

■ **BUTTON'S BREAKTHROUGH SEASON**

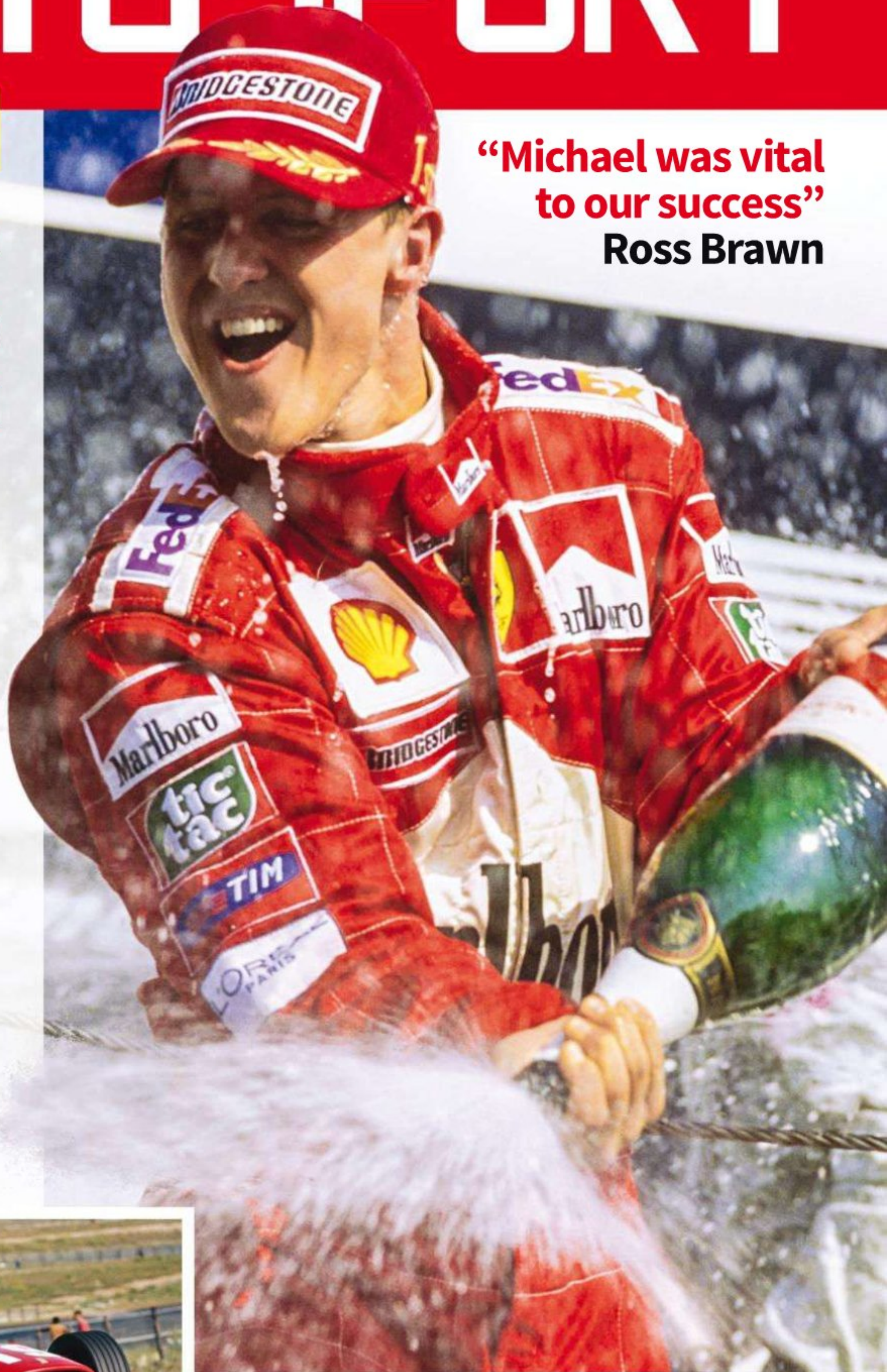
■ **HAKKINEN'S GREATEST PASS**

AUTOSPORT

F1 2000 RETRO SPECIAL

SCHUEY'S FIRST FERRARI CROWN

**How legendary team
finally beat McLaren**



**“Michael was vital
to our success”
Ross Brawn**



CHRIS AMON 1943-2016

A Very Special Lightweight Lister
Limited to Just 10 Editions

The Lister Knobbly Stirling Moss

For the first time in almost 60 years, two Great British racing legends have joined together. The result is simply the fastest racing car of the 1950's recreated using the same jigs, bucks and even some of the same engineers that built them in period.

Sir Moss
LIMITED EDITION

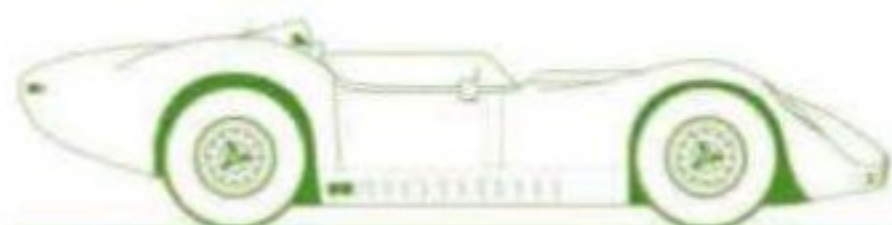
**HANDCRAFTED TO THE ORIGINAL WORKS SPECIFICATION
TO INCLUDE LIGHTWEIGHT CHASSIS AND MAGNESIUM BODY SHELL**



Available for road or historic race use.

Please call 0800 001 4998 or visit:

WWW.LISTERCARS.COM



CONTACT US

George Lister Engineering Ltd
Queens Business Park
Wilbraham Road
Fulbourn, Cambridge
CB21 5GT, UK

LISTER GROUP OF COMPANIES

- The Lister Motor Company Ltd
- Brian Lister (Light Engineering) Ltd
- Lister Storm Racing Ltd
- Lister Storm LMP Ltd
- Lister Heritage Ltd

VIDEO CLIPS

SEE OUR MINI DOCUMENTARY
Lister Sir Stirling Moss interview with Quentin Willson

[YouTube www.youtube.com/listercars](https://www.youtube.com/listercars)



LISTER

All rights reserved. The Lister name and logo are registered trademarks - 2016



A great look back and two fond farewells

IT REALLY DOESN'T SEEM LIKE 16 YEARS SINCE MICHAEL Schumacher finally ended Ferrari's wait for a first F1 drivers' world championship after Jody Scheckter's 1979 triumph.

The superteam, led by Schumacher, Jean Todt, Ross Brawn and Rory Byrne, had to overcome a powerful McLaren squad. Once that had been achieved, however, Ferrari became unstoppable, recording a level of dominance rarely seen in Formula 1. It set the bar to a height the current Italian team still finds hard to reach.

The 2000 season, which is the focus of this special issue, had plenty of other subplots. Then-rookie Jenson Button laid the foundations for a stellar F1 career, while the fledgling Williams-BMW partnership should arguably have challenged the Ferrari steamroller more strongly in the years that followed. And outside of F1, Audi began a new chapter in the story of the Le Mans 24 Hours with the first success for its R8.

As well as looking back at the best of 2000, we also celebrate the lives of two great drivers lost in recent days. New Zealander Chris Amon was one of F1's top drivers in the '60s and early '70s and his (still fine) CV does not do his talent justice.

Jack Sears was a versatile British racer who made his mark in touring car and sportscar competition. Indeed, his efforts in mighty Ford Galaxies ushered in a new V8 era in British touring car racing. He and Amon will be sorely missed.



KEVIN TURNER EDITOR

kevin.turner@haymarket.com

@KRT917



COVER IMAGE
LAT Archive

COVER FEATURE

4 Schumacher ends Ferrari's wait

F1 2000 SPECIAL

11 Hakkinen's greatest pass

12 Great car: Ferrari F1-2000

14 Ferrari's rivals: the rest of the F1 grid

16 Jenson Button's rookie campaign

20 Williams and BMW join forces

24 Barrichello's crazy first victory

26 Stats: the 2000 season in numbers

28 Highlights from a year in motorsport

PIT+PADDOCK

32 Jack Sears obituary

34 Feedback: your letters

35 Dieter Rencken: political animal

FEATURE

36 Chris Amon: F1's greatest non-winner

RACE CENTRE

40 World Touring Cars; Super GT; IMSA; NASCAR Sprint Cup; Formula Renault NEC

CLUB AUTOSPORT

55 Arden and MP eye Eurocup campaigns

56 New initiative for club series

59 Humble Pye: the voice of club racing

60 National reports: Snetterton; Croft; Anglesey; Cadwell Park; Silverstone; Oulton Park

FINISHING STRAIGHT

70 What's on this week

72 From the archive: 1975 Dutch GP

74 Race of my life: Chris Amon

AUTOSPORT SUBSCRIPTION OFFER

58 Sign up and get a FREE Braven speaker

FIND US ON

autosport.com

twitter.com/autosport

facebook.com/autosport

instagram.com/autosportdotcom/

youtube.com/AUTOSPORTdotcom

the Apple App Store

digitalmagazine.autosport.com

Apple News

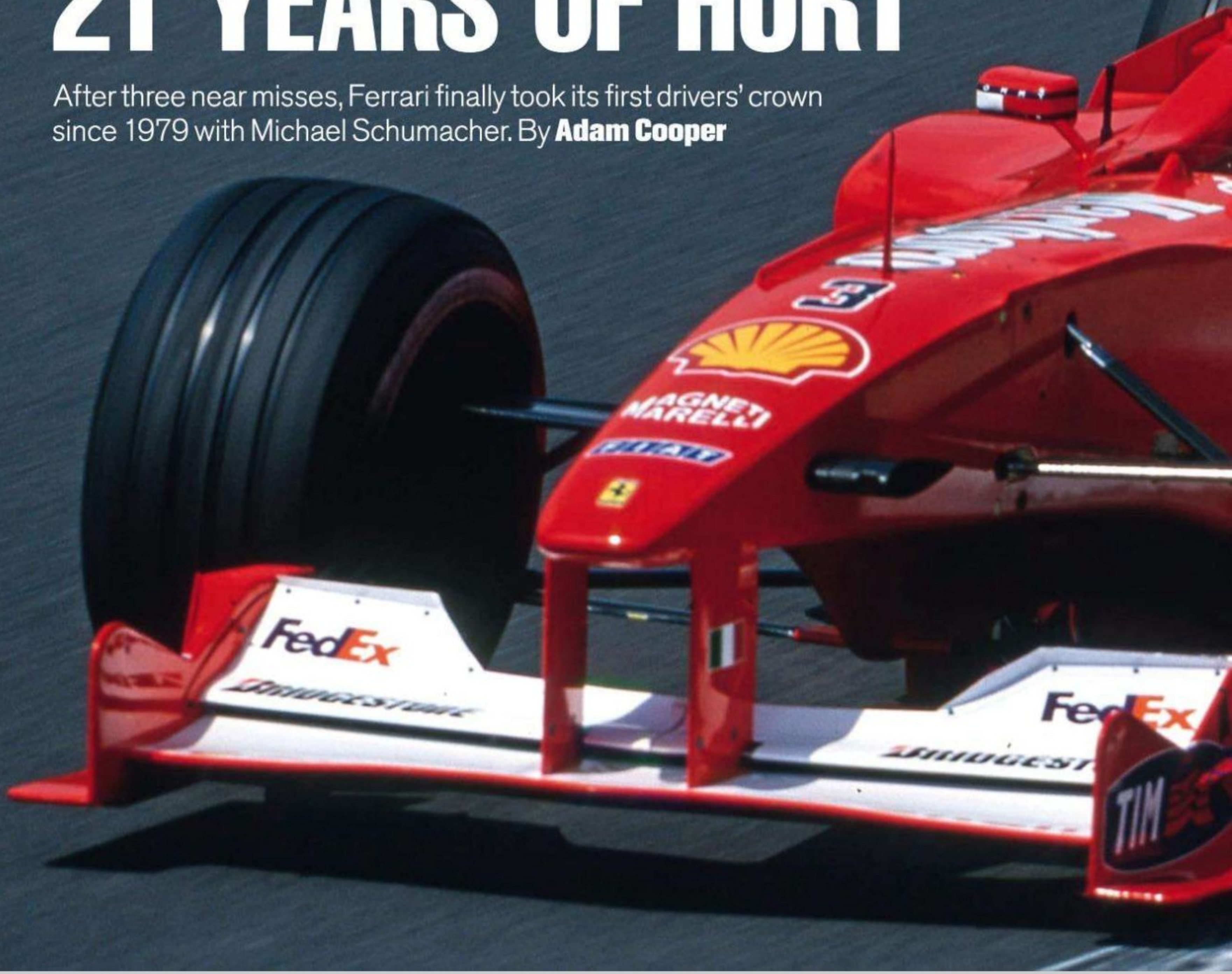


August 11 2016 EVERY WEEK

AUTOSPORT

SCHUEY ENDS FERRARI'S 21 YEARS OF HURT

After three near misses, Ferrari finally took its first drivers' crown since 1979 with Michael Schumacher. By **Adam Cooper**







Michael Schumacher's 2000 drivers' world championship title was the culmination of a rebuilding programme begun by Ferrari team principal Jean Todt seven years earlier, and which took on a new dimension when the Frenchman hired the German for the 1996 season. Now there could be no excuses.

Todt completed the dream team by adding technical director Ross Brawn and designer Rory Byrne. With the pieces falling into place, this talented group came agonisingly close in both 1997 and '98, before Schumacher's crash at Silverstone interrupted his '99 campaign, and left team-mate Eddie Irvine to take the challenge to Mika Hakkinen and McLaren. The Northern Irishman very nearly did it, but it was Schumacher who finally ended Maranello's 21-year drought in the millennial year.

"When I joined Ferrari in July 1993, most of the design work was done in the UK at Ferrari Design and Development," recalls Todt. "We had no windtunnel, empty facilities in Maranello, so we had to build



Schumacher (right) led a Ferrari team determined to win its first drivers' title since 1979

everything. We missed the championship in '97 and we missed it in '98, when he was fighting until the last race and he was on pole when the car didn't start. So we were already competitive before.

"Then in '99 he had his accident, and Eddie Irvine was competing until the last race for the championship. Nevertheless we won the manufacturers' world championship. And finally in 2000 things worked better and we won

the manufacturers' and drivers' championships. So 2000 wasn't a kind of revolution, it was a lengthy process, where we could finalise what we wanted to achieve only in 2000."

"We'd come quite close in the three previous years," agrees Brawn. "But the team was starting to function really well at that stage. The Bridgestone relationship was pretty vital to our success in that period, and we basically turned Bridgestone into a works team,

and they focused on Ferrari. We were hand-in-hand on an awful lot of projects. That was starting to work well, and the mantra of one car – it's not a chassis, it's not an engine – was also starting to work well. So things were maturing in the right direction.

"Ninety-nine was disappointing in that Michael had his accident, and I don't think there's anyone who wouldn't agree that he would have won the championship that year, all things being equal, because for Eddie to get a run at it until the last race showed the car we had that year. And 2000 was the follow-on from that.

"So I think '99 was when we really would in normal circumstances have done it. We did it in 2000, and in some ways it was just that we did it in 2000. Michael had been a vital part of the creation of that team, and the success of that team, and it would have been unjust, if I might say, for Eddie to have taken the championship in '99, before Michael. It was a really exciting and important year."

There was a popular theory that said Schumacher's accident had done him a favour, in that having been flat-out since his karting days he had finally enjoyed

MIKA'S SPA PASS p11 ▶



Häkkinen makes a point to Schumacher after their wheel-to-wheel fight at Spa

“Michael had been a vital part of the team and it would have been unjust for Eddie to have taken the '99 championship”

some down time, and a chance to recharge his batteries. When he returned for the last two races of '99, to help Irvine's challenge, he was in top form.

“When he came back in '99 he was astonishingly quick,” Brawn says. “I think in qualifying in Malaysia he had quite a margin [on pole by 0.947s], and he played the team role of trying to help Eddie win the drivers' title. That must have been incredibly galling for him, to put in all that work and effort and see it maybe going to someone who was reasonably professional, but pretty belligerent about it all. Michael was, as always, a true professional and did what was needed, did what the team wanted him to do.”

With new team-mate Rubens Barrichello, Schumacher started the 2000 season in devastating style, winning Australia, Brazil and San Marino. He was third at Silverstone but then only fifth in Spain, where a pitstop drama left chief mechanic Nigel Stepney with a broken leg. Michael bounced back to win on home ground at the Nurburgring. Then came the massive disappointment of retiring from the lead in Monaco.

“We were ahead by a country mile, and an exhaust cracked,” says Brawn.

“It blew hot air onto a carbon wishbone, and basically burned it away, when he was just cruising to an easy victory. It was one of those Monaco things where, because of the rev range and the way you use the car and use the engine, it just aggravated a problem that we'd not seen before. You imagine that your problems would come at high-speed circuits, under high revs and all the rest of it.”

Michael then won in Canada, logging his fifth victory in eight starts. At this stage he had 56 points to the 34 of David Coulthard and 32 of Häkkinen – only 10 for a win in those days, of course – and it appeared that he was running away with it.

His luck then took a turn for the worse. He retired with an engine failure in France and was eliminated in first-lap accidents in both Austria and Germany, where Barrichello at least gave the team a consolation win. Michael was stuck on 56 points with Coulthard and Häkkinen now on 54 apiece, and closing fast. Suddenly, the pressure was on.

“I do remember having a fairly serious mid-season wobble,” says Brawn. “It then became the job of Jean and myself and one or two others to hold the thing together and not ▶



Schumacher won San Marino with Häkkinen second. The pair would duel for the title all season



Schumacher celebrates twin titles on the podium in Malaysia with Brawn and Barrichello



Schumacher 'fights' with Bernie Ecclestone, but Hakkinen (right) was his real opponent

panic, because if you have a blown engine you have to get to the bottom of it and find out what's going on. If you have crashes that put the car out, that's racing. If your driver is not doing stupid things, which I'm sure he wasn't, you can't control it. The start of a race is a pretty hairy event and these guys are asserting themselves, and if they don't assert themselves they often get into more trouble.

"So you have to live with the percentages. It's unfortunate that they came together in the way they did, you just have to keep your nerve and carry on. If the car is still performing and the team is performing, just put it behind you and get on with it."

In Hungary, Michael lost the race win, and the world championship lead, to Hakkinen. He was beaten again at Spa, where the Finn pulled off a famous passing move, leaving the scores at Hakkinen 74, Schumacher 68. There were four races to go. Surely Ferrari wouldn't let it slip once more?

"At this time of the year in 2000, we were quite far behind," says Todt.

"I remember meeting my people and saying we need to win each single race from now if we want to have a chance. And in fact we did it..."

Michael scored an emotional 41st career victory at Monza, equalling the total of F1's previous top man, Ayrton Senna. He then won on F1's first visit to Indianapolis, where Hakkinen retired. The title race turned around so quickly that Michael could now clinch it at the penultimate race at Suzuka.

The pair enjoyed a close fight, and Hakkinen led until the final stops, where Schumacher jumped ahead.

"I remember a radio communication at Suzuka," says Todt, "where Michael had to come out of the pits after the stop in front of Hakkinen, and he did it. But it was very tight, it was not at all domination like it was later."

"It was a tough race, I recall," says Brawn. "It was toe-to-toe for most of the race, and then we cracked it on strategy. I was on the radio and I could see Michael and I could see Hakkinen, and I said, 'Michael, it's looking good, Michael, it's looking bloody good,'"

WINNING UNDER PRESSURE

TO win the 2000 world championship, Michael Schumacher had to beat Mika Hakkinen, who had secured the two previous titles and was at the top of his game. With four races to go, the Finn was in front, and the stress levels in the Maranello camp were raised, given the painful defeats of the three previous years. However, the intensity of the fight made the final outcome all the sweeter.

"It got competitive, that's what we thrive on, that's why we're there," says Ross Brawn. "One of the things that Tom Walkinshaw taught me – because with Tom was the first time I was in that sort of position of responsibility – was let's not forget why you've done all this. You've done all this to put yourself in that position where you're going to show that you can do it.

"When you're faced with those situations, you've got to remember that's what you've lusted after. Everyone wants to win an encounter with no stress, no pressure and all the rest of it, that's great. But the ones where you win with those challenges are often the more rewarding, because you've kept it together. Rewarding in a different way.

"Winning at a canter means that you've done a fabulous job behind the scenes, you've got a great car, a great team, you just go ahead and make sure you don't make mistakes. When you're in a really fierce battle with a competitor and you come out on top, that has a different sort of reward, that's really quite special. I always tried to remind everyone when we were in those situations that that was the reason why we were there, that was the buzz. And if you didn't get the buzz, then you were in the wrong job. That was all part of the fun."



Schumacher clinched the drivers' crown at Suzuka after taking the lead from Hakkinen at the final stops. He later claimed it was the race of his life



Barrichello joined Ferrari for the 2000 campaign and took third in the points table

Todt (l) built a superteam and signed Schumacher

"I said we need to win each race from now if we want to have a chance. And in fact we did it..."

something like that, advising where he was with Hakkinen. It became a bit of a mantra in the team! We could listen to the radios and Mika came on to McLaren and said, 'How the hell did that happen?' So that was pretty sweet..."

Schumacher duly clinched his third title in what he later chose as the race of his life, and the first driver's crown for Ferrari since 1979. Job done.

"I have one memory when I was taking Michael to the podium," Todt recalls. "I said to him, 'Our life in F1 will never be the same'. Because the whole intention of building the team was to get this trophy, and it was achieved. We knew, starting from when we arrived, that we had had so many difficult times. But the reason why we managed it was because we always believed in each other, and stuck together. I'm proud, if I can say proud, that we won the championship.

As I said, we had to wait a long time before getting it, but we got it."

"It was a big relief," Brawn admits. "To come that close before, and not nail it, was gut-wrenching. I think the first year it was John Barnard's car, we were part of a new set-up, and it would have been nice to win – but it never means as much as a project that you're 100% involved in. So in '98 and '99 we had a good run at it, and '99 was obviously clouded because of Michael's accident.

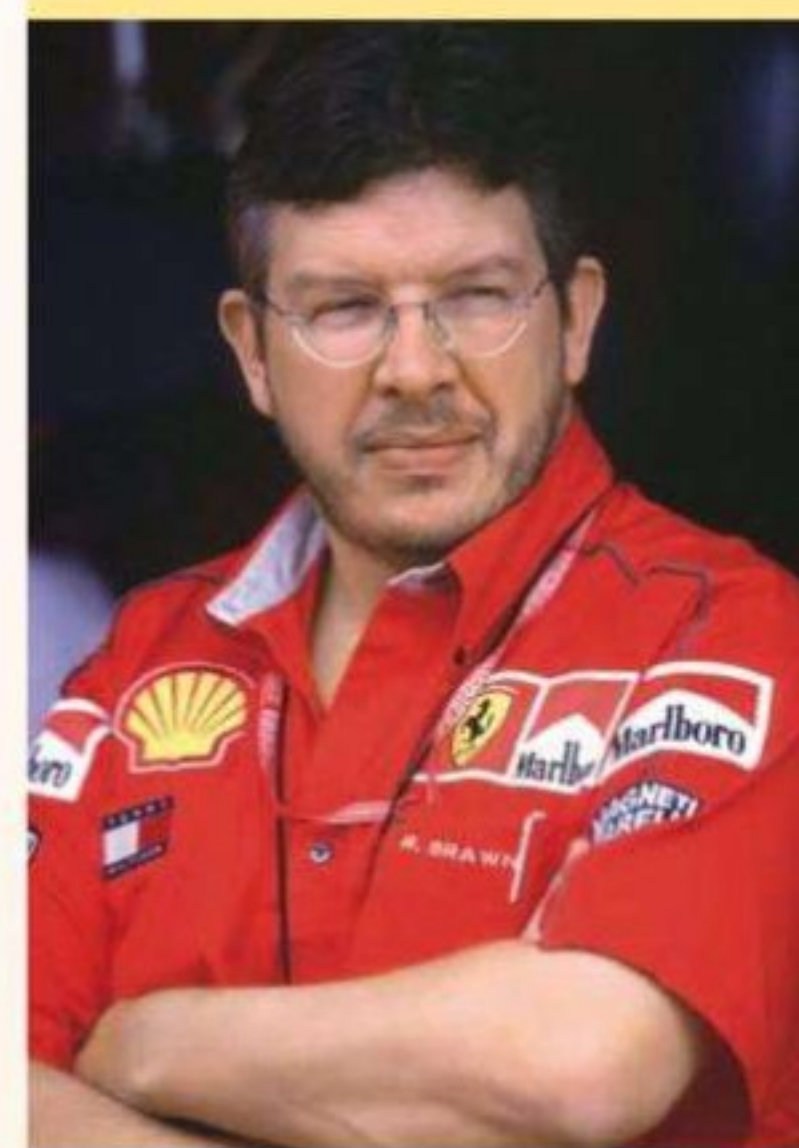
"It has a nice symmetry, 2000, and therefore it sticks in your mind. That win at Suzuka, and the circumstances behind it, was very special. And I was very actively involved in strategy at that stage, so it was a buzz for me."

Michael went on to finish the season with his ninth win of the year in the finale in Malaysia. At the time nobody could conceive of what was to follow.

"Whether it was a monkey off our backs, I don't know," says Brawn. "Because obviously we went on to win five double championships, none of which were as easy as they looked, because we had some pretty stiff competition. But that first one was pretty special, after 21 years."

"I don't think so often about it," says Todt of that golden era. "I'm still fortunate to think ahead of me, what I do, what I want to do, but I realise that we were probably the most successful page, definitely of Ferrari, and probably of motor racing, in F1. Of course it's pleasing, it's rewarding, but I don't have so much time to think about it.

"You just remember if you lose or if you win, but not how difficult it was. At the end of the day, it's numbers. You have been world champion, or you have not been world champion." ■



Brawn was key to Ferrari's winning streak



HELPING YOUR TEAM REACH POLE POSITION

Working alongside approachable, specialist lenders who offer flexible solutions for Motorsport finance.

Past Credit Difficulties? No problem, there are no Black flags for clients with adverse credit. 

Helping you and your team realise your vision and goal.

Commercial Finance solutions to help your team grow, develop, prosper and win.



TAKE YOUR TEAM TO THE NEXT LEVEL

 GIVE YOUR AMBITION THE GREEN LIGHT 

 **FINANCE FOR RACE CARS**

 **FINANCE FOR TEAM TRANSPORT**

 **FINANCE FOR NEW EQUIPMENT**

 **FINANCE FOR FACTORY UPGRADES**

 **PAST CREDIT PROBLEMS ARE PAST**
WE CAN ASSIST CLIENTS WITH ADVERSE CREDIT



Proud to support & assist British Industry.

JKfinance.co.uk is an independent website created to help users find commercial finance & debt help. We work with Financial Conduct Authority authorised brokers and introducers who search and compare debt products. JK Finance's service is 100% free to use and you are under no obligation to accept any of the quotes or product offers that you receive.

Call **03333 441301**

or visit

www.jkfinance.co.uk

Find us on  

Zonta is left in their wake as Hakkinen gets alongside Schumacher



Hakkinen's greatest overtake

Mika Hakkinen's pass for victory in the Belgian Grand Prix on the run to Les Combes is often cited as the best in F1 history. By **Edd Straw**

After 40 laps of the Belgian Grand Prix, Michael Schumacher leads from Mika Hakkinen; the two star drivers of 2000 locked in combat in the closing laps of the race. Schumacher's robust defence has already riled Hakkinen, who took to the grass on the previous lap, but this time round they are closing in on Ricardo Zonta's BAR.

"Planning to overtake Michael there was very difficult, but it was clear that he knew it was the only place I could do it," says Hakkinen. "So he was defending as much as he could, going to the borderline all the time. So you had to take risks.

"I needed to take more and more risks through Eau Rouge. And when I did that, I was wearing the tyres out more, so they were losing performance and that made it more difficult for me in the twisty section of the track because the grip was dropping. Every time I got to Turn 1, the hairpin, the gap was bigger. And when I was catching Michael through Eau Rouge, my gap was not as good as it was.

"And Michael was definitely playing a dirty game [defensively]. But I couldn't do anything. Even if I screamed and cried on the radio, 'Do something!' – and maybe I did, actually

– it wouldn't make any difference.

"By pure luck, on lap 41 there was a backmarker on the straight – Ricardo Zonta. Michael could see him going at quite a low speed. He was in the middle of the track. In his position, I would definitely make sure that I would not give the driver lapping me the chance to overtake either on the outside or the inside because anything could happen.

"Michael decided to go to the outside. He knew that when he got

to the braking point for the corner, the track was cleaner. Typical Spa, it was still a bit damp off line so the inside for the corner was not good. I said, 'That's it, I'm going to go flat out inside'.

"I knew the risk. If Michael decided to turn to the inside for whatever reason, it would be a horrible experience for me! I was relying on him. I expect a racing driver to decide on a line and then stick to it.

"In F1 you have to take risks. The battle with Michael was so intense

that sometimes we both took risks that were not normal. But at Spa, it worked for me. I had the speed through Eau Rouge and without Zonta it would have been the same game as before. But I didn't show if I was going to go left or right; I waited for him to decide.

"I was in his tow, which was a massive advantage, but then when Michael moved I also got a tow and some extra speed from Zonta. That was an amazing feeling. After that the overtake was quite easy because Michael gave up.

"He had fought enough and didn't want to push his luck any further. If he had fought in the corner, we could both have ended up in the gravel. And he realised that." ■



"Michael was playing a dirty game defensively"

MIKA HAKKINEN

Hakkinen reckons the actual overtake was easy; Schumacher didn't want to push his luck any further so opted to yield as they turned in to Les Combes

THE GREAT CAR:

FERRARI F1-2000

Ferrari won both championships in 2000, the team's first double since 1979. **Craig Scarborough** reveals the technical secrets behind the all-conquering car

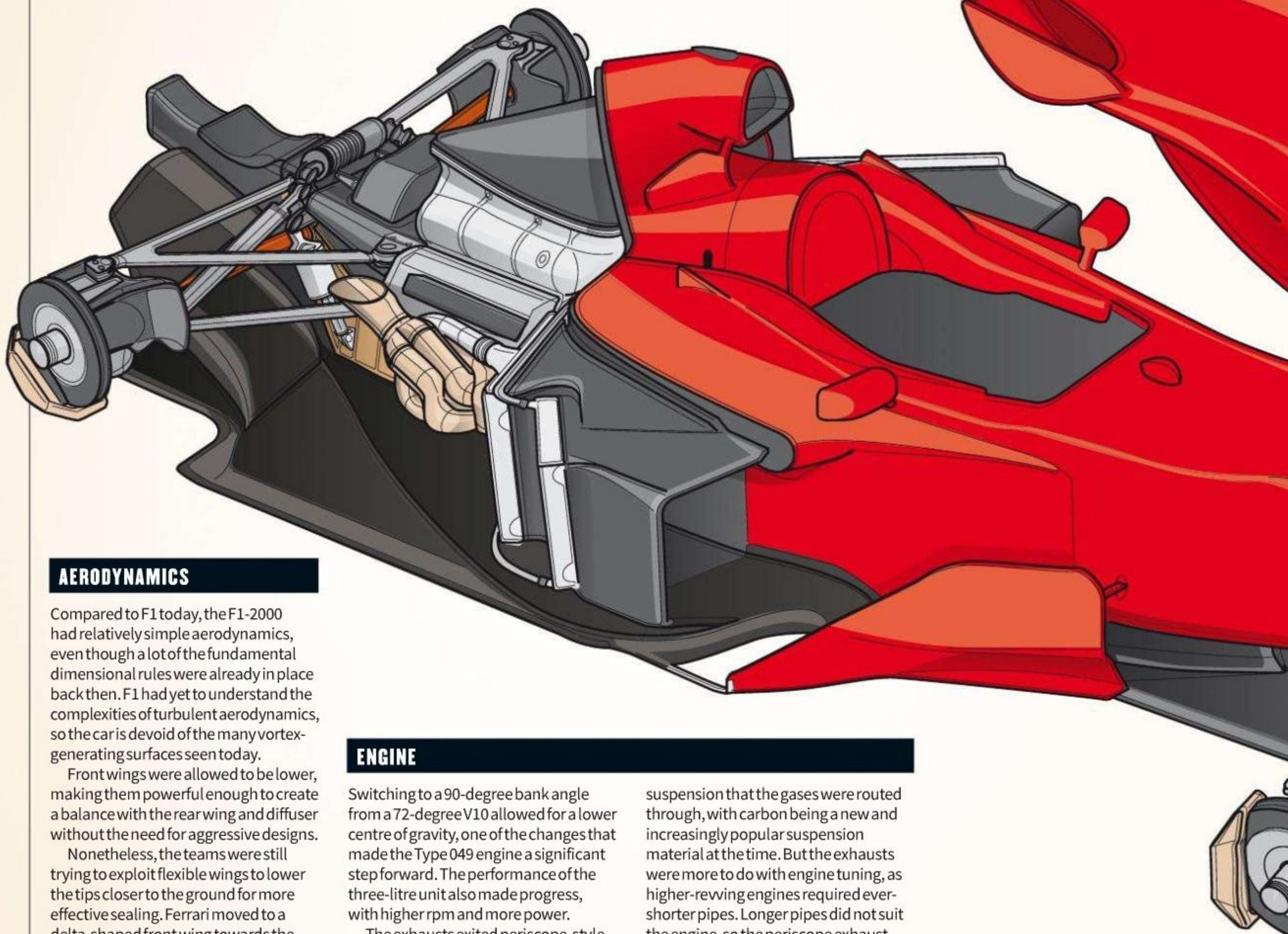
The design of the Ferrari F1-2000 sat between the 1998-'99 cars and the line that followed, starting with the F2001. McLaren had established itself as the team to beat since the narrow-track, grooved-tyre era started in 1998, and

the Ferrari showed the influence of what Adrian Newey was doing at McLaren.

The key technical leaders, Ross Brawn and Rory Byrne, had joined from Benetton in the '90s, with the structure of Ferrari being influenced by the success of Enstone in the mid-'90s.

Ferrari still used technology

introduced by John Barnard, who left after the 1997 season, such as gearbox construction and the intricate fabrication systems for other key metal structural parts. But the F1-2000 marked the start of five seasons of dominance for Ferrari, and set a new direction and standards for car complexity.



AERODYNAMICS

Compared to F1 today, the F1-2000 had relatively simple aerodynamics, even though a lot of the fundamental dimensional rules were already in place back then. F1 had yet to understand the complexities of turbulent aerodynamics, so the car is devoid of the many vortex-generating surfaces seen today.

Front wings were allowed to be lower, making them powerful enough to create a balance with the rear wing and diffuser without the need for aggressive designs.

Nonetheless, the teams were still trying to exploit flexible wings to lower the tips closer to the ground for more effective sealing. Ferrari moved to a delta-shaped front wing towards the end of the year. This is the sort of shape we will see more often in F1 in 2017.

ENGINE

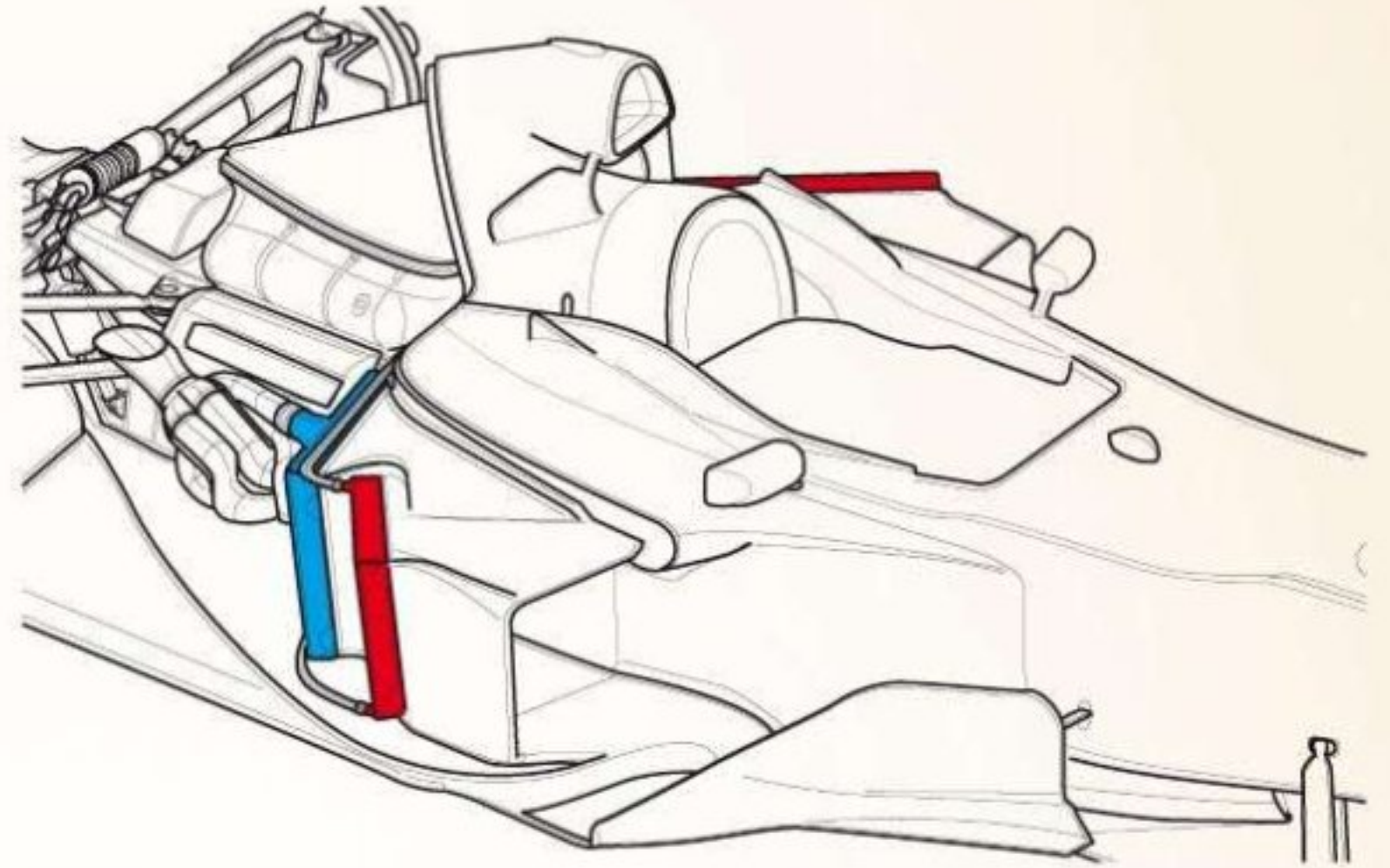
Switching to a 90-degree bank angle from a 72-degree V10 allowed for a lower centre of gravity, one of the changes that made the Type 049 engine a significant step forward. The performance of the three-litre unit also made progress, with higher rpm and more power.

The exhausts exited periscope-style, which was once thought to be a result of hot exhausts melting the carbon

suspension that the gases were routed through, with carbon being a new and increasingly popular suspension material at the time. But the exhausts were more to do with engine tuning, as higher-revving engines required ever-shorter pipes. Longer pipes did not suit the engine, so the periscope exhaust was a rare case of the demands of the engine overruling aero requirements.

FERRARI F1-2000 IN NUMBERS

RACES	17	FASTEST LAPS	5
WINS	10	LAPS RACED	1860
POLE POSITIONS	10	LAPS LED	606



COOLING

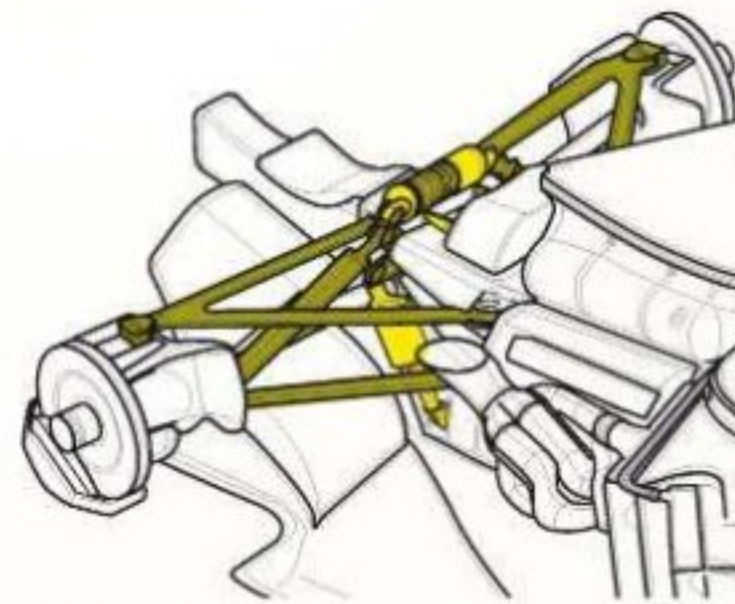
As a normally aspirated engine, with no hybrid technology, the Ferrari V10 required only water and oil cooling.

The F1-2000 came towards the end of the era of simple, vertically mounted radiators in the sidepods – a design carried over from the Benetton years.

The radiators were located towards the back of the sidepods and the oil

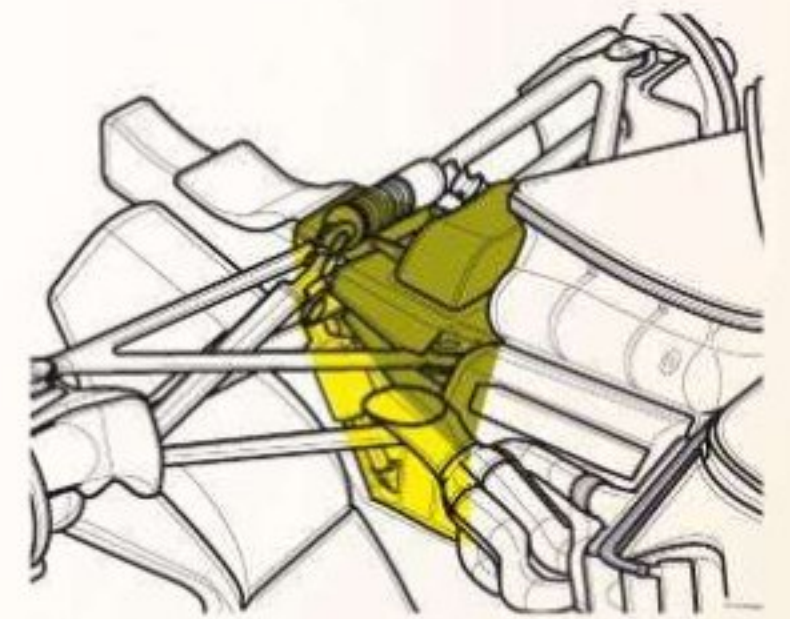
coolers were angled slightly ahead of them. Both were fed from a common duct, split internally to feed the two different coolers.

Hot air then exited the sidepod through the Coke bottle outlet, as well as through ducts in the flip-ups ahead of the rear wheels. Ferrari also introduced chimneys for the first time in 2000.



SUSPENSION

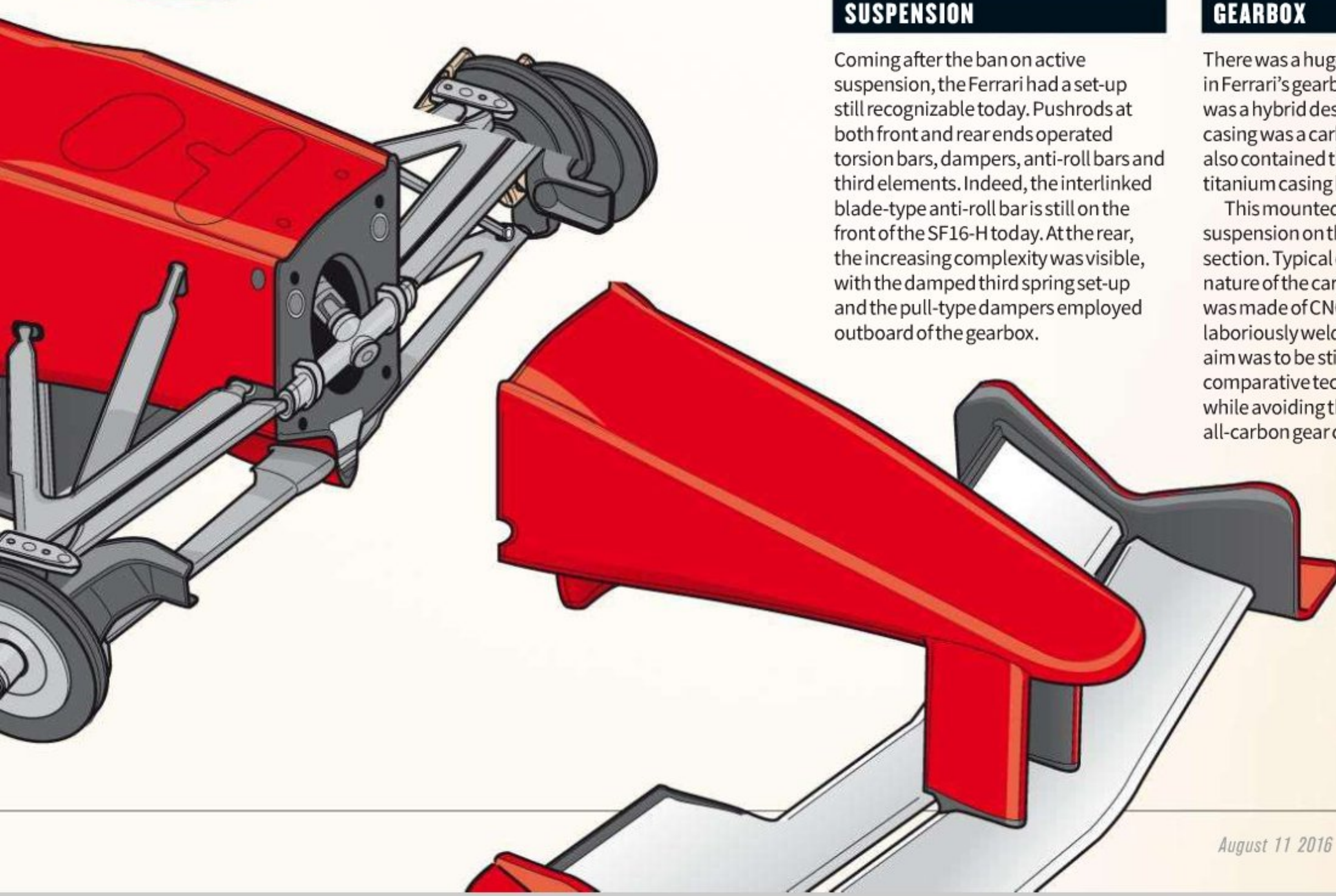
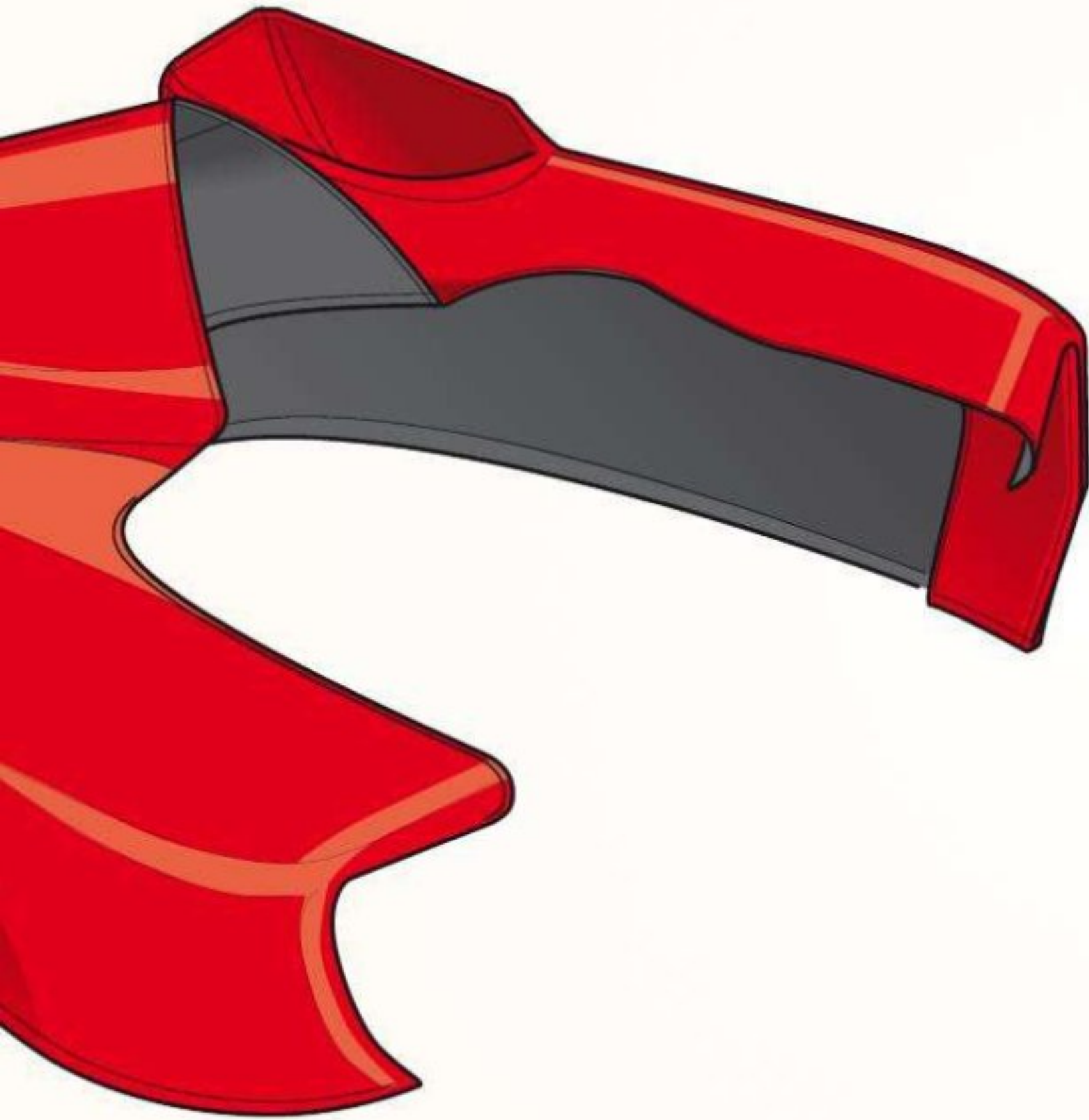
Coming after the ban on active suspension, the Ferrari had a set-up still recognizable today. Pushrods at both front and rear ends operated torsion bars, dampers, anti-roll bars and third elements. Indeed, the interlinked blade-type anti-roll bar is still on the front of the SF16-H today. At the rear, the increasing complexity was visible, with the damped third spring set-up and the pull-type dampers employed outboard of the gearbox.



GEARBOX

There was a huge degree of complexity in Ferrari's gearbox construction, which was a hybrid design. The top half of the casing was a carbonfibre moulding and also contained the oil tank. Below was a titanium casing holding the gear cluster.

This mounted the majority of the suspension on the carbon upper section. Typical of the hand-crafted nature of the car, the titanium casing was made of CNC-milled plates laboriously welded together. The aim was to be stiffer and lighter than comparative technology of the time, while avoiding the problems of early all-carbon gear cases.



THE REST OF THE CLASS OF 2000

McLAREN-MERCEDES MP4-15



WILLIAMS-BMW FW22



BENETTON-SUPERTEC B200



JORDAN-MUGEN HONDA EJ10



THE REGULATIONS

The 2000 rules were largely unchanged from 1999. This was the third season of the narrow-track regulations, introduced in 1998, that reduced the car width from 2000mm to 1800mm. Three-litre V10 normally aspirated engines were regulated, with both front and rear tyres featuring four grooves.

JAGUAR-COSWORTH R1



ARROWS-SUPERTEC A21



PROST-PEUGEOT AP03



SAUBER-FERRARI C19



BAR-HONDA 002



MINARDI-COSWORTH M02





GRAND PRIX 2000 JENSON BUTTON

Find more issues at www.williamsf1team.com



BUTTON'S BIG BREAK

In just his third season of car racing Jenson Button was plucked from Formula 3 to race for Williams, laying the foundations for one of F1's most illustrious careers. By **Ben Anderson**

The turn of the 'New Millennium' will forever be etched in Jenson Button's memory. Not because he feared the world would end, or that the Y2K bug would ground aeroplanes and cause worldwide transport networks to grind to a halt. No, for him the year 2000 marks something far more significant – the beginning of his Formula 1 career.

Fifteen years before Max Verstappen sent shockwaves through single-seater racing by leaping straight into F1 from Formula 3, Button did likewise – blazing a trail through the international karting scene, Formula Ford and British F3 before arriving at the sport's pinnacle.

Such a move was not that extraordinary back then. Jarno Trulli did it just a few seasons earlier. Bar a handful of F2 races on the side, so had Alain Prost. Oh, and some bloke named Ayrton Senna da Silva.

Having won the 1998 McLaren Autosport BRDC Award and finished third in British F3 in 1999 – making him the top rookie – Button's big grand prix break came with Williams.

But his first proper taste of F1 was down to Prost, who'd been keeping tabs on Button after friend Serge Saulnier told him he'd been "shocked" by how good Button was when first testing for Saulnier's Promatecme F3 team at Magny-Cours in the winter of 1998.

"I was on holiday in Mexico at the time," recalls Button, now an F1 world champion, winner of 15 grands prix, and the most experienced driver on the grid. "I got a call from my manager saying, 'He [Prost] wants you to test the car'. I'd driven a McLaren before that, at Silverstone, but it was on wets in drying conditions around the national circuit.

"I only did one test with Prost [at Barcelona] – 33 laps, then the engine blew up! It was a really good car actually. Nick Heidfeld ran new tyres on low fuel at the end and did a time. But my time was good enough to be quicker than Jean Alesi the previous day.

"He was their racing driver at the time, so I was well happy with the test! I didn't really understand why I was doing it, because there wasn't a race

"I only did one test with Prost, but was quicker than Jean Alesi!"

JENSON BUTTON

seat available [Prost had Alesi and Heidfeld under contract].

"They said 'maybe F3000', but I didn't really want to do F3000. That was the [natural] direction, but I just didn't like the car at all – it was massive, just a box of a car. I had a couple of meetings with Alain, then the opportunity to test the Williams came up."

Williams was on the hunt for a driver, having agreed to release double CART title winner Alex Zanardi after a disappointing return to F1. It wanted to recall Zanardi's successor as CART champion Juan Pablo Montoya (under a contract dating back as far as 1997) from the US, but Chip Ganassi had just inked a new engine deal with Toyota and didn't have time to find an alternative driver, so Williams agreed to wait another year before bringing Montoya to F1.

Williams needed someone to plug the gap. Incoming engine supplier BMW pushed its sportscar ace Jorg Muller (Williams was not so keen); Japanese F3 king Darren Manning was also considered (he tested for Williams at Jerez in December 1999); but promising Brazilian Bruno Junqueira was the favourite, having tested for Williams at Monza in the autumn of '99, and enjoyed a strong season in the squad's Petrobras Junior F3000 feeder team.

However, Button's Prost test had also made waves, and after a Christmas phone call from Frank Williams (which Button thought was a prank at first), he headed to Jerez to go head-to-head with Junqueira for the seat. But the test did not start well for Button.

"The thing broke down three times ▶



Fifth at British GP, behind his team-mate



Williams engineering legend Patrick Head delivers old-school tutorial to Formula 1 rookie Button

“I was out of my depth. Quick, but in terms of engineering I didn’t know what I was doing”

JENSON BUTTON

◀ in one day – as in broke three engines in one day,” he explains. “One on the stands, one through Turn 4, and then one through Turn 6 – both on the outlap! So we didn’t really get any testing done.”

Subsequent running at Barcelona’s Catalunya circuit was more productive. Button and Junqueira were tough to split. Most of the engineers preferred Junqueira, but Button was fractionally quicker. Williams felt he might have greater potential given his relative lack of experience, so the Brit finally got the nod to partner Ralf Schumacher.

After further pre-season tests at Kyalami, Silverstone and Barcelona, Button headed to Melbourne to make his grand prix debut, at just 20 years of age. On his first lap out of the pits he followed Michael Schumacher’s Ferrari around the track.

“He was only a double world champion at that point, but driving out behind him – this guy I watched racing for so many years – was pretty awesome,” remembers Button. “And the V10 sound

as well was amazing. The way the floors were and the way that the leaves fall off the trees out there, the first cars out got a rooster-tail of leaves. Very special.”

Button had a rough start, crashing in practice, and qualifying on the last row of the grid. But he enjoyed a strong first lap and ran as high as fourth (admittedly in a race of attrition), before unreliability thwarted a debut points finish.

“I was running fourth at one point, and then sixth when the engine blew up,” says Button. “I was gutted. Then I went to Brazil, had fun there, and I remember lunging Jos Verstappen into the hairpin and finishing seventh.”

“Then DC [David Coulthard] got disqualified and I got the point! I was told just as I was getting on the bus to the airport. We had a few drinks on the way – it was crazy. I was running in sixth in my first race, then running seventh and finished sixth in my second race. In those days to finish sixth was so difficult...”

Button qualified sixth and finished fifth at the British Grand Prix, overtaking

Michael Schumacher at the start and scoring points despite “running on nine cylinders for the last 20 laps”, but mostly struggled to match his team-mate in qualifying, as well as suffering poor reliability over the first half of the season.

“Winter testing was tough because I was about half a second off Ralf and it took a while really to get on the pace,” Button admits. “It was mostly braking. Just braking as late as you could and how hard you can brake. That’s where you lack confidence, because you’re not used to big downforce.”

“I was totally out of my depth, because I had no real experience in car racing. And back then you didn’t have simulators. I had no experience engineering wise, and nobody really knew how important that was for a driver. I was quick, but in terms of engineering I didn’t know what I was doing.”

Button survived a late spin to finish fifth from a lowly start in Austria, but went one better at the next race in Germany. As Rubens Barrichello charged

from 18th on the grid to score an emotional maiden win for Ferrari, Button managed similar heroics to finish fourth, which would stand as the best result of his first season in F1.

“I pulled the clutch in during the green-flag lap and the engine just died, so I started last,” recalls Button. “I came through and was chasing down DC about a second per lap [at the end]. I just ran out of laps, which was a shame.”

As was Button’s eventual fifth-placed finish at Spa, where he qualified a season’s best third and felt sure he was going to break his podium duck.

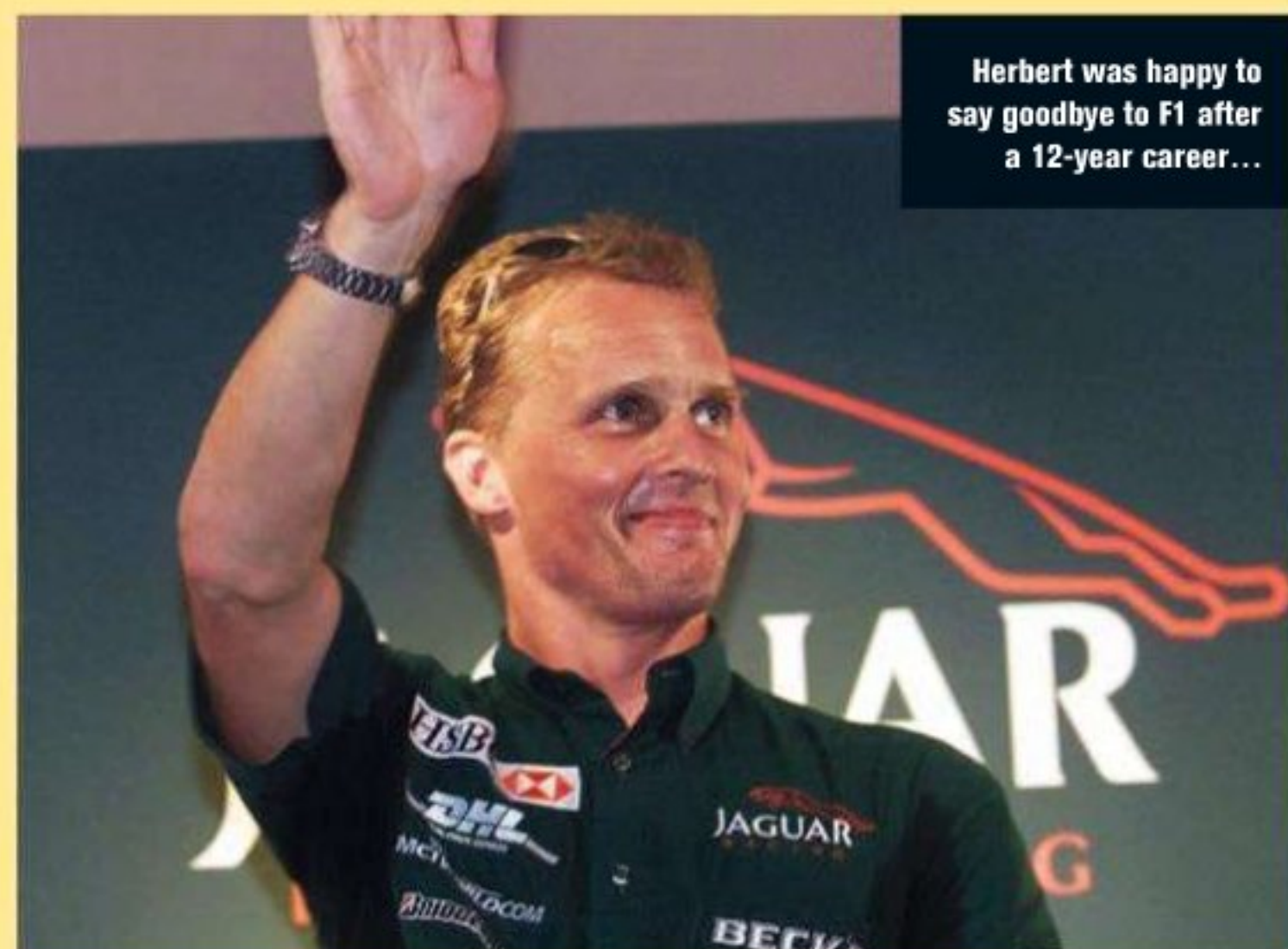
“That was so frustrating,” says Button. “I had to try to overtake Trulli, but crashed [into him] and ended up finishing fifth. Annoyingly Ralf was on the podium and I was thinking, ‘That should’ve been me!’”

But Spa at least showed how far Button had come as a grand prix driver, marking the start of a run of outqualifying his more experienced team-mate for three of the last five races.



HERBERT'S SWANSONG

Herbert was happy to say goodbye to F1 after a 12-year career...



WHILE one British driver was busy making a splash as an impressive newcomer to Formula 1, another bowed out at the end of a trying year with the new all-singing, all-dancing Jaguar team.

Johnny Herbert was a race winner with Stewart in 1999, but ended the following season with no points, calling time on a 12-year career at the top level.

Team-mate Eddie Irvine was a regular top-10 qualifier over the first six races in Jaguar's troublesome first F1 car, while Herbert struggled and grew frustrated with persistent unreliability in his R1.

He nevertheless qualified within a tenth of Irvine at Monaco. "It was the weirdest race I've had," says Herbert, whose Jaguar deal was the final year of a carry-over contract from Stewart.

"I got ahead of Eddie but it all suddenly started getting a bit 'unpacey'. I was really struggling. I let him past because I was all over the shop. It was bizarre.

"And that made my decision for me – that's it, I've had enough of this. I haven't got the energy

to go through all this pain.

"It just wasn't happening. I knew I was at the end of my career anyway, and I didn't want to fish for another drive. I wasn't at the top of my game, but it was sad to get to a race as early as Monaco and think, 'I can't be bothered'."

Herbert felt the basic car and engine package was decent, but that "there was too much cocky confidence going on" within the team following Stewart's 1999 success. He was particularly perturbed to end his season injured following a bad crash in Malaysia.

"We had a suspension failure with [test driver] Luciano Burti at Silverstone, and my big beef was that it was totally unacceptable to have the suspension fall off again at my last race," says Herbert.

"A couple of cracks were found, so there was a fundamental issue that never got rectified – with all the technology and load-testing tools they had. I went off at 170-180mph, wiped off the rear wing, careered into the barrier, damaged my knee and ended my career in a wheelchair."



...but angry that avoidable suspension problem caused him to crash out of his last race



Pre-season tests were hamstrung by BMW engine failures, but Williams saw Button's potential

"He was quick – as Juan Pablo always said," says Button of Ralf Schumacher. "He wasn't very consistent, but was quick on his day, definitely."

After crashing out of the top six at Monza – where he struck the barriers after getting caught out by the sudden slowing of the top order before a safety car restart – Button underlined his improving Saturday form by outqualifying his team-mate again at Suzuka.

This feat was all the more impressive given he had never raced cars in Japan before, while Schumacher had claimed the 1996 Formula Nippon title before his own graduation to F1 with Jordan.

"The first day I was half a second off Ralf in the first sector – just through the snake," says Button, who ended up fifth

on the grid amid a thrilling battle for pole between title rivals Michael Schumacher and Mika Hakkinen. "Then I was quicker than him by about three tenths [in that sector]. It was an amazing experience.

"You need real confidence – especially then – to drive the car through the Esses. There is no runoff..."

Button finished his rookie season eighth in the championship, with half the number of points of his team-mate. He was acknowledged as 'rookie of the year' at December's Autosport Awards, and did enough to earn a move to Benetton-Renault for 2001, as Montoya finally joined up with Williams.

Button's one-year ticket with Frank's team would ultimately prove to be the start of something very big indeed. ■

The start of Williams-BMW

After a 12-year absence, BMW returned to Formula 1 and finished on the podium. But it wasn't an easy season. By **Adam Cooper**

A once-dominant team looking to recapture past glories joins forces with an engine manufacturer returning to F1 after a significant absence. We had that story with McLaren and Honda last season, but also with Williams and BMW back in 2000.

At that time a few podiums and a distant third place in the constructors' championship didn't seem like too much to write home about. However, McLaren-Honda's struggles in 2015 help to emphasise just what a good job the folk from Grove and Munich did 16 years ago, given that it was the start of their new relationship.

"BMW got the engine quite right from the beginning," recalls Gerhard Berger, who oversaw the manufacturer's F1 programme with Mario Theissen. "We finished on the podium in the first race, and I think everything went quite well. For a first season it was a good entry."

The alliance was first announced in September 1997, while Frank Williams and Patrick Head were seeing out their team's final races as a works Renault partner. BMW had been absent from the top level of the sport since its last season with Brabham a decade earlier, but its hugely experienced engine wizard Paul

Rosche was initially still very much at the helm as boss of BMW Motorsport. However, the balance of power would shift as Berger was recruited in October 1998, and Theissen moved across from other corporate duties in April 1999.

Williams and BMW got to know each other with a successful Le Mans programme before BMW's return to Formula 1 in 2000.

"In some ways it was very easy, in some ways very difficult," Berger recalls. "Frank and Patrick are extremely competitive people, challenging everything and so on, but it was good for us anyway. And the other side it was very easy because they are full racers, and share 100% my taste of how racing should be. Especially Frank, he is just hardcore racing."

A clash of cultures between the British and German camps had to be overcome. "This I was never thinking could be so difficult," smiles Berger. "I'm Austrian, and it was the first time that I understood that between the Germans and the British, not everything is 100% OK!"

The Anglo-German angle extended to the drivers. Ralf Schumacher had joined in 1999 to fill the role of BMW's homegrown star, while Juan Pablo Montoya was already signed up for 2001, but was committed to Chip Ganassi until then. Following the

premature departure of Alex Zanardi, there was a vacancy for 2000, and few obvious candidates to fill it, other than test driver Bruno Junquiera. Then the name of teenager Jenson Button emerged.

"We were missing a driver, and I got a telephone call from Frank," says Berger. "He said, 'What do you think about Jenson Button?' I said, 'Who is that?' He said, 'It's a guy here in England in F3. I don't know, we are not yet clear what we'll do, would you mind talking with him?'"

"So I said to Jenson, 'Come over to Munich'. I had this first meeting with Jenson, and afterwards I called Frank. I said, 'He's a nice boy, talking no bullshit. Something tells me let's put him in a car and give him a test'. And Frank says, 'Yes, I have the same opinion'."

"I remember being with Mario on the roof of the pit building at Jerez and seeing Jenson doing a good line, and getting straight away the braking points right. And he was quick. I called Frank afterwards and said, 'I think it's worth trying him!' And Frank agreed. And this is how Jenson slowly grew into it. But we had no other choice, no real alternatives."

"Frank was very keen to go with Jenson," says Head. "We'd tested quite a bit with Bruno Junquiera, and the fact ▶



BMW's Berger, Theissen and Ziebart with Ralf Schumacher, Geoff Willis and Frank Williams

The BMW engine was powerful but unreliable, but the team still finished third in the 2000 constructors' table



BMW's Berger had a lot of respect for the "competitive" racing philosophy of Patrick Head and Frank Williams

Schumacher scored points regularly, including three third places and two fourth places



**ANDY COWELL:
ONE WHO GOT AWAY**

◀ that Jenson – at 19 years old at the time – jumped in the car and was tenth for tenth a match for Bruno, we were pretty impressed with that really. He didn't go a second a lap quicker or anything, but he was easily a match first time in the car."

The FW22 was a decent chassis, and the first engine proved to be a good starting point. Schumacher qualified 11th in Australia and, in a race of high attrition, he came home a surprise third. Next time out he and Button finished a more representative fifth and sixth, and then they earned fourth and fifth in the British GP. The Williams-BMW was soon established as the third best car after the Ferrari and McLaren.

"It didn't really have any vices," Head recalls. "It was a perfectly sound car, without having anything it did specially well. If you talked to Jenson he would probably say the same thing. It was a driveable car, but perhaps 5-8% down on the best in downforce. It was not that bad, but not outstanding. And while the first engine was a bit heavy and big, it was quite powerful. However, it was hugely unreliable, so a lot of our time was spent just trying to hold the whole thing together rather than anything else!"

Both drivers continued to log fourth and fifth places here and there before the team took a significant step at Spa, where Button qualified an impressive third. Was that a highlight?

"In terms of raw performance, then I would say yes," says Head. "That was very impressive to everybody, I think, at a circuit like that. Then it was quite clear that Jenson was very skilful and very good in long, fast corners."

Schumacher had the better Sunday in

"The engines in truth were bloody good... not always reliable but very powerful"

PATRICK HEAD

Belgium and secured the team's second podium with third (above), a result he repeated at Monza, another track where pure power counted for a lot. He finished fifth in the points table, while Button was eighth in his rookie season, before moving to Benetton in 2001.

"As a first year with the engine as it was, which as I say was powerful but unreliable and heavy, I can look at 2000 and say that was OK," says Head. "I think we finished third in the championship. It's just that we didn't go on to achieve what we should have done in following years."

Even in that first season, there was some tension in the camp.

"It changed enormously," says Head. "When we signed up with them, Paul Rosche was in charge of BMW Motorsport. He brought in Andy Cowell from Cosworth, and Andy was the architect of what became the P80, the 2001 engine. Then there was a changing of the guard, and Mario Theissen came in, and he brought in Werner Laurenz and Heinz Paschen.

"Paul was in my view treated very poorly and put back to the main car company. Andy could see the way the wind was blowing, and went back to Cosworth. And you can see what happened to his career from then."

The subsequent history of BMW Williams was one of what might have been. "The engines in truth were bloody good," says Head. "They weren't always reliable, but they were very powerful. We should have won championships together. We almost did in 2003, but maybe there were some mistakes on our side. And also you had Juan Pablo, whose only interest was to blow away Ralf, and Ralf, whose only interest was to blow away Juan Pablo. It wasn't really a championship-winning set-up."

"I think there was one key moment where the championship was possible," says Berger. "And that was with Montoya and Ralf Schumacher. And we didn't play hard enough for a clear strategy on one car winning the championship without mistakes. That was, in a very early stage, a possibility."

In the end, BMW went its own way by buying Sauber in the summer of 2005.

"The problem really was that from quite an early stage Mario had ambitions to run his own team," rues Head. "They tried to buy Williams for peanuts, and Frank and I said, 'No thank you'. It sounds a bit chippy, but if you forget the first year, when we didn't have the best engine, in the next five years we won 10 grands prix. Mario ran Sauber for four years and won one grand prix..." ■

ANDY Cowell was hired by Paul Rosche in 1999 as Head of Pre-Development for the BMW F1 project, and the then 30-year-old soon made a big impression, especially on Patrick Head, who rated him highly. But he didn't stay for long.

"I was looking after the concept group looking at the 2001 engine," Cowell recalls. "I'd been working at Cosworth for eight years, and been responsible for the top end. But at BMW I got the opportunity to lay out the whole engine. You have ideas, like wouldn't it be great if we did this? And it was stitching all of that together."

"Paul and I would spend afternoons and late evenings sketching stuff out on napkins. What about this, what about that? He gave me some great guidance. He said, 'What do you start with first, Andy?' I said, 'This, this, and this'. He said, 'Don't forget the cooling system, start with that'. And a lot of that has stuck with me."

"Paul was very much an international character. And he had spent a lot of his time working with the F1 community, and he understood F1 culture. So I found him very easy to get on with. Some working environments you feel like you have to have your guard up, but I didn't feel like that at all with Paul. He was a lovely bloke to get along with. Then there was a change. They were not bad people, just different people, a different culture coming in."

In 2000 Cowell left BMW to return to Cosworth, and four years later he moved to Mercedes – where he has established himself as the top F1 engine man of the current era.

BMW MOTORSPORT.

powered by



BMW Motorsport

www.bmw-motorsport.com



Sheer
Driving Pleasure



SPACTACULAR.

THE NEW BMW M6 GT3 WINS TOTAL 24 HOURS OF SPA AND
OUR CUSTOMER RACING TEAMS CAN'T WAIT TO SCORE THE
NEXT VICTORIES.



Barrichello wins F1's

A move to Ferrari meant Rubens was always likely to take a first Formula 1 win but, when it came at Hockenheim, it happened in the most unlikely way possible. By **Lawrence Barretto**

Looking to the heavens from the top step of the Hockenheim podium in July 2000, Rubens Barrichello breaks down in tears. On his 123rd start, then a record for starts before a first win, the Brazilian has finally taken a Formula 1 victory in the German Grand Prix. It was achieved in what Autosport's cover called "the craziest race in F1 history".

Saturday had been, in Barrichello's own words, "the worst day of the year". Ferrari team-mate and championship leader Michael Schumacher crashed at the end of the final practice session and was using the T-car. When Barrichello's car suffered an electrical problem on his first flying lap of qualifying, he had to switch to Schumacher's repaired car. When he finally set a time, it had rained. Eighteenth on the grid.

"It was so disappointing because I loved Hockenheim and I was fast there so I was really looking forward to qualifying," says Barrichello, who was in

his first season with Ferrari and anxious to capitalise on a race winning car.

"By the time I got out, the track was wet and I got traffic on my best lap. So 18th is where I started. I was so down after qualifying, thinking I did not deserve that. I remember telling Ross [Brawn, Ferrari technical director] that we had to try something different and he replied, 'Rubens, Hockenheim is a one-stopper', but the next morning he told me the team was planning a two-stopper, giving me a lighter car to start the race."

Barrichello made rapid progress and was up to 10th on the first lap, helped by Schumacher crashing out after a first-corner collision with Giancarlo Fisichella's Benetton.

By the end of lap three, he was seventh. On lap 12, he passed Pedro de la Rosa's Arrows for fourth before overtaking the Jordan of Jarno Trulli the following lap. With Ferrari's hopes solely on his shoulders, things were coming to him.

"I knew I had to push to make the strategy work," he says. "I went for a

little more downforce for the braking areas and it turned out to be the best combination, especially when the rain came."

He clocked the fastest lap of the race and then pitted for the first time, rejoining in sixth. A podium, let alone a win, still looked unlikely at this stage as the leading McLarens of Mika Hakkinen and David Coulthard were running first and second, and were on conventional one-stop strategies. Then came the first twist.

Robert Sehli, a disgruntled former Mercedes-Benz employee who claimed he'd been unfairly dismissed from the company, appeared on the track between Turn 1 and the first chicane. The safety car was deployed and Barrichello, then 34 seconds off the lead, was able to make his second stop and take the restart third, just behind Hakkinen and Trulli.

"It was then that I knew I had a chance not only to finish on the podium, but to win the race," says Barrichello.

The safety car returned to the pits only to head back out a lap later when Jean Alesi and Pedro Diniz collided. Once the debris was cleared, the race resumed but the weather was turning, the storm clouds gathering. And so the second twist. With 10 laps to go, it started to rain, but only in the final sector while the rest of the track remained dry.

"Ross said I should come in for wet tyres, but I said, 'No way, the track is still dry in places,'" recalls Barrichello. "He said that I was crazy but if I was right, I would win the race. It was my decision. I always think that if the track is wet but drying, the team can tell us when to come in, but otherwise, the decision is always a driver one."

Hakkinen and Trulli pitted for wets and Barrichello took the lead. The track gradually began to dry, with Rubens having to tiptoe through the wet parts and push in the dry sectors in order to keep the gap to Hakkinen. Life was made harder when he flat-spotted a tyre, causing a vibration that distorted



Barrichello starts in 18th while Schumacher and Fisichella clash



Barrichello takes the flag and his first F1 win in 123 starts

craziest ever race

his vision at high speed.

"The last two laps were the toughest of my life," he says. "But I had taken the decision so I had to make it work. That last lap, I was so nervous. The tyres were so cold and I had a big flat spot so there was so much vibration. I couldn't see the track that well.

"But coming out of that final corner and crossing the line, the feeling was incredible. It was like my whole family was inside the car with me. It meant so much more because I really had to work for it."

Barrichello stepped out onto the podium to deafening cheers, clutching the Brazilian flag with tears streaming down his face. He gazed up to the sky, remembering his mentor and compatriot Ayrton Senna, to whom he dedicated the victory.

"I really did not want to leave," he says. "I had cried my eyes out already in the car and felt like I was good to go for the podium but when I got there I remembered all the hard work my father went through in my career and feel I got to win in F1 because of that hard work."

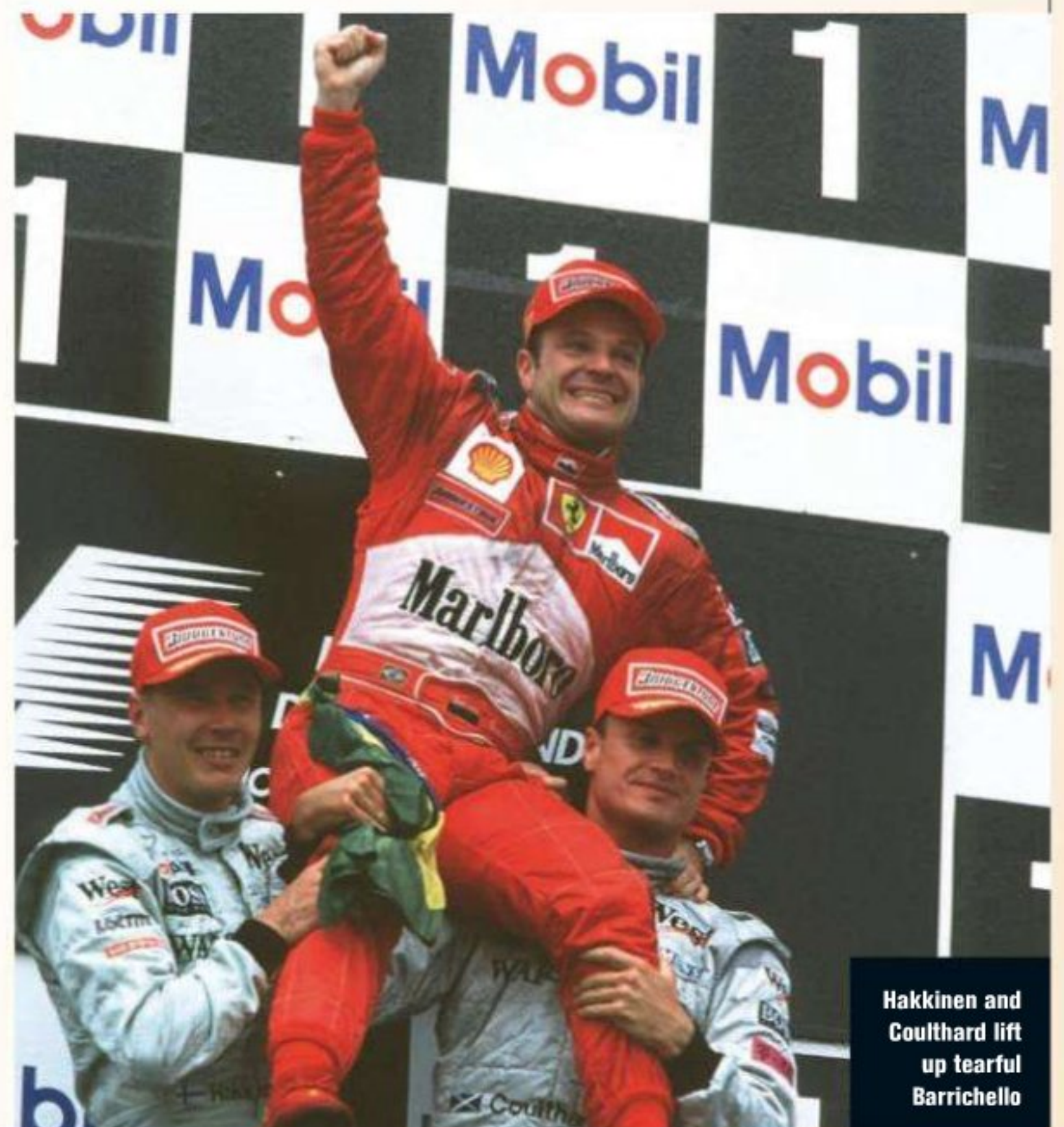
Hakkinen and Coulthard then hoisted Barrichello up on their shoulders. "It was their idea," he says. "They are real friends. They made it so much more special and joked, 'Rubens, you are getting heavy, my friend!'"

It was an unlikely victory, and one that owed much to the weather, a man running onto the track and a bold strategic decision.

"It took too long to win my first race," says Barrichello. "But that win took the pressure off. That weekend also proved that you should never give up." ■

"It was then that I knew I had a chance not only to finish on the podium, but to win the race"

RUBENS BARRICHELLO



Hakkinen and Coulthard lift up tearful Barrichello

RESULTS AT A GLANCE

1 AUSTRALIA (MELBOURNE)

- 1 **MICHAEL SCHUMACHER** Ferrari F1-2000
- 2 **RUBENS BARRICHELLO** Ferrari F1-2000
- 3 **RALF SCHUMACHER** Williams-BMWFW22

2 BRAZIL (INTERLAGOS)

- 1 **MICHAEL SCHUMACHER** Ferrari F1-2000
- 2 **GIANCARLO FISICHELLA** Benetton-Supertec B200
- 3 **HEINZ-HARALD FRENTZEN** Jordan-Mugen Honda EJ10

3 SAN MARINO (IMOLA)

- 1 **MICHAEL SCHUMACHER** Ferrari F1-2000
- 2 **MIKA HAKKINEN** McLaren-Mercedes MP4-15
- 3 **DAVID COULTHARD** McLaren-Mercedes MP4-15

4 BRITAIN (SILVERSTONE)

- 1 **DAVID COULTHARD** McLaren-Mercedes MP4-15
- 2 **MIKA HAKKINEN** McLaren-Mercedes MP4-15
- 3 **RALF SCHUMACHER** Williams-BMWFW22

5 SPAIN (BARCELONA)

- 1 **MIKA HAKKINEN** McLaren-Mercedes MP4-15
- 2 **DAVID COULTHARD** McLaren-Mercedes MP4-15
- 3 **RUBENS BARRICHELLO** Ferrari F1-2000

6 EUROPE (NURBURGRING)

- 1 **MICHAEL SCHUMACHER** Ferrari F1-2000
- 2 **MIKA HAKKINEN** McLaren-Mercedes MP4-15
- 3 **DAVID COULTHARD** McLaren-Mercedes MP4-15

7 MONACO (MONTE CARLO)

- 1 **DAVID COULTHARD** McLaren-Mercedes MP4-15
- 2 **RUBENS BARRICHELLO** Ferrari F1-2000
- 3 **GIANCARLO FISICHELLA** Benetton-Supertec B200

8 CANADA (MONTREAL)

- 1 **MICHAEL SCHUMACHER** Ferrari F1-2000
- 2 **RUBENS BARRICHELLO** Ferrari F1-2000
- 3 **GIANCARLO FISICHELLA** Benetton-Supertec B200

9 FRANCE (MAGNY-COURS)

- 1 **DAVID COULTHARD** McLaren-Mercedes MP4-15
- 2 **MIKA HAKKINEN** McLaren-Mercedes MP4-15
- 3 **RUBENS BARRICHELLO** Ferrari F1-2000

10 AUSTRIA (A1-RING)

- 1 **MIKA HAKKINEN** McLaren-Mercedes MP4-15
- 2 **DAVID COULTHARD** McLaren-Mercedes MP4-15
- 3 **RUBENS BARRICHELLO** Ferrari F1-2000

11 GERMANY (HOCKENHEIM)

- 1 **RUBENS BARRICHELLO** Ferrari F1-2000
- 2 **MIKA HAKKINEN** McLaren-Mercedes MP4-15
- 3 **DAVID COULTHARD** McLaren-Mercedes MP4-15

12 HUNGARY (HUNGARORING)

- 1 **MIKA HAKKINEN** McLaren-Mercedes MP4-15
- 2 **MICHAEL SCHUMACHER** Ferrari F1-2000
- 3 **DAVID COULTHARD** McLaren-Mercedes MP4-15

13 BELGIUM (SPA)

- 1 **MIKA HAKKINEN** McLaren-Mercedes MP4-15
- 2 **MICHAEL SCHUMACHER** Ferrari F1-2000
- 3 **RALF SCHUMACHER** Williams-BMWFW22

14 ITALY (MONZA)

- 1 **MICHAEL SCHUMACHER** Ferrari F1-2000
- 2 **MIKA HAKKINEN** McLaren-Mercedes MP4-15
- 3 **RALF SCHUMACHER** Williams-BMWFW22

15 USA (INDIANAPOLIS)

- 1 **MICHAEL SCHUMACHER** Ferrari F1-2000
- 2 **RUBENS BARRICHELLO** Ferrari F1-2000
- 3 **HEINZ-HARALD FRENTZEN** Jordan-Mugen Honda EJ10

16 JAPAN (SUZUKA)

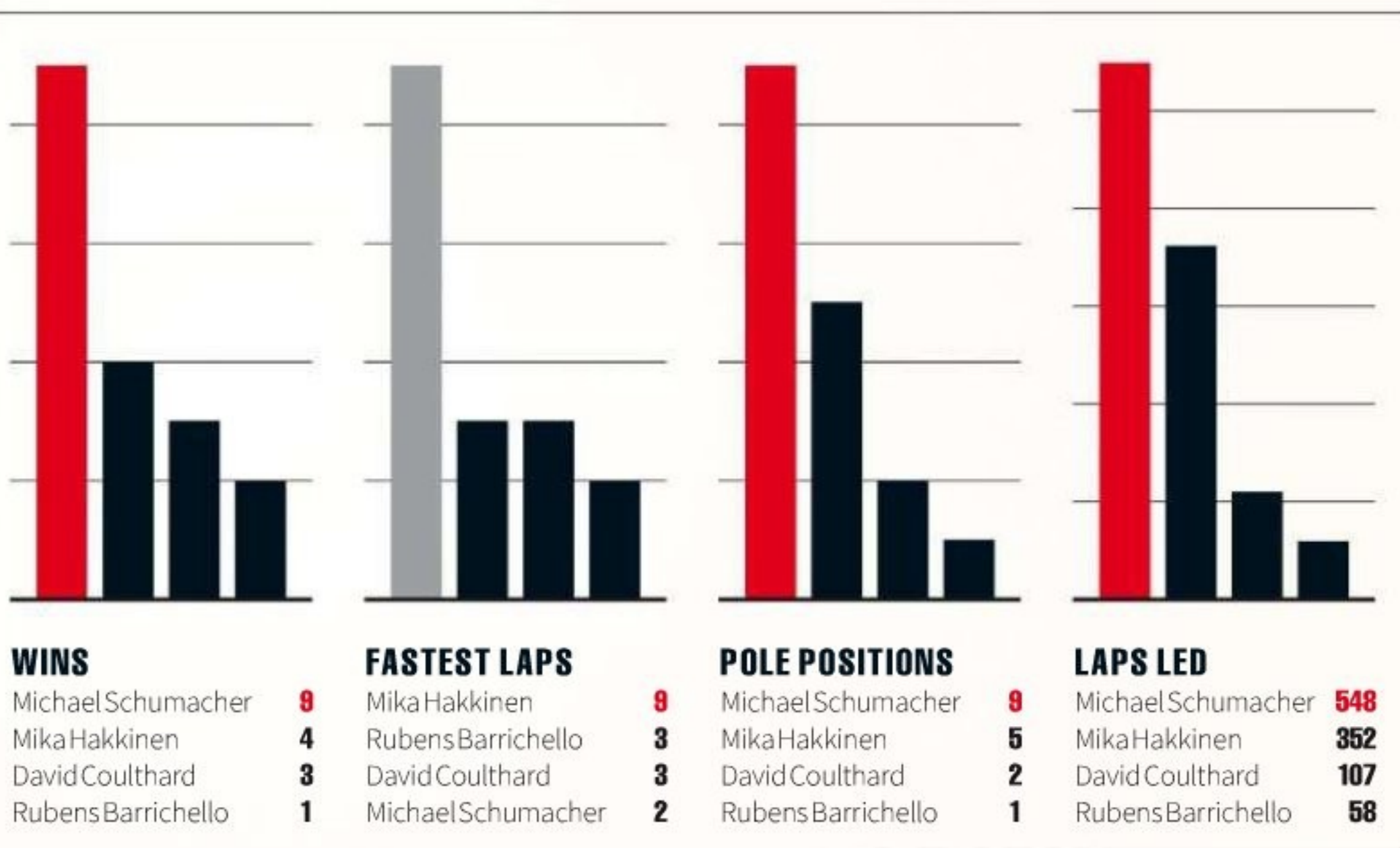
- 1 **MICHAEL SCHUMACHER** Ferrari F1-2000
- 2 **MIKA HAKKINEN** McLaren-Mercedes MP4-15
- 3 **DAVID COULTHARD** McLaren-Mercedes MP4-15

17 MALAYSIA (SEPANG)

- 1 **MICHAEL SCHUMACHER** Ferrari F1-2000
- 2 **DAVID COULTHARD** McLaren-Mercedes MP4-15
- 3 **RUBENS BARRICHELLO** Ferrari F1-2000

DRIVER POINTS

1	Michael SCHUMACHER Ferrari	108
2	Mika HAKKINEN McLaren	89
3	David COULTHARD McLaren	73
4	Rubens BARRICHELLO Ferrari	62
5	Ralf SCHUMACHER Williams	24
6	Giancarlo FISICHELLA Benetton	18
7	Jacques VILLENEUVE BAR	17
8	Jenson BUTTON Williams	12
9	Heinz-Harald FRENTZEN Jordan	11
10	Jarno TRULLI Jordan	6
11	Mika SALO Sauber	6
12	Jos VERSTAPPEN Arrows	5
13	Eddie IRVINE Jaguar	4
14	Ricardo ZONTA BAR	3
15	Alex WURZ Benetton	2
16	Pedro DE LA ROSA Arrows	2



NON-SCORERS: 17 Johnny Herbert (Jaguar), 18 Pedro Diniz (Sauber), 19 Marc Gene (Minardi), 20 Nick Heidfeld (Prost), 21 Gaston Mazzacane (Minardi), 22 Jean Alesi (Prost), 23 Luciano Burti (Jaguar)

STATS

0.003

Rubens Barrichello took pole position at Silverstone by just three-thousandths of a second

1

Only one race was red flagged during the 2000 season – the Monaco GP. And that was a result of a timing glitch

4

Drivers who made their F1 debuts: Jenson Button, Nick Heidfeld, Luciano Burti and Gaston Mazzacane

20

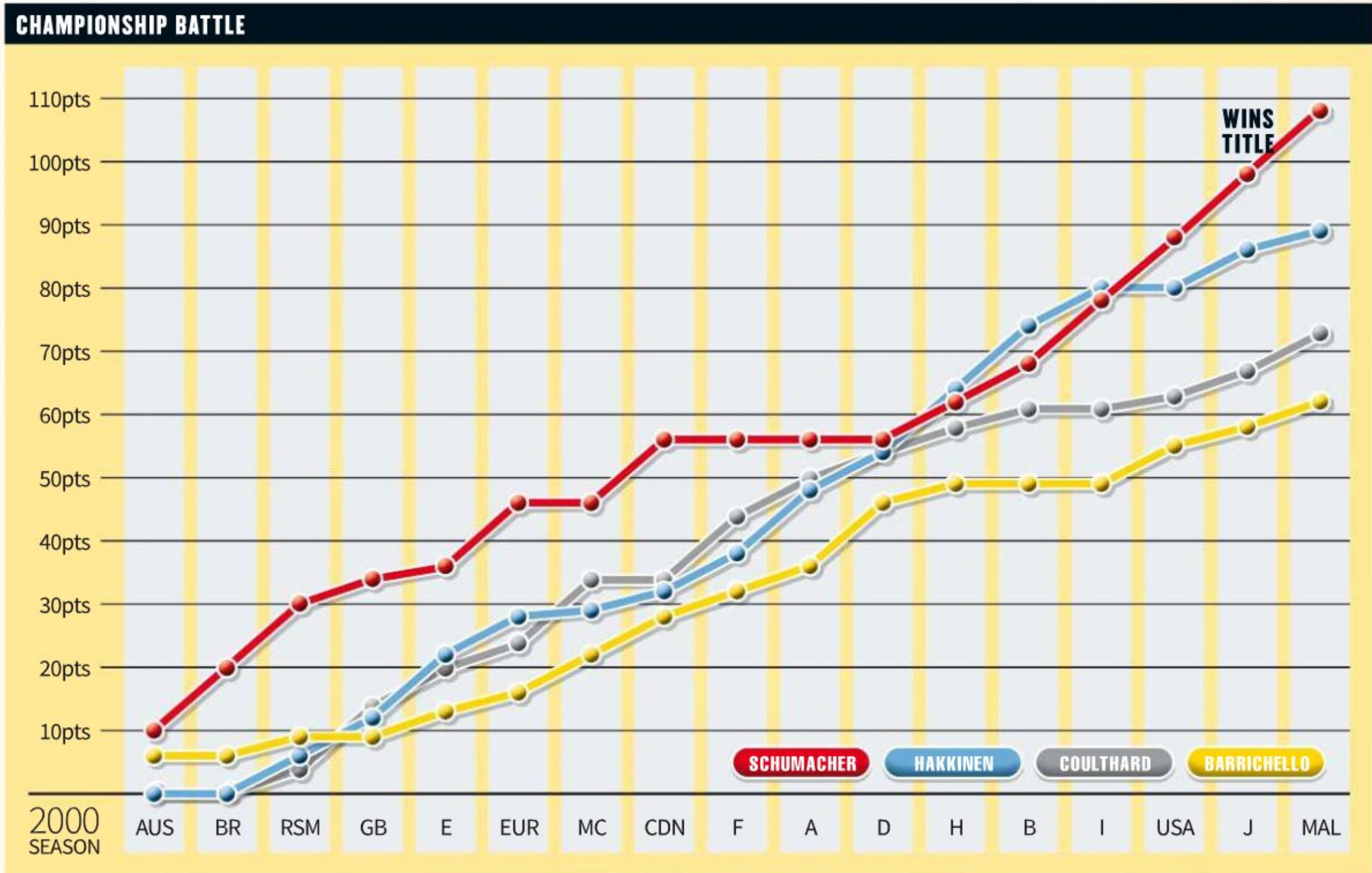
Jenson Button became the youngest driver to score points at 20 years and 67 days. Four drivers have since beaten him

100

David Coulthard, Eddie Irvine and Heinz-Harald Frentzen made their 100th F1 race starts during the season

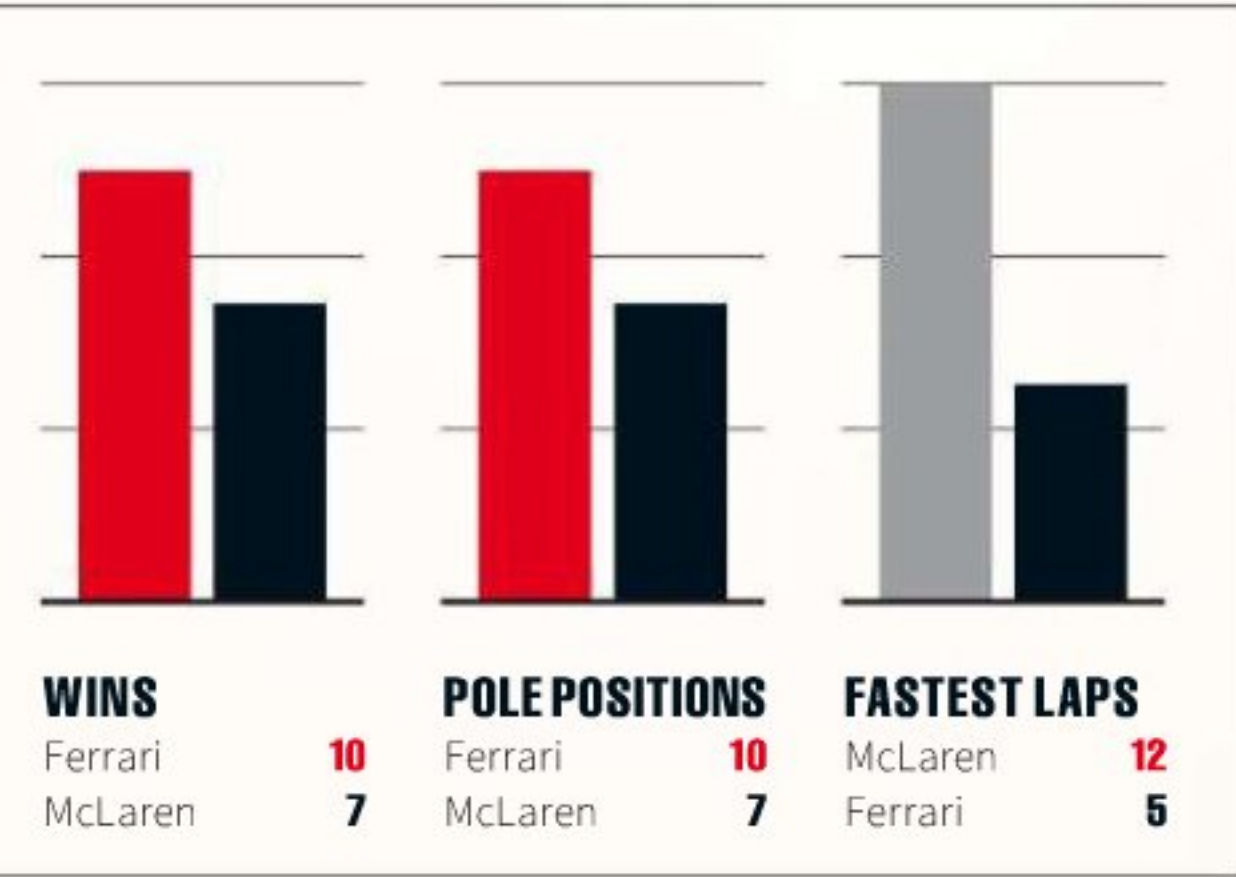
650

The British GP was the 650th race in the world championship. Like the first race in 1950, it was held at Silverstone



TEAM POINTS

1	FERRARI	170
2	McLAREN-MERCEDES	152
3	WILLIAMS-BMW	36
4	BENETTON-SUPERTEC	20
5	BAR-HONDA	20
6	JORDAN-MUGEN HONDA	17
7	ARROWS-SUPERTEC	7
8	SAUBER-FERRARI	6
9	JAGUAR-COSWORTH	4
10	MINARDI-COSWORTH	0
11	PROST-PEUGEOT	0



SUPERGRID

Q	DRIVER	%
1	Michael SCHUMACHER	100.201
2	Mika HAKKINEN	100.326
3	David COULTHARD	100.374
4	Rubens BARRICHELLO	100.825
5	Heinz-Harald FRENTZEN	101.416
6	Jarno TRULLI	101.424
7	Ralf SCHUMACHER	101.511
8	Jacques VILLENEUVE	101.658
9	Eddie IRVINE	101.697
10	Giancarlo FISICHELLA	101.817
11	Jenson BUTTON	101.989
12	Alex WURZ	102.132
13	Pedro DE LA ROSA	102.226
14	Jos VERSTAPPEN	102.292
15	Johnny HERBERT	102.307
16	Ricardo ZONTA	102.428
17	Mika SALO	102.525
18	Jean ALESI	102.578
19	Pedro DINIZ	102.623
20	Nick HEIDFELD	102.928
21	Luciano BURTI	103.426
22	Marc GENE	103.788
23	Gaston MAZZACANE	104.400

TEAM QUALIFYING

HAKKINEN	10-7	COULTHARD
M SCHUMACHER	15-2	BARRICHELLO
FRENTZEN	8-9	TRULLI
IRVINE	13-3	HERBERT
R SCHUMACHER	11-6	BUTTON
FISICHELLA	13-4	WURZ
ALESI	10-7	HEIDFELD
DINIZ	6-11	SALO
DE LA ROSA	12-5	VERSTAPPEN
GENE	14-3	MAZZACANE
VILLENEUVE	15-2	ZONTA



Based on the average of each driver's qualifying time, expressed as an average percentage of the pole time

AUDI, ALONSO AND RAIKKONEN MAKE WAVES

Marcus Simmons recalls how Audi and Mercedes dominated, and Penske and Peugeot returned to winning ways in 2000



AUDI TAKES FIRST LE MANS WIN



Pirro, Kristensen and Biela triumphed at Le Mans for Audi, kicking off a new sportscar era

AUDI'S first win in the Le Mans 24 Hours wasn't just a breakthrough victory. It was complete and utter domination, with the three Audi R8s run by the factory Joest squad finishing 1-2-3, and the closest opposition 24 laps (almost two hours!) behind.

For 2000, BMW, Nissan, Mercedes and Toyota had all withdrawn from the top LMP900 category, leaving the front-engined Panoz roadsters as what appeared to be the closest opposition on pace to the three-car Audi squad, making its second attempt on the race.

While its competition withered away, Audi went on a programme of mass development of its new contender, the open-top R8. Powered by a 610bhp V8 twin-turbo engine, it was driven through a new transmission roughly half the size

of its predecessor, while Audi went on a mission to produce components that could be changed in ultra-quick time, something that would become a cornerstone of its successes at Le Mans.

The R8 made a winning race debut in the Sebring 12 Hours – then the traditional Le Mans dress rehearsal – in the hands of Emanuele Pirro, Frank Biela and Tom Kristensen. Pirro and Biela were one of the permanent crews for Audi's attack on that year's American Le Mans Series – of which Sebring was the kick-off – with Allan McNish and Dindo Capello sharing the other car.

For Le Mans, Capello was joined in the #7 Audi by Michele Alboreto and Christian Abt, the Sebring victors drove the #8, while McNish partnered Laurent Aiello and Stephane Ortelli in the #9



entry, reviving Porsche's 1998 winning driver line-up. "In recent years there has rarely been a team regarded as a stronger favourite than Audi is now," predicted Autosport. "Of the six major factory outfits from last year, only Panoz remains to challenge the Ingolstadt marque."

McNish claimed pole, but was to agonisingly fall a lap short in the race as Kristensen, Pirro and Biela followed up their Sebring win with Le Mans triumph, their R8 crucially the only one to avoid a gearbox change (albeit quickly carried out) during the night. The #7 car finished a further two laps down, as the silver cars crossed the line in parade formation. The tone was set for several years of domination.

THE DTM IS REVIVED

SUPER Touring didn't quite do it for the Germans. They like their tin-tops big, powerful, fast and, well, a bit *MaxPower-ish*.

The high-tech DTM had morphed into the International Touring Car vanity project of 1996 and then, with costs rampaging out of control, the series had died. On to '98, and discussions began around formulating a return of the DTM. The magic day was May 28 2000, and over 56,000 people crammed into the Hockenheim short circuit to see Mercedes take on Opel and, sort of, Audi.

Audi restricted its support of the four-car Abt team's TT-R, which didn't even conform to the minimum-wheelbase requirements of the rules, but which Mercedes and Opel blessed

in order to add variety to their new project. Mercedes and Opel ran eight cars apiece, using the CLK-DMT and Astra V8 Coupe respectively.

Mindful of the mid-1990s insanity, the organising ITR wrote keep-it-cheap rules, with rear-wheel-drive racers using silhouette bodies around spaceframe chassis, with a single-seat carbon tub. Engine capacity was a hefty four litres for the air-restricted V8s, with a maximum of 7500rpm. Standard Xtrac gearbox and control Dunlop tyres were used, and all races took place in Germany. It all prompted Opel technical boss Donatus Wichelhaus to proclaim that the DTM Astra could be built for roughly the same as the marque's Super Touring Vectra, but run more cheaply. Indeed, the £10 million

estimated spend for an eight-car team was below that splashed by Ford on its two-car season in the 1999 BTCC...

Bernd Schneider, the last DTM champion back in 1995, led the Merc attack with old legend Klaus Ludwig, lured out of retirement, while Opel relied on '96 ITC king Manuel Reuter and folk heroes Uwe Alzen and Joachim Winkelhock. There was a cluster of young talents, but the old boys would dominate the first season.

From the opening weekend at Hockenheim – where he took both wins – Schneider was supreme to the extent that Merc sports boss Norbert Haug was moved to comment, in response to allegations of favouritism, that "there is no special Schneider car, just a special Schneider."



Bernd Schneider dominated the revived DTM championship, taking the 2000 crown after winning twice at the Hockenheim opener for Mercedes

PENSKE BACK TO THE FRONT

IT was the end of one very short era in the CART World Series, and the start of a much longer one that lives on in today's IndyCar Series.

Juan Pablo Montoya, a rookie champion in 1999, stayed with Chip Ganassi Racing but the team gambled on a switch from Honda-powered Reynards to Toyota-engined Lolas. Montoya took the most poles by far, led more than twice the number of laps of anyone else, yet finished only ninth in the points, his three wins accompanied by numerous retirements. And, at the end of the season, he was off to F1.

After a dismal 1999, Team Penske hired Gil de Ferran and Helio Castroneves, plus, crucially, Tim Cindric joined as team manager from Team Rahal. It proved a spectacular success, de Ferran taking the title in his Reynard-Honda in a five-way showdown at the California 500, where he claimed pole with a closed-course speed record of 241.428mph.

While de Ferran has now retired, Cindric still calls the shots from the Penske pitwall and Castroneves remains part of the team.



Gil de Ferran won the CART World Series for Team Penske, as the team bounced back

GRONHOLM ARRIVES

IN the World Rally Championship, 2000 was about the return and the arrival.

Peugeot carried on where it had left off 14 years earlier, with the 206 WRC proving a worthy successor to the 205 T16 in which the French firm had signed off at the end of Group B.

And in Marcus Gronholm, Velizy found itself an unlikely hero and a total champion.

The lanky Finn had been around the sport for a few years and, while he'd landed a few breaks here and there with Toyota, his face hadn't really fitted. Certainly, he wasn't looked upon as title material when the cars lined up for the new millennium's first season-long campaign.

The guarantee of a long-term deal brought inner confidence and consistency to match his speed. And Gronholm needed all of that speed to stave off a prolonged attack from Richard Burns. A home win and the championship lead were only safe when the Englishman's Subaru

went into the Finnish trees at 100mph.

A fourth win of the season on the penultimate round in Australia ensured Gronholm would go to Rally GB – which had moved lock, stock and barrel to Wales for this season – with a nine-point lead over Burns.

Burns took 10 points for a Welsh win, but second place for Gronholm meant he took a first title in his first full season.

A brace of Gilles Panizzi victories on the autumn asphalt helped guarantee Peugeot the makers' crown ahead of Ford – the French firm's resource, experience and expertise winning out on its world championship return.

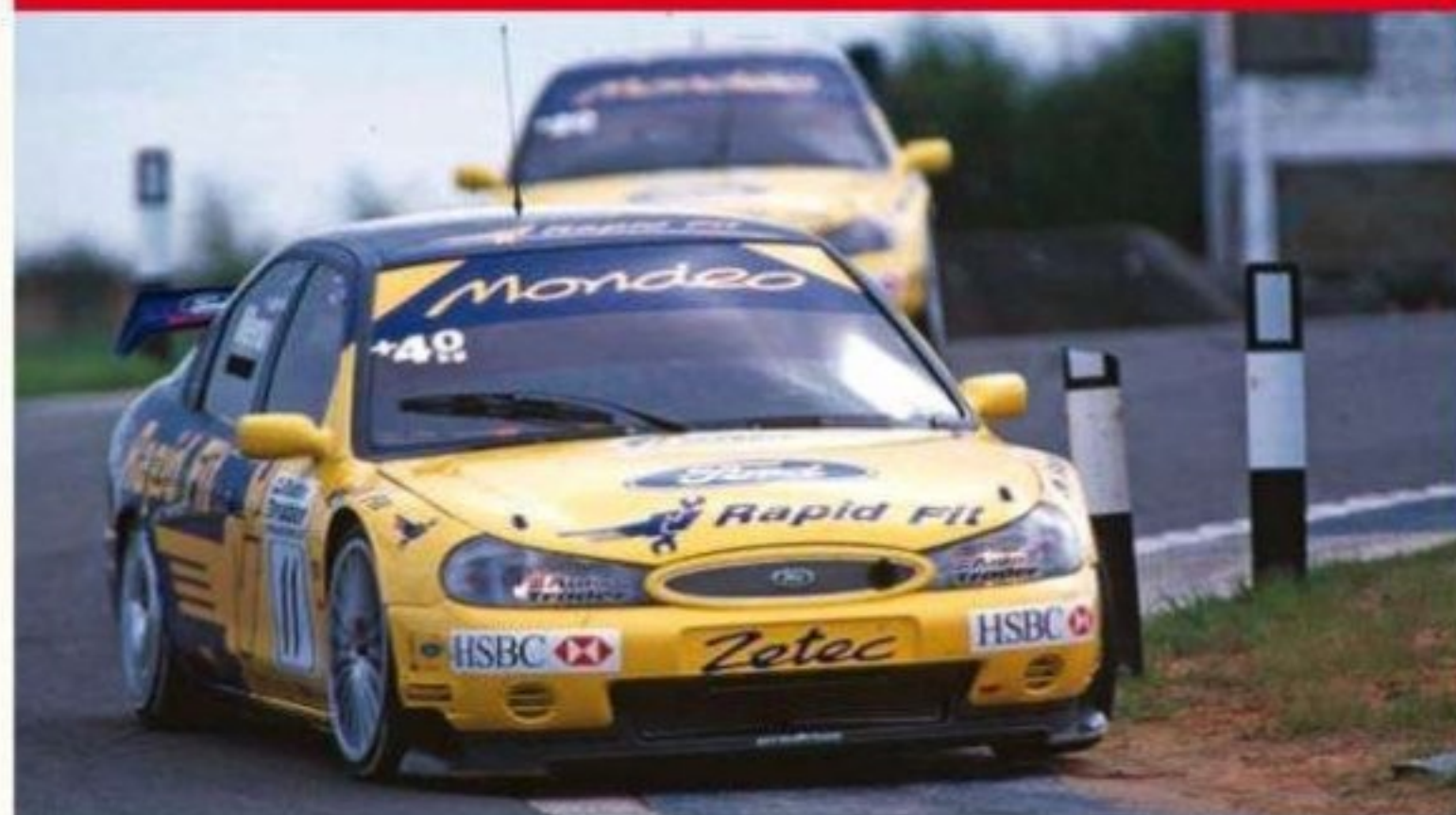
There was more bad news for Ford when Petter Solberg was lured to Subaru in a sensational mid-season swap and Colin McRae suffered an horrendous crash in Corsica.

Elsewhere, a chap called Sebastien Loeb finished in ninth place in an ageing Toyota Corolla in France. Not bad, considering it was only his first rally in a four-wheel-drive car...



Gronholm won a sensational first World Rally title with the returning factory Peugeot team

A THRILLING SWANSONG



Alain Menu took the BTCC crown for Ford after a season-long battle with his team-mates

THE 2000 running of the British Touring Car Championship was going to be rubbish, surely. This was the last year of Super Touring – BTCC technical overlord Peter Riches had already formulated the BTC Touring rules to be introduced in '01 – and only three manufacturers were left. But by expanding their line-ups from two to three cars, Ford, Honda and Vauxhall delivered the most thrilling championship of the era, ably backed up by two well-run privateer Nissans and the addition of a Super Production-based Class B.

Ford's Alain Menu triumphed over team-mates Anthony Reid and Rickard Rydell at a gripping finale, run partially under floodlights on a cold Silverstone September evening. When you consider that their season rivals had been Honda trio Tom Kristensen, James Thompson and Gabriele Tarquini, Vauxhall threesome Yvan Muller, Jason Plato and Vincent Radermecker, and Nissan pair Matt Neal and David Leslie, it's clear the concentration of BTCC stars more than made up for the lack of Super Tourers.

Rydell had only a forlorn hope of the title when he arrived at Silverstone, but incidents for the

sister Mondeos of Menu and Reid in race one gave him a glimmer of hope after finishing second to Kristensen's Honda. Then a water leak sprung on the grid for race two, and Rydell – on loan from Volvo to then parent company Ford after the Swedish firm's withdrawal – was out.

As Kristensen raced to another win in the swansong, Menu kept a nervous eye on his mirrors until the distraught Reid was punted into the gravel at Becketts by Radermecker.

"Alain had to put in a fantastic performance to win the championship, and that's what he went out and did," acknowledged Reid. "This year, no one can say anyone's won the title because they had better equipment than the opposition. The Ford Mondeo was the best car, but there were three top-line drivers in it."

Meanwhile Rob Bain, the boss of British Motorsport Promoters, which had taken over the BTCC from TOCA, announced that for 2001's new era there would be a limit of six manufacturers. That would prove to be a masterpiece of optimism and it would be some time before the BTCC scaled the heights of 2000, albeit in a very different format.

THE MOST IMPORTANT JUNIOR CAR EVER

WITH more than 850 cars sold, the Tatuus one-make Formula Renault racer introduced for 2000 is arguably the most successful and career-influencing single-seater of all time.

The category had wobbled in the late '90s, including in the UK, where grids fell amid an exodus of talented drivers towards Jonathan Palmer's groundbreaking Formula Palmer Audi series. Renault needed to do something, and went from open competition to a spec chassis.

Tatuus, already dominating the class, won the tender from opposition that included Van Diemen and Mygale, and produced an initial run of 130

carbon-monocoque racers, powered by an F3-derived engine pushing out 190bhp, driven through a Sadev six-speed sequential gearbox and retailing for £20,000.

"Drivers will still be able to jump straight into this from top-level karting," said Darren Turner after an Autosport track test. "And if you were going to F3, this would be ideal preparation."

Kimi Raikkonen and Felipe Massa (champions in 2000) as well as Lewis Hamilton, Robert Kubica, Daniel Ricciardo, Valtteri Bottas and hundreds of others would be among those in agreement.



Formula Renault one-make Tatuus series helped launch many successful careers

10 RISING SINGLE-SEATER TALENTS

1 Fernando Alonso

Fourth in the F3000 championship – as a rookie – with Team Astromega. “In only his second season of car racing, the 19-year-old proved to be arguably the brightest talent in the series,” we wrote.

2 Kimi Raikkonen

His first full season of car racing netted the monosyllabic youngster a runaway Formula Renault UK title with Manor Motorsport, before an unprecedented leap straight to F1.

3 Scott Dixon

In his second season of Indy Lights, he took the title with PacWest and would

become a race winner with the team in CART the following year.

4 Mark Webber

Third – behind Bruno Junqueira and Nicolas Minassian and ahead of Alonso – in F3000 with Paul Stoddart’s European Arrows team. “A hard racer with the mark of a potential champion,” we said.

5 Felipe Massa

Fresh over from Brazil, he scrimped the budget – and relied on the faith of others – to take in a season of European and Italian Formula Renault with Cram Competition. He won both titles.

6 Andre Lotterer

After absolutely dominating Formula BMW in 1999, he was a respectable fourth with Bertram Schafer Racing in his rookie German Formula 3 season with the same squad.

7 Dan Wheldon

After emigrating to the US in 1999 and winning the Formula Ford 2000 title straight away, Wheldon went to Toyota Atlantic. With PPI Motorsports was runner-up to Buddy Rice.

8 Takuma Sato

The Honda protege with virtually no karting experience finished third in

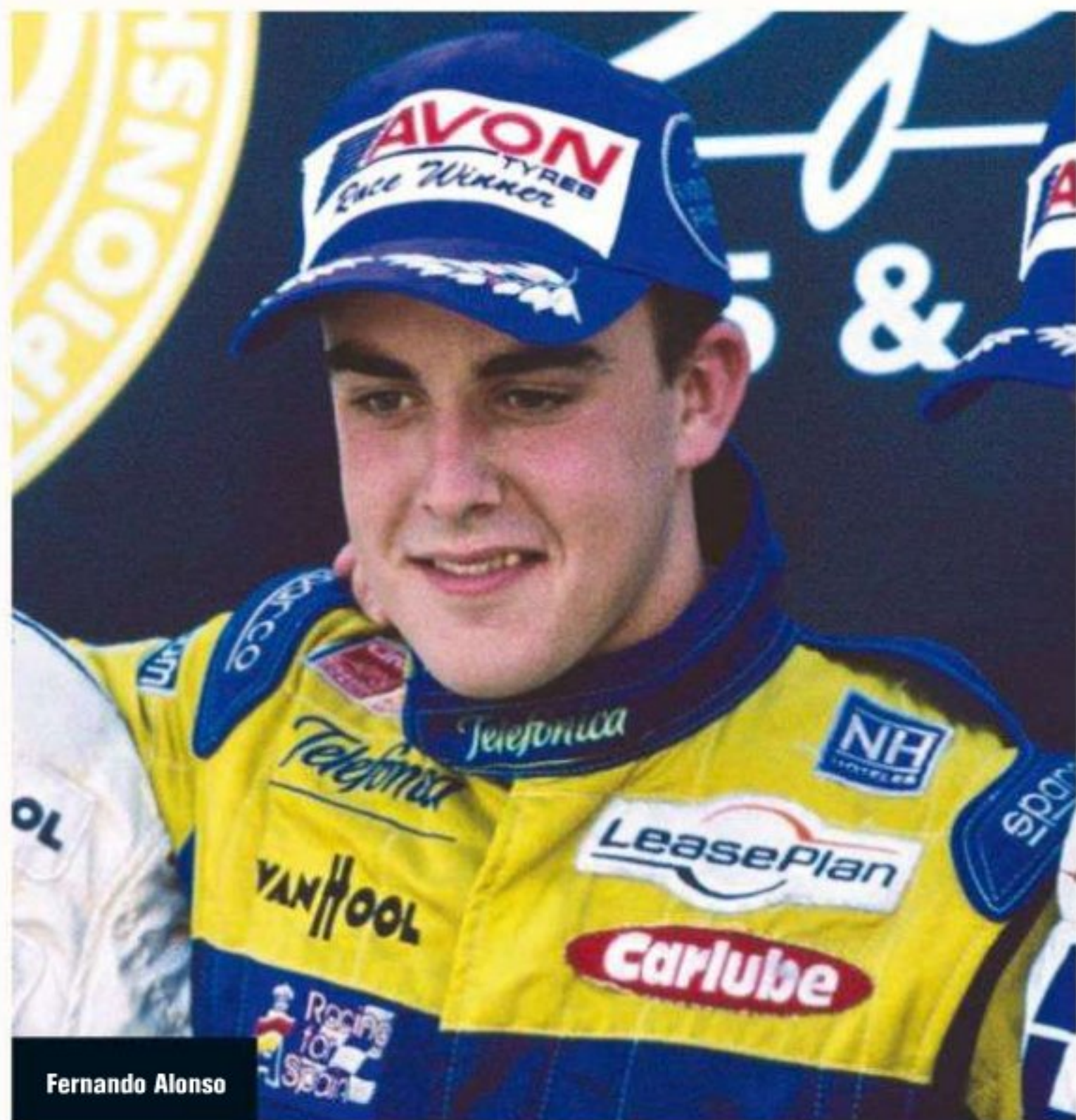
British Formula 3 with new force Carlin Motorsport in just his second full season of car racing.

9 Will Power

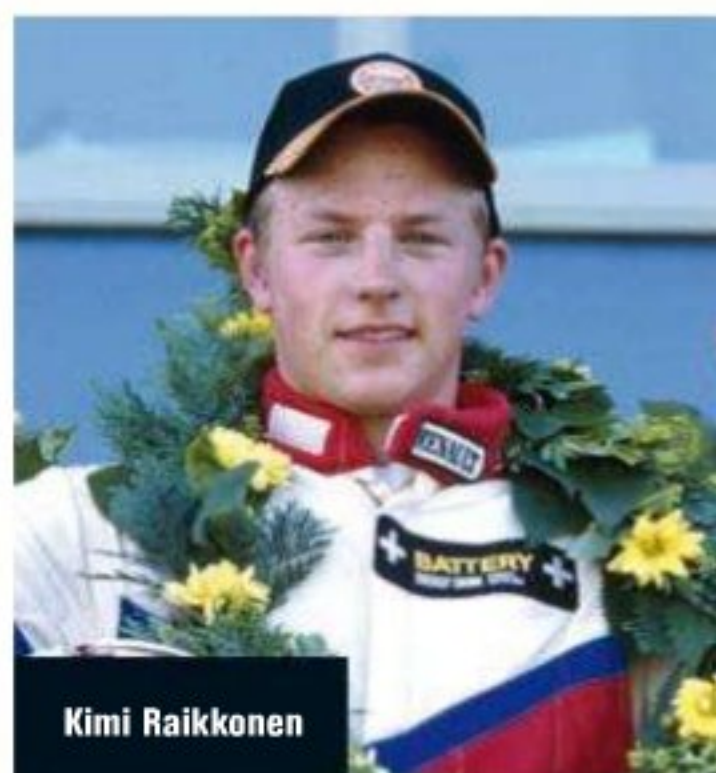
In his first full national season in Australian Formula Ford, this Queenslander was making quiet progress, seventh in points in a car run by his dad.

10 Antonio Pizzonia

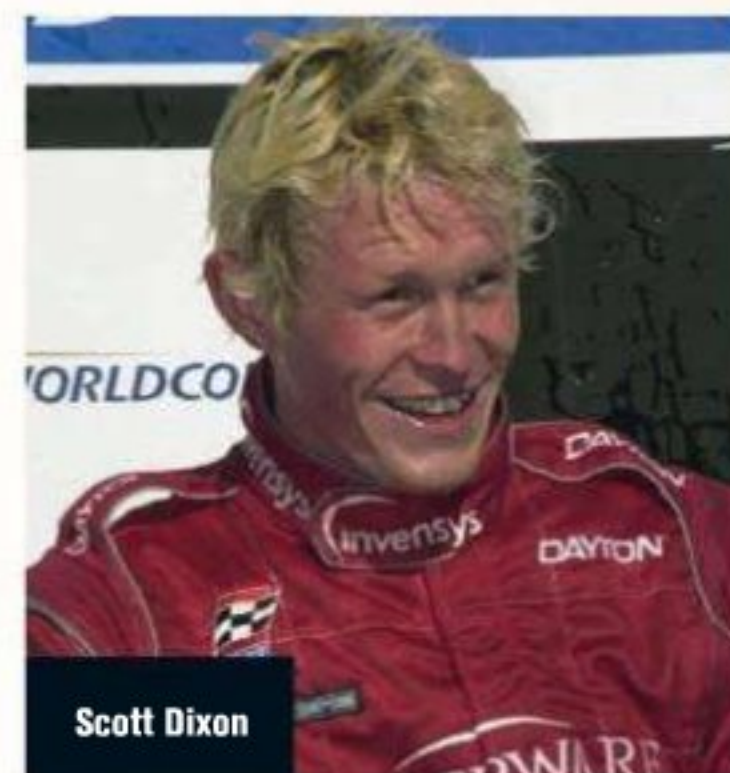
British F3 title with Manor Motorsport followed his Vauxhall Junior and Formula Renault UK crowns. Seemed to be on an unstoppable path, despite mid-season wobble.



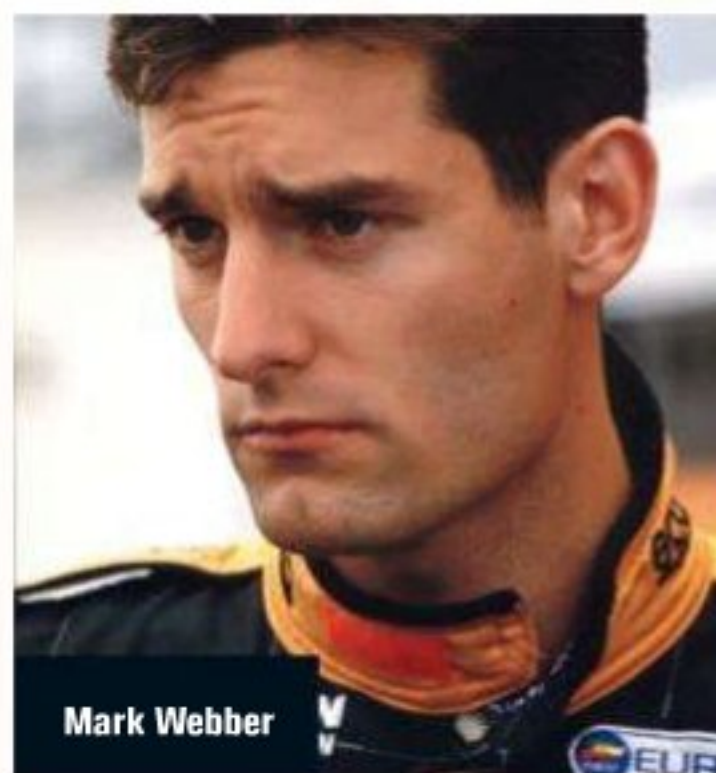
Fernando Alonso



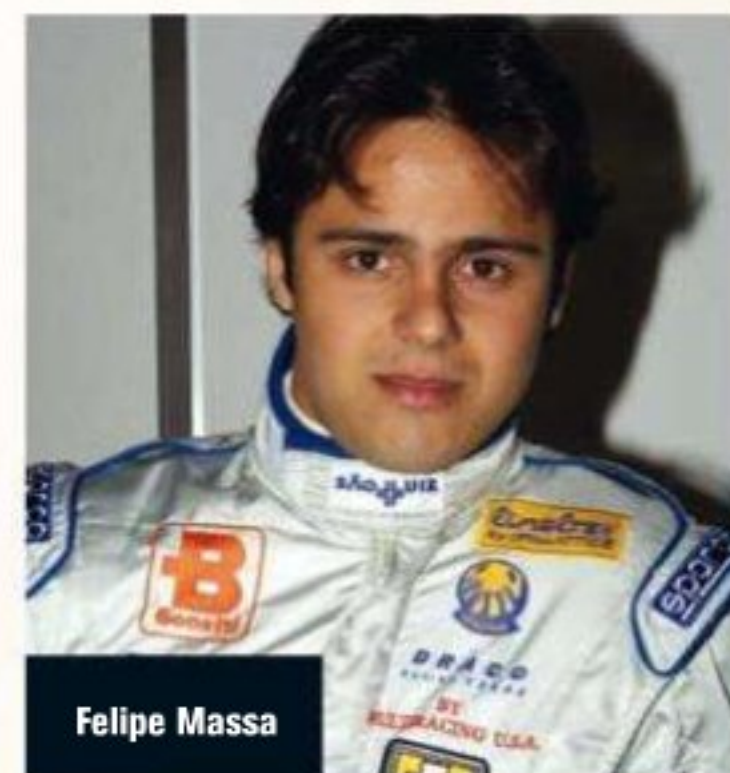
Kimi Raikkonen



Scott Dixon



Mark Webber



Felipe Massa



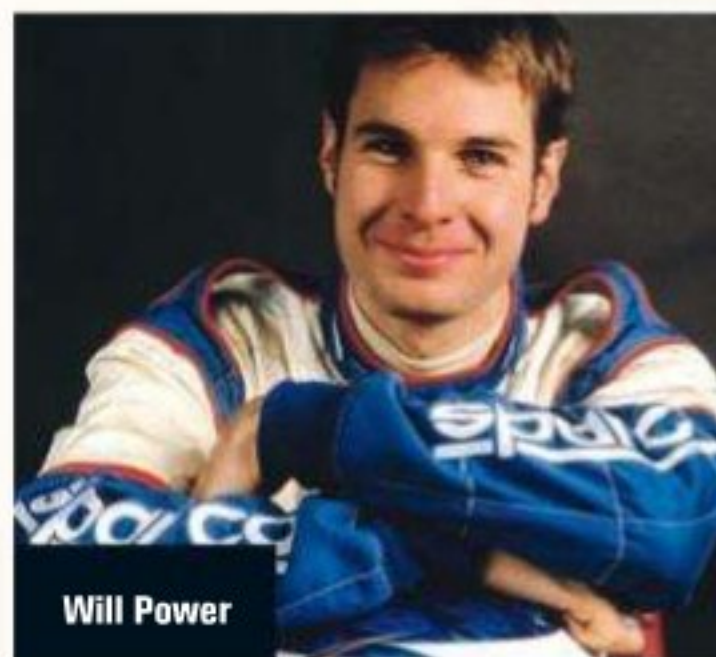
Andre Lotterer



Dan Wheldon



Takuma Sato



Will Power



Antonio Pizzonia



OBITUARY

Jack Sears 1930-2016

JACK SEARS, THE WINNER OF THE first British Touring Car Championship, died last weekend at the age of 86.

Sears won the 1958 BTCC title – then known as the British Saloon Car Championship – after a shootout with fellow class dominator Tommy Sopwith. Tied on the same number of points at the end of the season, the duo went head-to-head in Riley 1.5s, with Sears emerging on top.

He took a second crown in 1963, this time battling for overall wins in the mighty seven-litre Ford Galaxie. It was Sears' success with the car, against the likes of Graham Hill and Roy Salvadori, that ended Jaguar's run as the tin-top benchmark.

Born into a well-to-do family – his grandfather trained as a cobbler but evolved his business into a mass-production enterprise that absorbed the Freeman Hardy Willis chain of shoe shops nationwide – Jack shared his father Stanley's passion for cars from an early age.

He first competed in rallies and speed trials in the late '40s, making his race debut in an MG TC in a British Automobile Racing Club Members' Meeting at Goodwood in 1950. Thereafter Jack raced, rallied and sprinted often, excelling in his father's 1914 TT Sunbeam, but he sprang

to prominence in Lister sports cars.

Sears raced a contemporary single-seater twice – finishing third in a Formula 2 Cooper at Crystal Palace in 1960 from the back of the field. British Racing Partnership boss Ken Gregory offered him an F2 deal, but Sears decided to stick with touring cars and sports cars.

Erudite, eloquent and elegant, Sears was one of Britain's most talented and versatile racers of the '50s and early '60s. Always smartly dressed and scrupulously polite, with a slow and mellow voice, he was universally known as 'Gentleman Jack'.

As well as his touring car successes, Sears was a top GT driver. He drove AC Cobras for John Willment, winning the final Autosport 3 Hours at Snetterton in '64 with the team's new, self-built Coupe in difficult conditions.

Sears also defeated the Jaguar E-type of Jackie Stewart in the GT race supporting the 1964 British Grand Prix at Brands Hatch in a Willment Cobra Roadster, despite a controversial black-flag pitstop.

Having debuted at Le Mans in 1960 with a works Austin-Healey 3000, Jack's first international race in a Ferrari netted a class-winning fifth at La Sarthe in Maranello Concessionaires' 330LMB in '63, driving with Mike Salmon. As a Shelby American (Ford-contracted) team driver he also won the big GT class in '65, sharing a Daytona Coupe with American Dick Thompson.

Sears also gained notoriety for topping 180mph on the M1 in a factory AC Cobra Coupe test prior to the 1964 Le Mans 24 Hours. The run has sometimes – erroneously – been cited as the cause of the subsequent 70mph speed limit.

In a similarly off-beat moment, Sears was one of the drivers who took a Ford Lotus



HAWKINS

INDYCAR

CLAUSON DIES AFTER MIDGET CAR CRASH

THREE-TIME INDIANAPOLIS 500 driver Bryan Clauson died from injuries sustained in a Midget car crash last Saturday night.

Dirt-track oval racing star Clauson, who raced at Indy in 2012, '15 and '16, was airlifted to hospital following the accident at Belleville High Banks in Kansas.

Clauson crashed while competing in the Belleville Nationals Midget race. After hitting the Turn 4 wall and bouncing back across the track, he was hit by another car.

Clauson was a major figure in the American short-track oval racing scene, winning four USAC national championships and tasting success in major events including the Chilli Bowl, Turkey Night Grand Prix and the Belleville Nationals, where he was trying to retain his crown last weekend when he suffered his fatal accident.

He had set a goal of competing in 200 races this year – including the Indy 500 – and Saturday evening's race was his 116th start of 2016.

After a foray into NASCAR's second tier that yielded one pole position and a best finish of fifth place from 26 starts with Chip Ganassi racing in 2007-08, Clauson prepared for an attempt to race in the Indy 500 with eight races in Indy Lights in 2011-12.

His Indy opportunity came through a scholarship with USAC as part of a push by IndyCar to re-establish the 500's links to the short-track oval racing scene, with the hope that drivers and fans from that realm of motorsport would engage with the event again.

Of his three attempts at the famous race, this year's event marked his first finish, coming home 23rd with Jonathan Byrd's Racing.

GLENN FREEMAN



MILLER/LAT

Cortina down the famous Cortina bobsleigh run as part of Ford a PR stunt.

Sears raced works Lotus Cortinas in 1965, winning the Nurburgring 6 Hours with pal Sir John Whitmore, but retired following an enormous testing accident in one of the unloved Lotus 40 sportscars at Silverstone that September. He was fortunate to survive and recovery took a year, by which time Sears had resolved to concentrate on farming in Norfolk.

He did, however, help plan the 1968 London-Sydney Marathon.

In later years, Sears appeared at many events, and the Jack Sears Trophy has been awarded for a variety of achievements in the BTCC.

The championship will mark his death with a one-minute's silence at its Knockhill round this weekend.

BTCC series director Alan Gow said: "It is with great regret and genuine sadness to learn of Jack's death. I really liked Jack a lot, not only as an extremely talented and inspirational racing driver, but more importantly as a hugely popular, humble and impressive human being.

"Jack loved this championship and continued to play an active part in the BTCC right up until his passing. He will be sorely missed by everyone involved in the BTCC, but our immediate thoughts are with his family and closest friends at this time."

Sears' son David was also a successful racer, taking the 1979 British FF1600 title and finishing third at Le Mans in 1990 with Tiff Needell and Anthony Reid in a Porsche 962. David has also managed several Formula 1 drivers, including Juan Pablo Montoya, and his Super Nova squad was successful in Formula 3000 and GP2.

MARCUS PYE AND KEVIN TURNER

IN THE HEADLINES

SAUBER TO TRY NEW FRONT WING AT SPA

Sauber will run a new front wing in the Belgian Grand Prix after the summer break. It tried out a new rear wing in Hungary and Germany last month, which is part of an overall upgrade package that includes the front wing, a new floor and other aerodynamic details.

F1 2016 ADDS MULTIPLAYER SEASON

This year's official Formula 1 computer game will feature an online multiplayer championship, Codemasters has announced. The feature was widely requested by fans of the game and is part of a raft of new features, including the return of the safety car and a modified career mode.

BARRICHELLO TO WORLD CHAMPIONSHIP

Former Ferrari Formula 1 driver Rubens Barrichello will contest the CIK-FIA World KZ Karting Championship in Sweden in September. He will race for the Birel ART team.

ENGEL HEADS TO FORMULA E

Mercedes GT racer Maro Engel will race for Venturi in Formula E in 2016/17. The 30-year-old ex-DTM driver replaces Mike Conway alongside Stephane Sarrazin.

CARLIN ADDS TWO CARS FOR F3 MASTERS

Carlin has added entries for Colton Herta and Ameya Vaidyanathan for the F3 Masters later this month. They will line up alongside team regular Alessio Lorandi. Fortec Motorsport has also confirmed it will run Sam MacLeod and Australian Ricky Capo.

BUESCHER GETS POCONO WIN

Chris Buescher has been confirmed as winner of the NASCAR Sprint Cup race at Pocono on July 31. He was leading the race under red flag conditions as Autosport went to press last week. Also after our deadlines, a penalty for the Peugeot 408 of Tom Coronel and Luciano Faroni for a "dangerous manoeuvre" dropped the pair from fifth to seventh in the Buenos Aires Super TC2000 round.

REBELLION CUTS BACK TO ONE CAR

Rebellion is trimming its WEC assault to one car for the rest of 2016 to divert resources into development of its car ahead of next year's new privateer regulations. The #13 car of Alex Imperatori, Dominik Kraihamer and Matheo Tuscher will keep on racing, with the #12 sidelined.

MICK JONES 1933-2016

Mick Jones, the renowned former competition boss of Ford Motorsport, has died at the age of 83. Once called the most famous rally mechanic in the sport, Jones (below, left) played a key role in the Escort Twin Cams and the Capri rallycross car, and led the team that put together the first Group B RS200. He also ran Ford South Africa's Motorsport programme before returning to the UK.



LAT

FEEDBACK

Blue flags – is it time to wave goodbye?



Reader Groves reckons blue flags have eroded yet another driver skill

Recently there has been criticism, from Vettel, Verstappen and even some drivers whose surnames don't begin with V, about how ridiculous the blue flags have been. I quite agree – we should get rid of them at once.

Many a time recently a grand prix has been threatening to get exciting when the leaders encounter traffic, until you remember that the traffic has to jump out of the way or risk facing a penalty.

Much like track limits (which the FIA is finally, albeit belatedly and nowhere near enough, doing something about) it's another driver skill that's been eroded by some curious thinking. At the very least, no blue flag should be shown until the lead lap car is within DRS range of the car about to be lapped.

Incidentally, it would be interesting to see what would happen if the FIA decided F1 drivers could use the halo next year, but its introduction would not be mandatory. I wonder if '90-95%' of the grid would want to use one then?

Stuart Groves
Birmingham

Remembering Chris Amon

Chris Amon was one of the best all-round drivers of his era who

couldn't get a lucky break in F1 – how he never won a grand prix is beyond me.

I am too young to have seen him in his pomp, but I have read all about him since, as an avid (some would say obsessed) fan of the history of F1. He drove in, and survived, the most brutal era. I recall drivers at Watkins Glen in 1973 seeing a Tyrrell over the barriers and thinking it was Amon, as he was in the third car, then the shock and horror that it was Francois Cevert. Maybe Amon's luck was finally with him that day.

There must be a really good grand prix going on upstairs!

Chris Adams
By email

Easy way to improve the show

A huge amount of money is being spent making F1 cars four seconds quicker per lap. This will make no difference to the audience – the cars are already unbelievably fast. However, the show can be improved for negligible cost.

A vast majority of F1 fans follow the races on TV only. So, naturally F1 makes every effort to broadcast the best possible show? Wrong! During the races the column presenting the standings is

replaced by a moving scale at the bottom of the screen, showing only five competitors at a time. This is utterly ridiculous. There is no way a normal human being can keep track of what is happening, when the position of your favourite drivers is only shown for five seconds every minute!

This is very frustrating, and should be attended to immediately. The MotoGP presentation is better in every respect – F1 watch and learn.

Bjorn Sandberg
Taby, Sweden

This version of F1's really good

A few weeks ago I visited an event that I believe must have been held in a parallel world from the one I've read about.

I've been reading about the Formula 1 series that is boring to watch, with quiet, slow cars, that don't test the drivers, in front of diminishing crowds.

However, I went to a place called Silverstone and watched another series also called F1 that's completely different. I stood at Abbey and Maggotts/Becketts and the spectacle was breathtaking. There was plenty of noise, and seeing Verstappen throw the car into Abbey attacked the senses, Hamilton catching a slide in the middle of Becketts – all completely incredible. My friend, who hadn't been before, was taken aback by the speed down the Hangar Straight.

We enjoyed this in the company of over 100,000 people of all ages, and with a great atmosphere on the campsite. So I'd strongly recommend that people tune in to this F1, as the other one people complain about isn't a patch on this one.

Simon Gleave
By email

HAVE YOUR SAY, GET IN TOUCH

Autosport editorial
Bridge House
69 London Road
Twickenham
TW1 3SP

@
E-mail
autosport@
haymarket.com

Twitter
twitter.com/
autosport

Facebook
facebook.com/
autosport



Strategic sinking?

F1's Strategy Group doesn't exactly have a good track record of making decisions that improve F1. Is it time to scrap it?

By Dieter Rencken, Special Contributor

[@RacingLines](#)

FOLLOWING THE 'RADIO SILENCE' DEBACLES IN Silverstone and Budapest, Formula 1's Strategy Group met on the Thursday before the German Grand Prix. Team bosses gleefully reported back in Hockenheim that not only had they managed to persuade the FIA to derestrict driver-to-pit communications, but that the governing body would in future treat double waved flags during qualifying as red flag incidents.

As an aside, they mentioned that track limits would be less stringently policed, and that regulations for safety car starts in the wet were up for revision, with the most likely outcome being an acclimatisation lap (or two) behind the safety car, after which drivers would be on their own. Work on cars under red flags would likely be outlawed, they added.

All well and good, but do these really qualify as 'strategy' – defined as "plan of action or policy designed to achieve a major or overall aim" – or just plain common sense on issues that surely should not require extended debate by F1's top management brains at a time when the sport's live and TV ratings are dwindling across the globe?

It has long been suspected that F1's supremos lack any appetite for change, and perusal of the "F1 Improvement Plan" discussed by the Strategy Group in 2014 suggests this to be the case, for a raft of forward-thinking concepts for introduction through to 2017 are included in its seven pages, yet those since adopted can be counted on the fingers of one foot.

The Plan's targets are detailed on the front page, and include: reduce costs required to be competitive in F1; reduce performance disparity across the field, achieve levelling; reduce operational demands on F1 teams and personnel; target items that are invisible to fans; improve the great and sellable aspects of F1, including technology.

The listed items were to be phased in over a three-year period (2015-17), and implemented through regulations, having been debated at FIA-constituted "mini working groups". Given that the cut-off for 2017's regulation changes was February 28, 2016, how has the Strategy Group actually fared? In a word: dismally.

The first item on the list, a ban on tyre warmers, was said to have been "already approved", yet blankets are as visible as ever, while simplifications to brake ducts, front wings and fuel systems were due in 2015/16. In fact, winglets have increased in complexity. Plans to use the same engine/gearbox combination throughout a race weekend also came to nought.

Two headline-hitting items slated for 2017 – 18-inch wheel

rims to "attract competitive supply tenders across more tyre suppliers" and adopting FIA-specified active suspension systems – were chucked out in less time than it took to type these words.

Of "Future Discussion" items, only titanium spark "blocks" made the cut. Reviews of weekend formats (shorter races, etc.) remain on the backburner three years after being suggested. Instead, knockout qualifying was (catastrophically) adopted earlier this year, yet lasted just two races.

Of 12 "Future" items only one (engine cost reductions) was implemented – and that only partially, after threats from Ferrari about triggering its veto – while standing starts/restarts under safety cars are again at the discussion stage, yet only because of recent debacles that caused massive outcries from fans and media alike.

So just what do the great and good of F1 do in Strategy Group meetings for four or so hours every month? Why do they not admit that what looked good on paper in 2014 – and lured the likes of Red Bull Racing, Ferrari, McLaren and Mercedes into signing lucrative, but arguably anti-competitive contracts, ahead

of F1's planned Singapore Initial Public Offering – is, in real terms, a disaster?

At the root of the Group's failure to serve F1's best interests lies a lack of common purpose. Each of its eight members – the FIA (represented by president

Jean Todt), commercial rights holder FOM (represented by CEO Bernie Ecclestone), and six bosses representing the four teams above plus Williams and the highest-placed non-Strategy Group outfit, currently Force India – has its own agenda.

Todt and Ecclestone hold six votes each – equal to the combined team block – and are able to sway teams either way despite seldom singing from the same hymn sheet. Finally, team bosses invariably report to boards and are seldom able to vote without deferring to their paymasters. No wonder F1 finds itself in limbo until crises force it into (compromised) action.

The pre-2013 structure of Technical/Sporting Working Groups agreeing rule changes before forwarding them to the F1 Commission, on which all major players sit, for preliminary approval, then escalating carried motions to the FIA World Motorsport Council for ratification worked well for four years.

The insertion of the Strategy Group between Working Groups and Commission created such inertia that F1's best brains agreed just two (wholly logical) "clarifications" during a four-hour meeting despite a backlog of ideas running to seven pages. This is reason enough to scrap the Strategy Group forthwith... ❄

“What do F1's great and good do in meetings for four hours each month?”

Chris Amon

1943-2016

By Edd Straw and
Kevin Turner

Chris Amon, widely regarded as the best driver never to win a world championship grand prix, succumbed to cancer last week at the age of 73.

The New Zealander, who finished on the grand prix podium 11 times for the Ferrari, March and Matra teams, also won the 1966 Le Mans 24 Hours sharing a Ford GT40 MkII with compatriot Bruce McLaren.

Born of sheep-farming stock, Amon started his racing career in an Austin A40 and tested a Maserati 250F at the age of 17 – remarkably young for the era.

Driving Bruce McLaren's 1959 United States Grand Prix-winning Cooper-Climax T51, he then caught the attention of teams during the 1962-63 Tasman Series, essentially a winter F1 season in Australia and New Zealand. This resulted in Reg Parnell bringing him to Europe to race for his team.

Amon's first race in Europe was in the Goodwood Easter Monday meeting in 1963, finishing fifth in the Glover Trophy F1 race driving a Parnell-run Lola-Climax MkIV. While only 10 cars contested the race, the field was high quality with Innes Ireland winning from McLaren and Amon one place ahead of then double world champion Jack Brabham.

After taking sixth in the Aintree 200 later that April, he was set to make his world championship debut in the Monaco Grand Prix, only for team-mate Maurice Trintignant to take over his car before the start. Amon made his debut in the Belgian Grand Prix at the age of only 19, retiring early on with an oil fire.

Throughout 1963 and '64 Amon continued to impress for Parnell's team, taking a best finish of fifth driving a Lotus-BRM in the '64 Dutch Grand Prix.

The 1965 and '66 seasons were patchy F1-wise, with only occasional appearances – although he won the Solitude Grand Prix Formula 2 race driving a Lola T60.

But he did deliver the greatest achievement of his career, winning Le Mans in the controversial finish in which McLaren took victory in formation with the sister machine of Ken Miles/Denny Hulme.

During 1965 and '66, he was also successful in big-banger sportscars, and won races for McLaren.

After the Le Mans victory, he met with Enzo Ferrari to agree a deal for the '67 season, which meant parting company with

McLaren. Such a move was not taken lightly.

"I was in a difficult situation," said Amon in John Julian's book, *1967: Chris Amon, Scuderia Ferrari and a year of living dangerously*.

"Bruce wanted me to stay at McLaren but driving for Ferrari was also a boyhood ambition of mine."

His pace in the Ferrari 330 P4 early in 1967, winning both the Daytona 24 Hours and the Monza 1000Km, earned him a place alongside sportscar team-mate Lorenzo Bandini in the F1 team.

When Bandini was killed during Amon's first F1 outing for Ferrari at the Monaco GP, the 24-year-old became Ferrari's team leader.

He took a quartet of third places, finishing fifth in the championship, and could have won the United States Grand Prix but for a lack of oil leading to engine bearing trouble.

Paired with Jackie Stewart, Amon's second place in the world sportscar finale at Brands Hatch was, however, enough to secure the manufacturers' crown for Ferrari.

The following year, Amon had the pace that should have allowed him to battle with Graham Hill and Stewart for the 1968 world championship. Amon and the Ferrari 312 were a potent combination, the first of three poles coming at the Spanish GP. Amon then dominated the race,

only for fuel pump failure to put him out – with a similar problem costing him a possible win in Canada.

He also led at Spa but retired with a holed radiator during a season in which results criminally under-represented his performance, with second place in the British GP at Brands Hatch behind Jo Siffert – another race Amon could have won but in which he struggled with tyre wear and the lack of engine torque – his sole podium.

Such poor reliability meant Amon could not capitalise on his pace and he ended up well behind new team-mate and rising star Jacky Ickx in the points table.

But Amon's class was underlined in the Tasman series. He battled Jim Clark's Lotus during 1968 in Ferrari's 246T, winning two races, then took the '69 crown against a field including future world champion Jochen Rindt.

Unreliability was again the F1 story in 1969, with Amon leading in Spain before retiring with an engine failure. That played a part in his decision to leave Ferrari and move to the new March Engineering team for 1970. >>

“Amon took the 1969 Tasman crown against the likes of Jochen Rindt”



With Ferrari hitting form in '70 and March struggling, it was a characteristically ill-timed move, though Amon still appeared for the Scuderia in sportscar racing. He drove two 512Ss at the Monza 1000Km in an attempt to catch Pedro Rodriguez's flying Porsche 917K. He failed, but came away with both a second and a fourth.

Although Amon did finally win an F1 race – the International Trophy at Silverstone, beating Stewart in a similar March in a two-part contest – the 1970 world-championship season was a difficult one.

Amon briefly lead at Spa, finishing second behind Pedro Rodriguez's BRM by just 1.1s in the difficult March 701, with further podiums in the French and Canadian GPs helping him to eighth in the championship, but he did not gel well with team owners Max Mosley and Robin Herd and headed to Matra in 1971.

The Matra move wasn't without its troubles, but again Amon should have won races, as shown by his success in another non-championship event, the 1971 Argentinian GP.

A leading role in the epic 1971 Italian GP lead battle ended when he inadvertently pulled off his whole visor instead of a strip, and finished sixth having started from pole.

He was driving away from the field in the 1972 French GP when he suffered a puncture. Amon regarded his recovery to third – lapping two seconds faster than winner Stewart – as his finest drive (see Race of My Life, page 74).

After leaving Matra at the end of 1972 his world championship grand prix career was effectively over, even though he raced in F1 for another three years.

In 1973 he was persuaded to drive for the Tecno team, but other than sixth place in the Belgian GP results were poor, while a late-season run for Tyrrell in the final two races led to nothing.

There was one success that year: he won the Nurburgring 6 Hours sharing a works BMW with Hans-Joachim Stuck.

Amon's decisions outside of the cockpit were sometimes unfortunate and a sequence of unsuccessful moves followed. Perhaps the worst was the decision to build his own car – the Amon AF101 – which retired from the 1974 Spanish GP and failed to qualify on two other occasions.

He did impress during his final F1 campaign in 1976, driving for the underfunded Ensign operation after late-season appearances the year before, but a poor finishing record meant that one fifth place was all he had to show for his efforts.

After parting company with Ensign before the end of the season, he entered the Canadian GP for the Wolf-Williams team, but a heavy accident in qualifying prevented him racing.

Amon started the 1977 Can-Am season with Wolf, but decided to retire after one race. His seat was taken by Gilles Villeneuve, who Amon later recommended to Enzo Ferrari.

After retiring, Amon returned to his family farm in New Zealand, though he retained connections to the sport. He helped redesign the Taupo circuit, supported Toyota's TRS single-seater series, and was an occasional star at historic events.

Amon's family released a statement, saying: "Chris battled cancer in recent years but retained not only a close interest in Formula 1 – and his very wide range of favourite topics – but also his wonderful sense of humour complete with infectious chuckle."

McLaren chairman Ron Dennis added: "Chris started 96 grands prix but won not one of them, and it is safe to say that he was the greatest racing driver never to have won a race at the very highest level.

"He nearly won a fair few, but it always seemed that his luck would run out before he saw the chequered flag.

"I have not met Chris for many years but, even so, I have extremely fond memories of him and I would describe him as one of the most likeable men I have met in my long racing career.

"A true gentleman and one of the fastest racing drivers there ever was: the one and only Christopher Arthur Amon." ❧



World championship debut: Spa 1963



Winning sportscar title for Ferrari in '67



Amon was a frontrunner for March in 1970 and finished eighth in the drivers' standings

Who was F1's greatest non-winner?

YOU CAN MAKE A very strong case for Chris Amon being the driver who was most unfortunate not to have won a world championship race. One of an ill-starred group of nine drivers who have led, finished on the podium and had a pole position in Formula 1 points races, the statistics confirm his status.

He led seven world championship races for a combined total of 183 laps. That puts him second in the races-led list and top of the laps-led list. The one driver ahead in terms of number of races led – Nick Heidfeld, with eighth – led many of those during the refuelling era and his tally of just 25 laps at the front puts him well behind Amon.

Amon scored 11 podiums, fewer than both Heidfeld (13) and Stefan Johansson (12) but in fewer races, although his tally of five pole positions without a victory is without peer.

But the strongest statistics are still to come. Amon retired while leading three times, more than any other driver never to have won. And you can identify as many as four more races that he could or should have won but for various misfortunes. The only driver who comes close is

Frenchman Jean-Pierre Jarier, who twice retired from the lead and has three clear 'ones that got away' on his CV. As for the rest, maybe another Frenchman, Jean Behra, is Amon's rival, although the only race you can perhaps say he should have won was the 1957 British GP.

Inevitably the numbers do not factor in the quality of the machinery, for

“Amon retired while leading a GP three times”

Amon would not have led so many races had he not had a quick car. Trying to factor that in – which would be a more complex undertaking – would strengthen Behra's case significantly.

The statistics also can't compensate for those whose careers were cut short – drivers such as Tom Pryce, who retired from the lead of the 1975 British GP.

But regardless of those caveats, nobody in grand prix history can so justifiably be said to have been unfortunate to be denied at least one victory as Amon.



Jarier dominated '75 Brazilian GP from pole



McLaren and Amon took 1966 Le Mans 24 Hours win for Ford after a controversial finish



Amon led Ferrari's F1 attack for nearly three seasons but unreliability thwarted him



Amon (12) could have won the 1971 Italian GP for Matra but ended up finishing sixth



Disaster: efforts with his own F1 car, the AF101, resulted in a wasted 1974 season

RACE WTCC • SUPER GT • IMSA • NASCAR • FORMULA RENAULT



Lopez takes his 28th WTCC victory

Lopez reigns at home

WORLD TOURING CAR CHAMPIONSHIP
RIO HONDO (RA)
AUGUST 6-7
ROUND 8/12

JOSE MARIA LOPEZ'S TIME IN THE WORLD Touring Car Championship has been nothing short of sensational. After two dominant title triumphs he holds an almost untouchable points lead with four rounds of the season left to run, and going into last weekend's Argentina round had won 27 times since making his debut in 2013.

But before the summer break, it seemed as though there was something missing. Lopez had gone four races without a podium, let alone a win. It could not be more fitting, therefore, that on his final WTCC appearance in front of his home crowd at the Termas de Rio Hondo circuit – the scene of his first WTCC victory and three other home triumphs after that – Lopez bought his win drought to an end.

He had been in the top five in both free practice sessions, topped by fellow Argentinian and WTCC debutant Esteban Guerrieri in a one-off guest appearance for Campos Racing. Guerrieri impressed on his first outing in the series, driving a Chevrolet Cruze, and set the fastest time during the top-five shootout for pole in qualifying. But a mistake in the pitlane from Guerrieri, when he exited the pits with the red light still on, and subsequent penalty demoted him to fifth, and meant Lopez took pole for the main race. Honda's Norbert Michelisz took second on the grid ahead of ROAL Chevrolet driver Tom Coronel, with Yvan Muller lining up for the main race in fourth.

Lopez converted that pole into a commanding victory on Sunday afternoon, despite losing the lead to Michelisz for the first few laps. Lopez was in a hotly contested battle with Citroen team-mate Muller for second in the early stages of the race, both drivers continuing to close in on Michelisz as they danced around the circuit exchanging positions. A tangle between Michelisz and Muller meant both cars ran wide

off the circuit, allowing Lopez to cut through and enjoy an easy cruise to the chequered flag.

Though the story of the main race was Lopez's return to winning ways, there was plenty of action behind. Coronel and Rob Huff inherited second and third places respectively after the Michelisz/Muller tangle, but both were under investigation for jump-starts by the end of the race – although no further action was taken. Monteiro claimed fourth, ahead of the recovering Muller. Guerrieri and Mehdi Bennani both enjoyed a duel lasting several laps, with Guerrieri taking sixth. Bennani was seventh, ahead of Michelisz.

For Saturday's opening race, an overnight engine change for Lopez meant he lost his 10th place on the reversed grid and had to start at the back. He made short work of cutting through the field and crossed the line in fifth after a series of stunning overtakes on Bennani, Michelisz and Coronel over the course of just three corners.

Frenchman John Filippi was on pole, but lost his lead off the line to Citroen driver Tom Chilton. The Briton successfully defended from Huff to take his first win for the Sebastien Loeb Racing team.

After losing the lead, it all went wrong for Filippi: he lost second to Huff on the exit of Turn 1 and then dropped down the order to finish 10th. Behind Huff, Muller claimed third and Tiago Monteiro fourth. James Thompson was ninth for Munnich Motorsport, making his fifth appearance in the Chevrolet Cruze, this time deputising for the injured Rene Munnich.

The pace shown in practice did not continue for ex-Formula Renault 3.5 frontrunner Guerrieri, who suffered a gearbox failure and retired to focus on the main race.

Though the rookie's first weekend did not feature the breakout win enjoyed by Lopez three years earlier, Guerrieri will hope that his pace will open up a future in WTCC, echoing his compatriot – it was Lopez's one-off invitation to compete in Argentina that led to a revitalised career and two world championships...



Chilton took race-one win

RESULTS ROUND 8/12, TERMAS DE RIO HONDO (RA), AUGUST 7, RACE 1 (13 LAPS – 38.714 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Tom Chilton (GB)	Sebastien Loeb Racing · Citroen C-Elysee WTCC	23m08.487s
2	Rob Huff (GB)	Honda Racing Team · JAS Honda Civic WTCC	+0.792s
3	Yvan Muller (F)	Citroen Total · Citroen C-Elysee WTCC	+1.384s
4	Tiago Monteiro (P)	Honda Racing Team · JAS / Honda Civic WTCC	+2.471s
5	Jose Maria Lopez (RA)	Citroen Total · Citroen C-Elysee WTCC	+7.646s
6	Norbert Michelisz (H)	Honda Racing Team · JAS / Honda Civic WTCC	+9.897s
7	Tom Coronel (NL)	ROAL Motorsport · Chevrolet RML Cruze TC1	+11.528s
8	Mehdi Bennani (MA)	Sebastien Loeb Racing · Citroen C-Elysee WTCC	+13.150s
9	James Thompson (GB)	Munnich Motorsport · Chevrolet RML Cruze TC1	+15.333s
10	John Filippi (F)	Campos Racing · Chevrolet RML Cruze TC1	+17.352s
11	Thed Bjork (S)	Polestar Cyan Racing · Volvo S60 WTCC	+17.476s
12	Gregoire Demoustier (F)	Sebastien Loeb Racing · Citroen C-Elysee WTCC	+17.742s
13	Nicky Catsburg (NL)	Lada Sport · Lada Vesta WTCC	+18.875s
14	Gabriele Tarquini (I)	Lada Sport · Lada Vesta WTCC	+19.024s
15	Daniel Nagy (H)	Zengo Motorsport · Honda Civic WTCC	+36.180s
16	Robert Dahlgren (S)	Polestar Cyan Racing · Volvo S60 WTCC	-1 lap
R	Hugo Valente (F)	Lada Sport · Lada Vesta WTCC	7 laps-engine
R	Esteban Guerrieri (RA)	Campos Racing · Chevrolet RML Cruze TC1	4 laps-gearbox/withdrawn

Winner's average speed 100.375mph. **Fastest lap** Lopez 1m45.994s, 101.427mph.

GRID FOR RACE 1

1 Filippi; 2 Chilton; 3 Monteiro; 4 Bennani; 5 Huff; 6 Guerrieri; 7 Muller; 8 Coronel; 9 Michelisz; 10 Thompson; 11 Demoustier; 12 Valente; 13 Catsburg; 14 Bjork; 15 Dahlgren; 16 Nagy; 17 Tarquini; 18 Lopez.

RACE 2 (14 LAPS – 41.700 MILES)

1 Lopez 24m52.898s; 2 Coronel +2.032s; 3 Huff +2.583s; 4 Monteiro +3.956s; 5 Muller +4.305s; 6 Guerrieri +8.740s; 7 Bennani +9.126s; 8 Michelisz +11.649s; 9 Chilton +12.659s; 10 Filippi +14.693s; 11 Thompson +18.103s; 12 Catsburg +18.523s; 13 Tarquini +20.205s; 14 Bjork +20.827s; 15 Demoustier +24.046s; 16 Dahlgren +24.931s; 17 Nagy +37.987s; R Valente 8 laps-puncture.

Winner's average speed 100.556mph.

Fastest lap Lopez 1m45.899s, 101.518mph.

QUALIFYING 3

1 Lopez 1m43.044s; 2 Michelisz 1m43.245s; 3 Coronel 1m43.284s; 4 Muller 1m43.474s; 5 Guerrieri.

QUALIFYING 2

Lopez 1m43.011s; Guerrieri 1m43.114s; Muller 1m43.132s; Coronel 1m43.398s; Michelisz 1m43.402s; 6 Huff 1m43.470s; 7 Bennani 1m43.537s; 8 Monteiro 1m43.540s; 9 Chilton 1m43.861s; 10 Filippi 1m43.896s; 11 Thompson 1m43.944s; 12 Demoustier 1m44.431s.

QUALIFYING 1

Guerrieri 1m42.993s; Lopez 1m43.143s; Michelisz 1m43.494s; Muller 1m43.501s; Coronel 1m43.532s; Monteiro 1m43.690s; Chilton 1m43.767s; Bennani 1m43.790s; Huff 1m43.848s; Demoustier 1m43.900s; Filippi 1m43.919s; Thompson 1m44.018s; 13 Valente 1m44.250s; 14 Catsburg 1m44.336s; 15 Tarquini 1m45.202s; 16 Bjork 1m45.247s; 17 Dahlgren 1m45.361s; 18 Nagy 1m46.036s.

CHAMPIONSHIP

1 Lopez 284; 2 Monteiro 167; 3 Muller 160; 4 Huff 158; 5 Bennani 144; 6 Michelisz 143; 7 Catsburg 139; 8 Chilton 130; 9 Tarquini 104; 10 Coronel 102.



Nissan pairing conquers Fuji

SUPER GT
FUJI (J)
AUGUST 7
ROUND 4/7

JOAO PAULO DE OLIVEIRA AND Hironobu Yasuda claimed a pole-to-flag victory for Nissan at Fuji last Sunday. The Kazuyoshi Hoshino-run duo started from pole in the first race at Fuji earlier this season then failed to convert it into victory, but this time round the GT-R stayed in front to the end.

De Oliveira made an early break and although this was nullified by a safety car, the Brazilian made a great restart to fend off the chasing pack. Yasuda extended their advantage after taking over the car, and took the flag 25 seconds clear of a brace of Honda NSX pairings, Koudai Tsukakoshi/Takashi Kogure and Takuya Izawa/Naoki Yamamoto, with each duo claiming its maiden podium finish of the season.

Tsugio Matsuda and Ronnie Quintarelli retained their championship lead with a fourth-place finish, having run with 84kg of ballast. TOM'S duo Nick Cassidy and Daisuke Ito charged to fifth after starting 10th, earning top Lexus status in the process.

James Rossiter and Ryo Hirakawa lost second in the drivers' standings to eighth-place finishers Heikki Kovalainen and Kohei Hirate after Rossiter suffered a rear-wing failure in his Lexus.

JIRO TAKAHASHI

RESULTS

1 Hironobu Yasuda/Joao Paulo de Oliveira (Nissan GT-R) 66 laps in 1h51m53.223s; 2 Koudai Tsukakoshi/Takashi Kogure (Honda NSX Concept-GT) +25.424s; 3 Naoki Yamamoto/Takuya Izawa (Honda); 4 Tsugio Matsuda/Ronnie Quintarelli (Nissan); 5 Daisuke Ito/Nick Cassidy (Lexus RC F); 6 Kosuke Matsuura/Tomoki Nojiri (Honda). **Points 1 Quintarelli/Matsuda, 50;** 2 Heikki Kovalainen/Kohei Hirate 37; 3 Ryo Hirakawa/James Rossiter 30; 4 Oliveira/Yasuda 28; 5 Kazuya Oshima/Andrea Caldarelli 25; 6 Masataka Yanagida/Daiki Sasaki 22.





The winning Curran and Cameron car

Action Express shades it by 0.6s

**IMSA SPORTSCAR
ROAD AMERICA (USA)
AUGUST 7
ROUND 9/12**

ERIC CURRAN AND DANE CAMERON combined to win a thrilling race last Sunday at Road America by less than a second from Action Express Corvette team-mates Christian Fittipaldi and Joao Barbosa. The two crews are now separated by a solitary championship point with just two races remaining.

An even more dramatic GTLM battle ended with points leaders Oliver Gavin and Tommy Milner claiming their fourth win of the season.

The Mazda Prototype of Jonathan Bomarito and Tristan Nunez once again was the class of the field in terms of pace. Bomarito secured the combination's third pole of the season and took command of the early stages, but a brave strategic call failed to pay dividends.

After losing their advantage following the first round of pitstops to Fittipaldi/Barbosa, the decision not to make a pitstop under caution one hour into the race allowed the #55 Mazda to regain the lead. It also meant the car needed to make two green flag pitstops in order to make it the end. The handicap proved too much to make up, resulting in an unrepresentative fifth-place finish.

Fittipaldi/Barbosa and the Taylor brothers, Ricky and Jordan, both took

turns in the lead before Cameron's bold pass of Jordan's Dallara Corvette DP with almost exactly one hour remaining proved decisive. The Californian withstood immense pressure from Barbosa throughout the closing stages, including a restart with just three laps remaining, to win by just 0.626s. The Taylors had to settle for third for the second successive race.

All five GTLM manufacturers were in contention for victory at one stage or another. The Porsche North America team made a breakthrough this weekend with Frenchman Patrick Pilet ousting polesitter Dirk Muller's Ford GT on the first lap, while team-mate Earl Bamber even moved into second place after 10 laps. The Risi Ferrari 488 GTE of Giancarlo Fisichella and Toni Vilander was also in the thick of the battle until

Gavin and Milner won the GTLM class for Chevrolet



the Ford of Ryan Briscoe and Richard Westbrook took control mid-race.

A late caution set the stage for a thrilling denouement. Nick Tandy (who had relieved Pilet) seemed set to benefit shortly after the restart when Vilander ran into the rear of Westbrook at Turn 5, only for all three cars to collide on the exit. Westy just about managed to retain his lead until an inspired Milner – who had looked likely to finish fifth until the final caution – stole past on the last lap.

Robert Alon/Tom Kimber-Smith earned the PR1/Mathiasen Motorsports team's second PC class win of the year, while Ben Keating/Jeroen Bleekemolen guided their Riley Motorsports Viper to a narrow victory in GTD.

JEREMY SHAW

RESULTS

1 Dane Cameron/Eric Curran (Coyote Corvette DP) 73 laps in 2h40m56.808s; 2 Joao Barbosa/Christian Fittipaldi (Corvette) +0.626s; 3 Ricky Taylor/Jordan Taylor (Dallara Corvette DP); 4 John Pew/Oswaldo Negri Jr (Ligier JSP2); 5 Tristan Nunez/Jonathan Bomarito (Lola B12/80); 6 Marc Goossens/Ryan Dalziel (Coyote Corvette).
PC Robert Alon/Tom Kimber-Smith (ORECA FLM09).
GTLM 1 Oliver Gavin/Tommy Milner (Chevrolet Corvette C7.R). **GTD** 1 Ben Keating/Jeroen Bleekemolen (Dodge Viper GT3-R). **Points** 1 Fittipaldi/Barbosa 253; 2 Curran/Cameron 252; 3 Taylor/Taylor 242; 4 Goossens 223; 5 Ozz Negri 220; 6 Bomarito/Nunez 210. **PC** 1 Alex Popow/Renger van der Zande 231. **GTLM** 1 Gavin/Milner 192. **GTD** 1 Christina Nielsen/Alessandro Balzan 191.

Hamlin bags a road course win

NASCAR SPRINT CUP
WATKINS GLEN (USA)
AUGUST 7
ROUND 22/36

DENNY HAMLIN SECURED HIS second win in this year's NASCAR Sprint Cup, surviving a hectic final few laps of the Watkins Glen road course race. It was the second and final road race of the season, after the Sonoma round in June.

The 90-lap battle around the New York circuit lasted longer than expected due to a series of caution periods during the latter stages. The final caution came with four laps to go, and Hamlin led the way from the final green flag.

This caution became a red flag period with clean up required for Kevin Harvick and David Ragan, as they got into each other on a restart, leaving oil on the track. The stoppage lasted for almost 17 minutes before the race got underway again. It was the second red flag period of the day.

Joe Gibbs Racing's Hamlin took

the lead just before the seventh and penultimate caution period, after several other drivers had been in the top spot for a while here and there. These included Brad Keselowski, Kyle Busch, Joey Logano, Carl Edwards and Danica Patrick over the 90 laps.

While the last four laps were run surprisingly cleanly, the final corner was a different story altogether. Martin Truex Jr was tapped from behind by Keselowski, sending Truex into the wall from second position. This dropped him back to seventh eventually.

The other clash was between Kyle Larson and AJ Allmendinger, as the latter nudged Larson into the barrier as well, out of the exit of the last turn.

Logano finished second after winning Saturday's Xfinity Series race. He won the Cup race at Watkins Glen last year. Impressively, the last two winners at Watkins Glen have now also been the Daytona 500 victors of the same year.

Jeff Gordon wasn't able to clinch his fifth Watkins Glen victory while filling in for Dale Earnhardt Jr, as the Hendrick Motorsports man collided with Austin Dillon early on, dropping him back to 14th.

Harvick came to Watkins Glen leading the points standings but has now dropped back to second, nine points behind Keselowski. This came after a 32nd-place finish for the Stewart-Haas Racing driver.

RESULTS

1 Denny Hamlin (Toyota Camry) 90 laps in 2h27m48s; 2 Joey Logano (Ford Fusion) +2.065s; 3 Brad Keselowski (Ford); 4 AJ Allmendinger (Chevrolet SS); 5 Tony Stewart (Chevy); 6 Kyle Busch (Toyota); 7 Martin Truex Jr (Toyota); 8 Jamie McMurray (Chevy); 9 Trevor Bayne (Ford); 10 Matt Kenseth (Toyota).

Chase grid 1 Keselowski 4 wins/727 points;

2 Kyle Busch 4/670; 3 Carl Edwards 2/653; 4 Hamlin 2/620; 5 Kenseth 2/600; 6 Jimmie Johnson 2/578; 7 Kevin Harvick 1/718; 8 Kurt Busch 1/689; 9 Logano 1/652; 10 Truex 1/612; 11 Stewart 1/389; 12 Ryan Newman 0/562; 13 Chase Elliott 0/561; 14 Austin Dillon 0/559; 15 McMurray 0/550; 16 Kyle Larson 0/520.



Hamlin took his first Sprint Cup road race victory

Norris extends his points lead

FORMULA RENAULT NEC
ASSEN (NL)
AUGUST 6-7
ROUND 5/7

THE FORMULA RENAULT NEC title battle between Lando Norris and Max Defourny raged on at Assen as both drivers took a victory each. Norris scored a dominant win for Josef Kaufmann Racing from pole in the first race, further extending his lead at the head of the drivers' championship.

Norris crossed the line just 4.4s ahead of Tech 1 Racing's Dorian Bocolacci in second place. Jehan Daruvala took the final podium spot despite losing out at the start, with Sacha Fenestraz fourth. Defourny finished in fifth place after a mistake cost him.

It had looked as though Norris was also going to claim victory in race two, but he was hunted down by a charging Defourny, who ultimately made his winning pass count at the chicane on the

penultimate lap. Daruvala was third, taking his second podium of the weekend.

RESULTS

Race 1 1 Lando Norris 16 laps in 25m45.800s; 2 Dorian Bocolacci +4.388s; 3 Jehan Daruvala; 4 Sacha Fenestraz; 5 Max Defourny; 6 Ferdinand Habsburg. **Race 2 1 Defourny** 16 laps in 25m37.572s; 2 Norris +1.696s; 3 Daruvala; 4 Bocolacci; 5 Fenestraz; 6 Will Palmer. **Points 1 Norris 211**; 2 Bocolacci 187; 3 Defourny 173; 4 Daruvala 166; 5 Alex Gill 125; 6 Robert Shwartzman 122.

IN BRIEF

ERC

Reigning European Rally champion Kajetan Kajetanowicz took his first victory of 2016 – a commanding home win at Rally Poland. Kajetanowicz, and co-driver Jarek Baran, led the rally from start to finish and came home 46 seconds clear of closest rival Bryan Bouffier, who is a four-time winner of the event.

GERMAN FORMULA 4

Championship rivals Mick Schumacher and Joey Mawson enjoyed a thrilling fight for the lead in race one at the Nurburgring, with Schumacher winning. Race two was won by points leader Mawson, his seventh win of the season so far, while Thomas Preining took his second win of the campaign in race three.

ADAC GT MASTERS

David Jahn and Kevin Estre took their second win of the season in the first race at the Nurburgring, ahead of fellow Porsche duo Robert Renauer and Martin Ragginger. Connor de Phillippi and Christopher Mies led an Audi one-two in race two, ahead of Florian Stroll and Laurens Vanthoor.

JAPANESE FORMULA 4

Ritomo Miyata took a brace of victories at Fuji. Miyata, 16, won the opening race, a substitute for the cancelled Autopolis event, from pole position and claimed victory in the second race as well. Yuya Hiraki won the third race.

ASIAN LE MANS SERIES SPRINT CUP

Jamie Winslow won the Saturday race of the second round of the Asian Le Mans Series Sprint Cup in Sepang behind the wheel of a DC Racing Ligier JSP3.

WORLD RALLYCROSS

Timmy Hansen won the Trois-Rivieres World Rallycross round last weekend. The Team Peugeot-Hansen driver only made the final after Timur Timerzyanov was penalised for an incident in the semi-final. Petter Solberg retook the points lead as rival Mattias Ekstrom retired from his semi-final with a puncture.

WEB DIRECTORY

AWNINGS



aireshelta
No1 for Inflatable Structures.
With you from the Paddock to the Podium.
www.aireshelta.com

EXHAUSTS

Inconel & Stainless Steel Specialists
SIMPSON
Race Exhausts
Tel: 01753 532222
www.simpsonraceexhausts.com

GEARBOXES

Gearboxman.com
COMPETITION TRANSMISSION SERVICES
Gearboxes & Axles for Road, Race, Rally and more
Telephone: 01582 840008 Fax: 01582 840007

HELMET GRAPHICS



Visit: www.liquidcolourdesign.com
Studio: +44 028 93378525
Mob: +44 0770 9442894
liquidcolourdesign
Helmet Paint | Design | Airbrush | Custom Paint

Mike Fairholme Designs
Sole approved painter of Arai helmets.
Silver Birches, Corby Birkholme, Nr Grantham, Lincs NG33 4LE.
Tel: 01476 550630. Fax: 01476 550029.
email: fairholmedesigns@btconnect.com
www.fairholmedesigns.co.uk

MEMORABILIA



FINAL LAP
For Everything Formula One
www.finallap.net **WE BUY AND SELL**
+44 (0) 1245 287588 / 07771 920345

MOTORSPORT LEGAL ADVICE

MOTORSPORT LAWYER
JAMIE CHAMPKIN LL.B
National and International
CALL +44(0)1386 871287 ANYTIME
www@champkin.uk.com email: info@champkin.uk.com

MOTORSPORT LEGAL ADVICE

Motor Sport Legal Advice
Tudor Alexander, LL.B Solicitor
tudor@fletcherday.co.uk 07887 713512
Fletcher Day 56 Conduit St
Mayfair London W1S 2YZ

RACE PARTS



JJC) race and rally
PASSIONATE ABOUT MOTORSPORT
www.jjcraceandrally.com

RACE PARTS



ARE DRY SUMP SYSTEMS
ARMSTRONG RACE ENGINEERING INC.
WWW.DRYSUMP.COM (916) 652-5282

RACE RADIO

Pit to Car **Autotel**
Radio solutions **Digital Race Radio**
0044(0)1508 528837
www.raceradio.co.uk

RACING



demon tweaks
MOTORSPORT
www.demon-tweaks.co.uk

RACING

Authorised Distributor
OMP YBRACING
MOTORSPORT & PERFORMANCE
WWW.YBRACING.COM

PORSCHE SHOP
10% off with website
voucher code **AUTOTEN**
Or Call: 0121 585 6088



CARTEK
MOTORSPORT ELECTRONICS
Info@cartekmotorsport.com
021 90 457747
www.CARTEKMOTORSPORT.com

RACING



MARDI GRAS
MOTORSPORT
www.mardigras.co.uk

RALLY PREPERATION



exe-tc competition
SUSPENSION
World Championship winning suspension - designed and built in UK
Including Porsche GT3 RSR, GT3, Classic Porsche 911
Ford Escort MK3
Mitsubishi Evo 7, Subaru Impreza, Honda Civic Type R
Vauxhall Astra G, Lotus Evija and many more.
All suspension supplied with technical advice.
Web: exe-tc.com Email: julia.delamare@exe-tc.com
Tel: +44(0)1292 444399 join us on Facebook and Twitter

TRAILERS & TRANSPORTERS

Committed to Quality
www.iwt.co.uk
Ifor Williams Trailers
BRITAIN'S LEADING TRAILER MANUFACTURER

TRAILERS & TRANSPORTERS

BRIAN JAMES TRAILERS
» Connected to you
www.brianjames.co.uk



JORDAN RV
WWW.RENTAMERICANMOTORHOMES.COM
08703 008008

WHEELS & TYRES

Image
Manufacturers of bespoke split rim alloy wheels
www.imagewheels.co.uk
IMAGE WHEELS INTERNATIONAL LTD.



TO ADVERTISE IN THE WEB DIRECTORY
PLEASE CALL **020 8267 5271**
OR EMAIL autosport.ads@haymarket.com

BRIAN JAMES TRAILERS

»» Connected to you



www.brianjames.co.uk

Ready to Race.

For over 35 years our trailers have been used at every motorsport competition up and down the country by professionals and club racers alike.

This long standing support within racing community has enabled us to engineer the best possible products focused at every level of motorsport.

The brand new Race Sport embraces class leading features along with a class leading price to make it one of the best investments in your motorsport equipment imaginable.

Race Sport 4.5m bed length £ 6,749.00 + vat
Race Sport 5.0m bed length £ 6,999.00 + vat

BJT also offers a wide range of open trailers like the C4 BLUE shown to the right. For more information on our trailer range or to find your nearest dealer visit:

www.brianjames.co.uk/dealer

RACE SPORT



T +44 (0)1327 308 833

For more information and details on the Brian James Trailers range, please contact our head office.



www.WOODFORDTRAILERS.com

HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS

DEVELOPED BY PROFESSIONALS, FOR PROFESSIONALS



**DEALERS WANTED
IN EUROPE**

**All Woodford Trailers have full
European Type Approval**

We have been designing and building our extensive range of high-quality, adaptable vehicle trailers from our Northamptonshire home for over 20 years, selling at highly competitive prices to suit a wide range of requirements. Please get in touch with us to discuss your needs.

Tel: 01327 263384 ● Mob: 07514 954751 (24 hrs)

● E-mail: sales@woodfordtrailers.com

● Web: www.woodfordtrailers.com

The New

TRANSPORTA

from...

Ifor Williams
Trailers

Perfect for motorsport enthusiasts, classic car owners and small racing teams.

BRITAIN'S LEADING
TRAILER MANUFACTURER

Over 50 distributor locations across the UK and Ireland.



SMMT
DRIVING THE
MOTOR INDUSTRY



KEY FEATURES

- Durable galvanized steel chassis with optional tiltbed model
- Upward opening hatch or Side opening hatch available
- Insulated roof

OPTIONAL FEATURES AND ACCESSORIES

- Floor storage box
- Electric winch
- Soft link adjustable wheel straps (pair)

Many other features and accessories available

CONTACT US...

WWW.IWT.CO.UK

SALES@IWT.CO.UK

01490 412527

Ramp skid extenders

Front storage cabinet

Hinged Workbench and Tyre Rack

TRAILERS & TRANSPORTERS

PRG TRAILERS

Finest Built British Trailers.



PRG Trailers | Cheshire | UK | Tel: +44 (0) 1270812402
Web: www.prgtrailers.co.uk | Email: info@prgtrailers.co.uk



Weatherweave
Awnings & Tarpaulins

» WORKING WITH YOU

ESSENTIAL FOR MOTORSPORT TEAMS & COMPETITORS

MAKE TRANSPORTING AND STORING EASY WITH A WEATHERWEAVE CONVERTED TRAILER

Weatherweave is the UK's leading specialist in bespoke awnings and trailer conversions. Featuring high specification PVC covers in a wide range of colours with artwork of your choice. Simple to use, durable, long-lasting and fire retardant to a British Standard, with an anti fungal lacquered finish. Our customer base spans from the general public, to international race teams and multi-global firms giving us experience second to none.

call us on: + 44 (0) 1268 774 141 or visit: www.weatherweave.co.uk

AUTOSPORT

IF YOU'D LIKE TO ADVERTISE
YOUR PRODUCTS AND SERVICES
PLEASE CALL

020 8267 5992

TRAILERS & TRANSPORTERS

Over 100 new
and used trailers in stock

FIELDFARE
TRAILER CENTRE



Sold to Competitors by Competitors!

Fieldfare Trailer Centre, Salisbury.

With over 15 years of experience in dealing with trailers, we know a thing or two about them.

Our expert and professional advice will help you find the right trailer for your requirements.

People come from all over the country to see our extensive range for a number of different uses.

- * Sales
- * Trailer Hire
- * Servicing
- * Repairs
- * Parts

Selection of used Brian James Trailers for sale

1. A-Max, 5.0m x 1.96m, 2.6t GVW, £1800 + vat
2. A-Max, 4.3m x 1.96m, 2.6t GVW, £1850 + vat
3. A-Max, 4.3m x 1.96m, 2.6t GVW, £2000 + vat
4. TT Tiltbed, 5.0m x 2.02m, 3.5t GVW, £2500 + vat
5. Covered A-Max, 4.24m x 1.94 x 1.52m high, 2.0t GVW, £3,495 no vat.



BRIAN JAMES TRAILERS

Tel: 01980 611853 info@fieldfaretrailers.co.uk www.fieldfaretrailers.co.uk

The Trailer Warehouse, Ford Farm, Old Malthouse Lane, Ford, Salisbury, Wiltshire, SP4 6DR.





APPLY ONLINE
CHOOSE YOUR OWN START DATE

The WORLD'S FIRST ONLINE Motorsport Engineering Degrees

FdSc Motorsport Engineering | BSc (Hons) Motorsport Engineering



NMA Team - Lotus Evora GTE

Accelerate Your Career In Motorsport!

AFFORDABLE - FLEXIBLE - ONLINE

Who should do this course?

Do you...

- Want to improve your career prospects by becoming a highly qualified Motorsport Engineer?
- Work or volunteer in motorsport without a degree?
- Work in the automotive sector and would like a career change into motorsport?
- Want a motorsport degree but can't justify the time/travel & accommodation costs at university?
- Have work or family commitments & need to earn while you learn while studying for your motorsport qualification?

If you answered YES to any of the above, then the NMA Online BSc (Hons) Motorsport Engineering Degree is the course for you!

* Degrees are awarded by our partner Staffordshire University.



Why Study with NMA?

- 40% lower fees than other universities & access to student loans
- Choose your own start date, no term times or semesters, work at your own pace & study from anywhere in the world
- Mature students welcome - No upper age limit
- Earn while you learn
- No travel or accommodation costs
- Study Online & On-track
- Free industry standard CAD software



Race day experience for students

motorsport.nda.ac.uk

+44 (0)1159 123456

MARKETPLACE

CARS FOR SALE

MX5 1800cc

stalled race car project, needs completing, includes BBR unused rebuilt engine, BBS wheels, LSD, great start up car
£1500.

Call David
07836 228899

MEMORABILIA

F1 COLLECTORS .COM



#1 FOR F1 MEMORABILIA & AUTOGRAPHS

We buy and sell F1 items
AYRTON SENNA specialists

Call CHRIS GRINT

01763 274448

email:- sales@f1collectors.com

EVENTS

Floral Events



Bespoke Florist with both
Motorsport Hospitality
and Product Launch Experience.
Prepared to travel throughout UK
and Europe, leaving your team to do
what they do best.

Contact Julie on
Mobile 07957831398 • Office 01538 308259 or
email Julie@floralevents.co.uk
www.floralevents.co.uk



RACE PRODUCTS

AUTOSPORT

IF YOU'D LIKE TO ADVERTISE
YOUR PRODUCTS AND SERVICES
PLEASE CALL

020 8267 5992

EXPERT ADVICE • MASSIVE STOCK • RAPID DELIVERY



BRANTZ
Rallymeters

PELTOR

monit rally

TERRA
TRIP



0844 375 2196
www.demon-tweaks.co.uk

MEDIA CODE:
LZ252A

LOW CALL RATE CALLS
MAY BE RECORDED FOR
TRAINING PURPOSES

RACE PRODUCTS

CARTEK

MOTORSPORT ELECTRONICS



INNOVATION
QUALITY
RELIABILITY
SAFETY

SUPPLIERS TO:



BATTERY ISOLATORS
FIA RAIN LIGHTS
POWER DISTRIBUTION
COOLANT LEVEL
SENSORS
WIRELESS STEERING
WHEEL CONTROLS
SHIFT LIGHTS

GET IN CONTACT:

www.CARTEKMOTORSPORT.com
+44 (0) 2380 457747
info@cartekmotorsport.com

WHEELS & TYRES



USE PROTECTION ADD STYLE



RIMBLADES

Buy Online
www.rimblades.com
£29.99 a set. Available in 10 colours
A GREAT BRITISH INVENTION

MARKETPLACE

RACEWEAR

FIA COMPLIANT MOTORSPORT BADGES

SPONSORS LOGOS NAME BADGES NATIONALITY BADGES CHAMPIONSHIP BADGES CLUB BADGES



NO MINIMUM ORDER VALUE
FULL SEWING KIT INCLUDED
QUICK TURNAROUND
ANY IMAGE FORMAT

WWW.HOT-STITCH.COM
01559 372356

RACING CARS

Howard Wise *Classic Cars*

Original Lotus Cortina Mk I LHD 1965 Full FIA Appendix K



A Full Race Prepared Original Mk I Lotus Cortina. Raced by Steve Soper/John Young. 10 Year MSA FIA Technical Passport. Alloy Panels, 60 ltr Foam Fuel Tank, Lightweight 2kg Battery, New Lightweight Fully Plumbed Fire Extinguisher, Brand New Complete Engine - Block - Head - Cams etc. 188 BHP / 138lb Torque. Car Weight: 750kg. Matching Italian DCOE 45 Webbers, Recently Overhauled Gearbox/Limited Slip Diff. 3 Sets of Minilite Wheels (1x Magnesium). New Discs's, Suspension, Steering+++ it goes on!

This Car ran at Goodwood Revival 2015 & the GRRC Members Meeting 2016 coming 3rd Place. Not to be compared to other cars available.

Pls call Howard Wise on 020 8418 9191 or 07836 522234 for further details. Price: £85,000

www.howardwisecars.co.uk

howard@howardwise.co.uk



1983 WILLIAMS FW08C #11

An Iconic and highly desirable World Championship winning Patrick Head designed Williams which remains highly competitive in 2016.

- / Complete and fully operational in non-ground effect specification with period correct DFV.
- / Appeared and was highly competitive in several high profile events in 2015 including Austin Texas GP support race.
- / Current HTP/FIA papers and some spares included.
- / Ongoing preparation / race support available from highly experienced Ex Williams personnel.



CARS INTERNATIONAL

T +44 (0) 1488 71029

W www.carsinternational.com

E info@carsinternational.com

MARKETPLACE / MOTORSPORT JOBS

STORAGE



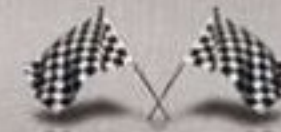
SYSTEM
STORE
SOLUTIONS LTD

SETTING THE STANDARD IN MOTORSPORT WORKSHOP DESIGN & STORAGE



Working with teams and companies in classic/historic racing right through to Formula One.

We provide everything from single cabinets to a total design, layout and installation service, including project management, consultation, technical advice and no obligation site surveys.



- ✓ Race bays
- ✓ Machine shops
- ✓ Stand-alone workstations
- ✓ Transporters
- ✓ Mobile storage units



01622 859522 SALES@SYSTEMSTORESOLUTIONS.COM SYSTEM-STORE.COM

FLOORING

Kiwi Tiles

Interlocking Plastic Floor Tiles, as used by leading race teams throughout Europe.



- Easy installation & removal
- Many colours
- Lightweight
- Strong and durable
- Compact & easy to store
- Top quality
- Value for money

Stock Colours:
Red, Blue, Green,
Yellow, Silver, Orange,
Grey, Black, White,
Dayglo Red

Ralt Engineering

Tel: 01865 883354 Fax: 01865 883789
Email: enquiries@kiwitiles.com
www.kiwitiles.com

TYRES

FOR ALL YOUR



RACING TYRES
Inc. ACB 10 Formula Ford
Contact

BMTR LTD

Tel: 0121 331 1122
Fax: 0121 331 1144
email: sales@bmtr.co.uk
see our new website at www.bmtr.co.uk



Senior Suspension Designer:

Working together with our Design-, Stress- and Material Engineers, you will be responsible for the design, validation and verification of complete suspension systems of all well-known racing classes. Join our team and follow our high quality strategy to share our passion and success together with our customers.

Senior Mechanical Design Engineer:

We are looking for a Senior Mechanical Design Engineer to join our design group. Experience of 3D CAD with Siemens NX would be beneficial. This is the opportunity to work in a group of young, passionate engineers and contribute to revolutionary developments, bringing our ideas to the starting grid.

Mechanical Engineer FEA:

We are looking for a Mechanical Engineer FEA. Working together with our Design and Material Engineers, you will be responsible for the FEM calculation. Experience in ANSYS Software would be beneficial. This is the opportunity to learn a lot in an experienced team in the field of engine components for racing and high performance application.

Technical Sales Engineer:

We are looking for a Technical Sales Engineer who uses profound technical knowledge along with sales skills to provide advice and support for the range of our high end engine components used in two and four wheeled vehicles, on race tracks or off-road, boats as well as super sport cars.

Pankl Racing Systems AG – HR

Silke Autischer
Industriestraße West 4, A-8605 Kapfenberg
email: career@pankl.com – +43 (0)3862 33 999 116

AUTOSPORT

Want to advertise a motorsport job?
If you are recruiting in motorsport and wish to advertise with Autosport in print and online please contact
Jonathan.King@haymarket.com by email
or call 020 8267 5992.

For all current vacancies advertised please visit
our website www.autosport.com

SUBSCRIBE TO AUTOSPORT FOR ONLY £6 EVERY 6 ISSUES



SUBSCRIBER BENEFITS...

- ✓ **JUST £6** for your first 6 issues, thereafter pay only £34.99 every 13 issues
- ✓ **NEVER** miss an issue
- ✓ **FREE** delivery direct to your door
- ✓ **ACCESS TO** subscriber-only offers and discounts

CALL 03448 488 817 AND QUOTE ASPO16 OR VISIT
www.themagazineshop.com/asp/asp016

Terms & Conditions: This offer is open to UK residents only. Overseas rates are available on +44 (0)1604 251 451. Please allow 35 days for delivery of your first issue. Direct Debit rates are valid for one year after which they are subject to change - should prices change we will inform you in writing. Should you wish to cancel your subscription it will be cancelled on expiry of the current term which will not be refundable, other than in exceptional circumstances. Details of the Direct Debit Guarantee are available on request. Trial offers are limited to 2 trials per title within a 12 month period and we reserve the right to refuse any orders over this limit. Savings are based on the standard UK cover price of £3.70. Offer ends 31st January 2017.



The largest stocked FHR range available anywhere!

MSA MANDATE

FHR DEVICES will be a mandatory part of safety equipment for 2016*



BE SAFE

Get your FHR Device today!
Call now for expert advice

ONLINE OFFER!
Please go online for details

*Please refer to latest MSA Mandate

hans

SCHRITH RACING

SIMPSON Hybrid

hans engineered by stand21

www.demon-tweeks.co.uk 0844 375 2196

LOW CALL RATE CALLS MAY BE RECORDED FOR TRAINING PURPOSES

MEDIA CODE: NZ252A

2016
MINI FESTIVAL
OULTON PARK
SAT 20 AUGUST

SPECIAL DISCOUNTS
AVAILABLE FOR MINI OWNERS AND CLUBS
See website for details

- ALL MINI RACE LINE-UP <
- TEAM MAXIMUM DRIFT <
- PRECISION DRIVING SHOW <
- TRADE VILLAGE <
- LIVE MUSIC <
- MINI PARADES AND DEMONSTRATIONS <
- FUNZONE PLUS MORE FAMILY ENTERTAINMENT <

ONLINE* TICKETS FROM £19
KIDS UNDER 13 FREE

OultonPark

0843 453 9000
WWW.MINI-FESTIVAL.CO.UK

*Advance tickets available until midday Wednesday 17 August. Postage fee applies. Calls will cost 7p per minute plus your telephone company's access charge.

CLUB AUTOSPORT

NATIONAL RACING • HISTORICS • HILLCLIMB • TRACK TESTS • FEATURES



Proposed Eurocup changes have attracted attention of teams

Arden and MP eye 2017 Eurocup move

LEADING SINGLE-SEATER TEAMS
Arden and MP Motorsport are considering expanding into the revamped Eurocup Formula Renault series next season.

Both squads currently compete in GP2 and FIA-backed Formula 4 championships, and believe the Eurocup could be a good stepping stone for drivers.

Last month, Renault Sport announced that the Eurocup calendar would increase from seven events to 10 in 2017, as well as there being more races per weekend (see Autosport, July 21). The French firm also pledged to fund two leading Eurocup drivers in their 2018 programmes and make them Renault Sport Academy members.

The changes have led both Arden and MP to seriously consider an entry.

Arden general manager Julian Rouse said: "The changes make it look more interesting for us. The number of rounds and races-per-weekend increasing is appealing as it makes

it a more substantial package for drivers as they wouldn't have to look at other spin-off series to stay sharp.

"It also fits in well with [British] F4 for us and will have a lot more backing from Renault. That's a really positive thing and would make it a good environment for drivers.

"We're still waiting for some information from Renault and once we get that by the end of September, we will make a final decision."

MP previously competed in the series before withdrawing at the end of last season to concentrate on its GP2 and SMP F4 programmes.

MP's Tony Shaw said: "There is a possibility we will return, but it depends on the driver market. Renault is working quite hard to give it a revamp and it's a brilliant little car and training formula – it marks the good drivers out from the mediocre ones.

"The current state of what we do is you step out of an F4 car into a GP2 car, and we need to fill that void."



Rouse says increased number of races makes series more attractive for teams and drivers

● Arden has yet to decide whether it will remain part of the Formula V8 3.5 Series. The category has struggled this year following Renault's withdrawal. Rouse said: "It's too early to say. The 3.5 series has always been good for us and we like being involved in it. Once we get all the information from Renault [about the Eurocup] we will sit down and look at the position."

Comprehensive motorsport insurance products to keep you on track;

- ✓ Accident damage On Track
- ✓ Rally damage On Event
- ✓ Storage and Transit
- ✓ Liability
- ✓ Personal Accident
- ✓ Track day

Log on to www.ryanmi.com to obtain your online quote
Email – info@ryanmi.com Tel – +44 (0)1799 524202

Ryan Motorsport Insurance Limited is an appointed representative (557405) of Independent Broking Solutions Limited who are authorised and regulated by the Financial Conduct Authority. Its Financial Services Register number is 312026

RYAN
MOTORSPORT INSURANCE



BRDC BRITISH F3

AUTUMN TROPHY CUT TO SINGLE WEEKEND

THIS YEAR'S BRDC BRITISH F3 Autumn Trophy has been cut to run over a single weekend.

The now four-race series for the Tattus-Cosworth machines will be held at Snetterton's 300 Circuit on October 29-30, with each day featuring a single qualifying session and two races.

The Autumn Trophy has traditionally run over eight races and two weekends, with the second round held at the start of November at Brands Hatch.

Teams have given a mixed response to the curtailed format. Fortec head Richard Dutton said: "I'd have preferred to see it over two weekends. We need an Autumn Trophy because it brings drivers in for next year. It's always important."

"In its heyday, when two-litre Formula Renault was really strong, the winter series always was too. It's good for bringing drivers in for the next year."

HHC's Charlie Kemp said: "Reducing the Autumn Trophy does lower the budget, which may bring extra drivers in. We'll see how it works."

CLUB MOTORSPORT

New organising body for '17

A NEW RACING INITIATIVE IS SET TO PROVIDE a home for smaller series and promote fresh ideas next season.

Classic Sports Car Club founder Richard Culverhouse plans to organise cheap events that can sustain smaller grids than is the case with most clubs.

"At the beginning of the year there were groups of people who approached me to put on some race meetings or get them on to events," said Culverhouse, who has yet to name his new organisation.

"Ferrari Classic, for example, don't have a home [it is not attached to any one club]. It's the same with some of the MGs and Northern Saloon and Sports Cars series, which struggle to get races at circuits like Cadwell Park, Donington and Mallory.

"This is about trying to get an association of people

— series, championships, or new ideas — that have nowhere to go. It doesn't have to be classics."

Culverhouse believes he can keep costs down, which should mean that fledgling series will have a chance to grow.

"There are things I have done in the past to reduce costs, like merge qualifying," he said. "If you have two grids in the mid-teens and can qualify them together — they still get their separate races — you save time and can run another race on the programme.

"There are lots of cars out there with nowhere to race and many organisers won't take 12-car grids. We won't be stealing competitors from anywhere else."

Culverhouse is planning to meet with the Motor Sports Association this month, and further details will be released before the end of the year.

BRITISH GT

Gunn to stay in Beechdean GT4 Aston for Donington showdown



ROSS GUNN WILL REMAIN IN the Beechdean AMR's GT4 line-up for the remainder of the season to help Jack Bartholomew fight for the squad's third consecutive drivers' championship.

Reigning GT4 champion Gunn began the season sharing Andrew Howard's GT3-spec Aston Martin Vantage, but was placed alongside Bartholomew for last weekend's double-header at Snetterton when the GT3

was ruled out because of damage and regular GT4 driver Jordan Albert had to step aside.

Gunn and Bartholomew took a race win and a second place to elevate Bartholomew to within 2.5 points of championship leaders Graham Johnson and Mike Robinson in the Optimum Motorsport Ginetta G55.

The series' final round is a two-hour race at Donington Park on September 10-11.

Beechdean head Howard said: "Ross will stay in GT4 for the remainder of the season because Beechdean is a team effort and it's now about throwing our weight behind a car that's in a championship fight and trying to win a title."

"Both Ross and Jack did a superb job last weekend in difficult circumstances."

Howard said he would be back out in the GT3 for Donington, and was in talks with prospective team-mates.

SUPERTOURING TROPHY

Leslie's Cavalier to race again

DAVID LESLIE'S RACE-WINNING VAUXHALL Cavalier from the 1993 British Touring Car Championship will return to competition in the hands of historic ace Oliver Bryant.

The RML-built Ecurie Ecosse car won at Thruxton, and Leslie was often a frontrunner, finishing eighth in the 1993 drivers' standings.

Recently found in Norway, chassis 010 has been bought by Ecurie Ecosse members and racers Bryant, Joe Twyman, Alasdair McCaig and Andrew Smith. They have

returned the car, which had been used as a track-day machine in 1995 bewinged specification, to its '93 form.

Bryant, who has tested the Vauxhall at Donington Park but not raced a front-wheel-drive car before, said: "Our plan is to run it in the Super Touring Trophy at some point. The opportunity came up to buy it, and the series is taking off.

"It won't be super-competitive, but we wanted it in the right spec."



IBLOXHAM/LAT

750MC

Hot Hatch gets championship status

THE 750 MOTOR CLUB'S relaunched Hot Hatch series has been granted championship status for 2017.

The category made a return this year, running alongside the Stock Hatch Championship, after being cancelled in 2009.

"The feedback on Hot Hatch has been really good and the drivers have enjoyed it," said club competition

secretary Giles Groombridge. "There's so much strictly controlled one-make stuff out there, so it's refreshing for them not to race against cars that have the same characteristics."

It is likely that the Stock Hatch cars will run as a class within Hot Hatch next year as their numbers have decreased.

"I think what we're looking to do is amalgamate the two

into one strong championship," added Groombridge. "Stock Hatch cars will probably run in Class C of Hot Hatch - their numbers have dwindled a bit in recent years, but this will hopefully give them a boost."

The combined Stock Hatch and Hot Hatch grid at Cadwell Park last weekend was one of the biggest of any of the series racing at the Lincolnshire venue, with 28 drivers taking part.



VALENTINE

BRITCAR

Moss continues E82 development

MIKE MOSS IS LOOKING TO CONTINUE developing his unique BMW 1M E82 Coupe after the car made its competition debut.

Moss ran the car, believed to be the only one of its kind, in the Croft round of the Britcar Endurance Championship at the

end of last month. He used the race as a test session, as the car had only been out on a circuit once before.

He is likely to use this weekend's Britcar round at Silverstone as another test, before seeking drivers for October's Oulton Park event.

IN BRIEF



EBREY/LAT

MORE TEAMS COULD JOIN CARRERA CUP

Porsche Carrera Cup GB bosses are in talks with six potential new entrants. Autosport reported in July that 2015 Le Mans winner Nick Tandy's JTR squad is planning to enter three cars in '17, and Porsche GB motorsport boss James MacNaughton says more teams could join the grid.

PLOWMAN RETURNS TO GT IN EVORA

Former IndyCar driver Martin Plowman returned to the British GT Championship to share a Lotus Evora with Richard Taffinder at Snetterton last weekend. They completed just three racing laps over Sunday's two races, with technical trouble culminating in Plowman retiring the car after a fire.

DAVIS RETURNS TO CLIO CUP WITH PYRO

Ben Davis will return to the Renault UK Clio Cup at Silverstone next month with the leading Team Pyro squad. The 23-year-old made a one-off appearance at the Northamptonshire track last season, impressing with sixth and seventh-place finishes, but has not raced since. He will now return to the series in Ash Hand's old car for the penultimate round, with an eye on a full campaign in 2017.

HOT ROD ACE'S CIRCUIT RACE DEBUT

Former Hot Rod ace Tim Foxlow made his circuit racing debut in the CNC Heads Sports Saloons last weekend at Oulton Park, finishing fourth in class in his newly built Ford Escort Mk1. "After 40 years of Hot Rods on ovals I needed a change and it was fantastic," said Foxlow, who has committed to the rest of the series.

REMEMBERING CHRIS AMON

Chris Amon's memorial service will be held at 2pm on Monday, August 15 at Great Lakes Centre, Taupo, NZ.

OPTIMUM UPBEAT OVER COMEBACK

Optimum Motorsport is confident of returning for the British GT finale with its Audi R8 LMS GT3, having skipped Snetterton. Drivers Ryan Ratcliffe and Will Moore had called time on their campaign. Sources suggest it had an outline deal to run Audi Sport driver Marc Basseng and Steve Tandy in the car, but that was held back when Tandy withdrew following a Lamborghini Super Trofeo crash.



EBREY/LAT

FREE BRAVEN SPEAKER

WHEN YOU SUBSCRIBE TO



PLUS SAVE UP TO **61%** ON THE COVER PRICE

SUBSCRIBE BY CALLING

0344 858 8817

PLEASE QUOTE THE PROMOTIONAL CODE

AS816MP FOR PRINT ONLY OR
AS816MW FOR PRINT AND DIGITAL ACCESS.

Limited offer ends September 5th 2016.



BRAVEN 705 WIRELESS SPEAKER

The powerful BRAVEN 705 speaker is a compact and stylish wireless Bluetooth speaker – lightweight, weatherproof and built to last with a shock-absorbent thermoplastic exterior. It can also act as a power bank to recharge your smartphone battery or USB gadgets and includes a built-in mic and speakerphone so you can accept and end calls directly from the speaker's controls. Choice of black, grey or teal speaker available.

PRINT SUBSCRIPTION ACCESS
+ FREE GIFT

UNLIMITED ACCESS FOR JUST AN EXTRA £6.20

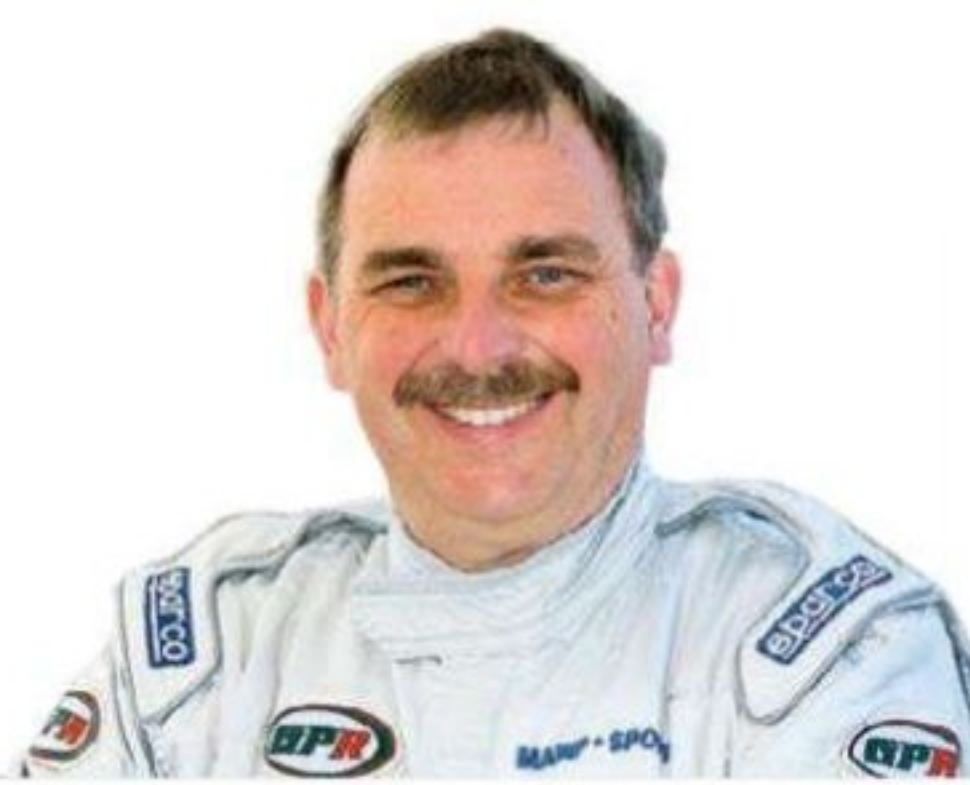


- ✓ SPREAD THE COST – PAY JUST £34.99 EVERY 13 ISSUES BY DIRECT DEBIT
- ✓ GREAT SAVING – **29%** ON THE COVER PRICE
- ✓ **FREE** P&P – EVERY ISSUE DELIVERED TO YOUR DOOR



- ✓ FULL ACCESS TO autosport.com
- ✓ GREAT SAVINGS OF **61%**
- ✓ AUTOSPORT iPad EDITION SUBSCRIPTION

TERMS AND CONDITIONS This offer is open to UK residents only. Overseas rates are available on +44 (0)1604 251 451. Please allow 35 days for delivery of your first issue. Direct Debit rates are valid for one year after which they are subject to change – should prices change we will inform you in writing. Should you wish to cancel your subscription it will be cancelled on expiry of the current term which will not be refundable, other than in exceptional circumstances. If your subscription includes access to autosport.com and the Autosport digital magazine, you can set up your Autosport online account by visiting www.autosport.com/subs/magazine.html. You'll need to enter your activation code (your subscriber number) along with your email address to access your content. You will be emailed instructions on how to gain access to your iPad edition within 24 hours of your order being processed. Details of the Direct Debit Guarantee are available on request. The gift will be sent under separate cover from the magazine and will not be dispatched until your first payment has cleared. Choice of black, grey and teal colour available, while stocks last. This is a limited offer. Should we run out of gifts, you will be offered an alternative gift – there is no cash alternative. Savings are based on standard UK print cover price of £3.80, digital cover price of £2.99 and autosport.com subscription rate £5.50 a month. **Offer ends September 5 2016.**



Club racing that still puts the fun first

By Marcus Pye, the voice of club racing

[@Autosport](#)

SUCH IS THE PROFESSIONALISM – AND COST – OF modern motorsport that it is accessible and sustainable on a multi-season basis to fewer aspiring career drivers by the year. Yes, ‘affordable’ junior initiatives, some fine philanthropic ‘scholarships’ and prize drives exist, but unless youngsters come from extremely wealthy and focused backgrounds, or are very well connected, I would urge taking a family reality check sooner rather than later. Getting to Formula 1 is only going to happen for a handful of drivers per generation, yet the dream has broken too many en route. For those content to actually enjoy their sport, some great club racing – and doubtless rallying – is out there to tick the boxes.

At Croft last weekend, the very well attended seventh annual Nostalgia Festival centred on the Historic Sports Car Club’s brand of racing. Having worked at them all, it’s interesting to note that the competitor dynamic is changing. While many across the classes are seasoned veterans, more young talent is being drawn in.

While Benn Tilley (who has shown stunning pace in Formula Ford this season, despite not having the budget to test) had a car-damaging incident, fellow 16-year-olds James Clarke and Ed Thurston showed great promise in their historic showings.

On the day period works Lotus Cortina driver Jack Sears died, Clarke – like Tilley a Junior Saloon Car convert – impressed mightily, wagging the tail of a similar car with great aplomb. The following afternoon he harassed Mustang stalwart Warren Briggs to land his first podium in John Kyle’s Cardowan Creameries car, run by the vastly experienced Dave Beecroft. Thurston, whose family is long immersed in classic speed events, coolly won a tough FF1600 heat following a single test in an Elden Mk8 father Jeremy bought four years ago.

Elsewhere, second-season ’70s Road Sports racer Chris Fisher scored another class win and a very close second in his Arkley-bodied MG Midget (brainchild of John Britten, a supporter of MSV supremo Jonathan Palmer in his racing and later business aspirations) to underpin his title hopes. In Classic Clubmans, meanwhile, novice Adam Wheeler landed a maiden win in the budget FF1600-engined B-Sport class.

Club racing has rarely looked stronger at Croft, where the addition of a splendid timber-clad paddock toilet block (with shower facilities and, innovatively, a wet room for disabled users) has made a huge difference to creature comforts at the British Automobile Racing Club’s northern outpost this season. Meanwhile the management continues to work hard to foster good relationships with neighbours and local businesses.

The venue surrounding one of Britain’s best drivers’ tracks has never looked better, thus it’s no surprise that clubs are clamouring to return. Indeed, circuit manager Mike Cantelo told me that he has already filled its 2017 car calendar.

Next weekend the Classic Sports Car Club – a big success story over the past decade, offering top-value ‘Motorsport for Cars of All Ages’ – visits the BARC’s Thruxton home for the first time. The ultra-fast Hampshire airfield circuit will be a different challenge for competitors in machines spanning the ’50s to the current century.

At the centrepiece of a televised 10-grid, 13-race programme, its triple-banger Special Saloon & Modsports revival will transport me back to my teens as spectator, junior race assistant, startline marshal and commentator’s lap charter. With some old-stagers likely to attend, I’m looking forward to commentating on the event with Mark Werrell. Read about it in next week’s Autosport. 🏁



SMITH TRIES FORMULA 3 DASTLE

Historic FF2000 champion Tom Smith raced Scot Vernon Williamson’s 1972 F3 Dastle ‘Hesketh’ at Croft and enjoyed the car, currently for sale. Tom, who is building his team this season, guided Andy Smith to FF2000 victory in TS Histories’ Royale RP27, but was sidelined by a gearbox failure in Williamson’s FJ Ausper T4.



CLARKE STARS AT CROFT IN CORTINA

A superb class-winning third in Sunday’s HSCC ByBox Historic Car round at Croft underlined the potential of 16-year-old James Clarke. The Suffolk lad, who cut his racing teeth in the BARC Junior Saloon Car Championship, is “the real deal” according to JSCC manager Dave Beecroft, who arranged the opportunity.



NORTH STAR BACK ON TRACK

Kirkby Lonsdale speed evener Martin McHugh made his racing debut at Croft in the unique Warwickshire-built North Star Formula Junior, used in recent times by Martin Cowell and Jeremy Bouckley. McHugh hopes to reunite period driver Bill Belcher with it at the forthcoming Oulton Park Gold Cup event.

SNETTERTON
BRITISH GT AUGUST 6-7

Barwell pair steal a march ahead of finale

A BRACE OF VICTORIES FOR BARWELL Motorsport's Phil Keen and Jon Minshaw swung the balance of the British GT Championship title battle dramatically at Snetterton, as TF Sport pairing Jonny Adam and Derek Johnston were left ruing a bodged race-two pitstop that cost them a shot at a first win since the start of May.

Practice suggested there was little to choose between the two crews and their sister cars – a reading that was confirmed in qualifying, with Spa race winners Jon Barnes and Mark Farmer (with Farmer at the wheel) nabbing pole for the first race in the #11 TF Sport Aston Martin, and Keen giving himself and Minshaw the best starting position for the second encounter in their #33 Lamborghini Huracan.

But though the fight for supremacy seemed finely poised, the crucial advantage of no success penalty marked out the #33 Lamborghini as race-one favourite, a tag that Keen and Minshaw lived up to well.

Despite dropping from second to fourth at the start, Minshaw was quickly redeemed when Ecurie Ecosse driver Alasdair McCaig in third tapped the fast-starting Johnston – up from third on the grid – out of second at Agostini. Farmer's lead over Minshaw from there fluctuated between 2.6 seconds and 0.8s in traffic. With the latter remaining close in the opening stint before the pair headed for the pits on lap 14, Keen duly emerged with the lead.

But if that was supposed to be game over, AmD Tuning's Joe Osborne hadn't read the script.

Rejoining in second after the #11's success penalty with fresh rubber – and with team-mate Lee Mowle having successfully rebuffed Rick Parfitt Jr's attempts to snatch third during the first

stint – Osborne quickly hunted down leader Keen with a number of fast laps in his BMW Z4, and had caught the leader by the start of lap 19 of 32.

A lap later came the race-defining moment, as Osborne looked to grab the lead of the race. Stalking Keen down the Bentley Straight, Osborne followed the Lamborghini exiting Brundle/Nelson, but clipped its rear in the middle of the Bomb Hole, sending Keen into a spin (before he rejoined in second) and laying a clear path for the BMW to take the lead.

That left Osborne with an increasing margin of comfort at the front as Keen fought to shake off Barnes, but then came word from the stewards that the move was being reviewed. Sure enough, Osborne's actions earned the AmD man a drivethrough and, while he won on the road after opting not to serve the penalty, he and Mowle missed out on a first win, with 30s instead added to their race time in lieu of the missed drivethrough.

Keen gladly inherited victory as a result, crossing the line a mere half-second clear of Barnes.

"It was one of those things," said Keen after the race. "He didn't do it on purpose, it was just a misjudgement. He tagged my right-rear through the Bomb Hole and it just spun me round. But we got the win so I'm not too fussed about that."

Having struggled for form in qualifying, the #31 Team Parker Racing Bentley of Seb Morris and Parfitt – the third of the main championship contenders – stayed out of trouble to grab third ahead of the recovering #17 Aston, with Osborne and Mowle classified in fifth.

The result handed the Barwell pair the lead of the championship – an added



Keen beat Barnes' TF Aston (back right) to seal first of two wins

bonus ahead of the second race, which they started from the front courtesy of Keen's fastest time in GT3 Pro qualifying.

TF's Adam admitted to "overcooking" his effort, with a lairy moment of oversteer out of Williams, but remained upbeat – even if it did hand his and Johnston's chief championship rivals pole instead.

Sure enough, the Aston looked well placed to inherit the lead of the race after the Lambo served its success penalty for winning race one, with Adam having stalked Keen throughout the first stint in much the same way as Minshaw had to Farmer in race one.

But a problem in the pits, with Johnston delayed from rejoining when a seatbelt strap got caught behind his back, put paid to that expectation reaching fruition. Johnston did get going, emerging in third, but the golden opportunity to win had by then slipped from the pair's grasp.

That problem instead returned the #33 Lamborghini to a surprising effective lead as it rejoined – with only Motorbase's Phil Dryburgh left to pit – narrowly ahead, once more, of the AmD BMW.

There was no repeat of the race-one altercation, though, as Minshaw gradually eased away during the final stint, comfortably securing a third victory of the season and second of the afternoon.

TF Sport's Adam and Johnston enjoyed



Left: Slow pitstop as seatbelt got stuck cost #17 Aston dearly

ALL PICS: EBREY/LAT



some consolation, with Johnston passing Mowle for second late on to secure second – the pair’s first podium since victory in the second round at Rockingham.

The AmD car was again scrutinised by the stewards, who decided to look into an incident between it and the #6 Barwell Lamborghini, but at the second time of asking Osborne and Mowle kept hold of their position with no action warranted.

While Keen was as surprised as any with win number two, which left him and Minshaw with an 11.5-point lead heading into the final round at Donington Park next month, Adam, by contrast, endured a day of missed opportunities.

“It was a frustrating day really,” admitted the Scotsman. “In the second race we were pretty strong at the start, but we had a seatbelt issue unfortunately. It fell behind Derek’s shoulder and we lost a bit of time; that was instrumental in the swing of the race.”

The meeting was also significant in the fight for GT4 honours, as Optimum Motorsport’s long-time class leaders Graham Johnson and Mike Robinson had their points lead slashed, following a rapid weekend from the #407 Beechdean Aston Martin of title contender Jack Bartholomew and Ross Gunn, who returned to GT4 with the GT3 Beechdean Aston out of action.



Gunn and Bartholomew narrowly missed out on victory in the opening affair, a late charge from Gunn failing to unseat Ciaran Haggerty in the Ecurie Ecosse McLaren despite intense pressure in the closing laps. Sharing victory with Haggerty was Sandy Mitchell, who became the youngest winner in British GT history at the age of 16 years and 169 days.

But starting from pole, the Beechdean pair were not to be denied in race two. A strong first stint from Gunn left Bartholomew with a healthy lead, one that the 17-year-old increased thereafter as he finished 12.361s clear of title rivals Johnson and Robinson, who now hold a meagre 2.5-point lead. Spa winners Alex Reed and Joey Foster overcame a drivethrough penalty to complete the podium.

JACK COZENS

GT4 returnee Gunn helped Bartholomew to boost title push

RESULTS

GT3 (BOTH 32 LAPS) 1 Jon Minshaw/Phil Keen (Lamborghini Huracan); 2 Mark Farmer/Jon Barnes (Aston Martin Vantage) +0.427s; 3 Rick Parfitt/Seb Morris (Bentley Continental); 4 Derek Johnston/Jonny Adam (Aston Martin Vantage); 5 Lee Mowle/Joe Osborne (BMW Z4); 6 Phil Dryburgh/Ross Wylie (Aston Martin Vantage). Fastest lap Osborne 1m48.615s (98.40mph). Pole Farmer. Starters 12.

RACE 2 1 Keen/Minshaw; 2 Adam/Johnston +4.086s; 3 Osborne/Mowle; 4 Barnes/Farmer; 5 Morris/Parfitt; 6 Mike Simpson/Ian Stinton (Ginetta G55 GT3).

FL Keen 1m48.579s (98.43mph) record. P Keen. S 12.

POINTS 1 Minshaw/Keen 147.5; 2 Johnston/Adam 136; 3 Parfitt/Morris 120.5; 4 Farmer/Barnes 109.5; 5 Mowle/Osborne 96; 6 Liam Griffin 83.5.

GT4 (BOTH 30 LAPS) 1 Sandy Mitchell/Ciaran Haggerty (McLaren 570S); 2 Jack Bartholomew/Ross Gunn (Aston Martin Vantage GT4) +0.360s; 3 Matthew Graham/Jack Mitchell (Aston Martin Vantage GT4); 4 Alex Reed/Joey Foster (Ginetta G55); 5 Graham Johnson/Mike Robinson (Ginetta G55); 6 Jordan Stilp/William Phillips (Ginetta G55).

FL Gunn 1m58.860s (89.92mph). P Reed. S 17.

RACE 2 1 Gunn/Bartholomew; 2 Robinson/Johnson +12.361s; 3 Foster/Reed; 4 Haggerty/S Mitchell; 5 Abbie Eaton/Marcus Hoggarth (Maserati MC GT4); 6 Jamie Chadwick/Paul Hollywood (Aston Martin Vantage GT4). FL Matthew George (Aston Martin Vantage GT4) 1m58.704s (90.03mph). P Gunn. S 17.

POINTS 1 Johnson/Robinson 142.5; 2 Bartholomew 140; 3= Jordan Albert and Foster/Reed 97; 4 Stilp/Phillips 88.5; 5 Hoggarth/Eaton 88; 6 Haggerty/Mitchell 78.

SNETTERTON

BRDC BRITISH F3 AND SUPPORTS AUGUST 6-7

Collard seizes the initiative with brace



AFTER TWO ROUNDS WITHOUT a win, Ricky Collard consolidated his BRDC Formula 3 championship lead ahead of the final round of the season with an exemplary display at Snetterton.

None of the weekend's three races will go down as classics, but that will matter little to Collard, who swept to his fourth and fifth victories of the year to edge closer to the 2016 crown.

The foundations for his success were laid on Saturday morning when he recorded pole for the opening race, but only after his Carlin team had sorted a steering wheel issue. Collard's first pole attempts weren't stunning, either, but he then reeled off a pair of impressive efforts to set the fastest time, despite a late improvement from Matheus Leist.

Qualifying set up the prospect of an entertaining race between the title contenders – with Toby Sowery and Thomas Randle lining up third and sixth respectively – but it failed to live up to that billing. Collard's provisional pole didn't once seem safe during the 20-minute qualifying session but victory, by contrast, looked destined to remain in his control from the moment the lights went out.

Collard nailed the start, and held his lead into Turn 1 from chief rival Leist, the Brazilian not quite able to match his adversary's getaway. A safety car at the end of the first lap – called after Enaam Ahmed rolled while challenging Douglas

Motorsport team-mate Randle – neutralised the field, but on the restart Collard again judged things perfectly by backing the field up in the final sector before hitting the throttle through Coram to build a crucial bit of space between himself and Leist.

Collard pulled away from there and, though Leist was able to recoup some of his deficit, that time was found only when Collard had backed off. The Carlin man also pipped Leist to fastest lap by 0.004 seconds and Collard eventually ran out the winner by 3.179s. Sowery completed the podium, clear of the duelling HHC pair of Ben Hingeley and Harrison Scott (making his second appearance of the season) who were covered by a blanket at the finish. Randle wasn't far back in sixth.

With the second race taking place in Sunday morning's cooler conditions, it was the fastest lap in the opening affair that ultimately handed Collard pole for race three, an opportunity that he gladly gobbled up with another dominant run to victory, again heading chief rival Leist. Hingeley claimed a deserved first podium of the season in third.

Collard's second win completed a clean sweep for Carlin, which also took honours in the reversed grid affair with guest driver Nikita Mazepin.

The Russian Force India F1 junior, standing in for Lando Norris who was absent on Formula Renault NEC duty, had been demoted to eighth on the final

Collard twice led from lights to flag at Snetterton to increase points lead

lap of the opening race by Fortec's Tarrun Reddy, but that played into his hands with pole for the second race.

A tentative start from Mazepin allowed Reddy to nose ahead as the field headed through Riches for the first time, but Mazepin held firm on the run to Wilson and regained the lead at the hairpin.

Reddy couldn't get any closer thereafter and settled for second ahead of Scott, with Mazepin ending the race 1.976s clear to claim a first victory in single-seaters.

Leist did his best to claw back points in race two, finishing sixth after a fine move around the outside of team-mate Aleksanteri Huovinen at Riches, but to Leist's dissatisfaction Collard completed a similar pass for seventh at the same corner two laps later, instead dive-bombing up Huovinen's inside.

Collard now leads the championship



Gibbins took a fine Sports 2000 victory



Third place in R3 was Hingeley's first podium in F3



by 15 points from Leist, with a frustrated Randle third, 51 points off the lead and 11 ahead of fourth-placed Sowery.

Phil House and Tom Witts each took a VW Racing Cup win, but it was House who left Snetterton with the points lead.

In race one, House got the better of Dennis Strandberg at Oggies on lap three before easing clear to victory. Having fought his way past Paul Ivens for third, Simon Rudd was then excluded, which gave the final podium spot to Rob Allum.

Witts started the second race from pole and held off a determined Kenan Dole for the entire race. Ivens, Strandberg and House made it a five-car lead battle, with Strandberg heading the challenge to the lead pair, after he and Allum both took Ivens at Agostini. Allum spun at Wilson Hairpin on lap five and House came through to snatch third, as both he and Ivens ousted Strandberg on the last lap.

Strandberg had been a double winner the day before in the VAG Trophy. He led the first race from lap one, while Darelle Wilson's pursuit of Dole for second finally paid dividends on lap five.

Although Taylor led from the start of race two he couldn't shake off Darelle Wilson, who had the lead from lap five. But Taylor proved equally determined and was back in front on the last lap. Wilson challenged and tried to dive down the inside into Murrays but, as Taylor went to turn in, there was contact. That delayed third-placed John Stevens, so, having

started the last lap in fifth, Strandberg overtook Ivens on the Bentley Straight and then darted ahead of the leaders to secure a surprise win. Stevens recovered to take second from Ivens and Taylor.

Rob Keogh won two of the three Ginetta Racing Drivers Club+ races. Richard Evans led race one, the first two laps of which were spent behind the safety car. But Keogh attacked from the green flag and made a decisive move at Agostini on lap four, leaving Evans to fight off Shawn Fleming.

Cold tyres caught Keogh out in race two when he spun leading into Nelson on lap two and collided with third-placed Gary Wager. Evans took charge but had Fleming in his wheeltracks for a couple of laps. Fleming took the lead at Riches a lap from home to secure a maiden win.

A great duel for second between Evans and Jac Constable allowed Keogh to take a dominant race three win. Second was enough to give Evans the title.

Phil Ingram continued his unbeaten record with a double win in the Ginetta Drivers Club. Richard Isherwood headed Jack Oliphant in race two, before Oliphant spun exiting Riches late on. Richard Tetlow instead grabbed third, ahead of the recovering Oliphant.

Having shadowed Patrick Sherrington's MCR for eight laps, Michael Gibbins took the Sports 2000s lead at Agostini for a solid victory, with Paul Trayhurn's Van Diemen a lonely third.

JACK COZENS AND PETER SCHERER

House scored two podiums in the VW Cup encounters

RESULTS

BRDC BRITISH FORMULA 3 (15 LAPS)

1 Ricky Collard; 2 Matheus Leist +3.179s; 3 Toby Sowery; 4 Ben Hingeley; 5 Harrison Scott; 6 Thomas Randle. **Fastest lap** Collard 1m43.884s (102.88mph). **Pole** Collard. **Starters** 19.

RACE 2 (16 LAPS) 1 Nikita Mazepin; 2 Tarun Reddy +1.976s; 3 Scott; 4 Randle; 5 Sowery; 6 Leist.

FL Hingeley 1m44.230s (102.54mph). **P** Mazepin. **S** 19.

RACE 3 (16 LAPS) 1 Collard; 2 Leist +1.533s; 3 Hingeley; 4 Enaam Ahmed; 5 Scott; 6 Randle.

FL Leist 1m44.624s (102.15mph). **P** Collard. **S** 19.

POINTS 1 Collard 438; 2 Leist 423; 3 Randle 387; 4 Sowery 376; 5 Ahmed 288; 6 Lando Norris 247.

VW RACING CUP (BOTH 10 LAPS) 1 Phil House

(Scirocco); 2 Dennis Strandberg (Scirocco) +5.451s; 3 Rob Allum (Golf); 4 Kieran Gordon (Golf); 5 Paul Ivens (Scirocco); 6 Kenan Dole (Golf). **FL** House 2m07.944s (83.53mph). **P** Strandberg. **S** 17.

RACE 2 1 Tom Witts (Golf); 2 Dole +0.140s;

3 House; 4 Ivens; 5 Strandberg; 6 Benjamin Wallace (Scirocco). **FL** House 2m08.065s (83.45mph).

P Witts. **S** 17.

VAG TROPHY (BOTH 7 LAPS) 1 Dennis Strandberg

(Scirocco); 2 Darelle Wilson (Scirocco TDI) +7.349s; 3 Kenan Dole (Golf); 4 Paul Taylor (Golf); 5 Paul Ivens (Scirocco); 6 Matthew Wilson (Golf). **Class winners** Barrie Cully (Vento VR6). **P** Strandberg. **S** 24.

RACE 2 1 Strandberg; 2 John Stevens (Passat)

+0.109s; 3 Ivens; 4 Taylor; 5 Toby Bearne (Golf); 6 M Wilson. **CW** Christie Doran (Golf). **FL** Strandberg 2m08.350s (83.27mph). **P** Bearne. **S** 24.

GINETTA RACING DRIVERS CLUB+ (6 LAPS)

1 Rob Keogh; 2 Richard Evans +0.224s; 3 Shawn Fleming; 4 Gary Wager; 5 Adrian Campbell-Smith; 6 Jac Constable. **FL** Evans 2m18.849s (76.97mph).

P Evans. **S** 15. **RACE 2 (7 LAPS) 1 Fleming**; 2 Evans +0.773s; 3 Campbell-Smith; 4 Keogh; 5 Constable

6 Keith Sinclair. **FL** Fleming 2m17.193s (77.90mph). **P** Keogh. **S** 14. **RACE 3 (7 LAPS) 1 Keogh**; 2 Evans +5.621s; 3 Campbell-Smith; 4 Constable; 5 Wager; 6 Fleming. **FL** Campbell-Smith 2m18.374s (77.24mph). **P** Mike Jarvis. **S** 14.

GINETTA RACING DRIVERS CLUB (6 LAPS)

1 Phil Ingram; 2 Richard Isherwood +3.929s; 3 Jack Oliphant; 4 Tom Burgess; 5 Nick Hart; 6 Richard Anderson. **FL** Ingram 2m21.588s (75.48mph). **P** Isherwood. **S** 22. **RACE 2 (7 LAPS)**

1 Ingram; 2 Isherwood +13.018s; 3 Richard Tetlow; 4 Oliphant; 5 Anderson; 6 Burgess. **FL** Ingram 2m21.643s (75.45mph). **P** Ingram. **S** 20.

SPORTS 2000 (15 LAPS) 1 Michael Gibbins (MCR)

2 Patrick Sherrington (MCR) +16.069s; 3 Paul Trayhurn (Van Diemen); 4 Tom Stoten (Gunn TS11); 5 Giles Billingsley (MCR); 6 Alaric Gordon (Carbir).

CW Trayhurn; Gordon; Colin Feyerabend (Lola T90/90); Damien Griffin (Lola T598); Graeme Cooksley (Tiga SC81). **FL** Sherrington 1m54.971s (92.96mph). **P** Sherrington. **S** 27.



Evans secured GRDC+ title in final race

ALL PICS: EBREY/LAT

CROFT

HSCC NOSTALGIA FESTIVAL AUGUST 6-7

Smith topples Park to end FF2000 streak

CUMBRIAN LIFEBOATMAN ANDY Park is odds-on favourite to win the Historic Formula Ford 2000 title, but the Reynard driver's three-year, five-race victory streak at the HSCC's annual Croft Nostalgia Festival was ended by F2/Atlantic racer Andy Smith, guesting in unrelated reigning champion Tom's TS Historics Royale RP27 in Sunday's second stanza.

Defeated only once this term – when pressured into a spin by Benn Simms at Snetterton – Park withstood a barrage of attacks from Smith until his rival's car's handling went awry in the morning. A cracked chassis rail was the culprit, but it took graft to fix resultant issues at the rear. Smith rewarded the team with a brilliant afternoon win, diving ahead at the hairpin on lap six. "My car was better in the twisty sections," said Smith following hearty congratulations.

The other Andy in the field, Pukka Pies boss Storer, completed the podium both times having passed the mercurial Graham Ridgway. Tom White (Osella) owned Class B, progressing to fourth overall.

A sensationally clean scrap between Brabham drivers Jonathon Hughes (BT6) and Cameron Jackson (BT2) set the Formula Junior standard. A distant second on Saturday, Jackson briefly squeezed past the local man at the hairpin on Sunday but finished 0.167 seconds shy of his Hi-Tech Motorsport team-mate. Andrew Garside (Lotus 20/22) claimed a first podium, but Pete Morton's drive from the back to third – having taken over father Alex's Lightning Envoyette after his Ausper's transmission wilted in race one – was another highlight.

Split by 0.684s in qualifying, Graeme Adams, James Dunkley and David Weston crossed the timing line abreast on lap one of Sunday's Midget and Sprite Challenge opener. Dunkley prevailed and repeated in the event finale in which an

unfortunate touch between Weston and Adams fired the latter off at high speed towards the Jim Clark Esses and retirement. Former Clubmans and Classic F3 racer Steve Collier, back this season after a 21-year lay-off, was thus astounded to finish third in a closed Class B car and take the solus points lead.

Callum Grant stunned Formula Ford opposition, quickly repassing chief rival Rob Wainwright to make it seven wins from nine and close on a second title. "Two seconds aren't bad, but it's Callum's pace which is mildly disappointing," said Wainwright.

Simon Toyne and Benn Simms landed thirds, the latter after fierce combat with Mark Shaw, whose Classic Team Merlyn team-mate Ben Tusting went off attempting to round him at Clervaux (where young Benn Tilley had shunted after Saturday's safety car interlude). Rob Tusting, Ben's dad, stormed to a career-best fourth meanwhile.

A 43-car entry justified daily repechage heats. Ending his run of bad luck, Will Nuthall (Jamun) wriggled past Ross Drybrough's superbly presented Merlyn to win Saturday's photo finish. James Buckton (Elden) led the chase. On Sunday, 16-year-old debutant Ed Thurston (Elden) sprinted past Swede Roland Svensson (Merlyn) to grab his maiden victory, over Drybrough and Andrew Wiggins (Titan) after polesitter Rob Smith crashed heavily without injury.

The '70s and Historic Road Sports sets united to form a splendid field, Jim Dean (Lotus Europa) and Kevin Kivlochan (Morgan +8) narrowly beating Julian Barter (Lotus Elan S4) and David Boland (Ginetta G4) respectively each day. Having missed Saturday's race through clutch failure, Peter Shaw tore back to third in HRS on Sunday, lapping almost 0.3s inside the pole time of fellow Elan ace John Davison



Smith brought dominator Park's three-year winning run at Croft Nostalgia to an end

whose S3 was sidelined by a broken gearbox synchromesh after practice. David Tomkinson (Triumph Spitfire) denied '70s table-topper Chris Fisher (MG Arkley) a class double by 0.047s.

Rob Wainwright left Classic Racing Car rivals panting with two faultless demonstrations in Eamonn Ledwidge's Crossle 18F.

Great scraps in his wake between Andy Jarvis – whose Palliser twin-cam was stymied by a locking front brake on Sunday – David Wild (back in his March 712 after six years) and Julian Stokes, whose fast Tecno progressively lost gears each day, were hugely entertaining.

Outrun by Jonathon Hughes until his Merlyn's engine cooked – having lost its water pump belt – Simon Armer bolstered his Historic F3 title aspirations with two measured maximums in his March 703 where it all came unglued last season. Defending champion Leif Bosson of Sweden (Brabham) and Monagasque Marcus Mussa (Tecno) shared seconds and thirds.

Mark Jones won both Touring Car races in his Lotus Cortina, Saturday's fortuitously, having skated off on oil – followed by eventual class winners Steve Platts and Barry Sime – dumped in the complex by Colin Gunton's Imp. Warren Briggs (Mustang), Neil Wood (Anglia) and 16-year-old Historic rookie James Clarke (Cortina) led the chase from the restart.

From P2, Briggs arrived at Clearvaux 13th on Sunday ("I was in third gear, then got top when I changed down to second," grinned the New Zealander), but recovered to silver, under relentless



Dean took a Road Sports double in Europa



READ

pressure from the hugely promising Clarke, who ran second initially.

Hugh Colman won the Guards Trophy round in his ex-David Good Chevron B8, beating the sister car of Charlie Allison/Peter Thompson (the late Trevor Twaites' 1970 RAC British Sportcar championship winner), after runaway leader Jon Waggitt's Lenham fell to brake dramas.

Reigning champion Mike Gardiner's TVR Griffith was third overall, its left flank scuffed after co-driver Dan Cox spun off flat-chat on the exit of the Jim Clark Esses, dislodged the tyre stack and tossed it onto pursuer Bob Brooks's Merlyn Mk6, started hard by daughter Vicky. The race was red-flagged, but results stood on countback. Points leader John Davison (Elan '26R') won his class again.

It took Mark Charteris several laps to unseat John Harrison from the lead of both Classic Clubmans races as he grappled with a difficult stopgap gearbox. Mike Evans' A-Sport comeback after six years netted two thirds. Returnee David Wale, debuting the ex-Rob Manson car, finished Sunday morning's race jammed in top gear but improved to fourth later.

Novice Adam Wheeler was thrilled with a first FF1600-engined win after a detached carb float reduced champion Clive Wood's car to a crawl in the opener. Wood was well clear in race two when his exhaust fractured, but he nursed his cacophonous machine home ahead of Wheeler, who escaped from the battling David Barnett and Philip Hart.

MARCUS PYE

➔ P68 FULL RESULTS



Masterful Murray starred with another double win

ANGLESEY
BRSCC AUGUST 6-7

BOURNE

Murray boosts FFord bid with double

NIALL MURRAY STRENGTHENED HIS Formula Ford 1600 National Post '89 title bid at Anglesey, backing up his Brands Hatch brace with another at the conclusion of a thrilling finale.

Murray had to work for his second win after fellow front row starter Jake Byrne jumped him into Turn 1. But the points leader fought back at the Banking to take control of the race and cantered to the win, leaving Byrne a lonely second.

Yet all eyes were on the battle for third in a train of cars, as Chris Middlehurst relentlessly held off the challenge of Patrik Pasma and Chase Owen. Middlehurst looked safe after Pasma collided with Owen, but the fast-advancing Kevin O'Hara came from 24th on the grid to almost steal third at the line.

In the race before, it had been Owen who secured the final step of the podium after Murray beat Byrne comfortably once again.

The Pre '90s didn't quite live up to the drama of the sister series, but Jamie Jardine and Jaap Blijleven upstaged favourite Ben Tinkler. Jardine won the opener ahead of Blijleven and Ian Wolfenden, but retired from race two after a black flag for a fuel leak. That handed the win to Blijleven, ahead of Tinkler and Nick Barnes.

The visiting Irish Global Lights made their journey to Wales a memorable one with a bevy of high-speed overtaking in a trio of close races. Chief protagonists Peter Drennan and Conor Farrell battled for victories in all three, with Drennan taking the first. At no point could Drennan relax, though, regularly swapping places with his

rival on the long straight and into Rocket. After surviving a late move from Farrell, Drennan won, with John Murphy third.

Farrell then responded with two wins of his own, with the third race the most challenging. A safety car to recover a stranded car set up a two-lap dash to the flag, with Farrell and Ivor Miller jumping Drennan early into the sprint to finish first and second. Drennan couldn't keep up with the form man in race two either, with James Thompson pipping him for second.

Richard Styryn's dominant Porsche Championship season took a frustrating turn, with Richard Avery winning twice to Styryn's solo victory. Styryn was mere laps from making it two from three in the finale, but slowed out of Church late on, allowing his rival into the lead after Avery overcame Garry Lawrence and Kevin Molyneaux.

Avery had also won the first event, aided by securing pole as Styryn started third. His rival quickly moved into second, but went no further despite hounding Avery for most of the race. The second proved to be Styryn's only win, taking the position ahead of Avery and Molyneaux, the latter taking three third places at Anglesey.

The Honda VTEC Challenge and 4 Two Cup races were dominated by Robert Burkinshaw's Integra Type R, but there was a good battle for the podium places in the finale, with Peter Dixon and Neil Wrenn eventually taking the places. Race one was more pedestrian, with Burkinshaw beating Jeff Cooper and Dixon. In the Smart Car class, Alan and James Palmer shared wins.

Tim Davis almost bounced back from his Snetterton engine failure, coming close to a clean sweep of the three TVR Challenge races, before being denied in the finale by Dean Cook. The two finished well clear of the rest, with Jason Clegg a distant third each time.

The battling ZRs of Ross Makar and Gary Wetton shared wins in the two Cockshoot Cup races.

TOM ERRINGTON

➔ P69 FULL RESULTS



Farrell ended up with two Global Lights wins from three

BOURNE

CADWELL PARK
750MC AUGUST 6-7

Cowley wins as Gearing seals Formula crown

CHAMPIONS WERE CROWNED IN the sweltering heat as the 750 Motor Club hit Cadwell Park, with a number of the Club's championships racing for the penultimate time in 2016.

Robin Gearing had the 750 Formula title wrapped up by the end of the weekend, but it was Bill Cowley who impressed on his return to the series after his crash at Mallory Park, having repaired his severely damaged Cowley MkIV.

Cowley changed his gearbox before the first race after it was jumping between third and fourth during qualifying. He started from the second row of the grid, but made a good start and was able to get ahead of Richard Rothery into Coppice.

Gearing drove conservatively, opting not to put too much at risk, by letting the quicker Cowley through when they reached the Hairpin for the lead and ultimately the win.

Cowley mirrored his result on Sunday, when he started alongside Gearing and took the lead into the first corner. Gearing, however, came under threat from Peter Bove late on, who made his way up to third having overcome Mark Glover and Bob Simpson. Bove set his sights on Gearing, making his move through Charlies to take second. But third was enough for Gearing to take championship honours with a round to spare.

Will Blackwell-Chambers ended the weekend in the lead of the MX-5 Championship, despite title rival Jack Sycamore winning on Saturday.

Sycamore had to recover from lost ground in the first race, after he experienced brake pad knock-off. He finished in fourth, while Blackwell-Chambers was able to finish second behind winner Michael Comber.

But in the next outing Sycamore was able to get up to second early on and



challenged Ben Short in what became a four-car scrap for the lead between them, Blackwell-Chambers and Comber. Sycamore was close to Short heading into Mansfield, and in the closing stages the pair made contact, which sent Short off the circuit and back to fourth at the finish.

Matt Rozier sealed Classic Stock Hatch title honours, but it was fellow Peugeot driver Matt Stubington who won twice.

Stubington was able to fend off local man Pip Hammond to take his first race win of the series, having started from pole and defended Hammond's late challenge towards the end. The narrow circuit proved difficult to overtake on, something Hammond again experienced in the second race when he attempted to work his way through the field from seventh. The Vauxhall Nova got as high as fifth, as Stubington took another win ahead of Rozier and Edward Cooper.

Alistair Camp did the double in the Hot Hatch races, but it was the fight for third in Class C in race one between Mac 'Dr

Gearing (right) leads on his way to 750 Formula title, but it was Cowley (centre) who won on return



Fiesta man Camp raced to Hot Hatch double

Evil' McCarthy and newcomer Nick De Jesus that provided the action throughout.

De Jesus was close to getting a podium on his debut, but his efforts were thwarted by McCarthy's defensive driving through Mansfield and Charlies.

Phil Law took a fortunate win in the first of the concurrent Stock Hatch races, having slowed early after thinking he had seen a chequered flag at the start of the final lap. Paul Jarvis and Ryan Polley moved into first and second as a result, but while Polley had been ahead for most of the race, Jarvis edged in front of his rival. An attempt to retaliate by Polley then went horribly wrong as he outraked himself, rammed Jarvis and retired from the race. Jarvis continued but limped home in third behind Law and Robert Fagg – although he didn't leave empty handed, winning race two ahead of Fagg.

Danny Andrew and Ian Allee shared Locost wins. There was action in all three races as drivers went three-wide on occasion in parts of the narrow track. The closest move came when Andrew passed Allee for the lead through Mansfield on

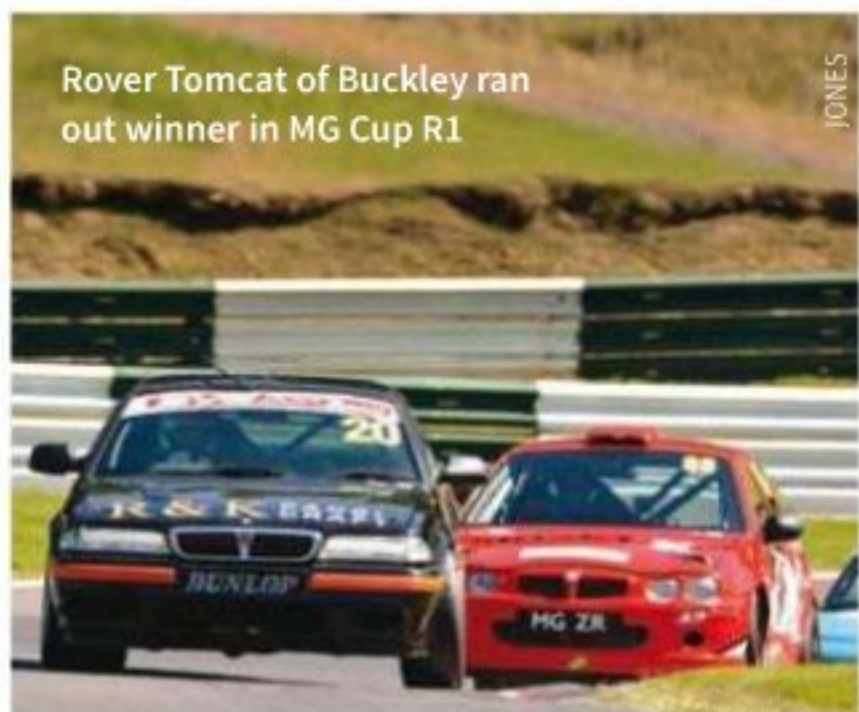


Sycamore took an MX-5 win after a fourth in R1



Cadvis

JONES



Rover Tomcat of Buckley ran out winner in MG Cup R1

JONES

the final lap of race one.

The Toyota MR2 package was shortened to two races. Kristian White won the first after Shaun Traynor was given a time penalty for a collision at the end, having muscled past White, who had to settle for second in race two behind Jim Davies.

Richard Buckley won the first MG Cup race in his Rover Tomcat, while James Darby's MGB won the shortened final race due to a crash by David Strike coming out of the hairpin. Ben Rushworth took the MG Metro race win on Saturday.

Paul Boyd won the first of the Protech Sport Specials races ahead of Clive Hudson, before Hudson won race two.

Robert Spencer took his second BCV8 win of 2016, while James Wheeler headed race two. Russell McCarthy won the Thoroughbred Sports race. Will Sharpe claimed victory in both Super Cooper races, with Alec Livesley winning the Roadsports race and Gegan Thruston victorious in the 750 Trophy.

RORY MITCHELL

➔ P69 FULL RESULTS

SILVERSTONE BDC AUGUST 6

Ellis steals FISCAR show as Bentleys roll into Silverstone

THE INVITATIONAL FISCAR RACE STOLE the show at a sunny Silverstone at the 68th running of the annual Bentley Drivers Club meeting, as a stunning display of Bentleys invaded the Northamptonshire circuit.

The 30-minute FISCAR affair provided the most scintillating entertainment of the one-day event, with a four-way battle for the lead between the Lotus Elite S2 of Robin Ellis, Mike Freeman's Lotus Elite and the two Austin Healey 100/4s of Jonathan Abecassis and Nick Matthews in the opening laps. Following the mandatory pitstop phase, Ellis built a comfortable lead and went on to claim victory, with Abecassis and Freeman eventually taking the final podium positions.

Abecassis had won a superb Bic Healey Trophy race earlier in the day, from poleman and early leader Drew Cameron in his Austin Healey Speedwell Sprite. The pair duelled for the lead throughout the race on the National Circuit, but, despite fighting until the final lap, Cameron couldn't make a pass stick. "We must have been side by side for 50% of that race," enthused Abecassis.

Starting from second, David Rushton (Morgan +8) looked set to challenge for the win in the early stages of the Allcomers Scratch Race and Bentley Scratch Race for Post-1966 Cars but started to fall back after the opening laps and ultimately retired with



Ellis (75) took FISCAR honours on Bentley day out

WALKER

an engine problem. The race was won by poleman David Tilley's Hart Sports Racing. John Taylor in the Crossle 9S and David Hughes in the Ford Sierra Cosworth were second and third respectively. Tilley also won the Allcomers Handicap from Rushton.

Veteran BDC member Peter Morley announced Silverstone was to be his final Bentley Handicap race after 60 years with the Club. He came seventh in his Bentley 3/4.5. His son, Clive, claimed third in his Bentley 3/4.5 – the first time the car has raced since a horror crash at Silverstone last year that left Morley Jr with severe injuries. Paul Forty in his Bentley MkVI Special was first, 30 seconds ahead of the Bentley MkVI Special of Stuart Worthington.

The AR Motorsport Morgan Challenge race was won comfortably by Oliver Bryant in his Morgan +8, from the similar machines of Keith Ahlers and William Plant.

The podium of the Bentley Scratch for Pre-1966 Cars and Pre-War Team Challenge race was comprised entirely of Bentley MkVI Specials. Michael Haig recovered from practice problems to catch and pass Forty to win.

John Henry Williams won the MG T Register, AC and Morgan Race in his Morgan 4/4 from the similar car of James Sumner in second, with Bill Kirkpatrick's MGB in third.

LUCY MORSON

RESULTS

FISCAR (24 LAPS) 1 Robin Ellis

(Lotus Elite S2); 2 Jonathan Abecassis (Austin Healey 100/4) +9.804s; 3 Mike Freeman (Lotus Elite); 4 Nick Matthews (Austin Healey 100/4); 5 Jim Campbell (Austin Healey 100/4); 6 Alex Quattlebaum (Leco Sport).

Class winners Abecassis; Mark Hoble (Triumph TR2); Glenn Tollet/Rory Tollet (MGA). **Fastest lap** Freeman 1m13.609s (80.23 mph). **Pole** Abecassis. **Starters** 27.

BIC HEALEY TROPHY (21 LAPS)

1 Jonathan Abecassis (Austin Healey 100/4); 2 Drew Cameron (Austin Healey Speedwell Sprite) +0.142s; 3 Gordon Elwell (Austin Healey Sebring Sprite); 4 Nick Matthews (Austin Healey 100/4); 5 Richard Woolmer (Austin Healey Sebring Sprite); 6 Jim Mackie (Austin Healey Sprite). **CW** Cameron; Robin Pearce (AC Ace Bristol). **FL** Abecassis 1m13.044s (80.85mph). **P** Cameron. **S** 13.

ALLCOMERS SCRATCH AND BENTLEY SCRATCH FOR POST-'66 CARS (15 LAPS) 1 David Tilley (Hart Sports Racing); 2 John Taylor (Crossle 9S)

+50.191s; 3 David Hughes (Ford Sierra Cosworth); 4 Ed Mercer (Morgan +8); 5 Alan Davenport (Mallock MK18); 6 Greg Parnell (Morgan Aero 8 GTN). **FL** Tilley 1m02.541s (94.42mph). **P** Tilley. **S** 12.

ALLCOMERS HANDICAP (14 LAPS)

1 David Tilley (Hart Sports Racing); 2 David Rushton (Morgan +8) +12.997s; 3 John Taylor (Crossle 9S); 4 Graham Booth (Caterham 7 Superlight); 5 David Hughes (Ford Sierra Cosworth); 6 Alan Davenport (Mallock Mk18). **Handicap winner** Hughes. **FL** Tilley 1m03.030s (93.69mph). **P** Tilley. **S** 15.

BENTLEY HANDICAP (12 LAPS) 1 Paul

Forty (Bentley MkVI Special); 2 Stuart Worthington (Bentley MkVI Special) +31.538s; 3 Clive Morley (Bentley 3/4.5); 4 Richard Hudson (Bentley 3/4.5); 5 Tom Commander (Bentley MkVI Special); 6 Jock Mackinnon (Bentley 3 Litre Tourer). **HW** Vivian Bush (Bentley MkVI Special). **FL** Forty 1m15.682s (78.03mph). **P** Forty. **S** 12.

MORGAN CHALLENGE (19 LAPS)

1 Oliver Bryant (Morgan +8); 2 Keith Ahlers (Morgan +8) +12.359s; 3 William Plant (Morgan +8); 4 Russell Paterson

(Morgan +8); 5 Philip Goddard (Morgan +8); 6 Elliot Paterson (Morgan Roadster LWT). **CW** E Paterson; Tim Parson (Morgan 4/4); Steven McDonald (Morgan +8); John Henry Williams (Morgan 4/4); Kelvin Laidlaw (Morgan +8); Chris Bailey (Morgan +4). **FL** Bryant 1m02.682s (94.21mph). **P** Bryant. **S** 34.

BENTLEY SCRATCH FOR PRE-'66 CARS AND PRE-WAR TEAM CHALLENGE (13 LAPS) 1 Michael Haig (Bentley MkVI Special); 2 Paul Forty (Bentley MkVI Special) +2.121s; 3 Gerard McCosh (Bentley MkVI Special); 4 Stuart Worthington (Bentley MkVI Special); 5 Clive Morley (Bentley 3/4.5); 6 Richard Hudson (Bentley 3/4.5). **HW** Trevor Swete (Invicta S Type). **FL** Haig 1m12.416s (81.55mph). **P** Forty. **S** 15.

MG T REGISTER, AC AND MORGAN (13 LAPS) 1 John Henry Williams (Morgan 4/4); 2 James Sumner (Morgan 4/4) +4.309s; 3 Bill Kirkpatrick (MGB); 4 Mark Ellis (MGA); 5 Neil Cawthorn (MGA); 6 Colin Jones (MGA). **CW** Williams; Sumner. **FL** Williams 1m12.835s (81.08mph). **P** Williams. **S** 19.

WHAT'S ON

ITV's Formula 1 legacy



FOR UK TELEVISION AUDIENCES, the events of the 2000 Formula 1 season relived in these pages were followed exclusively on ITV. And that year marked the start of a significant changing of the guard on the channel as James Allen began taking over as lead commentator from the legendary Murray Walker in a phased handover that started with a surprise stand-in appearance before becoming a 'job share' for Walker's farewell season in '01.

It's almost eight years since ITV's tenure as the home of UK F1 TV coverage ended and, although the broadcasting landscape has changed a lot since then, Allen is adamant that most of the ideas introduced during the channel's 12-year stint in the championship are still evident.

"What everybody does today – Sky, the BBC until last year and now Channel 4 – isn't really different from all the things that we introduced," he says. "From Martin Brundle's grid walk through to two-ways with leading

pitwall figures and the 'taking the helmet off of the sport'-type features."

By 2000, ITV's format was well established. A presenting team embedded in the paddock hosted extended pre- and post-race discussions that were complemented by interviews and behind-the-scenes features. "The only thing I can see that's being done on F1 TV today in the UK that we didn't have is the Skypad," adds Allen, "which is brilliant."

ITV had taken over from the BBC as the UK's F1 broadcaster in 1997, which

meant races were broken up by advertising breaks – a "necessary evil, but one that kept it live and free-to-air, unlike today" according to Allen. The channel had to take five breaks during each race and it tried to place them as unobtrusively as possible. The editor would consult with Allen and Brundle about what was coming up to find the best time to cut away.

Events such as the infamous final break that cut off the end of the 2005 San Marino race are well remembered, but Allen insists "we didn't miss much key action over the years".

He argues that, compared to other nations, UK viewers were comparatively lucky when it came to advert disruption: "With ESPN in my early days, we had to get 12 breaks in. And France's TF1 had no control over breaks as they were triggered from Paris and were put in whenever."

Replacing Walker, the voice of British motorsport for more than 50 years, was not going to be easy. But Allen describes the handover as a challenge he relished:

Missing some of the Alonso v Schuey battle at San Marino was a rare low



GET AUTOSPORT ON THE MOVE

DOWNLOAD IT NOW FROM AUTOSPORT.COM



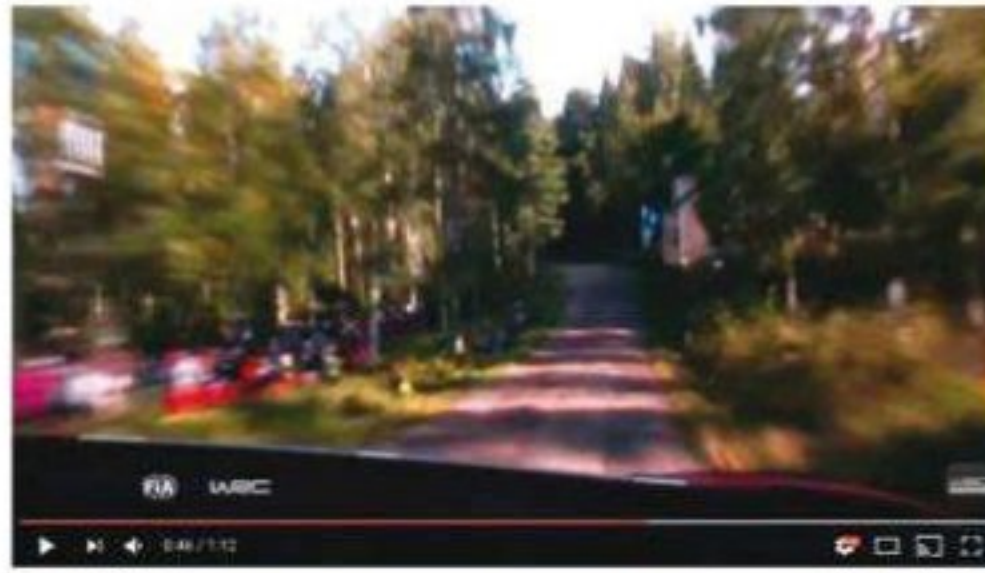
TEE/LAT

"I didn't feel daunted by it. The boss of ITV sport, Brian Barwick, said, 'To replace Murray is probably the most difficult challenge in television sport', but it was not a question of replacing him – someone's got to do it and I was confident that I could and I did it to the best of my ability for seven years."

Looking back on the ITV era, which spanned the late '90s and early '00s period often cited as F1's most popular in internet surveys, the racing lacked many of the complexities the series has today and featured a distinct lack of overtaking. But the channel's ratings were consistently high – helped by its exclusive free-to-air live rights of course – and Allen and the team won three consecutive BAFTA awards for the coverage.

"We worked really hard at trying to make it exciting, always trying to find storylines and things to talk about," says Allen. "I'm very proud of the work that we did in that period."

ALEX KALINAUCKAS



HOT ON THE WEB THIS WEEK

YouTube MEEKE'S THE MASTER OF FINLAND

Search for: Meeke/Nagle at SS13 Ouninpohja

We make no apology for running a Rally Finland clip two weeks running. This is onboard with Kris Meeke on the legendary and spectacular Ouninpohja stage as he hurtles towards his record-breaking victory last month (the Briton recorded the fastest ever average speed on a WRC event).



BTCC KNOCKHILL

Rd 7/10

ITV4, Sunday 1100

Knockhill is one of the UK's most exciting circuits and the British Touring Car battlers are bound to put on a good show. If you can't make it to Scotland, watch ITV4's extensive coverage as Rob Collard, Sam Tordoff and Matt Neal lead the way. Can they hold off the on-form Colin Turkington and home hero Gordon Shedden?

EBREV/LAT

INTERNATIONAL MOTORSPORT



MOTOGP

MOTOGP

Rd 10/18

Red Bull Ring, Austria

August 14

WATCH ON TV

Live BT Sport 1, Sunday 1245

SCANDINAVIAN TOURING CARS

Rd 5/7

Karlskoga, Sweden

August 14

PIRELLI WORLD CHALLENGE

Rd 9/11

Utah Motorsports Campus, USA

August 13-14

UK MOTORSPORT

KNOCKHILL BTCC

August 13-14

BTCC, British F4, Porsche Carrera Cup, Ginetta GT4, Ginetta Junior

WATCH ON TV

Live ITV4, Sunday 1100

BRANDS HATCH MSVR

August 13

Jaguar XK/Pre-1966, Equipe GTS, Aston Martin GT, Inter Marque, Innes Ireland Cup, '50s Sports

OULTON PARK BRSCC

August 13

Caterham Roadsport, Caterham Tracksport, Caterham Superlight, Caterham Supersport, Caterham Academy

SILVERSTONE INTERNATIONAL BARC

August 13

Britcar Endurance, Britcar GT, Classic FF1600

DONINGTON PARK MSVR

August 13-14

GT Cup, Porsche Club, Monoposto, Radical Masters, Trackday Trophy, Allcomers

SILVERSTONE NATIONAL BARC

August 13-14

Trucks, Legends, Pickups, Mighty Minis

THRUXTON CSCC

August 13-14

Ford Puma, Jaguar Saloon/GT, Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s,

Modern Classics, Special Saloons, Classic K, New Millennium, Open Series

MONDELLO PARK CCC

August 13-14

Ginetta Junior, Future Classics, Fiesta Zetec, Fiesta ST, Fiesta Junior, Global GT Lights

BRANDS HATCH ITALIAN FESTIVAL

August 14

Alfa Romeo, Ferrari Classic, Italian Sports/Saloons

THE ARCHIVE

James Hunt (Hesketh-Ford 308), is pursued by Niki Lauda (Ferrari 312T) and Jochen Mass (McLaren-Ford M23) en route to the Briton's first (and the Hesketh team's sole) grand prix victory, at Zandvoort in 1975.

www.latphoto.co.uk
[@latphotographic](https://twitter.com/latphotographic)





24

NESPETH

AURORA

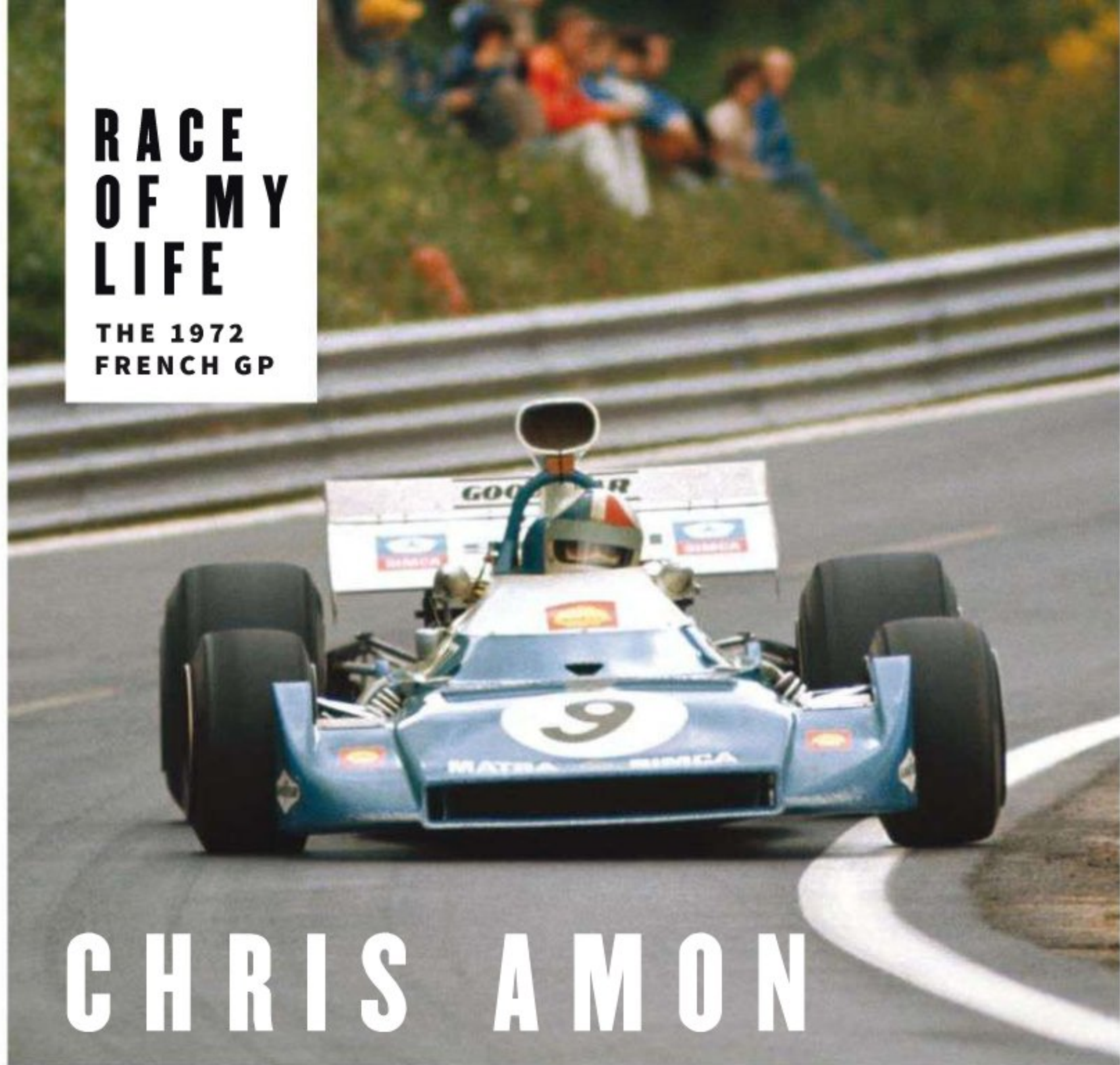
EVACCO-Motors

Martini

Martini
2

RACE OF MY LIFE

THE 1972 FRENCH GP



CHRIS AMON

The race that sticks in my mind is the 1972 French Grand Prix at Clermont-Ferrand with the Matra. It was the first race for the MS120D.

We'd been having all sorts of problems with the engines and when we got to Clermont there were no F1 engines available so we had to use a sportscar engine. It had three-ring pistons, while the F1 engine had two-ring pistons, and a few other differences. The F1 engine was quoted as having 30 or 40 more bhp, but once in the chassis the sportscar engine was probably giving more power because it allowed the oil to scavenge better.

The MS120D felt very good straight out of the box. Right from early on I knew we had a pretty good chance. I was right up there in practice and got pole position. The big worry I had was that we carried so much more fuel in the V12s than the [Cosworth DFV] V8s – 30 to 40kg more at the start. The first few laps were always a battle because you were fighting that extra weight.

I managed to get away in front, just, albeit under a lot of pressure from Denny Hulme [McLaren M19C] and Jackie Stewart [Tyrrell 003]. Then, as the fuel burned off, I started to pull away a bit and it was feeling really good. Then Denny dropped back and I had a reasonable cushion back to Jackie. I thought I could afford to ease back a bit and I got a bloody puncture. There were a lot of loose stones – they were all over the track, you couldn't pick a line through them.

It was a comedy pitstop. The wheel jammed and I was in the pits for a minute and a half or so. From that point I just went for it. I drove as quickly as I could and I lapped almost as quickly as my pole time. I managed to pass Francois Cevert [Tyrrell 002] and Ronnie Peterson [March 721G] on the same lap, which I was quite pleased about.

With one lap to go I was eight or so seconds behind Emerson Fittipaldi [Lotus 72D] and I ended up four seconds behind in third. One more lap and I'd have got past him. I was 30 seconds behind Jackie at the end – I'd taken a minute or so out of him, though he might have backed off.

I really felt nobody could touch me that day. I had a clear margin over everybody. I wish I knew why – I'd have done it every time! ❄

CHRIS AMON WAS SPEAKING TO KEVIN TURNER

This originally appeared on April 7, 2011.



PICS: LAT

The race Amon regarded as his greatest was one of many shots at victory in which his pace went unrewarded

AUTOSPORT

Haymarket Consumer Media, Bridge House, 69 London Road, Twickenham TW1 3SP Tel +44 (0) 20 8267 5998
Email autosport@haymarket.com Website www.autosport.com
Individual email firstname.surname@haymarket.com

Editorial

Editor-in-Chief **Edd Straw**
Editor **Kevin Turner**
Deputy Editor **Marcus Simmons**
Chief F1 Correspondent **Ian Parkes**
Grand Prix Editor **Ben Anderson**
F1 Reporter **Lawrence Barretto**
Features Editor **Scott Mitchell**
Chief Sub-Editor **Peter Hodges**
Executive Editor **Stuart Codling**
Group National Editor **Jack Benyon**
Rallies Editor **David Evans**
BTCC Correspondent **Matt James**
Art Editor **Michael Cavalli**
Office Manager **Joanne Grove**

Autosport.com

Editor **Glenn Freeman**
Deputy Editor **Matt Beer**
International Editor **Mitchell Adam**
Technical Team Leader **Geoff Creighton**
Senior Digital Designer **Amar Vijay**

Special Contributors

Gary Anderson, Alan Eldridge, Mark Glendenning, Marcus Pye, Dieter Rencken, Gary Watkins

Correspondents

Argentina Tony Watson **Australia** Phil Branagan
Austria Gerhard Kuntschik **Belgium** Gordon McKay
Brazil Lito Cavalcanti **Finland** Esa Illoinen **Germany** Rene de Boer
Greece Dimitris Papadopoulos **Italy** Roberto Chinchero
Japan Jiro Takahashi **New Zealand** Bernard Carpinter
Russia Gregory Golyshev **Spain** Raimon Duran
Sweden Tege Tornvall **USA** Bruce Martin, Jeremy Shaw
UK & Ireland Pete Allen, Jonathan Crawford, Jack Cozens, Kerry Dunlop, Tom Errington, Linda Keen, Alex Kalinauckas, Lewis Larkam, Mark Libbeter, Stephen Lickorish, Marc Orme, Dan Paddock, Graham Read, Hal Ridge, Aaron Rook, Peter Scherer, Seb Scott, Ian Sowman, Oliver Timson, Ian Titchmarsh, Eddie Walder, Richard Young

Advertising

Tel +44 (0) 20 8267 5271
Email autosport.ads@haymarket.com

Sales Manager **James Robinson**

Display Advertising **Don Rupal, Karen Reilly, Jamie Brooker**
Classified Advertising Team Leader **Jonathan King**
Autosport.com Sales Manager **Fiona Bain**
Online Advertising **Leah Mimms**
Advertising Director **Matthew Witham**
Group Commercial Director **Ben Guynan**

Advertising Production

Tel +44 (0) 20 8267 5588 Fax +44 (0) 20 8267 5320
Production Controller **Abbey Gunner** abbey.gunner@haymarket.com

Subscriptions

UK +44 (0) 344 848 8817 Overseas +44 (0) 1604 251451
Email help@autosport.themagazineshop.com

Back issues 0344 8488817

Direct Marketing Executive **Maria Fernandez** +44 (0)20 8267 8254

Autosport, ISSN number 0269946X, is published weekly by Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP, United Kingdom. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. Subscription records are maintained at Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP. Air Business Ltd is acting as our mailing agent.

Licensing and Syndication

International Director **Alastair Lewis** +44 (0)20 8267 8606
Syndication enquiries **Isla Friend** +44 (0)20 8267 5024

Management

Group Director **Tim Bulley**
Group Publisher **Stuart Williams**
Group Editor **Anthony Rowlinson**
Group Publishing Manager **Sunita Davies**
Special Events Manager **Laura Coppin**
Digital Special Project Manager **Simon Strang**
Digital Product Manager **Simon Grayson**

Autosport is a member of the Independent Press Standards Organisation. We abide by the Editors' Code of Practice and are committed to upholding the highest standards of journalism. If you think we haven't met those standards and want to make a complaint, contact Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP, United Kingdom. For more information, contact IPSO on 0300 123 2220 or visit www.ipso.co.uk

© 2016, HAYMARKET MEDIA GROUP LTD
Publishing, trade and further subscription details on www.autosport.com. While due care is taken to ensure the contents of Autosport are accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in Autosport only upon Haymarket Media Group Ltd's Standard Terms of Acceptance of Advertising, copies of which are available from the Advertising Sales Department of Autosport.

CIRCULATION TRADE ENQUIRIES
Frontline Ltd, Park House, 117 Park Road, Peterborough, Cambs, PE21 2TS.
Tel: +44 (0) 1733 555161. Printed by William Gibbons & Sons Ltd, 28 Planetary Road, Willenhall, Wolverhampton WV13 3XT.
ISSN 0269-946X. Autosport, incorporating Autoclassic, is published weekly by Haymarket Consumer Media, Bridge House, 69 London Road, Twickenham TW1 3SP.

Editorial Director **Mark Payton**
Strategy and Planning Director **Bob McDowell**
Managing Director **David Prasher**
Chief Executive **Kevin Costello**



Haymarket is certified by BSI to environmental standard ISO14001



Feel the difference.

Test for yourself. What's it like in the real world?



standard **Vs** *modified*



Have you always wondered just how much difference a set of good quality coil-over suspension would make to your car? What about lightweight alloy wheels and semi slick tyres? How good does a proper exhaust sound? When it comes to modifying your own car, these questions make all the difference - and it's something that **most won't have a chance to test, until it's too late** and the modifications are purchased and installed on your car.

Welcome to the **Standard Vs. Modified programme**, allowing you to test our modified cars first hand - back to back against a standard version of the same car. Gain a subjective opinion by testing the car on the road, or a proper "cold-hard-fact" objective test on the circuit - backed up by lap times and video data.

The subjective road comparison is held on our favourite twisty roads in Germany and Belgium - meaning you get true "real world" experiences. But, even better - the circuit used for the track comparison isn't just any local circuit - it's the **proper Formula One level race track of Circuit de Spa-Francorchamps**. Both the Road and Track Comparisons come complete with expert guide(s) and instructor(s), ensuring the highest level of safety and peace of mind.

In association with:



For more, visit:

www.StandardVsModified.com

Find more issues at
magazinesdownload.com

The sensational 24 Hours of Le Mans

Relive the excitement of the 2016 edition of the greatest endurance race in the world with the official review on Blu-ray, download and DVD.

The incredible story of one of the most dramatic finishes in the long history of the event - as Toyota somehow snatched defeat from the jaws of victory - is expertly retold in four hours of stunning highlights.

With superb footage from multiple camera points around the Circuit de la Sarthe, in pit lane and from inside the cockpits of leading contenders in every class, accompanied by expert commentary from the team at Radio Le Mans - this is THE unmissable memento of a brilliant event.

Le Mans 2016 Blu-ray | Available Sept 5th | 240mins | No.3744N | Your Price: £16.99

Le Mans 2016 DVD | Available Aug 15th | 240 mins | No. 3743 | Your Price: £14.99

Le Mans Download | Available now from DukeVideo.com | 3744NED | Your Price: £9.99



DOWNLOAD
AVAILABLE
NOW!

DukeVideo.com - your first stop for Le Mans home entertainment

<p>SAVE £10!</p> <p>Le Mans 1980-89 10 DVD box set 555mins No.4031 RRP: £59.99 Your Price £49.99</p>	<p>SAVE £10!</p> <p>Le Mans 1990-99 10 DVD box set 739mins No.4100 RRP: £79.99 Your Price £69.99</p>	<p>SAVE £10!</p> <p>Le Mans 2000-09 10 DVD box set 1125mins No.4103 RRP: £79.99 Your Price £69.99</p>	<p>SAVE £5!</p> <p>Le Mans 2010-14 5 DVD box set 1045mins No.LM1014 RRP: £44.99 Your Price £39.99</p>
--	--	---	---

Please quote code **LM2016AS** when ordering or enter at checkout when prompted.

Call: **01624 640 000** or visit:

www.DukeVideo.com

We've a huge range of motorsport products available online

*Special offer prices valid until 01/10/2016



Duke and the Duke logo are registered trademarks of Duke Marketing Limited. All rights reserved.