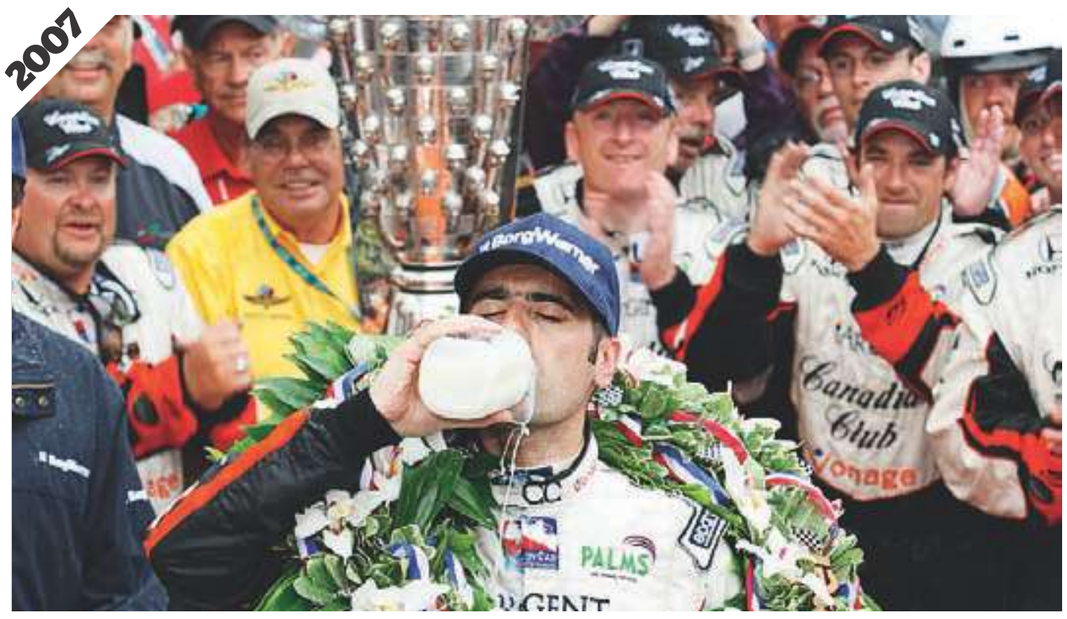
■ Fernando Alonso becomes youngest F1 world champion ■ A1GP kicks off at Brands Hatch (above) ■ World Touring Car Championship revived ■ Richard Burns succumbs to brain tumour, aged just 34

2006

FORD: WORLD RALLY CHAMPS

■ Alonso takes back-to-back titles ■ Audi wins Le Mans with turbodiesel power ■ Lewis Hamilton secures GP2 crown ■ Ford takes first WRC makes' crown since 1979 (above)

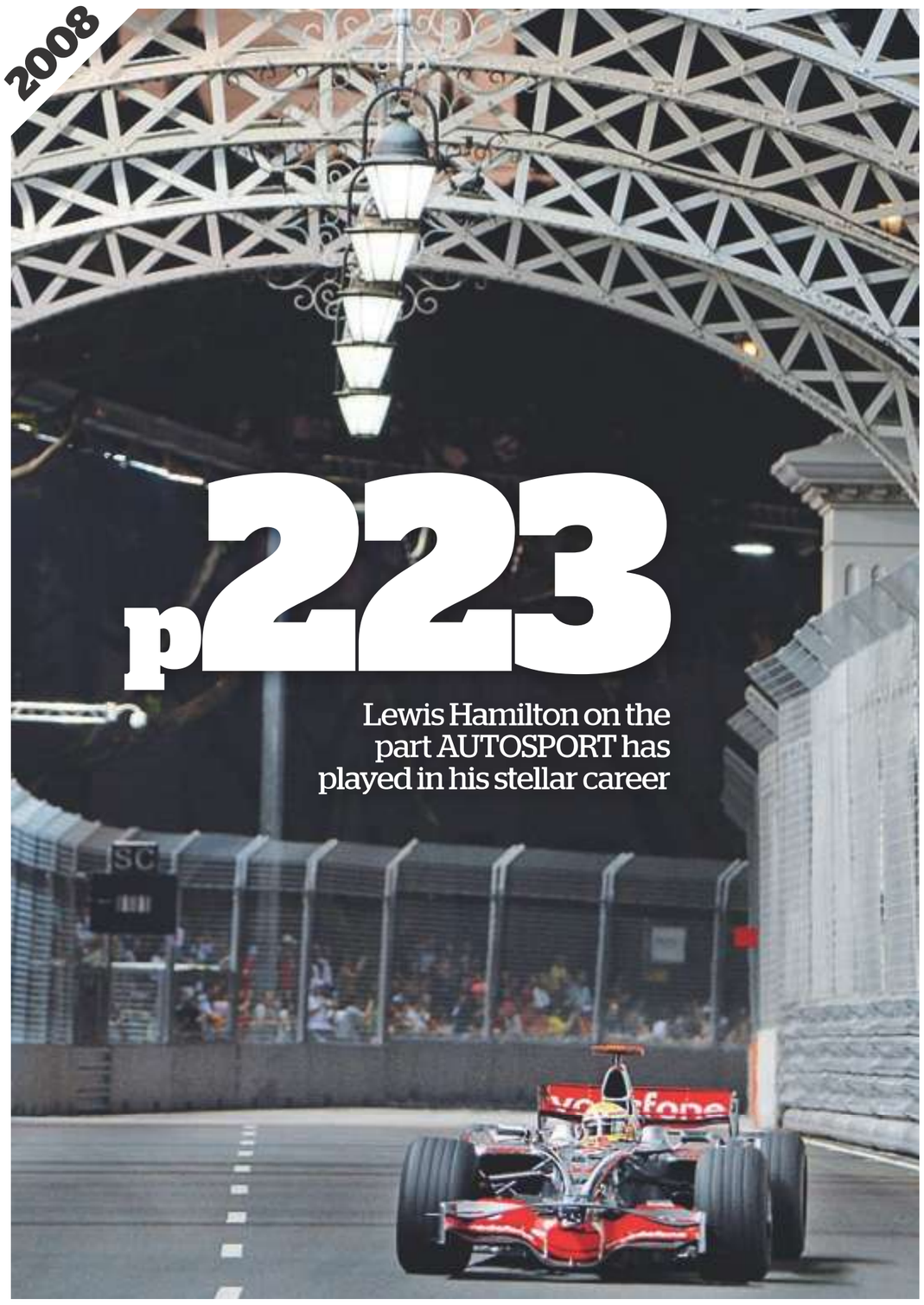
2007



DARIO DELIVERS MILK AT INDY

■ Kimi Raikkonen snatches F1 title in final race ■ Dario Franchitti triumphs in Indy 500 (above) ■ Colin McRae killed in helicopter crash ■ Race of Champions comes to Wembley

2008



p223

Lewis Hamilton on the part AUTOSPORT has played in his stellar career

2009

BUTTON BRILLIANT FOR BRITAIN

■ Jenson Button: 10th British world champion (above) ■ FIA Formula 2 championship reborn ■ Peugeot takes first Le Mans win for 16 years ■ Brawn wins constructors' title at first attempt

HAMILTON: HOME HERO

■ Hamilton wins world title... just (above) ■ CART/IRL merger unifies US single-seater racing ■ Sebastian Vettel becomes youngest-ever F1 race winner ■ Loeb takes record fifth WRC crown

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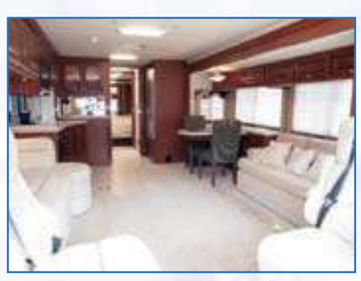

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FORMULA 1'S MONEY WIZARD

BERNIE ECCLESTONE

Petticoat Lane to pitlane

He was born to do deals, and did so from an early age. Now he's famous as the man who made a lot of people in F1 very rich. TONY DODGINS hopes some of the Midas touch rubs off on him (it won't, we're sure)

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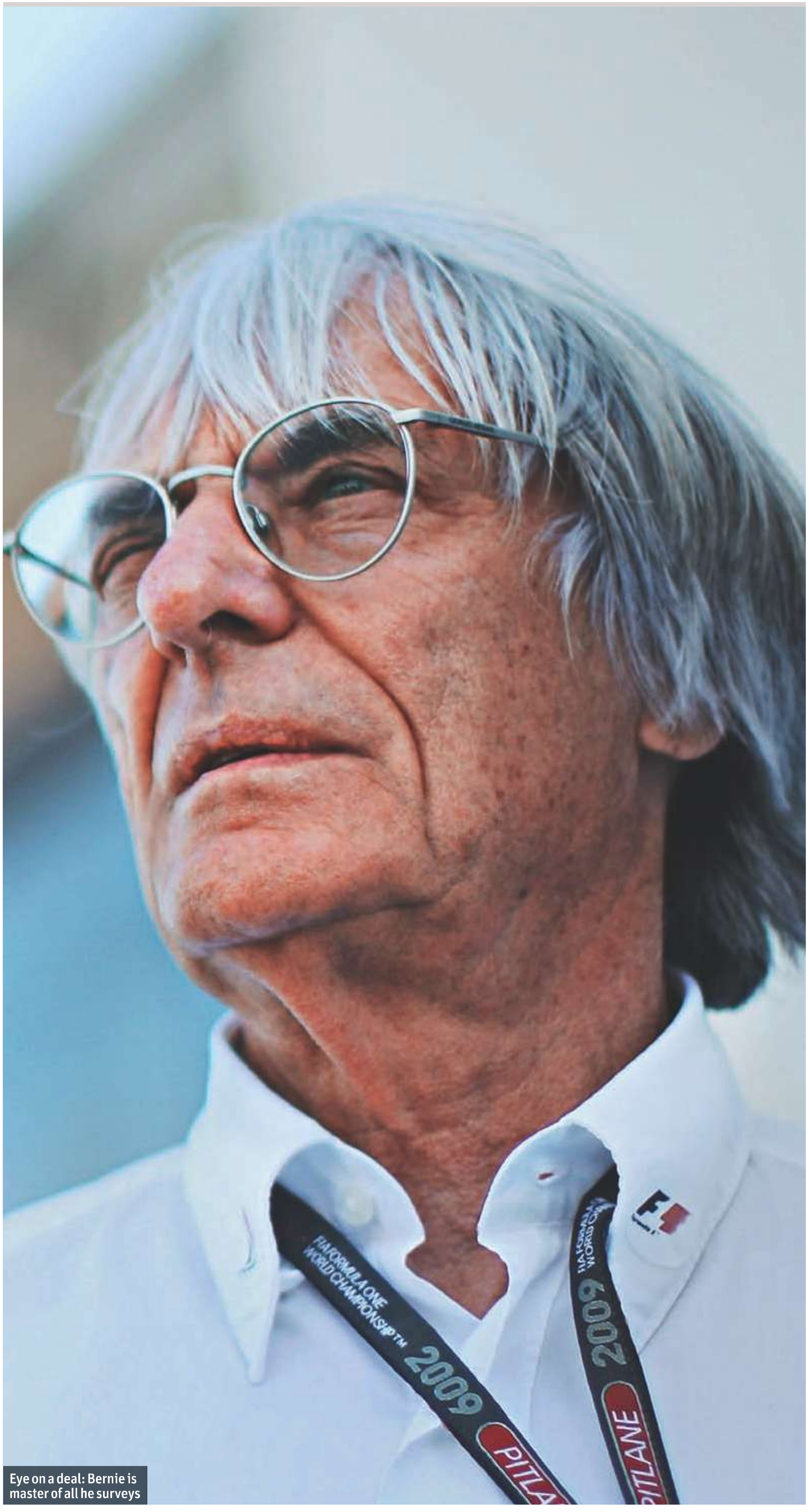

THOMPSON/GETTY

Eye on a deal: Bernie is master of all he surveys

THE WORLD CHAMPIONSHIP IS ONLY three months older than AUTOSPORT, and in those 60 years there is one man who has done more than anyone to make Formula 1 the huge success it is today: Bernie Ecclestone.

Bernie's entrepreneurial flair got off to an early start. At the age of 11 he would make a pitstop at the bakery on his way to school and buy buns for a penny ha'penny, which were then offloaded in the playground for twopence.

Born in 1930, Ecclestone's instincts were honed in an era of austerity, with wartime rationing. As well as the buns, he did paper rounds and vegetable picking and then moved on to selling fountain pens, which he would buy wholesale in the East End before selling them in the Petticoat Lane street market.

As his profits grew, so did the fare in which he started to deal. Apparently encouraged by his mother's brother, Uncle Godfrey, it wasn't long before Bernie was dealing in second-hand motorbikes. In Terry Lovell's book, *Bernie's Game*, John Surtees tells an anecdote about standing in Ecclestone's kitchen as his father, Jack, bought a 250cc Excelsior from Bernie. "I was in short trousers and Bernie hadn't long been out of his..." Surtees remembers.

Ecclestone always enjoyed racing pushbikes and it seemed the natural thing to graduate to motorbikes and cars. Ask him about the early days, the involvement of his uncle and whether it was dealing or competing that most appealed, and the answer is straightforward.

"I don't remember Uncle Godfrey helping me do any deals," he says, almost affronted by the suggestion that he might have needed any assistance. "I had to do deals to make the money to do what I wanted to do. It was that simple."

What he wanted to do was establish his own motorcycle business as well as race bikes. At 18, with the family living in Dartford, Ecclestone walked into a car showroom, Compton & Fuller in Broadway, Bexleyheath, and tried to persuade proprietor Frederick Compton to lease him a bit of forecourt to sell motorbikes. Compton sent him away with a flea in his ear but Bernie persisted, upping his offer of rent a little each time until Compton relented and gave him space and a desk in exchange for half of Ecclestone's profits.

Ecclestone got the market right and, when Teddy Boys and sundry movies ▶

started to portray bikes as symbols of young rebellion, sales rocketed. By the time he was 21, Ecclestone had negotiated a partnership.

This was still the best part of 20 years before commercial sponsorship would arrive in F1 but, whenever he went to the circuits with his bikes, Ecclestone's kit was immaculately turned out and he would have a mobile workshop in the form of a van, beautifully signwritten with the company name, one of the first of its kind.

On the track Bernie fell off a lot, which persuaded him that four wheels might be a better bet. He started competing in 500cc single-seaters (which would become Formula 3) using Norton engines. He found himself alongside Stirling Moss on the grid for a support race for the first world championship grand prix at Silverstone in 1950...

"That Stirling was bloody quick!" he remembers. "I was okay, maybe a bit better than midfield. I did reasonably well with bikes and cars, won a few races, but then I had an accident. I used to have accidents all the time actually. There was one in particular, at Brands Hatch, and I thought then that... I went over the fence into the car park, the one on the outside at Clearways. I hurt a spectator and I kind of thought, 'What am I doing here?' I was running quite a good business at the time, so I decided that was it."

In business close to Ecclestone was 'Pops' Lewis-Evans, a handy former driver and father of the up-and-coming Stuart, who was six months older than Ecclestone. The pair got along well and Bernie regularly attended races. Lewis-Evans finished fourth in Monaco in 1957 in a Connaught, which ultimately led to him being signed by Vanwall to run alongside Moss and Tony Brooks.

When Connaught hit financial trouble, two of the cars auctioned off in September 1957 were bought by Ecclestone and raced by Lewis-Evans and Roy Salvadori in the New Zealand GP at Ardmore early in '58.

This was not Ecclestone's first venture into team ownership, simply Bernie being sharp enough to spot a quick buck. He knew the cars were sought-after in the Australian and New Zealand markets, and managed to negotiate enough start money to cover their transport costs. He put Lewis-Evans in charge of selling the cars over there and, just as his friend was about to exchange them for a stamp collection, Salvadori suggested he'd better check with Bernie first!

Predictably enough, the cars were shipped back, whereupon Ecclestone entered one for himself at the 1958 Monaco GP, but was among the 14 non-qualifiers. Later that same year, Lewis-Evans crashed in flames at Casablanca in the same Moroccan Grand Prix that saw Mike Hawthorn crowned Britain's first world champion. He died six days later.

Ecclestone admits to being cut-up by the accident and disappeared from the scene for some considerable time, although he did support a motor-dealer friend, Bobby Rowe, on a 500cc Norton the following year. Rowe reported that it was the only season he ever made any money out of racing, thanks to a sponsorship deal Bernie did with Shell.

It was the best part of a decade before Ecclestone became regularly involved in racing again, meeting Jochen Rindt through his friendship with John Cooper. Rindt it was who first called him 'Bernie' rather than Bernard.

"We just clicked and that's it," Bernie says. "I used to travel with Jochen and if he got offered deals I used to look after them, not professionally to make any money, just as a friend. And we did an F2 team together, running the Lotus car."

Rindt drove for Brabham in F1 but, after Jack and Denny Hulme had won back-to-back world titles in 1966-67, the team was going through a bad spell. Ecclestone was tempted by an offer from Lotus boss Colin Chapman for Rindt to join Graham Hill as joint number one for '69.

Chapman had just signed a £100,000 deal with Imperial Tobacco to race his cars in Gold Leaf colours, a controversial move and the first of its kind, and so was flush with cash. Rindt, though, was loyal to Brabham and sceptical about the Lotus safety record. Although one of the most spectacular drivers on the track, with freakish car control, the Austrian was fully aware of his own mortality. If you want to win the world championship, Bernie told him, drive the Lotus, and if you want a safe car, stay at Brabham. Rindt would have stayed put had Brabham been able to offer him just half the Lotus retainer.

Jochen took his first grand prix win in a Lotus 49 in the USA in 1969, scored one of the most dramatic last-lap wins ever witnessed in Monaco in the 49 the following year, then dominated the '70 season in Chapman's superb Lotus 72.

Rindt was expected to be crowned champion at Monza but, as he braked for Parabolica in Saturday practice, the car veered sharp left into the barrier and Jochen, who refused to wear crutch straps, submarined deep into the cockpit, was fatally injured and became the sport's only posthumous champion.

Ecclestone was one of the first on the scene. Officially, Rindt died in hospital, but Ecclestone went through the angst of being with him as the ambulance driver lost his way... "It was one of those silly accidents and I don't remember too much," Bernie says today.

As the 1970s developed, Bernie's influence grew. As well as improving every detail of F1's organisation, he made safety something of a crusade. This led to the appointment of Sid Watkins to organise and implement improved medical facilities at all grand prix circuits. Was that traumatic day at Monza the root of it?

"I think at that time everyone was looking at that," Bernie says. "We lost so

Alliance was formed with Max Mosley in '70s

Ecclestone (no 73) lines up at Thruxton in 1953

Gambling with Goosens at Kyalami in 1974...

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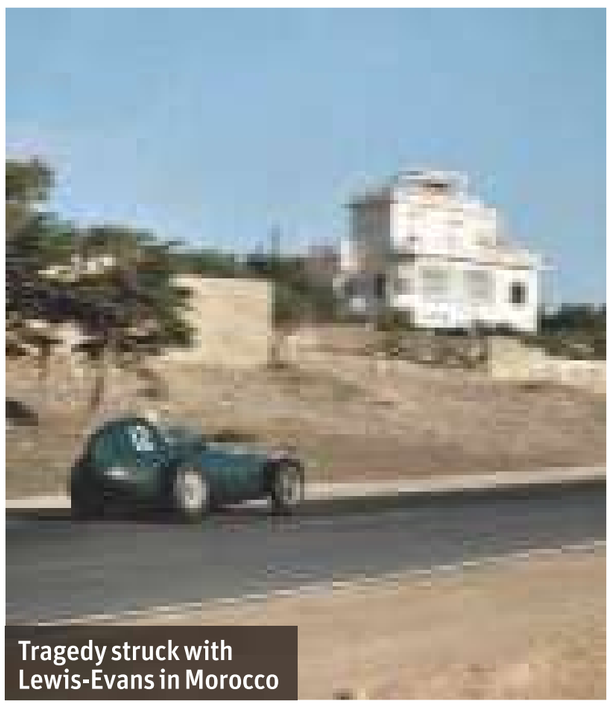
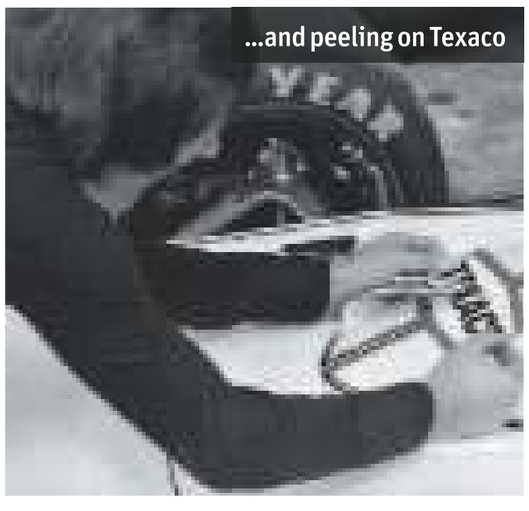


Tragedy struck with Lewis-Evans in Morocco

Ecclestone (leaning by car) with Jochen Rindt



...and peeling on Texaco

many guys that we had to do something about it. If Jochen's accident happened today he would still be with us."

Ecclestone's activities between the Lewis-Evans and Rindt tragedies, and the elevation of his personal wealth to the level at which he was able to buy Brabham, have been the subject of much fanciful speculation. Some even have him down as 'Mr Big' in the Great Train Robbery, although any so-called 'evidence' is schoolboy stuff.

In truth, the robbers would probably have been a lot better off if Bernie had organised it. Renowned for being a detail person, you can bet that he wouldn't have let them play Monopoly with the stolen banknotes at the safe house, or leave pawprints all over the ketchup bottle.

Much of the speculation is fuelled by the fact that Ronnie Biggs, after he escaped to Brazil, was pictured at the Brazilian GP, and that the getaway driver, Roy James, was a former racing driver who was subsequently helped by Ecclestone and, as a silversmith, was employed to make F1 trophies.

Ask Bernie about it and he's accommodating enough as well as amusing: "Roy used to write to Graham Hill all the time. Graham drove for us and was helping him. Graham asked what we could do and I said, well, not too much. When Roy finally came out – he didn't want to be a kept man anymore; the state had been keeping him up until then – I put him in touch with John Webb at Brands Hatch. I told John, 'This guy at least will get you good publicity but he'll probably not be quick because he hasn't been practising for 14 years!' John gave him a bit of a run."

And Biggs? "I don't know anything about Biggs. Never met him, actually. A lot of the guys when we used to race met him, but I never did."

Ecclestone's business approach was always characterised by mental sharpness and ballsiness. In his early twenties he made an approach to buy the premises of Strood Motor Co, then the biggest BMC retailer. Although he didn't have the money to complete, he put down a deposit and sold on the purchase option at a considerable profit. He then moved into property and, by the time he bought Brabham, he was living in a seven-bedroom mansion-style house in Farnborough Park, Kent, he'd bought from a property developer for £40,000.

Ecclestone also had 25 acres of woodland, which included a lake stocked with fish. Alongside was a wooden hut with rods neatly lined up, and friends were allowed to fish the lake provided that the fish always went back in.

With Jack Brabham approaching his mid-forties and set to quit, his partner Ron Tauranac acquired his share of Motor Racing Developments, the Brabham team. Tauranac, a great engineer, was a reluctant businessman who did not want the pressure of having to raise sponsorship in a newly commercial world. Rindt was a close friend – they used to room together at races – and suggested that Ecclestone might be interested in buying.

There is a story that Ecclestone employed some sharp practice in the deal, initially offering £130,000 but then putting £100,000 on the table when it came to it. Ecclestone says it was a mix-up over stock valuation.

"It's seller's remorse and buyer's remorse, isn't it?" Bernie says. "People who've bought always think they've paid too much and people who sell think they've sold too cheap. Ron had built up the business and it's hard to let it go like that. I think he wanted to sell for all sorts of reasons and then, when he had, I think he thought, 'My God, what have I done?'.

"He actually stayed on but I wanted to change things. Ron's a lovely guy, completely honest and straightforward – I wouldn't say a shrewd businessman, but certainly a good guy."

It was Ecclestone's arrival as a team owner, a 'constructor', that led to his growing influence in the Formula One Constructors Association (FOCA) that became his power base and the foundation of a personal fortune put at well in excess of £3 billion. First it was about trying to make Brabham a success...

"Gordon Murray was working in the drawing office and everyone said he was no good, so I thought, 'Let's give him a go and find out.'" Some of Murray's creations, notably the BT44, became beautiful, iconic cars, and not like the chassis Bernie inherited that he labelled "all crap". Carlos Reutemann scored the first win with it under Ecclestone's ownership, at the 1974 South African Grand Prix.

There was a funny story to that. Ecclestone had lost $1000 playing gin rummy with a senior Texaco marketing executive, John Goosens. Bernie threw down his cards in disgust and proclaimed that Goosens was lucky as hell, didn't understand motor racing, had lucked into Emerson Fittipaldi and would probably win the bloody championship as well, which he did. 'I suppose,' Bernie said, 'that if I put a Texaco sticker on my car, I'll win the race...'

The next day a couple of journalists asked Goosens if it was true that Ecclestone had not paid his cards debt, and that's why there was a big Texaco sticker on Reutemann's Brabham instead. Thinking he was being wound up, Goosens found there was indeed a sticker on the Brabham and that Ecclestone wouldn't take it off! 'It's not illegal,' Bernie said, 'you can get one at any filling station in the UK.'

Reutemann won the race with it on, which caused ructions as McLaren was supposed to have an exclusive Texaco contract. Goosens found himself summoned in front of the head Texaco honchos at the US HQ to deny forcing Ecclestone to pay gambling debts in kind!

In truth, Ecclestone was probably still a bit sore. McLaren had a Marlboro/Texaco budget, a large proportion of which had been promised to Brabham in the winter of 1973 when it looked as if McLaren's existing sponsorship arrangements were going to preclude a Marlboro deal. In the end, McLaren split its team down the middle and a verbal agreement with Bernie was reneged upon.

"It's a long story," Bernie says. "They didn't exactly play straightforward. I'm used to saying that if I do something, I do it, whether it's wrong or right. If I buy something for too much I still continue paying, but some people aren't like that. ▶

"WHEN ROY JAMES FINALLY CAME OUT I TOLD JOHN WEBB, 'THIS GUY WILL GET YOU GOOD PUBLICITY BUT HE HASN'T BEEN PRACTISING FOR 14 YEARS!'"

BERNIE BABES

Who drove for Brabham while Ecclestone was in charge from 1972-87?*

Graham Hill (1972)
Carlos Reutemann (1972-76) – 4 wins
Wilson Fittipaldi (1972-73)
Richard Robarts (1974)
Rikky von Opel (1974)
Teddy Pilette (1974)
Carlos Pace (1974-77) – 1 win
Rolf Stommelen (1976)
Larry Perkins (1976)
John Watson (1977-78)
Hans Stuck (1977)
Giorgio Francia (1977)
Niki Lauda (1978-79) – 2 wins
Nelson Piquet (1978-85) – 13 wins; 2 titles
Ricardo Zunino (1979-80)
Hector Rebaque (1980-81)
Riccardo Patrese (1982-83, 1986-87) – 2 wins
Teo Fabi (1984)
Corrado Fabi (1984)
Manfred Winkelhock (1984)
Francois Hesnault (1985)
Marc Surer (1985)
Elio de Angelis (1986)
Derek Warwick (1986)
Andrea de Cesaris (1987)
Stefano Modena (1987)

**Championship F1 events only. Not including satellite teams such as Ceramica Pagnossin*

◀ Overall we had really good sponsors – Martini was good, Parmalat, Olivetti, who I dealt directly with. All those deals I did directly with the people that owned the companies and they were very good."

The biggest name in the mid-'70 was Niki Lauda and, when Lauda fell out with Ferrari in the aftermath of his Nurburgring accident, Ecclestone pounced, getting Parmalat to pay Niki's salary. As with Rindt, Ecclestone seemed to have an easy affinity with another pragmatic Austrian.

"I'd seen enough in '77 to know that Niki still had it," Bernie says. "He was super easy to deal with, as good as gold. In fact, I never really had any trouble with any of the drivers. They're all still good friends.

"The only guy I think not quite like that about was Tim Schenken, when I bought Brabham. Tim, at the time, said, 'You can't do without me.' I said, 'Well, you know what, I'm going to give it a try.' I don't think he liked that."

As Ecclestone and the teams became confrontational in demanding better terms, leading to some disruptive arguments during the '70s, Marlboro's Ronnie Thomson said that motor racing needed to take a long, hard look at itself and become more professional. It was an arena made for Ecclestone's shrewdness and fanatical attention to detail.

"I think it's just one of the things you grow into," Ecclestone says. "At that time the other guys just wanted to race and said to me, 'Why don't you do certain things?' They made some proposals. I said, 'Let's all put some money in a pot, form a company and I'll run it.'

"In those days it was easier than today. I'd come up with ideas, the most important of which was starting the race on time, whether it was snowing or whatever, proper scrutineering, etc. They used to have to line up in the rain to have their cars scrutineered and then queue up in Monte Carlo to get their tickets and paddock passes. These guys today who complain about passes should have been around in those days.

"Then it was about trying to get the start money for the teams. A lot of it was an uphill battle but I always had one million per cent support. They were always behind me, even Mr Ferrari. Whereas today you never quite know who is the team owner or manager. They've got their doctor with them, their masseur, lawyer, accountant, and they won't do anything. They won't make decisions. Everything's a committee."

Rather than be pioneering, Ecclestone tends to look at solid proven business practice, improve it and apply it to F1, maximising income streams everywhere. It was the same with the lucrative Paddock Club hospitality scene, something he and associate Paddy McNally cloned from Wimbledon after Bernie accompanied friend and business associate Ion Tiriac to Wimbledon. Tiriac managed Ilie Nastase and, while there, Bernie saw what Mark McCormack's IMG operation was up to.

"I went to Wimbledon and they were the only people doing that at the time. I thought, 'That's what we should be doing to service our customers,' and so that's why we brought the Paddock Club in."

If it was a non-happening tobacco deal that fired Bernie's anger in his early days as a team owner, it was also a tobacco 'deal' that put him on the front pages.

It was David Ward, former head of policy for late Labour leader John Smith and a friend of Max Mosley, who was the conduit for the first meeting between Mosley and Tony Blair, where tobacco wasn't discussed. In early 1996 Ward took a phone call from Jonathan Powell, Blair's chief of staff, who had learned about fund-raising through seeing Bill Clinton's presidential campaign from the office of first secretary at the Washington British embassy. Ecclestone was Britain's highest-paid businessman, with a salary of £57m, and Powell wanted to know if he might make a donation to the Labour Party.

"IT WASN'T A BUNG, NOTHING TO DO WITH THAT. I PROMISED TO SUPPORT BLAIR BEFORE HE WAS IN POWER. I THOUGHT HE WAS A GOOD GUY AND HE DID A GOOD JOB"

Labour, almost £5m in the red after its campaign expenditure, needed Bernie's cash but couldn't be seen to benefit, even indirectly, from the millions that tobacco sponsors put into F1, especially with a manifesto promising to ban all sports-related tobacco advertising.

Mosley told Ecclestone that the donation would be a good idea and would do him no harm in Brussels, where the F1 ringmasters had plenty of other problems at the time. He also pointed out that Blair had overruled a Gordon Brown proposal to increase top-rate income tax by 10 per cent, which has saved Bernie five times as much in tax as the donation would cost him. So Bernie went ahead.

When Labour got into power, they figured there may be some political flak from a tobacco advertising ban through domestic legislation and proposed to do it through the EU, which rang alarm bells with Bernie and Max. That would threaten a vast reduction of F1 races in Europe, and it had serious implications for Bernie's planned flotation of F1, because it was thought that sponsors might run a mile from moves to sidestep European law by moving F1 to places like the Middle East and Asia.

Mosley and Ward wanted the government to retain domestic tobacco legislation, also believing the EU directive to be illegal. But instead, health secretary Tessa Jowell issued a memo that the government proposed granting F1 a lengthy exemption from any tobacco ban. Mosley thought this was politically dim. It would go down like a lead balloon with other sports that had received tobacco money and with countries that didn't host F1, as well as going against a manifesto pledge. More than that, it looked like a straightforward bung from Bernie, and it didn't take long for a journalist aware of the £1m donation to phone the nationals.

"It wasn't a bung, nothing to do with that," Bernie insists. "I promised to support Blair before he was in power. I thought he was a good guy and I thought while he was there he did a good job. I think the decision they took in the end was the right one and it didn't harm anyone. But I wonder – I've never bothered to check – if it stopped people smoking?"

Bernie, though, got his stake back. He's renowned as a shrewd gambler, and according to paddock legend his card-counting prowess has helped him at blackjack.

"No," he retorts., "I've never card-counted and I don't like blackjack. I used to play gin rummy with Jochen all the time and I still do it. And I play backgammon all the time."

There was also the story that Bernie made a mint by putting a six-figure wager on Liverpool when they were 3-0 down to AC Milan in the 2005 Champions League final. Mention that, and his eyes light up.

"I'd already bet before the match," he corrects. "And I'll tell you who that was who got into trouble – dear old Flavio [Briatore]! There was a charity auction and he thought the Italians were winning and he gave a hell of a lot of money for a painting, thinking that he'd won a fortune on the game, only to find out when he came out of the auction that he hadn't!"

In his 60 years in business, dealing with people from car dealers to governments, who, you wonder, are the most inspirational people Bernie has met? And would it be fair to say that they were businessmen rather than sportsmen?

"Not really, no. People like Ayrton were inspirational as well, in a different way. There's so many, all different in the way they act. But of all the people in our business I looked up to, it was always Colin Chapman. And Mr Ferrari. They always helped and supported me. I had a lot of time for them, Colin in particular."

Ask Bernie what he'd have inscribed on his headstone and he says, immediately: "I'd rather not be here!" Which sums it up. The day he leaves Formula 1 will be the day they carry him out.

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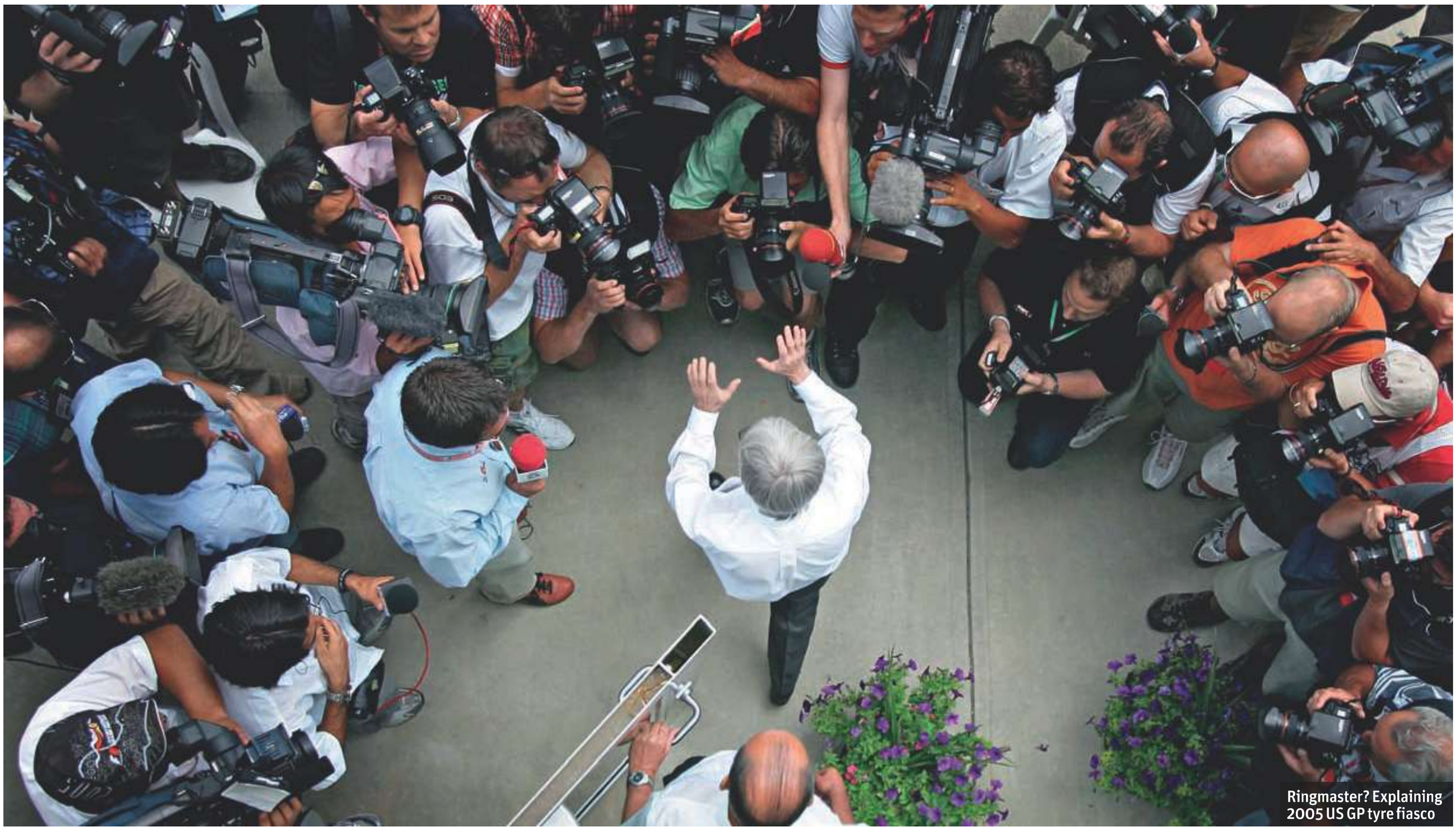
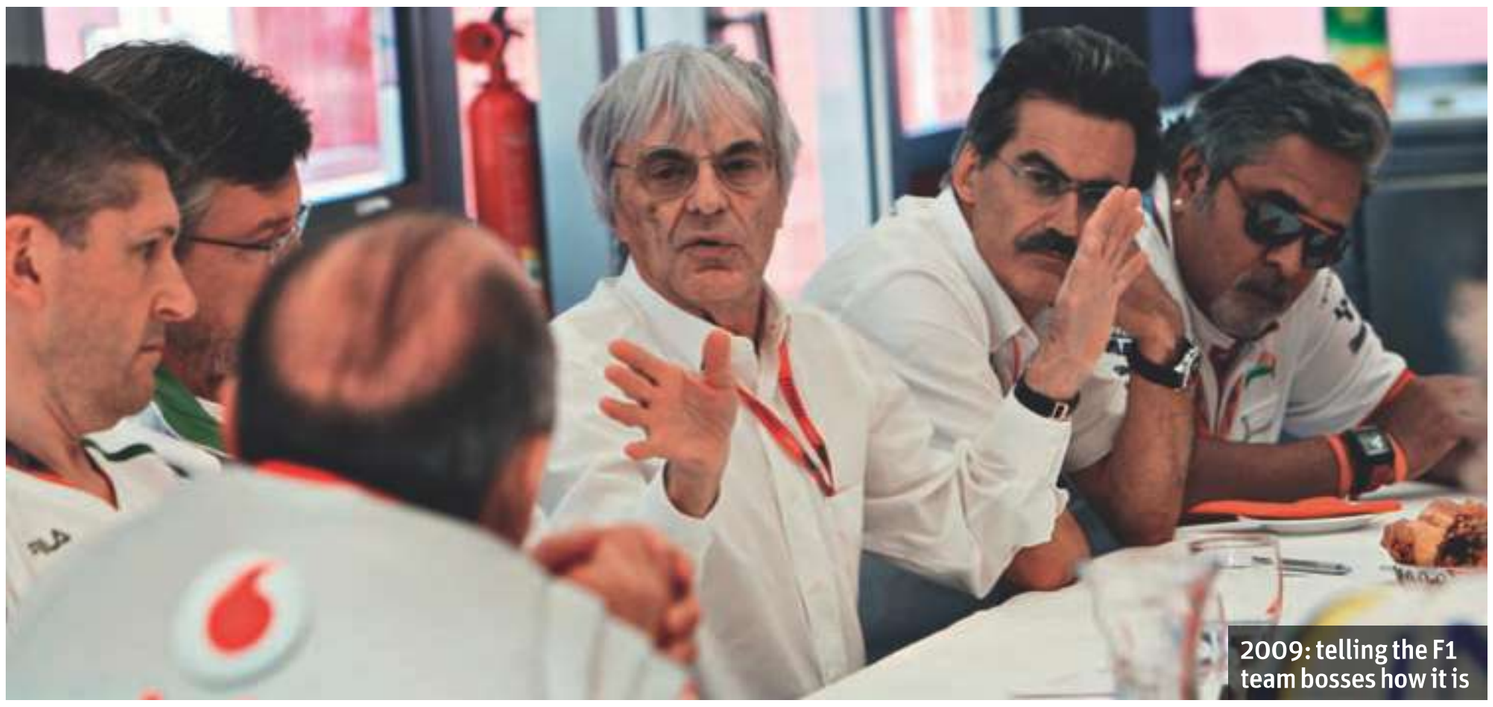


Ringmaster? Explaining 2005 US GP tyre fiasco



2009: telling the F1 team bosses how it is

Bernie gave designer Murray (left) a chance

Bernie and Piquet were often P1

Bowing out with Brabham, Adelaide '87

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2005 JAPANESE GRAND PRIX

Raikkonen wins a race of champions

He might be the one without a title to his name, reports Mark Hughes in 2005, but Kimi drives out of his skin to eclipse both Alonso and Schuey in a Suzuka special

Great race for fans, but local hero Sato was disqualified

Montoya triggers the safety car, so helping team-mate Kimi

Rev limited seventh, as the two cars go side-by-side, tyre sidewalls virtually kissing, into the last lap. And that was only the icing on the cake, the climactic finish to 90 minutes of some of the most stunning racing narrative the sport has ever produced. A race littered with totems of greatness. That freeze-frame moment in time – as Kimi Raikkonen's McLaren-Mercedes sat a few millimetres to the left of Giancarlo Fisichella's desperate Renault at 200mph, a grand prix win on the line – will go down as one of the sport's great iconic images.

Chicane-cutting moment cost Alonso two stints behind Klien

COATS /LAT, BELLANCA/LAT, ETHERINGTON/LAT, LEVERT/DPPI

How the race arrived at this decisive moment was a complex and thrilling roller-coaster story of red-raw tests of nerve, of purple intense racing desire, of two very, very great drivers triggered into performances beyond even their norm by a particular set of circumstances. Raikkonen won and Fernando Alonso finished third from 17th and 16th respectively, with drives that switched between heart-in-mouth commitment, occasional grudging patience and pure up-for-it involvement. They were separated only by an FIA penalty imposed on Alonso. Between them they put a total of three passing moves on Michael Schumacher driving at the top of his own form, albeit in a Ferrari that was never in the same league and in which he ultimately struggled to finish seventh. But if his successors wanted his place, they'd have to defeat his perfect defence. Thus, on two occasions, the world's greatest drivers formed a high-speed snake with a red head.

The future overtook the past on lap 20 at 130R, one of only three corners on the F1 calendar worthy of hosting such a moment. The Renault's aerodynamic efficiency and traction gifted Alonso a straight-line advantage of 6mph over Schuey's Ferrari as they approached this moment of truth, blue car tracking the red car's gearbox as Michael feinted this way and that to kill the move. Engine screaming at 18,000rpm in seventh and still climbing, Michael finally staked his claim to the inside, daring Fernando to try for the long way round. As the Ferrari darted left, Alonso just kept on coming, moving alongside and grinding ahead – but not by enough to cut cleanly across.

He could have backed out of the move. It would have been the act of a reasonable man. This is one of the few situations in which a current-day F1 driver knows that the stakes are so high he's risking more than a wrecked car if it goes wrong. This is a genuine 200mph corner. An interlocking accident here would probably be fatal. It's one of the few places where the sport's raw essence still pokes its head above the parapet. So Alonso turned in from a shallow angle a long way back, thereby giving Schuey maximum notice that he was coming across. He made for an apex a couple of metres right of the inside kerb and that two metres – the width of an F1 car plus a fag paper – was his survival space. If the

Kimi and Fernando attack from the rear

Reckless Sato (Honda) ends Trulli's race at the chicane

Ferrari had begun to run wide, Alonso would have felt the bump and nothing more... ever again.

Now he was through, in fifth place, and in clean air for the first time. He'd have to do it all over again a few laps later, but then he hadn't expected a straightforward race from where Saturday's rain had dumped him. Same went for Raikkonen, next on Schuey's tail.

At this point the trio were only 10 seconds adrift of the leader. Which wasn't much, 20 laps in, after starting from near the back. And that was a product of bold, incisive racecraft on the opening lap, each finding gaps in places that simply weren't feasible. Fifteenth, 16th and 17th thus became seventh, eighth and 12th within a few corners. Even that wouldn't have been enough to keep them in touch with the lead were it not for a safety car that kept the field bunched for five laps.

That had been triggered by: first-lap low tyre pressures; the fact that 130R leads into the chicane (one of the circuit's few passing places); cars bottoming out on their low pressures and heavy loads over 130R's bumps; and unreasonable racer ambition. All those factors funnelled into a point of conflict behind Schuey at the chicane. Jacques Villeneuve was uncompromising in defence, Alonso irresistible in attack. The heavily fuelled Sauber couldn't be hustled quickly enough through 130R – and Fernando sniffed his next scalp on the run to the chicane. JV refused to concede and each outbraked himself. Alonso went clean over the Astroturf, Villeneuve bounced across the kerb and onto the grass on the exit.

Jacques was looking at Alonso to his right as he rejoined, irritated that the Renault had got by in this way. Juan Pablo Montoya was moving to pass the momentum-checked Sauber on the left, going for a gap that was likely to be closed by the time he got there. JPM hit the tyre wall hard enough to rip off both left-hand wheels, JV kept going and out came the safety car. Lined up behind it were Ralf Schumacher, Fisi, Jenson Button, David Coulthard, Mark Webber, Christian Klien and Michael.

The already adrenalin-fuelled runs of Alonso and Raikkonen cast the brilliant hues of this race as all else paled into background detail. Its structure can be summarised as follows: the safety car made victory feasible for Alonso and Raikkonen by keeping the field bunched at a crucial time. In short, Montoya's accident paved the way for his team-mate's victory. It also reduced to junk Ralf's three-stop strategy, meaning he would cease to be a factor soon enough. That left Fisichella to build a comfortable lead over Button, who had no race pace and was passed by Webber when both stopped for the last time on lap 40. Only a pass by Alonso in the final stint kept Webber off the podium. By which time ▶

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◀ everyone but Fisichella had been either overtaken or leap-frogged by Kimi.

A decisive early role in the plot was played by Klien. As the safety car pulled in, Schuey got a run on the Red Bull for sixth, passing it around the outside as they approached Turn 1, giving Michael brief relief from Alonso's attentions. Fernando now tracked the Red Bull through the lap and made a move into the chicane that foundered when Klien was super-late on the brakes, obliging Alonso again to cut across the chicane. He backed off, surrendering the place he'd gained illegitimately, before then slipstreaming Klien down to Turn 1 and slipping down the inside. Through the ninth lap, Alonso closed down fast on Schuey, stayed flat through 130R and looked for all the world like he was going to put a move on the Ferrari into the chicane, before suddenly backing off.

A message from race director Charlie Whiting had appeared on Renault's pit-lane screen, to the effect that Alonso must surrender his place to Klien – again. Alonso was 3sec down the road from the Red Bull by this time, so far from trying to pass Schuey, he instead had to wait for Christian and let him by. The team had protested that Alonso had already surrendered the place – and back came the message cancelling the previous instruction, saying that it was okay for him to stay ahead. By which time he'd allowed Klien past! So Alonso had to do it all again going into lap 13, after spending a lap at Red Bull speeds.

It cost Alonso 8.8sec according to Renault's Pat Symonds. But that was only the start of it. Alonso was fuelled to run only until the end of lap 22. He'd made that stunning 130R pass on Schuey a couple of laps earlier but the Ferrari was fuelled to run four laps longer, enabling Schuey to leap-frog back ahead. Were it not for the phantom penalty, Fernando would have cleared the Ferrari. In fact, the slower traffic he dropped into after his stop – that he would otherwise have avoided – cost him 9sec in the five laps after he'd rejoined. And that allowed not only Schumacher back in front but also Raikkonen to get ahead of the Renault. All three were soon line astern again.

"I felt for the first time this year that I was faster than Kimi," Alonso ruefully complained later. In fact, their fastest laps were virtually identical – a full second faster than the best of the rest – and if the Renault wasn't faster than the McLaren, the times suggested it was certainly closer than at any time since very early in the season. However, Kimi's initial pace in his last stint, with about 30kg of fuel, did suggest the McLaren's ultimate low-fuel lap time could have been around 0.5s quicker.

Raikkonen had not so far managed to pass Schumacher. The Ferrari was about 1.2s per lap slower and Kimi was all over it like a bad smell, with Fernando snapping in turn at the McLaren's tail. Schumacher's defence was faultless, and by being able to take a lot of momentum into Turn 1 he made himself difficult to pass at the end of the straight. But that's where Raikkonen eventually nailed him, making Michael go defensive down the inside on lap 30, then slicing past around the other side. With 23 laps to go, that put Kimi fourth, 17.5sec off the lead and closing down fast on Button and Webber.

Alonso couldn't afford to hang about behind the Ferrari, so set about passing Schuey for the second time, doing so by dummying Michael into thinking he was trying to pass at the chicane, forcing him to run wide there, making the Ferrari slow onto the straight and easy meat as they began lap 33. Alonso then began to match Raikkonen's times while fuming at the earlier delay. But he was fuelled for only three more laps. Although Raikkonen went on for a further nine, it wasn't too costly for Renault as Kimi spent most of those laps trapped at Button/Webber pace, which cost him about 12sec. He got just four laps in clean air after they pitted.

Fernando overtook Button on lap 43 and quickly closed down Webber, pulling a breathtaking pass with two wheels on the grass into Turn 1 on lap 49. ▶

Lax Fisi falls prey to a pumped up Raikkonen

Ecstatic Ron Dennis knows his man has performed wonders

Quicker than an F1 car in downtown Tokyo? Probably

Just briefly (in the pits), Albers had a hotter race than Kimi

YOSHIKAZU/GETTY, SPINNEY/LAT, TEE/LAT, COATES/LAT

KIMI'S F1 CV

He went on to win the 2007 world championship in spectacular style, winning the final two races of the season for Ferrari, but Kimi Raikkonen fell out of love with F1 over the following two seasons and quit to join a World Rally campaign with Citroen. He scored 18 wins in his eight-year Formula 1 career.

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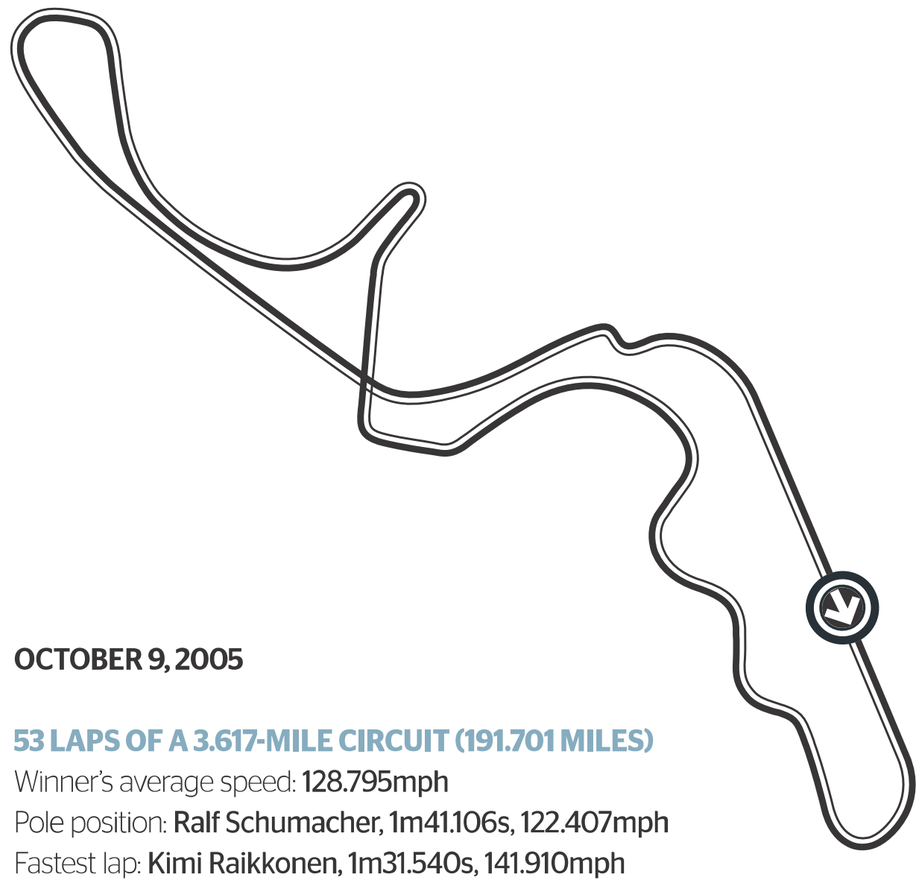
Alonso had to pass Schuey twice – and did so in style

Barrichello and Sato take first-lap excursions

Misery, joy, frustration: Fisi, Raikkonen, Alonso

SPINNEY/LAT, ETHERINGTON/LAT, VARGIOLU/DPPI

GRAND PRIX OF JAPAN



OCTOBER 9, 2005

53 LAPS OF A 3.617-MILE CIRCUIT (191.701 MILES)
Winner's average speed: **128.795mph**
Pole position: **Ralf Schumacher, 1m41.106s, 122.407mph**
Fastest lap: **Kimi Raikkonen, 1m31.540s, 141.910mph**
Starters: **20**
Finishers: **16**

RESULTS

OVERALL CLASSIFICATION

DRIVER	CAR	TIME/REASON	GRID
1 Kimi Raikkonen	McLarenMP4-20-Mercedes	1h29m02.212s	17
2 Giancarlo Fisichella	Renault R25	+1.633s	3
3 Fernando Alonso	Renault R25	+17.465s	16
4 Mark Webber	Williams FW27-BMW	+22.274s	7
5 Jenson Button	BAR 007-Honda	+29.507s	2
6 David Coulthard	Red Bull RB1-Cosworth	+31.601s	6
7 Michael Schumacher	Ferrari F2005	+33.879s	14
8 Ralf Schumacher	Toyota TF105	+49.548s	1
9 Christian Klien	Red Bull RB1-Cosworth	+51.925s	4
10 Felipe Massa	Sauber C24-Petronas	+57.509s	10
11 Rubens Barrichello	Ferrari F2005	+1m00.633s	9
12 Jacques Villeneuve*	Sauber C24-Petronas	+1m23.221s	8
13 Tiago Monteiro	Jordan EJ15B-Toyota	-1 lap	20
14 Robert Doornbos	Minardi PS05-Cosworth	-2 laps	15
15 Narain Karthikeyan	Jordan EJ15B-Toyota	-2 laps	11
16 Christian Albers	Minardi PS05-Cosworth	-4 laps	13
R Antonio Pizzonia	Williams FW27-BMW	9 laps-accident	12
R Jarno Trulli	Toyota TF105	9 laps-accident	19
R Juan Pablo Montoya	McLaren MP4-20-Mercedes	0 laps-accident	18
DQ Takuma Sato	BAR 007-Honda	causing accident	5

*Penalised 25s for over-aggressive driving

CHAMPIONSHIP STANDINGS

1 Alonso	123	9 Button	36	17 Karthikeyan	5
2 Raikkonen	104	10 Webber	34	18 Klien	5
3 M Schumacher	62	11 Heidfeld	28	19 Albers	4
4 Montoya	60	12 Coulthard	24	20 De la Rosa	4
5 Fisichella	53	13 Villeneuve	9	21 Friesacher	3
6 Trulli	43	14 Massa	8	22 Pizzonia	2
7 R Schumacher	39	15 Monteiro	7	23 Sato	1
8 Barrichello	38	16 Wurz	6	24 Liuzzi	1

◀ Through all the red-zone excitement, Fisi continued to run apparently untroubled at the front. He'd come into the race thinking all he had to do was beat the slower cars of Ralf and Button – that Alonso and the two McLarens had too many cars between them and him to offer a threat. The safety car period, and the time it bought Alonso and Raikkonen, should have warned him to change his approach. When Ralf pitted from the lead on lap 12, Giancarlo needed to build a margin while he still could. But he didn't. He just continued at a comfortable pace – around 0.6sec off the car's potential.

He made his final stop on lap 38, two after Alonso, seven before Raikkonen, and rejoined directly behind the McLaren on the road, though effectively about 20s in front with 15 laps to go. Enough, surely? As it turned out, no.

Upon rejoining and sensing a possible rout, Kimi began lapping at a vast rate. Given that he was carrying 50kg of fuel, you'd expect times of around 1m32.6s, getting faster by 0.15sec each lap. In fact, his two post-stop flying laps were 1m31.8s and 1m31.9s. Even allowing for a tweak in power on the fuel mapping, this was a stunning effort that blew Fisi's resolve.

The McLaren was probably quicker, but that wouldn't have mattered had Fisichella pushed harder earlier on. The fact that he hadn't was reflected in a fastest lap that was almost a second shy of Alonso's. With three laps left, Fisi's mirrors were full of Raikkonen and he began defending into the chicane, even when the McLaren wasn't really 'there'. It was this that was Fisi's final undoing. Going in too deep on the chicane's defensive line as they approached the start of the final lap, Fisi ran out wide and was slow onto the straight.

Kimi could barely contain himself. Catching, catching all the way down that straight, and so we pick up at that iconic freeze-frame moment. Let the tape run as the McLaren goes around the outside and finally takes the lead. Formula 1 can be a magnificent sport.

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In 1913 the Peugeot L76 – nicknamed 'La Torpille' (the torpedo) because of its sleek looks – beat the world speed record of 170km per hour (over 105mph). The record had been set by an aircraft. The same year also saw Peugeot triumph in the Indianapolis 500, while the Le Mans 24 Hours was first graced by a Peugeot in 1926.

Famous wins at Le Mans include the Peugeot 905's victory in 1992 (that year the 905 was also crowned World Champion Sports Car), as well as in 1993, when the powerplant took the first three places.

24 HEURES DU MANS

Formula 1

Peugeot has also been involved in Formula One, providing engines to teams including Jordan, Prost and McLaren.

But it is probably Peugeot's high-octane presence in the world of rallying that has most gripped motor sport fans. Over the years, Africa has been a particularly happy hunting ground for Peugeot rally cars – thanks to their famous reliability. Peugeot 205s and 405s won the most famous of African races, the Paris-Dakar Rally, four times in a row from 1987 to 1990.

Paris Dakar Cairo TOTAL

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Historically, Peugeot has dominated the World Rally Championship, winning the manufacturers' crown for three years running from 2000, and Peugeots have been the car of choice for World Rallying Champions Juha Kankkunen, Marcus Grönholm and Timo Salonen.

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GREAT CAR
AUDI R8

The best-ever prototype sportscar? GARY WATKINS leaves us in little doubt

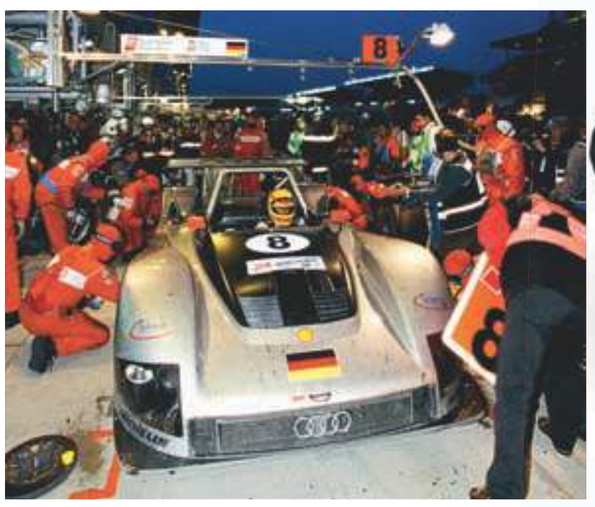
The best prototype sportscar ever? It's hard to deny the Audi R8 that accolade. Five victories in the Le Mans 24 Hours and 63 wins from 80 races is surely evidence enough to silence the doubters?

The R8, the second LMP prototype to emerge from Audi Sport's Ingolstadt headquarters, was a car that built reputations (Tom Kristensen, step forward) and destroyed the opposition (Cadillac and Chrysler were among those that stepped away). It was so good that it even spawned rule changes: the practice of changing the complete rear-end – gearbox, suspension and all – was outlawed because Audi turned it into an art form.

The Audi's prolonged success caught even its creators by surprise. It was conceived for 2000 as a three-year project, yet went on to race into a seventh season. There was a replacement on stocks long before the turbodiesel R10 appeared, but why build a new car if importer-backed semi-works outfits could still win with its predecessor? Witness the successes of the US Champion, British Veloqx, French ORECA and Japanese Goh teams.

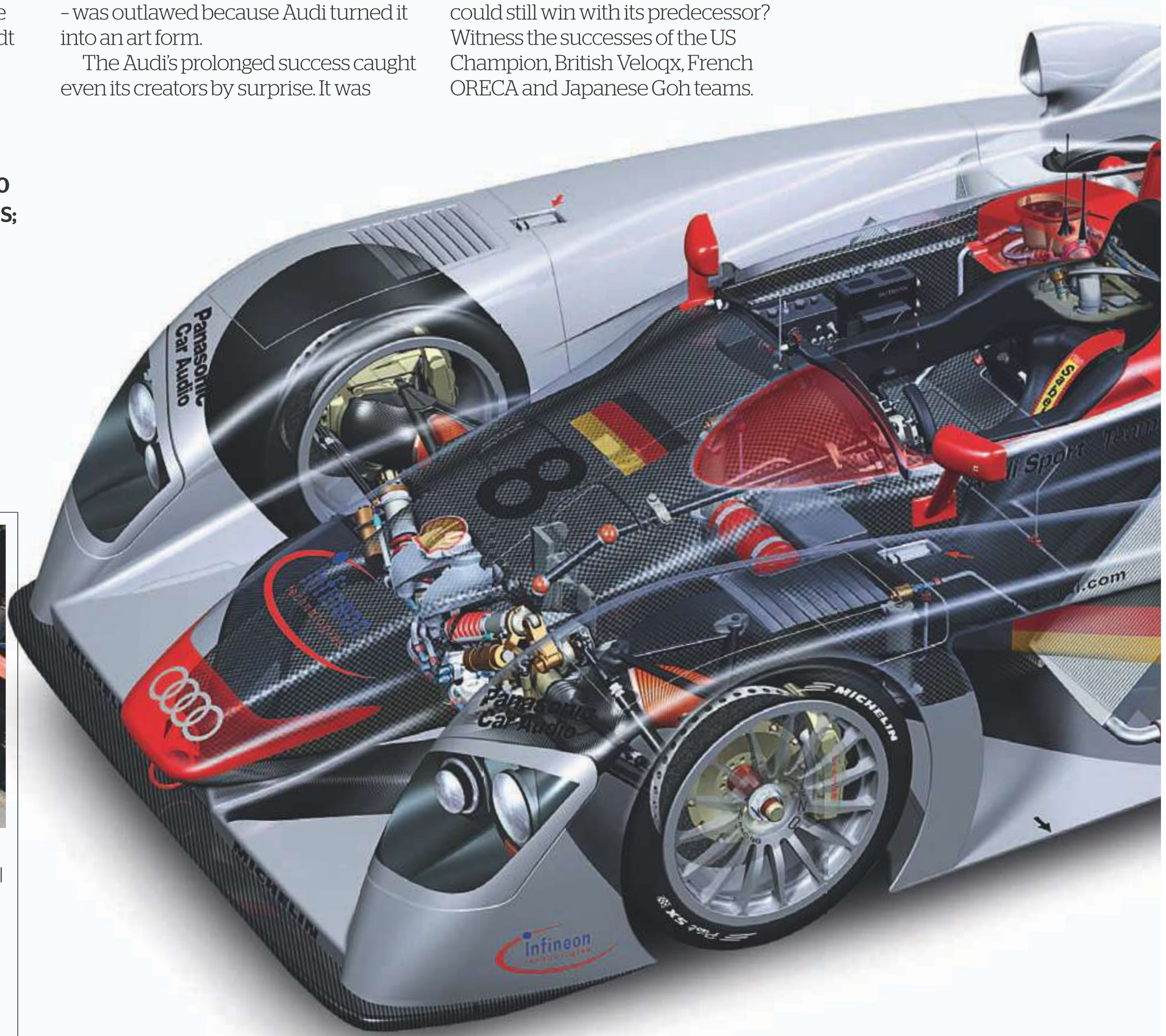
AUDI R8 STATS

Wins	**63 (5 Le Mans 24 Hours; 50 ALMS; 1 ELMS; 5 LMES/LMS; 1 FIA; 1 Le Mans 1000Km)**
First win	**Sebring 12 Hours 2000 (Tom Kristensen/Frank Biela/Emanuele Pirro)**
Last win	**Lime Rock 2006 (Allan McNish/Rinaldo Capello)**
Most wins	**Biela 21; Capello 19; Tom Kristensen 17; Pirro 16; JJ Lehto & Marco Werner 14; Allan McNish 12; etc**



CONCEPTION

Audi Sport technical boss Wolfgang Appel once joked that work on the R8 had started on the Tuesday after the 1999 Le Mans, a race in which the R8R (and the British-built R8C) had been outpaced by its rivals from BMW, Toyota and Mercedes. He can now reveal that Audi was already designing the car by the time of the 24 Hours. "We actually started a few months before," he says. "It was never our intention to do a car just for one year, but we quickly saw that we had to do a new design. From what we saw on the track and the windtunnel it was impossible to make the big step we required with the original front-mounted coolers."

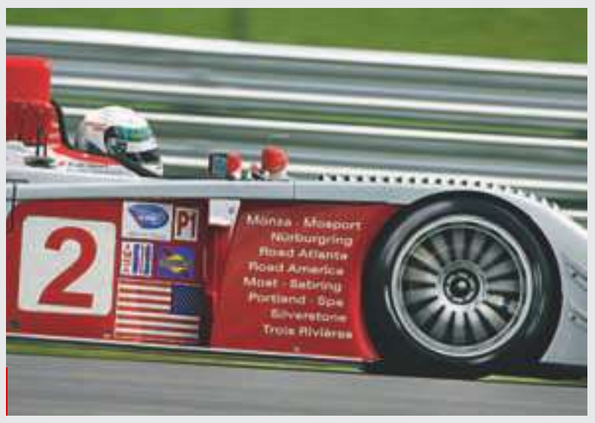


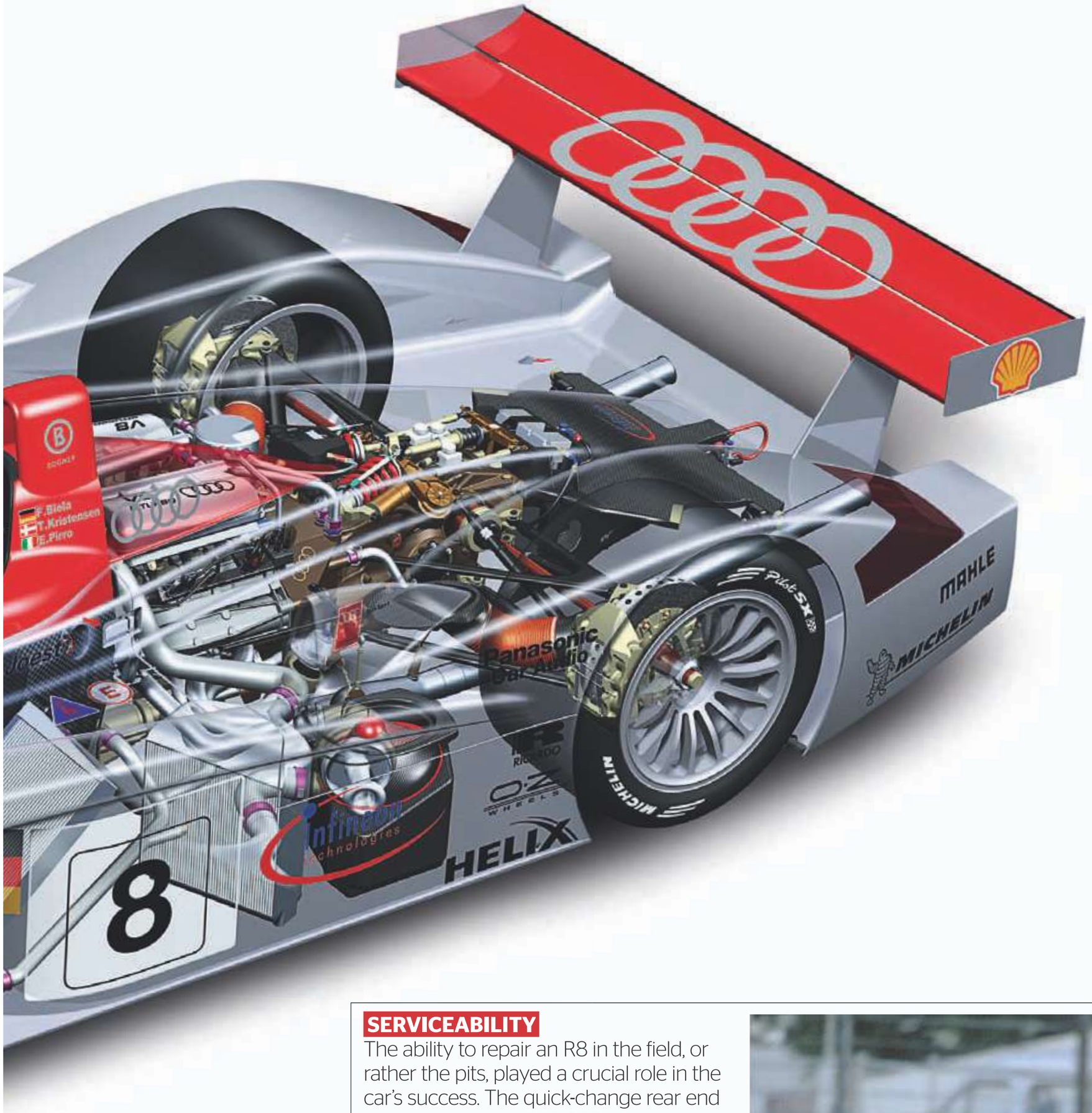
THE 505 SUCCESS STORY

The 'winningest' of all R8 chassis – number 505 – first won in the hands of the factory at Sears Point in 2001, but it achieved most of its success with Champion Racing. The American team took delivery of the car ahead of the 2002 season and didn't retire it until the end of 2005. In between times, it won 14 more races and the '04 and '05 titles with, respectively, Lehto/Werner and Pirro/Biela.

DRIVING THE R8: ALLAN McNISH

"The R8 was quite on the edge in 2000. When it was good it *was* good, but when it wasn't, it was very difficult to drive. It was a bit snappy and the power delivery wasn't particularly smooth. I remember my first race in the car at Sebring – the car was really on a knife-edge. The Nurburgring race that year was another good example: it was cold, we couldn't warm up the tyres and, quite frankly, we struggled. When I got back in the car in 2004, it was a much more consistent racing car. It was more driveable in all conditions. The FSI direct-injection and the new aero transformed the car. By my final race in the R8 at Lime Rock in 2006, it was so good. You could do anything you wanted with it: throw it over the kerbs, thrust it up the inside or go around the outside. A lot of development had gone into making it that car and you have to say that the factory Joest team had a lot to do with that."





AUDI, LAT

ENGINE The R8's 3.6-litre twin-turbo V8 was the first purpose-designed Audi race engine (or since the Auto Union V16 of the 1930s). "It was a clean-sheet-of-paper design," explains Audi Sport engine boss Ulrich Baretzky. The direct-injection that arrived for 2001 was always on the cards. "There was a clear directive when we were designing the engine to leave space in the cylinders so we could introduce direct-injection without making big changes," says Baretzky. The primary purpose was to increase power, but it also resulted in 10 per cent better fuel economy and greater driveability. The FSI was debuted without fanfare at Jarama, but the decision to use it at Le Mans wasn't taken until the eleventh hour. "We had a problem with the seal in the high-pressure fuel pump and didn't find a solution until three weeks before the 24 Hours and then tested it day and night."

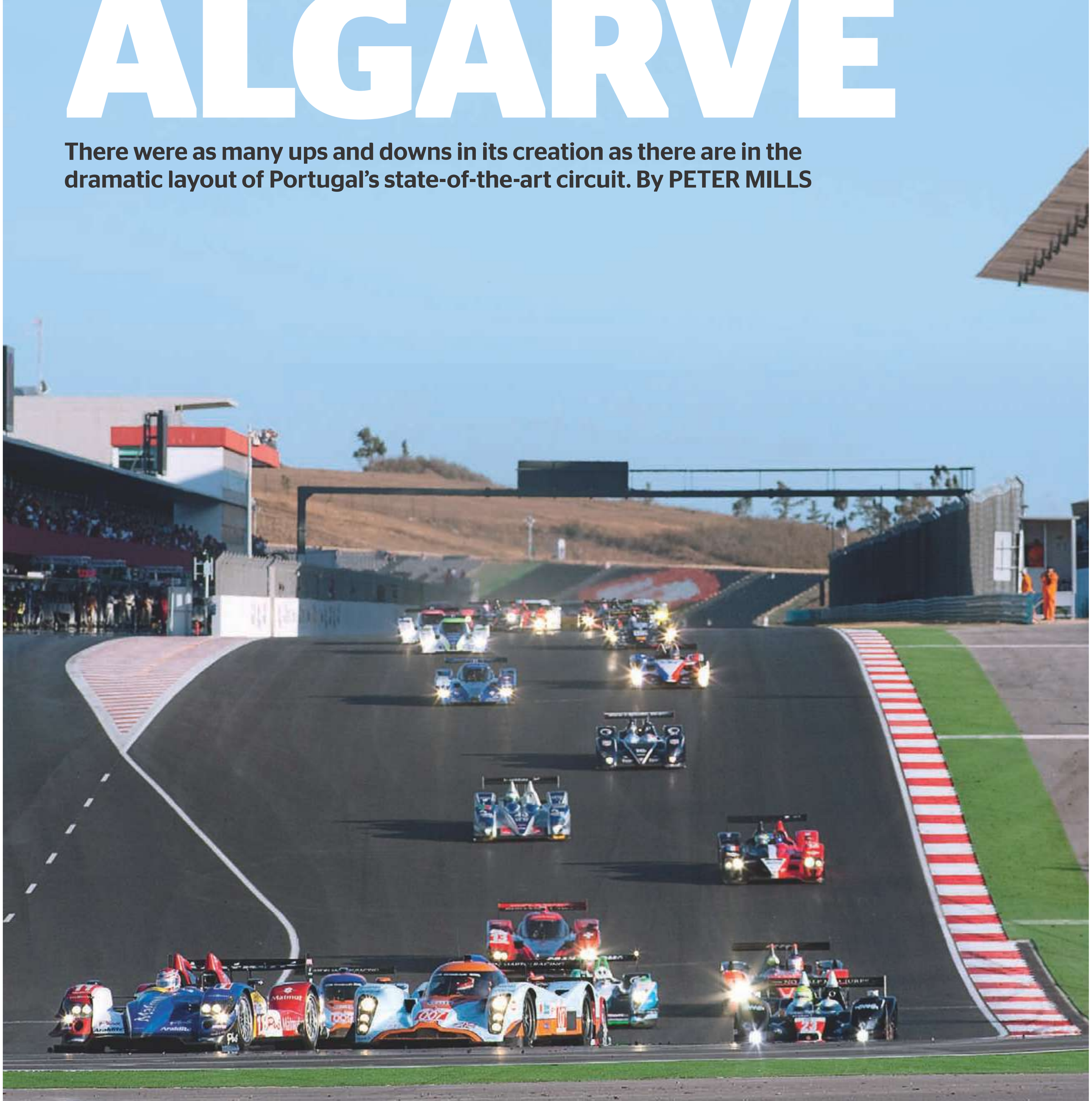
DEVELOPMENT
The big step on the R8 occurred for 2001. The aim, explains Appel, was to make the car more useable "We'd learnt a lot in 2000," he says. "The focus was on improving downforce and driveability." A new sidepod design was the biggest visible change, but the introduction of a third spring at the front and wide-track suspension were just as important. This "more or less optimised" the car, says Appel and future developments were largely reactions to rule changes.

SERVICEABILITY
The ability to repair an R8 in the field, or rather the pits, played a crucial role in the car's success. The quick-change rear end pioneered on the 1999 R8R was only one facet of that. For Joest Racing technical director Ralf Juttner, the race that highlighted the serviceability of the R8 was Sears Point 2002. "We ran just one car and put Tom [Kristensen] in the Champion entry and our other three drivers in our own car," he remembers. "The drivers had to do just 10 laps each to score points, but Emanuele [Pirro] crashed on something like his eighth lap. Marino Franchitti was there driving a Porsche and saw the car in the barriers. It was still there the next lap and he said to himself, 'that's it for them'. Fifteen minutes later he couldn't believe it when the car blew past him."

This R8 was repaired to finish fifth at Le Mans

GREAT TRACK ALGARVE

There were as many ups and downs in its creation as there are in the dramatic layout of Portugal's state-of-the-art circuit. By PETER MILLS



Think of a modern Formula 1 circuit being hoisted up and dropped over a 'super-G' skiing course. The result would be close in character to the spectacular, undulating Autodromo Internacional Algarve.

Nestled between the bustling Portuguese resort of Portimao and the small mountain town of Monchique, Portimao's blend of corners and gradients has created a circuit with blind apexes for some 80 percent of its lap. The turnstyles to this bastion of old-school motor racing opened at the tail-end of 2008, and as a new European track has few contemporaries.

Unlike the United States in the late '90s, where a surge in the growth of NASCAR and a booming economy fuelled the construction of a spate of speedways, or the more recent track-building efforts in the Middle East, the continent has had little demand for new racing circuits.

For Portimao's Autodromo to be realised, an inspirational driving force was required. Step forward Paulo Pinheiro, a mechanical engineer and former kart racer and Superbike rider. It was Pinheiro's vision to provide the Algarve with a state-of-the-art racing facility. His background in real estate and construction provided the experience and savvy crucial for dealing with Portugal's complex planning regulations and persevere through a long gestation period.

"The initial idea was mine back in 2000, and then I had to convince people – basically the banks – to get the finance," says Pinheiro. "It was a long, hard process. As you can imagine, Portugal is a rather complicated country. It took eight years to get the planning permission, and then we did everything in 10 months. For the five years from our start in 2000 to '05, Portugal had five different governments.

"So we had to reapply for planning permission each year. It was a difficult time, but from March '05 everything started to go smoother. We got the final planning permission in '07, work started in '08 and we finished in November '08 for the first race."

"PORTUGAL IS A COMPLICATED COUNTRY. IT TOOK US EIGHT YEARS TO GET PLANNING PERMISSION, AND THEN WE DID EVERYTHING IN EIGHT MONTHS"

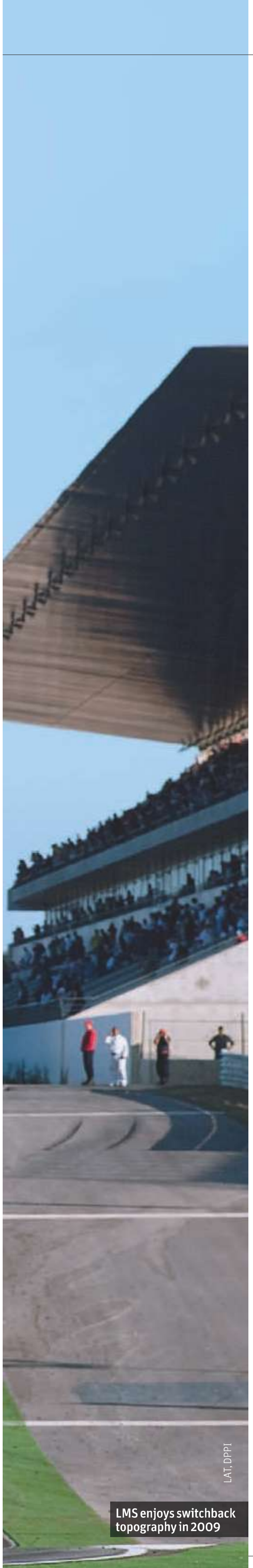
A key early ally was found in Maurizio Flammini, the creator of the World Superbike Championship and in the headlines of late for his desire to stage a Formula 1 race in his native city of Rome. Pinheiro cites Flammini's faith as instrumental in seeing the project through its tough times.

"The first contract we ever did was for World Superbikes," says Pinheiro. "Back in 2000 I had a meeting in Rome with Mr Flammini. I just had a plan on a sheet of A4. I said to him, 'This is the layout of the circuit we want to build, and I would like to know if we do it, would you like to hold a race there?' And he said, 'Okay, if you do it, you have my word that you will have a race.' For a long, long time it was the only thing that we had. He was the first person to believe in us and that's why he is such a special person for us. Like his brother Paolo, we have a very good relationship with everyone at what was the FGS Group and is now the Infront Group."

Today, the tight-knit relationship continues. Superbikes remain the circuit's biggest draw, with even amateur two-wheel racer Michael Schumacher showing up on the grid for the circuit's inauguration. As part of its promotional activities, Pinheiro's Parkalgar company sponsored local rider Miguel Praia in the 2004 WSBK series, before its own team, Parkalgar Racing, was founded. Sadly, Parkalagar-supported Supersport rider Craig Jones was killed at Brands Hatch in 2008, and a corner at Pinheiro's circuit has been named in his honour.

Alongside Flammini, significant support was lent by the local municipality, the Portimao Camara, which donated land. On viewing architect Ricardo Pina's finished pit buildings, and the grandstands that line Pinheiro's layout, it is surprising to learn that little choice was offered regarding the location of the plot they received.

"We started with 42 hectares of land that was owned by the municipality," says Pinheiro. "Then we needed to buy more, and we ended up with 300 hectares. Part was bought by us, part by the municipality. To be honest, we had this land and we just had to get the best ▶



LAT, DPPI

LMS enjoys switchback topography in 2009

World Superbikes staged track's first event in '08

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HOME TEAM STARS IN A1GP

Filipe Albuquerque's double podium in the 2009 A1GP meeting ranks as one of the 25-year-old's favourite racing memories: "I had reached first position, it was just a shame that my pitstop didn't go so well."

◀ we could out of it. When I saw all the slopes and hills, though, I thought we could do quite a good job."

The result of their labours has proved an instant hit. In less than two years of operation, the majority of Europe's top championships, including FIA GTs, World Touring Cars, the Le Mans Series, A1GP, Formula Renault 3.5 and British Formula 3 have visited its accentuated slopes.

"We have been running for two years and are trying to understand which championships work better," says Pinheiro. "I think we've managed to have a good pool of races up to now. Some are better than we expected, some worse. FIA GT and A1GP went very well, and this year we also had a bit of a surprise with the WTCC. Last year we had a very good race with the Le Mans Series, but maybe we need to change the date because in the peak of the summer this year it was too hot. It was difficult to convince people to leave the beach to come to the track. It's a wonderful spectacle – perhaps we have to adjust some things and look at moving the race to September."

Audi Italia GT racer and former Red Bull Junior driver Filipe Albuquerque is well placed to shed light on the track's secrets. In addition to his experience competing at the venue in A1GP and Superstars, when his schedule allows Albuquerque joins Portugal's top drivers Pedro Lamy, Pedro Couceiro and Tiago Monteiro as an instructor at Portimao's race school.

"It's really easy to compare it to some of the best circuits in the world," says Albuquerque. "I rate it as one of the top ones. I think it's a very nice circuit with lots of ups and downs. It's not like some of the other new circuits like Abu Dhabi, where everything has been built from zero with no [natural] conditions at all.

"There are many, many blind corners. A high-level professional driver would do well [to learn them] in one hour. There are small tricks because of these blind corners that require a little bit more knowledge than on a normal track. Like the Nurburgring – the long one – it is quite tricky because 80 percent of the track is blind, so you really need to know them. For example, the last corner onto the main straight is very hard. I think, besides in formula cars, you need to release just a little gas, and then you need to position the car very precisely. And it is blind. You go around it at more or less 200km/h. It is quite hard to do that with the gravity of the car going up, and channelling it onto the main straight. It really requires some laps and some experience of the track."

As an ambassador for Algarve, Albuquerque's rave review is no great surprise. But BMW Sauber Formula 1 driver Pedro de la Rosa, a consultant with rival venue Motorland Aragon, also enthuses over Portimao's qualities. The patriotic Catalan is unable to be swayed, however, into rating Algarve above his home circuit of Montmelo as a test venue, despite the Autodromo boasting four configurations for F1 testing and a high-tech sprinkler system.

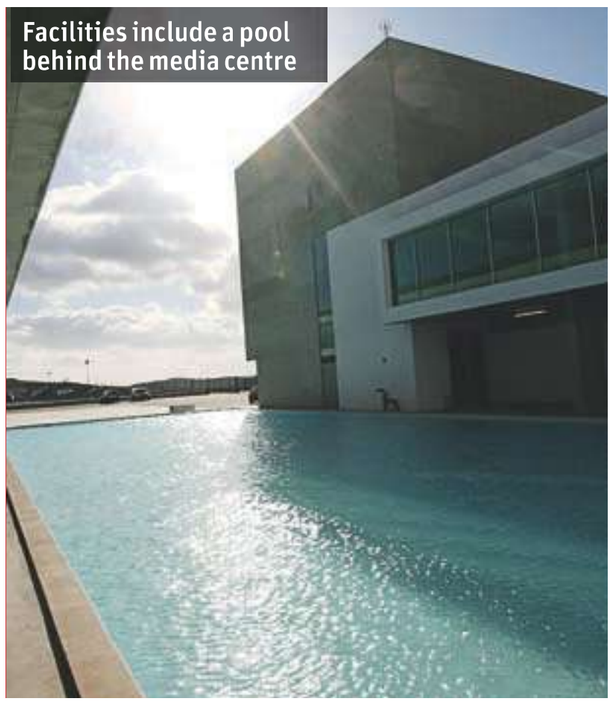
"For me, Portimao is a fantastic *race* track," says de la Rosa. "You can overtake on the long straight, and because of the gradient changes and the amount of blind corners it's interesting for the driver and fantastic for the spectators. From a testing perspective, I still rank Barcelona as the number one and Jerez as the number two. The reason is because in Portimao there are not enough long, third- and fourth-gear consistent-radius corners. That's where it's easy to get data.

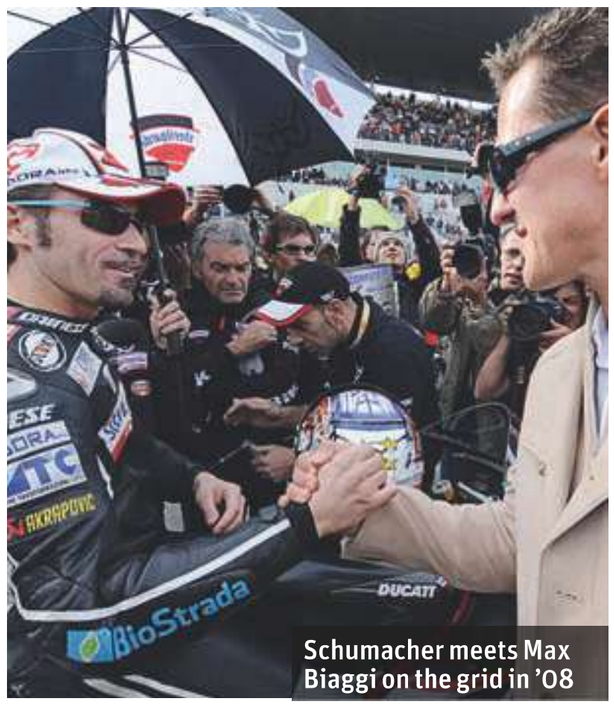
"That's what makes Barcelona so strong for testing. It's funny, but even in the simulator when I was working with McLaren, Barcelona was our favourite. But Portimao is very nice. For testing it's a lot better than some of the other circuits we go to, like Valencia. I'm just comparing it against the best. Portimao has the capacity, it is safe, spectacular and good for racing. There are also a lot of really good tourist hotels in that area."

Algarve has been dealt no favours in its efforts to establish itself as a testing destination. Just two months after the track was completed, a predictably 'green' track surface awaited Formula 1 teams for their first visit in December 2008. Unseasonally heavy rainfall threatened to wash out January's following test, and the F1 teams have yet to return.

The current meagre F1 testing allowance explains why Algarve ▶

Facilities include a pool behind the media centre





Schumacher meets Max Biaggi on the grid in '08

Crowds mixed, but decent turnout to watch FIA GTs

DUNBAR/LAT, WRI2.NET, DPPI, LE MEUR/DPPI, FLAMMAND/DPPI

F1 teams have not been back since rain-hit test

Track says it has coped well under spotlight of top series

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PORTUGAL IN FORMULA 1

Four Portuguese drivers have attempted to qualify for a world championship Formula 1 race, three successfully. Will Superleague racer Alvaro Parente or Motopark's Euro Formula 3 charge Antonio Felix da Costa emerge as Tiago Monteiro's successor?

◀ has yet to enjoy the same level of winter track activity as in the heyday of Estoril, the former home of the Portuguese Grand Prix. Pinheiro denies that the regulations have adversely affected the business model of his €150million project. He concedes, however, that an easing of F1's mileage restrictions would be welcome for 2011.

"Obviously, it is better to have F1 than anything else," says Pinheiro. "It is a pity that the rules changed. We held tests in 2008 and '09 and we hope to have them again in 2011. The restrictions that they have nowadays make it a little more difficult to bring tests here, but I think we will do it in 2011."

There was a move to woo F1's powerbrokers with the staging of last year's standalone GP2 finale. The undertaking may yet prove shrewd, but local observers believe prohibitive costs mean the experience is unlikely to be repeated anytime soon.

"Oh, yeah, you bet!" says AUTOSPORT's man in Portugal, Paulo Manuel Costa. "They had the Secretary of Sports bailing them out at the last minute in 2009; the word is the GP2 trucks were waiting outside for confirmation to get inside. But there were no free cookies this year, so GP2 dropped them from the calendar."

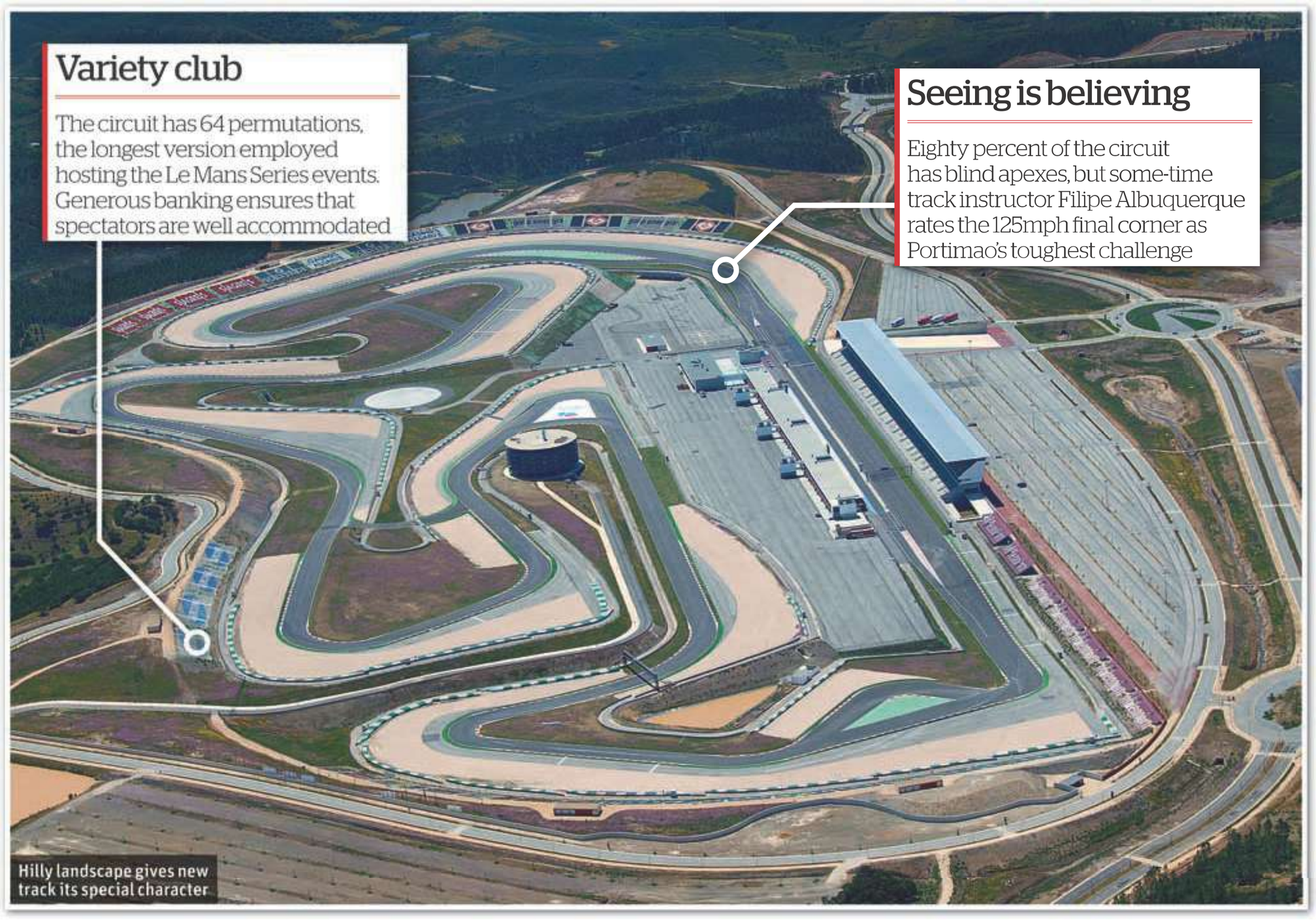
Pinheiro (below) confirms the thinking behind holding the event, which shared the billing with the FIA GT championship: "The idea was to have access to F1. With GP2, the organisation involved is the same as F1. So it's a good way to show whether or not you are able to stage an F1 race, I think all the comments made by the race director, the drivers and everyone were very, very positive. So, I think we have proven now we are able to stage an F1 race. But, as you know, nowadays for a country like Portugal to hold a grand prix is little more than a dream," he says, laughing. "We have to be realistic with the way our economics are nowadays. Maybe, with our proximity to the south of Spain, the way to do it would be to hold an Iberian GP. If we held one, I think it would be a smashing race, but we can only do what we can do."

For the time being Pinheiro is occupied with more achievable matters. A hotel and apartment complex is scheduled to be completed next March, while the kart track successfully staged a recent round of the WSK. And Mauro Sipsz's N-Technology company has signed a letter of intent to move into the Technology Park; the Italian team behind the Porsche Panamera Superstars project would move into what was intended to be the A1GP factory.

"The technological side is very important for us," says Pinheiro. "It creates the critical mass that is needed in the project. So, slowly, things are coming our way. Even in difficult times we have been managing to move forward, which is the main goal for any company." 60

THE TRACK

Location: **Sitio do Escampadinho, Algarve, Portugal** • First event: **World Superbikes October 31-November 2, 2008** • Circuit length: **Shortest version 2.153 miles; longest version 2.915 miles** • Lap record: **Nicolas Lapierre (ORECA Peugeot 908 HDI) 1m30.681s (114.833mph) on July 16, 2010 (using 2.915-mile layout)**



Should Portimao regain the Portuguese Grand Prix, it would become the fifth circuit to host the event. The first event was held on the Boavista street circuit in 1951, using sportscar rules. Formula 1 followed in 1958.

WR12.NET

Grand Tourers
Getting the balance right

The GT1 World Championship aims to put very different cars on an equal footing. Le Mans winner STEFAN JOHANSSON tests them out

Photography: GLENN DUNBAR

Never in my career have I got to sample half a dozen cars in one day – or, rather, in two and a bit hours. On paper, the six racing machines I drove for AUTOSPORT at Paul Ricard couldn't have been more different, yet the show they have put on so far this season in the new FIA GT1 World Championship proves that they are evenly matched.

The six GT1 cars are wildly different: there are old cars and new cars; front-engined cars and mid-engined cars; carbon cars and tubeframe cars; V8-powered cars and V12-powered cars. They could have ended up being a million miles apart in lap time, but the fact that they aren't proves the sometimes controversial concept of the Balance of Performance is working well in this new series

The idea, championed by series boss Stephane Ratel, is to equalise the cars and discourage teams and manufacturers, the so-called 'brands', from spending money. The BoP rules mean that there is no incentive for teams to go and spend a ton of money on development. It's not running a car at a race meeting that costs the big money, it's the research and development. R&D costs can be a straight line to hell.

If you allowed a free-for-all, which we have seen so many times over the years in sportscars, costs would spiral. Inevitably, you'd end up with only one manufacturer or team being happy: the one doing most of the winning.

I could tell immediately that all six cars had their pros and cons. I'd have loved more time, but I did manage to get a real feel for each. Here are my impressions from Paul Ricard.

Test stats

Cars
Nissan GT-R
Ford GT
Aston Martin DBR9
Maserati MC12
Lamborghini Murcielago R-SV
Chevrolet Corvette C6-R
Driven by
Stefan Johansson
Circuit
Paul Ricard
Date
July 22, 2010

"IF YOU ALLOWED A FREE-FOR-ALL, YOU'D END UP WITH ONLY ONE MANUFACTURER BEING HAPPY: THE ONE DOING THE WINNING"

Johansson tested the GT1 protagonists

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Chevrolet Corvette C6-R

The Corvette instils confidence and makes you feel that you can lean on it straight away: it is the best of the cars in that respect. It feels very comfortable, is very stable and has so much mechanical grip.

The car is quite soft, but the Pratt & Miller boys have managed to control the car with excellent damping. The back end is surprisingly solid and almost totally neutral.

On the minus side, it lacks stability under very hard braking and is a bit lazy in changing direction. The steering seems slow compared with the Nissan.

The other thing I like about the Corvette are the ergonomics of the cockpit. The Selleslagh-run Mad-Croc car I drove, uniquely in the world championship, has air-conditioning and the dashboard is easy to use. Again, that's what you would expect from Pratt & Miller.

Air-conditioned cabin is another plus point

Driver's line

"Stefan pretty much sums it up. The Corvette is a user-friendly car, which is the big reason it has been so successful as a customer car with drivers of different abilities"

Oliver Gavin (Mad-Croc Racing)

Chevrolet Corvette C6.R

Builder
Pratt & Miller
Chassis
Tubular steel spaceframe
Weight (car tested)
1220kg
Engine
7.0-litre V8
Quoted power
560bhp

Confidence-inspiring Chevy has good grip

Lamborghini Murcielago R-SV

The Lamborghini is an altogether different beast, and I'm not entirely sure how they get the time out of the car. And the time is certainly there, because the Reiter Engineering-run car I'm trying led both races at Paul Ricard.

I have to admit that I can't really lean on it, because I don't fit the seat very well and I am not comfortable in the car at all. I can't downshift properly (the pedals are set up for left-foot braking) or even turn the wheel fully, and the tyres are clearly past their best and give very little grip.

The Lambo doesn't feel very stable and is hard to position precisely. That said, the power from the V12 feels strong and it has good pull from the mid-range.

The Lamborghini is undoubtedly quick from what I saw at Ricard. I suspect that it's a car you have to work harder to wring the speed out of.

Mighty V12 Lambo is hard work to drive

Lamborghini Murcielago R-SV

Builder
Reiter Engineering
Chassis
Tubular steel spaceframe
Weight (car tested)
1190kg
Engine
6.5-litre V12
Quoted power
560bhp

Driver's line

"The Lamborghini is a hard car to get a lap time out of at the moment. I think a gentleman driver would really struggle in our car, but we are improving it all the time"

Peter Kox (Reiter Engineering)

"I SUSPECT THAT THE LAMBORGHINI IS A CAR YOU HAVE TO WORK HARDER TO WRING THE SPEED OUT OF"

Lamborghini led both races at Paul Ricard

Ford GT

The Ford is pretty good, even though it was on tyres that had done a stint in each of the two races at Paul Ricard. It didn't do a lot wrong; it just feels like it has yet to be optimised.

To my mind this car is lacking a tiny bit in every area. That's to be expected of a car that's only half a season old. The Ford is stable under braking and neutral on turn-in, though the steering isn't to my liking: I would have liked it to be a bit more precise.

The car moves around a little too much in the corners. You have to work the steering a lot all the way through the turns. It feels like you are chasing it around a little bit.

The engine feels very out of breath. You have barely changed gear when you are shifting again. The pick-up from low revs is good, but it has a very narrow rev band. It definitely feels very restricted.

Driver's line

"Stefan is right about the engine: we lack power and torque. Acceleration is an issue. That's partly down to having the smallest engine and partly our restrictor size"

Bas Leinders (Marc VDS Racing)

Ford GT

Builder
Matech Concepts
Chassis
Tubular steel spaceframe
Weight (car tested)
1222kg + 40kg success ballast
Engine
5.3-litre V8
Quoted power
560bhp

Ford GT felt restricted, needs to be optimised

DUNBAR/LAT

Nissan is heavier but steers positively

Nissan GT-R

Builder
Nismo
Chassis
Unibody with integral rollcage
Weight (car tested)
1230kg
Engine
5.5-litre V8
Quoted power
600bhp

Nissan GT-R

The Nissan feels different to the others. There is a lot of movement in the car, especially at the back end. The rear definitely moves around a lot – mostly up and down – and can be a bit snappy. There is also a lot of roll, which made it quite hard to position the car on turn-in.

The GT-R is a bigger and heavier car with a higher centre of gravity, which undoubtedly has something to do with it. But I don't believe there is enough damper control and perhaps some work needs to be done on the geometry.

It needs more development, particularly on the suspension and damping.

The time is definitely in the car, but I feel like you have to work for it much harder than with, say, the Maserati or the Corvette. It seems like it requires a lot of input to maintain the speed.

The steering on the Nissan is the best of the six. It is fast and positive, which made for excellent change of direction.

The Nissan's V8 engine is among the strongest. It's less restricted than the others, due to the higher weight limit, and you can really feel it.

Driver's line

"There is a lot of movement, but that's always going to be the case with all that weight. Controlling the rear without destroying the tyres is a big challenge"

Warren Hughes
(Sumo Power)

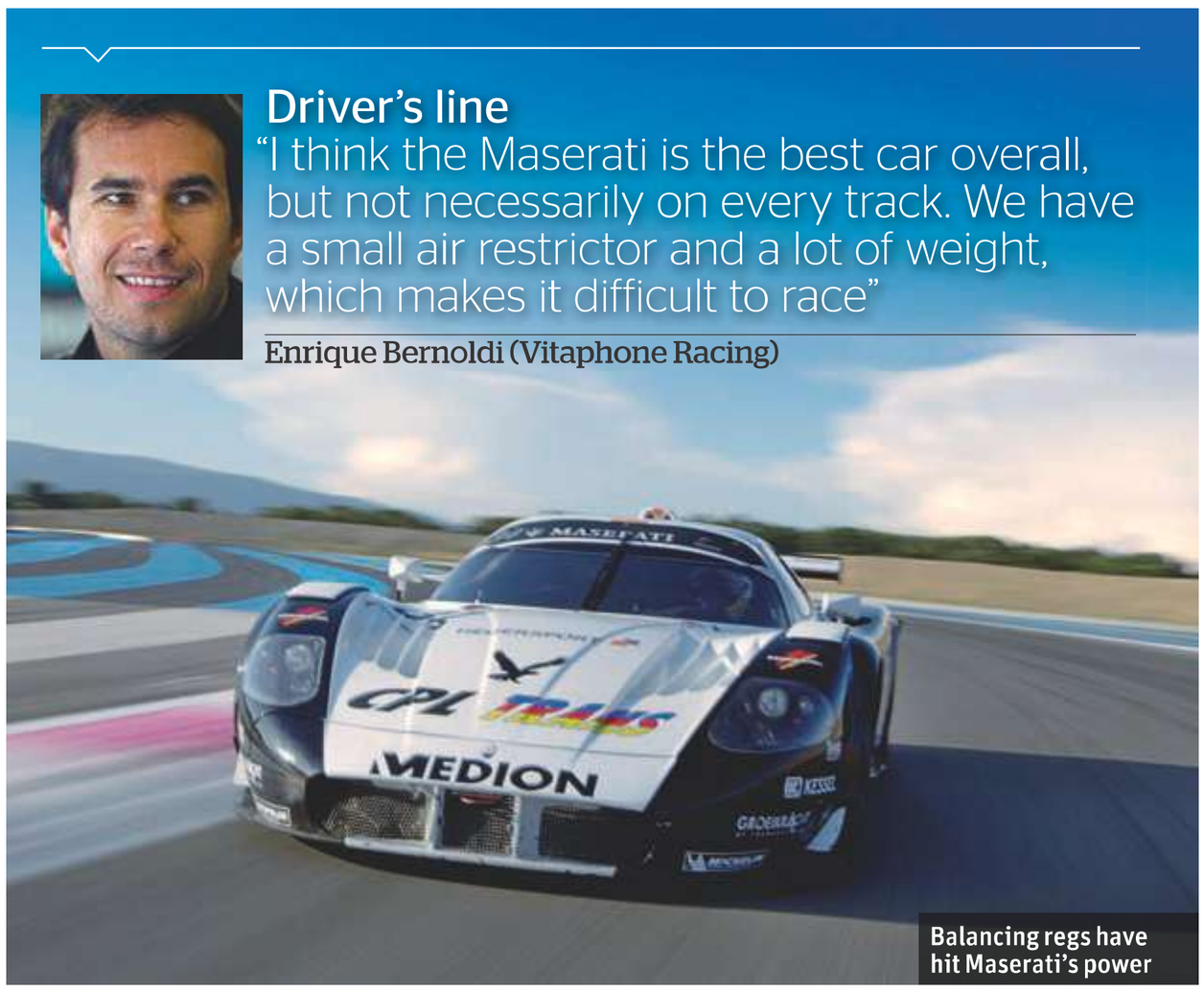
Maserati MC12

Builder
Maserati Corse
Chassis
Carbon composite monocoque
Weight (car tested)
1255kg
Engine
6.0-litre V12
Quoted power
560bhp

Driver's line

"I think the Maserati is the best car overall, but not necessarily on every track. We have a small air restrictor and a lot of weight, which makes it difficult to race"

Enrique Bernoldi (Vitaphone Racing)



Balancing regs have hit Maserati's power

Maserati MC12

This feels like a real racing car, more so than any of the others. But then it should: the Maserati is a mid-engined car built around a carbonfibre monocoque.

With the MC12, you turn in, point it where you want to go and work it through the corner, modulating the throttle a little bit. The handling is almost neutral, there's good mechanical grip and stability is good. There was a little bit of understeer which gave the car a slightly lazy feel.

This is definitely the most comfortable car through the quick corners, just a little bit ahead of the Aston. I'd put the Corvette third in that respect.

Again, the engine appears to be very restricted. It's gasping for breath all the way through the rev-range.

The Maserati should, by its architecture, be miles ahead of everything else, but it isn't. That shows that the rules and the BoP is working.

Aston Martin DBR9

Builder
Aston Martin Racing
Chassis
Bonded aluminium monocoque
Weight (car tested)
1210kg
Engine
6.0-litre V12
Quoted power
560bhp

Aston Martin DBR9

The first thing you notice with the Aston is that delightful V12 engine. It feels great and sounds even better. It pulls smoothly all the way through the rev range.

The DBR9, like the Maserati and the Chevrolet, has been around longer than the other cars. The area where you really understand that on the handling side is in the suspension control. There's a lot less movement compared with the new cars.

The car is precise, positive and easy to position. It's very stable, which gives confidence to push for the limit quickly.

That's to be expected and is a sign of all the development that has been done down the years. Nor should it be forgotten that the Aston, Maserati and Chevrolet are cars developed by manufacturers. They should have a lot more tools – and money – for development than the private tuners who've built the other three GT1 cars.

The Aston is a little more tail-happy than the other grandfathered cars. The rear is quite snappy in low and medium-speed corners, and requires a little too much correction to control the rear end.

Driver's line

"The car is less driveable in the new GT1 configuration with the underfloor plank. It has lost quite a bit of downforce as a result and it was always an aero-dependent car"

Darren Turner (Young Driver AMR)

STEFAN JOHANSSON

SUPER SWEDE IN SINGLE-SEATERS AND SPORTSCARS

It's tempting to try to break Stefan Johansson's top-line racing career into three: his nine seasons as an F1 racer, his five-year stint in Champ Cars and his career post single-seaters in sportscars. The truth is that Johansson was already a successful driver in sportscars when he got his big F1 break with Ferrari, something for which he is eternally grateful.

"I'd only started 13 grands prix when I went to Ferrari in 1985," he says. "It was too early, really, to get that kind of opportunity, but my experience in sportscar racing helped me enormously.

"Sportscars teaches racecraft like no other form of racing. You learn to how to adapt to different situations. I put a lot of Michael Schumacher's success in Formula 1 down to his ability to direct race strategy from the car – he learned the importance of that from his time with Mercedes in Group C."

Johansson had been a regular with the Joest Porsche team in 1983 and '84. He won a round of the European Endurance series in a 956 in '83 and the Sebring 12 Hours aboard a 935 in '84.

Since then, Johansson has never stopped racing sportscars, with the exception of his peak years in F1 with Ferrari and then McLaren. He has raced factory cars for Sauber-Mercedes, Toyota, Mazda, Audi and Acura and privateer machinery for a raft of teams. His biggest sportscar successes came in 1997, when he claimed a second Sebring victory, this time driving a Scandia Ferrari 333SP, and a famous win for the Joest Porsche team in the Le Mans 24 Hours.

Johansson raced Zytek LMP1 machinery on both sides of the Atlantic over the second half of the noughties and has no plans to stop racing any time soon.

Johansson drove for Ferrari and McLaren

DUNBAR/LAT, LAT ARCHIVE

Thanks to... Stefan Johansson; Gerard Neveau at Paul Ricard, Martin Bartek at Matech Concepts; James Rumsey and Allen Orchard at Sumo Power; Patrick Selleslagh at Mad-Croc Racing; Michael Bartels at Vitaphone Racing; Philippe Dumas at Hexis Racing; Hans Reiter at Reiter Engineering; and Mark Thursfield at the Stephane Ratel Organisation.

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EDITORIAL MEETINGS DETERMINE WHAT'S GOING IN FORTHCOMING ISSUES AND GIVES THE TEAM A CHANCE TO PORE OVER THE CURRENT MAGAZINE – NOT JUST FOR SELF-GRATIFICATION, OF COURSE

EDITOR VAN DE BURGT KEEPS US ALL IN CHECK

PICS: LAT, AMAR HUSSAIN

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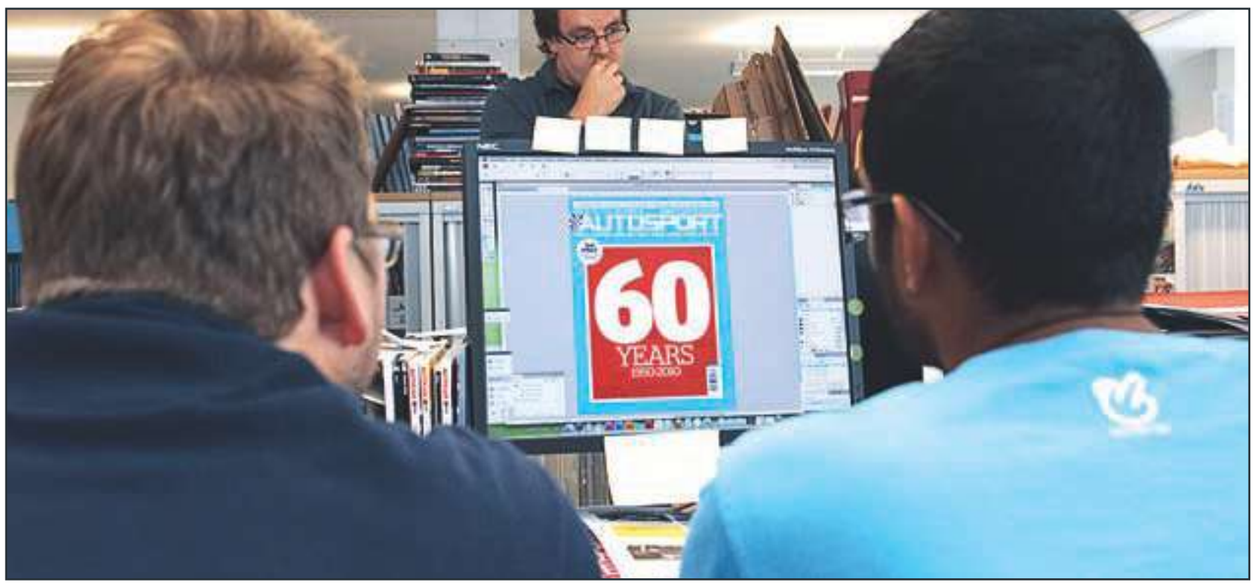

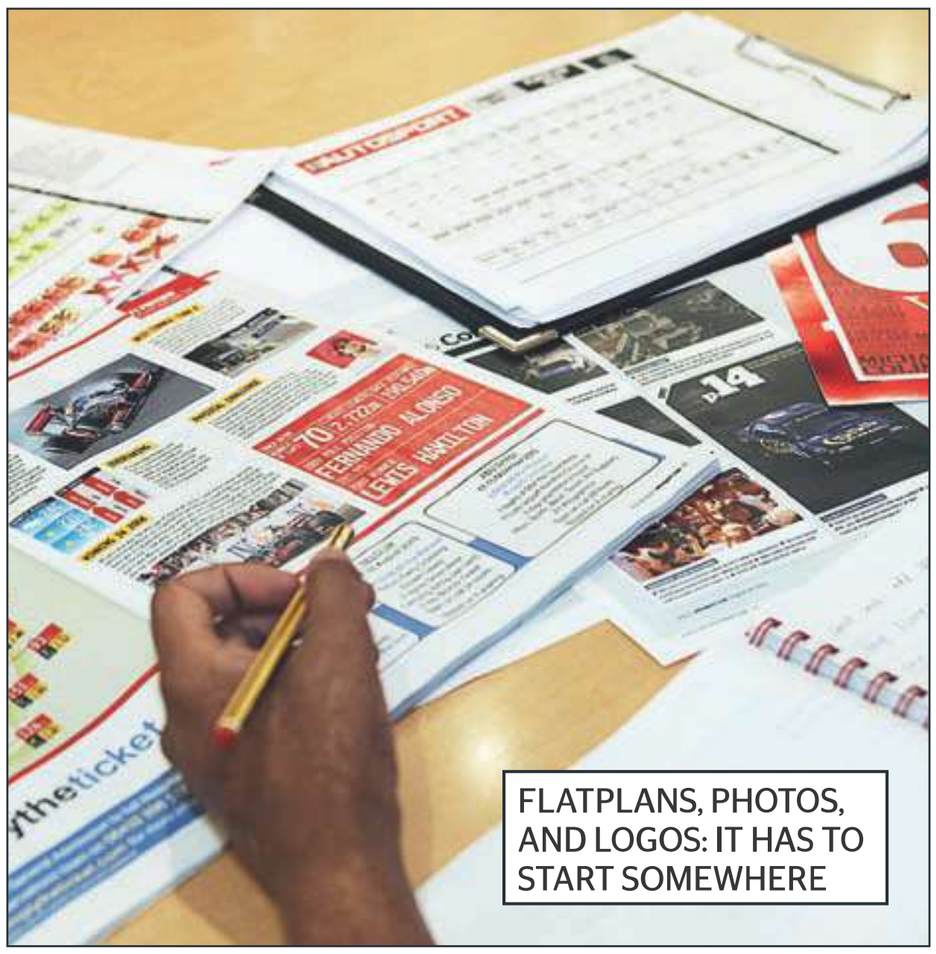

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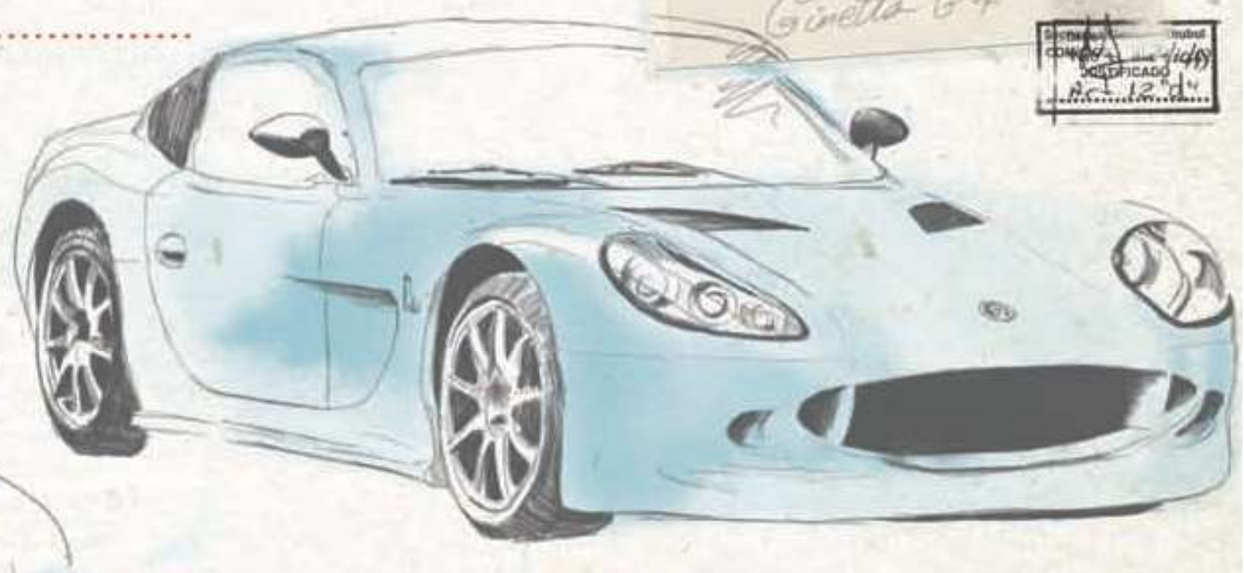

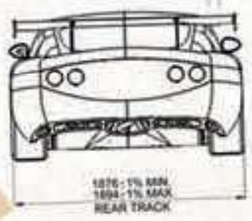

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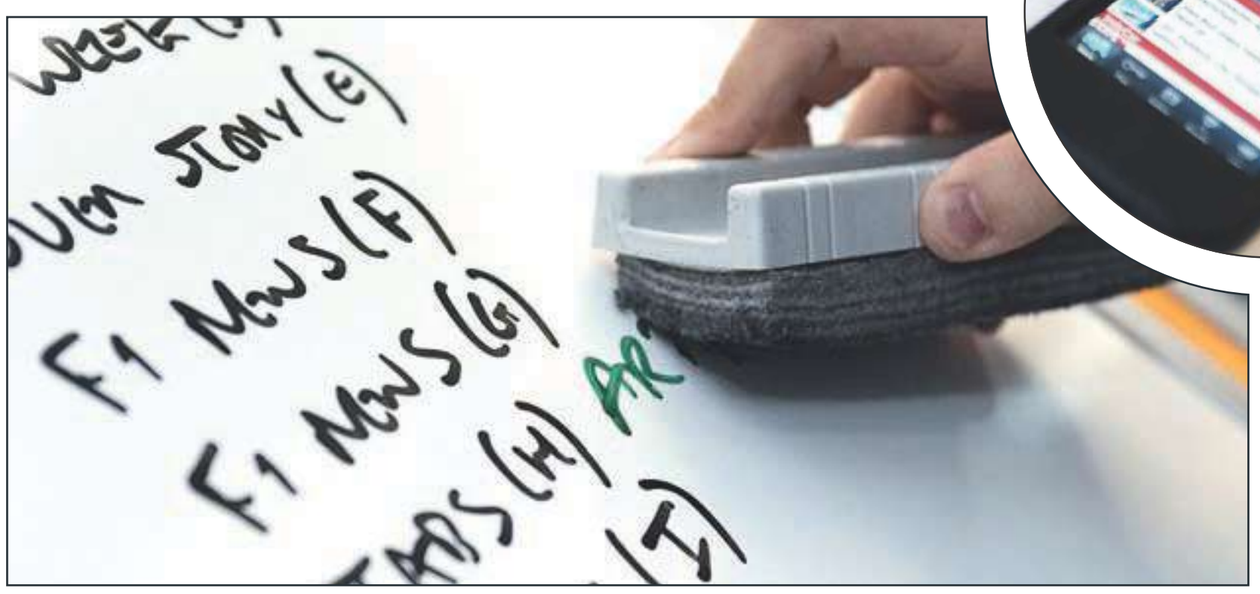

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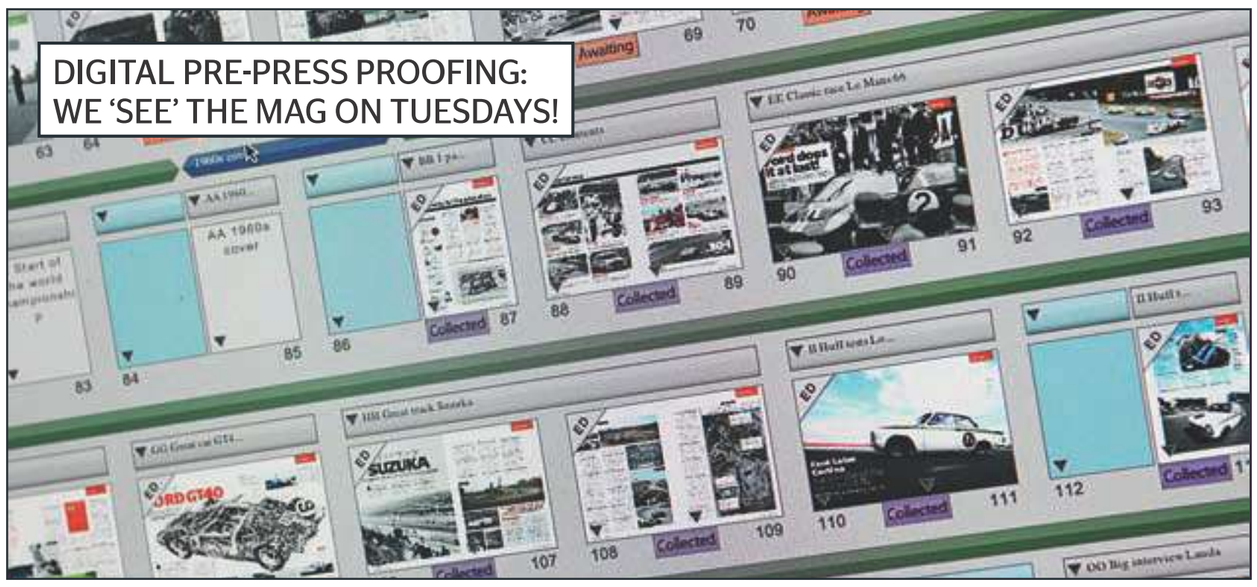

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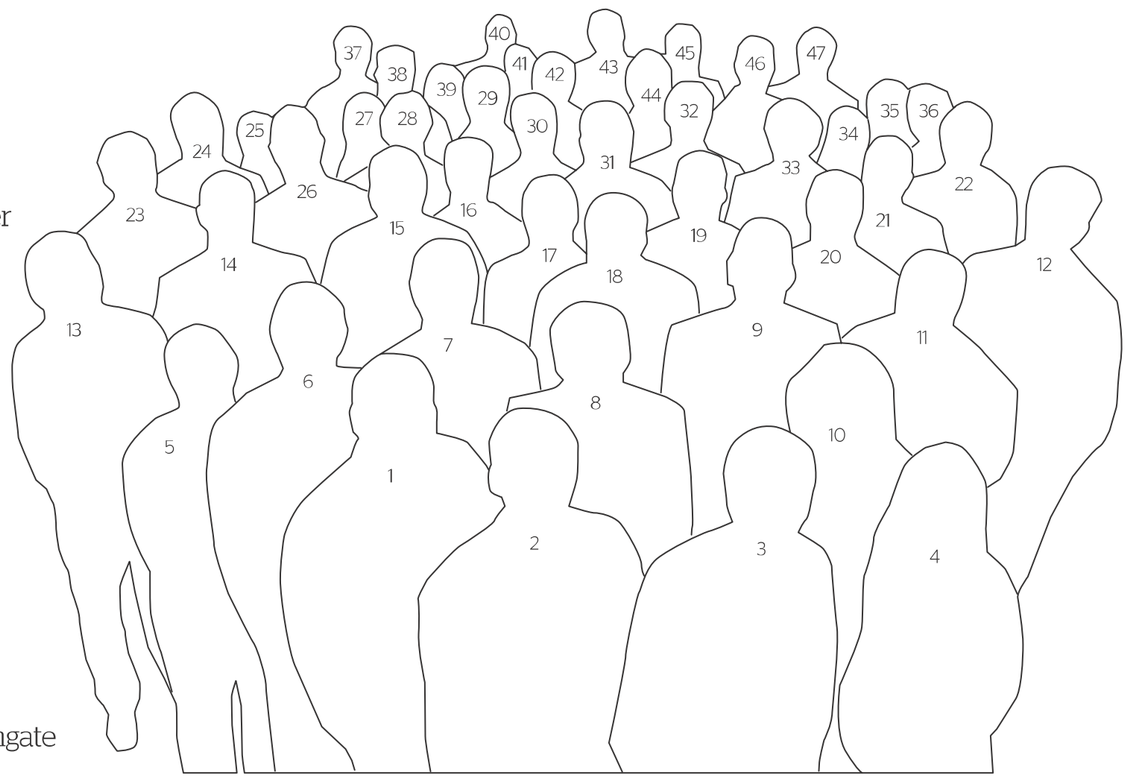

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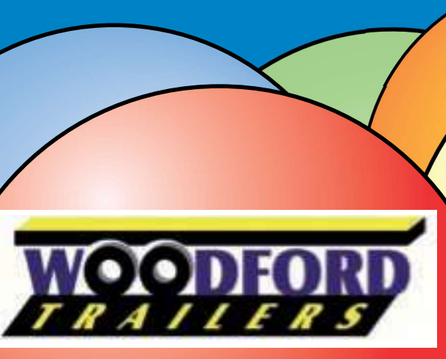

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- Jody Firth

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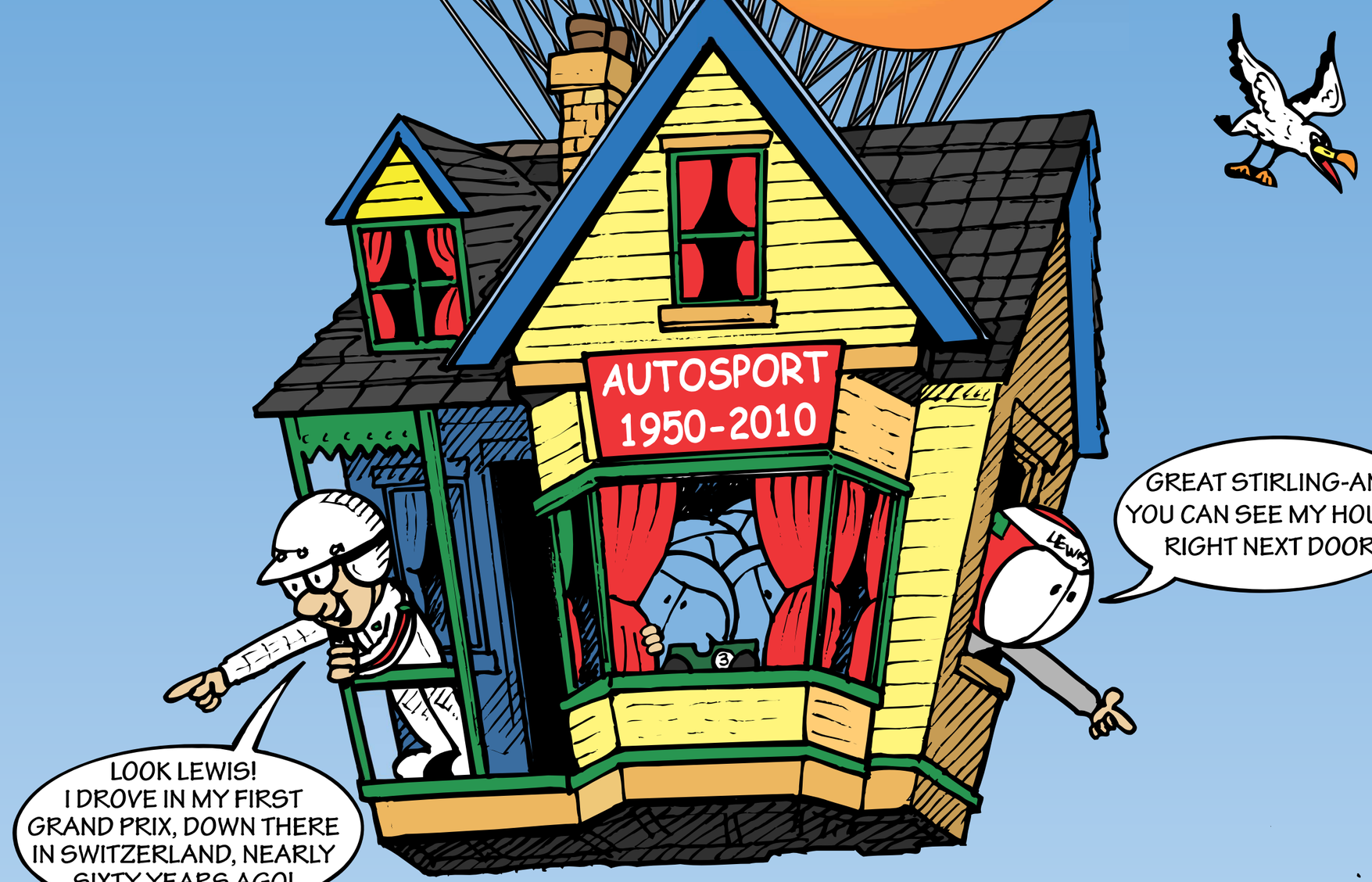

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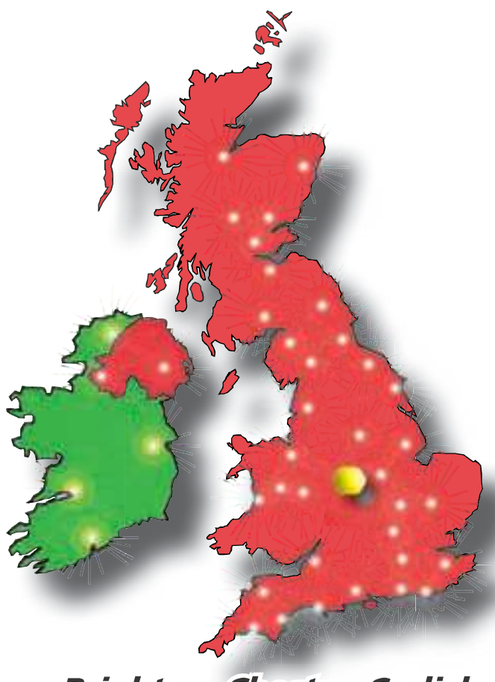

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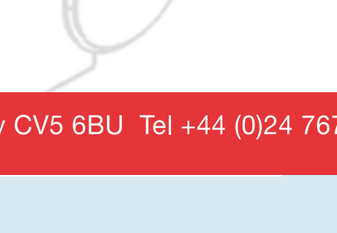

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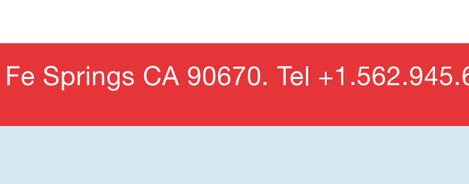

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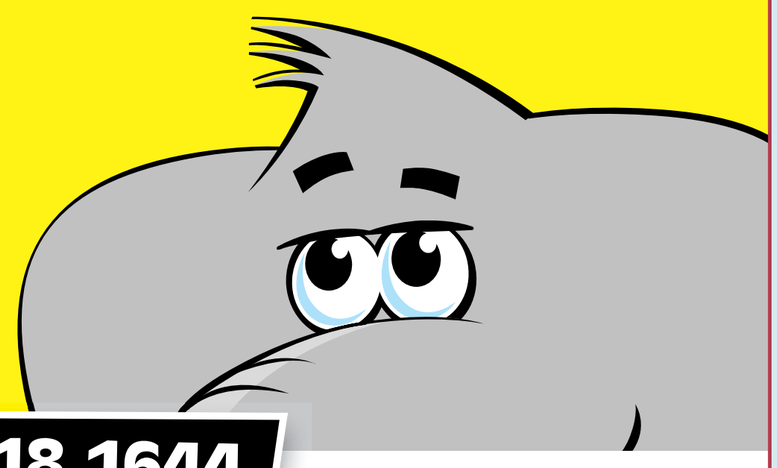

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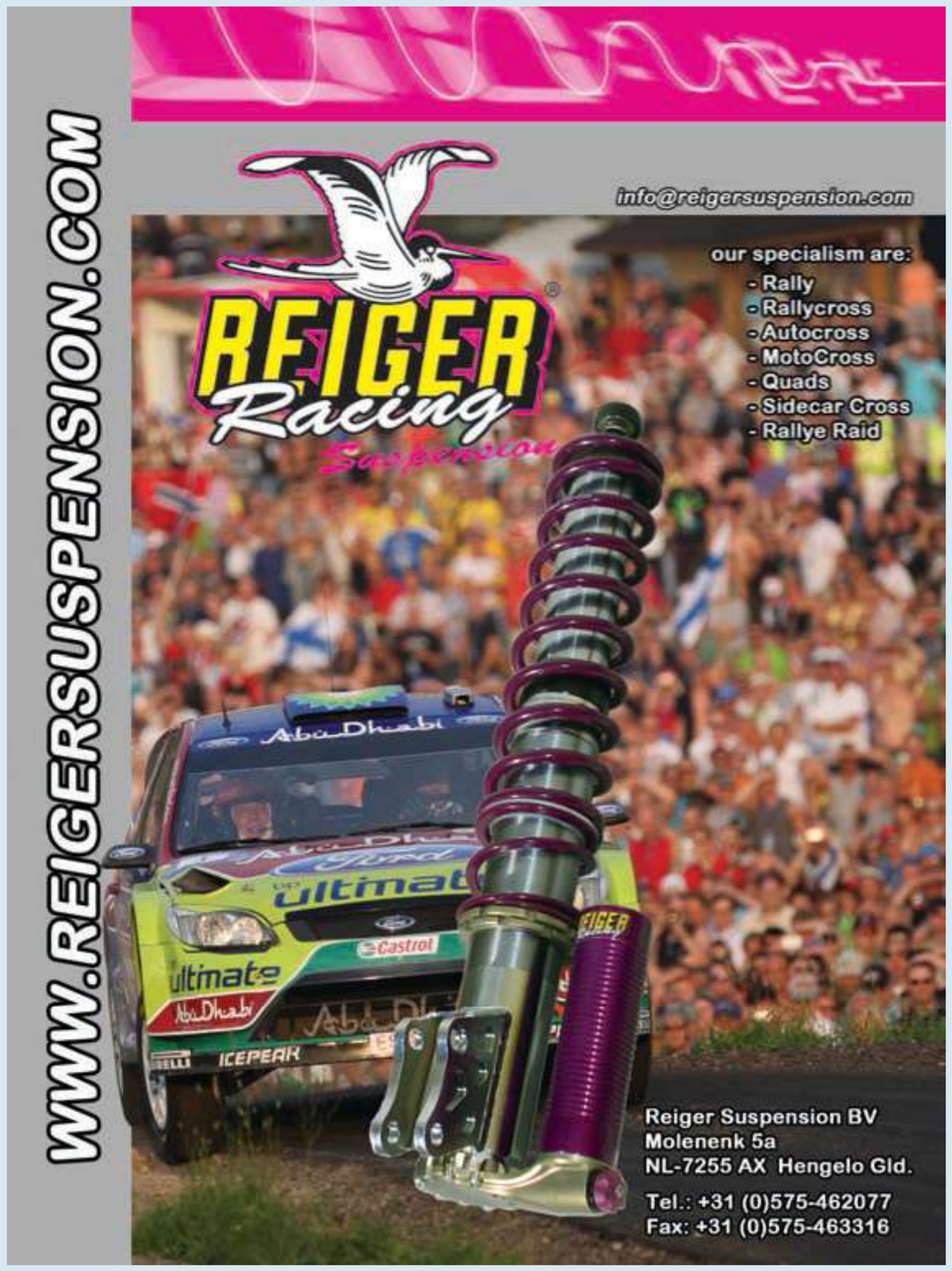

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Sports Extra

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Palmer considers future of Formula Palmer Audi, p300

EBREY/LAT

Snett will form part of six-race Winter Cup

EBREY/LAT

Renault Winter Series grows to aid young drivers

More races and lower minimum age for Formula Renault winter competition

THE FORMULA Renault Winter Cup will be expanded from four to six races this season and drivers as young as 15 could be allowed to complete.

The extra races mean that drivers will be able to acquire the six signatures necessary to upgrade their licences to National A level in order to compete in the FRenault UK Championship. In previous seasons, drivers had to complete marshalling days or contest early-season races in club series such as Stock Hatch and Formula Vee to accumulate the necessary signatures to be eligible.

The series will kick off at Snetterton on November 6, before a quadruple-race weekend at Pembrey on November 13-14, with two races each day. The Winter Series kicks off a week after the planned Renault Festival at Dutch track Zandvoort, meaning that drivers could sign up for all three weekends.

Fortec Motorsport team chief Richard Dutton said: "I do like the idea of a four-race format at Pembrey. If you're bringing a kid in from karting you need six signatures and this is a great opportunity to get them in one go."

The Winter Series will be open to the new Barazi-Epsilon chassis that competes in the UK championship, as well as restricted versions of the old Tatuus car as raced in the BARC championship. The secondary class could allow in 15-year-olds with a view to compete in FRenault the following season, when they turn 16.

Current UK series title contender Tom Blomqvist won two Winter Cup races at Rockingham last year as a 15-year-old, after receiving special dispensation to compete. A move to allow drivers of this age would not be a first for single-seater racing in British motorsport: Formula BMW UK was open to 15-year-olds when it ran from 2004-07.

Dutton, whose Fortec team brought Blomqvist onto the British scene, said: "I think 15-year-olds should be allowed for the BARC cars. That would be great."

Dennis Carter, chief executive of race organiser BARC, added: "I will have a talk with the MSA to see if they're up for it. Provided [the drivers] were 16 by the start of the next season I think it's a good idea."

The Renault Clio Cup will not get a Winter Cup this year, but competitors will be eligible to compete in Open Saloon Car Challenge races over the Pembrey weekend.

LAT

Older Formula Renaults could give chance to youngsters

AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL EDITOR

kevin.turner@haymarket.com

THIRTEEN YEARS is a long time for any racing design to remain active. There are cars as old as the Formula Palmer Audi Van Diemen that now race in historics.

With the future of the championship in doubt (see page 300), now is perhaps a good time to look at what FPA has achieved.

In terms of fulfilling series boss Jonathan Palmer's aim of providing a cost-effective junior single-seater, FPA must be judged a success. It's also had some pretty impressive graduates – IndyCar racer Justin Wilson, WTCC ace Andy Priaulx and GT star Darren Turner all had a go.

But it's also fair to say the series hasn't regularly produced drivers ready to go on to success at higher levels. The multi-team (though admittedly more expensive) ethos of series like Formula Renault is well-proven at helping top talent on its way, and FPA hasn't changed that.

Of course, just because something is old doesn't automatically mean it should stop – just ask AUTOSPORT! As well as being our 60th birthday, 2010 marks Castle Combe's Diamond Jubilee.

Marcus Pye has seen more races than most in a three-decade career for the magazine, so he was an obvious choice to provide a look back at Combe's history (p314).

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Palmer may call time on FPA after 13 seasons

EBREY/LAT

Formula Palmer Audi

FPA future under review

2010 may be the final season for one-make series

THE FUTURE of Formula Palmer Audi is under review and the series may be scrapped altogether in 2011.

The single-seater category has used the same Van Diemen-built chassis since it was introduced in 1998. There have been rumours that the car could be replaced, or the championship ended, at the close of 2010, but series boss Jonathan Palmer says no decision has yet been taken.

He did concede, however, that changes could be made if FPA is to head into its 14th season in 2011. "We don't know what we're doing with it yet," he said. "We might stop it, we may carry on with the old cars, or we might introduce a new one. We're still reviewing it.

"There are 16-18 cars out for the next race and it continues to do well. It's all very well having sophisticated formulas, but it's hard for the drivers to get budgets at the moment – I don't think there's been a harder time for them – so we're finding good support for FPA.

"The car is pretty old, but if we do a new car it will increase costs. We have to decide whether now is a good time to do a new car and, with the economic climate as it is, it might not be."

FORMULA PALMER AUDI CHAMPIONS

1998	Justin Wilson
1999	Richard Tarling
2000	Damien Faulkner
2001	Steve Warburton
2002	Adrian Willmott
2003	Ryan Lewis
2004	Jonathan Kennard
2005	Joe Tandy
2006	Jon Barnes
2007	Tim Bridgman
2008	Jason Moore
2009	Richard Plant

Formula Renault UK

Stevens fined for parc ferme spat

FORMER RENAULT UK title contender Will Stevens was fined and had his licence endorsed at Silverstone last weekend for an incident in parc ferme.

The 19-year-old Manor Competition racer was furious with 16-year-old Fortec Motorsport rookie Alex Lynn, who pitted to replace his front wing and, according to Stevens, baulked him at Copse while he was being lapped.

Stevens fell from second to fourth as a result, behind team-mates Lewis Williamson and Ollie Millroy. The incident ignited a feud between Manor and Fortec, the team Stevens left to join Manor for 2010.

Millroy, who defected from Fortec to Manor three months ago, said: "It was a bit hairy to let us past halfway through a 120mph corner. It caused absolute chaos and we all did well not to have a serious accident."

Stevens felt that the incident harmed his title chances and boosted those of Fortec driver Tom Blomqvist, who won the race, but the team denied that there was any way that such an incident could have been manipulated.

CRS Racing's Harry Tincknell also had his licence endorsed, for causing the incident that led to Lynn's pitstop.

EBREY/LAT

Handbags at dawn for Manor and Fortec

Team USA

Eight finalists for USA prize

THE TEAM USA Scholarship has announced the eight finalists who will compete for two drives in the 2010 Kent Formula Ford Festival and Walter Hayes Trophy.

The finalists are 2009-2010 Bondurant series winner Neil Alberico, female Skip Barber race winner Ashley Freiberg, F5 and F3 standout Patrick Gallagher, top Pacific F2000 rookie Miles Maroney, VW Jetta racer Arie Ouimet, Skip Barber National leader Spencer Pigot, F2000 racer Jonathan Scarallo, and Skip Barber National racer Felix Serralles.

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VSCC

Septuagenarian hospitalised after enormous Cooper-Bristol crash

STALWART COOPER-BRISTOL racer Graham Burrows was in Leicester Royal Infirmary as AUTOSPORT closed for press, following a huge accident in last Sunday's VSCC Bob Gerard Memorial Race at Mallory Park.

Burrows, driving the car with which local hero Gerard opened the Leicestershire circuit in May 1956, got out of shape through Devil's Elbow.

Having run a rear wheel out beyond the kerb on the exit of the corner, the bright green car slewed left and speared across the start straight. A heavy impact with the barrier, taken by the car's left front corner, knocked Burrows unconscious.

Watching crewmen from other teams reached the injured driver first – the nearest marshals were on the pit side of the live circuit – but left his rescue to the medics and emergency crews.

Burrows, 75, was reported as conscious and talking before he left the circuit by ambulance.

While there was some concern regarding a damaged vertebra, initial reports from the hospital, following scans, were more promising.

Burrows was expected to be detained for observation for two to three days.

Burrows lost it on exit of Devil's Elbow

British Rallycross

Mallory loses Rallycross round

NEXT MONTH'S British Rallycross event at Mallory Park has moved to Blyton because of issues with Mallory's track surface.

Organisers demanded improvements from the Leicestershire venue following problems with the surface breaking up during the BRC round earlier this month (see AUTOSPORT, August 12).

A track inspection also revealed the surface had worn down dangerously close to the circuit's hospitality-area mains water supply.

Planned winter upgrades have been brought forward, meaning rallycross won't return until 2011.

Circuit manager John Ward said: "We could have reinstated the track to cope with the same amount of competitors, but the organisers are predicting more. We feel we would rather address the issue now and start preparations for better events in 2011."

Mallory's loss is Blyton's gain

Single-seaters

Foster tests new Ralph Firman racer

SINGLE-SEATER ace Joey Foster shook down the first of Ralph Firman Racing's new F2000/Continental cars at Snetterton last Friday.

Designed by veteran David Baldwin, the prototype will be raced by Niki Coelho in the SCCA Runoffs at Elkhart Lake's Road America circuit.

The F2000 features a 185bhp Scholar-prepared Zetec engine, detuned to 145bhp for parity with older Pinto-engined cars, and a Hewland JTR sequential gearbox.

The car has attracted five orders from teams planning to contest the SCCA Pro-Series, while RFR's Saudi Arabian importer has ordered 14 derivatives for a new championship.

Foster gave new RFR car its shakedown run

MARCUS PYE

HUMBLE PYE

The voice of club motor racing

AUTOSPORT career has been beyond Pye's wildest dreams

Sixty years is one hell of a milestone for AUTOSPORT. My life would have taken a very different course had I not for 33 of them been involved in the magazine that interfered with my schooling! I'm eternally grateful to editor Quentin Spurring who hired me for my second job. At 19, I was probably unemployable elsewhere.

The relentless pace of a weekly magazine has kept me off the streets. It never leaves much time beyond getting one issue to press then focusing on its successor – with race meetings in between. So to Fiona and our girls I'm especially indebted for their forbearance. How daily-paper journalists churn out copy, or see their families, I still can't fathom.

As with the sport itself, AUTOSPORT has changed dramatically. Since I was first mentored by fabled National-section boss Robin Bradford, I've grafted under 10 editors. And did 1000 issues as a full-time staffer before changing my role in 1997. A class record of which Gregor Grant and John Bolster would hopefully have approved.

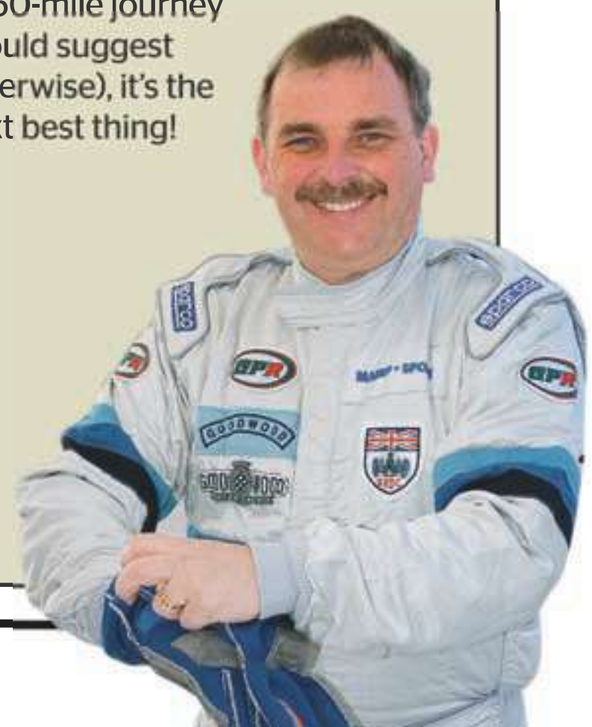
Spanning five decades, I've worked with some fantastic people, made great friends, been racing all over the world, competed as far afield as New Zealand and the USA – and subbed more 'English as a third language' copy into something more appetising than I can recall! But still I do it because I love it and work with an editorial team who are enthusiasts first and journos as a calling.

Having covered Formula 2, F3000 and Le Mans – always in addition to my club racing roots – and almost everything in between, it shouldn't surprise that I adore historic racing, and have made it a speciality. I've no deep interest in current F1, because I favour the days when the cars all looked different. That's why the Cosworth DFV-era FIA HF1 (nee TGP) series is so appealing.

Give me an F5000, F2/Atlantic, F3 or two-litre sportscar of the '70s and I'm in my element. Driving cars – which I never thought I'd do, yet there are 520 on my log – has always been a huge privilege, and a bigger buzz. How I wish I could have kept a few I'd owned or co-owned as their current values are scary.

But to race, write about and commentate on them – not to mention meeting the stars who continue to make the sport's history at all levels – has been beyond the wildest dreams of this South London lad. If it's not quite the "one long, paid holiday" of which my wife talks (seeing me having finished reports at 0200, after a 250-mile journey should suggest otherwise), it's the next best thing!

> "My life would have taken a very different course had I not been involved with the magazine"



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IN BRIEF

ROBERT WOLK (below) booked his seat in this year's Brands Hatch Formula Ford Festival by clinching the South African Formula Ford crown at Zwartkops last weekend.

FORMER PORSCHE Carrera Cup GB champion James Sutton made a surprise last-minute return to the series at Silverstone last weekend. Sutton filled in for Redline Pro-Am 1 driver Andrew Shelley, who left the circuit after the first race to go on holiday. Sutton finished 13th from the back of the grid.

FORMULA RENAULT Eurocup race winner Luciano Bacheta qualified on the front row in a one-off UK-series outing at Silverstone. Driving for Team Firstair, he was eliminated from race one with a puncture, but scored eighth later on.

EX-A1GP STAR Robbie Kerr had a troubled return to the Porsche Carrera Cup GB at Silverstone. Kerr, 30, qualified eighth, but was spun around in both races. He recovered to finish 11th in race one, but failed to finish the second race because of a puncture.

CONNOR CORKILL and Rob Fagg took victory on the Ulster Historic Rally, round six of the British Historic Rally Championship, last weekend. The Manx crew clinched their first win at this level by dominating Category Three in their Ford Escort Mk2 (left).

GP2 REFUGEE Andreas Zuber dominated the two EuroBOSS races at the new Slovakia Ring last weekend. Zuber cut a new lap record in his 2006-spec GP2 Dallara.

BRITISH RALLYCROSS champion Pat Doran will sit out Monday's sixth round of the eight-event series after injuring his back last week. Doran trails leader Andy Grant by just three points in the title race and hopes to return to action at Blyton on September 12. Son Liam will race his father's Fiesta Supercar at Lydden.

CATERHAM R300 racer Paul Fleury was fined £100 and had his licence endorsed with three penalty points at Brands Hatch following a clash with reigning champion Jonathan Walker last Saturday. Walker was attempting to pass race leader Fleury into Druids, but video evidence showed that Fleury altered line more than once, causing Walker to come into contact with him. The offence was described as 'carrying out manoeuvres liable to hinder another driver'.

LAT

Moss will drive Ferguson at Oulton once again

Oulton Park Gold Cup

Moss heads top Gold Cup entry

Racing legend to demo Ferguson and race OSCA as Oulton attracts record fields

FIVE-TIME Oulton Park Gold Cup winner Sir Stirling Moss is to demonstrate the unique Ferguson-Climax P99 – in which he won the circuit's 1961 Formula 1 feature – at this weekend's historic extravaganza at the Cheshire venue.

Moss, 80, who will also be competing with his OSCA FS372 in the Pre-'61 sportscar event named for him, will drive the only four-wheel-drive car to win an F1 race on Bank Holiday Monday.

Other stars who are part of a record event entry of 480 cars over 18 races include 1970 Le Mans winner Richard Attwood (who shares the '59-winning Aston Martin DBR1 with Gregor Fisken) and one-litre F3 ace Bev Bond, who will be reunited with his Gold Leaf Team Lotus 59 for the Classic Racing Cars event. Ian Ashley, the 1974 F5000 Gold Cup winner, will not join the Derek Bell Trophy field owing to an engine issue with the Formula Atlantic March 79B he had been set to drive.

Further demonstrations will include a Silk Cut Group C Jaguar and the Nissan R90 that Mark Blundell qualified on pole for the 1990 Le Mans 24 Hours. A parade of Audi Quattros also celebrates 30 years of the 4WD rally machines.

Racing begins on Sunday with a strong GT & Sports Car Cup field that stars all three Morgan +4 SLRs among sets of Austin-Healey 3000s, Jaguar E-types and Lotus Elites.

Formula Vee

McDonnell quits Vee for Stock Hatch attack

FORMULA VEE frontrunner Declan McDonnell has quit the 2010 championship and put his car up for sale.

The triple Locost champ joined the 750 Motor Club series in 2009 and guided his new GAC 03 to one podium finish and fifth in the table in his debut season.

McDonnell scored two podiums in the opening round of this campaign at Snetterton, but has largely struggled to make progress during his second season in the Formula, so will skip the last three races to focus on competing in the inaugural Stock Hatch Winter Series at Donington Park.

"My Vee season has ground to a halt after being taken off at Castle Combe and Cadwell, plus a DNF at Pembrey," said McDonnell. "So the plan is to save the test and entry fees to cover doing the Stock Hatch Winter Series and the Monaco Kart Cup."

McDonnell will drive a Ferguson Motorsport-prepared Citroen Saxo in the Stock Hatch Winter Series and hasn't ruled out a return to Formula Vee in 2011 if his car does not sell.

STEVE JONES

McDonnell (5) has suffered a trying second season in Formula Vee

VW Golf GTI

Golf racer survives fiery accident at Cadwell Park

STEVE JONES

Milne's car was badly damaged

TWO VW Golf GTI drivers were lucky to escape serious injury in a massive fiery accident at Cadwell Park on Saturday.

Peter Milne and Guy Stevens, who lined up ninth and 10th on the grid for the second GTI race, tangled at the exit of Charlies on lap two. Milne hit the corner of the barriers at an access point and was T-boned by Stevens.

Stevens' car caught fire on impact and Milne's seat was pushed towards the centre of the car as the floor distorted in the accident. Both drivers extricated themselves from their wrecks unaided and were uninjured.

Former champ Ian Carvell, who runs Milne's car, said: "In all my years I have never seen a car that badly damaged."

MALLORY PARK VSCC August 22
Victory to Tart's Bond; Voiturettes to Hernandez

Tart leads Ure on way to historic win

Tart steers Bond to maiden victory

MICK WALKER

Majzub was top monster pilot

MICK WALKER

FIFTY YEARS after it bankrupted the Bond company, Lawrie Bond's front-wheel-drive monocoque Formula Junior bolide won the VSCC's Bob Gerard Memorial Trophy race, in the hands of Andrew Tart. Delightfully, original driver Jon Goddard-Watts (its owner again!) was at Mallory Park to see its potential finally realised.

Tart started the feature event second, to fellow FJ invitee Brian Mitcham (U2), but won a tense battle with John Ure, who claimed the annual prize — reserved for pre-1954 cars — in Peter Mann's Cooper-Bristol.

Young Fred Harper fearlessly blasted the 4.2-litre Kurtiss-Offenhauser (Ray Crawford's '57 and '58 'Monzanapolis' car) into the lead at the start, but the Indy roadster went autocrossing at the Esses and further moments at Gerards meant the monster was suppressed to fourth by Miles Griffiths (Cooper-Bristol).

Sadly, red flags flew when Graham Burrows suffered a big accident — ironically in the ex-Gerard Cooper-Bristol — after a superb to-and-fro dice with the plucky Niamh McGuire, going great guns in father Eddie's similar machine.

Brilliantly handicapped by Colin Eyre, the ground-shaking Edwardian race provided a fine finish. Julian Majzub powered his 1916 Sunbeam Indianapolis past John Polson (Theophile Schneider GP) in the last sector of the final lap. Majzub, Polson and the throbbing Monarch of Duncan Pittaway were blanketed by 2.76 seconds at the chequer. Favourite Mark Walker, whose 130mph 1905 Darracq boasts a greater engine capacity than half a current Formula 1 grid collectively, set fastest lap.

Another magnificent hybrid, Richard Scaldwell's 5.1-litre GN/JAP GP, snorted to Vintage Racing Car honours. Having slithered it over the Devil's Elbow escarpment, clear of Sue Darbyshire's Morgan Super Aero and Chris Hudson's Bugatti T35B, Scaldwell drove the charismatic beast home.

Frank Hernandez's diligent stalking of Mike Painter's blown MG J2 in the wonderful little Austin Blaue Maus langheck paid off when he pounced (having briefly nosed ahead several times) in traffic to win the annual Voiturette Trophy for the 16th time since 1983!

Jon Milicevic retained the John Taylor Memorial Trophy, becoming only the second driver to win the Mallory Formula Junior fixture twice in its 10-year history. Simon Armer made it a fourth successive Cooper one-two, pursued by venue debutant Simon Ham (Brabham). Derek Walker (Terrier) shaded Tart in a particularly pacy front-engined split.

A jubilant Dougal Cawley and the roustabout GN/Ford 'Piglet' — from which he was ejected here in 2007 — took advantage of Brian Maile's last lap half-spin at the hairpin to snatch the Mallory Trophy from the resurgent Alvis by a length.

■ By Marcus Pye

BOB GERARD MEMORIAL RACE (10 LAPS)
1 Andrew Tart (Bond Formula Junior); 2 John Ure (Cooper-Bristol) +1.35s; 3 Miles Griffiths (Cooper-Bristol); 4 Fred Harper (Kurtis Indy Roadster); 5 Graham Burrows (Cooper-Bristol); 6 Niamh McGuire (Cooper-Bristol). **Fastest lap** Tart 56.30s (86.32mph).

DICK BADDILEY TROPHY EDWARDIAN HANDICAP (6 LAPS) **1 Julian Majzub (Sunbeam Indianapolis)**; 2 John Polson (Theophile Schneider GP) +1.54s; 3 Duncan Pittaway (Monarch); 4 Tony Lees (Vauxhall Viper); 5 James Collins (Hudson Super Six); 6 Leslie Murray (De Dion Bouton Curtiss OX). **FL** Mark Walker (Darracq 200hp) 1m09.81s (69.62mph).

VINTAGE RACING CARS (10 LAPS)
1 Richard Scaldwell (GN/JAP Grand Prix); 2 Sue Darbyshire (Morgan Super Aero) +6.58s; 3 Chris Hudson (Bugatti T35B); 4 Dougal Cawley (GN/Ford 'Piglet'); 5 Duncan Wood (Morgan Super Aero); 6 Gary Caroline (Morgan Super Aero). **FL** Darbyshire 1m00.16s (80.78mph).

VOITURETTE TROPHY (6 LAPS) **1 Frank Hernandez (Austin 7 Blaue Maus Spl)**; 2 Mike Painter (MG J2) +0.06s; 3 Caspar Henderson (Austin 7 Ulster); 4 Charles MacLean (Riley 9); 5 Nick Hayward-Cook (Austin 7 Monoposto); 6 Nicholas Powell (Austin 7 Spl). **FL** Painter & Hernandez 1m02.59s (77.65mph).

JOHN TAYLOR MEMORIAL FORMULA JUNIOR (12 LAPS) **1 Jon Milicevic (Cooper T59)**; 2 Simon Armer (Cooper T59) +8.58s; 3 Simon Ham (Brabham BT2); 4 Andrew Wilkinson (Cooper T59); 5 Derek Walker (Terrier T4); 6 Brian Mitcham (U2 Mk2). **FL** Milicevic 51.94s (93.57mph).

MALLORY PARK TROPHY (8 LAPS)
1 Dougal Cawley (GN/Ford 'Piglet'); 2 Brian Maile (Alvis Speed 25 Spl) +0.17s; 3 Dudley Sterry (HRS 2-litre Sports); 4 Richard Iliffe (Riley Kestrel 12/4 Spl); 5 Jeffrey Edwards (Alvis Sports Spl); 6 Jo Blakeney-Edwards (Frazer Nash Shelsley). **FL** Maile 1m02.17s (78.17s).

MALLORY MUG PRE-WAR CARS (8 LAPS)
1 Geoff Smith (Frazer Nash Super Sports); 2 Andrew Mitchell (HRG 1.5-litre) +2.06s; 3 Sue Darbyshire (Morgan Super Aero); 4 John Guyatt (Talbot Lago T150C); 5 Richard Black (Talbot Lago T23); 6 John Polson (Talbot AV105). **FL** Darbyshire 1m03.96s (75.98mph).

PRE-WAR SCRATCH (6 LAPS)
1 Robin Everall (Alvis 12/70 Special); 2 Durward Lawson (Riley Spl) +0.88s; 3 Richard Brightman (Riley Nine 12/4 Spl); 4 Francis Wood (Morgan 200 Mile Aero); 5 John Reeve (Riley 12/4); 6 Geoff Toms (Fiat 508S). **FL** Wood 1m07.91s (71.57mph).

RACE TWO (6 LAPS) **1 Michael Hudson (Bugatti T35B)**; 2 Pete Candy (Riley Spl 'Super Rat') +1.06s; 3 Robert Carr (AC/CN Spl); 4 Tim Greenhill (Wolseley Hornet Spl 'Red Henry'); 5 Robin Tuluie (Riley Menasco Pirate); 6 Andrew Mitchell (HRG 1.5-litre). **FL** Candy 1m00.97s (79.71mph).

PRE-WAR HANDICAP (6 LAPS) **1 John Reeve (Riley 12/4)**; 2 Dennis Johnson (Frazer Nash Colmore) +0.03s; 3 David Saxl (Riley 12/4 Spl); 4 David Asplin (Austin 7); 5 Andrew Baker (Riley Brooklands); 6 Terry McGrath (Amilcar CGSs). **FL** Nick Hayward-Cook (Austin 7 Monoposto) 1m09.93s (69.50mph).

RACE TWO (6 LAPS) **1 Jeffrey Edwards (Alvis Sports Spl)**; 2 Simon Blakeney-Edwards (Frazer Nash Shelsley) +3.83s; 4 Francis Wood (Morgan 200 Mile Aero); 5 Duncan Wood (Morgan Super Aero); 6 Robin Everall (Alvis 12/70 Special). **FL** Duncan Wood 1m01.21s (79.40mph).

MONDELLO PARK CKMC August 22
Dramatic race falls to Sheane Jr; tin-tops to Tracey

MICHAEL CHESTER

Sheane Jr won in Formula Sheane

Sheane Jr keeps his head to win

KEVIN SHEANE JR took victory in a close Formula Sheane race at Mondello last Sunday from Tristin Quinn and Keith Hogg.

At the start poleman Brian Hearty went backwards but recovered to third following Anton Savage's retirement, which brought out the safety car. At the restart, Hearty closed on Stephen Drury until the pair touched, eliminating both. That left Sheane Jr to beat Quinn by almost two seconds.

Derek Behan won the first combined Global Lights GT and Stryker race, after two red flags, his margin over Peter Drennan just 0.028 seconds. In the Strykers, Alan Watkins stayed clear of Cormac Galvin for the honours.

Bernie Braden made amends for a first-race non-finish to take a win by over 12 seconds from Behan in the second encounter, while Damien Roddy was top Stryker.

There was a restart in the first Irish Touring Car race after James Hughes buried his Honda Integra into the Dunlop tyrewall at the same time as Brian Moore's Subaru caught fire. Martin Tracey made another good start to take a strong victory in his Sierra Cosworth, while Barry Rabbitt won a battle of the Hondas with Philip Burdock to secure second.

In the absence of Tracey and Rabbitt, Burdock comfortably won the non-championship race from Tom Fahy.

Niall Murray tagged the back of Joel Richardson in the first Ginetta Junior race, sending the polesitter to the back of the pack. That left Andy O'Brien to dominate, while Murray slowly reeled in Jake Byrne to take second at the flag. In race two, Murray and O'Brien traded the lead until a mistake by O'Brien left Murray to win from Richardson, with O'Brien completing the podium.

Barry Hallion and Barry Travers shared the honours in the Fiat Punto races, Hallion winning the first from John and Mark McCormack. Second time out, Travers led home Hallion and Mark McCormack.

Anthony Connors maintained his perfect record in the Unos, taking both wins and wrapping up the championship, while Chris Lenehan and Sabrina O'Reilly each took a second place apiece.

The Dunlop Punto Abarths were also back in action, Clive Pratt taking both victories.

■ **By Linda Keen**

FORMULA SHEANE (14 LAPS) **1 Kevin Sheane Jr**; 2 Tristin Quinn +1.925s; 3 Keith Hogg; 4 Breen White; 5 Chris McCabe; 6 Noel Cooley. **Fastest lap** Stephen Drury 57.658s (71.77mph).
STRYKERS/GLOBAL GT LIGHTS (10 LAPS) **1 Derek Behan (Global GT)**; 2 Peter Drennan (Global GT) +0.028s; 3 Alan Watkins (Stryker); 4 Cormac Galvin (Stryker); 5 John Conway (Global GT); 6 Derek Hogan (Global GT). **FL** Drennan 59.426s (69.63mph). **RACE TWO** (15 LAPS) **1 Bernie Braden (Global GT)**; 2 Behan +12.259s; 3 Ivor Miller (Global GT); 4 Hogan; 5 Damien Roddy (Stryker); 6 Watkins. **FL** Braden 59.634s (69.39mph).
IRISH TOURING CARS (12 LAPS) **1 Martin Tracey (Ford Sierra RS500)**; 2 Barry Rabbitt (Honda Integra DC2) +8.703s; 3 Philip Burdock (Honda Civic); 4 Donal Arundel (Mazda MX6); 5 Stephen Maher (Honda Civic); 6 Tom Fahy (Honda Integra). **FL** Tracey 1m00.921s (67.92mph).
RACE TWO (14 LAPS) **1 Burdock**; 2 Fahy +13.346s; 3 Arundel; 4 James Mannion (Honda Integra); 5 Philip Brennan (Rover 25 GTi); 6 Paul O'Brien (VW Scirocco). **FL** Burdock 1m02.265s (66.46mph).
GINETTA JUNIOR IRELAND (11 LAPS) **1 Andy O'Brien**; 2 Niall Murray +2.067s; 3 Jake Byrne; 4 Joel Richardson; 5 Sean Doyle; 6 Andrew Patterson. **FL** Murray 1m18.357s (61.25mph). **RACE TWO** (13 LAPS) **1 Murray**; 2 Richardson +0.426s; 3 O'Brien; 4 Doyle; 5 Byrne; 6 Andrew Clarke. **FL** Richardson 1m07.200s (61.58mph).
FIAT PUNTO/UNO (10 LAPS) **1 Barry Hallion**; 2 John McCormack +2.088s; 3 Mark McCormack; 4 Barry Travers; 5 Coilin Clinton; 6 Anthony Connors (Uno). **FL** Travers 1m07.265s (61.52mph).
RACE TWO (14 LAPS) **1 Travers**; 2 Hallion +1.320s; 3 M McCormack; 4 Paul Flanagan; 5 Clinton; 6 J McCormack. **FL** Travers 1m07.623s (61.19mph).
PUNTO ABARTHS (11 LAPS) **1 Clive Pratt**; 2 Alistair Kellett +0.588s; 3 Noel Greene; 4 Gordon Kellett; 5 Nigel Pratt; 6 Roger McMahon. **FL** C Pratt 1m05.722s (62.96mph).
RACE TWO (12 LAPS) **1 C Pratt**; 2 John Denning +1.716s; 3 G Kellett; 4 Barry John McHenry; 5 Greene; 6 Gary Miller. **FL** C Pratt 1m06.682s (62.06mph).
FUN CUP (6 HOURS - 166 LAPS) **1 Team Honeywell (Lance Robson/Neil Plimmer)**; 2 JPR/Indigo Racing (Steve Harris/Mark Hope/Stephen Johansen) +0.723s; 3 RAM (Richard Ince/Austin Reynolds/Mark Owen); 4 JPR/Joyce 84-Cote Passions (Bruno Debrus/G Debrus/M Anastassiades). **FL** JPR/Joyce 84-Cote Passions 2m03.219s (63.59mph).

SHELSLEY WALSH HILLCLIMB August 21-22
Moran and Merrick tie; Groves bounces back

Second 2010 tie for Merrick and Moran

FOR THE FIRST time in British Hillclimb Championship history there was a second tied win in the same season. As if that was not unusual enough it featured the same two drivers, Chris Merrick and Scott Moran, as in the first occurrence at Gurston Down back in May.

Merrick, who was awarded Man of the Meeting, said: "I am delighted to share another win with Scott, but look forward to an outright victory some day."

Current championship leader Martin Groves was only fourth in the first run-off and, with Moran then closing to within two points, Groves was spurred to greater efforts. Having endured a tyre issue in the first run-off that made the car squirm, Groves changed rubber and took a win and fastest time of the day in the second run-off.

Merrick's co-driver, Tom New, also tasted success, scoring his best result since moving up to the Gould with second in run-off two.

A fairly good day for Groves's co-driver, Paul Ranson, with third and fifth, moves him a point ahead of New in the table.

Returning after his Craigantlet crash was Trevor Willis, but an electronics glitch restricted his scoring, allowing Roger Moran to move a further three points ahead.

Wallis Menzies' scoring keeps him 12 points clear of Deryk Young, who returned after missing four events. Alas, a spin into a bank restricted his score.

■ **By Eddie Walder**

JERRY STURMAN

Merrick shared another win with Scott Moran

ROUND 23 **1= Scott Moran (3.5 Gould-NME GR61X) & Chris Merrick (3.5 Gould-Judd GR55) 23.53s**; 3 Paul Ranson (3.5 Gould-NME GR55) 23.75s; 4 Martin Groves (3.5 Gould-NME GR55) 23.76s; 5 Deryk Young (4.0 Gould-Judd GR51b) 24.02s; 6 Roger Moran (3.5 Gould-NME GR61X) 24.04s; 7 Tom New (3.5 Gould-Judd GR55) 24.15s; 8 Trevor Willis (2.8 OMS-Powertec) 24.40s; 9 Wallace Menzies (2.65 DJ-Cosworth Firestorm) 24.51s; 10 Ash Mason (4.0 Pilbeam-Judd MP97) 25.08s; 11 Oliver Tomlin (4.0 Pilbeam-Judd MP97) 25.22s; 12 Andy Coley (2.5 Gould-Cosworth-Opel GR55) 25.95s.
ROUND 24 **1 Groves 23.39s BTD**; 2 New 23.45s; 3 S Moran 23.52s; 4 Merrick 23.74s; 5 Ranson 23.83s; 6 R Moran 23.89s; 7 Willis 23.99s; 8 Menzies 24.20s; 9 Mason 24.68s; 10 Tomlin 24.82s; 11 Rob Turnbull (3.5 Gould-Cosworth HB GR55) 25.03s; Young fail.
Class winners Chris Rogers (1.8 Renault Clio) 43.98s; Joy Hoyle (2.0 Caterham-Vauxhall) 30.91s; Les Mutch (2.5 Dax-Rover KV6) 29.94s **record**; Andrew Russell (1.1 Ginetta G15) 34.82s; Phillip Dallow (1.6 Peugeot 106) 32.82s; Mick Harriman (2.1t Audi Quattro Sport) 30.54s; Kelvin Lee (1.7 Lotus 7) 31.04s; Gary Stephens (1.7 Mallock Mk21/24b) 29.48s; Chris Ward (2.0 Mallock Mk18) 27.61s; Mark Goodyear (0.6 OMS-Suzuki) 29.98s; David Uren (1.1 Force-Suzuki HC) 26.92s; Will Hall (1.6 Force-Suzuki PC) 25.57s; Paul Haimes (2.0 Dallara-Vauxhall-Millington F301) 25.75s; S Moran 23.64s.
POINTS **1 Groves, 195**; 2 S Moran, 191; 3 R Moran, 162; 4 Willis, 156; 5 Merrick, 111; 6 Ranson, 94; 7 New, 93; 8 Menzies, 60; 9 Deryk Young, 48; 10 Hall, 41.

CADWELL PARK MSVR August 21-22
Six drivers take doubles; Houghton's S2000 title

Westfield man wins Northern series double

STEVE OWEN came out on top of both Northern Sports & Saloons races at Cadwell Park last weekend, but made life difficult for himself with a poor start in race one.

Owen's polesitting Westfield lost out to both Chris Huntley's Subaru Impreza and Brian Dean (Westfield) at the start. Owen recovered second from Dean as they started the second lap. He then climbed all over the back of the leading Subaru, but seemed unable to breach Huntley's defences.

Just as time appeared to have run out, Owen finally found a way through into Charlies with three laps to go, and was followed by Dean on the exit for a Westfield one-two.

With a lesson learned from his first outing, Owen led out of Charlies on the opening lap of race two, despite having lost out to Huntley's four-wheel-drive machine again at the start. Dean had also fallen back on the opening lap, but charged back into contention and trailed Tim Evans's Impreza in fourth at the start of the final tour. When Evans struggled for gears exiting Barn, Dean pounced to snatch third on the run to the flag.

Mark Speller had dominated the opening laps of the first Lotus Elise Trophy race, but Steve Williams started to close and by lap five they were nose to tail. But Williams was distracted when his hard top came loose and he spun at Charlies. Adrian Beer collected second, while Williams's recovery allowed him to complete the rostrum.

Gavin Kirby made up for a poor start to win the second race, taking Michael Edwards into Mansfield on lap nine. Craig Denman had been Edwards's main rival until he spun off at Charlies, only for Edwards to perform a similar feat on the last lap, handing the final podium places to Gary Broad and Ben Hyland.

Steve Quick was never headed in race three, although he was shadowed all the way by Denman until the red flags brought an early finish. Adam Bewsey was a racelong third.

The fourth race was a lights-to-flag win for Speller, after it was restarted following a multiple-car shunt within yards of the start. Kirby was second throughout, with Gary Broad clear in third after Williams spun on lap four.

For the first two laps of the VAG Trophy it was nose-to-tail between Mark Jenkins's VW Golf and the SEAT Leon of Daniel Rose. But when Rose pulled off Jenkins was left in the clear, with David Leigh (Leon) a safe second from the Golf of Marc Beales.

No one got near Colin Tester's Ford Sierra Cosworth in either of the Racing Saloons encounters. Leigh Franklin (Talbot Sunbeam Lotus) and Stephen Primett (Ford Escort) were second and third for the whole of the first race. The result was repeated in race two, after Primett outbraked himself at Park while challenging for second.

It was a three-way battle at the head of the first Golf GTI race, with Michael Thurston's defence holding tight until the Gooseneck on lap five. Simon Hill withstood Thurston's retaliation over the remaining laps, with James Bark falling back in third.

Hill picked up a second win after Bark took

Owen (left) fought Huntley for victory

STEVE JONES
Dobson's Mazda jumped to a Nippon double

NORTHERN SPORTS & SALOONS (11 LAPS) **1 Steve Owen (Westfield SE)**; 2 Brian Dean (Westfield SE) +1.413s; 3 Chris Huntley (Subaru Impreza); 4 Andy Robey (BMW M3); 5 Peter Isherwood (Subaru Impreza); 6 Tim Evans (Subaru Impreza). **Class winners** Huntley; Isherwood; Richard Ralston (Renault Clio); Peter Dixon (Honda Civic); Simon Mayne (Fisher Fury); John Hewitson (Westfield SE); Brian Morris (Datsun 240Z). **Fastest lap** Owen 1m36.692s (81.42mph).

RACE TWO (11 LAPS) **1 Owen**; 2 Huntley +17.045s; 3 Dean; 4 Evans; 5 Mayne; 6 Paul Moss (Citroen Saxo). **CW** Huntley; Isherwood; Ralston; Paul Moss (Citroen Saxo); Mayne; Hewitson. **FL** Owen 1m36.777s (81.35mph).

LOTUS ON TRACK ELISE TROPHY (12 LAPS) **1 Mark Speller**; 2 Adrian Beer +6.615s; 3 Steve Williams; 4 Andy Dolan; 5 Sean Nash; 6 Stuart Plotnek. **FL** Williams 1m41.426s (77.62mph).

RACE TWO (12 LAPS) **1 Gavin Kirby**; 2 Gary Broad +9.964s; 3 Ben Hyland; 4 Ken Savage; 5 Dave Carr; 6 Michael Edwards. **FL** Edwards 1m41.293s (77.72mph).

RACE THREE (7 LAPS) **1 Steve Quick**; 2 Craig Denman +0.415s; 3 Adam Bewsey; 5 Neil Stothert; 6 Vitthal Chauhan. **FL** Denman 1m57.827s (66.81mph).

RACE FOUR (9 LAPS) **1 Speller**; 2 Kirby +5.425s; 3 Broad; 4 Beer; 5 Edwards; 6 Denman. **FL** Speller 1m42.027s (77.16mph).

VAG TROPHY (10 LAPS) **1 Mark Jenkins (VW Golf GTI)**; 2 Dave Leigh (SEAT Leon Cupra) +5.753s; 3 Marc Beales (VW Golf GTI); 4 Oli Danker (VW Golf GTI); 5 Darren Bedford (VW Golf GTI); 6 Craig Roberts (VW Golf GTI). **CW** Leigh; Danker; Roberts; Bedford. **FL** Leigh 1m48.169s (72.78mph).

RACING SALOONS (9 LAPS) **1 Colin Tester (Ford Sierra RS Cosworth)**; 2 Leigh Franklin (Talbot Sunbeam Lotus) +1.919s; 3 Stephen Primett (Ford Escort Mk1); 4 Lawrie Dunster (BMW E36 M3); 5 Jason Christie (Ford Escort Mk1); 6 Mike Collins (BMW E36 M3). **CW** George Haynes (BMW M535i); Franklin; Primett; James Christie (Hillman Avenger); Robin Welsh (BMW 320i). **FL** Tester 1m42.848s (76.55mph).

RACE TWO (8 LAPS) **1 Tester**; 2 Franklin +4.295s; 3 Primett; 4 Dunster; 5 Mark Smith (BMW M3); 6 Collins. **CW** Franklin; Primett; Christie; Welsh. **FL** Primett 1m53.154s (69.57mph).

GOLF GTI (7 LAPS) **1 Simon Hill**; 2 Mike Thurston +0.461s; 3 James Bark; 4 Darren Bedford; 5 Stuart Bates; 6 Craig Roberts. **CW** Roberts. **FL** Thurston 1m48.815s (72.35mph).

RACE TWO (3 LAPS) **1 Hill**; 2 Roberts +2.222s; 3 Bedford; 4 Ricky Gaston; 5 Andy Stenning; 6 Verity Young. **CW** Roberts. **FL** Bedford 1m52.031s (70.27mph).

PRODUCTION BMW (5 LAPS) **1 Ben Winrow**; 2 Rob Smith +0.684s; 3 Liam Crilly; 4 Stuart Waite; 5 Mike Tovey; 6 Miles Howard. **FL** Winrow 1m48.018s (72.88mph).

RACE TWO (11 LAPS) **1 Smith**; 2 Nick Barke +5.894s; 3 Tim Wilson; 4 Waite; 5 Dean Spurr; 6 Mike Dugdale. **FL** Smith 1m48.926s (72.27mph).

RACE THREE (11 LAPS) **1 Winrow**; 2 Wilson +1.371s; 3 Crilly; 4 Barke; 5 Spurr; 6 Howard. **FL** Winrow 1m47.761s (73.06mph).

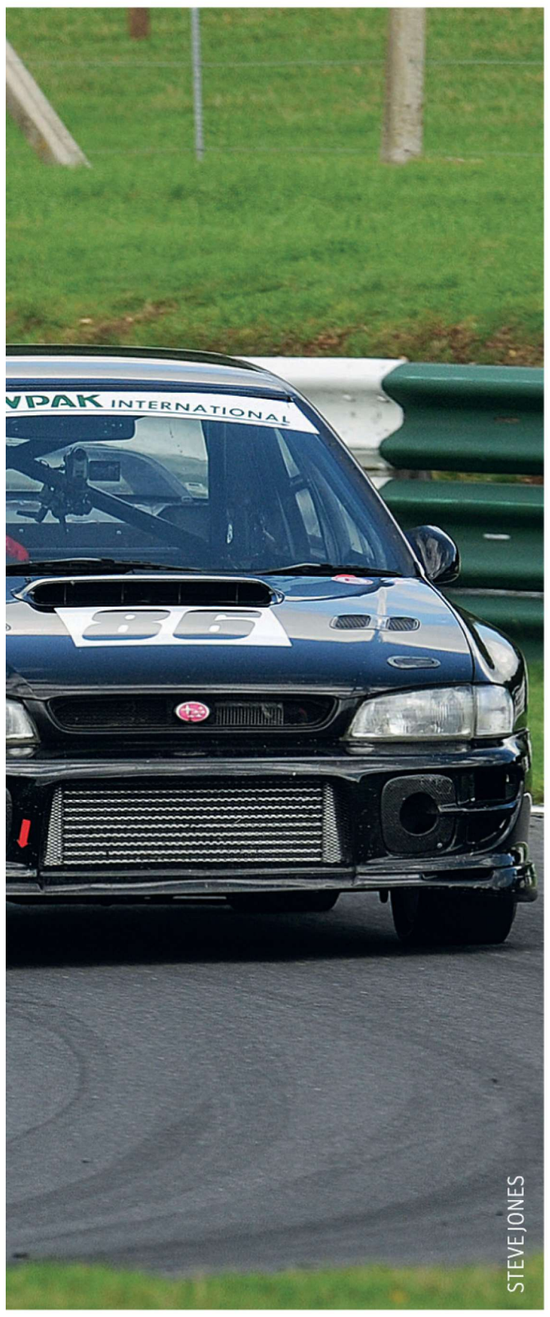
NIPPON CHALLENGE (9 LAPS) **1 Paul Dobson (Mazda RX7)**; 2 Vaughan Fletcher (Subaru Impreza) +1.622s; 3 Ian Froggatt (Subaru Impreza); 4 Dale Gent (Subaru Impreza); 5 Adrian Howells (Subaru Impreza); 6 Paul Hughes (Honda Integra). **CW** Fletcher; Nick Reed (Toyota MR2 Turbo); Jonathan Blake (Mazda MX5); Kevin Middleton (Mazda MX5); Howells; Jakov Dukic (Toyota MR2). **FL** Dobson 1m39.647s (79.01mph).

RACE TWO (9 LAPS) **1 Dobson**; 2 Fletcher +0.945s; 3 Froggatt; 4 Howells; 5 Andy McLennan (Suzuki Swift); 6 Matthew Edwards (Subaru Impreza). **CW** Fletcher; Reed; Blake; Middleton; Howells. **FL** Dobson 1m39.077s (79.46mph).

MR2 (6 LAPS) **1 Alex Gassman**; 2 Ross Stoner +1.920s; 3 Sarah Wherry; 4 Dave Hemingway; 5 Chris Shackle; 6 Shane Wright. **FL** Stoner 1m49.965s (71.66mph).

RACE TWO (9 LAPS) **1 Stoner**; 2 Gassman +0.343s; 3 Wherry; 4 Hemingway; 5 Wright; 6 Shackle. **FL** Hemingway 1m50.171s (71.46mph).

SPORTS 2000 PINTO (16 LAPS) **1 David Houghton (Van Diemen RFSC02)**; 2 Paul Streat (Swift DB2) +30.459s; 3 Mike Fry (Lola T86/90); 4 Mike Johns (Royale S2000M); 5 Richard Cooke (Lola T87/90); 6 Scott Guthrie (Carbir CS2). **CW** Streat; Johns. **FL** Houghton 1m32.960s (84.69mph).


STEVE JONES

Thurston out at the Hairpin on the last lap of race two. Craig Roberts and Darren Bedford were thus promoted to the podium.

All three Production BMW races were close but fairly processional. Tin-top ace Ben Winrow won the first, with Rob Smith fending off Liam Crilly for second. It was Smith to the fore in race two, as Nick Barke and Tim Wilson were inches apart behind. But Winrow made it two wins when he headed home Wilson and Crilly in race three.

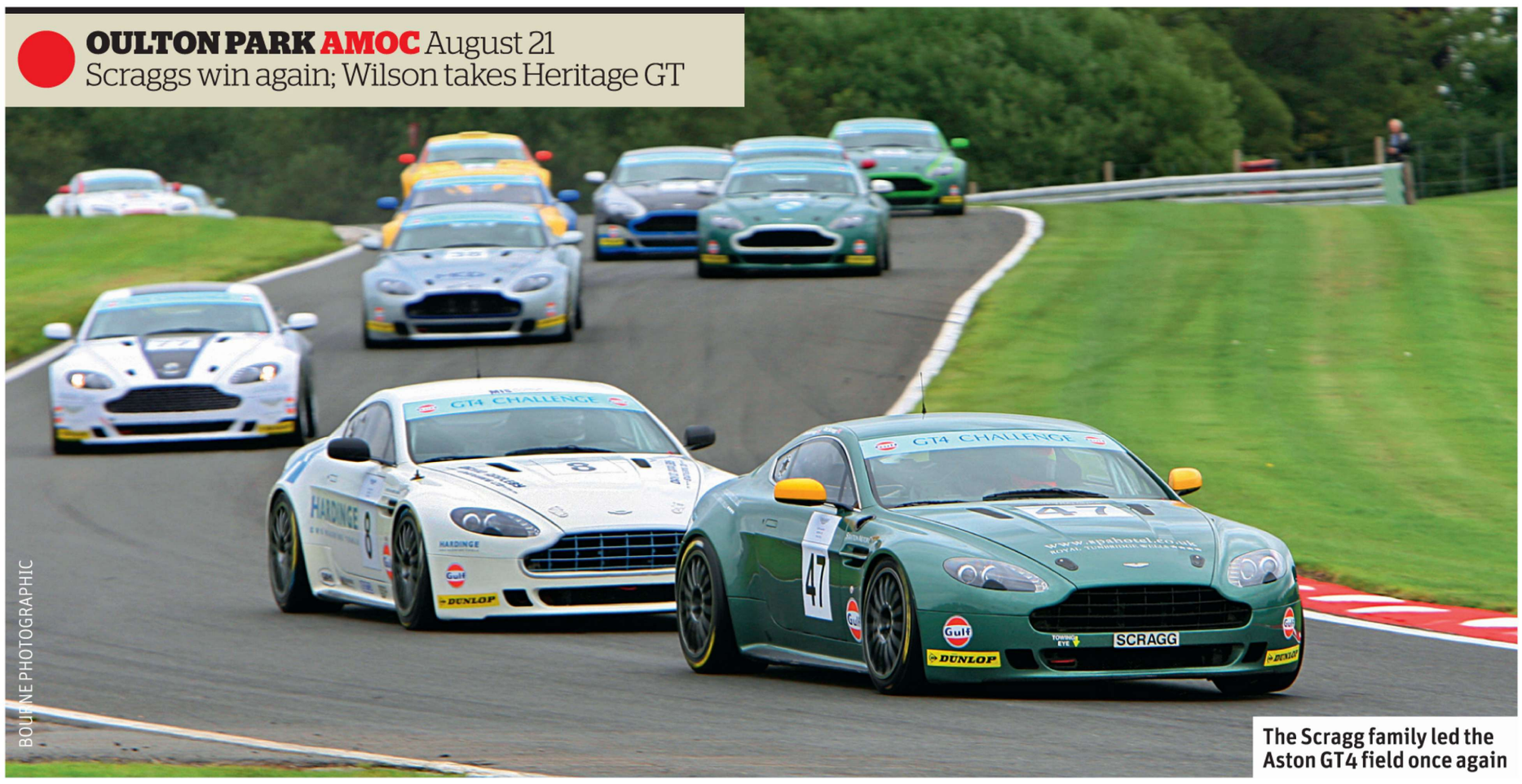
Despite losing out at the start of both Nippon Challenge races, Paul Dobson and his Mazda RX7 took a double win. Vaughan Fletcher (Subaru Impreza) had led both and retained comfortable second places, but not even a wild spin at the Mountain in race one could stop Dobson's dominance.

An electric start for Alex Gassman proved enough to keep Ross Stoner at bay in the first MR2 race, but Stoner reversed the order at the second attempt.

David Houghton's dominant lights-to-flag victory was enough to crown the Van Diemen driver as the Sports 2000 Pinto champion.

■ By Peter Scherer

OULTON PARK AMOC August 21
Scraggs win again; Wilson takes Heritage GT


BOURNE PHOTOGRAPHIC

The Scragg family led the Aston GT4 field once again

Scraggs defeat Applebys to secure another Aston GT4 win

CHRIS AND Anthony Scragg scored another father-and-son victory in the Aston Martin GT4 Challenge race at Oulton Park last Saturday to complete an unrivalled five wins from as many races.

James Appleby conquered a drying track to set the early pace and edge out a gap to Scragg Jr. Before long it was down to the fathers to continue the race, with Chris Scragg executing a successful move down the inside of David Appleby into Old Hall.

Marek Reichman and Chris Porritt battled to third place, with the Aston Martin development team unlapping themselves to sneak onto the podium.

John Wilson stormed to a supreme Heritage Grand Touring triumph in his MGB GTV8, but not before an extended pitstop and a safety-car period attempted to extinguish his flare. Crossle 9S-mounted John Taylor swept through from the back of the grid to take second place, using the safety car to negate Wilson's advantage.

Robin North enjoyed an early scuffle with daughter Zoe before the older family member found himself in trouble in the infamous Cascades gravel trap.

Gary Culver took a narrow Ferrari Formula Classic encounter, edging out Ben Cartwright for the privilege. Cartwright shadowed fellow 328 GTB man Culver for the entire 20 minutes, but couldn't find a gap big enough to sneak through.

After starting fourth, David Tomlin escaped a first-corner incident when he inadvertently swept across the field out of Old Hall, which dropped him to the back of the pack. Determined to make amends he charged through to ninth, escaping further drama as many others were forced into retirement.

Chaos struck the Ferrari Open race, as a change in weather conditions and a startline shunt marred the first attempt. Unable to get away from the front row, Wayne Marrs was collected by an unsighted Ben Cartwright, causing an immediate red flag.

After the swift clear-up, polesitter Ian Hartley pitted for rain tyres. He had to come through the field, but the sodden track proved no match for Hartley as his correct call allowed him to steer his 430 Challenge to victory.

Chris Scragg chalked up another win in the AMOC Historic Championship chase, cruising to an easy win in his N24, ahead of Robert Rawe's DB4.

David Smithies eased his way to the top in the combined Austin Healey and Jaguar XK race, while the Great Lagonda event went the way of Tim Metcalfe's Eccles Rapier.

■ By Leanne Fahy

BOURNE PHOTOGRAPHIC

Hartley won despite coming from the back

ASTON MARTIN GT4 CHALLENGE (47 LAPS) **1 Chris Scragg/Anthony Scragg**; 2 David Appleby/James Appleby +3.435s; 3 Marek Reichman/Chris Porritt; 4 Angelos Metaxa/Bernard Santal; 5 Les Goble; 6 Robert Rawe. **Fastest lap** J Appleby 1m48.888s (89.00mph).

HERITAGE GT (20 LAPS) **1 John Wilson (MGB GT V8)**; 2 John Taylor (Crossle 9S) +0.597s; 3 Zoe North (Sunbeam Tiger); 4 Colin Voyce/Sean Brown (Ford Escort Mk1); 5 David Falkingham (Triumph TR7); 6 Richard Cooke/Simon Verschueren (VW Golf MkII GTI). **Class winners** Taylor; Voyce/Brown; Falkingham; Mike Youles (Austin Mini Cooper); Alan Hudd/David Croft (Aston Martin DB4 Lightweight). **FL** Taylor 1m55.842s (83.65mph).

FERRARI FORMULA CLASSIC (10 LAPS) **1 Gary Culver (328 GTB)**; 2 Ben Cartwright (328 GTB) +0.824s; 3 Chris Butler (328 GTB); 4 Nick Cartwright (328 GTB); 5 Wayne Marrs (328 GTB); 6 Pete Fisk (328 GTB). **CW** B Cartwright; John Swift (308 GTB); William Moorwood (308 GT4). **FL** B Cartwright 1m59.575s (81.04mph).

FERRARI OPEN (9 LAPS) **1 Ian Hartley (430 Challenge)**; 2 Mick Dwane (F360 Challenge) +12.172s; 3 Paul Bailey (430 Challenge); 4 Nigel Jenkins (355 Challenge); 5 Gavin Shirley (355 Challenge); 6 Craig Milner (355 Challenge). **CW** Dwane; Jenkins; Paul Unsworth (550 Maranello). **FL** Hartley 2m03.390s (78.54mph).

AMOC HISTORIC CHAMPIONSHIP (10 LAPS) **1 Chris Scragg (N24)**; 2 Robert Rawe (DB4) +17.735s; 3 Angelos Metaxa (N24); 4 Alan Hudd (DB4 Lightweight); 5 Paul Hipwell (V8); 6 Christopher Kemp (GT4). **CW** Rawe; Hipwell; Andrew Mitchell (Bristol 401 2 Seater Sports); Bryn Griffiths (Sunbeam Alpine); Jon Gross (DB MkIII); Anne Reed (DB2). **FL** Scragg 1m58.836s (81.55mph).

AUSTIN HEALEY CHAMPIONSHIP AND JEC JAGUAR XK SERIES (15 LAPS) **1 David Smithies (Austin Healey 3000)**; 2 Jeremy Welch (Austin Healey 3000) +13.981s; 3 Chris Clarkson (Austin Healey 3000 MkI); 4 Eric Woolley (Austin Healey Sebring 3000); 5 Patrick Harris (Austin Healey Frogeye Sprite); 6 Peter Grant (Austin Healey 3000). **CW** Welch; Harris; Neil Cameron (Austin Healey 'Arkley' Sprite); Andrew Wenman (Jaguar XK120); Mark Pangbourn (Austin Healey 100M); John Roberts (Jaguar XK140). **FL** Smithies 1m58.655s (81.67mph).

GREAT LAGONDAS (8 LAPS) **1 Tim Metcalfe (Eccles Rapier)**; 2 William Medcalf (2 Litre Tourer) +37.256s; 3 John Waterson (Rapier); 4 Nigel Hall (LG45); 5 Nick Hine (LG45); 6 Roger Seabrook (2 Litre Low Chassis). **FL** Metcalfe 2m24.986s (66.84mph).

Porsche Carrera Cup GB

Rounds 13 and 14, Silverstone, August 21-22

Double race win for Michael Caine
Pro-am1 wins for Ollie Jackson and Jonas Gelzinis
Double pro-am2 win for Glenn McMenamin
Overall podiums for Tim Harvey and Stephen Jelley
'Driver of the weekend' award for Michael Caine
'Team of the weekend' award for Celtic Speed

Round 13 results
1 Michael Caine (Motorbase Performance)
2 Tim Harvey (Red Line Racing)
3 Stephen Jelley (Team Parker Racing)
4 Michael Meadows (Red Line Racing)
5 Ollie Jackson (Addison Lee Motorbase)
6 Glynn Geddie (Team Parker Racing)

Round 14 results
1 Michael Caine (Motorbase Performance)
2 Tim Harvey (Red Line Racing)
3 Stephen Jelley (Team Parker Racing)
4 Michael Meadows (Red Line Racing)
5 Glynn Geddie (Team Parker Racing)
6 Jonas Gelzinis (Juta Racing)

Provisional points positions after round 14

Overall

1	Tim Harvey	282
2	Michael Caine	248
3	Stephen Jelley	169
4	Euan Hankey	154
5	Glynn Geddie	150
6	Ollie Jackson	130
7	Charles Bateman	105
=	Jonas Gelzinis	105
9	Tony Gilham	98
10	Michael Meadows	92
11	Tom Bradshaw	74
=	Ahmad Al Harthy	74
13	Archie Hamilton	69
14	Michael Leonard	24
15	Glenn McMenamin	20
16	Steve Parish	15
17	Liam Griffin	14
18	Mark Hazell	11
19	Andrew Shelley	10
=	George Brewster	10

Pro-am1 category

1	Ollie Jackson	147
2	Jonas Gelzinis	115
3	Tony Gilham	99
4	Ahmad Al Harthy	74
5	Archie Hamilton	69
6	Michael Leonard	24

Pro-am2 category

1	Glenn McMenamin	123
2	George Brewster	105
3	Mark Hazell	93
4	George Richardson	79
5	Paul Mace	70
6	Steve Parish	55

Team championship

1	Red Line Racing	374
2	Motorbase Performance	353
3	Team Parker Racing	304
4	Addison Lee Motorbase	144
5	Juta Racing	105
6	Collins ReDesign Racing	98

For more information on the Porsche Carrera Cup GB visit
www.porsche.com

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BRANDS HATCH BRSCC August 21-22
Wins for Wilson and Fowell; Skinner triple

Wilson beats rivals and fast backmarker

GARY HAWKINS
Wilson (left) pips Taylor, after fighting backmarker!

LAST SATURDAY'S Caterham R300 round at Brands Hatch will surely go down as one of the most curious races ever seen at the Kent circuit. For more than half of the 30-minute encounter, the top three battled not only among themselves, but with the car in 18th place!

When the leaders caught backmarker Andrew Harrison-Sleap, it seemed logical that he would concede to them. Instead, he took on and raced them. Thus, Paul Wilson, Ollie Taylor and Mark Shaw not only put on an entertaining show themselves (a mere 1.1 seconds covered them at the flag), there was also the spectacle of Harrison-Sleap diving between and then, sometimes, past them.

During his epic drive, Harrison-Sleap actually set the fourth-fastest race lap. To his credit, he later sought out his rivals to apologise as he genuinely believed that he had been racing them.

Some way behind the top three, just 0.3sec covered the next trio in the order Paul Brannan, Peter Young and Michael Rowland.

There was another incredible drive in Sunday's race. This time it was from points leader Trevor Fowell who, having failed to finish Saturday's race (damage from contact), started from 22nd on the grid. He passed car after car until, at just after three-quarters distance, he took the lead. He fended off Jon Packer to take a remarkable win.

"The boys repaired my car overnight, but I wasn't expecting anything today," said Fowell. "This is unbelievable."

GARY HAWKINS
Great tyre call helped Nye beat Cockill

James Maclachan has been beaten just once in Caterham Supersports this year and he added two wins to his CV, albeit with a combined winning margin of just 0.238sec. He led all the way on Sunday.

Points leader Edward Cockill saw his lead eroded by a safety car intervention in the first Fiesta Classes A/B race, but he held his nerve to drive clear again. A surprise awaited him in the later event, however...

Cockill made a slow start in the second race, but forged back into contention and led on lap five. Rex Nye was the man on the move, thanks to an inspired tyre gamble by the crack Daniels Motorsport outfit.

A grassy off looked to have blown Nye's chances but, as his slicks came good on a damp-but-drying track, so the Horsham youngster stormed back and he passed Cockill three laps from the flag.

David Grady made light work of the first Class C Fiesta race. Having finished second in that one, title leader Jeremy Gumbley evened the score in the later race. Grady was still in his slipstream at the flag.

JJ O'Malley was never headed in Saturday's Caterham Roadsport A race, but the Irishman could only finish third on Sunday thanks to an inspired drive by Jamie Orton. He started on row four, yet managed to find his way to the front inside two laps. Orton then pulled clear, leaving Ian Payne to beat O'Malley for second.

In Roadsports B, Martin Addison and Lee Wiggins each took a win with the other just behind. The combined winning margin was an eye-wateringly narrow 0.215sec.

Mike Hart won the Caterham Academy Group 1 race on the road but was later excluded for barging past Wesley Fox, who thus inherited the victory. Ross Macindoe won a tightly contested Group 2 race.

Australian hot shot Jordan Skinner won all three Formula Ford 1600 races, while Neil Smith's ex-WTCC 156 was like using a sledgehammer to crack a nut in the two Alfa Romeo encounters.

■ **By Dud Candler**

CATERHAM SUPERLIGHT R300 (34 LAPS)
1 Paul Wilson; 2 Ollie Taylor +0.037s; 3 Mark Shaw; 4 Paul Brannan; 5 Peter Young; 6 Michael Rowland. **Fastest lap** Paul Fleury 51.906s (83.13mph) **establishes record**.
RACE TWO (34 LAPS) **1 Trevor Fowell**; 2 Jon Packer +0.567s; 3 Brannan; 4 Young; 5 Shaw; 6 Rowland. **FL** Shaw 52.630s (81.98mph).
CATERHAM SUPERSPORT (33 LAPS)
1 James Maclachan; 2 Iain Forsyth +0.127s; 3 Paul Begley; 4 Keith Ashworth; 5 Nathan Lindop; 6 Robert Smith. **FL** Forsyth 54.607s (79.02mph). **RACE TWO** (33 LAPS)
1 Maclachan; 2 Begley +0.111s; 3 Smith; 4 Lindop; 5 Ashworth; 6 Donald Lamb. **FL** Ashworth 54.457s (79.23mph) **establishes record**.
FORD FIESTA CLASSES A & B (19 LAPS)
1 Edward Cockill (Si); 2 Andrew Wilmot (Si) +3.647s; 3 Rex Nye (Si); 4 Alan Donnelly (Si); 5 Ed West (Si); 6 Ruari Fairbairns (Si). **Class winner** Harry Cockill (Zetec). **FL** E Cockill 57.133s (75.52mph). **RACE TWO** (19 LAPS)
1 Nye; 2 E Cockill +0.802s; 3 Wilmot; 4 Fairbairns; 5 H Cockill; 6 Tim Bennett (Si). **CW** H Cockill. **FL** Nye 59.391s (72.65mph).
CLASS C (22 LAPS) **1 David Grady (ST)**; 2 Jeremy Gumbley (ST) +4.099s; 3 Rory Bryant (ST); 4 Jason Mills (ST); 5 Mark Tilbury (ST); 6 Richard Kemp (ST). **FL** Grady 55.753s (77.39mph). **RACE TWO** (22 LAPS) **1 Gumbley**; 2 Grady +0.311s; 3 David Nye (ST); 4 Bryant; 5 Tilbury; 6 Kemp. **FL** Grady 56.111s (76.90mph).
CATERHAM ROADSPORT A (30 LAPS)
1 JJ O'Malley; 2 Anthony Sidney-Woollett +1.154s; 3 Ian Payne; 4 Jason Redding; 5 Graham Johnson; 6 Lee Moulden. **FL** Magd Mohaffel 54.646s (79.10mph). **RACE TWO** (20 LAPS)
1 Jamie Orton; 2 Payne +2.916s; 3 O'Malley; 4 Sidney-Woollett; 5 Mohaffel; 6 Paul Latimer. **FL** Orton 1m00.477s (71.35mph).
CATERHAM ROADSPORT B (22 LAPS)
1 Martin Addison; 2 Lee Wiggins +0.114s; 3 Reece Somerfield; 4 Jeremy Webb; 5 Steve Day; 6 Ben Whibley. **FL** Wiggins 55.789s (77.34mph) **record**.
RACE TWO (15 LAPS) **1 Wiggins**; 2 Addison +0.101s; 3 Webb; 4 Whibley; 5 John Whittaker; 6 Day. **FL** Addison 1m00.937s (70.81mph).
CATERHAM ACADEMY GROUP 1 (16 LAPS)
1 Wesley Fox; 2 Blaize Rhodes +0.165s; 3 James Bishop; 4 Jon Mortimer; 5 Joel Wymer; 6 David Szymanski. **FL** Fox 56.962s (75.75mph) **record**.
GROUP 2 (15 LAPS) **1 Ross Macindoe**; 2 David Menzies +0.192s; 3 Matthew Rigby; 4 Martin Pass; 5 Tim Abbott; 6 Andrew West. **FL** Pass 57.117s (75.54mph).
CHAMPION OF BRANDS FF1600 (18 LAPS)
1 Jordan Skinner (Ray GRK10); 2 Adam Quartermaine (Van Diemen RF99) +0.417s; 3 Joe Walton (Ray GRS05); 4 Jonathan Hoad (Van Diemen RF90); 5 Joshua Barnett (Van Diemen RF00); 6 Thomas Barrow (Mygale SJ00). **FL** Quartermaine 50.612s (85.25mph).
SOUTHERN FF1600 (24 LAPS) **1 Skinner**; 2 Walton +6.780s; 3 John Loebell (Van Diemen RF92); 4 Barrow; 5 Gaius Ghinn (Van Diemen RF00); 6 James Hagan (Reynard 89FF). **CW** Loebell; Hagan; Jaap Blijleven (Crossle 32F). **FL** Skinner 50.931s (84.72mph).
RACE TWO (24 LAPS) **1 Skinner**; 2 Walton +3.248s; 3 Ghinn; 4 Barrow; 5 Simon Davey (Swift SC92F); 6 Adrian Hamilton (Van Diemen RF90). **CW** Davey; Paul Riemens (Reynard 89FF). **FL** Skinner 50.525s (85.40mph).
ALFA ROMEOS (23 LAPS) **1 Neil Smith (156)**; 2 Sam Laird (75) -1 lap; 3 John Griffith (156); 4 Keith Waite (75); 5 Peter Sloan (75); 6 Barry McMahon (GTV). **CW** Laird; McMahon; Mel Healey (156); Tony Herbert (33). **FL** Smith 51.445s (83.87mph) **record**.
RACE TWO (21 LAPS) **1 Smith**; 2 Laird -1 lap; 3 Waite; 4 Griffith; 5 Chris Healey (GTV); 6 Ron Davidson (GTV). **CW** Griffith; C Healey; M Healey; Herbert. **FL** Smith 51.986s (83.00mph).

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AWARD WINNING
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SNETTERTON BARC August 21-22
Graham/Cox/Paton take 20th 2CV 24 Hours

Rent Boys win 2CV all-nighter

RICHARD STYLES

The winning car 'speeds' through the night at Snett

THE ANNUAL 2CV 24 Hours celebrated its 20th running with Rent Boys Racing capitalising on rivals' misfortunes for a well-deserved victory.

For much of the first eight hours, they ran in close company at the front with the Hollis family concern, while Team Stinky was further back in third. Meanwhile, many of the more fancied runners hit trouble, not least last year's winners Tete Rouge 1, who trailed into the pits on lap two for an engine change and rejoined four laps down in last.

Engine and carburettor misfortunes also hit front-row starters Fluffy Dice, while Team Gadget was nudged into a barrel roll at Russell just after midnight. Although the team's heroic efforts eventually got it back on track, any hopes of repeating their 2008 win were over.

By contrast Rent Boys' run was relatively trouble free, except for a rear-wheel-bearing change. While Stinky lost time changing brake pads and Hollis dropped back after welding a loose steering arm into place, Rent Boys pulled out a clear lead in the early hours of Sunday.

RICHARD STYLES

Rover Vitesse of Scott-Andrews took a double

At the half-way point their advantage had grown to three laps over second-placed Tete Rouge 2, and they were never again headed. Tete 2 had edged back up the order after an early stop to fix front-end damage, and with mid-race dramas blunting promising runs for Asquith Racing and Crisis Racing, they secured runner-up spot ahead of the recovering Stinky and Tete Rouge 1.

The retirement of polesitter David Howard's Jaguar XJ12 within yards of the start left Nigel Garrett's Dolly and Mark Lucock's Mk1 Escort to scrap for glory in the first Post Historic Touring Car race. Championship leader Garrett edged ahead on the last lap to triumph.

The curse of pole struck again in the sequel, when Garrett's car was pushed off the grid before the race started. Instead, a grateful Lucock clinched his maiden win with ease.

Joss Ronchetti gained ample reward for working long into Friday night on his bewinged Talbot Lotus with a pair of convincing Classic Thunder wins. While he sprinted away in the first, Neil Philpott's mid-race retirement handed second to Piers Grange. Ronchetti dictated the pace again in race two, ahead of Grange and Graham Wait.

With four cars absent from the grid, and three more eliminated in an abortive first attempt, points leader Tim Scott-Andrews easily beat a depleted field in the restarted Group One opener. In race two, he recovered from a tardy start to pass Mark Fowler and Steve Cripps and make it a double.

Roger Stanford scored a seventh pre-'93 Touring Car win of the year, while Julian Newman topped a fine early scrap for second.

■ **By Oliver Timson**

2CV 24 HOURS (738 LAPS) **1 Rent Boys Racing (Alex Graham/Merrick Cox/Nick Paton)**; 2 Tete Rouge 2 (Anthony Robinson/Lewis Hopkins/Peter Haynes)-4 laps; 3 Team Stinky (Neil Thompson/Christine Thompson/Neil Savage/Chris Yates); 4 Tete Rouge 1 (Philip Myatt/Sammie Fritchley/Pete Sparrow/Christophe Hooreman); 5 Crisis Racing (Nick Roads/Hugh McCurrich/Simon Gue/Andrew Maude); 6 Lucky Jon Racing (Jonathan Twidale/Julian Winn/Martin Baldry). **Fastest lap** Lewis Hopkins 1m47.098s (65.61mph).
POST HISTORIC TOURERS (11 LAPS) **1 Nigel Garrett (Triumph Dolomite Sprint)**; 2 Mark Lucock (Ford Escort Mk1 RS2000) +0.066s; 3 William Jenkins (BMW 3.0 CSL); 4 Brian Stevens (Lotus Cortina); 5 Neil Bray (Ford Capri); 6 Philip Waller (Hillman Avenger GT). **FL** Locock 1m24.814s (82.85mph).
RACE TWO (11 LAPS) **1 Lucock**; 2 Bray +14.325s; 3 Stevens; 4 Waller; 5 Tony Crates (Ford Lotus Cortina Mk2); 6 Daniel Ryan (Ford Escort Mexico). **FL** Lucock 1m27.125s (80.65mph).
CLASSIC THUNDER (12 LAPS) **1 Joss Ronchetti (Talbot Sunbeam Lotus)**; 2 Piers Grange (Ford Sierra XR8) +13.608s; 3 Keith Butcher (Nissan Primera Super Touring); 4 Craig Rainer (Ford Escort Mk2); 5 Ashley Bird (Ford Sierra); Andrew Williams (Ford Sierra Sapphire). **FL** Neil Philpotts (Mitsubishi Starion) 1m15.730s (92.79mph).
RACE TWO (11 LAPS) **1 Ronchetti**; 2 Grange; 3 Graham Wait (Ford Sierra Cosworth); 4 Butcher; 5 Rainer; 6 Bird. **FL** Grange 1m17.766s (90.36mph).
GROUP ONE (9 LAPS) **1 Tim Scott-Andrews (Rover Vitesse)**; 2 Mark Fowler (Ford Capri) +9.669s; 3 Steve Cripps (Ford Escort RS2000); 4 Cliff Ryan (Jaguar XJS); 5 Allan Weyman (Chevrolet Camaro Z/28); 6 Richard J Langeveld (Ford Escort). **FL** Scott-Andrews 1m25.339s (82.34mph).
RACE TWO (11 LAPS) **1 Scott-Andrews**; 2 Fowler +9.675s; 3 Cripps; 4 Weyman; 5 Ryan; 6 Matthew Irons (BMW 323). **FL** Scott-Andrews 1m24.879s (82.78mph).
PRE-'93 TOURING CARS (15 LAPS) **1 Roger Stanford (BMW M3)**; 2 Julian Newman (BMW M3) +4.578s; 3 Graham Myers (Ford Sierra Cosworth); 4 Andy Davies (BMW M3); 5 Ken Lark (VW Corrado); 6 Malcolm Wise (Ford Sapphire Cosworth). **FL** Stanford 1m21.548s (86.17mph).

AUTOSPORT SAYS...

EDD STRAW IN THE HOT SEAT

A NIGHT stint ended violently by a collision with a rabbit? Check. A last-minute electrical crisis resolved just seconds before the start? Check. A charge from last to fourth in the first two hours by starting driver Jon Davis? Check. A soul-destroying engine failure minutes after jumping out? Check. A battling finish after tireless troubleshooting by the pitcrew? Check.

Returning for a seventh year with Team Fine Print, it was too much to expect a repeat of 2009's third place. But when the car was running well, it was quick and a delightful hour was spent towing the expertly driven race-winning car on Sunday morning. Just as in NASCAR, two co-operating cars are quicker than one.

A battling 13th was probably 10 per cent down to the driver line-up – car owner Martin Harrold, Davis and *Motor Sport's* Ed Foster – and 90 per cent down to the crew. The 2CV 24 Hours allows even the impecunious amateur to appreciate that first hand. And it's very addictive.

0.023 seconds...

Double race winners, Bromiley/Balfe (14) – Radical UK Cup

DON'T MISS IT! NEXT MEETING THRUXTON 28-29 AUGUST!

Double race winner, Luke Caudle – Mini R56

GREAT & BRITISH
DUNLOP MOTORSPORT FESTIVAL

Bromiley/Balfe won an epic victory in very tricky conditions at Brands just 0.023 seconds ahead of Woodward/Kaiser in their Radical SR8 on Saturday. In the Minis Caudle, Sullivan and Ogdon were the top dogs. Congratulations also to all other winners in Radical Club Cup, Dunlop Sport Maxx and Autosport Young Guns.

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Sunoco Drivers of the Day: Radical UK Cup - Peter Osborne & Radical Club Cup - Nigel Place

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AUTOSPORT Young Guns DUNLOP

DUNLOP SPORT MAXX

Congratulations to Ross Kaiser for closing the gap to British F3 Champion Jean-Eric Vergne in the Sunoco Daytona Challenge after taking 1 pole, 2 fastest laps and 2 second places.

Driver standings – average per race

1	Jean-Eric Vergne	Carlin F3	108.13
2	Ross Kaiser	360 Racing Radical	93.75
3	Jody Firth	Team WFR Speed	68.20
4	David Ashburn	Trackspeed GT	64.38
5	Terrence Woodward	360 Racing Radical	63.75
6	Shaun Balfe	Works Radical	62.50
7	Matt Griffin	Mtech GT	61.25
8	James Calado	Carlin Motorsport F3	60.94
9	Oliver Webb	Fortec Motorsport F3	57.81
10	Roger Bromiley	Works Radical	57.50

2011 SUNOCO ROLEX 24 AT DAYTONA Challenge

The 2011 Sunoco Daytona Challenge goes to the wire. With only 4 races for the main rivals, Ross Kaiser/Radical UK Cup and British F3 Champion Jean-Eric Vergne, both drivers have to perform to 100%. Although the Red Bull sponsored Frenchman's wings see him fly high Ross can still ground him. If Ross manages 2 x pole, 2 x fastest laps and 2 wins at Thruxton next weekend he will climb to 103 points and put some serious pressure on Jean-Eric.

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KNOCKHILL SMRC August 21
More wins for Mortimer; Sleighs score successes

Mortimer is a class act as Sleigh stars

Mortimer starred in Mini (shown) and Fiesta races
JIM MOIR

OLIVER MORTIMER stamped his authority on the Scottish tin-top scene by dominating four out of the five races he entered at Knockhill last weekend. A guest drive in the Fiesta ST class provided yet more confirmation, if any were needed, of the multiple Scottish and British champion's class.

Two early wins in the Minis, with comparative ease, helped Mortimer move clear in the standings, and there was also a competitive outing for David Sleigh who has taken time to come to establish himself as a consistent frontrunner in Minis.

Sleigh burst onto the Scottish scene in 2008, taking both the XR2 Newcomers title and the main XR2 championship, and then moved to Minis. He scored points last season, but not with the consistency expected.

Last weekend looks set to be a turning point, with two podiums being the prelude to a confident drive to see off Mortimer's assault in the final race. With a top-five reversed grid, Mortimer chased Sleigh and hounded him for three laps but could not find a way past.

After a few fairly calm outings, the XR2s rolled back into life with two dramatic races. Peter Cruickshank took another win in the first race ahead of a fiercely contested fight for second place. Charlie Cope snatched the spot from standings leader Tim Sleigh to help claw back a few points in the table.

The race was truncated with the use of the safety car to clear away Sandy Reid's car, which spun into the gravel at Leslie's and rolled.

The drama of race two was also found at the first two corners where oil was dropped, causing at least five cars to go off. The most significant of these was Derek McDougall whose car dug in and rolled. The driver emerged unscathed but the race had to be red-flagged.

For Cruickshank, the race was over already as his XR2 ground to a halt with driveshaft failure. Sleigh blasted off into the lead at the restart and held off Cope to the end.

The 2008 Legends champion Carol Brown made a return to the series and immediately looked set to return to winning ways starting from pole. But her hopes were dashed at the last corner as reigning champ Ross Marshall snuck past in a bold move. Marshall made winning look easier in race two, with a higher starting spot meaning he was in front by lap two, while Colin Atkinson was first across the line in the finale.

Spitting rain made life tricky for the drivers, but Ben Mason looked the most confident as he made progress to second in the second heat. The former champion was out of sorts in the dry, having blown an engine in testing. He was forced to resort to an older, worn engine, although the lack of power was clearly less of a disadvantage in the greasy conditions.

Kenneth Thirlwall continued his spirited fight against Craig Brunton in Formula Ford. He took the lead around the outside in a stunning move at the fast Leslie's sweep after earlier outbraking moves failed. In race two the expectation was for more of the same, but Scott Fraser clearly had other ideas and scorched into the lead off the start. He withheld the pressure of the title contenders for 10 laps to record a fine win.

Victories were shared in the Sports and Saloons, with Charlie Shaw's powerful Ford Focus taking the win in race one before grinding to a smokey halt after the finish line. Unsurprisingly, he didn't emerge in race two and Garry Watson's Westfield took the spoils.

Andrew Smith's Morgan +8 was the weekend's other winner, twice defeating Stan Bernard in the Scottish Classic Sports and Saloons Championship.

■ By Jonathan Crawford

Shaw's fire-breathing Focus won, then broke
JIM MOIR

MINI COOPER CUP (8 LAPS)
1 Oliver Mortimer; 2 Vic Covey +4.610s; 3 David Sleigh; 4 Kenneth Brewster; 5 Carol Brown; 6 Chris Smiley. **Fastest lap** Sleigh 1m03.336s (72.76mph). **RACE TWO** (8 LAPS) **1 Mortimer**; 2 Sleigh +1.703s; 3 Covey; 4 Brewster; 5 Smiley; 6 Brown. **FL** Mortimer 1m03.325s (72.77mph). **RACE THREE** (8 LAPS) **1 Sleigh**; 2 Mortimer +0.163s; 3 Covey; 4 Smiley; 5 Brewster; 6 Geoff Gilles. **FL** Mortimer 1m03.464s (72.61mph).
SCOTTISH FORD XR2 (10 LAPS)
1 Peter Cruickshank; 2 Charlie Cope +0.835s; 3 Tim Sleigh; 4 Stephen Russell; 5 Derek McDougall; 6 Russell Milloy. **Class winners** T Sleigh; Oliver Mortimer (Fiesta ST). **FL** Mortimer 1m01.586s (74.82mph). **RACE TWO** (10 LAPS) **1 T Sleigh**; 2 Wayne MacCauley +1.516s; 3 Cope; 4 Mortimer; 5 Andrew Allan; 6 Findlay Adams. **CW** Mortimer. **FL** Mortimer 1m01.978s (74.35mph).
SCOTTISH LEGENDS (10 LAPS)
1 Colin Atkinson; 2 Alisdair Gauld +0.207s; 3 Ross Mickel; 4 Scott Hynds; 5 Gerard McCosh; 6 Tony Caig. **FL** Ross Marshall 1m01.170s (75.33mph). **HEAT ONE** (8 LAPS) **1 Marshall**; 2 Carol Brown +0.177s; 3 Billy Wait; 4 Caig; 5 Craig Mitchell; 6 Errico Palazzo. **FL** Mickel 1m01.607s (74.80mph). **HEAT TWO** (8 LAPS) **1 Marshall**; 2 Ben Mason +4.723s; 3 Mickel; 4 Glenn Burtenshaw; 5 McCosh; 6 Kiernan Murray. **FL** Atkinson 1m01.573s (74.84mph).
SCOTTISH FF1600 (10 LAPS)
1 Kenneth Thirlwall (Van Diemen); 2 Scott Fraser (Van Diemen) +0.337s; 3 Craig Brunton (Ray GR09); 4 Michael Gray (Vector); 5 Alistair Dow (Van Diemen); 6 Dane Christison (Van Diemen) **FL** Brunton 55.592s (82.89mph). **RACE TWO** (10 LAPS) **1 Fraser**; 2 Brunton +0.246s; 3 Thirlwall; 4 Dow; 5 Gray; 6 Ivor Mairs (Mondiale). **FL** Brunton 55.453s (83.10mph).
SCOTTISH SALOON AND SPORTSCARS (10 LAPS)
1 Charlie Shaw (Ford Focus); 2 Garry Watson (Westfield) +2.917s; 3 Andrew Morrison (SEAT Cupra); 4 Ian Hepburn (Westfield); 5 Philip Duncan (Westfield); 6 Chris Reid (Ford Escort Cosworth). **CW** Watson; Hepburn. **FL** Shaw 51.774s (89.00mph). **RACE TWO** (10 LAPS) **1 Watson**; 2 Cameron Purdie (Westfield); 3 Morrison; 4 Duncan; 5 Hepburn; 6 Peter Taddei (Ford Fiesta). **CW** Hepburn; Taddei. **FL** Watson 53.619s (85.94mph).
SCOTTISH CLASSIC SPORTS AND SALOONS (10 LAPS)
1 Andrew Smith (Morgan +8); 2 Stan Bernard (Porsche 911) +1.714s; 3 Shonny Paterson (Triumph TR8); 4 Olly Ross (Lotus Europa); 5 John Marshall (Ford Escort); 6 Raymond Boyd (Porsche 911). **CW** Bernard; Ross; Harry Simpson (Davrian). **FL** Smith 1m00.152s (76.61mph). **RACE TWO** (12 LAPS) **1 Smith**; 2 Bernard +6.355s; 3 Paterson; 4 Marshall; 5 Jimmy Crow (Ford Escort); 6 Donald Laird (Lotus Elan). **CW** Bernard; Marshall; Simpson. **FL** Smith 59.228s (77.80mph).

Strictly Combe Dancing

Down in what was once acclaimed the prettiest village in England, there's another 60th anniversary being celebrated. MARCUS PYE joins in

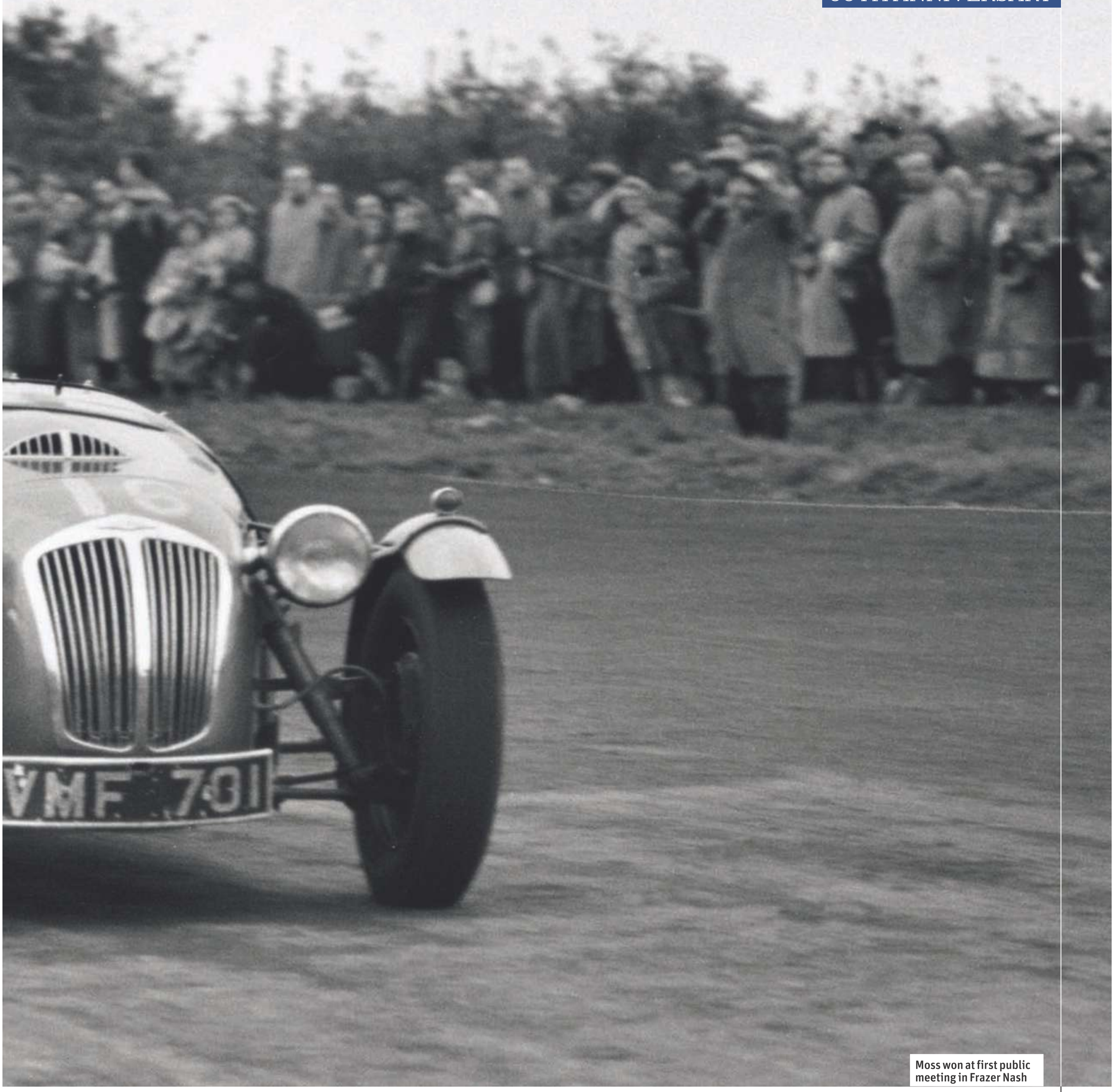
Castle Combe circuit, like AUTOSPORT, celebrates its 60th anniversary this year – its first race meeting, on July 8 1950, predated our debut by seven weeks.

The history of the Wiltshire track – like many of the wartime-airfield genre – has been precarious. But having steered it diligently for 40 years, and tackled bureaucracy repeatedly as they fought for motorsport and their livelihoods, Howard and Pat Strawford have firmly established it as the fans' favourite.

The initial impetus behind the venue, between the picture-postcard village of Castle Combe and Yatton Keynell, to the west of Chippenham, came from the daughter of the late Sir John Gorst (a former Conservative MP), on the remnants of whose estate the RAF training station lay. A motorsport competitor pre-war, Kitty Lysley was a receptive ear when the Bristol Motor Cycle & Light Car Club came knocking.

Enthusiasts in the area had already played a pivotal role in the 500cc movement, which had kick-started racing in the austere late 1940s. By the time the class for motorcycle-engined single-seaters was adopted as Formula 3 (also in 1950!), and the Cooper Car Company had founded Great Britain's pre-eminent production racing-car industry around it, the recovery process was gaining momentum.

With racing at Lulsgate Aerodrome, outside Bristol, discontinued after two events, the 1.84-mile Castle Combe perimeter track was a saviour. But it was a



Moss won at first public meeting in Frazer Nash

LAT

pretty basic place when Morgan driver Jim Sparrowe won the first car race at the inaugural meeting, closed to BMC&LCC members. A motorcycle race opened the programme, but Gerry Ruddock (HRG), Tony Crook (Frazer Nash, twice), Ken Downing (Healey), John Bendle (Special) and Clive Lones in his Iota Tiger Kitten '500' were the car winners.

Young Stirling Moss – who had competed in speed events since 1947, and scored a hat-trick of wins on his race debut at Brough, the following July – starred in the first Castle Combe meeting open to the public on October 7, 1950. Having also won the 500cc race on Goodwood's opening day in '48, Stirling had competed extensively on the continent by then, with growing success.

Buoyed by his remarkable career-changing RAC Tourist Trophy victory at Dundrod – and having fitted six races into the intervening two weekends! – Moss proved his versatility by winning four races that day, in front of 12,000 people, driving a works HWM-Alta, his own Cooper-Norton MkV 500 and a factory-entered Frazer Nash Le Mans Replica.

"Castle Combe was a little rough and rudimentary, but good fun and quite an exhilarating little circuit to drive. I can't remember too much detail – not even the crumpet – but I recall being thrown out of another Cooper there [an 1100cc MkVII, in '53]," says Moss. "I outbraked Tony Rolt's Connaught but he couldn't stop and hit me. I went somersaulting into the grass [at Quarry]." It was Stirling's ▶

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£95 for 5 mins practice
and 30 mins racing

DKRC – MSA Club
Lydd
11 Jul - 8 Aug - 12 Sep
10 Oct - 14 Nov - 12 Dec

Cadet Libre/Junior Libre
Senior/Tyro Classes

Vodafone Dmax 2010 Championship: 20 Jun – Hooton Park; 18 Jul – Milton Keynes

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Daytona Milton Keynes	0845 644 5503	**Daytona Sandown Park**	0845 644 5502

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www.daytona.co.uk

Combe hosted F1 events – the last was in 1955. Schell (26) won

Greensall set 130mph lap speed in Tyrrell

◀ 13th start at Combe, and he'd scored nine wins there, but his rise to the top continued relentlessly on the world stage.

Many top British drivers of the era graced the circuit, including young Peter Collins, Ivor Bueb and older stagers Bob Gerard, Reg Parnell and Roy Salvadori, while Ken Wharton scored a rare victory in one of the fiendishly recalcitrant but sensational-sounding supercharged 1.5-litre BRM V16s in 1953. Future world champions Graham Hill and – on motorcycles – John Surtees and Mike 'The Bike' Hailwood showed their talents too, as did overseas stars Louis Rosier and Harry Schell, who in '55 won the track's last Formula 1 race in a Vanwall. Invariably they performed in front of packed audiences.

Finances were tight nonetheless and safety demands imposed by the RAC governing body in the wake of the 1955 Le Mans disaster proved unsustainable. Thus, while bike events were unaffected, cars were absent from 1956-61. Although an initiative led by the BRSCC's Nick Syrett got safety banking built for '62, only three events were run before the old surface crumbled. Chris Summers had carved almost three seconds from the lap record with his Cooper-Chevrolet (leaving it at 1m09.2s), but with coffers empty there would be another hiatus.

Combe's continuous history for cars thus stems only from 1964, by which time AFN – run by HJ Aldington of Frazer Nash fame, a friend of landowner Kitty Thomas (formerly Lysley and Maurice) – had taken on a lease and resurfaced the track, which was permitted to host 21 days of racing per season.

Hugh Dibley (Brabham BT8 sportscar) duly reduced the lap record to 1m06.4s, but Summers returned in '65 with his fearsome Lotus-Chevrolet 24 and pushed it through the 100mph barrier. Tony Lanfranchi (Lola T70), Jim Moore (Kincraft-Ford V8) and local garagiste Ron Fry (who had moved on from Ferrari GTO and 250LM to a Ford GT40) cut it to 1m04.4s, but it was not until MCD promoter John Webb brought Formula 5000 to the venue in 1970 that the next sea change occurred.

Class master Peter Gethin, the overall winner, and Kiwi Howden Ganley, who notched his first heat victory, thundered their McLaren-Chevrolet M10Bs round in 56.6s (117.03mph). "I'd raced at Castle Combe once in F3, but the F5000s were so terrifyingly fast round there that I don't remember there being corners. Peter and I actually lapped in the 54s the next year, in McLaren M18s, but raceday was wet," recalls Ganley, who first visited as a mechanic with Roland Dutt's grandiosely-named but short-lived Vanderbyl Motor Racing Instructional School in 1962.

F5000 did not return past ▶

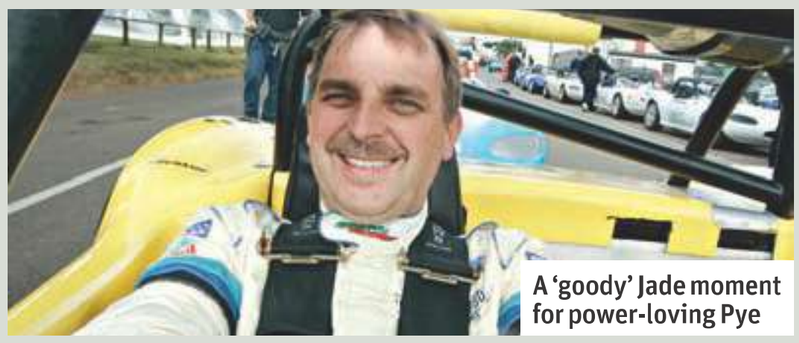
MAWP's memories

MY FIRST visit to Castle Combe, for the Austin-Healey Club meeting on July 29, 1967, stands out because the day turned so wet. I still have the gummed-up programme somewhere. Ken Storey – a friend of my godfather – was racing his Sprite, but the dice between John Chatham and Stewart Hands in Healey 3000s was more memorable. And, despite the monsoon, Australian Bryan Thomson won the finale in his Ford Mustang.

I've been to dozens of events since, as marshal, reporter, commentator and competitor, and thoroughly enjoyed most. Wrecking my ex-David Sears Toyota F3 Argo JM6 (through suspension failure approaching Tower while chasing leader Tony Broster in July 1987 – the replacement tub survived until Bill Coombs bailed it at Quarry last year!) was the low point.

Competing at the first meeting with chicanes – battling with Phil Abbott in Radical Clubsports – in 1999 was an eye-opener, but second place to Shane Marshall in the Special GT round on Easter Monday 2007, with the fabulous works Jade-Chrysler V6, remains a highlight. Perhaps I'll win there one day yet?

But my most memorable moment was undoubtedly off-track at the Historic meeting in 2008 when my youngest daughter Siena (then little more than two and a half!) astounded the media centre by calling the saloons out, having 'learned' them in qualifying: "Mustang, Falcon, 'nother Mustang, Cortina, Mini, Imp..." Emma Burns, long-time press guru, was in stitches. And recalls 'The Spotter' incident as one of the funniest ever...



A 'goody' Jade moment for power-loving Pye

Moss rolls in 1953

Bob Light's rapid Stealth was Special GT stalwart

Local hero Ron Fry's Ferrari

LAT & OLIVER READ

AUTOSPORT

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SILVERSTONE 10-11-12 SEPTEMBER

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Vif-Argent Communication

Rover of Gary Prebble was a Saloons frontrunner

◀ 1971, when the cars became much more sophisticated and quicker, and the Strawfords bought the circuit-operating company from AFN. Having missed the opportunity to obtain a certificate of established usage for peanuts, temporary planning permission left the new incumbents with just five race days per annum, and a mountain to climb if they were to make the place profitable. They dug in though and, having battled through three public inquiries to obtain permanent planning permission for 12 days of racing and extensive peripheral activities in '82, the Strawfords acquired the freehold in '85.

The previous summer, former F5000 racer Tony Trimmer had finally erased the 14-year-old lap record in John Jordan's 5.7-litre Lola T332, leaving it at 55.2s (precisely 120mph). The accolade will be held in perpetuity, though, by Nigel Greensall, who howled Paul Stoddart's ex-Ukyo Katayama 3.5-litre Judd V10-powered Tyrrell 022 round in 50.59s during the BOSS Formula race in August 1997. His 130.93mph mark established Castle Combe as Britain's third-fastest circuit, behind Silverstone GP and Thruxton.

"The morning practice session was held in pouring rain and we were still on wets for qualifying, so my first lap of the circuit on slicks was in the race," remembers Greensall. "With no data we'd had to guess settings, but I was pulling 178mph four times per lap – into Quarry, Old Paddock, Tower and Camp – and the car was airborne for a fair bit of that! It was brilliant. With some set-up tweaks I'm absolutely sure a sub-50 second lap was possible."

With speeds ever rising, two chicanes – The Esses after Quarry and Bobbies, on the rise from Tower towards Camp – were installed for the 1999 season, taking each lap to 1.85 miles. While some old-school racegoers still rue the passing of the flat-out blinds between the major corners, others who had witnessed perhaps one big accident too many side with common sense. In many classes, the deviations have improved the racing.

The granting of permanent planning permission presaged extensive investment in Castle Combe's facilities and in 2001 brought contemporary British Formula 3 Championship rounds for the first time in the two-litre era, in league with the British GT Championship. Rising star Anthony Davidson posted the first sub-minute record (59.765s, 111.43mph) for the 'new' course.

Various issues, including the omnipresent noise concerns of a small but vociferous band of local objectors, meant the prestigious F3/GT event was dropped after 2005. While it would be great to see the venue host the BTCC, it remains a bridge too far – not even a pipedream – when set against the backdrop of only 12 racing days per annum.

But the bedrock of club racing at Combe is underpinned by its superb Formula Ford, Special GT and Saloon Championships (inaugurated in 1969, '82 and '95 respectively), run initially by the BRSCC South Western Centre and, since 2005, by the resident Castle Combe Racing Club. These constants have habitually drawn thousands of local enthusiasts through the gates at every meeting, alongside series from all over Britain.

That's only the pinnacle of the enterprise though, for Castle Combe Circuit now operates 250 days per year, with its race and rally schools, popular track days, skid pan, 4x4 courses and diverse activities from boot sales and cycle racing. A place that existed on a hand-to-mouth basis for so long, and came precious close to disappearing from the motorsport radar several times, now pumps around £20 million per annum into the local economy.

The beautifully manicured and proactively-run facility we enjoy now would not have been possible without the grit and sheer dogged determination of Howard Strawford – who cut his sporting teeth at Fairwood and Castel Farm, then ran the first meeting at Llandow (in his native South Wales) – and his loyal associates and sponsors. And with long-suffering wife Pat, daughters Karen (Marshallsay, whose husband Graham manages the little empire) and Emma (Burns) at his side on the front line, it has truly been a family affair.

Chandhok looks for his F3 Dallara among crop

Bobbies chicane installed after Tower

Ganley battled Gethin in F5000 McLarens

LAT & OLIVER READ

YOUR SAY

What you think of the motorsport news of the past week

Tom Pryce graced the cover of Sandles' first copy of the mag

A long-term reader writes...

So, it's finally come to this. I first bought AUTOSPORT in March 1973 (Tom Pryce on the cover) for 18 pence and am enjoying your 60th anniversary celebrations (congratulations!).

I have, several times, been on the edge of putting pen to paper: end of F5000 and real F2, silly amounts of wings, single-chassis formulas, SCHUMACHER(!), the manipulation of F1 making football look Corinthian... but now, after 18 months, it's just too much: WHERE ARE THE F1 LAPCHARTS?

David E Sandles, Childer Thornton, Cheshire

Sorry, but they were dropped in the last redesign, and we've got no plans to bring them back. Hope the Road Angel goes some way to offsetting your sense of loss – ed

EDITORIAL CONTACT **mail@autosport.com**

Manufacturers spend millions coming up with new designs such as the Mini Countryman and invariably end up either with something that looks very much like every other car or else tends to fall into the 'interesting' category.

Then along comes Prodrive, and wow! All of a sudden the ugly duckling appears in a rather different light (August 19, p40).

It's one of the hidden benefits of motorsport that otherwise less than exciting cars suddenly have the presence of a catwalk star.

Andy Couchman
By email

The low-cost way of giving rookie drivers F1 experience is not pre-season testing, but post-season. Why not keep the cars in Abu Dhabi for a couple of days following the last race?

Allow the teams to use whatever engines and gearboxes remain from the year's allocation. It's not going to give anyone a competitive advantage as the season is over.

Plus, with unlimited mileage and track access, there would be plenty of time to try out two or three drivers per team.

Steve Morris
Chiswick

Having just read the Williams feature (August 19), it's obvious that this great, historic team still has a point to prove.

It seems to have lost none of its passion. Frank Williams and Patrick Head have instilled a 'Richard the Lionheart' spirit over the years, which commands huge respect among motorsport fans.

The squad has all the technical expertise in the world. So I hope it's able to generate the resources to see it back in its rightful place, at the front of the pack.

Duncan Sabiston
Didcot

For the sake of transparency, it would be good if Formula 1 teams would have to divulge the contractual status of the driver within the team.

Even a Schumacher/Barrichello situation would then become understandable. The Alonso/Massa situation would always make sense as the season progresses.

The team orders rule as it stands is not sustainable as there are too many ways around it. You should not legislate what you cannot police.

WHM (Pim) Tiddens
Buggenum, Netherlands

AUTOSPORT.com

TOP FIVE ON OUR WEBSITE

1. LAUDA SLAMS FERRARI TACTICS
2. EXCLUSIVE: PIRELLI 2011 TYRE TEST IMAGE
3. HEIDFELD RELEASED BY MERCEDES GP
4. BAHRAIN REVERTS TO OLD LAYOUT FOR 2011
5. WHY ROSSI PRESSED THE RED BUTTON

AUTOSPORT.com PLUS

TOP STORY ONLINE

HALF TERM REPORT: RATING THE F1 GRID

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!

ROAD ANGEL PROFESSIONAL CONNECTED

This week's star letter will receive a Road Angel Professional Connected – the world's only safety camera alert device to use GPRS/GSM update technology while you drive.

For more details on Road Angel please visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

● Francois Duval was the first Belgian winner of a top-division European Rallycross event (August 12, p78). Three other Belgian drivers, Michael De Keersmaecker, Guino Kenis and Jos Sterkens, have won ERC Division 2 events.

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts

AUTO UNION KIDS' PEDAL CAR

£10,000
http://merchandise.audi.co.uk

Worryingly, this hand-made Auto Union pedal car, of which there are only 999 in existence, is aimed at kids, specifically those 135cm or under in height. Have you seen the price?! If you're brave enough, read on. Lovingly crafted around an aluminium tube-frame chassis and body panels, the car is a recreation of the fearsome 1936 C-type grand prix racer and comprises 900 bespoke parts in 1:2 scale.

Incredible levels of detail include removable oak dashboard and quick-release, leather-rimmed steering wheel, not to mention the seven-speed transmission with a back-pedal brake, handbrake lever with a locking function and hydraulic double-disc brakes.

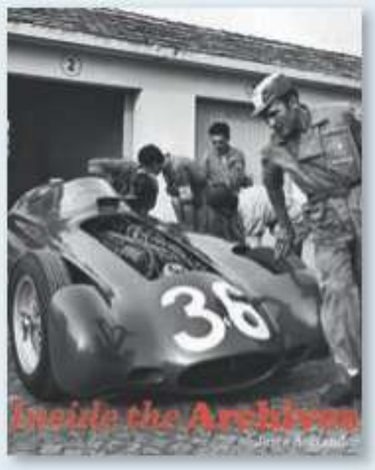
Before you dive into the website and order one, check the price again...

PROMECH OFFICE CHAIR

£329.99
promechracing.com

Is this the ultimate 'work perch' for the motorsport enthusiast? Probably.

ProMech's Executive Office Racing Chair is upholstered in real leather and is fitted to a lightweight, fully-adjustable chrome frame with handling-enhacing, five-spoke casters that can be upgraded to alloy.



INSIDE THE ARCHIVES

£55 (978 1 935007 10 4)
bullpublishing.com

For the fourth of these beautiful David Bull-published photography books, Jesse Alexander has raided his vast treasure-trove archive and come up with scintillating grand prix and sportscar-racing images that have never been seen before.

Every picture is an event and must be savoured.

MERCEDES SSKL MODEL

£249.99
autosport.com/shop

CMC's second Mercedes-Benz SSKL model in 1:18 scale is a faithful recreation of pre-war ace Rudolf Caracciola's 1931 German GP winner.

At this price, you'd expect the detailing to be staggering – and it is. Try real leather seat, metal radiator grille and hand-painted gauges.

HOT ON THE WEB THIS WEEK

YOUTUBE: 60 YEARS OF FORMULA 1 – THE BEGINNING

SEARCH FOR: 1950 British Grand Prix – Silverstone – Part 1 of 2 (5:23) AUTOSPORT's 60 years old this year, if you hadn't noticed, and so is the Formula 1 World Championship. This two-part film (Part 2 is 6:53) tells the story of how it all started in glorious colour with plummy narration!

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

OULTON PARK

HSCC
August 29-30
Admission £21 Sun, £21 Mon, £27 weekend (online purchase)
Tel: 01829 760301

The Gold Cup meeting is the most celebrated of Oulton Park's annual motorsport gatherings, and this year will also hail 30 years of the Audi Quattro. A bumper 18-race programme, featuring several hundred historic sportscars, single-seaters, touring cars and grand prix racers, provides the bulk of the on-track action, interspersed with demonstrations of Group C sportscars and Group B rally machinery. British racing legend Sir Stirling Moss is also set to compete in a 'Legends' race on the Bank Holiday Monday.

AUTOCAR/LAT

Moss is no stranger to Oulton. This is 1954

SNETTERTON

F3/GT
August 29-30
Admission £12 Sun, £21 Mon, £21 weekend (online purchase)
Tel: 01953 887303

British F3 and GT action, plus Ginetta Challenge, VW Cup and Formula Academy.

ROCKINGHAM

Britcar/BRSCC
August 28-30
Admission £15 day/ £30 weekend
Tel: 01536 500500

SILVERSTONE

750MC
August 28-29
Admission £10 Sat, £10 Sun, £15 weekend
Tel: 0844 3728 200

THRUXTON

BARC G&B
August 28-29
Admission £9 Sat, £20 Sun, £25 weekend
Tel: 01264 882211

MALLORY PARK

CSCC
August 29-30
Admission £12 Sun, £12 Mon, £22 weekend
Tel: 01455 842931

CASTLE COMBE

CCRC
August 30
Admission £15
Tel: 01249 782417

KIRKISTOWN

500MRCI
August 28
www.kirkistown.com

GURSTON DOWN

Hillclimb
August 28-29
Admission £10
www.gurstondown.org

LYDDEN

Rallycross
August 30
Admission £15
Tel: 01304 830557

One of the greatest corners on the Formula 1 calendar

COATES/LAT

FORMULA 1 WORLD CHAMPIONSHIP

Rd 13/19
Belgian Grand Prix
Spa-Francorchamps, Belgium
August 29
www.formula1.com

GP2 SERIES

Rd 8/10
Spa-Francorchamps, Belgium
August 28-29
gp2series.com

GP3 SERIES

Rd 7/8
Spa-Francorchamps, Belgium
August 28-29
www.gp3series.com

PORSCHE SUPERCUP

Rd 8/9
Spa-Francorchamps, Belgium
August 29
www.porsche.com

WORLD GT1 CHAMPIONSHIP

Rd 6/10
Nurburgring, Germany
August 28-29
www.gt1world.com

AMERICAN LE MANS SERIES

Rd 8/9
Mosport Park, Ontario, Canada
August 29
www.americanlemans.com

INDYCAR SERIES

Rd 14/17
Chicagoland, Illinois, USA
August 28
www.indycar.com

INDY LIGHTS

Rd 11/13
Chicagoland, Illinois, USA
August 28
www.indycar.com/fil

GRAND-AM

Rd 11/12
Montreal, Quebec, Canada
August 29
www.grand-am.com

NASCAR NATIONWIDE SERIES

Rd 25/35
Montreal, Quebec, Canada
August 29
nationwide.nascar.com

INTERCONTINENTAL RALLY CHALLENGE

Rd 9/12
Barum Rally, Czech Republic
August 27-29
www.ircseries.com

Television

THURSDAY AUGUST 26

1015-1115 ESPN UK
DTM review
1115-1215 ESPN UK
F3 Euro Series review
1600-1700 Motors TV
British F3: Silverstone

FRIDAY AUGUST 27

0745-0915 ESPN UK LIVE
World GT1: Nurburgring qualifying
0855-1035 BBCi LIVE
F1: Belgian Grand Prix first practice
Press the red button to access the action.
1255-1435 BBCi LIVE
F1: Belgian Grand Prix second practice
2225-2325 Eurosport 2
Le Mans Series

SATURDAY AUGUST 28

0955-1105 BBCi LIVE
F1: Belgian Grand Prix third practice
1045-1145 & 1400-1400 Eurosport 2
GP2 Series
1210-1410 BBC1 LIVE
F1: Belgian Grand Prix qualifying
1300-1430 ESPN UK LIVE
FIA GT1: Nurburgring Qualifying Race
1330-1430 ITV 4
Motorsport UK
1400-1430 Eurosport LIVE
IRC: Czech Republic
1430-1600 ITV 4
BTCC: Silverstone highlights
1440-1545 Eurosport 2 LIVE
GP2 Series: Spa Feature Race
2000-2030 Eurosport
IRC: Czech Republic
2100-2130 Eurosport 2
IRC: Czech Republic

SUNDAY AUGUST 29

0030-0300 Sky Sports 4 LIVE
IndyCar Series: Chicagoland
The series returns to ovals for the final four races, beginning with this night event.
0800-0830 Eurosport 2
GP3 Series: Spa race 1
0830-0900 Eurosport 2 LIVE
GP3 Series: Spa race 2
0935-1025 Eurosport 2 LIVE
GP2 Series: Spa Sprint Race
1000-1200 Sky Sports 3
IndyCar Series: Chicagoland highlights
1045-1130 Eurosport LIVE
Porsche Supercup: Spa
1210-1515 BBC 1 LIVE
F1: Belgian Grand Prix race
Will the McLarens regain their world championship lead after the summer break?
1400-1600 & 0235-0435 Motors TV
Castle Combe 60th Anniversary raceday
1515-1615 BBCi LIVE
F1: Belgian Grand Prix post-race forum
1600-1800 & 2220-0030 Motors TV
American Le Mans Series: Road America
1830-1945 ESPN UK
FIA GT1: Nurburgring
1930-2130 Sky Sports 4
IndyCar Series: Chicagoland highlights
2130-2200 Eurosport
IRC: Czech Republic

MONDAY AUGUST 30

1000-1200 Sky Sports 2
IndyCar Series: Chicagoland highlights

Online

AUTOSPORT.com
Coming up on the web this week

60 YEARS OF AUTOSPORT
Explore 60 years of great moments in motorsport history in AUTOSPORT.com's special celebration of the magazine's anniversary. F1 is back too, with all the build-up and coverage throughout the Belgian Grand Prix weekend (right, she'll be stood a long way down the grid) – with commentary from all the sessions at Spa and a celebration of Rubens Barrichello's 300th F1 start.

DUNBAR/AT

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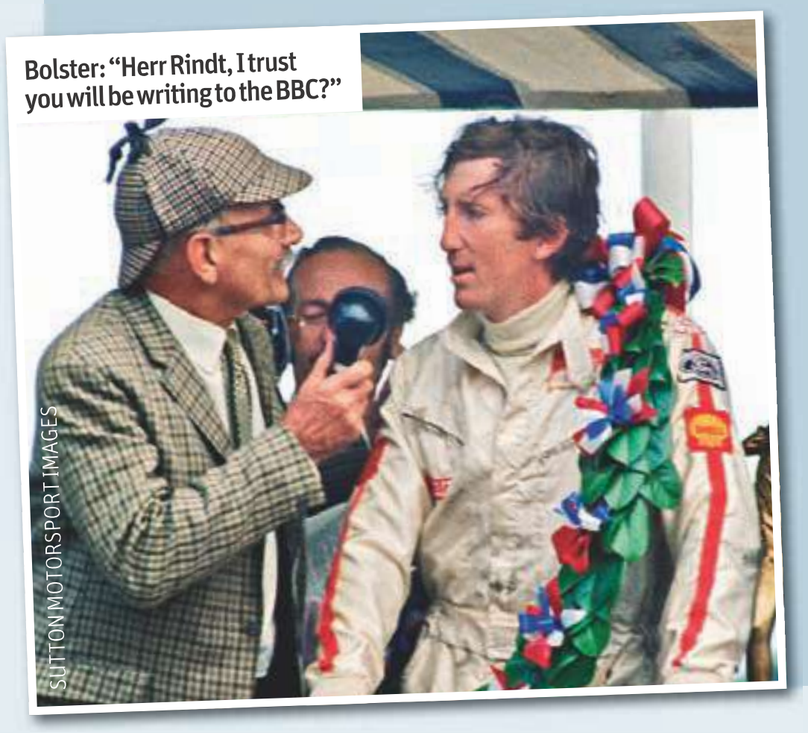
JVB: REVVED UP BY WHAT *WASN'T* ON

Casting a critical eye over the best and worst of 60 years of TV coverage


Bolster: "Herr Rindt, I trust you will be writing to the BBC?"
SUTTON MOTORSPORT IMAGES

IT IS ALMOST beyond belief that motor racing has ceased to be effectively reported on radio and television, and that the BBC gives the sport less live coverage than it did 10 or even 20 years ago.

When TV invaded the circuits, it seemed a good idea at the time. In fact there are enormous difficulties in televising a race really well, and it has seldom been done. Interviews, starting grid scenes and pitstops present few problems, but most shots of the cars actually racing are a great disappointment. Somehow the urgency, drama and danger are lost; there are moments when it all comes across, but most of the time it's a bore.

It is possible to televise a motor race live with success, but it needs a great many cameras operated by experts, a top-line producer, and a team of commentators who must have rehearsed together ad nauseam.

Often the outfit arrives late after covering a horse race or athletics meeting the day before. Some of the cameramen may never even have seen a motor race, and there are nearly always technical hitches, usually involving the failure of the walkie-talkie system in the pits.

It should be realised, however, that complete live coverage is a minimum requirement, and we must fight for it by every means in our power. Television is an entertainment medium and casual shots of motor racing may fail to entertain the uninitiated.

I hope that nobody will consider me unfair to the BBC, for I realise that rising costs – particularly in connection with colour TV – are presenting them with almost insoluble problems. Nevertheless I would ask them to take another look at their priorities, for motor racing is head and shoulders above all other sports in serving Great Britain.

AUTOSPORT is now receiving many angry letters on this subject, and it is obvious that the motor racing public will not accept the present situation. Everybody should write to the BBC, telephone them after each race that is not properly covered, and then write again. It is up to us to make our point.

John Bolster, May 7 1970

"Everyone should write to the BBC, telephone them after each motor race that is not televised properly"

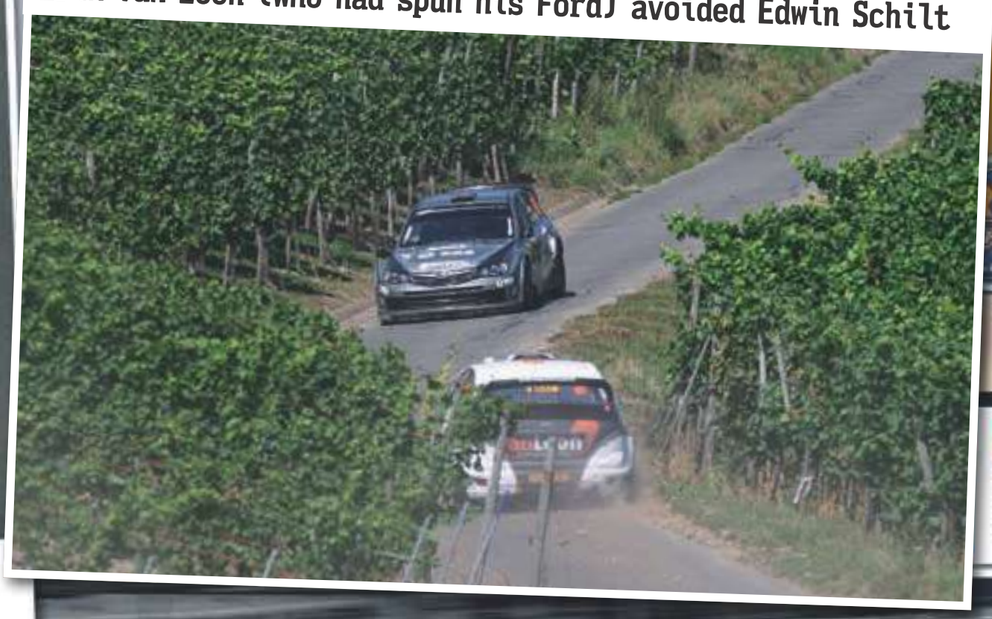
THE WEEK IN PICTURES

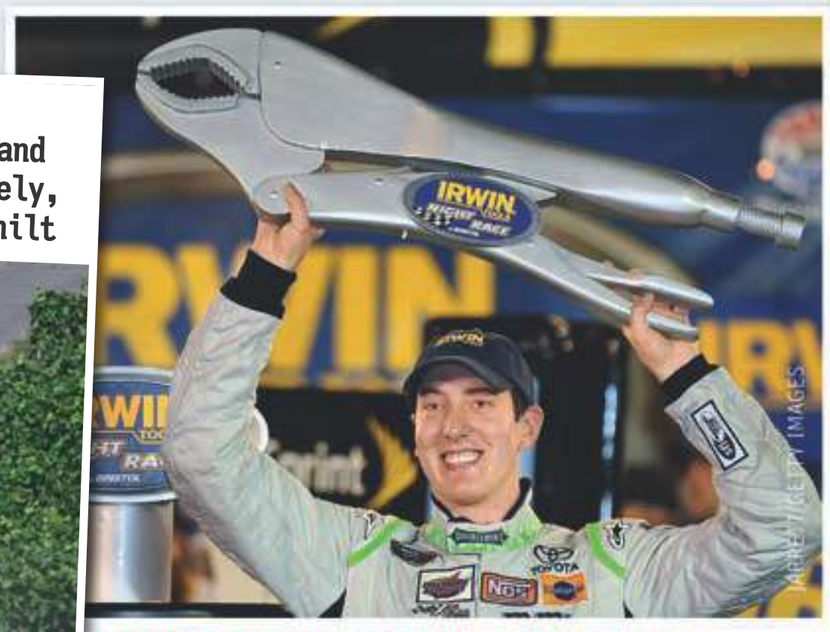
The lensmen pounding the beat from California to Zandvoort

MIRALLE/GETTY IMAGES

WHELDON FLIPS UPSIDE-DAN AT SEARS POINT
Former Indy 500 winner Dan Wheldon didn't even make the startline before flipping out

RALLY CARS ON A COLLISION COURSE
This is what happens when you spin, get disorientated and drive the wrong way on a Rally Germany stage. Fortunately, Erik van Loon (who had spun his Ford) avoided Edwin Schilt





ARNE/GETTY IMAGES

LOOK AT THE SIZE OF MY MASSIVE TOOL!
Kyle Busch looks very pleased with himself after three wins from three at Bristol

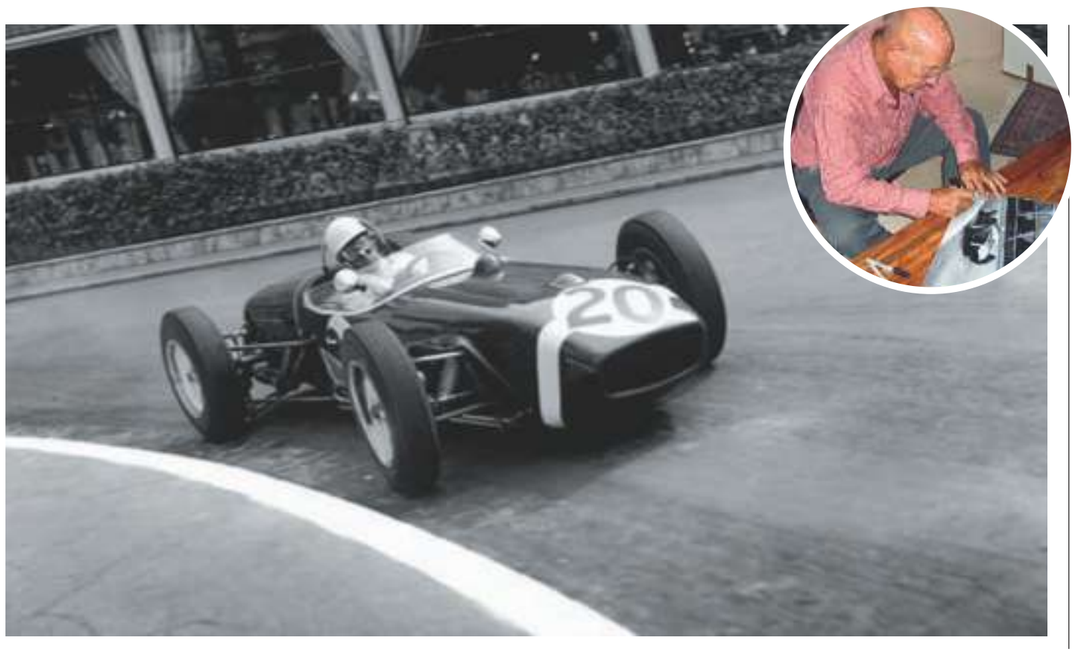
TILTON/GETTY

NOW THAT'S TAKING THE HIGH LINE, KASEY
NASCAR superstar Kasey Kahne took this wild ride in Friday night's Nationwide race at Bristol

WIN A SIGNED STIRLING MOSS PHOTO

To celebrate its 60th birthday, AUTOSPORT has 15 signed Stirling Moss photographs to give away. Email your answer to the question below to autosport.competitions@haymarket.com with 'Moss' in the subject line by September 30, 2010.

Picture supplied courtesy of LAT photographic.



To win, simply answer this question:

At which circuit did Stirling Moss win the British Grand Prix in 1955?

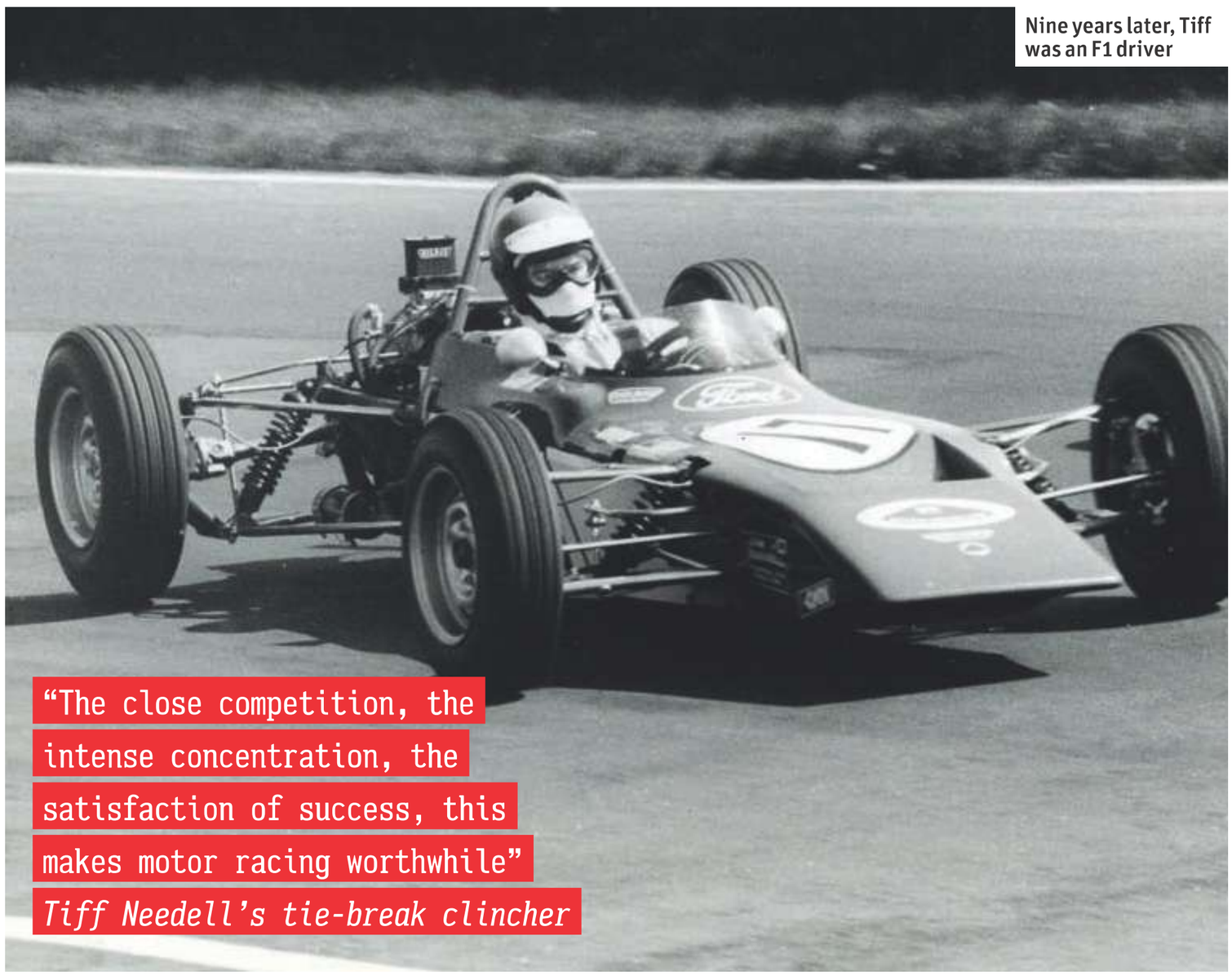
a) Aintree
b) Silverstone
c) Castle Combe

To enter email autosport.competitions@haymarket.com with 'Moss' in the subject line. Closing date is August 30, 2010.

TERMS & CONDITIONS: Employees and their families of Haymarket Media Group ("Promoter") or any of their affiliates are not eligible to enter. No purchase of any sort is necessary. All entries must be received by midnight on September 30, 2010. The winners will be the first 15 correct entries to be selected at random, which will be witnessed by an independent observer. Winners will be notified within 28 days of the draw – details of which can be supplied upon receipt of a stamped-addressed envelope. The decision of the Promoter is final and no correspondence will be entered into. The prize is subject to availability and the Promoter may substitute the prize with another of a similar nature and/or comparable value. The prize winner will not be entitled to a cash alternative.

FROM THE ARCHIVE

Tiff Needell wins Formula Ford Lotus in AUTOSPORT competition



Nine years later, Tiff was an F1 driver

"The close competition, the intense concentration, the satisfaction of success, this makes motor racing worthwhile"
Tiff Needell's tie-break clincher

MAGAZINE OFFERS a ready-to-go Formula Ford in a competition, 19-year-old student bags the thing and nine years later becomes a grand prix driver. The winner of the AUTOSPORT Lotus 69F, a certain Tiff Needell, puts it best: "You couldn't make it up!"

Future Ensign Formula 1 driver Needell was a wannabe racer taking part in Motor Racing Stables school events when he came across the competition in the pages of AUTOSPORT in January 1971. Even he admits that he was going nowhere until the fateful day he received a call from editor Simon Taylor to tell him he'd won the car, which came complete with a trailer, racing kit and a course at the Jim Russell school.

"I was doing my civil engineering sandwich course and earning £45 a month," he recalls. "I did one school race each month, which cost me £30, rented a room for £10 and had £5 to live on."

Needell blew nearly half his living budget for the month on the competition. Entrants had to put in order a list of 10 attributes important, said the blurb, "in a race-winning car/driver combination". They ranged from "Suitability and degree of wear of tyres for conditions" to "Prior knowledge of circuit".

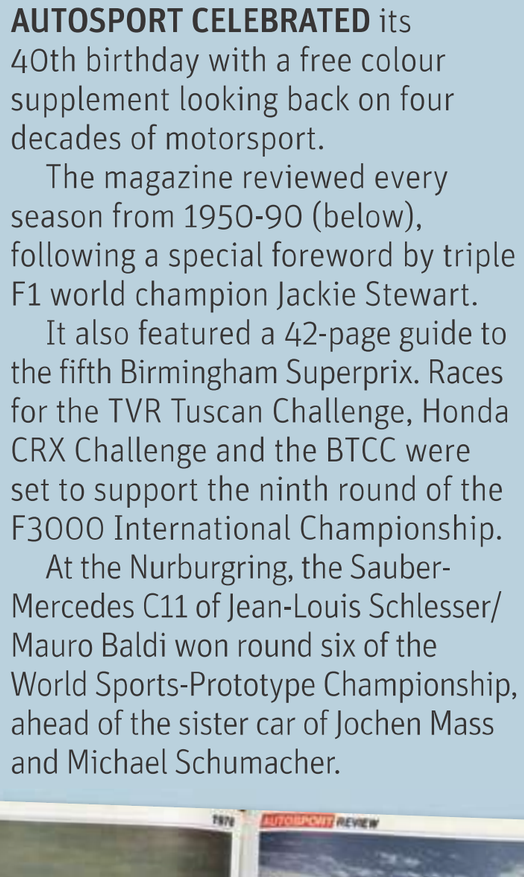
You could enter as many times as you liked, but each entry came at the cost of two shillings, with proceeds going to the Jim Clark Foundation. Needell stumped up for 20 entries at a cost of two quid – or a lot of baked beans.

The competition was the second that AUTOSPORT had run in conjunction with Lotus, which had some unsold type 59 Formula 3 cars and decided to convert them to Formula Ford spec. The competition was to promote these cars.

Taylor remembers entries arriving "by the sackful", despite a postal strike that forced the deadline to be postponed. Two entrants came up with the winning sequence of attributes, which was decided upon by Lotus F1 mechanic Eddie Dennis, Ford motorsport boss Stuart Turner and successful Formula Ford driver Colin Vandervell (whose family GKN engineering business was one of the sponsors of the competition).

That meant the tie-breaker had to be invoked. The following 15 words set Needell on the road to F1: "The close competition, the intense concentration, the satisfaction of success, this makes motor racing worthwhile."

THIS WEEK IN...



AUGUST 23, 1990

AUTOSPORT CELEBRATED its 40th birthday with a free colour supplement looking back on four decades of motorsport.

The magazine reviewed every season from 1950-90 (below), following a special foreword by triple F1 world champion Jackie Stewart.

It also featured a 42-page guide to the fifth Birmingham Superprix. Races for the TVR Tuscan Challenge, Honda CRX Challenge and the BTCC were set to support the ninth round of the F3000 International Championship.

At the Nurburgring, the Sauber-Mercedes C11 of Jean-Louis Schlesser/Mauro Baldi won round six of the World Sports-Prototype Championship, ahead of the sister car of Jochen Mass and Michael Schumacher.

NEXT WEEK

The holiday's over – Formula 1 is back

BELGIAN GP

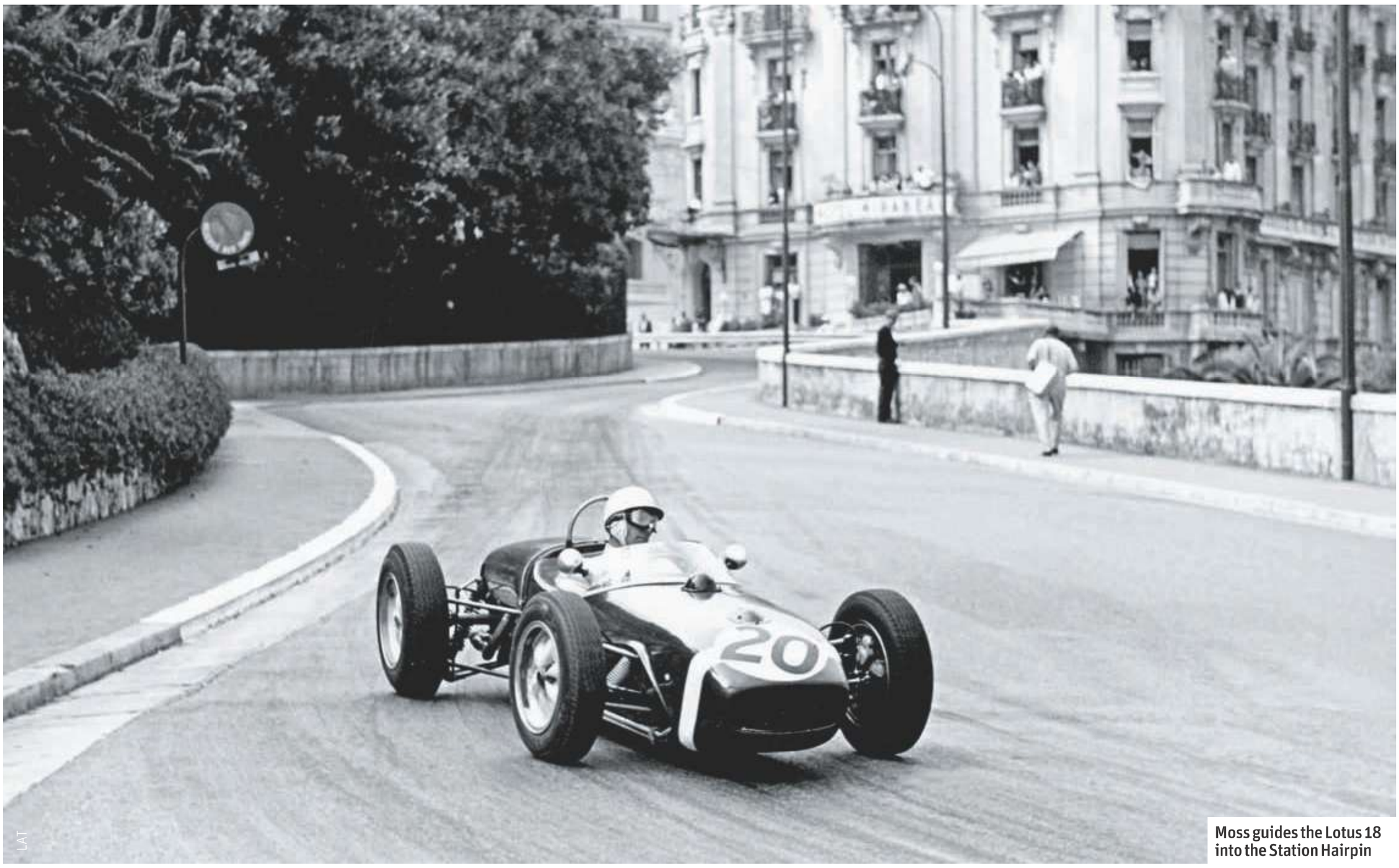
The championship battle resumes at Spa

On sale Sep 2

PLUS
GP2 Spa; IndyCar Chicago; British F3 Snetterton; World GT1 Nurburgring

SIR STIRLING MOSS

■ Monaco Grand Prix ■ May 14, 1961 ■ Lotus-Climax 18 ■ Beating Ferraris in flat-out fight



LAT

Moss guides the Lotus 18 into the Station Hairpin

IT IS difficult for me to choose between the 1955 Mille Miglia and the 1961 Monaco Grand Prix as the 'race of my life', but I would have to go for Monaco '61.

It was a 100-lap race, it took over two and a half hours, and there were lots of very fast drivers: [Jim] Clark was there, Dan Gurney, the two Hills [Phil and Graham].

I started off in the leading battle, and I was in second by the end of lap two. I took the lead on the 14th lap, and between then and the finish of the race the gap between myself and the Ferraris [of Phil Hill and Richie Ginther] was never more than a few seconds. [Ginther finished 3.7-seconds adrift in second, while Hill took third, 37.7s further back]

I got pole position, and if I had done 100 laps at the pace I did when I got pole, I would only have been 40 seconds quicker over the whole length of the race.

The pressure was on so hard I was really hanging it out the whole race. At every corner I said to myself, 'I will try to do a faster lap from here' and of course I couldn't do it – I would get six inches off a kerb and have to say, 'I'll try again!'

"I was convinced the Ferraris were going to come flying past because I knew they had an extra 50 horsepower"

It was relentless, and when there is that much pressure on you it is really difficult to keep up your concentration. Every time I looked in my rear-view mirror there was a red car right there.

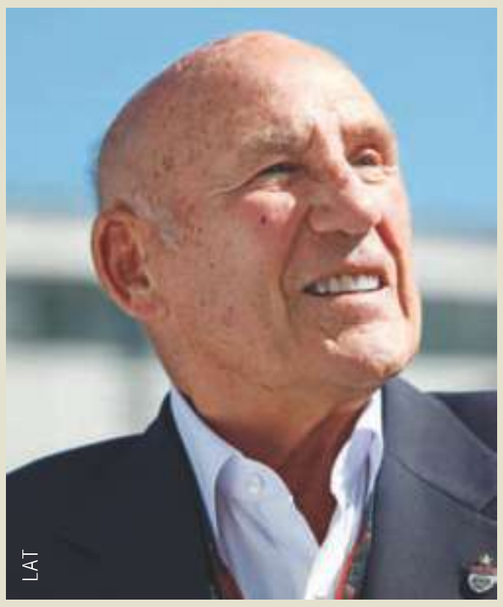
After that race I was really elated – I was convinced the Ferraris were playing with me. I thought they were just going to come flying past on the last lap because I knew they had an extra 50 horsepower. It was only when I crossed the line that I knew I had won it. I had been looking down at the gauges checking for oil surge, but I had no problems – the car [Rob Walker's Lotus-Climax] ran perfectly.

It was the race in which I managed to do nearly 100 per cent of the running flat out, and that requires tremendous concentration. It was a long race as well – they are only an hour and 30 minutes now.

Looking back, I've done over 500 races in my career, I've finished in about 400 and I've won 212, so it's quite hard to choose, but that one was the best. ■

Sir Stirling Moss was talking to Ben Anderson

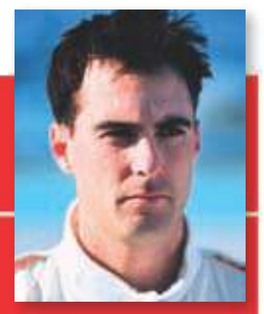
IN PROFILE



LAT

'MR MOTOR RACING' Stirling Moss is widely considered to be the best driver never to be crowned world champion. He scored 16 wins from 66 F1 GP starts between 1951 and '61, finishing runner-up in the championship in four consecutive seasons between '55 and '58, and also developed a reputation as an ace sportscar driver. A massive shunt during the Glover Trophy race at Goodwood in April '62 curtailed his top-line career and led to his retirement. He made a brief comeback in the BTCC in 1980 and continues to compete sporadically in historic events.

NEXT WEEK
Bryan HERTA



Porsche GT3 Cup Challenge

The Porsche GT3 Cup Challenge is an all-new Porsche racing series launched in Britain for the 2010 season.

The Challenge is open to any 911GT3 Cup car from 2009 or earlier and is administered by the Porsche Club GB with official backing from Porsche Cars GB.

There are close links between the Carrera Cup GB and the new GT3 Cup Challenge, which is an established concept across the world, with existing race series in New Zealand, Australia, Brazil and the USA.

The GT3 Cup Challenge appeals to a wide range of drivers. For some it is the pinnacle of their racing career, while others may use it as a learning ground before progressing to the Carrera Cup GB and even the Porsche Supercup in subsequent seasons.

The GT3 Cup Challenge also appeals to drivers seeking to step up from the Porsche Club Championship into a more powerful and faster car. It is also suitable for drivers with track day experience seeking a way to start racing.

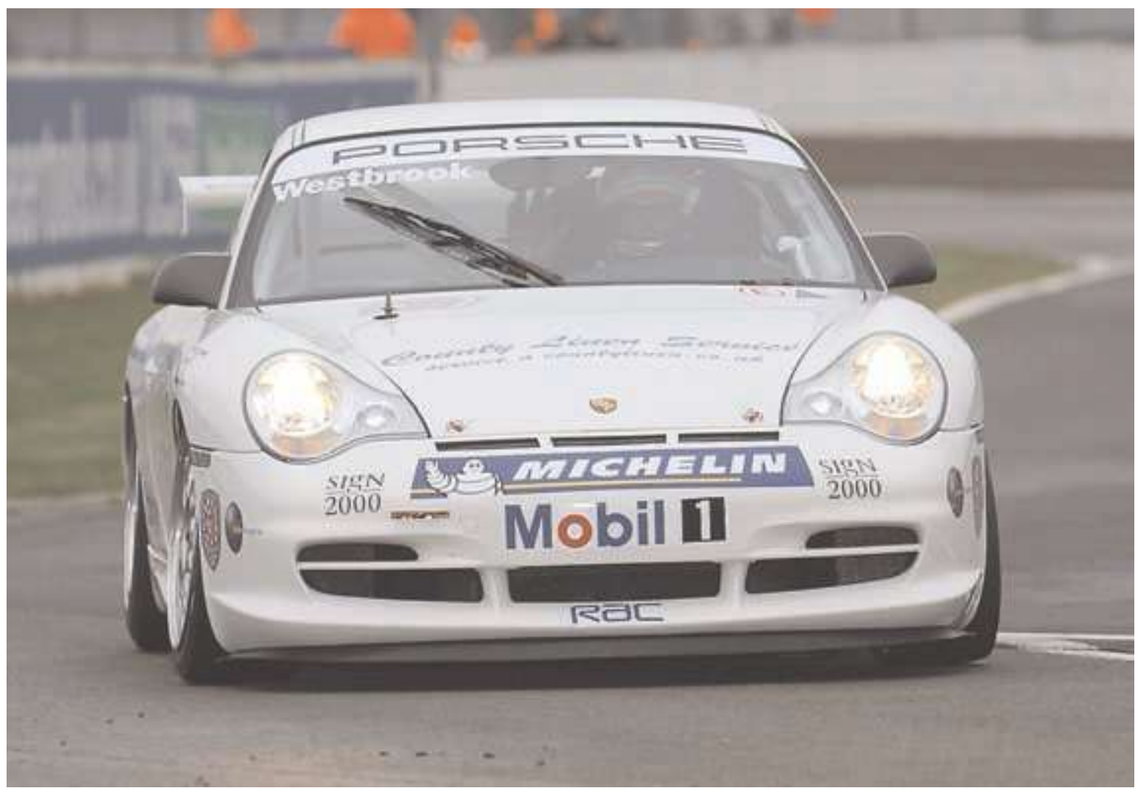
The Porsche Club Motorsport purpose-built race centre is operational at all events, offering hospitality and catering for drivers, families, guests and team members.

For further information about the GT3 Cup Challenge, please send an e-mail to: **steve@porscheclubgb.com** or call Steve Kevlin or Paul Grainger on **01608 652917**.

PORSCHE
GT3 CUP
CHALLENGE
GREAT BRITAIN

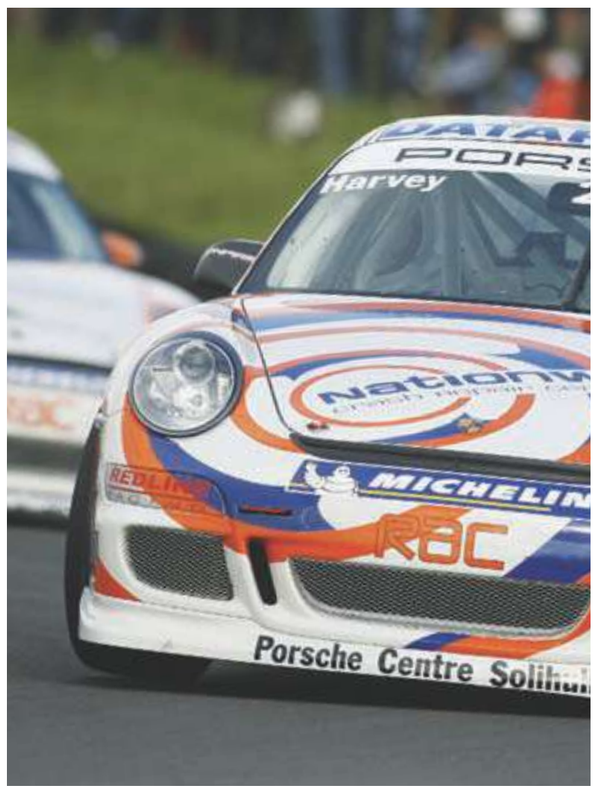
Porsche Carrera Cup GB (

2003 – Barry Horne



2004 – Richard Westbrook

2007 – James Sutton



2008 – Ti

PORSCHE

CARRERA CUP
GREAT BRITAIN

MICHELIN Mobil 1 keepmoving PIPER HEIDSIECK drink responsibly TECHNOGYM The Wellness Company adidas SACRED AMLIN GoMotorsport.net

Champions – 2003-2009

2005 – Damien Faulkner

2006 – Damien Faulkner

n Harvey

2009 – Tim Bridgman

Porsche Carrera Cup GB

Introduced in 2003, the Porsche Carrera Cup GB is Britain's fastest one-make racing category and delivers fabulous race action for drivers and fans, both at the circuit and watching on TV.

As a key support race to the MSA British Touring Car Championship, the Carrera Cup GB features stunning cars, top teams, leading drivers and unrivalled back up from Porsche Cars GB.

The successful Professional-Amateur 1 and the Professional-Amateur 2 categories ensure that the less-experienced and non-professional racers can compete for their own points, prize money and podiums within the overall championship.

Over the last eight years, the Carrera Cup GB has consistently delivered superb racing and has spotlighted talented drivers battling to make their mark in the sport at international level. Barry Horne, Richard Westbrook, Damien Faulkner, James Sutton, Tim Harvey and Tim Bridgman have all been crowned as champions after fine campaigns.

Westbrook and Faulkner went on to achieve great success in the Porsche Supercup and their success at the highest level demonstrated the strength and quality of the Carrera Cup GB. In 2010, Bridgman is one of the rising stars of the Porsche Supercup.

The Carrera Cup GB is a winning combination of unrivalled manufacturer support, the biggest crowds in British motorsport, a great atmosphere and one of the best media and TV packages available in the UK.

For more information on the Porsche Carrera Cup GB visit
www.porsche.com

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