

GUEST EDITOR EMERSON FITTIPALDI

AUTOSPORT

1973 SPECIAL ISSUE

www.autosport.com

AUGUST 8 2013 • £3.50

STEWART'S GREATEST TRIUMPH and why it's also his most tragic loss



'73 BY OUR BEST WRITERS

Mike Wilds track tests Lotus 72



Mark Hughes on Francois Cevert



Untold story of the 'British Ferrari'



haymarket



322
C\$8.99

PETRONAS
SYNTIUM

**"PERFECT DRIVE,
PERFECT CAR,
PERFECT FLUIDS."**



**Congratulations Lewis,
Winner of 2013 Hungarian Grand Prix**

Lewis Hamilton claimed a dramatic victory at the Hungarian Grand Prix for his first win of the season for the MERCEDES AMG PETRONAS Formula One™ Team. Propelled by PETRONAS Syntium, Lewis drove a masterful and perfectly timed race from pole position to win. With 100 years of heritage, it's little wonder that we are constantly breaking new ground to bring you power and performance on the road.

MERCEDES AMG
PETRONAS FORMULA ONE TEAM

PETRONAS


POLE POSITION

1973: a tumultuous F1 season remembered

MANY A TIME I'VE HEARD SOMEONE SAY THEY WERE "born too late" when it comes to Formula 1, and that they'd have preferred to live through an earlier era of the sport. I was born in 1973, the year we celebrate in this week's special issue, and could say the same.

Watching the grainy footage and stunning imagery of Ronnie Peterson powersliding his Lotus 72, or Jackie Stewart taming his twitchy Tyrrell 006, is indeed quite fabulous – I'd have loved to have witnessed that bravado and commitment in the flesh. The drivers were true heroes.

But speaking to JYS and our guest editor Emerson Fittipaldi about those days 40 years ago, and talk quickly turns to the absolute brutality of the time. We lost Francois Cevert and Roger Williamson in horrific circumstances, and the only solace we can take is that their demise led to the safety campaign gathering momentum to decrease the death count.

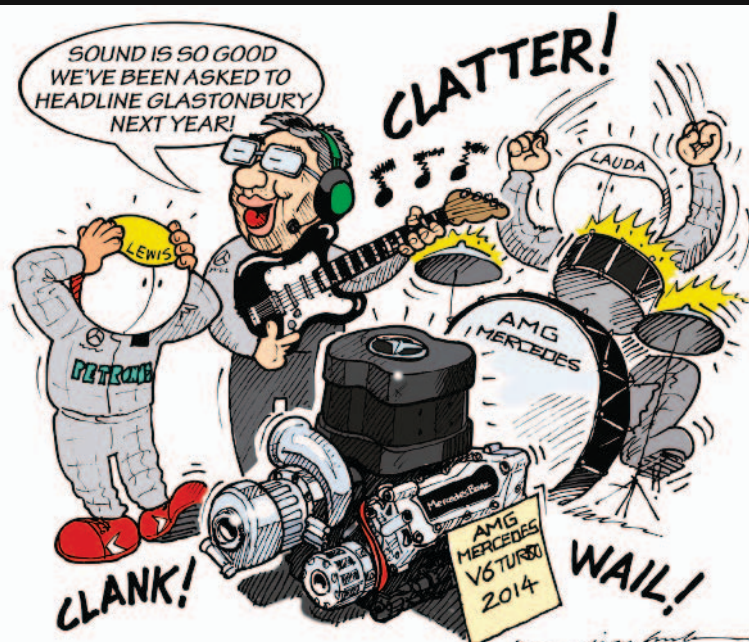
The risks those legends were taking (think also of Stewart's Kyalami brake failure and Emmo's broken wheel at Zandvoort) were incalculable in comparison for today's stars. In that sense, if nothing else, the modern era suits me just fine.



CHARLES BRADLEY EDITOR
charles.bradley@haymarket.com
@Autosport_Ed



BAMBER'S WEEK



FIND US ON



Cover Image: LAT
Insets: Oliver Read; LAT

PIT & PADDOCK

6 **THIS WEEK IN F1**

9 **MARK HUGHES: MPH COLUMN**

10 **THIS WEEK IN MOTORSPORT**

DEBRIEF

12 **RADIO GA GA FROM THE F1 PITWALL**
Unravelling the radio relationship between drivers and engineers with our resident sports psychologist

14 **WHY TWO-WAY COMMS ARE VITAL**
Mercedes engineer Andrew Shovlin defends radios

1973 RETRO SPECIAL

19 **GUEST EDITOR: EMERSON FITTIPALDI**

20 **JACKIE STEWART LOOKS BACK**
The Scot recalls his third world title in a tragic year

24 **TRACK TEST: LOTUS 72**
Mike Wilds tries hero Ronnie Peterson's JPS racer

30 **FRANCOIS CEVERT REMEMBERED**
Mark Hughes on a talent snuffed out in his prime

34 **SILVERSTONE SMASH**
The story of that startline shunt, by Jody Scheckter

36 **NEW-TEAM DREAM OR NIGHTMARE?**
Ensign, Hesketh, Hill and Shadow make F1 bows

40 **ROGER WILLIAMSON TRIBUTE**
David Tremayne remembers a lost British talent

42 **THE BRITISH FERRARI**
How TCP Prototypes came to help the Scuderia

44 **1973 – A SEASON IN NUMBERS**

RACE CENTRE

48 **BTCC SNETTERTON**

54 **INDYCAR MID-OHIO**

58 **DTM MOSCOW**

60 **WRC FINLAND**

64 **WTCC RIO HONDO**

66 **NASCAR; GERMAN F3; INDY LIGHTS; ADAC GT MASTERS; SUPER FORMULA**

SUBSCRIBE FOR A FREE GIFT

82 **FREE WILLIAMS CREDIT CARD CASE**
Subscribe for a great free gift and digital package

CLUB AUTOSPORT

79 **FORMULA FORD MAY BECOME F4**
Blue Oval in talks with FIA over series future

80 **MALVERN BACK TO FF1600 ROOTS**
Former champ to race in Bert Ray Memorial event

84 **REPORTS**
Snetterton TOCA; Croft HSCC; Brands BRSCC; Craigtlet BHC; Mallory CTCRC; Donington 360MRC; Castle Combe MSVR; Anglesey BRSCC; Pembrey CSCC

THE BACK STRAIGHT

94 **THIS WEEK**
Readers' letters; best pictures; product reviews

96 **WHAT'S ON**
The best track and TV action in the coming week

98 **RACE OF MY LIFE: KLAUS LUDWIG**
Winning FIA GT title at Laguna Seca in 1998

THE BIG PICTURE

Sebastien Ogier became only the sixth non-Finn to win the legendary '1000 Lakes' WRC qualifier. The VW ace extended his WRC points lead with his fifth win of 2013





This week in F1



6

ALONSO 'NOT TEMPTED' BY RED BULL

Flavio Briatore, who heads Fernando Alonso's management group, has played down the Ferrari star's interest in joining Red Bull next year after the world champion team admitted two weeks ago that he was in the running to replace Mark Webber.

"Fernando has a contract and contracts must be respected," Briatore told *Gazzetta dello Sport*. He added that there was "no temptation" for Alonso to make the move.

Ferrari president Luca di Montezemolo stands by the decision

to publicly rebuke Alonso after the Hungarian Grand Prix. Criticism of the car by Alonso led to di Montezemolo's response.

"He must just remember that one wins and loses together and for its part, Ferrari must give him a car

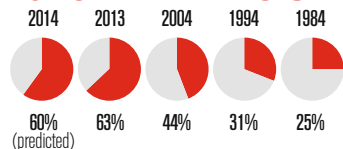
capable of starting from the front two rows," di Montezemolo told *Corriere della Serra*.

"Fernando has given a lot these last years, but I didn't like some attitudes, a few words, some outbursts. And I said so."

F1'S EXODUS EASES UP

Formula 1's expansion outside Europe appears to be stabilising. Although Russia and a second race in the USA are set to join the calendar next year, the loss of India and the likely departure of South Korea – along with the return of Austria – mean that the percentage of non-European races will be slightly lower than at present.

PERCENTAGE OF NON-EUROPEAN F1 RACES



JOHN COOMBS: 1922-2013

JOHN COOMBS, WHO DIED last Saturday aged 92, was instrumental in the early career of Jackie Stewart as well as in convincing Jaguar to create the lightweight E-type racer.

Proprietor of Coombs of Guildford, a Jaguar dealer, it was natural to Coombs that the Coventry marque featured heavily as he wound down his career as a driver in Formula 3, F2 and sportscars in the late 1950s in favour of building a team that thrived in saloons, GTs and F2 in the '60s and early '70s.

F1 stars including Jack Brabham, Graham Hill and Dan Gurney

achieved success in Coombs's Jaguar saloons, and it was a 1964 test in his lightweight E-type that helped give Stewart – then racing in F3 – the momentum that took him into F1 the following year.

"It was Lofty England of Jaguar who sort of foisted me upon John," recalled Stewart, "because I wasn't really a big enough name for him at the time. But it formed the beginning of a very close relationship that we maintained ever since."

When Ken Tyrrell moved into F1 in 1968, it was Coombs who took over the running of his F2 team, and F1 stars Stewart, Piers Courage, Brabham



and Francois Cevert continued to drive for Coombs in F2 over the next few seasons. He was also influential in recommending Patrick Depailler to Tyrrell.

He is survived by his wife Ellie.

For all the breaking news, visit AUTOSPORT.COM

“A bad season, trying to improve everything and work on every single detail, will make us a stronger team next year”



Jenson Button puts a positive spin on McLaren's travails

TEE/LAT



MERC IS UPBEAT

Mercedes team principal Ross Brawn has warned rivals it expects to improve in the remainder of the year: “We have some things coming up in the next few races that could give us the extra impetus, extra momentum, to take us through the second half of the year.”

COATES/LAT

SUTIL UNSURE ABOUT 2014

Force India driver Adrian Sutil is unsure where his Formula 1 future lies. “Some interesting seats are available but it depends on certain drivers moving and turning the carousel,” said Sutil, who is not assured of a Force India seat in '14.



DUNBAR/LAT



COATES/LAT

Maldonado expects more points

Williams driver Pastor Maldonado expects his team to have a stronger second half of the season after scoring the squad's first point of 2013 in last month's Hungarian

Grand Prix. “One point is not enough, but it is a good step to start,” he said. “We have many races to go and I hope to be in the points from here to the end.”

FIRST 10 RACES: THE WORST OF WILLIAMS

With only one point scored in the first 10 races, the 2013 season is the second-worst campaign at this point since Williams Grand Prix Engineering began in 1977.

| 1 1977 - Opts | 2 2013 - 1pt | 3 2011 - 4pts | 4 1978 - 5 pts | 5 1988 - 8 pts |
|--|---|--|--|--|
| Patrick Neve manages a best finish of ninth driving a customer March | Maldonado's 10th place in Hungary ensures Williams won't end the year pointless | Rubens Barrichello's pair of ninth places in Monaco and Canada are the high points | The team's first year as a constructor starts slowly, but gets steadily better | Runs unreliable Judds after losing Honda power. Nigel Mansell finishes second at Silverstone |



7

Lotus talks up its title hopes

Lotus driver Kimi Raikkonen can still win the word championship, according to team principal Eric Boullier. “Kimi is going to have to make his chances on merit and in Hungary, on merit, we beat Red Bull so there will be a good fight,” he said of Raikkonen, who is 38 points behind Sebastian Vettel in the standings.



FERRARO/LAT

Sainz talks down F1 hopes

Red Bull junior Carlos Sainz Jr believes it is too early to hope for a promotion to Formula 1 in 2014, despite the GP3 racer's impressive performance during the recent Silverstone test. “This is obviously a big boost for my self-confidence and a spur to keep pushing in all areas, but I'm young and there is no way I will go to F1 next year,” he said.



HONE/LAT

RED BULL JUNIORS IN RED BULL F1 TEAMS

Nine former Red Bull juniors have raced for the energy-drinks giant's F1 teams:

| | |
|---------------------|--|
| 1 Christian Klien | Red Bull 2005-06 |
| 2 Vitantonio Liuzzi | Red Bull 2005 Toro Rosso 2006-07 |
| 3 Scott Speed | Toro Rosso 2006-07 |
| 4 Robert Doornbos | Red Bull 2006 |
| 5 Sebastian Vettel | Toro Rosso 2007-08 Red Bull 2009-13 |
| 6 Sebastien Buemi | Toro Rosso 2009-11 |
| 7 Jaime Alguersuari | Toro Rosso 2009-11 |
| 8 Daniel Ricciardo | Toro Rosso 2012-13 |
| 9 Jean-Eric Vergne | Toro Rosso 2012-13 |

RUSSIA MISSES GP DEADLINE

Russian Grand Prix organisers missed the July 31 deadline to submit their application to the FIA to host a Formula 1 race in 2014 because the Russian Automobile Federation believes the promoter has failed to fulfil the “necessary conditions” set out. To get a place on the calendar, the RAF must prove force majeure.



FORMULA SOCHI

Your turn - Test invitation 26-29 August, Paul Ricard



Before you commit to a 2014 GT3 programme, JRM invites you to test the car that is topping both Pro-Am Drivers' and Teams' Championships in the Blancpain Endurance Series.

With some of the lowest running costs for a GT3 car and excellent technical support, the Nissan GT-R Nismo GT3 offers a compelling, user-friendly proposition for drivers and teams alike.



Mark Hughes

MPH



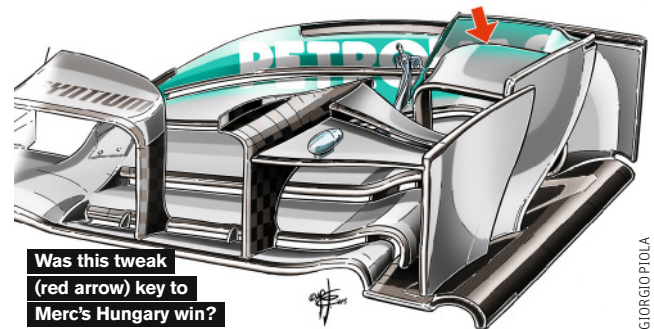
Lewis Hamilton's hot-weather Hungarian GP win went against early-season logic. Has Mercedes found the magic bullet for a title bid?

Whether we have a genuine world title fight for the remainder of the season, or if we are to witness Sebastian Vettel cantering to his fourth title in the way he did his second, seems to hang on how representative Mercedes' showing in Hungary will turn out to be.

Neither Ross Brawn nor Lewis Hamilton was at all sure why the F1 Wo4 did not unduly consume its tyres in Budapest in circumstances that seemed tailor made to expose that previous weakness of the car. But in between Germany and Hungary F1 had reverted to the 2012 specification of front tyre and there is a certain logic to the belief that the two things were connected.

Maintaining as near a perfect chassis balance as possible for as long as possible is crucial in keeping the Pirellis alive and the theory is that the 2012 front tyre – being of a weaker construction but a stiffer sidewall – has improved the Merc's balance. It has neutralised the car's very grippy front end in the slow- and medium-speed corners, thereby easing the transference of energy going into the vulnerable rears. Whilst it's believed that the Red Bull has more fast-corner aerodynamic grip than anything else, the Mercedes inherently has superb mechanical front-end grip, probably higher than that of any other car.

When on the previous flexible sidewall tyre, the outer front could be seen squishing – deforming around the bottom – hugely on the Mercedes through slower turns when a lot of lock is needed, accepting the initial cornering



Anderson explained in last week's piece on the latest Merc front wing, the additional upper winglet will only be adding a level of downforce that could have been achieved by giving the lower winglet a more aggressive profile.

But the whole wing has probably been de-sensitised by doing it the way Mercedes has. As the wing starts to work harder when the front wheels are steered – because a big space behind the wing has suddenly been created – the effect could be more pronounced on the lower winglet than the upper one. The double winglets, each with fairly tame profiles, would thereby give less downforce at high steering angles than a more aggressively profiled single winglet mounted low. But at smaller steering angles – ie in high-

“Has the different front tyre and subtle aero tweak made the Merc into a Red Bull-beater?”

loads at speeds where other cars would be understeering wide. Cornering load can only be accepted by the rear tyres once the fronts have responded to steering and it can be visualised that when the front tyres are accepting high cornering load with a lot of steering lock applied, that load is transferred to the rears with much more of an energy spike than through faster corners where only a minimum of steering lock is needed. Feeding those spikes repeatedly into the rear tyres induces the thermal degradation that has been the car's Achilles heel all season.

“It's all about getting the car's balance absolutely right,” said Ross Brawn, “and that's a moving target. For sure you don't want the rears to go away but too much understeer costs you a lot of lap time.”

In Hungary not only did the 2012 tyre take some of the aggressive mechanical bite away from that front end, but the car also had a subtle aero tweak that would give a finer-honed range of front-wing adjustment. As Gary

speed corners – there would be less difference. In other words, the new wing layout probably allows the car to have a less grippy front end at low speeds while still retaining previous levels of front downforce at higher speeds. This would be exactly what the Merc would need to be able to look after its rear tyres but without artificially limiting its high-speed downforce.

Brawn wasn't getting too specific in Hungary, but did allow that: “We've focussed on a few slightly different things [since Germany] to try to judge where we were with tyre performance and what we have to do to achieve it – in terms of long-run result.” Like altering the emphasis between front- and rear-tyre performance perhaps?

So has that combination of different front tyre and subtle aero tweak finally made the Mercedes into a consistent Red Bull-beater that will give us a thrilling title contest? Or was it just down to the specifics of that day in Hungary?

“To be honest, I really have no idea,” admits Brawn. ❧

This week in motorsport

EBREY/LAT



MSV HATCHES BRITISH F3 PLAN

MotorSport Vision boss and circuit owner Jonathan Palmer has made a number of proposals to ensure the future of British Formula 3 and has not ruled out running a revamped version of the championship.

British F3 has suffered falling grids in recent years and Palmer

does not believe recently-revealed plans for 2014 go far enough to address the problems.

"It is clear British F3 has become too expensive for its appeal, which has meant drivers aiming for F1 are now choosing FIA F3 and GP3," said Palmer. "I'm sure there are many

teams who would be happy to run if the costs could be brought down."

Palmer added he would be prepared to run the championship.

"I want someone to make it healthy," he added. "It doesn't have to be us, but MSV are very happy to do it and I believe we can."

PALMER'S MAIN PROPOSALS

- Dallara F312 and F308 chassis
- Use of a spec 250bhp, two-litre, four-cylinder engine
- Spec electronics, including engine management/data
- Calendar of eight to 10 events, mainly in UK
- €250,000 champion's prize towards FIA F3 or GP3
- Target season budget of £175,000-£250,000

ROZENDAAL/DUTCH PHOTO AGENCY/LAT



Jaafar to race F3 as Macau prep

Jazeman Jaafar, last year's British Formula 3 runner-up, will return to the series this weekend at Brands Hatch.

The Malaysian, a podium finisher in Formula Renault 3.5 this season, will drive with Carlin as he eyes participation in the end-of-season Macau Grand Prix.

The Carlin line-up will be five-strong at Brands, as China's Peter Li Zhi Cong makes his F3 debut.

Meanwhile, Team West-Tec will run three cars in the National Class, for Silverstone triple winner Ed Jones, Cameron Twynham and Chris Vlok.

Turkington joins Superstars

British Touring Car frontrunner Colin Turkington will make his Superstars debut at Donington Park next month in a one-off deal to race a BMW M3 run by the Scuderia Giudici.

The 2009 BTCC champion, who has also raced in Scandinavian and World Touring Cars over the past three seasons, said: "I've always been fascinated by the series and I'm confident I'll be able to take full advantage of my machinery."

BTCC rivals Tom Onslow-Cole and Jeff Smith made guest appearances in the Italian-run Superstars series last year in, respectively, Jaguar and BMW machinery.



SCUDERIA GIUDICI DRIVERS IN 2013

| Driver | Best finish |
|-----------------|-------------|
| Gianni Giudici | 10th |
| Christian Klien | 6th |
| Renaud Kuppens | 4th |
| Andrea Perlini | 13th |
| Marco Fumagalli | 11th |



For all the breaking news, visit **AUTOSPORT.COM**



Heikkinen wins LA's X Games

Finn Toomas Heikkinen (far right) took his second X Games Rallycross victory of the year in Los Angeles last weekend, the Ford driver escaping a first-lap tangle in the final that blew

the hopes of Ken Block, Liam Doran, Brian Deegan and Patrik Sandell. European Rallycross champion Timur Timerzyanov withdrew after the heats with a damaged VW Polo.

MATT KALISH

British Nissan pair to Japan

Britons Jann Mardenborough and Alex Buncombe will make their Super GT debuts at the non-points Fuji Sprint Cup in November as part of Nissan's driver exchange programme. They will race a Nissan GT-R GT3 NISMO in the GT300 class and tested this week at the track.

EBREV/LAT



Jordan gains grid penalty

British Touring Car title contender Andrew Jordan will have a six-place grid penalty for the next round at Knockhill. Jordan picked up his third 2013 on-track 'conviction', for hitting Gordon Shedden in race two, at Snetterton last weekend, activating the grid punishment introduced this year.

STEWART BREAKS LEG

Tony Stewart will miss this weekend's NASCAR Sprint Cup event at Watkins Glen after breaking his right leg in a sprint-car crash at Southern Iowa Speedway on Monday.

No replacement had been named for Stewart as AUTOSPORT closed for press.

The three-time Cup champion lies 11th in the points – outside the automatic Chase spots – and is likely to lose his wildcard spot on Sunday.



KINRADE/LAT

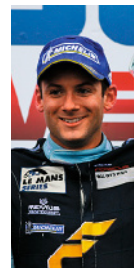
Tandy says no to BTCC

Porsche factory driver Nick Tandy has decided against making his British Touring Car debut this season.

Tandy, 28, tested Motorbase's third NGTC Ford Focus at Snetterton last month and had permission from Porsche to race the car.

But Tandy has decided to focus on

his GT career for the German marque. "I was happy to do the test, but I've got too many GT commitments to be able to put my full focus into the BTCC," he said.



In brief

EXTRA WTCC HONDA

Honda will run a third works Civic in September's World Touring Car round at Suzuka for Super GT frontrunner Takuya Izawa. The Japanese has won races in Super Formula and his domestic Formula 3 series.

NEW LIGHTS TYRES

Cooper will replace Firestone as tyre supplier to Indy Lights next year. The deal forms part of a recently-announced series of upgrades for 2014 that will also be compatible with the all-new car due to be introduced the following season.

BRISCOE TO OZ

IndyCar driver Ryan Briscoe will partner Walkinshaw Racing's Russell Ingall in V8 Supercars' enduro events at Sandown, Bathurst and Surfers Paradise. The pair will drive Ingall's regular Holden Commodore.

RUSSIANS WANT GP3

GP2 squad Russian Time hopes to expand into GP3 next year. The team, run by Igor Mazepa, would need dispensation to lodge an entry as GP3 will be one third of the way into its current three-year cycle of entrants and cars.

COMTEC EXPANDS

British Formula Renault 3.5 team Comtec Racing has added an Auto GP entry for European F3 Open graduate Roberto la Rocca. Run in conjunction with series regular Virtuosi UK, the team will be called Comtec by Virtuosi.

EKSTROM'S APPEAL FAILS

Audi works team Abt Sportsline failed in its appeal last week to have Mattias Ekstrom's Norisring DTM victory reinstated.

A panel convened by German motorsport body the DMSB decided that the race stewards were correct to disqualify the Swede (left) after water was poured into

his overall pockets in parc ferme.

The panel also reversed the decision to promote Robert Wickens, who was second on the road, to victory. DTM sporting rules state the order should be unchanged if the disqualified driver has not gained an advantage by breaking the rules.



P58 MOSCOW DTM

The pitfalls of the pitwall

Radio transmissions from engineers to F1 drivers appear more numerous than ever.

AUTOSPORT's sports psychologist **DON MACPHERSON** asks whether it's all just noise



12

GLHAM/GETTY

The relationship between race engineers and their drivers has always been important, nowadays even more so. But do these wannabe psychotherapists on the pitwall recognise just how influential they are? And do they understand that they run the risk of becoming little more than backseat drivers?

Choice of words and tone of voice are both critical, especially as the driver can't see the facial expression and body language of whoever is talking.

Imagine your partner is kindly driving you to the airport, and you pipe up: "You need to push now love, come on we really need to get past these cars. Remember to keep

away from the kerbs and get off the brakes earlier. Come on, we can do this! We can get there on time!"

Add a slightly sarcastic tone to this 'mind coaching' and you'll be walking before you know it.

Motor racing is simply too fast for your over-loaded chattering 'monkey mind' – the logical, thinking part of your brain. He must be dumbed-down and tuned-out so the automatic, subconscious brain can take over and race without any unnecessary distraction. The 'monkey' is not asleep during the racing, while the drivers are firmly in the zone. He is merely in 'stand-by' mode.

The pitwall psychotherapists may not realise it, but during races they



COMTES/LAT

are (temporarily) in charge of the remote control. Saying the wrong thing – in the wrong way – at the wrong time over the radio can switch the monkey back on, and

suddenly their driver is thinking about how he is racing – inevitably slower and more prone to errors.

Think Sergio Perez in the Malaysian GP of 2012, and how

Pitwall psychotherapists must not come across as backseat drivers



REAL-TIME PITWALL EXAMPLES

The recent German GP at the Nurburgring offered some fascinating examples of radio communication. Let's examine them to see if they really are so essential to on-track success.

THE WARM-UP LAP

To Hamilton: "Remember to back up the grid where you can, brakes hot enough now, get brake balance set for T1, harvest mode four. Remember your brake balance for the first corner."

To Vettel: "Remember, no part throttle."

To Raikkonen: "Remember to pull the clutch in and slow down to your position in first gear."

Don MacPherson: Do these world champions really need all this last-minute instruction just before the stress of the start? Surely they have rehearsed it all before? Clearly their colleagues don't trust their memories.

THE RACE

To Perez: "OK Checo. Let's push now. Let's really push now! Give it everything!"

"Stay right of the white line. Don't lift and use KERS on the exit.

We're going to be racing cars on the way out."

DM: A wonderful example of backseat driving.

"If we can find a little bit of time in the mid-sector that would be good – we can gain on them... try and overtake if we can."

"We may have to pit again. Which tyres would you like?"

DM: Kind of you to ask – ones with some grip? Who's calling the strategy here?

"OK Checo, keep your pace up. We can still hang onto this."

DM: As earlier, it sounds like they think the driver has fallen asleep again.

To Raikkonen: "Can you go to the end Kimi? Radio is poor. Sorry. We understand tyres are not bad?"

Kimi: "I ALREADY TOLD YOU!"

DM: 'Nuff said!



How much reminding do they need?

STALEY/LAT

To Vettel: "Box, box, box. Watch your speed. Hit your marks."

DM: How many times has Seb done this?

"We need to go through traffic – if we can."

"Don't forget to drink. It's hot out there."

DM: Thanks mum!

"Rehearse your restart in your mind"

"OK, Grosjean lost DRS! Come on.

Keep that up! Come on!"

"Need to cover Raikkonen, mate."

"You need to push, mate. Be careful.

Be wise!"

DM: This is a three-time world champ he's talking to... It's suprising that Vettel requires this level of backseat encouragement.

"Clear track ahead. Come on, mate.

Come on!"

DM: My missus would have stopped the car at this point.

"Last lap! Last lap! Empty the tank!

Come on!"

DM: Careful what you say. Remember Abu Dhabi qualifying in '12 and no fuel sample?

To Rosberg: "We need to close down Hulkenberg. We really need to close him down."

DM: This guy [Tony Ross] has my favourite voice tone. Very calm. Sounds like a BA captain on final approach telling his co-pilot he really would like the wheels down now please.



Rosberg gets calm radio messages

DUNBAR/LAT

To Hamilton: "We want quick laps."

"Big push Lewis, big push."

Lewis replies: "I AM pushing, man.

I AM pushing!"

DM: This comes two races after Lewis responded to the message "traction metrics under 2000" [which refers to the traction offered by the rear tyres under power out of corners] in

Canada by pleading: "Please just let me drive, man."

And in Hungary we heard: "Hey man, I'm trying to focus here."

Why not try listening to him?

DOs AND DON'Ts

Never say this to a racing driver...

- 1 "Be careful"
- 2 "Don't worry/crash/forget to do something/hit your team-mate"
- 3 "You need to push now, mate"
- 4 "You must pass him soon, mate"
- 5 "Come on 'mate' you can do this"

Examples of good backseat driving...

- 1 "It's raining at Turn 3, etc"
- 2 "Box now"
- 3 "Turn the engine off... now"
- 4 "KERS not working"
- 5 "Blown engine, maybe oil on track"
- 6 "Safety car"

Three steps to better pitwall mind coaching...

- 1 Choose your words very carefully.
- 2 Think about your tone of voice.
- 3 If in doubt, say nowt.

effortlessly he was catching Fernando Alonso until he got that radio message saying "be careful".

Some drivers are able to deal with pitwall mind coaching better than others, but I believe they are a minority. I understand Michael Schumacher used to indulge in lengthy chinwags with Ross Brawn during races without losing any time, and I suspect Alonso may now also have developed this sublime monkey-mind control (multilingual too!). But the majority only want 'mobile-mind management' when they ask for it, unless it is vital information they want immediately.



EXPERT VIEW



KIMI RAIKKONEN
LOTUS DRIVER

Every driver and engineer has a different way of doing things, and some work better than others. We have a good system at Lotus. We know when to talk and when there is nothing wrong and everything is working, well, there isn't much talk. When there is a lot of talk, it's because there is some issue. I can easily ask if I need some



FERRARO/LAT

information but I don't want to talk all the time as I can see what is happening in front and behind me.

There is no point in talking if there is nothing to say. You can talk when you stop driving!

COATES/LAT

“The problem with the modern era is you can’t let them drive around in silence and never interrupt them”

Those are the words of Mercedes engineer Andrew Shovlin. **EDD STRAW** investigates



14

A 21st-century Formula 1 car is a complex beast. While the radio transmissions broadcast in the television coverage present the image of drivers being ‘nannied’ through a race, the reality is very different. You only need to glance at the number of functions on the steering wheel to realise that the drivers have more than just the throttle, brake pedal and which way the wheels are pointing to worry about.

But there is a fine balance to be struck, as Andrew Shovlin, race engineer to Jenson Button in his 2009 world championship-winning season, explains.

“It depends very much on the driver,” says Shovlin, now chief race engineer at Mercedes. “The problem with the modern era is you can’t let them drive around in silence and never interrupt them because there are key things they need to understand. You’ve got KERS-charging levels to make sure the batteries don’t top out because that changes the balance of the car,



‘Chatterbox’ Villeneuve with Permane in 2004

and you’re managing fuel, changing mixture modes.

“Drivers don’t really mind if you talk to them on the straights and I’ve never known a driver that has any issue with that. If you start talking to them in the corner, it shouldn’t be in the braking zone where they’re trying to hit their braking point within one or two metres’ accuracy.”

Valid information is all well and good, but often the messages appear to be so straightforward as to be patently obvious. Yet giving drivers the hurry up, in certain cases, can have positive effects.

Alan Permane, trackside operations

director at Lotus, was race engineer for Giancarlo Fisichella at Renault and was famous for ordering the Italian to pick up his pace.

“The driver/engineer relationship is tricky,” says Permane. “You have to have a healthy respect for each other. The driver has to trust the engineer and the engineer can’t be in awe of the driver. He has to be able to tell him this isn’t good or that isn’t right, and it’s not easy when you have a multi-millionaire driver who is worshipped by the rest of the world!”

“You’ve got to criticise them and that was something I think I managed to do. I get on well with all of may

ex-drivers and I still keep in touch with Fisi. But there were times when he needed a bit of a wake-up. That’s just his nature and he would respond well.”

Today, Permane oversees both cars at Lotus. This means that, while he is not generally on the radio to Kimi Raikkonen, he does get the chance to see the far-from-garrulous Finn in action. He sees him as one extreme of the spectrum of communication, with Jacques Villeneuve, who he engineered briefly in 2004, at the other.

“Kimi doesn’t like a lot of information,” he says. “Villeneuve wanted talking to every lap, even if it was just chit-chat. He wanted to know the positions of other people, what was happening with the car, everything. Most drivers want to be updated but don’t want to be disturbed.

“The good guys, the really quick guys, don’t lose any time when they are spoken to on the radio or they speak. But there aren’t many drivers like that. Fernando Alonso, Michael



Shovlin at his perch on the Mercedes pitwall

Schumacher, Raikkonen – and I imagine Lewis Hamilton and Sebastian Vettel as well – don't lose any time at all.

"There are some who can drive a laptime but it takes up 100 per cent of their capacity. People like Alonso can do the laptimes but have plenty of capacity to do something else."

Finding that balance is a major challenge for a driver/engineer relationship in its nascent days. At Mercedes, Shovlin has seen Hamilton bed in over recent races. While the 2008 world champion tends towards the Raikkonen school of

racing, team-mate Nico Rosberg is a sponge for in-race information. There is no right or wrong way to do it; it is down to personal preference.

"Drivers can be very different," says Shovlin. "Nico has got an engineering mindset so he tends to get quite deeply involved. You do get cases where engineers are telling drivers how to drive and they won't necessarily agree, and vice versa, but over the year with a driver you build up a nice relationship."

In a race where a few tenths of a second can make the difference between winning and losing, the flow

of information from engineer to driver can be decisive. The challenge the race engineers face is balancing the need to deliver that information with the risk of distracting the driver.

But as Permane points out, the best of the best are able to cope with that and use it to their advantage. Another example of the difference between the truly great drivers and the merely very good ones.

FOR MORE INSIGHTS FROM SHOVLIN AND PERMANE
AUTOSPORT.COM

'RADIO RAIKKONEN' IN ABU DHABI

Perhaps the most infamous radio exchange in recent times in Formula 1 involved Kimi Raikkonen in last year's Abu Dhabi Grand Prix. The Finn twice suggested the team be quiet when he was offered information, the first coming while under the safety car.

Race engineer Simon Rennie warned Raikkonen about tyre temperatures, saying: "OK Kimi, we need to keep working all four tyres."

Raikkonen's response was a curt: "Yes, yes, yes, yes, I'm doing it all the time. You don't have to remind me."

While millions construed that as interfering from the pitwall, Lotus trackside operations director Alan Permane points out its necessity.

"A lot was made about his comments in Abu Dhabi," says Permane. "But some of it was very valid. His tyre temperatures were too low and he can't see that or judge that behind the safety car. So it was a valid bit of information."

Raikkonen also shot down Rennie's message promising to keep him updated as to his lead over Fernando Alonso with: "Just leave me alone, I know what I'm doing."

Permane accepts this was more understandable: "He didn't want to know that...fine."



THOMPSON/GETTY

Quick and competitive Track Day Insurance

The first online "quote and buy" system solely for the track day user, supplied by established track day and motorsport insurance provider - Ryan Motorsport Insurance

INSUREMYTRACKDAY.COM

- ✓ Damage to your car on a track day, regardless of fault.
- ✓ Any circuit in Europe, including Spa and Nürburgring Nordschleife.
- ✓ Inclusive cover for barrier damage at the Nordschleife.
- ✓ Vehicle recovery available for circuits in Great Britain.
- ✓ Organisers and Clubs - promotional rates and discounts
- ✓ Storage and transit for vehicles and trailers

Log on to www.insuremytrackday.com to obtain your online quote today.



BY APPOINTMENT TO
HER MAJESTY THE QUEEN
SUPPLIER OF CAR CARE PRODUCTS
AUTOGLYM, LETCHWORTH, ENGLAND



BY APPOINTMENT TO
H.R.H. THE PRINCE OF WALES
SUPPLIER OF CAR CARE PRODUCTS
AUTOGLYM, LETCHWORTH, ENGLAND



Sunday 10:15am. YOU, THAT PERFECT FINISH AND THE OPEN ROAD.
INDULGE IN THE GLORY.



Attacking the twists and bends with the sun shimmering on pristine bodywork and supple leather – it makes that bit of effort worthwhile. Don't worry, you're not alone, we share your passion for detail. For us it's an obsession that started over 40 years ago and continues to drive us today. That's why our products work beautifully, are quick and easy to use and more durable than ever. It also means you and your car get to look good for longer. *That's the Autoglym way. Always has been.*



Made in Great Britain

www.autoglym.com

PASSION for PERFECTION



8 AUGUST 1973 15p

FITTIPALDI'S VIEW – LOTUS 72 TESTED – 'BRITISH' FERRARI

AUTOSPORT

Triumph and tragedy as Stewart makes history





MOTORSPORT INSURANCE

WHATEVER YOU DO

Give Simon and the friendly team a call:

0844 338 69 37



OPENING HOURS:
Monday - Friday 9.00am-5.30pm



THE RIVALRIES EDITION



HUGE BUMPER ISSUE OF MOTORSPORT NEWS AVAILABLE
WEDNESDAY AUGUST 14



THE BIGGEST VODAFONE DMAX CHAMPIONSHIPS YET!



Prices are £180 per Endurance Round and £165 per Heats Round
£280 to enter both

Cumulative Loyalty Discount of 2.5% for each round entered.

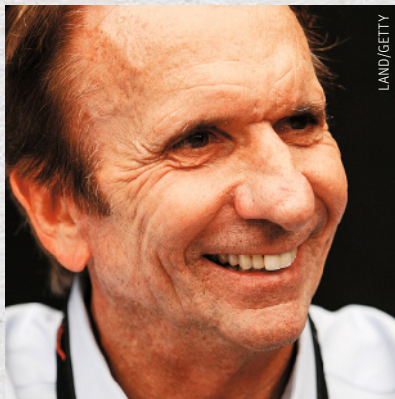
A full season of Heats Racing for £1476 or Enduro Racing for £1610 inc VAT

| | |
|----------|------------------|
| Feb 17th | Daytona MK |
| Mar 17th | Daytona SP |
| Apr 21st | PF International |
| May 19th | Rye House |
| Jun 16th | Lydd |
| Jul 21st | Bayford Meadows |
| Aug 18th | Whilton Mill |
| Sep 15th | Red Lodge |
| Oct 20th | Daytona MK |
| Nov 17th | Daytona SP |

Tel: **0845 644 5504**
www.daytonamax.co.uk



vodafone



Emerson Fittipaldi

Guest editor

Two-time Formula 1 world champion and 1973 runner-up

Racing in the 1970s was very risky, so much that I almost didn't race in 1973. I nearly retired in '72, after I'd won the world championship. When I went home to Brazil, I told my father, 'What else do I want in life?' I wanted to be a grand prix driver, and had achieved the world championship. Now I'd done that, I didn't want to risk my life again. But my father and brother said, 'Look, it will be a waste of talent, you are only 25 years old, don't retire now, you will regret it a lot.' And they were right. I needed to evaluate the risk, but I decided I would continue.

In the early '70s we lost a lot of good drivers — and some fantastic ones. It was tough; you left home on Thursday with your helmet and race equipment, and you weren't sure you were still going to be there by Sunday night. That was reality; we had to accept that was part of our life. The fight to improve safety started with Jackie Stewart, Jo Bonnier and Jochen Rindt — before my time. We have to thank those who put so much energy into making racing much safer than 1973, which was a tough year.

We started the season very, very strong. I won the Argentinian and the Brazilian grands prix — not a bad start! To win on home soil was very special. I was looking good to repeat the world championship. I had Ronnie Peterson as my team-mate at Lotus — he was also my best friend

complaints. With Jackie, he always used the space that he had available for him, always used it in the correct way.

I was leading the points, but from then on I had one problem after another and I didn't score in the next four races. The gearbox broke in Sweden, then in France I collided with Jody Scheckter over the lead. Transmission failure at Silverstone was followed by the biggest F1 crash I ever had in practice at Zandvoort. The front wheel broke, and it took 20 minutes to get me out of the car.

I had to retire early on from that race — I'd damaged ligaments in my right foot — and it was still very difficult to drive the car to sixth at the Nurburgring. In Austria I was on pole, but the engine broke when I was leading.

At Monza, I was supposed to change positions with Ronnie, who was leading, so I could still mathematically win the championship. It never happened, and I was really upset with Colin, who didn't do what we'd agreed before the race. Ronnie did exactly what we agreed; if there was a sign, he would back off and let me win. There was no sign. I decided then it was time to leave the team at the end of the season.

At Mosport Park in Canada I was second. There was confusion with the scoring, and I finished behind Peter Revson, but we thought we'd won. I would have still had a chance of winning the title if Colin had done what

"It was tough. You left home on Thursday and you weren't sure you were still going to be there by Sunday night"

inside and outside of the sport. We knew each other for many, many years. We had a complete understanding of how to work together — a great relationship.

I felt at home with all the Lotus boys too: Colin Chapman, Peter Warr, Eddie Dennis (the chief mechanic), we had a great team working together. I think Ronnie definitely improved our performance, because we had complete transparency of sharing the data between us.

After finishing third in South Africa, I won the Spanish Grand Prix despite a punctured rear tyre. The guys were trying to get me to come into the pits — not a chance! I just made it; on the last lap the tyre was completely flat. I was very, very lucky to win that race. Fantastic!

After third place at Zolder, I finished second to Jackie in Monaco. It was a tight race, and the Tyrrell got very, very wide when I got close to him! But Jackie was just doing to me exactly what I was going to do to him, I have no

we agreed at Monza.

Then Francois Cevert was killed before the final race at Watkins Glen. That was one of the few times I wanted to retire from motor racing; it was just too much. Just like Ronnie, Francois was a friend of mine since Formula 2. At the time we spent nearly every weekend together. Francois, myself, a lot of the guys raced F2 and F1, we were together every weekend each season.

Francois was an incredible guy. He was friendly, always talking to me; our mothers spoke lots. After the crash I sat by myself in the car park for a long time. I didn't talk to anybody, not to Colin or my wife. I really felt like I should retire then.

Like I said, it was a tough year. But Jackie was a great champion, and is one of the best in grand prix history in my opinion. I was lucky to race against Jackie — he was one of my idols, and he remains a great friend. ❧

Stewart's final flourish

Jackie Stewart decided to retire early in 1973, but it didn't stop him taking a third title during a tragic season. KEVIN TURNER caught up with a legend to look back

The Formula 1 World Drivers' Championship is not often won by someone not in the best car. It's usually been about man and machine. But the 1973 season is a rare example of a technical disadvantage being overcome.

That's not to say that the 005 and 006 Tyrrells Sir Jackie Stewart used to take his third and final crown were bad, merely that other cars were better. From the 15 races, the Lotus 72 scored seven wins, 10 poles and the constructors' championship, while the McLaren M23 – introduced during the

season – was still good enough to win a title as late as 1976. Tyrrell had a new machine for 1974...

A combination of guile and a bit of luck helped Stewart to the crown, but his greatest campaign almost didn't happen at all. "I nearly retired in 1971 because I got mononucleosis, a blood disorder," he recalls. "I won the world championship that year, did Can-Am and worked for ABC, crossing the Atlantic 86 times, and it just about killed me."

Even after recovering from that, Stewart wasn't quite right.

Unexplained spins testing a Can-Am McLaren at Goodwood and two in the rain in the 1972 Monaco GP meant he "had to go and get checked up – I thought there must be something wrong". There was. Probably as a result of the '71 illness, Stewart had a duodenal ulcer that had haemorrhaged.

Amid rumour of his retirement, Stewart returned, won the French GP and decided to continue. Two straight wins at the end of the year boded well for the following season, but '73 did not start promisingly.

In Argentina a slow puncture

limited him to third, while in Brazil he was powerless as reigning champion Emerson Fittipaldi completed a South American double for Lotus.

"I couldn't go any quicker," recalls Stewart, now 74. "The Lotus and Emmo in Brazil were too fast for me. I drove my heart out there."

"The Tyrrell was quite difficult and Interlagos was bumpy. The short wheelbase of the Tyrrell meant it was very nervous over the bumps. It was quick at places like Monaco with short, sharp corners, but not easy to drive."



Stewart presses on during his final season, in tricky short-wheelbase Tyrrell

THE ROAD TO HIS THIRD WORLD TITLE

| Circuit | Qual | Result |
|--------------------|------|--------|
| R1 Buenos Aires | 4th | 3rd |
| R2 Interlagos | 8th | 2nd |
| R3 Kyalami | 16th | 1st |
| R4 Montjuich Park | 4th | R |
| R5 Zolder | 6th | 1st |
| R6 Monte Carlo | 1st | 1st |
| R7 Anderstorp | 3rd | 5th |
| R8 Paul Ricard | 1st | 4th |
| R9 Silverstone | 4th | 10th |
| R10 Zandvoort | 2nd | 1st |
| R11 Nurburgring | 1st | 1st |
| R12 Osterreichring | 7th | 2nd |
| R13 Monza | 6th | 4th |
| R14 Mosport Park | 9th | 5th |
| R15 Watkins Glen | 5th | NS |



JYS got his title challenge up and running with first victory of season at Kyalami

Initially, things didn't look any better for Stewart at Kyalami, brake failure at the end of the start-finish straight causing him to crash in practice at over 170mph. "I came out of my body and was looking down on myself in the cockpit," remembers Stewart. "There was good run-off there for a circuit in those days, but there was a concrete wall at the end of it."

"I opened my eyes and all I could see was white before the dust cleared. I was thinking, 'Shit, well at least it's not hell!'"

Fortunately the chain-link fencing Stewart had insisted was erected at the corner arrested his progress and he emerged unscathed. Team boss Ken Tyrrell then put him in team-mate Francois Cevert's car and, with so little running and the car set up for the Frenchman, Stewart could only qualify 16th.

He nevertheless stuck with the car for the race (consigning Cevert to a back-row start) and remarkably stormed to the front inside seven laps to win.

It was before the next round in Spain, and while lying second in the points to Fittipaldi, that Stewart made the decision to retire. He only told three people – Tyrrell, Walter Hayes and Ford Britain's head of public affairs John Waddell – and went into each meeting knowing it would be his last at that grand prix.

It meant he tried to savour each event, but his approach to the racing remained the same: "I took each weekend as it came. I never even thought about the world

championship, until perhaps Monza. My logic is that you just win races."

Another brake failure lost Stewart a seemingly certain second to Fittipaldi at Montjuich Park, but at Zolder things came together. After early leader Cevert spun, Stewart defeated Fittipaldi to win.

The Scot then took a rare pole in Monaco. Come the race, Cevert clipped a kerb and Ronnie Peterson suffered falling fuel pressure, so it came down to another JYS-v-Emmo fight. Despite a late charge from the Brazilian, Stewart held on to take his third Monaco victory and move to within four points of the championship lead.

The edge was back with Lotus at the Swedish GP, but Stewart and the McLaren of Denny Hulme gamely fought them until the Tyrrell lost its rear brakes and he fell to fifth. Tyre problems limited him to fourth in France, but Fittipaldi was now into a run of bad results – a clash with Jody Scheckter doing for him at Paul Ricard – and Stewart moved to the top of the table for the first time.

A superb opening lap put Stewart on course at Silverstone, only for the Scheckter-triggered crash to render his efforts pointless. "I passed Ronnie into Becketts on the first lap and drew out a really good space," he says. "Then Jody..."

Stewart was lining up leader Peterson at Stowe after the restart when a gearbox glitch helped him grab second instead of fourth and the Tyrrell famously headed off into the cornfield. Once again



Tyrrell was no match for Lotus 72 of Fittipaldi (leading at start) around Interlagos

though, Fittipaldi failed to score, so Stewart headed to a revamped and widened Zandvoort still heading the title race.

Thanks to a gearbox failure striking runaway leader Peterson, Stewart led a Tyrrell one-two, but the day was overshadowed by the death of Roger Williamson.

"I saw that the other day and I thought a lot about that again," says Stewart. "The race would be stopped today. We saw David Purley going wild with grief and shock. I don't think he ever got over that."

"In those days you sat virtually in the fuel tank and it was metal. Any side impact of any kind and it exploded."

The Williamson fatality demonstrated how far the safety campaign still had to go, but Stewart had been instrumental in

getting the movement up and running in the first place. Before his retirement, full-face helmets and a medical air supply had been introduced, and two-by-two grids became mandatory during 1973, as well as myriad circuit improvements.

"When we went from 1500cc to three-litre cars in 1966 and the DFV arrived in '67, the cornering speeds were so much faster, but the racetracks had not changed at all," says Stewart, who – along with the Grand Prix Drivers' Association – had boycotted the Nurburgring in 1970 to force changes there.

"It was a much easier racetrack after that, but it was still the daddy of them all," adds Stewart, who extended his 1973 lead to 15 points by leading home Cevert in the German GP. "The Nurburgring was by far the most challenging ►►

F1 AFTER STEWART



With Stewart retired, the place as Formula 1's standout driver was up for grabs in 1974. In the seasons that followed several drivers, notably Emerson Fittipaldi, Ronnie Peterson, James Hunt, Mario Andretti and Jody Scheckter, all provided some fantastic performances, but Jackie himself knows who he feels picked up the baton.

"I knew Emerson was good, but I saw the Austrian-Germanic necessity to focus in Niki Lauda," he says. "And I liked the way he drove."

Lauda had put in some star turns in 1973, even though he only scored two points in uncompetitive BRMs (above). It was enough to attract Ferrari, which was having struggles of its own. The new partnership would soon come to the fore: a Ferrari driver would finish in the top two in the drivers' standings for the next four seasons and Lauda would win two titles.

"Niki might not have been able to do it without Luca di Montezemolo and Mauro Forghieri and they couldn't have done it without Niki," adds Stewart. "He was the driver of that, in my opinion."

"I would say, when I retired, it was Niki."



Stewart waves at the British Grand Prix, knowing that it would be his last race on home ground



Stewart's young family: with sons Paul (far left) and Mark, and wife Helen

◀ racetrack in the world and the one you had to have on your CV. The cars took off quite well, but they never landed well!"

After the Nurburgring, Stewart had now won five 1973 races, despite the fact that he had scored only two poles and, at that point, no fastest laps. For him, it was always about getting the car prepared for the race rather than expending too much energy going for the ultimate time.

"There were no tyre warmers and you also had full fuel at the start of races," he explains. "I spent a lot of time on that in practice – I didn't have many poles because the time was used getting the car right for all the different periods of the race."

"Everything we knew we had to do was done with military precision. If you were on the first or second row you were all right."

Nevertheless, as was becoming a

pattern at fast circuits, the Lotus 72s set the pace at the Osterreichring as the Tyrrells suffered handling issues. Stewart got stuck behind Arturo Merzario's Ferrari, but luck was with him this time. Peterson waved Fittipaldi by to help his championship challenge, only for the Brazilian to suffer a loose fuel pipe. Peterson won, but Stewart's second brought him in to within touching distance of the crown.

Lotus again dominated at Monza, but Stewart starred. A nail in his left-rear forced a pitstop and he resumed 20th. A storming recovery took him to fourth, just five seconds off the podium, and he lapped 0.8s faster than he qualified. With Lotus failing to switch Peterson and Fittipaldi around, it was enough to make Stewart champion.

"We knew we had to finish fourth and we broke the lap record lap after lap," says Stewart of

STEWART'S 1973 BY THE NUMBERS

| | |
|--------------------------|----------|
| Starts | 14 |
| Wins | 5 |
| Poles | 3 |
| Fastest laps | 1 |
| Points | 71 (1st) |
| Average qual pos: | 5.1 |

arguably his greatest drive. "When I first went out there was a huge gap before I even saw another car, and at one point Ken showed me a 'minus 20 Fangio' board!"

A slow pitstop hindered Stewart in the chaotic Canadian GP, but things looked good at Watkins Glen for what should have been his 100th and final GP.

"The car was running well and on Friday Ken said to me, 'It'd be a nice thing, if Francois is with you,

for you to let him pass and win the race.' He'd been second to me three times that year. Ken said it'd be a nice touch because Francois was going to be the number one [for 1974]. We were fairly comfortable the car was good enough and Francois was driving very well by then.

"I said, 'Oh Ken, that's a big ask, in my last GP. It'd be nice to win it. Let's see how we're going; somebody could be quicker.'"

Of course, Stewart never got the chance. Cevert's fatal practice crash at the Esses brought Stewart's career to an end a day early. He even saw his good friend in the smashed Tyrrell before heading to the pits: "One of my great regrets is that I didn't stay with him longer. I stayed too long, but not long enough. It was a horrendous accident and he was still in the cockpit."

"I was so angry and disgusted – I'd seen it too many times – I got



Stewart leads his friend and team-mate Francois Cevert on the way to a Tyrrell one-two in the Dutch Grand Prix



Danger of the times: ill-equipped marshals with Hailwood/Regazzoni fire at South African GP

back in the car and drove back to the pits. Ken asked me if Francois was OK. I told him Francois was gone, but he said, 'How do you know that? You don't know that. It's not official.'

Stewart nevertheless got back in the car when practice resumed: "I decided it was a good idea to drive because the concern was 'did something break?' At the time I didn't think it was a mechanical failure and I went back out because I thought the team needed it.

"I won more races than anyone else but the reason is that I finished more races than anyone else. Ken was a fantastic judge of people and my mechanics and engineers – people like Roy Topp, Roland Law, Roger Hill, Derek Gardner and Jo Ramirez – were better at what they did than I was at what I did."

That evening Stewart finally told wife Helen of his decision to retire

and the Tyrrell squad withdrew from the season finale.

"I had decided to retire at the right time," he adds. "And then I won the world championship after two years of not being well. Walter Hayes had arranged a retirement dinner at the Savoy and a press conference had been arranged. Everything was so perfect and then it felt like suddenly God had given me a slap. The worst thing he could have done to me, outside of my own family, was for Francois to die."

It was a sad way for such a great career and, indeed, Stewart's fine 1973 campaign to end. But he had still gone out as F1's benchmark and his record of 27 world championship GP wins would stand until Alain Prost broke it in '87.

As AUTOSPORT's Pete Lyons said after Monza, "he's champion again and he did it the right way. What he did is the stuff of legend."



Wilds gets ready to drive the exact Lotus 72 that was raced by his hero, Ronnie Peterson. "Just remember Mike, it'll be a bit quicker than your old Ensign or BRM"

Driving a hero's racer

Ronnie Peterson's spectacular driving made a big impression on MIKE WILDS, so the ex-Formula 1 racer jumped at the chance to drive his hero's iconic Lotus 72

After testing some Formula 1 cars for Japanese racer Katsu Kubota, including Ronnie Peterson's 1976 Italian GP-winning March, I had a call from my very good friend Colin Bennett of CGA Race Engineering. Colin used to run me in Formula 3 and F5000. He said Katsu had bought a Lotus 72 and wanted to run it before racing it, but he couldn't afford the time to make sure it was OK.

They very kindly asked me to come to a seat fitting. It was

emotional for me to sit in this motor car, chassis 6, which I had sat on the grid with and tried to race against at the 1974 US Grand Prix. I remember when the Lotus 72 first came out I built a Tamiya kit, which eventually one of my sons pushed around the living-room floor and destroyed!

Ronnie was my hero. I first became aware of him in one-litre Formula 3 and then watched him in F2. To me he just stood head and shoulders above the others.

You had Emerson Fittipaldi and Jackie Stewart who were beautifully smooth and blindingly fast. Ronnie was quick and made it look quick. You get guys who appear quick but you look at the stopwatch and they're not because there's too much sliding. But Ronnie made it look unbelievably quick and he was.

He used to make the hair on the back of my neck stand up. He took the car by the scruff of the neck and just did things to it that us

mere mortals couldn't do. And he was such a nice, unassuming man.

Sure, his style was hard on the machinery. Some guys are just super-smooth and that has to be better with mechanical sympathy. But I certainly think Ronnie was good enough to have won many, many world championships.

We took the Lotus to Mallory Park. It was absolutely immaculate and had a really good Langford short-stroke Cosworth DFV. I knew Ronnie had won Monaco in it

ALL PICS LAT



Wilds puts iconic JPS-liveried Lotus 72 through its paces at Mallory Park

OLIVER READ



Plenty of reason for the habitual Wilds smile

WILDS: “Seeing Ronnie absolutely on the edge, with the car pitching and bucking, was sensational”

in 1974 and raced it in '73. It was a very surreal experience for me, having been desperately trying to get to F1 and having watched Ronnie from the outside of the old Woodcote at Silverstone when he was absolutely wringing the neck of this 72. Seeing a guy absolutely on the edge, if not over the edge, flat-out in top gear with the car pitching and bucking was sensational. It was natural he would be my hero at the time. I didn't think there was really ▶▶

Sir Jackie Stewart on Peterson, Fittipaldi and the Lotus 72

Sir Jackie Stewart spent much of the early 1970s racing against Ronnie Peterson and Emerson Fittipaldi. The Lotus men were his two main rivals in 1973, but they went about their business very differently.

“I could see from time to time that Ronnie was quicker than Emmo, but I still thought he was

overdriving,” reckons Stewart today. “Emerson had his head more together and I've always thought driving was about the mind.

“I wouldn't have seen Ronnie as a multiple world champion, but Emerson was. There are a lot of fast people who overdrive. The very good ones don't.”

He was also a little surprised that

Lotus didn't ask Peterson to step aside at the Italian GP to keep Fittipaldi's drivers' title hopes alive.

“If Ronnie had let Emmo through it could have taken the championship to Canada,” says Stewart, who is also a fan of the 72. “The Lotus was a remarkable, iconic car.”

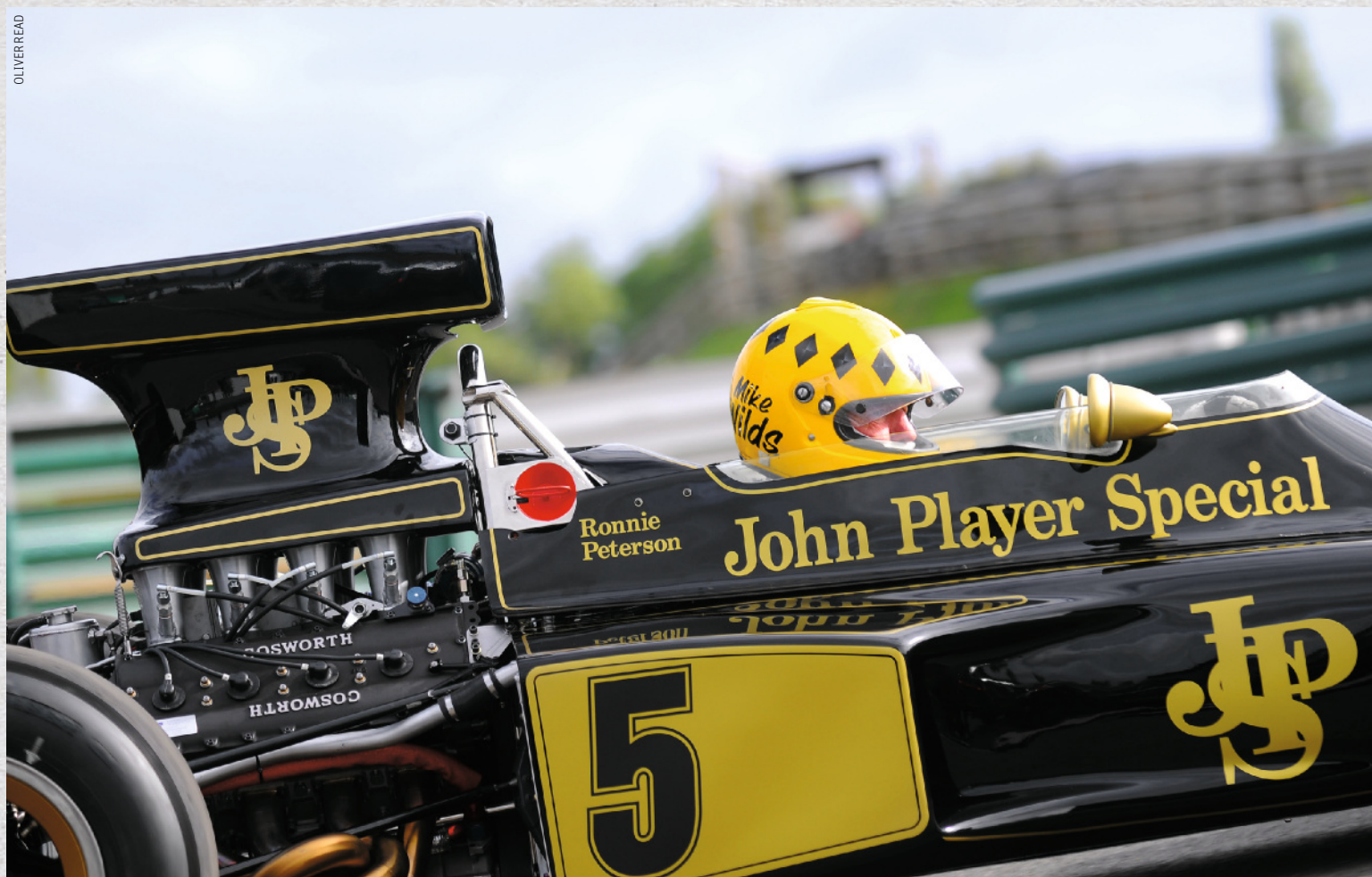
Kevin Turner



Stewart had admiration for Fittipaldi. Bemused Peterson wonders how they could be smooth and quick

LAT ARCHIVE

OLIVER READ



Ex-Peterson racer now belongs to Japanese historic frontrunner Katsu Kubota. Just like the old days, it proved somewhat troublesome!

◀◀ anybody better in a Formula 1 car, so when the opportunity came to drive a Lotus 72...

I went out and just did one lap, then came in to make sure there were no leaks. Then I went out and did two or three more laps, just starting to bed the brakes and making sure the gearbox was working well. Then I went out to go a little bit quicker – to use 10,000rpm, which is the limit in historic racing. When I raced in the 1970s we pulled 11,200.

During that run the car felt fantastic. But then I started to lose

fuel pressure and the engine started to misfire so I came back to the paddock. Sadly, it was something we couldn't put it right on the day, but even in those few runs you could just tell how good the car was. I always thought the Lotus 72 was probably the best car of the era and now I can understand why. It lasted such a long time in F1, and it had those stunning Gold Leaf and JPS liveries.

Having driven the Ensign in 1974 I can remember vividly the struggles I was having with the fuel system and the handling, so

the first two laps in the 72 were a revelation. You could see the car was so good, a delightful car to drive. I thought how lovely it would have been to have driven the car in the 1970s. It was way ahead of its time.

It was the general feel and balance that were so good. All 1970s F1 cars with a DFV in the back were wonderful to drive because they had power oversteer, but the Lotus seemed to have fantastic traction. It was comfortable – you could see how you could be comfortable driving

this fabulous car very quickly.

You squeeze on the DFV power and the rear wheels start to spin. You put on a tiny bit of opposite lock and, as a racing driver, it's just how a car should be. It's great having tons of aero and amazing traction, but I think when you go back to basics a 1970s F1 car is about as good as you could get.

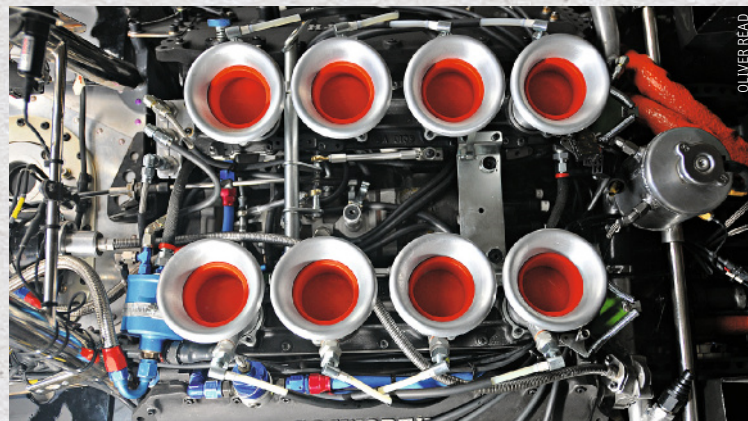
Maybe I wasn't the best racing driver in the world but, if I'd been driving a Lotus 72 in the 1970s, I think it would have helped me! ☘



Wilds drove Lotus 72 chassis number 06...



...as did 'SuperSwede in period'



The Cosworth V8 produced what Wilds believes was F1's greatest era for drivers

FITTPALDI'S 1973 STATISTICS

Starts 15
Wins 3
Poles 1
Fastest laps 5
Points 55 (2nd)
Average qual pos: 5.5

PETERSON'S 1973 STATISTICS

Starts 15
Wins 4
Poles 9
Fastest laps 2
Points 52 (3rd)
Average qual pos: 1.9

Wilds in F1 and racing against Ronnie

Having climbed the motorsport ladder in Formula 3 and Formula 5000, Mike Wilds joined Mo Nunn's Ensign operation for the latter part of the 1974 F1 season. But things did not start well.

"It seemed to be a really competitive period in F1: 30 cars turned up and not all could race," he recalls. "I'd been struggling with a misfire – every time we went into a left-hand corner we lost fuel pressure because Mo had designed the car to regulations that were possibly going to come out in 1975 where, to eliminate fire, they would have lots of small fuel tanks rather than one or two large ones.

"When I started to drive the car it was like flying Concorde: I'd get a pump signal and had to turn off one pump, turn on another one. It was a horrendous system."

At Watkins Glen, the system was changed to a more conventional one and Wilds finally qualified for his first world championship grand prix, after taking a risk in qualifying.

"I started my lap, which I was going to have a real go at because I was clear in front, but when I looked in the mirror I had Jody Scheckter's Tyrrell just behind," remembers the 67-year-old. "Really

I should have let him by because he was higher up than me, but I thought, 'I've got to do this.'

"Every time I looked there was Jody about two inches from the back of my car. I did the whole lap and it was my best, and it qualified me 22nd. I was absolutely over the moon, but when I came back Ken Tyrrell said, 'Jody wants a word with you.'

"I thought, 'Here we go.' I found him and I was ready for a fight – I had a right to be there. But he just said, 'I wanted to tell you how well you were making that shit Ensign go!'"

With Ronnie Peterson struggling with his ageing Lotus 72, Wilds found himself starting just a row behind his hero. That was about as close as he got, the Ensign soon having to head to the pits in the race, though Wilds did take the flag as an unclassified runner.

He joined the financially strapped BRM operation for 1975, but things didn't get much better. Problems with the V12 engine persisted in Argentina and Brazil, leading Wilds to make a suggestion to team boss Louis Stanley.

"What I wanted to do was to get a DFV – the chassis of the P201 was good; it was a nice handling chassis," he says. "But with the BRM V12 you either had cams that gave it a lot of torque but no top end, or a good



Wilds got BRM chance, but it was the hardware behind the cockpit that let him down

top end and no torque.

"I wanted to progress in F1 and I suggested to Louis Stanley that it would be a good idea to try a DFV in the back of a P201 chassis. He fired me on the spot. He said, 'How dare you. This is British Racing Motors. How on earth can you ask me to put an American engine in it?' I said, 'Hang on, it's built

in Northampton and designed by two British guys. Even if it has Ford on the cam covers, the Cosworth V8 is a British engine.' We had a row and I never drove for them again."

After "faffing around" in various tin-tops and sportscars, Wilds found a home with Ray Mallock's Ecurie Ecosse squad in Group C2. He became a regular at Le Mans and still races in British club and historic events, but the F1 dream had finished early.

"It was a shame because I was desperate to be competitive in F1," he says. "I would have loved to have driven a competitive car because I felt I wasn't bad. In F3 I beat Alan Jones and Tony Brise, a lot of the guys who went on to do well in F1. OK, they beat me too, but I was in the mix.

"It was very much unfinished business and when I didn't get back in that dented my confidence."

Kevin Turner



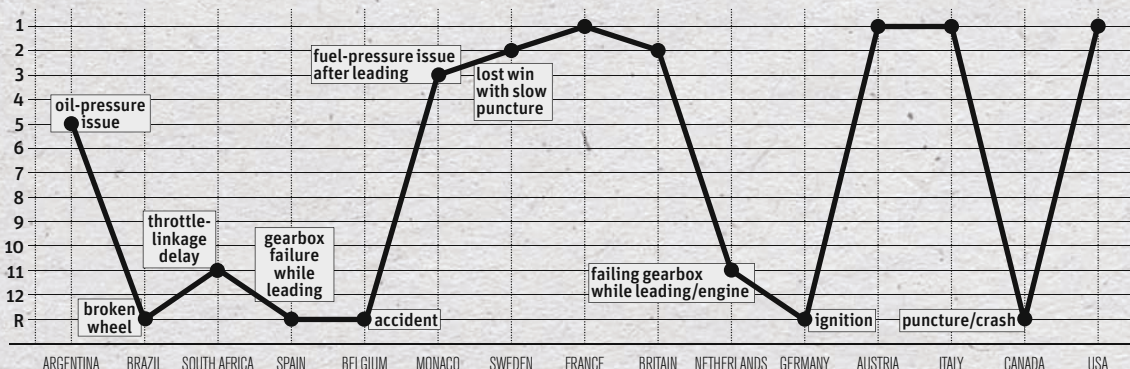
Hustling the Ensign onto the grid at the 1974 United States Grand Prix, after three non-qualifications

PETERSON'S PROBLEMS THAT RUINED HIS '73 TITLE CAMPAIGN

Was it his driving, bad luck, or Lotus unreliability? Maybe a combination of all three. Whatever the reasons, Peterson's 1973 season was problem-packed despite the Swede setting the pace at many venues.



Peterson as he is best remembered



Great car: Lotus 72

Jackie Stewart might have won the 1973 drivers' title, but it was the Lotus 72 that took the constructors' crown, winning seven of the season's 15 races. By IAN WAGSTAFF

Trials and tribulations

A feature at the launch in 1970 was the anti-dive and anti-squat, which was aimed at eliminating pitch under braking and acceleration. Driver John Miles has described this, which was achieved by inclining the front- and rear-suspension mounting points upwards, as "madness. As soon as you put the brakes on you were either skidding at the front with no feel and smoke coming off the tyres, or you were slowing down but not conscious of much braking bite."

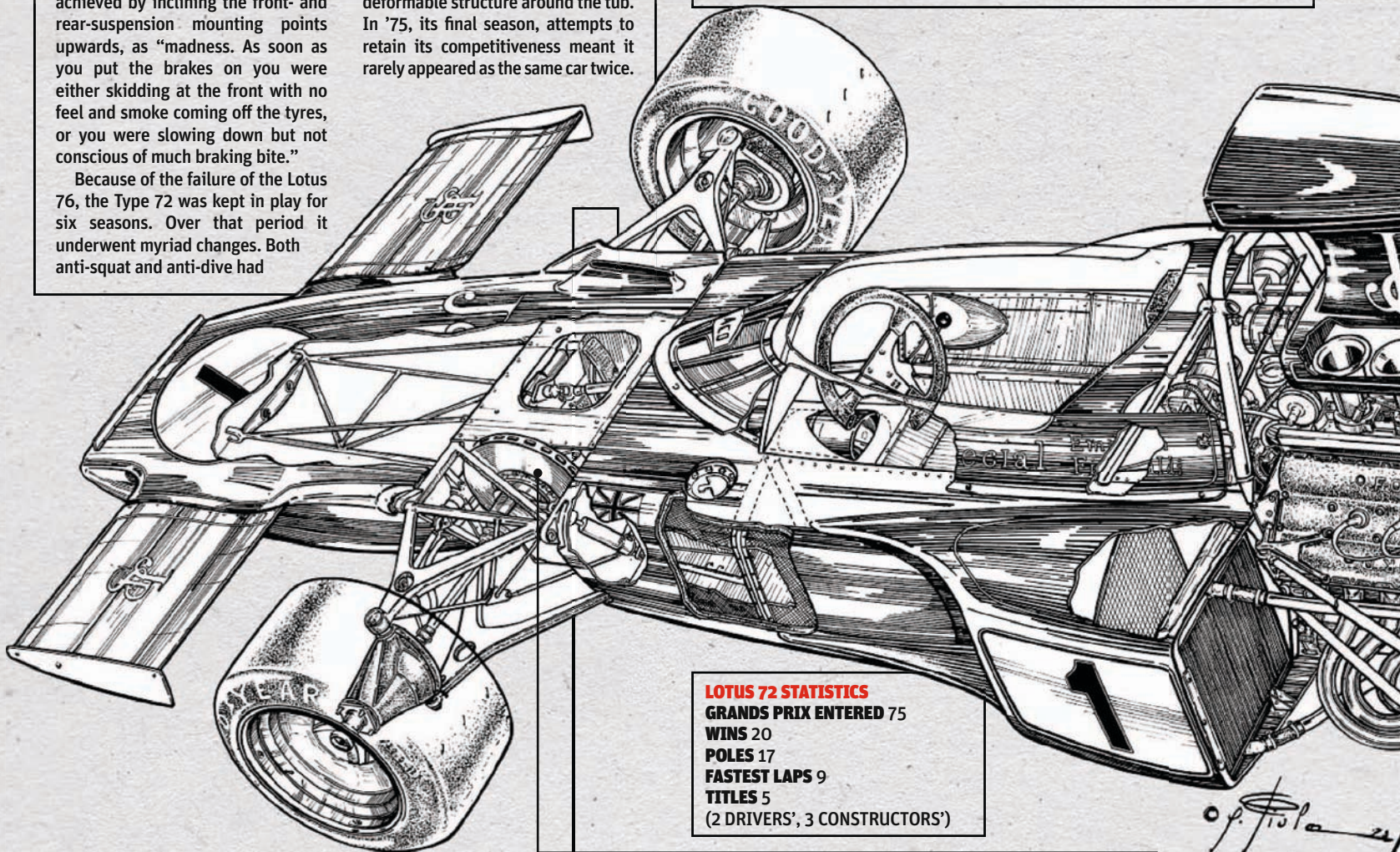
Because of the failure of the Lotus 76, the Type 72 was kept in play for six seasons. Over that period it underwent myriad changes. Both anti-squat and anti-dive had

been removed by the start of 1971, while its original Hewland DG300 gearbox was replaced by the lighter and smaller FG400. New regulations for 1973 meant the introduction of a deformable structure around the tub. In '75, its final season, attempts to retain its competitiveness meant it rarely appeared as the same car twice.

Breaking the duck

It was not until 1973, the fourth year of the Lotus 72's existence, that any driver achieved a fastest lap in a grand prix with the car. Emerson Fittipaldi broke the duck in

Argentina, the first of four consecutive fastest laps by himself and Ronnie Peterson. In all, they put in the quickest lap in seven of that year's 15 races.



LOTUS 72 STATISTICS
GRANDS PRIX ENTERED 75
WINS 20
POLES 17
FASTEST LAPS 9
TITLES 5
(2 DRIVERS', 3 CONSTRUCTORS')

Dramatically different design

The Lotus 72's wedge shape – inspired by the Lotus 56 gas-turbine that led at Indianapolis in 1968 – and side radiators made it appear dramatically different in '70. But there was more to Colin Chapman and Maurice Phillippe's design than just the looks.

This was a car based on a very

low unsprung weight as well as low drag. It brought together a series of innovations, such as torsion-bar suspension and inboard front brakes. It won the constructors' championship for Lotus three times while Jochen Rindt and Emerson Fittipaldi took the world drivers' title with it, the Austrian posthumously after he had

fatally crashed his 72 at Monza.

When everything was going right for it, the Cosworth DFV-engined Lotus 72 could be sublime. According to Fittipaldi, it was "the best racing car I drove during my long career". In its original form and later, when it could no longer use bespoke Firestone tyres, it could be far from right.



Inboard front brakes were a 72 innovation

Nine monocoques were built: where are they now?

The factory constructed nine Type 72 monocoques. The prototype 72/1 was dismantled and the parts used to create Rob Walker's privately entered 72/4. Chassis 72/5, which was badly damaged at Zandvoort in 1973, remains as a wreck in Classic Team Lotus's stores. The eighth monocoque to be built was also given the number 5 and now tends to be referred to as 72E/5. Five of the cars are now complete in private hands, two are still owned by the Chapman family while the remains of 72/2, in which Rindt had his fatal crash, are unrestored in a workshop loft.

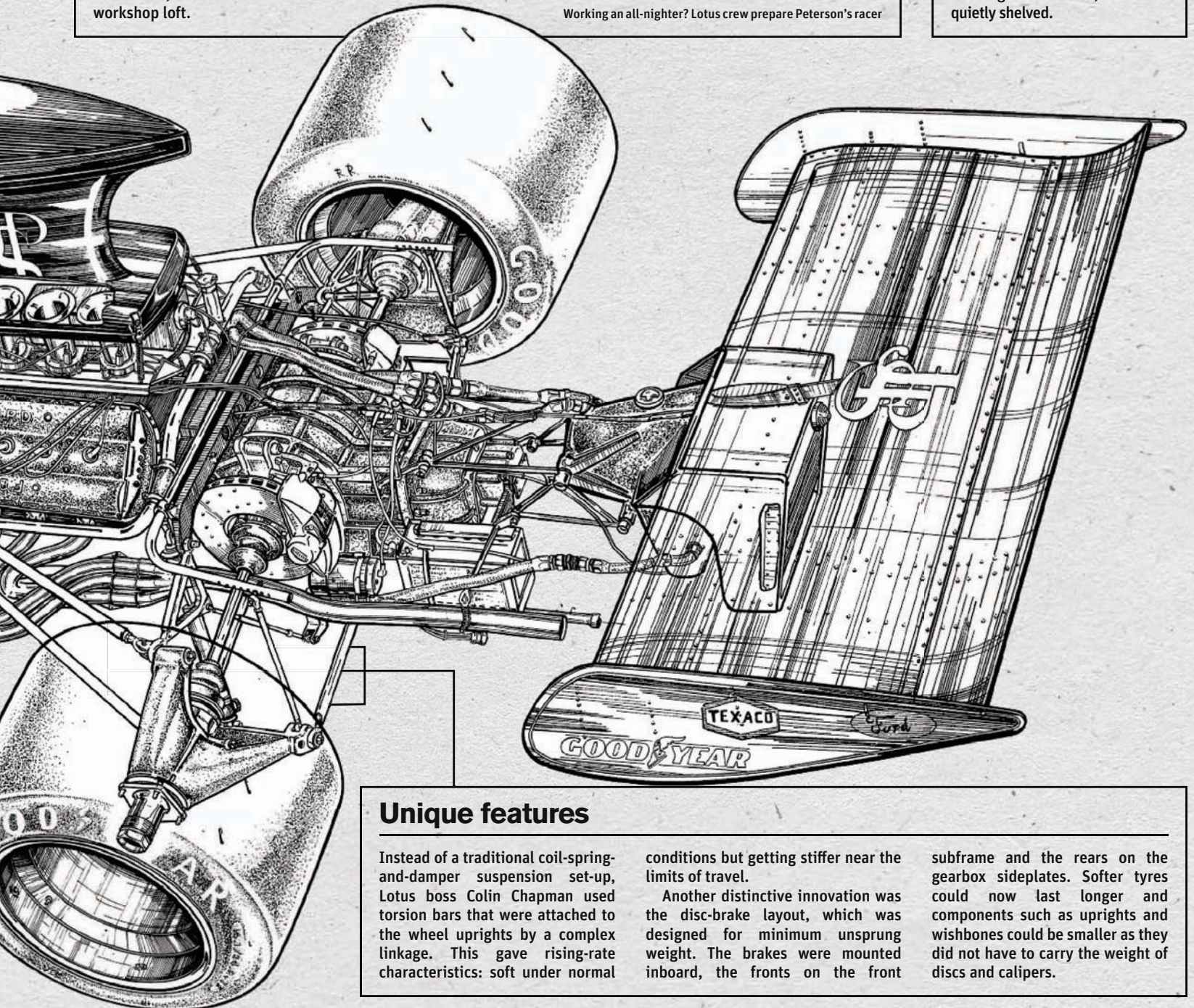


Working an all-nighter? Lotus crew prepare Peterson's racer

LAI ARCHIVE

'Bungee' wing

Regulations stated that a rear wing had to be firmly fixed. Colin Chapman sidestepped this in 1972 by fitting 2½-inch rubber and cylindrical steel bushes in the wing section, on top of the rear oil tank. This enabled the wing to depitch at speed, although it would have been impossible for a scrutineer to be able to press down on it. Nobody twigged until Denny Hulme noticed that, when he followed Fittipaldi down the straights, his helmet would suddenly come into view. The system, which chief mechanic Eddie Dennis now describes as "a bit tongue in cheek", was then quietly shelved.



Unique features

Instead of a traditional coil-spring-and-damper suspension set-up, Lotus boss Colin Chapman used torsion bars that were attached to the wheel uprights by a complex linkage. This gave rising-rate characteristics: soft under normal

conditions but getting stiffer near the limits of travel.

Another distinctive innovation was the disc-brake layout, which was designed for minimum unsprung weight. The brakes were mounted inboard, the fronts on the front

subframe and the rears on the gearbox sideplates. Softer tyres could now last longer and components such as uprights and wishbones could be smaller as they did not have to carry the weight of discs and calipers.

Heir apparent lost

Francois Cevert served a long apprenticeship under Jackie Stewart, who believes the Frenchman was ready to go for the title in '74. MARK HUGHES reflects on a tragic talent



No time for the glitz. Cevert, here rounding Monaco's Rascasse in 1973, was feted by the jetset – but his true passion was racing

It was almost as if Formula 1 itself – rather than just Ken Tyrrell and Jackie Stewart – had groomed Francois Cevert to be Stewart's successor as the sport's standard-bearer. Glamorously good-looking, articulate, intelligent, cultured, charismatic and open – and by 1973 pretty much as fast and composed in the car as Stewart – he would have made a fabulous poster boy for the sport in the years ahead.

The relationship between Stewart and Cevert certainly had an element of master and pupil, sorcerer and apprentice, but was actually much more than that. It was an incredibly rare and warm relationship for two men competing in the same arena. As Stewart said at the time: "He's more than a friend; he's part of the family."

Over their four seasons as teammates Stewart was essentially downloading everything he knew to Cevert, a blank circuit board when he arrived in F1 in 1970, maximising Tyrrell's chances of sustaining its success when Jackie decided to call it a day – as he considered doing at the end of '71 and finally did two years later.

Arguably, Stewart was able to be so open with a team-mate partly because of the unique relationship he had with Ken Tyrrell. Much more than team owner and driver, they were like partners in a family business, and had together identified Cevert as a guy of potential who could become a big asset. Stewart had locked horns with him at the Reims F2 race of 1969. "It was funny,"

recalled Cevert. "The whole race was always decided there by the last bend. You had to come out of there in second place. If you led you would just suck the other car along and get beaten to the line. So me and Jackie approached this final corner in the last 100 metres side-by-side, with the others just behind. We were looking across at each other, braking and accelerating, each trying not to be first into the corner." With the others bearing down fast, a decision had to be made and it was Stewart who went in there first – and Cevert who won the race.

Early in 1970 Stewart encountered him again, at the Crystal Palace F2 race, the world champion being struck by how difficult he'd proved to pass. On this occasion Stewart

won with Cevert second, but it was after this race that Jackie mentioned to Ken that the French guy in the Tecno was definitely worth keeping an eye on. "Everyone assumed we took him because he was French," said Tyrrell. "But it wasn't that which first interested me. It was what Jackie had said about him after Crystal Palace." The fact that he was French and already backed by Tyrrell's French sponsor Elf was just icing on the cake.

Cevert had only completed three seasons of racing of any sort at this point, having won the Volant Shell racing school award in 1966, the prize for which was the use of an old Alpine F3 car in the '67 French series. A more modern Tecno acquired for '68 took him to the



Cevert's only Formula 1 victory came in the 1971 United States GP at Watkins Glen



Manhandling the Tyrrell-run March 701 around France's Clermont-Ferrand course in 1970

CEVERT'S F1 STATISTICS

- Starts** 46
- Wins** 1
- Podiums** 13
- Poles** 0
- Fastest laps** 2
- Points** 89
- Best champ position** 3rd (1971)

French F3 Championship and led to his graduation with Tecno into F2, with the assistance of Elf.

It was a very raw CV for a move into F1, the opportunity to run alongside Stewart in the Tyrrell-run March 701 coming when Johnny Servoz-Gavin retired three races into the season, having not been able to recapture his sparkling rookie form of 1968 due to an eye injury. Plucked to run in F1 alongside the world champion in just his fourth season of racing, without a winter of testing, it was potentially a horribly pressurised situation for Cevert. But it was in this situation that Tyrrell's approach was so appropriate. "Ken was fantastic," recalled Cevert of his early races. "He said, 'I'm not asking you to be excellent right now. I just want you to get acquainted with the car. Just quietly take a ride, don't attack, I don't want you to crash. If you're not brilliant, that's OK.'"

He took Ken to his word and his first few grands prix were very low-

'Cevert benefited from learning his craft step by step in a lethally dangerous era without the threat of replacement'

key affairs. In fact, were a rookie in today's F1 an average of 1.8s off his team-mate's qualifying pace – as Cevert was in both 1970 and '71 – he'd likely be rejected within a few races. It is perhaps Cevert's steady rather than stellar apprenticeship over the next couple of years that leads some to question whether, had not fate intervened at Watkins Glen with his fatal accident in qualifying for the last race of the '73 season, he really would have been able to take up where Stewart left off following the Scot's retirement.

But that's to misunderstand the whole nurturing programme that Cevert was lucky enough to benefit from. He was learning his craft step by step in a lethally dangerous era without the threat of replacement; he was already identified as the heir ►►

ALL PICS: LAT

LAT ARCHIVE

Retro 1973

◀◀ apparent internally. He came to F1 with way less experience than some of the starring rookies of 1970: Emerson Fittipaldi was a 10-year veteran of racing bikes, hydroplanes, karts and cars before his rapid rise through the British junior racing ranks in 1969-70; Clay Regazzoni had been racing for seven years, five of them in F3 and F2, when he graduated to F1 with Ferrari; Ronnie Peterson began racing karts in the early '60s and was a multiple champion in the discipline before embarking on a

**JACKIE STEWART:
“I don’t think he could
have taken the ’73
title from me – I knew
too much. But he could
have won in ’74”**

single-seater career that brought him to his F1 debut two races before Cevert. Compared to these guys, Francois was a babe in arms, still learning the basic craft of racing when he arrived in the top echelon.

“Becoming a racing driver happened very progressively with me,” he recalled. “It had not been my intention. I was a student of the classical piano and thought I might become a concert pianist.” This was indeed the vocation hoped for him by his jeweller father. “I practised that for 15 years but then I went to the racing school and it took all my time after that. There were 22 races in 1967 and I didn’t have time for the piano.”

Much to his parents’ dismay, a new love had him in its thrall. Racing in turn loved him. With an engaging and open personality, he had friends everywhere in the paddock. Yes,



Like brothers: Cevert with Jackie Stewart on the driver parade before 1973 Swedish GP...

with his deep blue eyes, mop of black hair, tall frame and penetrating baritone voice, the ladies loved him – and he could count Brigitte Bardot as one of his many dates – but so did almost everyone else. Stewart was particularly taken, recalling in his autobiography: “He had an amazing presence, he was one of those rare people everyone just wanted to know. To his natural flair he added a cast-iron determination to work hard, to learn and become the best driver he could be. Some people tended to regard him as a playboy – he liked to dress stylishly, and at one stage appeared looking dynamite in a double-breasted, ankle-length fur coat with a shoal collar. Yet he was always much, much more than that. For me, he was always more than a team-mate. He was my younger brother.”

Totally open to Stewart’s tuition, Cevert developed progressively – and given that on his F1 debut he raced past the grisly scene of Piers Courage’s fatal accident for nine laps, it’s easy to imagine how reassuring Tyrrell’s words were about not needing to impress straight away. He’d qualified around 1.5s adrift of Stewart at Zandvoort, though this was marginally faster than fellow March 701 pilots Ronnie Peterson and Jo Siffert. In the race he was passed by Peterson and Graham Hill before retiring.

At Clermont-Ferrand he qualified mid-grid, ran an early 12th but was passed by Dan Gurney, Rolf Stommelen and Siffert on consecutive laps and later by John Miles and Hill too, before he finished last of the untroubled runners. Although he was then seventh at

Brands, he was again last of the healthy runners, as he was at Hockenheim. The first sign of real promise came when he qualified the March inside the top 10 around the fast, flowing demands of the Osterreichring, though his engine blew on the first lap. At Monza he spun the car spectacularly during Friday practice, and later recalled: “I was doing 200mph and it just spun and spun and spun. Finally I stopped without hitting anything and drove back to the pits with square tyres and later I laughed about it with my friends. The next day, 200 yards ahead of me Jochen Rindt was killed at 80mph. I could not sleep the night before the race. I realised that the previous day I should have been killed.”

Cevert had a thing about fate and destiny. Jean-Claude Halle’s biography recalled that he’d visited a psychic on the eve of his Volant Shell competition and had been told that he would win it and would go on to achieve great fame and fortune but would not see his 30th birthday. Watkins Glen ’73 would be his last scheduled race before turning 30.

When he spoke of his career choice, it was as if the earlier prediction still weighed upon him. “It’s impossible to be a racing driver and to fear an accident or death,” he said. “I’ve accepted once and for all that I’m taking important risks; I know perfectly I could kill myself. I’ve decided to be a racing driver because it’s the only thing I love totally, and it includes the possibility that I could have an accident that could be lethal. I’ve made my choice.”

The next race after that scare at



...and, in the race, leading his team-mate around the Anderstorp circuit



KLUETMEIER/SPORTS ILLUSTRATED/GETTY

October 6, 1973: A tragic scene. Cevert suffered fatal injuries during qualifying for the US GP at Watkins Glen

Monza was Canada's St Jovite, where he qualified a brilliant fourth fastest and was running in that position in the race when he retired.

There would be more troughs over the next couple of years but the peaks would become progressively more outstanding. In the new Tyrrell in 1971, he began slowly but came good at his home race where he was second only to Stewart. He repeated this feat at the Nurburgring Nordschleife and took a new lap record into the bargain. At Monza he outqualified Stewart for the first time.

At Watkins Glen, Stewart was struggling with a front tyre that was going off and Cevert passed him and won, fending off a determined attack from Jacky Ickx's Ferrari along the way. It was to be the only grand prix

victory of his career, though there were at least two occasions in 1973 where he would probably have won, had he not been subservient to Stewart. At Zandvoort he was right on his tail when Stewart missed a gear out of Tarzan. "Why didn't you pass me, you idiot?" smiled Jackie afterwards. "I don't want to beat you like that," he replied. After they took another one-two at the Nurburgring Stewart commented to Tyrrell that Cevert had been decisively quicker and could have passed him any time he chose. This was no longer a peak-and-trough driver; Cevert was now a contender everywhere on any day and his style had all of Stewart's dripping momentum.

"On more than one occasion in '73 he was faster than me," said Stewart

in a 1993 interview. "I don't think he could have taken the title from me, because I knew too much by then. But I think he would have won the title for Ken in '74." Jody Scheckter, in his first full season, went to the final round as a title contender for Tyrrell, so it's perfectly feasible – even likely – that Cevert would have been France's first world champion.

Before going out for his final run, he'd told mechanic Jo Ramirez that he was in Tyrrell 006, with Cosworth number 66 and it was October 6. "Watch my times," he said. "I'll fix 'em." He seemed determined to take pole – not knowing, but suspecting, that Stewart might be retiring and therefore, with Jackie's title already secured, it was important that he beat him at the last opportunity.

He drove past Helen Stewart in the pitlane and saluted. He never returned. Third gear was quicker than fourth through the lethal Esses and there is even footage of Jackie and Francois discussing it earlier in the weekend. But fourth calmed the short-wheelbase car, made it more inert in its response to a particularly awkward bump. Cevert was using third. It hit the bump, dived hard over to the barrier on the right, bounced off that and came down on top of the barrier on the left with instantly fatal consequences.

He'd already made his peace with that. But there was devastation for those he'd left behind. JYS reckons he's still around, that he can still feel the presence of Francois Cevert. It's a very good presence. ❧

Scheckter relives shunt

The man who triggered F1's biggest pile-up of the season tells EDD STRAW how he came to lose control of his car

At the end of the first lap of the 1973 British Grand Prix, Formula 1 new boy Jody Scheckter is lying in fourth position when his McLaren M23 slides wide at the exit of the ultra-fast Woodcote right-hander...

"We changed to a harder compound on the left-rear tyre," recalls the South African. "I don't think we'd run it before, but we did that for this race because we didn't think the softer tyre would last. All the corners were right-handers, and Woodcote wasn't flat, but was nearly flat.

"I got halfway round and the car just twitched around and went onto the dirt. I got sideways, my front wheels fully locked leftways. I thought if I lifted off the brake it would roll forward and I could carry on, but it went straight into the wall.

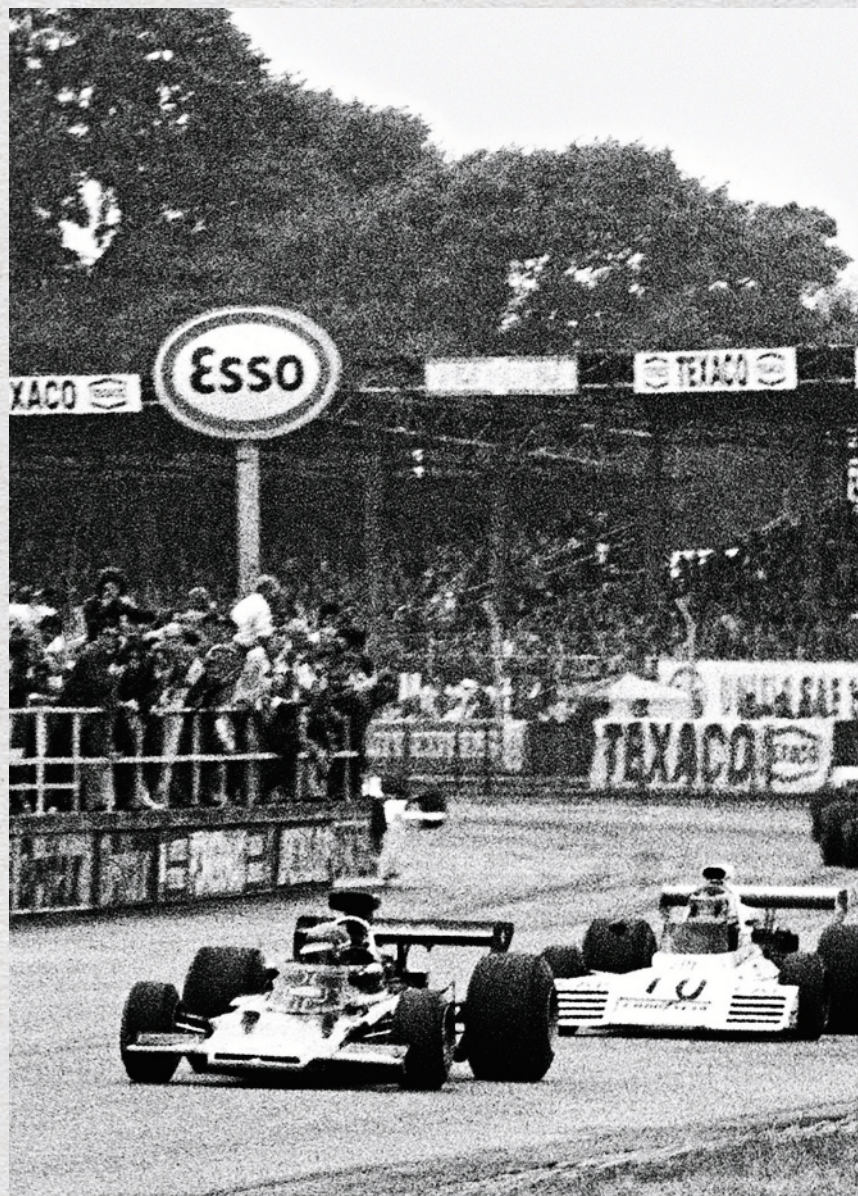
"I looked up and cars were crashing before they hit me. I put my head down again and it seemed

quiet so I was ready to jump out. Then I looked up and they were still crashing!

"There weren't as many rules then as today. These days, they would have put me out for a couple of races. I jumped out and asked where the spare car was but Phil Kerr, the team manager, told me to hide away! I was given a really hard time.

"Maybe if I'd gone a little slower, I wouldn't have come off. Maybe when I was older I was a little more cautious. But crashing and doing a good job are so close sometimes. That's what racing is all about.

"It didn't bother me when I was young. I hated the thought I would cause an accident and someone would get hurt but you don't even think you are going to get hurt. The first time I realised I could get hurt was when I saw Francois Cevert killed, and I was the first on the scene..."



Scheckter at the start of the crash that would claim Surtees trio Mike Hailwood, Carlos Pace and Jochen

layer Specials



Emerson Fittipaldi (1), Mike Beuttler (15) and John Watson (29) successfully dodge the wreckage

ANDREA DE ADAMICH

Brabham driver Andrea de Adamich was the worst affected by the accident, sustaining injuries that ended his single-seater career.

What do you recall of the crash?
"Unfortunately I remember everything. I never lost consciousness. Only when everything was finished and I was put into the ambulance did my mind 'disappear'.

"At the old Silverstone, we were flat-out in fifth gear in front of the pits at 160mph with full tanks of petrol. In this case, if you see turbulence in front of you, the driver only thinks to find the best way between the other cars to not lose time. I saw a good space in front of me and lifted off the brakes

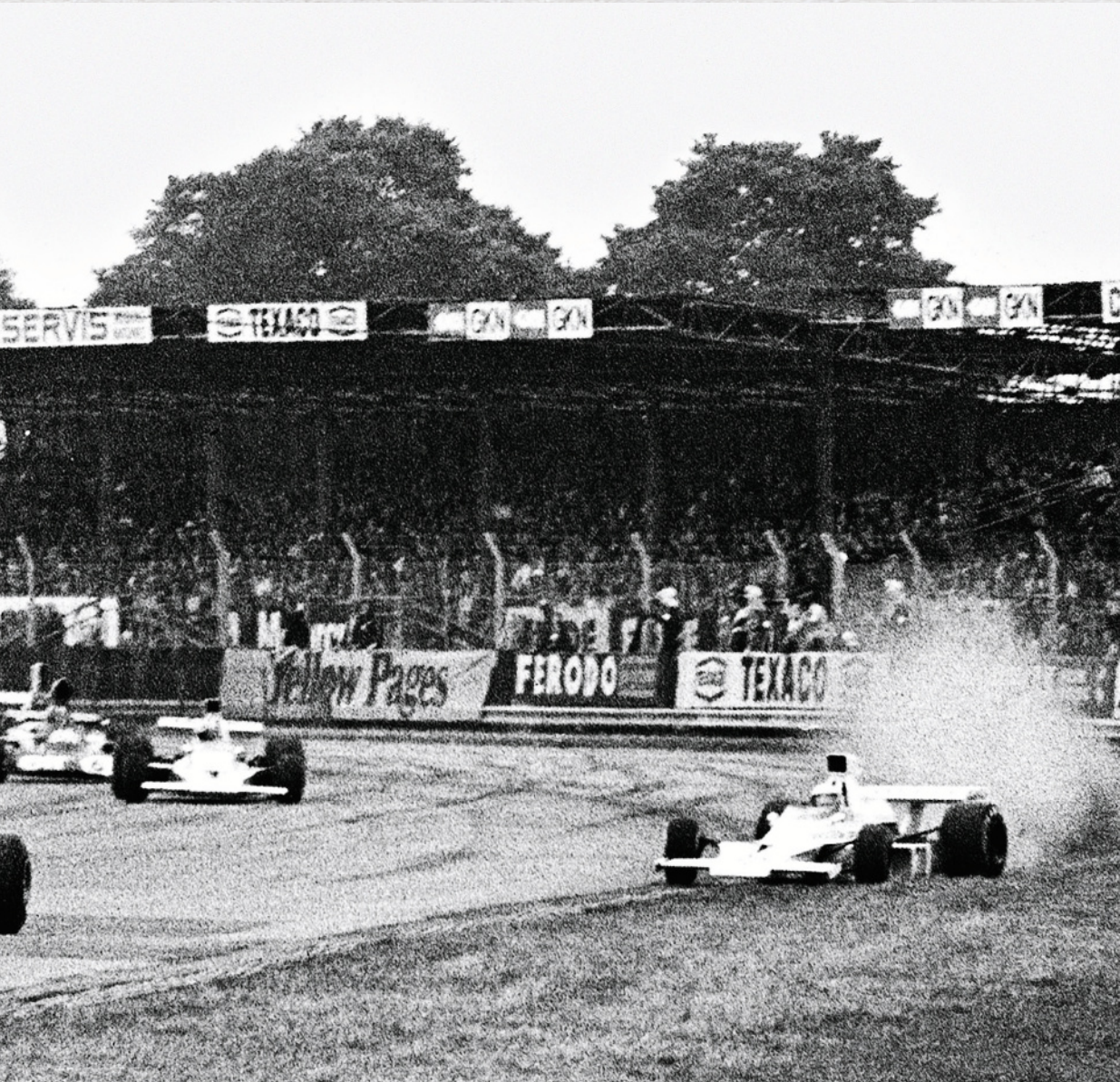


De Adamich's single-seater career was over

and started to accelerate through.

"At the same time, the BRM of Jean-Pierre Beltoise was hit from the rear by somebody else [Carlos Pace] and turned 90 degrees to the left, closing my open space.

"I crashed badly with my nose into the engine of the BRM and my Brabham was directed into the guardrail where I crashed again.



Mass, the Shadows of Jackie Oliver and George Follmer, Andrea de Adamich (Brabham), Roger Williamson (March) and Jean-Pierre Beltoise (BRM)



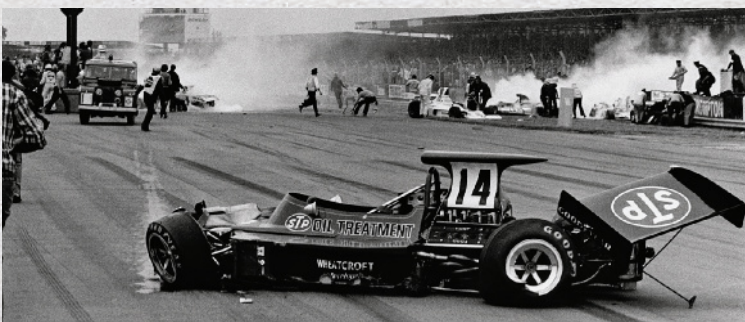
Emerson Fittipaldi was battling his brother

THE FITTIPALDIS

Brothers Emerson (Lotus) and Wilson (Brabham) were battling side by side when the Scheckter accident happened.

Emerson: "The crash happened ahead of me. There was something very special about that race. My mother never wanted to watch; she used to go to the grands prix and stay in the car park. I told my mother, 'You get so nervous, you have to watch one grand prix and see how it happens.' She went up on the garages to watch... at Woodcote! After the race, she said she would never watch another one. That was too much for her! My brother and I both had a close miss."

Wilson: "I saw the black nose of Emerson's Lotus pulling alongside. When we came out of the corner I looked ahead. Jody was completely sideways. I asked myself whether to stay on the road or jump to the grass. My decision was the grass, but I was sideways. Emerson also jumped onto the grass, and we managed to just get past."



Williamson's damaged March, with the de Adamich rescue going on in the background



Mangled Mass Surtees and Beltoise BRM

Why did it take so long to free you from the car?

It took 52 minutes. The main problems were the full tanks of petrol; the tanks around my seat and the cockpit were very damaged. The instruments and plastic body were supported by tubular elements that collapsed into my legs. To take me, out it was

necessary to open up the car in a longitudinal way to avoid cutting the lateral tanks. The marshals also used hydro-cutting machinery to avoid sparks, which would have been risky with petrol and vapour.

What injuries did you suffer?

I broke my left knee and, badly, the right ankle. The left ankle was

the worst. I couldn't stand for three months.

Scheckter had a lot of criticism. Was he pushing too hard?

I don't judge Jody for the accident – it was a mistake. But I do criticise his impolite position. He never called me or my team to offer greetings for a quick return.

CONSEQUENCES

The accident did little to mend Scheckter's reputation for being fast and wild.

"The mentality was different because so many people got killed back then," says Jackie Stewart. "The GPDA met at every grand prix. Discipline was dishied out to a young driver who was a hooligan – three of the GPDA members would go and speak to you."

So did anyone speak to Jody after Silverstone?

"Oh yes..." replies Stewart.



Monza 1973: Shadow, Ensign and Embassy Hill run in formation during their first season in motorsport's top flight. Fellow newcomer Hesketh did not race after James Hunt damaged the car in practice

The new teams of 1973

Four fresh Formula 1 outfits emerged during the season, with varying degrees of success and misfortune. GARY WATKINS talks to some of the key players 40 years on

SHADOW

It's doubtful many people at Brands Hatch in July 1972 recognised the lanky, bearded American darting around the paddock. Don Nichols was there on a reconnoitre mission, and before the year was out, he would announce plans for his Shadow team to enter Formula 1 after two seasons of Can-Am in North America.

The trip was made at the suggestion of one of his drivers, Jackie Oliver. Tony Southgate, who would go on to design the first Shadow F1 car and every subsequent chassis up to the 1978 DN8, reckons that Oliver was the catalyst for the American team's expansion.

"Jackie was out of F1 and wanted to get back," explains then-BRM man Southgate, who worked with Oliver there in 1969 and '70. "He chatted up Don and told him he could put a team together."



Shadow's first season came with the Tony Southgate-designed DN1. This is American George Follmer at the Nurburgring, shortly before he crashed out

Nichols, now 89, doesn't dispute the theory.

"I do remember Jackie urging me to go to England," he says. "But I also remember coming back and thinking that was what I wanted to do. F1 was the top of the tree."

Nichols, in turn, had little problem persuading his US sponsor, Universal Oil Products, which was

promoting its lead-free petrol around the world, that F1 was the place to be. Nor getting Southgate to leave the fading BRM squad to become his designer.

Southgate started on what would become the Shadow DN1 in October '72, working out of his garage at home in Lincolnshire near his former employer's factory. He drew

the car on his own, until the arrival of Andy Smallman, who joined him in his makeshift design office.

The team's factory was initially temporary too.

"UOP had a division that made suspended truck seats [UOP Bostrom] and they had a scruffy old factory with wooden benches in Northampton that they no longer



Nichols (right) with fellow American Follmer who scored points in Shadow's first two grands prix

required," recalls Southgate. "We worked out there until the new unit, 200 yards down the road, was ready."

Time was short, but as Nichols points out, Southgate "was a very quick designer". The car was never going to be ready for the South American leg of the world championship, but two cars were up and running in time for Oliver and American George Follmer, who'd dominated the previous year's Can-Am series with the Penske Porsche squad, to race at the South African GP in March.

Follmer finished in the points on his F1 debut at Kyalami and followed it up with a podium second time out at Montjuich in Spain. It was an impressive start for a brand new team put together in a hurry. There wouldn't be any more points, however, until Oliver got on the podium at the penultimate race of the season at Mosport.

The DN1 was a largely conventional DFV-engined affair, at least underneath its fully-enclosed bodywork. But it was "better than its results indicate", reckons Southgate.

The problem was that Shadow's resources were spread too thin.

"UOP wanted a new Can-Am car [the DN2] and I had to design that as well," he explains. "It was a pity because it detracted from any development on the F1 side.

"And Don couldn't resist selling a

DON NICHOLS: "I returned from England thinking F1 was what I wanted – it was top of the tree"

car to Graham Hill, which meant we were further overstretched. We were a little team, working out of a makeshift factory. And if there was a massive budget, we didn't see it."

There was also a question of tyres. Shadow wasn't one of Goodyear's favoured teams, and not just because it was a newcomer. Nichols, you see, had imported Firestone racing tyres into Japan in the 1960s.

Surtees driver Carlos Pace, who'd undertaken a handful of Can-Am races with Shadow the previous year, tested the DN1 on what Southgate calls a "decent set of tyres" at Silverstone after the British Grand Prix. The designer remembers the Brazilian going significantly quicker than Follmer and Oliver, who'd respectively qualified 25th and 26th for the GP, setting a time that would have put him fifth on the grid.

Two podiums looked like a decent haul of the F1 debutants, but it might have been much better.



Von Opel contested six races in the first Ensign, the N173, in the team's first year, with a best of 13th

ENSIGN

The M5 motorway has a place in Formula 1 history, believe it or not. It was on the gateway to south-west England that the decision was made for fledgling racing car constructor Ensign to make the giant leap from Formula 3 to grand prix racing. And the plan was hatched inside a Rolls-Royce!

Ensign founder Mo Nunn well remembers the day that driver Rikky von Opel, great-grandson of the founder of the German motor manufacturer, had the idea.

"Rikki had just won a race at Oulton Park," he explains. "We were going down to Thruxton for the August Bank Holiday race the following day. I was driving his Rolls and he was sitting in the back. He leant forward and asked what we were going to do the following year.

"I said, 'What do you want to do, Formula 2?'. His reply was: 'No, not really, how about F1?' I almost jumped out of my seat, but when he asked me if I could build an F1 car, I replied that I could if I had the money."

The agreement was that Walsall-based Ensign would stop the manufacture of F3 cars so that it could focus fully on the F1 programme. Interestingly, there was a clause in the contract between Nunn and Lichtenstein national von Opel that would have resulted in Ensign being funded to restart the production side of the business in the event of anything untoward

happening to the driver.

Nunn, who had built his first car for F3 in 1970, set to work on the chassis. When completed, it was sent to Specialised Moulding, which designed and built the bodywork that resulted in the 'batmobile' monicker given to the N173. The car wasn't ready to run until June '73, sometime after its original scheduled appearance at the South African Grand Prix three months earlier.

Nunn isn't sure that there was ever a plan in place to race as early as the Kyalami event.

"That would have been way too soon," he recalls. "FOCA [the Formula 1 Constructors' Association] came into it somehow, as I remember. We were trying to get into FOCA, so I think I'd told Bernie [Ecclestone] that we would be ready nearer the beginning of the year."

Team Ensign's maiden season of F1 wasn't stellar. Von Opel finished his first two grands prix in the teens, though arguably his best performance came at Zandvoort. He qualified 14th, but would non-start after a broken rear suspension pick-up point was found after qualifying.

Von Opel took his money to Brabham after a couple of races of 1974, but Nunn was where he wanted to be.

"I didn't want to do another year in F3, which is why I stopped driving in 1970," he explains. "I thought that if I couldn't drive my way to the top, I would try to get there another way. That's why I started building F3 cars." ▶▶



Mo Nunn (foreground) with his small West Midlands team and the fruits of their labours

HESKETH

◀◀ There was no more fitting a place than Monte Carlo for the Hesketh Racing dilettantes to gatecrash the grand prix party in 1973. Yet the team was only there courtesy of its fortunes on another street circuit one month earlier.

The events of the Pau Formula 2 meeting propelled Hesketh and its crash-prone driver to the pinnacle of the sport.

Hesketh and James Hunt had already made their Formula 1 debuts at the Brands Hatch Race of Champions non-championship race with a rented Surtees TS9B. The idea was then was to fit in some more F1 races with a later TS14 around the team's attack on the European F2 Championship. That plan came apart along with the team's F2 Surtees-Ford TS15 against Pau's unyielding guardrails during practice.

"That accident was actually quite fortuitous," remembers Hesketh team manager Anthony 'Bubbles' Horsley. "We'd chosen the wrong car: we should have gone with a March and a BMW engine. Buying an F1 wasn't that much more expensive than an F2, so we thought we'd give up and go and do F1 full-



Hesketh (r) and Horsley watch over James Hunt

**'BUBBLES' HORSLEY:
"It was a case of
'shock, horror!' – the
idiots are competitive.
We knew James
would be quick"**

time. And when we made a bop of that we could get on with the rest of our lives."

A plan was hatched over what Horsley remembers as "a rather fabulous diner with Max Mosley" that weekend in Pau. The idea of running a TS14 on occasion was scrapped (resulting in an out-of-court settlement with Surtees, which claimed there was a verbal agreement with Hesketh) and a new March 731 leased for a more or less full-time F1 campaign.

"We rented the car and gearbox for seven or eight grand and bought three Cosworth DFVs for seven grand each. We had the old Formula 3 truck, and suddenly we were an F1 team," recalls Horsley. "But we didn't just leave Bicester with the car — we left with Harvey Postlethwaite and Nigel Stroud. That was the key thing we managed to do, persuading them to come with the car."

Horsley suggests that engineer Postlethwaite "got another 10 per cent" out of the March. There were a series of mods — aerodynamic and otherwise — undertaken by the young and ambitious engineer, including what the team dubbed the "silly nose".

"Attention to detail was the key," reckons Stroud, who was the senior

of the two mechanics on the March.

"Harvey was always messing about with stuff, but I don't think there was a night-and-day difference between our cars and the other Marches. The difference was that the works effort was fairly diluted whereas we had one car with the full focus on one driver."

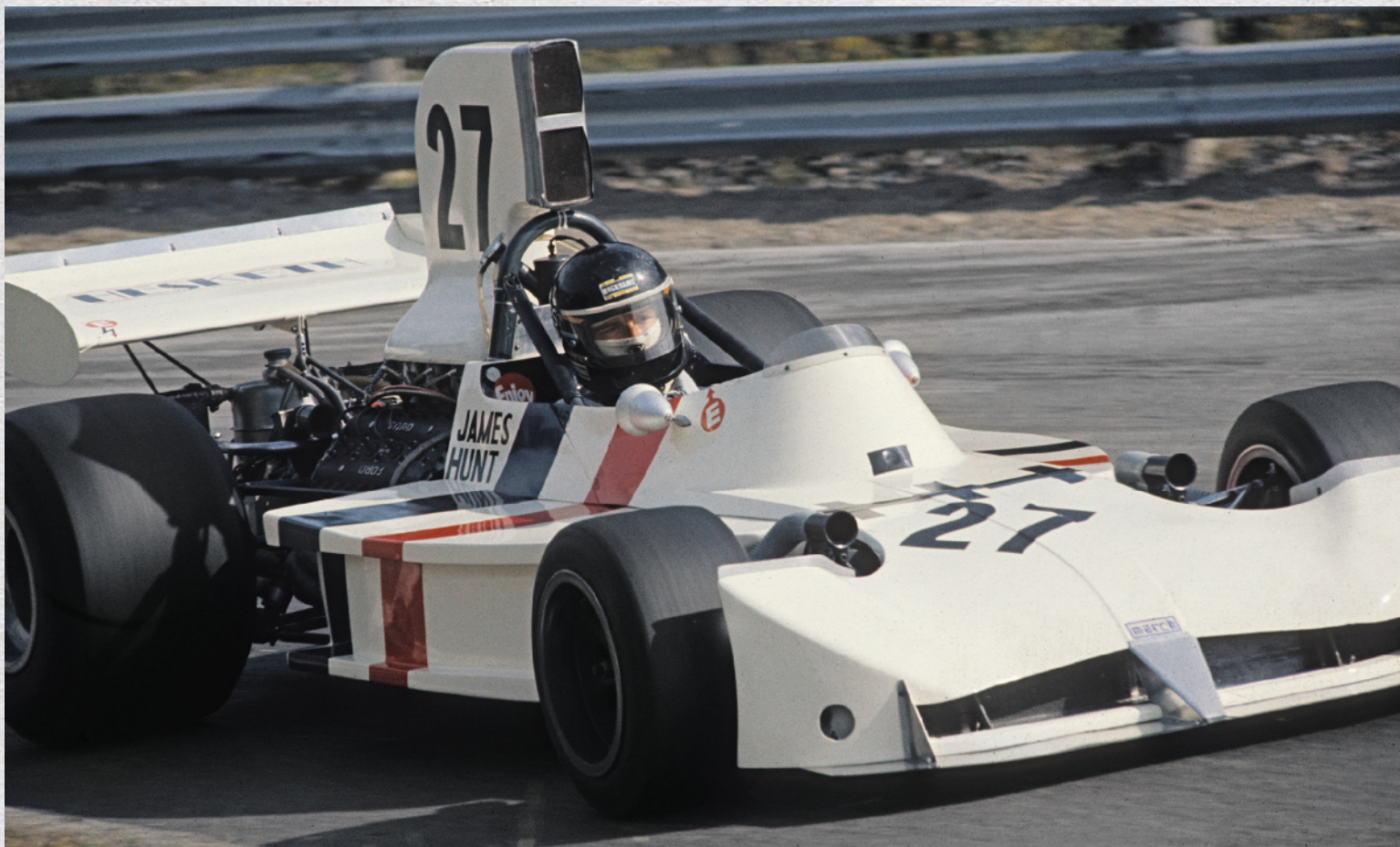
That driver came alive in F1. 'Hunt the Shunt' suddenly emerged as a real prospect.

"It was the perfect theatre for him with all the glam," says Stroud. "He revelled in it, but he was also so nervous and hyper before he got in the car that his reaction times would have been beyond anyone else's. And those cars were so twitchy."

Hunt's ninth-place finish at Monaco and a point for sixth second time out at Paul Ricard from 14th on the grid astounded the F1 establishment. And that was before he made it onto the podium at Zandvoort and Watkins Glen.

"It was a case of 'shock, horror!' — these idiots are competitive," recalls Horsley. "We were surprised, but we knew James would be quick after our first test with the March at Goodwood.

"He came in after his first run, saying it had far less power than he would have thought. We knew that he wasn't frightened of the car."



James Hunt, seen here in Canada, revelled in his new surroundings, having graduated to F1 with Hesketh for '73. He finished on the podium twice, at Zandvoort and Watkins Glen, in the team's March 731



Former double world champion Graham Hill ran a second-string Shadow DN1 with Embassy backing in '73. The team would run Lolas the following season, before it all came to a tragic conclusion in '75

EMBASSY HILL

When a tyre failed on his Lotus 49B during the 1969 United States Grand Prix, pitching the car into a roll, Graham Hill's career as a top-line F1 driver was effectively over. His enormous determination and enthusiasm allowed him to come back from serious leg injuries that it was initially feared would prevent him walking again. But while he was still able to win the Le Mans

24 Hours in 1972 and taste victory in F2, Hill was largely a spent force.

After spending '71 and '72 with an in-transition Brabham team, Hill was running out of options. Nobody was interested in paying him to race in F1. There were possibilities with minor teams, such as the BS Fabrications-run Space Racing squad that ran Mike Beuttler's March, but they required Hill – a two-time world champion – to bring sponsorship.

Rather than taking money elsewhere, Hill opted to start his own team, claiming the inspiration had come from Henri Treu, the head of the Grand Prix International organisation, as late as December '72.

Originally set to compete in the Jaegermeister colours he carried in F2 the previous year, Hill's team was launched amid much fanfare with a three-year sponsorship deal from the Embassy tobacco brand. After initial discussions with March, Hill struck a deal with the new Shadow squad for chassis supply. A third car was built up and Hill and his four mechanics had it ready in time for the '73 Spanish GP.

Hill's Shadow DN1 was not quite to the latest specification, lacking the long-nose and improved radiators used by the works team,



Hill picks up his own airbox during the French GP meeting at Paul Ricard. He would finish 10th

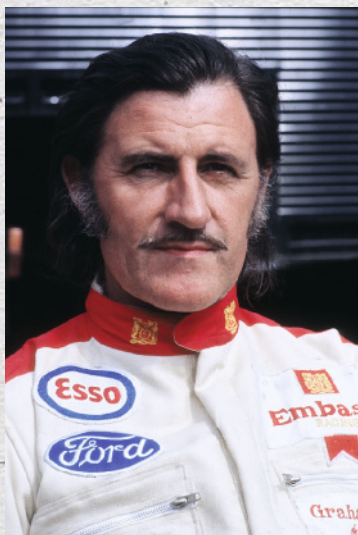
although it was upgraded for the following race in Belgium. Blighted by oil leaks and cooling problems, Hill qualified last and managed only 27 laps in the race. It proved to be that kind of season, with a best grid position of 17th and a highest finish of ninth at Zolder.

Running his own team was a culture shock, but Hill learned quickly. He opted to go to Lola for chassis for the following season, which formed the basis of the first Hill – the GH1, designed by Andy Smallman – for 1975. That season,

the team had shown signs of progress, particularly with the highly rated Tony Brise, only for it all to come to a tragic end.

On November 29, '75, returning from testing at Paul Ricard with the GH2 that would race the following year, Hill's plane crashed on Arkley Golf Course in North London in fog, costing the lives of Hill, who had announced his retirement as a driver in July, Brise, Smallman, team manager Ray Brimble and mechanics Terry Richards and Tony Alcock. ❧

● Edd Straw



Hill started a team rather than take cash elsewhere

ALL PICS: LAT

Britain's new hope wasted

Roger Williamson was a British sensation by the summer of 1973, but never got his chance to shine in F1. DAVID TREMAYNE believes there would have been much to savour

Roger Williamson was going to be a world champion. The way he handled a Formula 3 GRD 372 in 1972, and an F2 March-BMW 732 in '73, left no doubt, and a test for BRM at Silverstone in February in the latter year merely confirmed it. He was... fast. But there was more to him than that; he had an unquenchable determination, and he never gave up.

Born in Leicester in February 1948, the 25-year-old car dealer started the hard way. First there were victories in his indecently quick Ford Anglia, then in 1971 a March 713 bought on hire purchase. As builder and racing enthusiast Tom Wheatcroft involved himself partway through that season, Williamson moved consistently to the fore and their relationship blossomed into deep friendship.

Williamson cleaned up in F3 in 1972, and once Wheatcroft had equipped him with the March in '73, after their move to F2, hugely impressive performances at Rouen and Misano were rewarded with a triumph over Vittorio Brambilla and Patrick Depailler in the Monza Lotteria. He was sensational in the BRM test, equalling the lap record in the unloved P180 and beating it in the P160C, and he graduated to Formula 1 at the British Grand Prix when Wheatcroft hired the works March 731 as a toe-in-the-water exercise.

Behind the scenes, Ken Tyrrell was keen to sign him to replace Jackie Stewart for 1974, having been informed that April of the Scot's intention to retire at the end of '73. But Roger had such an affinity with Wheatcroft that a deal had been agreed by Tom – who later planned his own F1 car – with Pat McLaren to buy a brace of McLaren M23s.

Williamson was a victim of Jody Scheckter's shunt at Silverstone. At Zandvoort a fortnight later he made a poor start but had worked up to 13th after eight laps, chased by David Purley's similar LEC Racing March. Going into the first of two very quick fifth-gear right-hand curves out on the back of the circuit at Scheivlak, Roger's left-front tyre exploded.

The red March veered into the metal barrier. In Zandvoort's big update it had been incorrectly installed in sand, not concrete, and acted as a launching ramp. The 731 was thrown 70 metres before landing



Williamson (left) with Tom Wheatcroft, who became much more than a mentor

upside down and sliding along the track for another 100, spewing fuel. It came to rest on the apex of the second fast right-hander past Hondenvlak, a fire briefly subsiding.

The instincts of Purley, an ex-paratrooper, kicked in. He was the only driver to stop, and sprinted to the accident scene. He found Roger alive, but trapped in the cockpit of the upturned car. None of the marshals had fireproof clothing and they stood transfixed while, no more than 90 metres beyond the right-hander, the crew of a firefighting vehicle resolutely stayed in position. In harrowing scenes transmitted across the globe, Purley single-handedly tried to push the March over onto its wheels, as Williamson's desperate pleas echoed in his head. He strained so hard that he ruptured blood vessels in both arms.

For two or three crucial minutes, there was sufficient time for a group of strong men to have turned the March over and helped Roger out. But no one aided Purley. Police with dogs restrained any spectator brave enough to consider that. Then the fire flared up again. Purley ran across the track to grab an extinguisher, but it didn't work. Finally, one marshal came forward with another one. It, too, malfunctioned. Purley implored the marshals to help. None did. They stood and watched as the small fire became a conflagration.

Haunted by a terrible sense of inadequacy, an exhausted Purley was finally dragged away by the marshals. He swatted them away angrily, weeping with frustration.

"I could see Roger was alive and I

could hear him shouting, but I couldn't get the car over," he said. "I was trying to get people to help me, and if I could have turned the car over he would have been all right, we could have got him out."

Throughout the horror the race continued. Nobody else stopped. Others drivers swept through the white smoke. Chillingly, winner Jackie Stewart recalled many years later: "We drove through fire a lot back then." GPDA safety representative Denny Hulme, and Mike Hailwood, who had heroically rescued Clay Regazzoni from his burning BRM earlier in the season at Kyalami, later said they were ashamed that they hadn't stopped to help Purley. But that was how it was back then. Later, like Hailwood, Purley was awarded the George Medal for gallantry. Until his death in 1985, he would be known as 'Brave Dave'.

The Dutch organisers callously suggested that Williamson had died in the impact. He had not. He was asphyxiated. As their sacred race ran its course, marshals belatedly righted the car and threw a sheet over the man they had left to die in its cockpit.

"We just loved him," recalls Trevor Foster, who ran him in F2. "We thought he was brilliant. Roger never used to give up." BRM team manager Tim Parnell had no doubts about his talent either: "He was terrific. Roger Williamson, without a doubt, was a future world champion."

Williamson's death eventually brought about enhanced safety standards, better marshalling and improved firefighting equipment and techniques. But that all came too late for this gritty little racer.

ROGER WILLIAMSON RACING CV

Born February 2 1948, Ashby-de-la-Zouch, Leicestershire
Died July 29 1973, Zandvoort

1959 Competition debut – cycling

1960 Karting debut

1966 Class 4 British Kart Champion

1967 Mini 850 – 14 wins, six lap records

1968 Ford Anglia – one win

1969 Ford Anglia – five wins

1970 Ford Anglia Hepolite Glacier Special Saloon Car champion – 13 wins

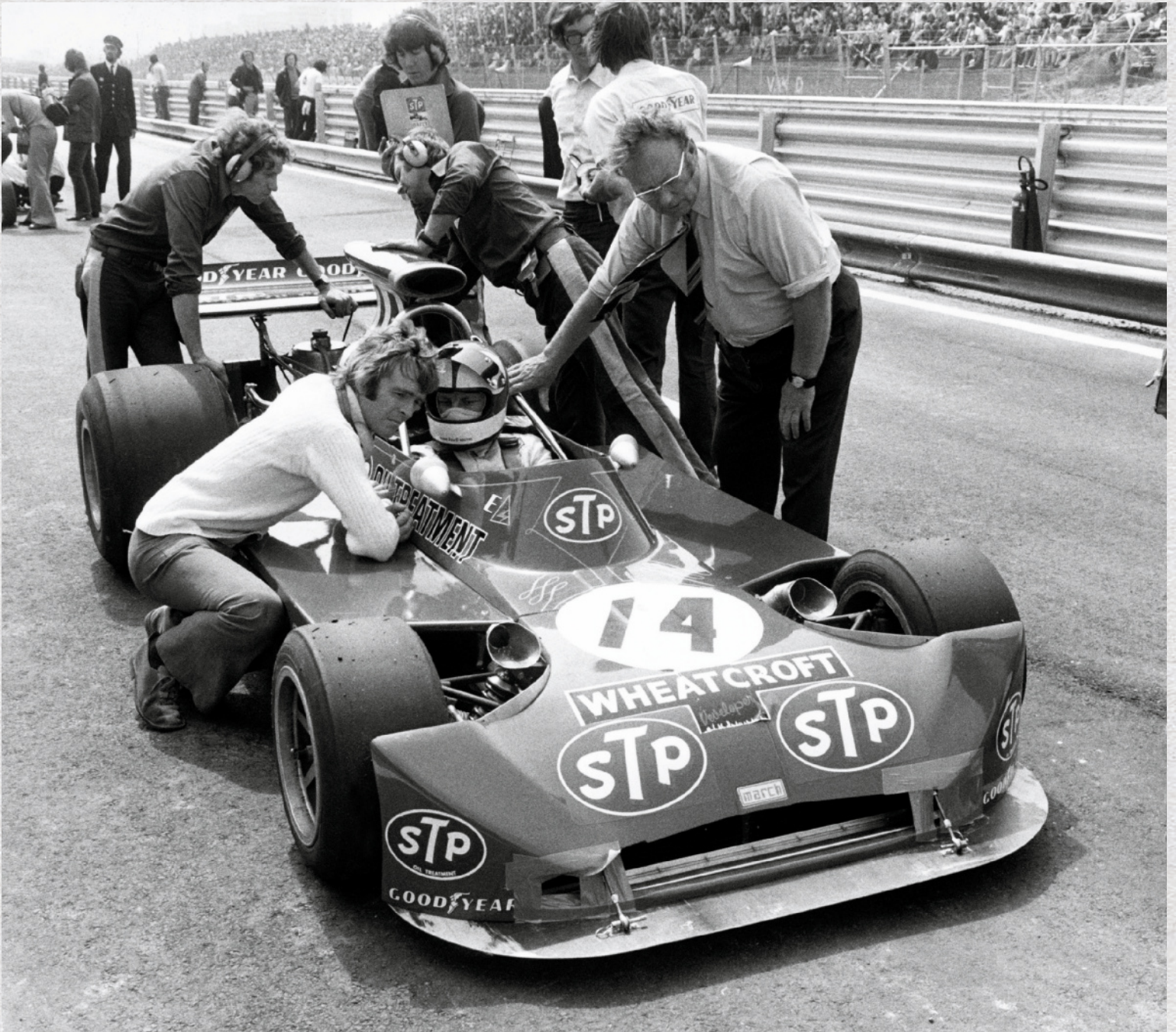
1971 March 713M Lombard Formula 3 champion Shell F3 Championship, second Forward Trust Formula 3 Championship, second Eight wins in total BP Man of 1971 BRSCC Driver of the Year Top Grovewood Award winner

1972 GRD 372 Forward Trust F3 champion Shell F3 champion 13 wins in total

1973 March-BMW 732 One win in European F2 Championship, at Monza Lotteria BRM F1 test Trojan T101 test F1 race debut: British GP

Thanks to driver Allard Kalf, a memorial was unveiled to Roger, and Piers Courage, at Zandvoort. For those who turned out so many years later to remember the way that Roger would crouch in the cockpit during one of his charges, the prospect of him driving a McLaren M23 against Emerson Fittipaldi in 1974 was still simply too poignant to contemplate.

"The day we lost Roger part of my motor racing spirit died," Tom Wheatcroft admitted, "Nobody could take his place in my heart." ❧



In the pitlane before the fateful Dutch GP with March boss Max Mosley and Wheatcroft. At the back, with clipboard, is mechanic Peter Briggs, who now heads British F3's teams group FOTA



Williamson leads the similar March of David Purley...



...who gallantly – and in vain – single-handedly tried to save Williamson's life

ALL PICS: LAT



Arturo Merzario's first taste of the 'British' Ferrari came in the 1973 Monaco GP

The first 'British Ferrari'

Ferrari has often turned to British expertise for technical excellence, but its original UK collaboration was far earlier than you might imagine. GARY WATKINS investigates



Thompson with monocoque of 312B3. Cortina and roof rack not pictured

Pat Fry and James Allison may be at the top of the Ferrari technical tree today, but they aren't the first Brits to which the Scuderia has turned for engineering expertise. Even before John Barnard and his Surrey skunkworks in the late 1980s and Harvey Postlethwaite at the start of that decade, the Italians had swallowed their pride and looked north. Forty years ago, they sought manufacturing rather than design capability, which is why the monocoques of Ferrari's 1973 Formula 1 challenger should have been stamped with 'Made in Britain'.

Exactly why Ferrari turned to the British racing car industry for the manufacture of the tubs for its 312B3 remains shrouded in mystery. The official line is that waves of industrial action in Italy prevented the team producing the chassis itself. Yet it is fact that the B3 was

the first Ferrari monocoque design. That supports the theory that the team lacked the expertise to produce a tub, and knew it.

Ferrari was finally going high-tech at the urging of tyre supplier Firestone, more than 10 years after Colin Chapman's Lotus 25. High-tech it may have been, but there was nothing high-end about the company that produced the run of three B3 tubs. It ended up having them built by a two-man operation working in what its boss describes today as "a bit of a shithole". And two of the tubs were even delivered to Italy via the roof rack of a Ford Cortina!

John Thompson, who'd founded TCP Prototypes with £100 in the bank after leaving March in 1970, couldn't believe his ears when he received a phone call in October 1972 from Sandro Colombo, a Fiat appointee who was now in sole

FERRARI IN '73 – A POLITICAL MAELSTROM

Ferrari, not for the first or last time, hit the self-destruct button as the 1972 season drew to a close. Enzo Ferrari was ill with diabetes and Sandro Colombo, the man placed at the Formula 1 team by new owner Fiat, had come out best in a game of political machinations with an increasingly tired Mauro Forghieri.

The design credit for the 1973 312B3, which didn't race until the Spanish Grand Prix at Montjuich Park in April, is generally given to Forghieri and veteran Franco Rocchi, and its aerodynamic treatment clearly owes something to the former's unraced *spazzaneve* – or snowplough – of 1972. The increasingly-outdated B2 picked up a smattering of points before the

arrival of the B3. The new car wasn't a success and lead driver Jacky Ickx quit the team mid-season in frustration to go freelance (he would return for a further race, the Italian Grand Prix, in September).

Forghieri, who had been banished elsewhere in the factory, was brought back to the race team shortly after the middle of the year by a young Luca di Montezemolo, who had become Enzo Ferrari's assistant at the urging of Fiat boss Gianni Agnelli.

Forghieri reworked the B3, and reworked it again for 1974. With di Montezemolo installed as team manager, and old hand Clay Regazzoni and young charger Niki Lauda recruited from BRM, the Scuderia's fortunes would turn for the better.



Ickx and Forghieri (crouching next to cockpit) returned to fold at Italian GP



Ferrari went radical in bid to make updated 312B3 faster, including Merzario running in this configuration at US Grand Prix meeting

technical charge of the F1 project after Mauro Forghieri had been marginalised and then sent on one of his periodic sabbaticals.

"Colombo was in London for the Motor Show at Earls Court and asked if he could come and visit us at 11 o'clock the following morning," remembers Thompson, who wasn't convinced the request for a meeting was genuine. "We were sitting there at our morning tea break, when I said, 'Do you think we ought to have a sweep up?'"

Thompson and his one-man crew swept up and Colombo swept in, "all the immaculate Italian", and laid out a set of drawings.

"They were beautiful things and so accurate," recalls Thompson. "We were used to building the first chassis for someone and them doing the drawings from that."

What TCP wasn't used to was

working in metric. When Colombo asked if that was a problem, Thompson replied to the contrary. The reality was that he had only previously worked in feet and inches, and reckons he spent as much on new equipment as he made from the deal.

TCP quoted £400 a chassis. He was told later that Ferrari had approached some rival F1 teams – believed to be Surtees and McLaren – to do the same job, and they were asking £20,000.

"He asked us how long the first chassis would take, and we said six weeks, and six weeks to the day it was ready," continues Thompson. "We had to build a kind of crate out of old pallets at the airport because Alitalia wouldn't take it unless it was boxed."

The first chassis had been taken from TCP's workshops in Earls

Barton near Wellingborough to Heathrow on the roof rack of the Thompson family Ford. The next two went, on separate trips, all the way to Modena in the same manner.

"We didn't really make any money on those tubs, but I thought it would be a chance to have a bit of a holiday in Italy and have a look around Ferrari," says Thompson. "We threw the kids in the car, and off we went. I'm not sure we even had a map."

The Thompson family adventure included a run-in with Italian customs, icicles forming on the tub as the 'Dagenham Dustbin' went over the Alps, and a first experience of the croissant. And the fun didn't end when the Cortina arrived in Modena...

"Ferrari were a bit upset because I'd just parked out front of the hotel they'd booked us into with the chassis on top of the car," remembers

JOHN THOMPSON: "I parked out front of the hotel with the chassis on top of my Cortina. They were unhappy about that"

Thompson. "When I got to the factory the next morning, they knew all about it and were unhappy that I had left it outside in full view of everyone without any kind of cover."

Shortly after the tub was taken into the factory, there was a mass walk-out by the staff. "We thought it was because of us, but we were told that it was usual for that time of year," he explains. "There's a walk-out so that everyone gets more money."

But Thompson doesn't buy the industrial relations theory as to why Ferrari turned to him. "I think that was just an excuse," he says. "The truth is that they had never done a monocoque and didn't know how to."

After the political sands shifted again in the late summer of 1973 and Forghieri was brought back, Ferrari reverted to its previous practice of using panelled spaceframes or semi-monocoques. Every car from a second run of B3s for '74 to the '81 126CK had a chassis of that construction. It would take another eight years for Ferrari to build its second monocoque F1 chassis.

That resulted from British intervention again. The design of the 1982 126C2 was led by Postlethwaite. This time, however, the tubs were most definitely built in Italy. ❧

RESULTS AT A GLANCE By KEVIN TURNER and CHRIS ASHBY

1. ARGENTINA (BUENOS AIRES)

- 1 Emerson Fittipaldi (Lotus-Ford 72D)
 - 2 Francois Cevert (Tyrrell-Ford 006)
 - 3 Jackie Stewart (Tyrrell-Ford 005)
- Pole Clay Regazzoni (BRM P160C)
Fastest lap Fittipaldi



Fittipaldi won Argentina's season opener...

2. BRAZIL (INTERLAGOS)

- 1 Emerson Fittipaldi (Lotus-Ford 72D)
 - 2 Jackie Stewart (Tyrrell-Ford 005)
 - 3 Denny Hulme (McLaren-Ford M19C)
- Pole Ronnie Peterson (Lotus-Ford 72D)
FL Fittipaldi and Hulme



...and then triumphed at home in Sao Paulo

3. SOUTH AFRICA (KYALAMI)

- 1 Jackie Stewart (Tyrrell-Ford 006)
 - 2 Peter Revson (McLaren-Ford M19C)
 - 3 Emerson Fittipaldi (Lotus-Ford 72D)
- Pole Denny Hulme (McLaren-Ford M23)
FL Fittipaldi



Stewart clawed through field for Kyalami win



Follmer scored shock debut podium for Shadow

4. SPAIN (MONTJUICH PARK)

- 1 Emerson Fittipaldi (Lotus-Ford 72D)
 - 2 Francois Cevert (Tyrrell-Ford 006)
 - 3 George Follmer (Shadow-Ford DN1A)
- Pole Ronnie Peterson (Lotus-Ford 72D)
FL Peterson

5. BELGIUM (ZOLDER)

- 1 Jackie Stewart (Tyrrell-Ford 006)
 - 2 Francois Cevert (Tyrrell-Ford 006)
 - 3 Emerson Fittipaldi (Lotus-Ford 72D)
- Pole Ronnie Peterson (Lotus-Ford 72D)
FL Cevert

6. MONACO (MONTE CARLO)

- 1 Jackie Stewart (Tyrrell-Ford 006)
 - 2 Emerson Fittipaldi (Lotus-Ford 72D)
 - 3 Ronnie Peterson (Lotus-Ford 72D)
- Pole Stewart
FL Fittipaldi



Hulme gave McLaren M23 its first victory

7. SWEDEN (ANDERSTORP)

- 1 Denny Hulme (McLaren-Ford M23)
 - 2 Ronnie Peterson (Lotus-Ford 72D)
 - 3 Francois Cevert (Tyrrell-Ford 006)
- Pole Peterson
FL Hulme

8. FRANCE (PAUL RICARD)

- 1 Ronnie Peterson (Lotus-Ford 72D)
 - 2 Francois Cevert (Tyrrell-Ford 006)
 - 3 Carlos Reutemann (Brabham-Ford BT42)
- Pole Jackie Stewart (Tyrrell-Ford 006)
FL Denny Hulme (McLaren-Ford M23)



New boy Scheckter burst into lead at start

9. BRITAIN (SILVERSTONE)

- 1 Peter Revson (McLaren-Ford M23)
 - 2 Ronnie Peterson (Lotus-Ford 72D)
 - 3 Denny Hulme (McLaren-Ford M23)
- Pole Peterson
FL James Hunt (March-Ford 731)



Revson (right) would win at Silverstone

10. NETHERLANDS (ZANDVOORT)

- 1 Jackie Stewart (Tyrrell-Ford 006)
 - 2 Francois Cevert (Tyrrell-Ford 006)
 - 3 James Hunt (March-Ford 731)
- Pole Ronnie Peterson (Lotus-Ford 72D)
FL Peterson

11. GERMANY (NURBURGRING)

- 1 Jackie Stewart (Tyrrell-Ford 006)
 - 2 Francois Cevert (Tyrrell-Ford 006)
 - 3 Jacky Ickx (McLaren-Ford M23)
- Pole Stewart
FL Carlos Pace (Surtees-Ford TS14A)

12. AUSTRIA (OSTERREICHRING)

- 1 Ronnie Peterson (Lotus-Ford 72D)
 - 2 Jackie Stewart (Tyrrell-Ford 006)
 - 3 Carlos Pace (Surtees-Ford TS14A)
- Pole Emerson Fittipaldi (Lotus 72D)
FL Pace

13. ITALY (MONZA)

- 1 Ronnie Peterson (Lotus-Ford 72D)
 - 2 Emerson Fittipaldi (Lotus-Ford 72D)
 - 3 Peter Revson (McLaren-Ford M23)
- Pole Peterson
FL Jackie Stewart (Tyrrell-Ford 006)



Peterson continued hot late-summer streak

14. CANADA (MOSPORT PARK)

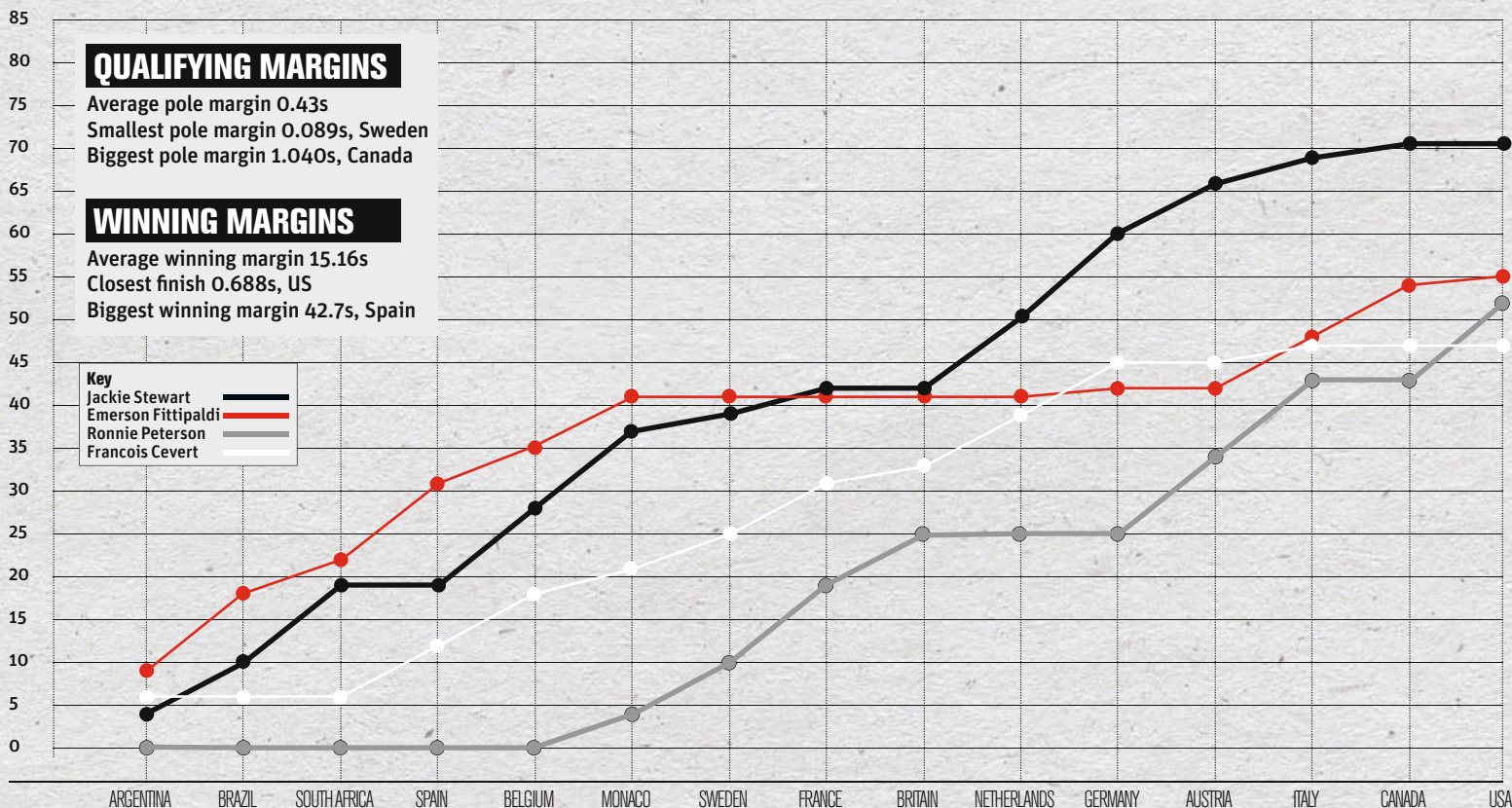
- 1 Peter Revson (McLaren-Ford M23)
 - 2 Emerson Fittipaldi (Lotus-Ford 72D)
 - 3 Jackie Oliver (Shadow-Ford DN1A)
- Pole Ronnie Peterson (Lotus-Ford 72D)
FL Fittipaldi

15. USA (WATKINS GLEN)

- 1 Ronnie Peterson (Lotus-Ford 72D)
 - 2 James Hunt (March-Ford 731)
 - 3 Carlos Reutemann (Brabham-Ford BT42)
- Pole Peterson
FL Hunt



Peterson celebrates win with wife Barbro



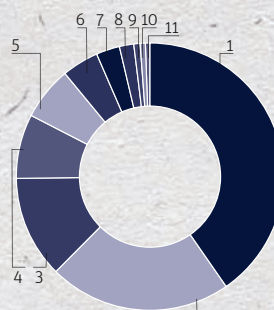
DRIVERS' CHAMPIONSHIP

| POSITION | DRIVER | CAR | POINTS |
|----------|----------------------|---------------------|--------|
| 1 | Jackie Stewart | Tyrrell | 71 |
| 2 | Emerson Fittipaldi | Lotus | 55 |
| 3 | Ronnie Peterson | Lotus | 52 |
| 4 | Francois Cevert | Tyrrell | 47 |
| 5 | Peter Revson | McLaren | 38 |
| 6 | Denny Hulme | McLaren | 26 |
| 7 | Carlos Reutemann | Brabham | 16 |
| 8 | James Hunt | March | 14 |
| 9 | Jacky Ickx | Ferrari/McLaren/Iso | 12 |
| 10 | Jean-Pierre Beltoise | BRM | 9 |
| 11 | Carlos Pace | Surtees | 7 |
| 12 | Arturo Merzario | Ferrari | 6 |
| 13 | George Follmer | Shadow | 5 |
| 14 | Jackie Oliver | Shadow | 4 |
| 15 | Andrea de Adamich | Brabham/Surtees | 3 |
| = | Wilson Fittipaldi | Brabham | 3 |
| 17 | Niki Lauda | BRM | 2 |
| = | Clay Regazzoni | BRM | 2 |
| 19 | Chris Amon | Tecno/Tyrrell | 1 |
| = | Howden Ganley | Iso | 1 |
| = | Gijs van Lennep | Iso | 1 |

CONSTRUCTORS' CHAMPIONSHIP

| POSITION | MANUFACTURER | POINTS |
|----------|--------------|----------|
| 1 | Lotus-Ford | 92 (96)* |
| 2 | Tyrrell-Ford | 82 (86)* |
| 3 | McLaren-Ford | 58 |
| 4 | Brabham-Ford | 22 |
| 5 | March-Ford | 14 |
| 6 | BRM | 12 |
| = | Ferrari | 12 |
| 8 | Shadow-Ford | 9 |
| 9 | Surtees-Ford | 7 |
| 10 | Iso-Ford | 2 |
| 11 | Tecno | 1 |

*Sum of best seven results from the first eight races and best six results from the final seven races. Points only awarded to first car to finish for each manufacturer.



Fittipaldi topped fastest laps chart in 1973

LAPS LED

| | | |
|----|----------------------|-----|
| 1 | Ronnie Peterson | 393 |
| 2 | Jackie Stewart | 214 |
| 3 | Emerson Fittipaldi | 120 |
| 4 | Francois Cevert | 76 |
| 5 | Peter Revson | 63 |
| 6 | Jody Scheckter | 43 |
| 7 | Clay Regazzoni | 28 |
| 8 | Niki Lauda | 17 |
| 9 | Jackie Oliver | 7 |
| 10 | Denny Hulme | 6 |
| 11 | Jean-Pierre Beltoise | 6 |

FASTEST LAPS

| | |
|--------------------|----|
| Emerson Fittipaldi | 5* |
| Denny Hulme | 3* |
| James Hunt | 2 |
| Carlos Pace | 2 |
| Ronnie Peterson | 2 |
| Francois Cevert | 1 |
| Jackie Stewart | 1 |

*Includes joint fastest lap.

WINS TEAMS

| TEAMS | WINS |
|--------------|------|
| Lotus-Ford | 7 |
| Tyrrell-Ford | 5 |
| McLaren-Ford | 3 |

POLES TEAMS

| TEAMS | POLES |
|--------------|-------|
| Lotus-Ford | 10 |
| Tyrrell-Ford | 3 |
| McLaren-Ford | 1 |
| BRM | 1 |



Peterson: Mr four-wheel-drift

WINS DRIVERS

| Driver | Wins |
|--------------------|------|
| Jackie Stewart | 5 |
| Ronnie Peterson | 4 |
| Emerson Fittipaldi | 3 |
| Peter Revson | 2 |
| Denny Hulme | 1 |



Nurburging: Stewart's last win

POLES DRIVERS

| DRIVER | POLES |
|--------------------|-------|
| Ronnie Peterson | 9 |
| Jackie Stewart | 3 |
| Emerson Fittipaldi | 1 |
| Denny Hulme | 1 |
| Clay Regazzoni | 1 |

RACE CENTRE

REPORTS • NEWS • ANALYSIS • OPINION

60 **Rally Finland** Kris Meeke and co-driver Chris Patterson survey the damage after their rally-ending shunt. Prior to that, Meeke had reminded the WRC just how good he is...



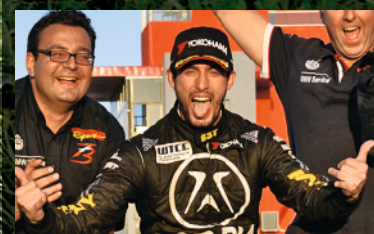
MCKENDE



48 **BTCC Snetterton**
Tordoff takes breakthrough win for MG, as Hondas strike



58 **DTM Moscow**
Series goes Russian as Rockenfeller wins again



64 **WTCC Rio Hondo**
Lopez wins on debut while Muller extends points lead

BTCC Snetterton (GB)



August 4



Round 6/10

RESULTS

RACE 1: 12 LAPS, 35.63 MILES

| | | |
|----|--|------------|
| 1 | SAM TORDOFF (GB) MG (Triple Eight) MG6 | 23m55.798s |
| 2 | JASON PLATO (GB) MG (Triple Eight) MG6 | +2.514s |
| 3 | GORDON SHEDDEN (GB) Honda (Dynamics) Honda Civic | +3.564s |
| 4 | COLIN TURKINGTON (GB) WSR BMW 125i M Sport (S) | +3.829s |
| 5 | ANDREW JORDAN (GB) Eurotech Honda Civic | +4.313s |
| 6 | ARON SMITH (IRL) Motorbase Ford Focus | +8.908s |
| 7 | ADAM MORGAN (GB) Ciceley Toyota Avensis | +10.845s |
| 8 | MAT JACKSON (GB) Motorbase Ford Focus | +14.590s |
| 9 | MATT NEAL (GB) Honda (Dynamics) Honda Civic | +16.005s |
| 10 | ROB COLLARD (GB) WSR BMW 125i M Sport (S) | +16.569s |
| 11 | JACK GOFF (GB) Hard Vauxhall Insignia | +23.480s |
| 12 | TOM ONSLOW-COLE (GB) Hard Volkswagen Passat CC | +24.572s |
| 13 | JEFF SMITH (GB) Eurotech Honda Civic | +29.742s |
| 14 | NICK FOSTER (GB) WSR BMW 125i M Sport (S) | +33.588s |
| 15 | ROB AUSTIN (GB) Rob Austin Racing Audi A4 (S) | +33.771s |

Winner's average speed: 89.32mph. Fastest lap: Tordoff, 1m58.092s, 90.50mph.
Pole: Tordoff, 1m56.696s, 91.58mph. Jack Sears Trophy: Lea Wood (Vauxhall Vectra).
(S) = Soft tyre.

RACE 2: 14 LAPS, 41.56 MILES

| | | |
|----|--|------------|
| 1 | JORDAN Honda (S) | 30m03.234s |
| 2 | NEAL Honda | +2.770s |
| 3 | A SMITH Ford (S) | +3.467s |
| 4 | M JACKSON Ford | +4.158s |
| 5 | MORGAN Toyota | +6.822s |
| 6 | TURKINGTON BMW | +7.207s |
| 7 | SHEDDEN Honda | +8.543s |
| 8 | DAVE NEWSHAM (GB) Speedworks Toyota Avensis | +10.630s |
| 9 | ONSLow-COLE VW | +16.003s |
| 10 | FRANK WRATHALL (GB) Dynojet Toyota Avensis | +16.599s |
| 11 | OLLIE JACKSON (GB) Speedworks Toyota Avensis | +20.785s |
| 12 | FOSTER BMW | +23.135s |
| 13 | LEA WOOD (GB) Wood Vauxhall Vectra | +23.490s |
| 14 | AUSTIN Audi | +24.502s |
| 15 | ROBB HOLLAND (USA) Hard Vauxhall Insignia | +30.664s |

Winner's average speed: 82.98mph. FL: Jordan, 1m58.762s, 89.99mph.
Pole: Tordoff. Jack Sears Trophy: Wood. (S) = Soft tyre.

RACE 3: 15 LAPS, 44.53 MILES

| | | |
|----|----------------------|------------|
| 1 | SHEDDEN Honda (S) | 32m20.912s |
| 2 | M JACKSON Ford (S) | +3.090s |
| 3 | A SMITH Ford | +10.656s |
| 4 | MORGAN Toyota (S) | +11.995s |
| 5 | TORDOFF MG (S) | +12.578s |
| 6 | TURKINGTON BMW | +12.991s |
| 7 | JORDAN Honda | +13.846s |
| 8 | NEAL Honda (S) | +18.939s |
| 9 | COLLARD BMW | +19.055s |
| 10 | FOSTER BMW | +20.445s |
| 11 | WRATHALL Toyota (S) | +20.925s |
| 12 | AUSTIN Audi | +25.712s |
| 13 | O JACKSON Toyota (S) | +28.131s |
| 14 | HOLLAND Vauxhall | +33.626s |
| 15 | WOOD Vauxhall | +34.736s |

Winner's average speed: 82.60mph. FL: Shedden, 1m58.493s, 92.20mph.
Pole: Newsham. Jack Sears Trophy: Wood. (S) = Soft tyre.

CHAMPIONSHIP

| | | | | | |
|---|------------|-----|----|-------------|-----|
| 1 | NEAL | 256 | 6 | TORDOFF | 182 |
| 2 | JORDAN | 247 | 7 | MORGAN | 162 |
| 3 | SHEDDEN | 234 | 8 | A SMITH | 119 |
| 4 | TURKINGTON | 219 | 9 | J SMITH | 116 |
| 5 | PLATO | 206 | 10 | ONSLow-COLE | 108 |

JACK SEARS TROPHY

| | | | | | |
|---|---------|---|---|------------------|---|
| 1 | WOOD | 9 | 3 | KAYE | 2 |
| 2 | GRIFFIN | 4 | 4 | GIRLING/NYE/HILL | 1 |

POINTS SYSTEM EXPLAINED

In each race: 20-17-15-13-11-10-9-8-7-6-5-4-3-2-1 to top 15 finishers.
Additional point for being fastest in qualifying, and for leading a lap.
Jack Sears Trophy table based on number of class wins per driver.

FOR IN-DEPTH RESULTS
forix.autosport.com



Tordoff takes first win before MG woes begin

Sam Tordoff defeated team-mate Jason Plato, but then it all went wrong and Honda pounced. KEVIN TURNER reports



THIS COULD, PERHAPS SHOULD, HAVE BEEN LIKE Oulton Park. The Triple Eight-run works MG6s were the cars to have around Snetterton last weekend, but events contrived to snatch the meeting away from them and hand it to Honda.

Before that happened, though, Sam Tordoff took a well-deserved first British Touring Car victory. The rookie has impressed many alongside two-time champion Jason Plato at MG, but for the first time he genuinely looked like beating his illustrious team-mate. And he did in race one.

Not only was the MG's improved handling, strong traction and good straightline speed a formidable combination around the Norfolk venue, Tordoff seems to have an affinity for the

place. He had already won in the Renault Clio Cup and Porsche Carrera Cup at Snetterton and was able to carry that form onto the bigger stage.

"It's my team-mate I have to beat," he said firmly before qualifying. Plato made small errors on his runs and Tordoff nailed two laps good enough for his first BTCC pole.

"I don't know why I go well here," he added. "I used to love the old circuit and was anxious when they changed it, but in the Porsche Carrera Cup last year I blitzed it. I just feel on top of it and the car is good as well."

Any thoughts that Tordoff might crack under the pressure were dispelled when he made a good enough race-one start to make Plato decide to slot



Tordoff and Plato celebrate after race one

EBREVLAT



The MG6s set the pace at Snetterton

in behind. With no success ballast to worry about, he was then able to draw away. A minor diff issue meant Plato spent more time keeping an eye on the chasing Gordon Shedden's works Honda Civic and the WSR BMW of Colin Turkington than he did his team-mate.

Tordoff looked assured on his way to victory by 2.5 seconds. "I was nervous before the start, but I knew if we could get the start right we'd be in with a shout because the guys behind me had success ballast," said the 24-year-old. "It was a case of getting off the line and edging away.

"There are no team orders. Come the end of the season, if the championship's close and Jason is in with a shout, then we'll readdress that. But for the time being, so long as we don't crash, it's fine."

For his part, Plato — who also runs the KX Akademy of which Tordoff is a member — said: "I am proud. Sam brings a lot to the team and he drove a cracking race. He was the quicker guy and deserved to win."

With Tordoff running heavier than Plato in race two it looked like the tables would be turned. Plato duly challenged Tordoff into Riches and, when the race-one winner briefly lost the rear, the double champion swept ahead, chased by the fast-starting rear-wheel-drive BMW of Turkington.

It was then that MG's weekend started to unravel. Plato was 1.2s ahead at the end of lap one before the safety car was called when S2000 runners David Nye and Liam Griffin clashed at Riches. Plato made a good restart, but then slowed thanks to a problem with one of the NGTC spec parts.

"The car was exactly where I wanted it, then we had the fuel pump — which is out of our control — fail," he explained.

Tordoff then made a mistake at Montreal — "the braking performance had gone a little bit and I started to struggle" — and had another off. He lost all his brake fluid and could only cruise home 18th.

Things got even worse for Plato in race three. An early incident in the pack meant he backed off exiting Williams and ended up crashing into the barriers before rolling. "I got out of the throttle a bit and my car snapped sideways," he said.

Tordoff, running the faster soft Dunlop tyre, did a fine job to rise from row nine to fifth in an incident-packed encounter, but the team knew a great chance for big points had gone. "On what should have been a great weekend, lady luck comes along and deals you a crap hand," said Plato, who was stiff but otherwise unharmed in his accident.

Perhaps predictably, Honda picked up the pieces, but its drivers had to get physical with Turkington to do it. The Civics were the second fastest cars at Snetterton, but the 2009 BTCC champion was able to get into contention with good getaways. Turkington's stout defence and the lack of straightline speed for the Civics, thanks to the turbo boost equalisation measures, meant overtaking was not easy, even though the BMWs managed similar speed-trap figures.

The first flashpoint came in race two. With Plato gone, Turkington took the lead, but he was soon under intense pressure from Andrew Jordan's Eurotech Civic, one of the few cars on



Jordan stayed in title hunt with battling race-two win

the faster soft tyre in that race.

Eventually, Turkington ran a fraction wide at Oggies and a feisty Jordan, who had already had contact with Shedden (for which he was handed two points on his licence), tried to take advantage. Turkington defended and the two clashed, the BMW running wide at Williams and falling down the order as a result.

Jordan headed off for his third victory of 2013, but his and Turkington's views of the incident differed. "We chose the soft because we thought it was the faster tyre and that we'd lose some weight in race one, which we did," explained Jordan.

"I bided my time with Colin. He was braking really early and defending well. He missed his turn-in and I got under him.

"It's always good to win races, but to win races ▶



Shedden tips Turkington into a spin on his way to victory in race three

IN THE PADDOCK

Kevin Turner



AFTER A PRETTY SENSIBLE FIRST HALF OF THE year, driving standards left a lot to be desired at Snetterton. Part of the reason for that was the combination of the BTCC's turbo boost equalisation and the nature of the 300 circuit. As Matt Neal pointed out, whereas at more technical circuits the better chassis can still work their way by cars with more power, at Snetterton – with its hairpins and long straights – that is much harder.

The boost system also fosters a lack of respect between drivers because some feel they are going wheel-to-wheel with people who are artificially high up the field. With less respect, crashes are more likely. But boost wasn't the only factor because several clashes involved cars with similar straightline performance. The BMWs were as slow as the Honda Civics through the speed traps and yet Colin Turkington had contact with both Andrew Jordan and Gordon Shedden while defending leads last weekend. And Jordan and Shedden even managed their own contretemps in race two.

Touring cars is always going to have more contact than other forms of the sport, but just what is and what is not acceptable perhaps needs a closer look. And harsher penalties could help drivers make the right decision when it comes to realising when they have been overtaken and when a move isn't on.

◀ like that means more."

But Turkington was less impressed: "He wasn't up the inside. He turfed me out of the road. It's hard to know in this championship what you're allowed to do and what you're not. It's not a move I'd have made and been happy about.

"Andy's driving very hard this season, but you've got to show a bit of respect. I'm trying to make the most of what I've got." WSR protested (twice), but Jordan kept his win.

Unfortunately for Turkington, that wasn't the last clash he was to have with a Civic. Another great start allowed him into the lead of the finale, but soon he had Shedden's soft-shod Civic behind. Again there was a battle and again there was contact, Shedden robustly forcing his way ahead at Agostini, and Turkington fell back once more.

Shedden headed off to his third win of the season, moving up to third in the drivers' standings. He was fined £500 and received three points on his licence for the move, but the results again stood.

He was pleased with the points haul, but less happy about the pace of the MGs. "To leave on a high is excellent, but it's only because of the misfortunes of others," said the reigning champion. "If the MGs had run reliably we wouldn't have seen them for dust."

As has become a theme of the season, the man who really managed to salvage some good points

from a seemingly impossible position was Shedden's team-mate Matt Neal. A mysterious fuel issue, which meant he was using more than the other Civic drivers, hampered him in qualifying and he lined up 11th. He could only manage ninth in race one, but showed a canny mix of aggression and staying out of trouble to rise from row five to second next time out.

Even in race three, when things got too physical with Dave Newsham's Speedworks Toyota and spun Neal to the back of the field, the triple champion was able to recover to eighth. It meant he left Snetterton still leading the title race.

"I was relieved to get to the end of race two," he said. "I was amazed to be on the podium from where I was. I got a good result partly through a little bit of racing and partly by staying out of the carnage.

"The one thing I hate in life is missing opportunities. In race three we had the soft tyre and there was a really good result in the car."

Plato would probably have agreed with the last sentiment. His Snetterton trials and tribulations mean he has now fallen to fifth, behind three Honda drivers and the remarkable Turkington, in the drivers' standings.

"At this stage of the championship we need to maximise every point," he rued. "We should have had a win, a second, and a podium." ❧



Plato rolled out of race three

DRIVER BY DRIVER



1 GORDON SHEDDEN
Qualifying: 3 Race: 3/7/1
A strong weekend to get back into title contention, though his R3 move on Turkington seemed rather hard.



2 MATT NEAL
Qualifying: 11 Race: 9/2/8
Another magic trick from Neal, scoring some decent points when things didn't seem to be going his way.



66 LIAM GRIFFIN
Qualifying: 25 Race: R/R/R
Disastrous event thanks to a gearbox problem and contact. He is now losing touch with Wood in S2000.



29 COLIN TURKINGTON
Qualifying: 5 Race: 4/6/6
Got the BMW into places it probably didn't deserve and has now risen to fourth in the standings.



39 WARREN SCOTT
Qualifying: 27 Race: R/NS/NS
Despite many woes with new Passat, Scott is looking forward to his NGTC adventure: "The car feels great."



6 TOM ONSLOW-COLE
Qualifying: 14 Race: 12/9/17
Oversteer issue and Onslow-Cole's exuberance made Passat seem more like a rear-wheel-drive machine.



15 JAMES KAYE
Qualifying: 24 Race: R/19/NS
Switched to a 2011 Honda Civic, but has yet to get the best out of it, not helped by turbo issues.



43 LEA WOOD
Qualifying: 22 Race: 19/13/15
Bounced back from Saturday problems to rule the roost in S2000 and mix it with the NGTCs.

S2000 on way out as Wood wins

THE S2000 CLASS IS UNLIKELY TO CONTINUE

in the British Touring Car Championship next season.

Only four S2000 cars appeared at Snetterton and series figures believe the grid will be 100 per cent NGTC in 2014.

Series boss Alan Gow has not yet decided to banish the cars, but said: "We've always said it can only work if there are enough cars. It's too early to say, but I don't think there will be enough. Most competitors are looking to go NGTC."

Shaun Hollamby, whose AmD operation switched from its S2000 VW Golf to an S2000 Honda Civic at Snetterton, said: "If we're going to do touring cars again we need to have a good mid-way step, which is why we're racing the Civic."

"As I understand it, S2000 is dead in the water. NGTC is the future."

In the Snetterton races, Lea Wood overcame wiring loom and engine problems on Saturday to dominate in his Vauxhall Vectra, moving further ahead in the Jack Sears Trophy standings.

Liam Griffin's Motorbase Ford suffered gearbox failure in race one and then clashed with David Nye in race two, while James Kaye experienced turbo problems and was still trying to learn the AmD-run ex-Gordon Shedden Civic.

"It's probably the best S2000 car, handling wise," he said. "It's not got as much power as the Golf due to the boost restriction. I can't keep up with anyone on a straight."

"I'm the weak link at the moment. It's got rear-steer and you have to learn how to get the most out of it. It's un-nering, but it'll be fine."



Neate's Cruze appeared

Neate's Cruze makes debut

ANDY NEATE GAVE HIS NGTC CHEVROLET

Cruze its race debut at Snetterton, run by his new Team Club 44 operation.

The car, which uses an RML-produced Chevrolet engine, was built and run by personnel who had previously worked at WSR, RML and Arena.

Neate qualified 23rd at Snetterton and finished all three races, in 22nd, 17th and 16th.

"This is the most running it's had," said Neate. "It's learning and dialling-in the car. We're on base boost, but in the slow-speed stuff we're up there."

"It feels fantastic. At the end of the year I can't see why we can't get that elusive first podium. Rockingham is the real starting point, once the boost equalisation has been sorted out."

Neate also confirmed budget issues mean a second Chevrolet Cruze is unlikely this season, but is hoping Team Club 44 will be a two-car operation next year.

"We must have two cars out next year and we're talking to drivers already," he added.



Nye (centre) clashes with Griffin (right)

EBREY/LAT



99 JASON PLATO

Qualifying: 2 Race: 2/R/R

This could have been a crucial weekend for Plato's title challenge. Should have gained ground, not lost it.



88 SAM TORDOFF

Qualifying: 1 Race: 1/18/5

Snetterton ace took his chance with aplomb to secure first win. Good charge in race three as well.



17 ANDREW JORDAN

Qualifying: 4 Race: 5/1/7

On the pace again, Jordan was in one of his more combative moods. Exhaust damage hindered him in R3.



55 JEFF SMITH

Qualifying: 15 Race: 13/R/19

Anonymous weekend, apart from crashing into an innocent Austin at Montreal in R2.



7 MAT JACKSON

Qualifying: 13 Race: 8/4/2

"We're back," he said. Traffic hurt his qualifying run but he raced well in a Focus that is now working again.



8 ARON SMITH

Qualifying: 6 Race: 6/3/3

Qualifying crash aside, a fine weekend performance that helped Motorbase score more points than any other team.



5 ROB COLLARD

Qualifying: 16 Race: 10/R/9

Solid considering his son Ricky is still recovering in an Italian hospital after a bad karting crash last month.



18 NICK FOSTER

Qualifying: 20 Race: 14/12/10

A tough weekend on a circuit the 125i M Sport didn't really suit, but got into the top 10 in the finale.



17 DAVE NEWSHAM

Qualifying: 9 Race: 18/8/R

Several incidents, including in R3 with Neal, meant he didn't deliver the results his pace suggested.



48 OLLIE JACKSON

Qualifying: 18 Race: 16/11/13

Still finding the going tough and managed a spin, but still scored some points in R2 and R3.



13 ROB AUSTIN

Qualifying: 12 Race: 15/14/12

Happier with car, even though didn't get the best out of it in qualifying. Great R3 start spoiled by off at the esses.



14 WILL BRATT

Qualifying: 19 Race: NC/16/R

Loose bonnet didn't help his cause but, like his team-mate, felt the Audi is making some progress.



31 JACK GOFF

Qualifying: 8 Race: 11/R/R

Showed some good pace, but got shuffled back a little before weekend went downhill.



35 ROBB HOLLAND

Qualifying: 21 Race: 21/15/14

American returned to the BTCC and picked up pace to end up scoring points in R2 and R3.



10 DAN WELCH

Qualifying: 10 Race: 17/R/20

Not for the first time, Welch overcame early car trouble to demonstrate speed, then had incidents in the races.



12 DAVID NYE

Qualifying: 26 Race: 20/R/18

Less trouble than Griffin and Kaye, but he couldn't stop Wood dominating the S2000 results.



11 FRANK WRATHALL

Qualifying: 17 Race: R/10/11

One to forget. Throttle problem hit in R1 and, with so little running, the 2012 polesitter did well in R2 and R3.



33 ADAM MORGAN

Qualifying: 7 Race: 7/5/4

Yet another strong weekend. Morgan was particularly pleased to be best Toyota driver in qualifying.



44 ANDY NEATE

Qualifying: 23 Race: 22/17/16

Qualified as fast with brand new Cruze as he did with MG last year, then managed to finish all three races.



EBREY/LAT

P52
ALL THE ACTION FROM THE BTCC SUPPORTS

CLIO CUP UK SNETTERTON (GB), AUGUST 3-4

Files keeps it clean in chaotic Clios

JOSH FILES EDGED HIMSELF CLEAR AT THE TOP OF the Clio Cup UK standings, following up a second-placed finish in race one with a dominant victory in Sunday's encounter.

He and title rival Paul Rivett shared the wins in Norfolk, each delivering composed performances as the chasing pack conspired to trip over each other in pursuit.

A poor start from Files in race one allowed Rivett to build an early lead. Ant Whorton-Eales stormed from sixth on the grid to briefly lead the chase, before Files recovered to second.

Josh Cook passed Alex Morgan for fourth, while behind them, James Colburn, Mike Bushell and Lee Pattison attempted to enter Riches together at the start of the fifth lap.

Colburn and Pattison were delayed, but Bushell emerged unscathed, later diving past Cook brilliantly into the final corner on the seventh lap.

But his attempt to replicate the move on Whorton-Eales for third on the final tour was clumsy, contact dropping the two KX Academy drivers out of the top six, gifting Cook a podium and elevating Morgan, Ash Hand and Devon Modell, who completed the top six.

Files made a much better start in the second race, and squabbling behind allowed him to lead by three seconds at the end of the opening lap.

Stefan Hodgetts, from seventh, was second by Palmers – "A lot of it was just people hitting each other, to be honest" – ahead of Rivett and Colburn.

Rivett dived by at Agostini, before Colburn reclaimed the position at Williams. Colburn then attacked Hodgetts into the esses and emerged ahead, but cut the corner in doing so.

He immediately forfeited the place, Rivett



A win and a second place boosted Files' slender points lead

EBREV/LAT

demoting him further the next lap and pressuring Hodgetts for the remainder without success.

With the order apparently settled, Rivett drifted through Hamilton on the final lap, allowing Colburn through to third as he gathered it up.

While contact marred several battles behind them, the title protagonists are anticipating a tough but fair battle for the 2013 crown, should they need to run wheel-to-wheel to win it.

"As long as you give each other a car width, you get a car width back," said Rivett. "That's the respect Josh and I have built for each other now."

"There may be a few rubs, but that's all they are," added Files. "When you start trying to fire people off, that's a problem."

"We're not like that. We race properly."

● Scott Mitchell

RESULTS (both 10 laps) Race 1 1 Paul Rivett; 2 Josh Files +2.996s; 3 Josh Cook; 4 Alex Morgan; 5 Ash Hand; 6 Devon Modell. **Fastest lap** Files 2m10.437s (81.94mph). **Race 2** 1 Files; 2 Stefan Hodgetts +3.894s; 3 James Colburn; 4 Rivett; 5 Cook; 6 Morgan. **FL** Files 2m10.280s (82.03mph). **Points** 1 Files, 299; 2 Rivett, 286; 3 Morgan, 255; 4 Colburn, 224; 5 Hodgetts, 215; 6 Cook, 212.

52



Gelzinis leads at start of race two

PORSCHE CARRERA CUP GB SNETTERTON (GB), AUGUST 3-4

Gelzinis defeats Meadows for double

MICHAEL MEADOWS AND JONAS GELZINIS HOLD A joint Porsche Carrera Cup GB points lead after displaying their contrasting – though equally efficient – styles at Snetterton.

Until the dying seconds of Saturday's qualifying session, the fastest four drivers were separated by less than a tenth of a second. But Meadows asserted his authority to snatch pole by almost a second.

Despite converting that advantage to the lead in race one, Meadows' good work was undone when he was adjudged to have jumped the start.

The ensuing drivethrough penalty dropped him towards the back, handing the relentlessly-consistent Gelzinis the initiative ahead of Rory Butcher, Dean Stoneman and Daniel Lloyd.

Stoneman grabbed second into Agostini on lap four, but was unable to make a significant

impression on leader Gelzinis, who duly secured his second win of the year. Meanwhile, Meadows' recovery could only result in a distant fifth.

Gelzinis followed up with another win in race two, taking the lead from the start when poleman Meadows got away slowly. Meadows held off Butcher and Stoneman for the runner-up spot.

● Oliver Timson

RESULTS (both 14 laps)

Race 1 1 Jonas Gelzinis; 2 Dean Stoneman +2.212s; 3 Rory Butcher; 4 Daniel Lloyd; 5 Michael Meadows; 6 James Birch. **FL** Meadows 1m54.717s (93.16mph). **Race 2** 1 Gelzinis; 2 Meadows +1.085s; 3 Butcher; 4 Stoneman; 5 Dan De Zille; 6 Birch. **FL** Meadows 1m55.186s (92.78mph). **Points** 1= Meadows & Gelzinis, 197; 3 Stoneman, 161; 4 Butcher, 133; 5 Lloyd, 131; 6 Jimenez, 127.

BRITISH FORMULA FORD SNETTERTON (GB), AUGUST 3-4

Habitual winner Cammish turns 18

DAN CAMMISH EXTENDED HIS REMARKABLE winning streak in British Formula Ford with a sixth consecutive hat-trick.

His 16th, 17th and 18th victories of an unbeaten 2013 means he has now won 20 races in the series, one more than 2011 champion Scott Malvern.

Cammish qualified over a second clear and won the first two races with ease, and promised to drive "flat out, just to see what we can do" in the third. He won by 12 seconds in just 11 laps of racing.

"The run continues!" he exclaimed with a smile. "I thought the others would be catching me up by now. I've not been in the car since Croft, but we've still got a second [per lap] on them."

"It's fantastic to beat Scott's win tally. There's still a long way to go, so I'm just going to try to make it harder to beat for the next guy!"

● Ben Anderson

RESULTS (all 11 laps) Race 1 1 Dan Cammish (Mygale M13-SJ); 2 Harrison Scott (M13-SJ) +5.083s; 3 Jayde Kruger (Mygale M12-SJ); 4 Juan Rosso (M12-SJ); 5 Nico Maranzana (M12-SJ); 6 James Abbott (M13-SJ). **FL** Cammish 1m51.248s (96.07mph). **Race 2** 1 Cammish; 2 Kruger +5.729s; 3 Scott; 4 Maranzana; 5 Rosso; 6 Camren Kaminsky (M13-SJ). **FL** Cammish 1m50.325s (96.87mph) record. **Race 3** 1 Cammish; 2 Scott +12.007s; 3 Sam Brabham (M13-SJ); 4 Rosso; 5 Andy Richardson (M12-SJ); 6 Kruger. **FL** Cammish 1m51.107s (96.19mph). **Points** 1 Cammish, 554; 2 Scott, 381; 3 Maranzana, 367; 4 Rosso, 294; 5 Abbott, 260; 6 Brabham, 237.

Jack Mitchell leads a rare sight this year: a Ginetta Junior train



EBREY/LAT

GINETTA JUNIOR SNETTERTON (GB), AUGUST 3-4

Breathless races yield new winners

HARRY WOODHEAD'S 10-RACE GINETTA JUNIOR

winning streak finally came to an end at Snetterton, as Keith Donegan and Jack Mitchell took their maiden victories.

A pre-race downpour made race-one conditions treacherous, and Woodhead took advantage of a slow start by polesitter Will Palmer to build a five-second lead on the opening tour.

But even he couldn't contend with an inspired Keith Donegan, whose phenomenal pace in the wet allowed him to reel in the leaders.

Despite starting down in seventh, the Irishman was up to second by the end of lap one, snatching the lead on the run to Brundle on the second tour.

He mastered both his nerves and the testing conditions to secure a dominant win.

Woodhead was philosophical in second, knowing he couldn't contain Donegan's charge and not wanting to risk his championship lead.

Meanwhile, having both been delayed on the

opening lap, Palmer and Ollie Chadwick drove well to recover to third and fourth respectively.

After waiting all year for a driver to beat Woodhead, the feat was repeated in race two.

In a compelling sequel, poleman Palmer suffered another hesitant start, dropping to third behind Chadwick and Woodhead.

This time he battled back to the top spot with an audacious third-lap move round the outside of Montreal to pass both Chadwick and Woodhead for the lead.

He stayed ahead until the final lap, when the chasing pack finally breached his defences. In a matter of moments, Palmer tumbled down the order to finish an eventual seventh.

Mitchell set it off, sneaking his nose just inside on the exit of Riches, diving by with a brilliant move under braking for Montreal. Palmer did well to leave him room, but ran out of road on the exit.

Mitchell held off Woodhead to win in a

fraught finish. "That was a really hard race!" said Mitchell. "I got to the front and had to defend from Harry – I wasn't expecting it, but am very pleased."

Further back, a gaggle of cars scrapped for third, with Chadwick edging it out of the final turn.

Despite the disappointment of seeing his run ended, Woodhead moved closer to the title.

"In the end we got a nice bunch of points" he reflected. "Keith and Jack worked very hard – we'll get back to training hard for Knockhill."

● Oliver Timson

RESULTS (both 6 laps) Race 1 1 Keith Donegan; 2 Harry Woodhead +12.293s; 3 William Palmer; 4 Ollie Chadwick; 5 Jack Mitchell; 6 Ben Pearson. **FL** Donegan 2m40.485s (66.59mph).

Race 2 1 Mitchell; 2 Woodhead +0.270s; 3 Chadwick; 4 Tom Jackson; 5 James Kellett; 6 Donegan. **FL** Mitchell 2m22.181s (75.17mph). **Points** 1 Woodhead, 425; 2 Palmer, 274; 3 Donegan, 270; 4 Jackson, 257; 5 Chadwick, 218; 6 Kellett, 217.

GINETTA GT SUPERCUP SNETTERTON (GB), AUGUST 3-4

Breeze wins, Ingram continues charge

CARL BREEZE WAS BACK ATOP THE GINETTA PODIUM at Snetterton, but Tom Ingram's remarkable consistency extended his championship lead.

A trio of rostrums nudged Ingram's advantage to 107 points and continued a 15-race run of podium finishes stretching back to the season's third race.

Poleman Ingram was allowed a free run into Riches for the first time after Jamie Orton spun on the formation lap, damaging his car and preventing him from taking up second place on the grid.

Chased by Breeze, Ingram established a two-second lead with relative ease, holding that advantage to the end. Pepe Massot resisted the challenge of Rob Boston and Mark Davies for third.

Breeze, happier on Sunday after set-up tweaks overnight, beat Ingram off the line in the second encounter, expertly holding track position to win.

Having attacked Breeze for much of the race, Ingram's attentions on the final lap turned to fending off the feisty Massot for second, making Breeze's run to the flag considerably less stressful.

Reversed-grid poleman Matt Nicoll-Jones was jumped by second-placed Davies at the start of race three and was tagged by Massot into the Montreal hairpin.

That spun Nicoll-Jones around, leaving him to get collected by Orton and Marcus Hoggarth, prompting a restart minus those involved.

Davies again shot into the lead second time around and quickly built a two-second advantage that was insurmountable for the chasing pack. Massot, struggling with gearbox problems, put up a stern defence to keep Ingram at bay for second.

● Scott Mitchell



EBREY/LAT

Breeze won race two but lost more ground to Ingram

RESULTS Race 1 (7 laps) 1 Tom Ingram; 2 Carl Breeze +2.51s; 3 Pepe Massot; 4 Rob Boston; 5 Mark Davies; 6 Matt Nicoll-Jones. **FL** Ingram 1m57.431s (91.01mph). **Race 2 (12 laps)** 1 Breeze; 2 Ingram +0.230s; 3 Massot; 4 Davies; 5 Nicoll-Jones; 6 Boston. **FL** Breeze 1m57.695s (90.81mph). **Race 3 (9 laps)** 1 Davies; 2 Massot +3.863s; 3 Ingram; 4 Breeze; 5 Boston; 6 Carl Boardley. **FL** Davies 1m58.105s (90.49mph). **Points** 1 Ingram, 521; 2 Breeze, 414; 3 Davies, 332; 4 Massot, 316; 5 Nicoll-Jones, 296; 6 Boston, 289.

INDYCAR

Mid-Ohio (USA)

August 2-4

Round 12/16



RESULTS

90 LAPS, 203.22 MILES

| | | |
|-----------|---|----------------------------|
| 1 | CHARLIE KIMBALL (USA) | 1h43m29.1371s |
| | Chip Ganassi Racing Dallara-Honda; Grid: 5th-1m06.4415s | |
| 2 | SIMON PAGENAUD (F) | +5.5334s |
| | Schmidt Hamilton Motorsports Dallara-Honda; Grid: 8th-1m05.9412s | |
| 3 | DARIO FRANCHITTI (GB) | +28.8735s |
| | Chip Ganassi Racing Dallara-Honda; Grid: 6th-1m06.5854s | |
| 4 | WILL POWER (AUS) | +42.5032s |
| | Team Penske Dallara-Chevrolet; Grid: 2nd-1m05.5359s | |
| 5 | RYAN HUNTER-REAY (USA) | +46.3449s |
| | Andretti Autosport Dallara-Chevrolet; Grid: 1st-1m05.3519s | |
| 6 | HELIO CASTRONEVES (BR) | +48.3249s |
| | Team Penske Dallara-Chevrolet; Grid: 14th-1m06.2280s | |
| 7 | SCOTT DIXON (NZ) | +48.5496s |
| | Chip Ganassi Racing Dallara-Honda; Grid: 3rd-1m05.7051s | |
| 8 | JUSTIN WILSON (GB) | +49.0431s |
| | Dale Coyne Racing Dallara-Honda; Grid: 7th-1m05.9405s | |
| 9 | MARCO ANDRETTI (USA) | +49.5609s |
| | Andretti Autosport Dallara-Chevrolet; Grid: 4th-1m05.8566s | |
| 10 | JAMES HINCHCLIFFE (CDN) | +49.9283s |
| | Andretti Autosport Dallara-Chevrolet; Grid: 12th-1m06.2198s | |
| 11 | SIMONA DE SILVESTRO (CH) | +50.4925s |
| | KV Racing Technology Dallara-Chevrolet; Grid: 9th-1m05.9621s | |
| 12 | SEBASTIEN BOURDAIS (F) | +54.1360s |
| | Dragon Racing Dallara-Chevrolet; Grid: 13th-1m06.1856s | |
| 13 | JAMES JAKES (GB) | +54.6693s |
| | Rahal Letterman Lanigan Racing Dallara-Honda; Grid: 10th-1m06.1778s | |
| 14 | ORIOLE SERVA (E) | +1m04.6395s |
| | Panther Racing Dallara-Chevrolet; Grid: 17th-1m06.2109s | |
| 15 | JAMES DAVISON (AUS) | +1m05.4079s |
| | Dale Coyne Racing Dallara-Honda; Grid: 16th-1m06.2839s | |
| 16 | LUCA FILIPPI (I) | +1m09.0090s |
| | Bryan Herta Autosport Dallara-Honda; Grid: 24th-1m06.8757s | |
| 17 | EJ VISO (YV) | -1 lap |
| | Andretti Autosport/HVM Dallara-Chevrolet; Grid: 11th-1m06.4071s | |
| 18 | GRAHAM RAHAL (USA) | -1 lap |
| | Rahal Letterman Lanigan Racing Dallara-Honda; Grid: 22nd-1m06.4002s | |
| 19 | SEBASTIAN SAAVEDRA (CO) | -1 lap |
| | Dragon Racing Dallara-Chevrolet; Grid: 20th-1m07.0895s | |
| 20 | ED CARPENTER (USA) | -1 lap |
| | Ed Carpenter Racing Dallara-Chevrolet; Grid: 23rd-1m07.4107s | |
| 21 | TRISTAN VAUTIER (F) | -1 lap |
| | Schmidt Peterson Motorsports Dallara-Honda; Grid: 21st-1m06.3379s* | |
| 22 | TAKUMA SATO (J) | -1 lap |
| | AJ Foyt Racing Dallara-Honda; Grid: 15th-1m06.1989s | |
| 23 | JOSEF NEWGARDEN (USA) | -2 laps |
| | Sarah Fisher Hartman Racing Dallara-Honda; Grid: 18th-1m06.5334s | |
| 24 | TONY KANAAN (BR) | 64 laps-loose wheel |
| | KV Racing Technology Dallara-Chevrolet; Grid: 19th-1m06.2537s | |

Winner's average speed: 117.825mph. Fastest lap: Pagnaud, 1m06.7403s, 121.797mph. All drivers in Dallara DW12

* - 10-place grid penalty for engine change

CHAMPIONSHIP

| | | | | | |
|----------|--------------------|------------|-----------|--------------------|------------|
| 1 | CASTRONEVES | 453 | 6 | FRANCHITTI | 342 |
| 2 | DIXON | 422 | 7 | HINCHCLIFFE | 325 |
| 3 | HUNTER-REAY | 388 | 8 | KIMBALL | 325 |
| 4 | ANDRETTI | 377 | 9 | WILSON | 320 |
| 5 | PAGENAUD | 350 | 10 | KANAAN | 313 |

POINTS SYSTEM EXPLAINED:

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

Kanaan was only retirement due to his loose wheel



FOR IN-DEPTH RESULTS
forix.autosport.com



Kimball enjoys sweet taste of success

His car livery shows that he races with insulin, yet fuel was the bigger topic as the American grabbed his chance. By **MARK GLENDENNING**

MID-OHIO WAS NOT A FUEL-MILEAGE RACE. THE thing is, nobody told most of the powerhouse teams that. And those that did receive the message got it too late.

Strategy determined who would be in contention for victory on Sunday, but to give all the credit to the pitwall would be immensely unfair to Charlie Kimball, who executed the plan perfectly, and who underlined his claim to a first career win with a ballsy pass on Simon Pagnaud in his final stint.

The tone had been set right at the start of the weekend, when Will Power spoke in the Friday press conference about how the race would be a clear three-stopper, and then looked shocked when Scott Dixon said that the Chip Ganassi Racing team — which runs the Kiwi, Kimball and Dario Franchitti — was looking to stop twice. Fuel mileage has been a slightly prickly subject ever since Honda released its latest-spec engine for Pocono. That engine has won every race since, a fact that may or may not have at least something to do with its fuel consumption, depending on which camp you're talking to.

Regardless, the impression this created was that the race might be divided in two, with the Hondas running longer but saving fuel, and the Chevy-powered cars making an extra stop but going hell for leather in between. The reality was very different and, as it turned out, neither Power nor Dixon was on the money. Contrary to what Power

said, the Chevrolet cars were very much capable of only stopping twice. The problem was that there was no benefit to doing so.

For all the gamesmanship, you only have to look at the lapchart to see that the one thing all the big teams were sincere about was the belief that two-stopping would be the way to go. Andretti Autosport had Ryan Hunter-Reay, the team's best title hope, starting from pole, so the fact that he only stopped twice was the clearest indication you need about what its engineers felt would work best. The team did have James Hinchcliffe on a three-stopper from the start, but only as a means of damage limitation after the Canadian qualified in the middle of the field.

It was a similar story at Penske. Helio Castroneves qualified 15th and started on a three-stopper as a countermeasure, but Power lined up alongside Hunter-Reay and was on the same strategy as the American. Ganassi was a slightly different story in that all three of its cars qualified towards the front, but without meaning any disrespect to Kimball, Franchitti and Dixon are generally a more reliable guide to what the team thinks is the optimum approach.

Actually, Kimball had started the race with the idea of stopping twice himself, but the team made a very early decision to change things up.

"We actually expected the top five or six to run



like rabbits, run out hard, and then if they got a yellow, back into a two-stop strategy," Kimball said.

"But then when it looked like everyone was trying to make the mileage for a two-stop race, we thought, 'All right, we've got the pace here.' We were not committed to it until we saw what the guys up front were doing and where that first stop would put us. If it put us in clean air, we were going to commit to it."

The combination of clean air and the freedom to exploit a fast car paid immediate dividends: during his second stint Kimball was significantly faster than the original lead pack and, when he rejoined the field after making his second stop, he did so ahead of early leader Hunter-Reay, and with the ability to lean harder on his car. At a stroke, a lot of drivers' hopes were consigned to the bin.

It helped his cause that, for the second year in a row, the race was run entirely without cautions. (Indeed, it was almost incident-free, with Tony Kanaan providing the only exception by having a wheel come loose just after a stop). With nothing to artificially close the pack up, most of the field was only aware of Kimball's existence either via reports from the pitwall of ever-increasing gaps, or when he was lapping them.

Only two drivers really figured in Kimball's mind during the final phases of the race, and they did so for very different reasons. The lapped car of EJ Viso

caused him some problems right around the time that he was making his final stop. Consequently, Pagenaud was able to rejoin from his own third stop fractionally ahead of the Ganassi car, forcing Kimball to make a pretty gutsy move at Turn 4 to reclaim his lead.

"I never thought he would make it [out of the corner] to be honest," said Pagenaud, who also felt that he could have held the lead longer had he not been baulked by Viso after rejoining from his stop.

Once Kimball got back into the lead he never let Pagenaud get close again, and his final winning margin of just over five seconds was a fitting tribute to an excellent drive.

What's remarkable is that so few of the original leaders responded. Both Power and Hunter-Reay admitted later that they knew they were in trouble early on, yet they remained committed to the two stops. Only Ganassi rolled the dice and it paid off, with Franchitti claiming a distant third place. The team brought the Scot in a couple of laps earlier than Dixon, and this is what ultimately made the difference between them.

"As soon as Charlie pitted, it became clear that we were on the wrong strategy," Franchitti said.

"So my guys made a decision, a pretty brave decision I think, to change the strategy. They did it probably two or three laps before Scott's guys, and I think that made a huge difference to where we



finished today. I tend not to question their decisions. They have a lot more information than me and they have won me a lot of races by making a lot of calls, so I don't question it. I just get on with it and do what they tell me."

Power finished fourth, first of the two-stoppers, after capitalising on a slow pitstop by Hunter-Reay to jump ahead of the Andretti car midway through the race. Hunter-Reay was next across the line, but in the closing laps the main excitement was provided by the battle between the lead championship protagonists for sixth.

Castroneves had relied on strategy to help him recover from his poor starting position, while Dixon had been in catch-up mode ever since his own late strategy switch. The pair had been part of a multi-car battle for the positions between sixth and 10th over the final stint, which boiled down to a head to head between the Penske and Ganassi racers over the last few laps. Castroneves prevailed, but it was close. Bearing in mind that the Penske team calculated that if Power had finished one additional place ahead of Hunter-Reay in almost any race last season he'd have won the title, the significance of the result was not lost on Castroneves.

"It might only be sixth place," said the Brazilian, "but it could win the championship at the end of the year."

It certainly could and, in a season defined by unpredictability, a sixth place very much qualifies as a good result. There have now been nine different winners this year, yet neither Franchitti nor Power are among them. Chevrolet was two weekends away from securing the manufacturers' title going into Pocono, and has since racked up a four-race losing streak. And the remaining schedule is a basket case, with a road course, a street course, a street course double-header and a superspeedway still to come. Against that sort of background, nobody is taking anything for granted. Not even when every calculation under the sun suggests that a particular race can be won with two stops. ▶

“ A HUGE RANGE OF PRODUCTS AT GREAT VALUE, WITH NEXT DAY DELIVERY THAT’S 2ND TO NONE. ”

...Plus the 'NO QUIBBLE FREE RETURNS' policy is also good to know - I'll be back! **Steven White**

Trustscore for IronmongeryDirect is 9.3 of 10, based on over 2000 customer reviews.



**UK'S BIGGEST RANGE
NEXT DAY DELIVERY
MINIMUM 5 YEAR
GUARANTEE
FREE 'NO QUIBBLE'
RETURNS**

CALL TODAY FOR YOUR FREE CATALOGUE

0808 168 28 28

IronmongeryDirect.com

DOWNLOAD OUR FREE APP FROM YOUR APP STORE

Available on the App Store
with Google play

OR TEXT RBA16 to 62244 FREE!

With name, address and email.



IronmongeryDirect

MASTERS OF OUR TRADE

DOOR FURNITURE • WINDOW & JOINERY HARDWARE • SLIDING DOOR HARDWARE • HINGES • DOOR CLOSERS • FIRE CONTROL • SIGNS
LOCKS, LATCHES & SECURITY • CABINET FURNITURE • SHELVING & STORAGE • BOLTS & STOPS • SEALANTS & ADHESIVES • SCREWS & FIXINGS











BRITISH TOURING CARS

24/25 AUGUST

- Advanced ticket discounts - saving ££s
- Weekend camping available (pre-book)
- Kids under 12 go FREE all weekend
- All parking on-site & absolutely FREE

- Big screen TVs to see all the action - LIVE
- Three awesome British Touring Car races
- Star names - Shedden, Plato and Neal
- Porsche GB, Ginetta & Formula Ford GB

BOOK TICKETS NOW - [KNOCKHILL.COM](http://knockhill.com)

IN THE PADDOCK

Mark Glendenning



MOST ONLOOKERS AT MID-OHIO CAN TELL YOU the precise moment in the weekend when they first paid real attention to Charlie Kimball.

He'd been sixth in second practice on Friday, but nobody really noticed that: how much do Friday times really mean?

Instead, he first drew focus during third practice on Saturday morning, when the TV screens switched to a replay of his distinctive orange-and-blue car looping around at the first corner and hammering into a tyrewall backwards.

By Sunday evening that was forgotten, and it will be interesting to see whether the popular perception of him as a 'nice guy' rather than a 'fast driver' will change. Anyone



who has been paying attention this year will have seen that he's been building up to this result: the mistakes have been less apparent, the speed has been better, the snap decisions have been more finely judged. There was a discernable confidence in how he hustled his car through that final stint that wasn't so apparent 12 months ago.

"Bit by bit you see him get rid of his weaknesses," said Dario Franchitti. "And he's smart, and he's taken full advantage of the fact that he's a member of the Ganassi team and all the stuff that he's got available to him."

One win doesn't make a man, but it sure as hell doesn't hurt, either. Will he keep improving? It'll be fun finding out.



WILSON BROTHERS TEAM UP

Ex-Indy Lights racer Stefan Wilson will make his IndyCar debut alongside brother Justin for Dale Coyne Racing at Baltimore next month. The 2007 McLaren AUTOSPORT BRDC Award winner tested with the team at Barber earlier this year.

HIRAKAWA IN INDY FRAME

Reigning Japanese F3 champion Ryo Hirakawa is in the frame to drive the second Dale Coyne Racing entry at Sonoma's late-August round. Hirakawa, 19, is currently racing in Super Formula in his homeland. He lies 11th in the championship in his rookie season after scoring points in three of the first four races.

Filippi, Davison make debuts

THE TWO DRIVERS WHO MADE THEIR DEBUTS

At Mid-Ohio left feeling satisfied with their performances, even if both felt that they could have done better.

Former GP2 racer Luca Filippi started from the back for Bryan Herta Autosport after losing his two best qualifying laps for causing a red flag – laps that were quick enough to get him a grid place in the midfield at the very least – while James Davison made his first single-seater start in two years in the second Dale Coyne Racing car. The Australian finished 15th, one place ahead of Filippi.

"Our pace was good, our strategy worked – the problem was that we were just way too far back," Filippi said. "I was 14th, but we had a miscommunication on the radio and I thought I was racing [Takuma] Sato on the last lap, but he was a lap down. I tried to pass him but went onto the grass and lost two places."

Davison's race was less eventful, and he admitted that his biggest surprise was that he was not more tired during the final stint.

"I personally thought I was going to be dead by the end of the race, but I felt like I could have done another 90 laps," he said.

"I'm pretty happy. I did a consistent, mistake-free job that I hope can put me in another ride somewhere."



Filippi was a late call-up

IndyCar tweaks sporting rules

INDYCAR MADE SEVERAL REVISIONS TO ITS

rulebook ahead of Mid-Ohio in an attempt to address some of the judicial problems from the preceding Toronto races.

The first change stipulates that if a penalty cannot be served during a race, the result will be declared provisional until the relevant incident is reviewed by officials. This change was aimed at preventing a repeat of the post-race confusion in Canada when Dario Franchitti finished third, was issued a time penalty for blocking, and then had the penalty rescinded upon review of additional evidence.

Another change affects restarts. In the event of a restart with 15 laps or fewer to go, lapped cars will be moved to the rear of the field. Several drivers had complained earlier in the year about lapped traffic interfering with late restarts.

Finally, the series confirmed that a car will be considered



No lapped cars in late restarts

to have completed its two-lap minimum on a specific type of rubber if a tyre is damaged through contact during a race. This enshrines a rule that came into play in Toronto, when Franchitti was able to shed his damaged red tyres after just one lap.

FILIPPI SET FOR MORE OUTINGS

Luca Filippi is likely to get another outing with Bryan Herta Autosport before the season is over, although there is no indication yet of where his next opportunity may be. "Luca has done enough that we would definitely like to see him back," team owner Bryan Herta told AUTOSPORT.

HILDEBRAND NEARING RETURN

JR Hildebrand could make his IndyCar comeback for his home race at Sonoma. The former Panther Racing driver has been in discussions with BHA about a drive, although no deal had been signed as AUTOSPORT went to press.

FRANCHITTI WANTS TO STAY ON

Dario Franchitti expects to re-sign with Chip Ganassi Racing for another year. "I would love to come back, Chip would like me to come back, [sponsor] Target would like me to come back, the team would like me to come back. We're all on the same page, but have nothing to announce yet," he said.

BRISCOE BACK FOR SONOMA

Panther Racing has confirmed that Ryan Briscoe will be back in the team's car at Sonoma if his wrist is sufficiently healed. The Australian suffered fractures in an accident at Toronto last month. Oriol Servia raced the team's Dallara at Mid-Ohio.



Briscoe will return soon

DTM Moscow (RUS)

August 3-4

Round 6/10



RESULTS

74 LAPS, 117.48 MILES

| | | |
|-----------|--|-------------------------|
| 1 | MIKE ROCKENFELLER (D) | 1h14m38.512s |
| | Phoenix Racing Audi RS5; Grid: 1st-58.423s | |
| 2 | MATTIAS EKSTROM (S) | +1.303s |
| | Abt Sportsline Audi RS5; Grid: 2nd-58.604s | |
| 3 | AUGUSTO FARFUS (BR) | +11.393s |
| | RBM BMW M3; Grid: 3rd-58.677s | |
| 4 | ADRIEN TAMBAY (F) | +12.275s |
| | Abt Sportsline Audi RS5; Grid: 12th-58.910s | |
| 5 | GARY PAFFETT (GB) | +17.495s |
| | HWA Mercedes C-coupe; Grid: 7th-58.831s | |
| 6 | JAMIE GREEN (GB) | +18.704s |
| | Abt Sportsline Audi RS5; Grid: 5th-58.749s | |
| 7 | JOEY HAND (USA) | +19.363s |
| | RBM BMW M3; Grid: 15th-59.013s | |
| 8 | DIRK WERNER (D) | +26.117s |
| | Schnitzer Motorsport BMW M3; Grid: 6th-58.779s | |
| 9 | TIMO SCHEIDER (D) | +34.184s |
| | Abt Sportsline Audi RS5; Grid: 14th-58.954s | |
| 10 | CHRISTIAN VIETORIS (D) | +41.331s |
| | HWA Mercedes C-coupe; Grid: 10th-59.038s | |
| 11 | PASCAL WEHRLIN (D) | +42.029s |
| | RSC Mücke Mercedes C-coupe; Grid: 8th-58.843s | |
| 12 | ROBERT WICKENS (CDN) | +43.782s |
| | HWA Mercedes C-coupe; Grid: 18th-59.285s | |
| 13 | FILIPE ALBUQUERQUE (P) | +44.443s |
| | Team Rosberg Audi RS5; Grid: 13th-58.914s | |
| 14 | ROBERTO MERHI (E) | +51.576s |
| | HWA Mercedes C-coupe; Grid: 22nd-59.467s | |
| 15 | MARCO WITTMANN (D) | +52.941s |
| | MTEK BMW M3; Grid: 20th-59.400s | |
| 16 | TIMO GLOCK (D) | +54.421s |
| | MTEK BMW M3; Grid: 17th-59.177s | |
| 17 | MARTIN TOMCZYK (D) | +58.460s |
| | RMG BMW M3; Grid: 21st-59.442s | |
| 18 | DANIEL JUNCADELLA (E) | -1 lap |
| | RSC Mücke Mercedes C-coupe; Grid: 9th-58.985s | |
| 19 | BRUNO SPENGLER (CDN) | -1 lap |
| | Schnitzer Motorsport BMW M3; Grid: 4th-58.698s | |
| 20 | ANDY PRIAULX (GB) | -1 lap |
| | RMG BMW M3; Grid: 21st-59.442s | |
| R | EDOARDO MORTARA (I) | 31 laps-handling/damage |
| | Team Rosberg Audi RS5; Grid: 16th-59.133s | |
| R | MIGUEL MOLINA (E) | 5 laps-damage |
| | Phoenix Racing Audi RS5; Grid: 11th-58.907s | |

Winner's average speed: 94.44mph. Fastest lap: Tambay, 58.999s, 96.87mph.

CHAMPIONSHIP

| | | | | | |
|----------|---------------------|-----------|-----------|-----------------|-----------|
| 1 | ROCKENFELLER | 94 | 6 | WICKENS | 45 |
| 2 | SPENGLER | 67 | 7 | EKSTROM | 38 |
| 3 | PAFFETT | 57 | 8 | WITTMANN | 33 |
| 4 | VIETORIS | 56 | 9 | WERNER | 26 |
| 5 | FARFUS | 48 | 10 | HAND | 26 |

MANUFACTURERS

| | | | | | |
|----------|-----------------|------------|----------|-------------|------------|
| 1 | BMW | 217 | 3 | AUDI | 176 |
| 2 | MERCEDES | 188 | | | |

POINTS SYSTEM EXPLAINED

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



Tambay was a fine fourth



Rocky wins fight in Russia

No, it's not Stallone felling Dolph Lundgren, but Audi star Rockenfeller who packed a punch. By **JAMIE O'LEARY**

THE DTM'S MAIDEN VISIT TO RUSSIA AND THE Moscow Raceway bordered on the bizarre at times, but on race day it was business as usual with close racing aplenty, a wide range of strategies employed and a second win of 2013 by the year's standout performer, Mike Rockenfeller.

First the bizarre. Qualifying – or at least the final part of it – was scrapped due to a reason that nobody could have foreseen pre-weekend.

With Q4 seconds away from getting under way, track use was suspended due to the instant grounding of the medical helicopter. Why? A message from air-traffic control that the airspace above had been closed for two hours to allow Russian president Vladimir Putin's private jet a safe passage. Normal in these parts, apparently.

This occurrence – strange even in the context of a year that has featured a falling overhead TV cable halting a NASCAR race and a family of trackside ducks forcing the suspension of an IndyCar practice session – helped one man: Rockenfeller.

"Different country, different rules," said the

championship leader, who secured pole as a result of the front of the grid being set by Q3 times.

Twenty-four hours later the Phoenix Audi man celebrated increasing his series lead to more than a race win's worth of points over Bruno Spengler. But while Rockenfeller was certainly quick enough to finish on the podium, the fastest man in race trim appeared to once again be Audi stablemate Mattias Ekstrom, fresh from a hearing in Frankfurt days earlier at which his exclusion from victory at the preceding Norisring race was upheld.

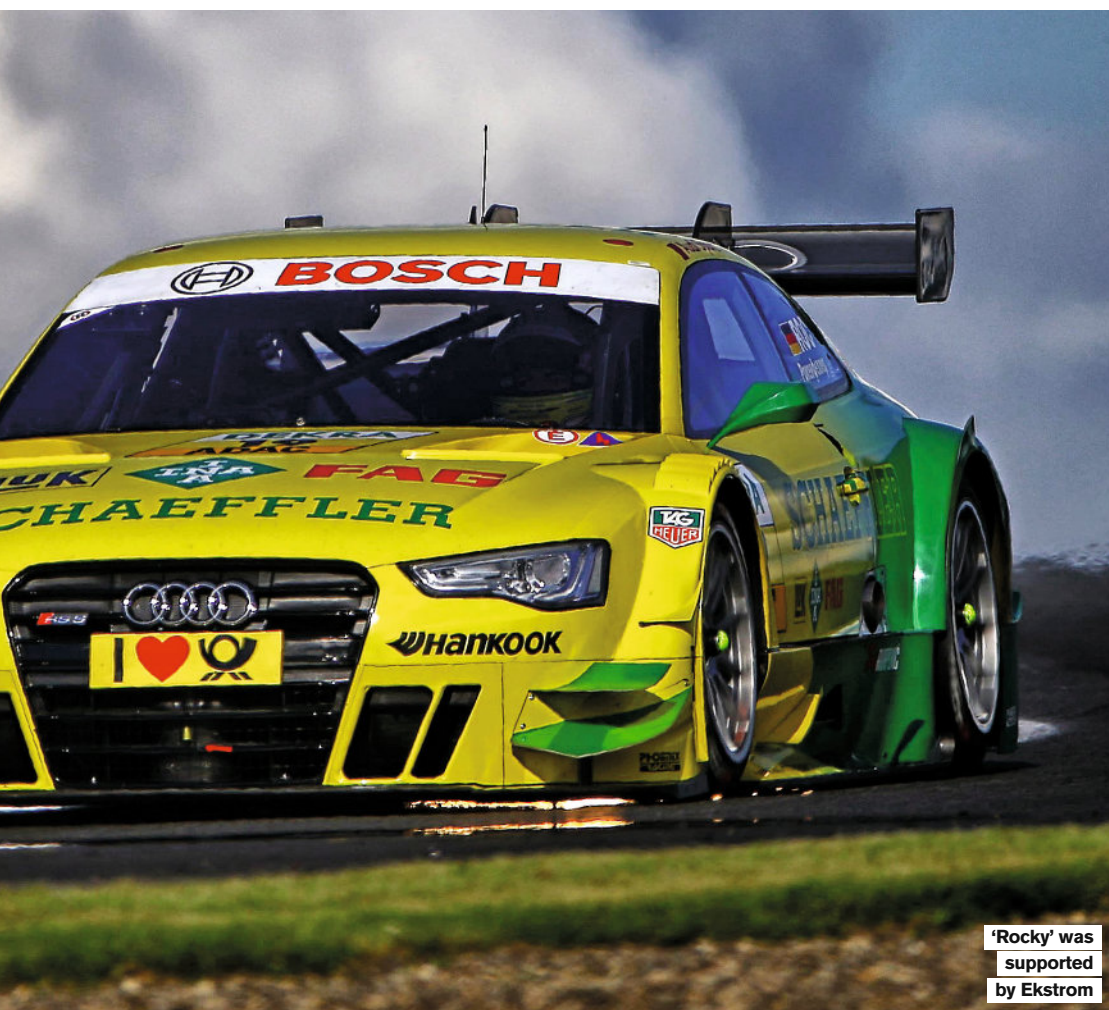
Unlike Rockenfeller, second-placed qualifier Ekstrom started the race on the hard 'standard' Hankook rubber, and pitted to change these tyres for the softer options on lap nine.

This, coupled with what he described as "the best set-up I've ever had on my car in the DTM," and a traffic situation that was kind to the Swede, meant that when Rockenfeller made his first stop on lap 44 to switch from his starting options onto standards, his yellow and green RS5 exited the pits around two seconds behind the dark blue,



Spengler was spun early by Molina

FOR IN-DEPTH RESULTS **FORIX**



'Rocky' was supported by Ekstrom



Ekstrom congratulates his stablemate

Abt Sportsline-run example.

Once Rockenfeller had pitted again 11 laps later, the shape of the race changed. Having been fast throughout, Ekstrom was losing upwards of half a second per lap to Rockenfeller, the result being that when he made his own final stop with eight laps remaining, he exited behind the points leader. Team orders at work?

"The DTM is about having friends, and when I was winning my championships I had some help from Mike," said Ekstrom. "I knew that if he had a trouble-free race, I wasn't going to challenge him." Ekstrom had added 'overheating brakes' to his answer once Audi's PR crew had got to him ahead of the post-race press conference.

Ekstrom's comments in no way removed the shine from Rockenfeller's victory. Team orders, after all, are a way of life in the DTM.

The magnitude of the Audi man's increased gap at the head of the standings stemmed largely from an incident between reigning champion Spengler – who started the race only two points behind him – and Rockenfeller's Spanish Phoenix

Racing team-mate Miguel Molina.

Having dropped to sixth behind Jamie Green and Gary Paffett on a scrappy opening lap, Spengler's Schnitzer BMW then found itself overtaken by Adrien Tambay's Abt Audi – up from 12th – and the sister car of Dirk Werner. As Werner moved the black M3 wide, however, Molina (who had already made contact with compatriot Daniel Juncadella by this point) decided to put his RS5 into a rapidly diminishing gap.

The contact spun Spengler around and damaged the rear of his chassis, limiting him to 19th spot. Molina, meanwhile, was out a few laps later.

"It was totally undrivable," said an annoyed Spengler on one of the few occasions on which he broke out of monosyllabic conversation.

With Spengler out of the way, the final podium spot went to Augusto Farfus's RBM M3, as it had seemed destined to at the end of the opening lap.

Tambay found himself fourth – and ahead of both Green and Paffett – after running a 56-lap stint on his options. An audacious attempt to pass Farfus for third at two successive corners during the final laps would probably have paid off had DRS not been disabled as the pit window closed.

Paffett passed Green for fifth at around the same time, the pair of former team-mates rubbing bodywork as the 2005 champion went by.

Behind them in seventh was Joey Hand. The American climbed from 15th to show not only his growing pedigree in the DTM, but to show that RBM was the on-form BMW team in Russia.

He's a long way behind Rockenfeller in the points though. But then again so is everyone as the former sportscar ace enjoys the purple patch of his DTM career.

Only once in the past three years, however, has the guy leading at this point become champion. A lot can happen in four races...

IN THE COCKPIT

Andy Priaulx



AS WEEKENDS GO, that one was tough. We couldn't get the standard tyres to work at any point over the weekend. Once we realised in practice that the new standards were slower than the used ones, I knew it was going to be a long race.

The really annoying thing is that the Norisring race went so well for me and really the car felt fine again here. There was no issue with the balance or anything, it was just slow. Plus the radio didn't work in the race so it was hard to know where I was strategy-wise.

It's hard to explain why. On the one hand there were two BMWs that made it into Q4 and then on the other there were four knocked out in Q1 – including me.

It just shows how far off the pace you look in the DTM if you're even slightly off your best. Augusto [Farfus] was last of the BMW drivers at Norisring and was really scratching his head to work out why. And then here he's the best BMW driver and I'm at the back and scratching my head with Martin [Tomczyk], Marco [Wittmann] and Timo [Glock]. It's just weird.

The only saving grace in performance terms was that Martin did a slower best race lap than me, and he's a DTM champion!



Priaulx finished 20th and last

REMEMBER WHEN



...a Frenchman last set fastest lap?

Adrien Tambay's quickest lap at Moscow was not only the first of his DTM career, but the first for a Frenchman in the championship since Alexandre Premat did the same at Zandvoort in 2009. Like Tambay last weekend, Premat was fourth on the road. He was later disqualified for being late to the weighbridge.

Rally Finland



Jyvaskyla (FIN), August 1-3
World Rally Championship
Round 8/13

RESULTS

23 STAGES, 201.464 MILES

| | | |
|-----------|--|-------------------|
| 1 | SEBASTIEN OGIER (F)/JULIEN INGRASSIA (F) | |
| | VW Motorsport Volkswagen Polo R WRC #8 | 2h43m10.4s |
| 2 | THIERRY NEUVILLE (B)/NICOLAS GILSOUL (B) | |
| | Qatar WRT (M-Sport) Ford Fiesta RS WRC #11 | +36.6s |
| 3 | MADS ØSTBERG (N)/JONAS ANDERSSON (S) | |
| | Qatar WRT (M-Sport) Ford Fiesta RS WRC #4 | +57.6s |
| 4 | MIKKO HIRVONEN (FIN)/JARMO LEHTINEN (FIN) | |
| | Citroen Total Abu Dhabi Citroen DS3 WRC #2 | +1m21.8s |
| 5 | DANI SORDO (E)/CARLOS DEL BARRIO (E) | |
| | Citroen Total Abu Dhabi Citroen DS3 WRC #3 | +6m08.5s |
| 6 | EVGENY NOVIKOV (RUS)/ILKA MINOR (A) | |
| | Qatar WRT (M-Sport) Ford Fiesta RS WRC #5 | +8m39.7s |
| 7 | JARI KETOMAA (FIN)/MARKO SALLINEN (FIN) | |
| | DMack-Autotek Ford Fiesta R5 #88 | +11m19.2s |
| 8 | PG ANDERSSON (S)/EMIL AXELSSON (S) | |
| | AT-Rally Ford Fiesta RS WRC #23 | +11m41.5s |
| 9 | ROBERT KUBICA (PL)/MACIEK BARAN (PL) | |
| | Lotos Dynamic Rally Team Citroen DS3 RRC #74 | +12m48.1s |
| 10 | ANDREAS MIKKELSEN (N)/MIKKO MARKKULA (F) | |
| | VW Motorsport Volkswagen Polo R WRC #9 | +13m42.0s |

OTHERS

| | | |
|-----------|--|----------------------|
| 17 | JARI-MATTI LATVALA (FIN)/MIIKKA ANTTILA (FIN) | |
| | VW Motorsport Volkswagen Polo R WRC #7 | 3h04m48.1s |
| R | KRIS MEEKE (GB)/CHRIS PATTERSON (GB) | |
| | Abu Dhabi Citroen Total Citroen DS3 WRC #10 | SS22-accident |

DRIVERS' CHAMPIONSHIP

| | | | | | |
|----------|-----------------|------------|-----------|-------------------|-----------|
| 1 | OGIER | 181 | 6 | LOEB | 68 |
| 2 | LATVALA | 91 | 7 | ØSTBERG | 65 |
| 3 | NEUVILLE | 91 | 8 | NOVIKOV | 39 |
| 4 | HIRVONEN | 73 | 9 | PROKOP | 37 |
| 5 | SORDO | 69 | 10 | AL-ATTIYAH | 30 |

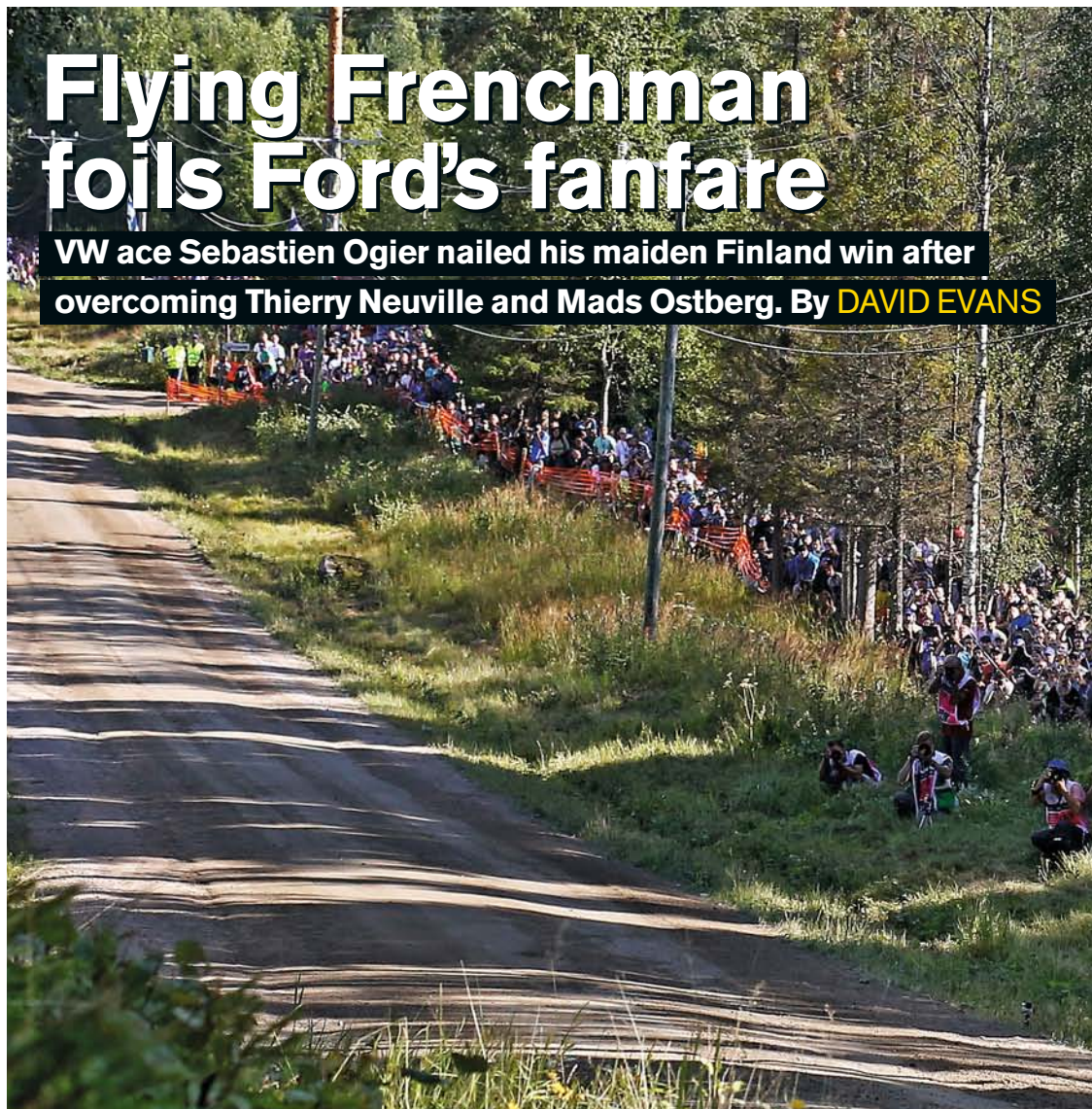
MANUFACTURERS' CHAMPIONSHIP

| | | | | | |
|----------|----------------------|------------|----------|-------------------------------|------------|
| 1 | VW MOTORSPORT | 251 | 4 | QATAR WORLD RALLY | 107 |
| 2 | CITROEN TOTAL | 196 | 5 | JIPOCAR CZECH NATIONAL | 39 |
| 3 | QATAR M-SPORT | 112 | 6 | ABU DHABI CITROEN | 33 |

STAGE TIMES

| | |
|---|--|
| SS1 HIMOS 1 (2.76 miles) Fastest: Ogier 2m39.1s Leader: Ogier | SS13 MOKKIPERA 2 (8.53 miles) Fastest: Ogier 6m47.7s Leader: Ogier |
| SS2 TORITTU 1 (5.15 miles) Fastest: Neuville 4m26.1s Leader: Hirvonen/Neuville | SS14 LANKAMAA 2 (14.70 miles) Fastest: Ogier 11m23.1s Leader: Ogier |
| SS3 KOUKUNMAA (8.50 miles) Fastest: Ogier 6m59.4s Leader: Neuville/Ogier | SS15 KILLERI 2 (1.28 miles) Fastest: Ogier 1m21.9s Leader: Ogier |
| SS4 HIMOS 2 (2.76 miles) Fastest: Hirvonen 4m27.7s Leader: Neuville/Hirvonen | SS16 SURKEE 1 (9.28 miles) Fastest: Ostberg 8m04.9s Leader: Ogier |
| SS5 TORITTU 2 (5.15 miles) Fastest: Ostberg 5m24.9s Leader: Neuville | SS17 LEUSTU 1 (5.99 miles) Fastest: Neuville 5m03.9s Leader: Ogier |
| SS6 KILLERI 1 (1.28 miles) Fastest: Neuville 1m28.8s Leader: Neuville | SS18 OUNINPOHJA 1 (20.51 miles) Fastest: Ogier 15m26.7s Leader: Ogier |
| SS7 JUKOJARVI 1 (13.60 miles) Fastest: Hirvonen 10m26.2s Leader: Ostberg | SS19 PAINAA 1 (4.65 miles) Fastest: Ostberg 3m47.7s Leader: Ogier |
| SS8 PALSANKYLA 1 (8.64 miles) Fastest: Ogier 7m08.6s Leader: Ogier | SS20 SURKEE 2 (9.28 miles) Fastest: Ogier 7m57.2s Leader: Ogier |
| SS9 MOKKIPERA (8.53 miles) Fastest: Ostberg 6m49.1s Leader: Ostberg | SS21 LEUSTU 2 (5.99 miles) Fastest: Neuville 5m03.2s Leader: Ogier |
| SS10 LANKAMAA 1 (14.70 miles) Fastest: Ogier 11m30.7s Leader: Ostberg | SS22 OUNINPOHJA 2 (20.51 miles) Fastest: Ogier 15m08.9s Leader: Ogier |
| SS11 JUKOJARVI 2 (13.60 miles) Fastest: Ogier 10m18.0s Leader: Ogier | SS23 PAINAA 2 (4.65 miles) Fastest: Neuville 3m46.6s Leader: Ogier |
| SS12 PALSANKYLA 2 (8.64 miles) Fastest: Ogier 7m03.4s Leader: Ogier | |

Rally route The route remained similar, with more stages added on Thursday – including the Torittu test, last seen in 1985. Painaa replaced Ouninpohja as the Powerstage on the final day.



Flying Frenchman foils Ford's fanfare

VW ace Sebastien Ogier nailed his maiden Finland win after overcoming Thierry Neuville and Mads Ostberg. By DAVID EVANS

JYVASKYLA'S ONLY FRENCH RESTAURANT WAS IN full flow last week. A table at Figaro could not be found. That's unlikely for the next 51 weeks. The collective pain felt by Rally Finland locals is such that the mere mention of anything French will add further insult to injury. There's a corner of central Finland that's becoming more French by the moment. It's now three years since the blue-and-white flag flew highest and, on the evidence of Sebastien Ogier's performance last week, the locals will have to wait for national pride to be restored.

LEG ONE (28.27 miles) Overcast/rain – ambient temperature range on stages 16-24C

Nobody saw that one coming. Emerging from the trees and heading for the day's final stage at Killeri

trotting track on the outskirts of Jyvaskyla, Thierry Neuville became the first Belgian to lead Finland's World Rally Championship round.

In fairness, he'd been in the lead from SS2, but he'd been forced to share P1 for an incredible three stages, where the accumulated time from the top two drivers was identical to the tenth of a second. The opening day of the event was always going to be tight; with six stages split into just 28 miles, big gaps were not on the cards.

Three drivers could lay claim to leading through Thursday, with Sebastien Ogier first to hit the front in a short run up and down the Himos ski slope near Jamsa. Venturing further south, the crews went back into Torittu, a test last used in 1985. Absence would not make Jari-Matti



Neuville was fantastic, leading the rally for Ford

FOR IN-DEPTH RESULTS
forix.autosport.com



Ogier soared to maiden Rally Finland victory...



... and then celebrated with Julien Ingrassia (l)

Latvala's heart grow fonder. He went too fast over a crest, clouted a rock and broke the left-rear suspension on the Polo. His dream of another home win was gone.

Fastest time from Neuville in SS2 was enough for him to land the lead with Mikko Hirvonen. Citroën's home hero had been quickest in qualifying and was happy with his chosen slot of last of the leaders on the road, despite the occasional rain shower. Ogier was fastest in three to return to the shared lead, while Hirvonen scratched the repeated Torittu to nudge the Frenchman aside and rejoin Neuville at the top of the table.

The combination of the rain and the soft nature of the roads meant stage four was cutting up badly. And the weather had turned really wet by the time the crews arrived back at Himos on their way back north. Stories of ruts filling with water, near overshoots and half-spins were all too commonplace, but it was Hirvonen who was raging at the end of the stage.

He had to wait for six minutes at the start and in that time, the ruts really filled up. He dropped 16s and slipped from first to fifth. In a day marked by tenths of seconds, that was a lifetime. And Hirvonen was furious.

"The ruts were completely full of water," the 2009 event winner fumed.

He made up one place in Killeri to hold an overnight fourth, behind leader Neuville, Ogier and Mads Ostberg. Juho Hanninen was fifth with Kris Meeke a brilliant sixth on his DS3 WRC debut.

"This is definitely more than I expected," said Meeke, with a big grin.

POSITIONS AFTER DAY ONE

| | | |
|---|-------------------|----------|
| 1 | Neuville/Gilsoul | 25m33.3s |
| 2 | Ogier/Ingrassia | +5.2s |
| 3 | Ostberg/Andersson | +8.9s |
| 4 | Hirvonen/Lehtinen | +13.8s |
| 5 | Hanninen/Tuominen | +17.0s |
| 6 | Meeke/Patterson | +17.5s |

LEG TWO (92.27 miles)

Rain/sunny – ambient temperature range on stages 17-27C

Moving north of Jyväskylä, the drivers couldn't wait to get into the more traditional style of stages. But Jukojarvi, the day's opener, would break with tradition, running in the opposite direction for the first time in 36 years.

It was Ostberg who made the best of a brand new set of pace notes. He was quickest and went back to the front. Overnight leader Neuville couldn't find the same day-one confidence on the wider, softer road and dropped to third, albeit still just 1.9s off the lead.

Eight tenths of a second separated the top two when they arrived at Pansankyla. And the rain that had threatened in the previous test, SS7, arrived in the event's most northerly stage. With the grip level changing all the time, Ostberg struggled for balance from his Fiesta and slipped to second, by two tenths. Ogier's speed had all come towards the end of the stage.

"I saw some split times and I was down," said the Polo driver. "And I thought: 'Shit! I have to push!' So I tried harder and made some time."

And then lost some time. The top-two were reversed again in the next one. The Mokkaipera

stage is undoubtedly one of the trickiest, with rocks lining the side of the road and Ogier was spooked by the sight of a hazard at every turn. Coming out of the stage, he was 2.4s down on Ostberg. He cut that gap to eight tenths after the morning's final test, but admitted he'd struggled.

"Maybe I am thinking a bit too much about the championship," he admitted.

Ostberg's policy of no split times was working well for him. "I don't want to be distracted by them," he said.

While he hadn't managed a fastest time through the loop, Hirvonen moved up to third, demoting Neuville a further place. Neither driver was overly enamoured with their Friday morning, but both remained firmly in the thick of a titanic fight with Hirvonen vowing not to do anything stupid.

Citroën was also keen to avoid the stupid stuff. But stupid was just about the only way to describe what happened to the sister DS3 WRC to Hirvonen – Meeke's car. A couple of miles into Palsankyla, Novikov endured a moment when...

"something happened" (the request for a more detailed explanation brought: "something just happened") and he turned right over a crest and slammed his Fiesta into a log pile. The car fired up and he carried on, pulling out in front of Meeke.

The Briton tried everything to get past him for the next six miles, but Novikov was having none of it. Out of every corner, the Ford fired a machine gun volley of stones at the DS3, smashing the screen and smearing mud across it. The washer bottle drained, Meeke's visibility was zero. He then went off the road and got a puncture, which would lead to more trouble.

Understandably, he was livid at the end of the stage. Chris Patterson tried to advise Meeke that staying in the car at the stop line might be good politics, but Kris was having none of it. He wanted a word, and he could think of a couple – both of them choice.

"I just asked him what he thought he was at..." said Meeke, struggling to contain his fury. "He needs to learn some lessons and realise we're not playing out here."

With that Meeke pulled away from the line and stopped to change the puncture. In doing so, he got a finger trapped between the jack and the DS3's door, spraying his white overalls with claret and topping off a particularly shoddy trip through SS8.

Qatar M-Sport team principal Malcolm Wilson apologised to Meeke and said: "We sent a message to him [Novikov] telling him to pull over..."

The text landed, according to the Russian, with one corner remaining. So, with 400 metres of the stage left, he let Meeke past. ▶

Novikov held up Meeke and felt Irishman's wrath



HONZA FRONIK

◀ Novikov's defence was that with a smashed windscreen and the bonnet up, he was focused on trying to make out what was ahead and not worry about who was behind. Plausible enough, but nobody was sufficiently brave to offer it up in mitigation to the blooded Meeke, who had lost half a minute in that incident.

Meeke dropped to seventh briefly, but pushed back past Mikkelsen to return to sixth and then lunched in fifth after his fellow Fiesta driver Hanninen rearranged the right-rear corner of his car against a rock in SS9.

A miserable drizzly morning was transformed as the cars headed back towards the stages. With the sun on his back, Ogier came out of his shell and blitzed the second loop, winning every one of the four stages.

Softened by the morning rain, the roads cut up badly in some places. Tyres being knocked off rims and punctured was the story of the afternoon. Except for one man: Ogier. He was perfect, fastest and 36.3s ahead.

"This was a difficult afternoon, but we managed to control things," said the leader. "Some of our rivals had problems with punctures, but we avoided this."

A 14th-stage puncture ruined Ostberg's afternoon, but in all honesty, Ogier had been easing his way clear and building a lead bigger than anything before on this event all afternoon. Ostberg's problem dropped him back behind Neuville – just nine tenths separated the pair with one day left. And both promised no quarter would be given.

But what of Finland's final hope? What of



Stunning Meeke run ended in second Ouninpohja test

Hirvonen? A monster moment – a near-roll that became a fourth-gear 360 in SS12 damaged the DS3's rear suspension. He would start Saturday 22s behind Ostberg. But with an eye firmly on the podium.

Meeke remained fifth through the afternoon, ending the day with second quickest time on two of the final three stages. The best news came in the form of some justice for the SS8 incident, when the stewards elected to give him 23.7s back.

POSITIONS AFTER DAY TWO

| | |
|---------------------|------------|
| 1 Ogier/Ingrassia | 1h38m34.7s |
| 2 Ostberg/Andersson | +38.1s |
| 3 Neuville/Gilsoul | +39.0s |
| 4 Hirvonen/Lehtinen | +1m01.4s |
| 5 Meeke/Patterson | +1m09.5s |
| 6 Nikara/Kalliolojo | +2m18.6s |

LEG THREE (80.90 miles)

Sunny – ambient temperature range on stages 17-26C

With more than half a minute in hand, Ogier's victory was looking solid from the start of Saturday. Outside of the rally win, he had one objective – the Ouninpohja record. He spent much of the day talking it down... but it's time we learned about him talking things down.

Before that, however, there was the small matter of the biggest M-Sport fight all season. Ostberg and Neuville went at it from the start and swapped position four times in the next seven stages and were never more than 3.1s apart. They both wanted it too badly not to take risks. And in the end it was settled in the Belgian's favour after Ostberg rounded a corner near the end of Ouninpohja 2 and found a rock in the road. He spun in avoidance, while Ogier smashed the stage record by four seconds. And then he won the rally. Obviously.

Ouninpohja wasn't done though. Having broken Irish hearts last year, when Craig Breen rolled out of an SWRC win, those woods did the same job to Northern Ireland's finest on Saturday, when Meeke rolled out of a heroic fifth place. Ogier's ecstasy was more than matched by the agony aboard the number 10 Citroën.

And there was more one place further back, when Nikara retired in the same stage. Ironically, Sordo's plodding pace landed him Meeke's fifth place, with the villain of the week Novikov sixth.

Now, brace yourself. There might still be five rounds of the championship left, but it's mathematically possible Ogier could take the title next time around in Germany. In all honesty, such an achievement would probably befit his domination of the season so far. ☘

IN THE SERVICE PARK

David Evans



JINGOISM WAS IN FULL FLOW AT THIS keyboard for two-and-a-half days last week. And then Kris Meeke rolled. About three minutes after the Northern Irish driver's retirement came the news that Thierry Neuville had broken the record for Ouninpohja. And last week was only the Belgian's second time on Rally Finland.

Second time.

Absolutely gutted as I was to see Meeke in a ditch, Neuville's nerve raised morale in the British corner of the press room. What the Belgian did was quite, quite astonishing. After a completely nondescript debut on this event a year ago, Neuville was in the lead this time from the second stage and stayed there for the remainder of the opening day.

Having shown massive speed, he then showed maturity and speed to edge team-mate Mads Ostberg for second place. That Sebastien Ogier beat his Ouninpohja record two minutes later matters not a jot. Neuville showed his potential where it matters most last week.

But let's spare a thought for Meeke. He really was still all that. He really did blow team-mate Dani Sordo into the weeds – taking more than three minutes out of a man who has driven a Citroën World Rally Car on 78 more rallies than him.

Roll or no roll, maybe the time has come for the French to swap Spanish for British...



Neuville starred on only second visit to Finland

MCKLEIN/DE

“When you let a dog off a leash after a long time, he's going to run fast”



Kris Meeke was like a greyhound until the end of Ouninpohja in Finland last week



Meeke feels he's earned WRC deal

Meeke stuns on WRC return

KRIS MEEKE SAYS HE IS MORE CONVINCED

than ever that he has what it takes to cut it at World Rally Championship level, despite rolling out fifth place on Rally Finland. The British driver's effort had been one of the stories of the rally. Despite not competing for 20 months, he was second quickest in first practice and continued to raise eyebrows with his speed in an unknown factory Citroën DS3 WRC well into the event. He was running a comfortable fifth, having set second-fastest times, when he crashed near the finish of Ouninpohja 2 on the final day.

Meeke said: "That was my first rally in 20 months. I had one rally, I could have trundled around and finished 10th, but at this level you have to show your speed – it's all about speed and consistency. I believe I showed the speed and the consistency comes with seat time. I just hope I can be forgiven. I have no doubt I could run with these guys and fight for a world championship – I just need the right opportunity and some time."

Explaining the crash, he said: "I was caught out by a fifth-gear right less than a mile from the end of the stage. The car popped out of the ruts and when you come out of those two lines, you're in six inches of loose and you're gone. It was over in a millisecond. I am really so sorry for the whole team. Citroën took me to another level last week. The way they looked after me was incredible. I can't tell you how much it hurt inside when we went off."

Citroën team principal Yves Matton said Meeke remained in the frame for further outings despite the shunt.

Matton said: "What happened is one more point in my reflection on whether I give him another chance. I don't take decisions 10 minutes after something has happened. I prefer to step back a little bit and take more time."

"Everybody was disappointed because we were very enthusiastic. The weekend was going well and we were all happy for him. It's happened and we will see what he will do. Finland is not an easy rally."

M-Sport set to retain Qatar deal

M-SPORT'S FUTURE AS A MANUFACTURER

team in the World Rally Championship is likely to be confirmed at next month's Rally Germany.

Qatari Nasser Al-Attiyah said he wanted to repeat his deal to back the British team in 2014 and was looking forward to sitting down to complete the agreement with Malcolm Wilson in Trier. Al-Attiyah added as well that he wanted to keep current Qatar M-Sport team drivers Mads Ostberg and Thierry Neuville. The Belgian in particular is known to be in demand from both Citroën and Hyundai.

"I have been absolutely very happy with everything from Malcolm and M-Sport this year," said Al-Attiyah. "And this is why we will try to fix everything in Germany, it's much better to get everything done early and have everything in place for 2014. We want to carry on in the same way."



Qatar wants to stay with M-Sport



Makinen was back in his '96 Lancer

MAKINEN BACK ON STAGES

Tommi Makinen returned to Rally Finland for the first time since 2003, completing display laps of the Killari Superspecial stage in his 1996 1000 Lakes-winning Group A Mitsubishi Lancer Evo III.

OGIER ON VERGE OF TITLE

Sebastien Ogier could be crowned world champion in Germany later this month. The Volkswagen driver would need to score maximum points with Jari-Matti Latvala and Mikko Hirvonen non-scoring. "It's possible, but not likely," Ogier said. "I don't care where it comes, so long as it comes!"

PIRELLI TO RETURN IN 2014

Pirelli has confirmed it will return to the World Rally Championship next season for the first time since 2010. The Italian firm, which is currently Formula 1's exclusive tyre provider, is not expected to supply manufacturer cars in its first year back in rallying's top flight. Korean firm Hankook has also committed to joining Michelin and DMACK.

LATVALA BACK IN A QUATTRO

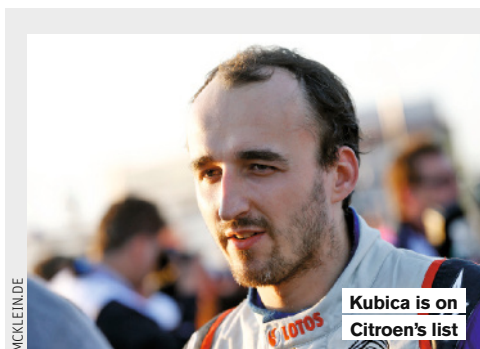
Volkswagen driver Jari-Matti Latvala will return to an Audi Quattro for this weekend's Lahti Historic Rally in Finland. The Finn is hoping to buy a Group 4 version of the car in the near future.

CRONIN WINS TWO CLASSES

Irish driver Keith Cronin secured the lead of the Citroën Top Driver series with his first CTD and WRC3 win in Finland last week. The DS3 R3 driver enjoyed a dominant performance on his debut in Jyväskylä, once Briton Alastair Fisher rolled out of an early lead.

ATKINSON TO TEST HYUNDAI

Australian driver Chris Atkinson (below right) is expected to get his first taste of the Hyundai i20 WRC this month after being named as the Korean manufacturer's latest signing for its test and development programme last week. He joins Juho Hanninen and Bryan Bouffier on the driver line-up.



Kubica is on Citroën's list

Kubica in WRC Citroën frame

ROBERT KUBICA COULD BE IN A FACTORY

Citroën DS3 WRC before the end of this season, according to team principal Yves Matton.

Matton admitted he would consider Kubica for one of his works cars, providing the Pole wins the WRC2 title before the end of the season. Kubica currently lies third in WRC2, but looks an increasingly potent force in the feeder series.

Matton said: "If he wins WRC2, why not? And yes, he is on the shortlist for next year. If Robert continues growing like he is at the moment then I would say it would be normal for him to be on the list for a few rallies – I don't say the full championship."

Kubica reminded AUTOSPORT that he hadn't decided if he was staying in rallying next season.

WTCC Rio Hondo (RA)

August 3-4

Round 8/12



RESULTS

RACE 1: 12 LAPS, 35.84 MILES

| | | |
|----|---|-------------------|
| 1 | YVAN MULLER (F) | 22m56.896s |
| | RML Chevrolet Cruze 1.6 T; Grid: 1st-1m47.920s | |
| 2 | PEPE ORIOLA (E) | +4.924s |
| | SUNRED Engineering Chevrolet Cruze 1.6 T; Grid: 5th-1m48.979s | |
| 3 | TOM CHILTON (GB) | +7.813s |
| | RML Chevrolet Cruze 1.6 T; Grid: 2nd-1m48.423s | |
| 4 | GABRIELE TARQUINI (I) | +7.989s |
| | Honda (JAS) Honda Civic WTCC; Grid: 4th-1m48.919s | |
| 5 | JOSE MARIA LOPEZ (RA) | +8.846s |
| | Wiechers-Sport BMW 320 TC; Grid: 9th-1m49.674s | |
| 6 | MICHEL NYKJAER (DK) | +10.214s |
| | Nika Racing Chevrolet Cruze 1.6 T; Grid: 8th-1m49.406s | |
| 7 | NORBERT MICHELISZ (H) | +12.833s |
| | Zengo Motorsport Honda Civic WTCC; Grid: 3rd-1m48.855s | |
| 8 | ROB HUFF (GB) | +13.960s |
| | Munnich Motorsport SEAT Leon WTCC; Grid: 23rd*-1m50.314s | |
| 9 | JAMES NASH (GB) | +14.636s |
| | Bamboo-Engineering Chevrolet Cruze 1.6 T; Grid: 7th-1m49.236s | |
| 10 | TIAGO MONTEIRO (P) | +14.870s |
| | Honda (JAS) Honda Civic WTCC; Grid: 22nd*-1m49.177s | |

Winner's average speed: 93.39mph. Fastest lap: Muller, 1m50.524s, 97.27mph.

*=started from back of grid

RACE 2: 11 LAPS, 32.85 MILES

| | | |
|----|--|-------------------|
| 1 | LOPEZ | 20m28.525s |
| | BMW; Grid: 1st | |
| 2 | TARQUINI | +3.619s |
| | Honda; Grid: 7th | |
| 3 | ORIOLA | +3.989s |
| | Chevrolet; Grid: 6th | |
| 4 | NYKJAER | +4.945s |
| | Chevrolet; Grid: 2nd | |
| 5 | MICHELISZ | +7.135s |
| | Honda; Grid: 8th | |
| 6 | MONTEIRO | +7.517s |
| | Lada; Grid: 4th | |
| 7 | NASH | +13.866s |
| | Chevrolet; Grid: 3rd | |
| 8 | HUGO VALENTE (F) | +16.422s |
| | Campos Racing SEAT Leon WTCC; Grid: 11th-1m50.130s | |
| 9 | TOM CORONEL (NL) | +16.767s |
| | ROAL Motorsport BMW 320 TC; Grid: 16th-1m50.744s | |
| 10 | STEFANO DASTE (I) | +18.320s |
| | PB Racing BMW 320 TC; Grid: 17th-1m50.788s | |

Winner's average speed: 95.92mph. Fastest lap: Muller, 1m50.248s, 97.51mph.

CHAMPIONSHIP

| | | | | | |
|---|---------------|------------|----|-----------|-----|
| 1 | MULLER | 312 | 6 | CHILTON | 130 |
| 2 | NYKJAER | 180 | 7 | ORIOLA | 125 |
| 3 | TARQUINI | 166 | 8 | MICHELISZ | 111 |
| 4 | NASH | 146 | 9 | CORONEL | 100 |
| 5 | HUFF | 139 | 10 | MACDOWALL | 73 |

YOKOHAMA TROPHY

| | | | | | |
|---|----------------|------------|---|---------|----|
| 1 | NYKJAER | 129 | 4 | BENNANI | 60 |
| 2 | NASH | 120 | 5 | D'ASTE | 58 |
| 3 | MACDOWALL | 88 | 6 | O'YOUNG | 47 |

POINTS SYSTEM EXPLAINED

In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. 5-4-3-2-1 to top 5 qualifiers.



Lopez led race two from pole

FOR IN-DEPTH RESULTS
forix.autosport.com



Lopez finds they do cry for him in Argentina

Tears of joy met the local star's classy debut win as his homeland hosted the WTCC for the first time. By **SAM TREMAYNE**

THERE WERE TEARS IN PARC FERME, THEN TEARS ON the podium. Beneath him, family and loved ones were welling up too. Jose Maria Lopez, triumphant on his World Touring Car debut, was in an emotional mood, and the feeling was infectious.

The Argentinian wasn't meant to be a victory candidate, regardless of his superb home pedigree. For starters, he was entirely new to the championship; secondly, he was only confirmed as an entrant seven days before the weekend. His new team Wiechers-Sport might have won as recently as 2012, but could boast just one top-10 finish – a sixth in Austria for Freddy Barth – from the opening 14 races of this year's series.

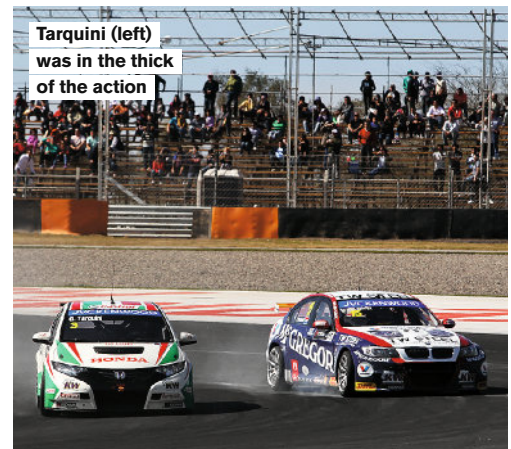
So what did Lopez do? He hit the front immediately in Friday's test, repeated the feat during practice and then – with just a touch of strategy – neatly secured 10th in qualifying, and with it pole for the reversed-grid second race. The fact that his BMW topped Sunday's warm-up, more than a second faster than his shoot-out best, highlighted the fact he had pace in hand.

His cameo was a welcome, even needed, respite from a weekend that had otherwise marched without pause to the drum of Yvan Muller. For all but the final five laps Muller was irrepresible in Argentina. Throughout testing, throughout practice and qualifying, his RML Chevrolet was simply on a different plane to the rest.

An emphatic pole was followed by an equally emphatic win, ensuring that he managed to stretch his already massive points lead even after a rare mistake dropped him out of the points in race two.

Muller's serenity in the opener was in stark contrast to the rest of the field, where wild and constant fights became the norm. Norbert Michelisz and Tom Chilton clashed at the first corner while contesting second. The Brit's RML Chevrolet dropped back but within four laps was back with the Zengo Motorsport Civic, and within five was back in front after a series of blows and counters that ran from Turn 5 all the way round to the final Turn 14 kink.

In refusing to cede position, Michelisz compromised his line onto the main straight and was then helpless as Pepe Oriola and Michel Nykjaer were able to 'Cruze' by. His pace also gave James Nash a sniff heading into Turn 1, but the



Tarquini (left) was in the thick of the action



Lopez is showered with the bubbly stuff

IN THE COCKPIT

Rob Huff

WHAT A FANTASTIC ending for the home fans. I've had the privilege of racing out in Argentina in TC2000 [the country's premier tin-top category before Super TC2000 arrived] several times and have gone up against Lopez before, and I'd told Dominik Greiner, the boss of Wiechers-Sport, that the lad was a bit special when I first heard about the deal.

My own weekend was more frustrating. My timing chain snapped in second practice and forced us to change engines, and then in qualifying we had an errant turbo, had to manually restrict it and cost ourselves around 30bhp – easily the two tenths or so we missed out on Q2 by.

Fighting back from 23rd to eighth was pretty pleasing,



Huff had a tough time at Rio Hondo

as it's about as good as you're ever going to do in that position. Things were looking good for race two, but then a brush with James Thompson broke my steering arm.

The contact was more the result of the slippery track, but there were some ridiculous moves going on. It's that time of the season when people start getting desperate, so I think the stewards need to calm everyone down – it shouldn't only be moves up front that are picked up on.

REMEMBER WHEN...

...the WTCC last had a debut winner? Prior to Lopez, the last driver to turn the trick on their debut weekend was Duncan Huisman at Macau in an RBM BMW in 2005.



Briton ran in way too deep, clouted first Nykjaer and then Michelisz, and pushed all three wide. Gabriele Tarquini took the gift and grabbed third while Lopez snuck by Michelisz and into seventh.

Two laps later Oriola picked off Chilton, another move that started at Turn 5 and lasted for several corners. He would keep second, and with it take a first podium since his switch from SEAT to Chevrolet machinery. Chilton dropped back but hung on to third ahead of Tarquini, who had been battling with Nykjaer until the Dane fell victim to an excellent Lopez pass on the outside of Turn 11.

Rob Huff, meanwhile, completed an excellent fightback from the rear of the grid by claiming eighth courtesy of a last-lap move on Nash, who then managed to keep Tiago Monteiro – like Huff forced to start at the back due to an earlier engine change – behind in the fight for ninth.

Race two followed a similar pattern, at least for the first few laps, as poleman Lopez leapt away from the field, ekeing out a two-second margin after the first lap alone.

Muller, the man Lopez had been most wary of, was on a charge: sixth by the end of the first lap, he dived down the inside of Oriola at Turn 1 and then had the easiest of jobs moving into third when Tarquini and Nykjaer got too hot in the final section of lap two.

The Frenchman began hounding Monteiro in second, with the Honda looking particularly vulnerable on the long straights. By lap five a Muller weekend double was looking increasingly likely – right up until Turn 5, when the Frenchman

Muller leads on way to race one win



made a rare misjudgement and punted Monteiro wide. Second was his, but so too was a drive-through penalty that dropped him from contention.

With his nearest two rivals gone, Lopez was suddenly able to start dreaming. Tarquini, now second after an earlier fracas with Nash, Nykjaer and Oriola, was more than four seconds back and still had Nykjaer and Oriola for company.

The front order stayed that way for the remainder, but there was drama for the lower points. Marc Basseng was pitched into a wild spin by Tom Coronel; Huff was forced to retire after the faintest of contacts with James Thompson; Chilton and Alex MacDowall came together; and Darryl O'Young was pitched sideways by Hugo Valente.

None of the incidents drew the stewards' ire, meaning that – behind Michelisz, Monteiro and Nash – Valente, Coronel and Stefano D'Aste rounded out the top 10.

Muller, pointless for the first time in a race this year, still widened his championship gap over the weekend, but for once he was not at the centre of proceedings – Lopez saw to that.

"I knew it was very difficult to win with Yvan behind me," came the local hero's verdict. "When I saw he was not behind me, only then I started to think that winning was possible. I never imagined this, so I hope this comes with an opportunity to come back, not just for Argentina but maybe for a whole championship."



ISHIHARA/LAT

JAPANESE F3

TOM'S Dallara-Toyota driver Yuichi Nakayama (above) sealed the title with a double win at Motegi, each time from pole position. B-Max driver Katsumasa Chiyo and Toda Racing's Tomoki Nojiri were, respectively, second and third in each race.

PRO MAZDA SERIES

Matthew Brabham, grandson of three-time world champion Sir Jack, broke the record for the most victories in a season when he won twice at Mid-Ohio to take his tally to nine. His Andretti Autosport team-mate Shelby Blackstock was second in race one, with Diego Ferreira runner-up the next day.

NASCAR NATIONWIDE

Brad Keselowski won for the third time in 2013 at Iowa Speedway. Penske Ford team-mate Sam Hornish Jr was second to cut the gap in the title race to fourth-placed finisher Austin Dillon to 14 points. Brian Vickers was third to lie 28 points off the series lead in fifth place overall.

NASCAR TRUCKS

Ryan Blaney passed German Quiroga and avoided two late multi-car shunts to take his first win of 2013 at Pocono in his Brad Keselowski Racing Ford. Quiroga (Red Horse Toyota) lost second to Miguel Paludo's Turner Chevy by the finish.

AUSTRALIAN F3

Tim Macrow increased his championship lead over fellow Team BRM Dallara driver John Magro with three wins at Queensland Raceway. Nick Foster (racing a Mygale), Jordan Oon and Ben Gersekowski had two podium finishes apiece.

ASIAN LE MANS SERIES

James Winslow, Gary Thompson and Akash Nandy won the first round at South Korean track Inje in their KCMG Morgan-Nissan as the OAK Morgan, anchored by Ho-Pin Tung, ran into trouble. Michele Rugolo/Andrea Bertolini/Steve Wyatt (AF Corse Ferrari) won GTC in second overall.

FORMULA RENAULT NEC

Josef Kaufmann Racing's Dutch charger Steijn Schothorst (below) took a double win at Assen on an 'away day' from the Eurocup. Fortec Motorsport's Brit duo Matt Parry and Jack Aitken had a second and a fourth each to maintain first and second in the points.



Kahne (5) got by Gordon (24) to win

NASCAR SPRINT CUP POCONO (USA), AUGUST 4, RD 21/36

Kahne overcomes Gordon

KASEY KAHNE OVERCAME HENDRICK Motorsports team-mate Jeff Gordon to win the second Pocono Cup race of 2013 in two thrilling battles over late-race restarts.

Kahne had built a seven-second lead before a debris caution with 12 laps to go rejuvenated a race that had begun to fizzle out.

At the restart, Gordon managed to edge into the lead following a long period of side-by-side racing.

But just as the four-time champion seemed to have earned a slight cushion, Matt Kenseth crashed and triggered another yellow and a green-white-chequered decider.

This time Kahne took his revenge and surged around the outside at Turn 1 into a lead he would not lose.

Hendrick's Chevys had been in line for a 1-2-3, but the last-gasp cautions allowed the pack to pounce on Dale Earnhardt Jr, who was shuffled back to fifth behind Kurt Busch and Ryan Newman.

Points leader Jimmie Johnson led much of the first half of the race before a puncture put him in the wall.

Superb work by Hendrick kept him on the lead lap and, as the car got repaired a little more at each pitstop, Johnson eventually salvaged 13th and even increased his points lead.

Reigning champion Brad Keselowski looked a likely victor during the middle of the race, but lost ground when he changed four tyres at a pitstop when most took two. He did not have the speed to get back among

the frontrunners and finished sixth.

That means the Penske driver is still outside the cut for this year's Chase for the Championship, with five rounds left before the final 12 names are decided.

● Connell Sanders Jr

RESULTS

1 Kasey Kahne (Chevrolet SS), 160 laps in 3h06m02s; **2 Jeff Gordon (Chevy)**, +1.392s; **3 Kurt Busch (Chevy)**; **4 Ryan Newman (Chevy)**; **5 Dale Earnhardt Jr (Chevy)**; **6 Brad Keselowski (Ford Fusion)**; **7 Joey Logano (Ford)**; **8 Kyle Busch (Toyota Camry)**; **9 Tony Stewart (Chevy)**; **10 Greg Biffle (Ford)**. **Points** 1 Jimmie Johnson, 772; 2 Clint Bowyer, 695; 3 Carl Edwards, 688; 4 Kevin Harvick, 675; 5 Earnhardt, 656; 6 Kyle Busch, 646; 7 Matt Kenseth, 638; 8 Kahne, 612; 9 Gordon, 602; 10 Greg Biffle, 599.

GERMAN F3 CUP NURBURGRING (D), AUGUST 3-4, RD 6/9

Brit Bernstorff wins again

EMIL BERNSTORFF WON FOR THE FIFTH time this year at the Nurburgring, but it was not enough to close the gap on team-mates Marvin Kirchhofer and Artem Markelov in the race for the German F3 Cup.

From pole, British driver Bernstorff led the entire distance under intense pressure from Kirchhofer. Markelov was third to complete a ninth clean sweep of the podium for the Motopark-run Lotus team in 16 races.

Kirchhofer won race three to increase his championship lead to over 100 points. Markelov was second while Bernstorff was given a drivethrough penalty for a yellow-flag infringement and fell behind Van Amersfoort Racing driver Gustavo Menezes to fourth.

From third on the grid Thomas Jager bombed his way to the front in



Bernstorff heads Kirchhofer in race one

the reversed-grid race. He beat Kirchhofer and Markelov.

● Rene de Boer

RESULTS

Race 1 1 Emil Bernstorff (Dallara-Volkswagen F311), 23 laps in 31m18.476s; **2 Marvin Kirchhofer (DV)**, +0.280s; **3 Artem Markelov (DV)**; **4 Gustavo Menezes (DV)**; **5 John**

Bryant-Meisner (DV); **6 Thomas Jager (DV)**.

Race 2 1 Jager, 15 laps in 20m36.301s; **2 Kirchhofer**, +0.571s; **3 Markelov**; **4 Bernstorff**; **5 Matteo Cairoli (DV)**; **6 Bryant-Meisner**. **Race 3 1 Kirchhofer**, 23 laps in 31m21.734s; **2 Markelov**, +1.610s; **3 Menezes**; **4 Bernstorff**; **5 Jager**; **6 Nabil Jeffri (DV)**. **Points** 1 Kirchhofer, 334; 2 Markelov, 231; 3 Bernstorff, 228; 4 Menezes, 143; 5 Bryant-Meisner, 126; 6 Jager, 117.

ADAC GT MASTERS NURBURGRING (D), AUGUST 3-4, RD 4/8

New chapter for Buhk and Gotz

JUST A WEEK AFTER THEIR SPA 24 Hours victory, Maxi Gotz and Maxi Buhk kept on winning as they returned to their 'day jobs' at the Nurburgring.

Buhk was no direct threat to the leading Callaway Corvettes during the opening stint of race one as polesitter Diego Alessi led Andreas Wirth. But soon after the driver changes, their partners Christian Hohenadel and Daniel Keilwitz made contact at the first corner and both spun off.

Gotz gleefully accepted the lead and went on to take the first victory for Mercedes machinery in the series this year.

A collision with Rene Rast's Prosperia C Abt Racing Audi put Gotz out of race two, which allowed guest driver Jeroen Bleekemolen to escape at the front in his Corvette. But the Dutchman's advantage was wiped out when Nicolas Armindo's Porsche dropped coolant onto the track, a resultant series of spins bringing out the safety car.

Although Bleekemolen's co-driver Toni Seiler retained the lead after the stops, he had Claudia Hurlgen breathing down his neck and



Buhk and Gotz won for Mercedes

eventually ceded the spot to the Schubert BMW driver, who was sharing with Dominik Baumann.

Audi pair Markus Winkelhock/Christer Jons were second in race one for Christian Abt's squad while Andreas Simonsen/Sergey Afanasiev took their HTP Mercedes to third.

Porsche Supercup leader Sean Edwards and co-driver Christina Nielsen were 17th and 12th in the two

races, giving them a pair of podium finishes in the 'gentlemen' category.

● Rene de Boer

RESULTS

Race 1 1 Maxi Buhk/Maxi Gotz (Mercedes SLS AMG GT3), 41 laps in 1h01m06.405s; 2 Markus Winkelhock/Christer Jons (Audi R8 LMS ultra), +2.641s; 3 Andreas Simonsen/Sergey Afanasiev (Mercedes); 4 Diego Alessi/Daniel Keilwitz (Corvette Z06.R GT3); 5 Mario Farnbacher/Philipp

Frommenwiler (Porsche 911 GT3-R); 6 Michael Christensen/Robert Renauer (Porsche). **Race 2 1 Claudia Hurlgen/Dominik Baumann (BMW Z4 GT3)**, 39 laps in 1h00m32.185s; 2 Jeroen Bleekemolen/Toni Seiler (Corvette), +9.294s; 3 Max Sandritter/Jorg Muller (BMW); 4 Christensen/Renauer; 5 Alessi/Keilwitz; 6 Frank Kechele/Dominik Schwager (Ford GT GT3). **Points 1 Hurlgen/Baumann**, 84; 2 Rene Rast/Christopher Mies, 76; 3 Buhk/Gotz, 74; 4 Renauer, 71; 5 Simonsen/Afanasiev, 68; 6 Sandritter, 62.



Nakajima beat Lotterer and Duval

SUPERFORMULA MOTEGI (J), AUGUST 4, RD 4/7

Nakajima right back in title hunt

KAZUKI NAKAJIMA FINALLY GOT HIS Super Formula title defence back on track with a lights-to-flag victory in tricky conditions at Motegi.

Starting from his first pole of the year, TOM'S Swift-Toyota driver Nakajima made a strong start and had the benefit of a clear track to begin with as the slick-shod field battled damp patches following a brief pre-race shower.

The ex-Formula 1 racer's teammate Andre Lotterer made a terrific start from fifth on the grid to take second place by Turn 3. He could do nothing about the man ahead of him, but did increase his championship lead to nine points over Team Le Mans-run Loic Duval.

Duval, the 2009 series champion, was as quick as the white-and-green TOM'S machines on a damp track, but could not stay with them as conditions improved.

Takashi Kogure was the best Honda-powered driver in fifth.

● Jiro Takahashi

RESULTS

1 Kazuki Nakajima (Swift-Toyota SF13), 52 laps in 1h24m17.917s; 2 Andre Lotterer (ST), +1.812s; 3 Loic Duval (ST); 4 Joao Paulo de Oliveira (ST); 5 Takashi Kogure (S-Honda); 6 Yuji Kunimoto (ST); 7 Ryo Hirakawa (ST); 8 Naoki Yamamoto (SH); 9 Kodai Tsukakoshi (SH); 10 Daisuke Nakajima (SH). **Points 1 Lotterer**, 29; 2 Duval, 20; 3 Yamamoto, 18; 4 K Nakajima, 16; 5 de Oliveira, 16; 6 Takuya Izawa, 15.

INDY LIGHTS MID-OHIO (USA), AUGUST 3, RD 9/12

Chaves defeats Dempsey for win

GABBY CHAVES SURVIVED A LATE restart to take his maiden Indy Lights win at Mid-Ohio last weekend.

The Colombian started from pole and led every lap, building a gap over the pursuing Peter Dempsey that stretched to as much as three seconds before the Irishman halved it as the pair navigated lapped traffic.

The key moment came late, when debutant Giancarlo Serenelli spun and brought out the safety car, setting up a four-lap sprint to the flag. Dempsey didn't make things easy for the Schmidt Peterson driver, but Chaves held on for victory.

Third was Briton Jack Hawksworth, who had his work cut out fending off points leader Carlos

Munoz, who had driven through the field after dropping to the back with an early spin.

It was a difficult weekend for title contender Sage Karam, who missed most of qualifying after crashing early in the session, and was unable to summon the pace on Sunday to make any significant progress through the pack.

● Mark Glendenning

RESULTS

1 Gabby Chaves, 40 laps in 52m22.511s; 2 Peter Dempsey, +0.351s; 3 Jack Hawksworth; 4 Carlos Munoz; 5 Zach Veach; 6 Juan Pablo Garcia. **Points 1 Munoz**, 349; 2 Chaves, 334; 3 Sage Karam, 333; 4 Hawksworth, 309; 5 Dempsey, 306; 6 Veach, 257.



Dempsey hounded Chaves to flag

WEB DIRECTORY

CAR BROKERAGE

RACING CARS FOR SALE
ALAN CORNOCK FCS
BUYING - SELLING - BROKERAGE
www.racingcarsforsale.co.uk
TEL: 01480 891212

EXHAUSTS

Stainless Steel Exhaust Specialists
SIMPSON
Race Exhausts
Tel: 01753 532222 follow us on:
www.simpsonraceexhausts.com  

HELMET GRAPHICS

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

RACE PARTS

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

DRIVER DEVELOPMENT

eugene **O'BR**ien.co.uk
DRIVER DEVELOPMENT
Tel: 0775 383 5629

GEARBOXES


Rally & Race
Gearboxes, GearKits,
LSDs and Driveshafts
Tel: 01782 280136 Fax: 01782 269913
Email: sales@eliteracingtransmissions.com
www.eliteracingtransmissions.com

ENGINES

JULIAN GODFREY
ENGINEERING
visit our new online shop www.racetuners.com

GEARBOXES

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

MEMORABILIA


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

JMJ AUTOMOBILIA
America's #1 supplier of CART and FORMULA One Racing memorabilia. Large selection of signed original collectables. See our ad under marketplace Memorabilia. Call or For a mail listing at (609) 575 1143 or visit: www.JMJAuto.com

RACE RADIO

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

RACE PRODUCTS

 **race and rally**
PASSIONATE ABOUT MOTORSPORT
www.jjcraceandrally.com

RACE PRODUCTS

 **LONDON MOTORSPORT SHOWROOM**
www.msar.co.uk

PIPER
www.pipercams.co.uk

PORSCHESHOP
PORSCHESHOP.CO.UK 5% off with voucher code: **AUTOFIVE**
+44 (0)121 585 6088
    

RACEWEAR

demon tweeks
MOTORSPORT *Direct*
www.demon-tweeks.co.uk

Grand Prix Racewear THE RACEWEAR EMPORIUM
WWW.GPRDIRECT.COM
08435 070 858
       

AUTHORISED DISTRIBUTOR
OMP **YBRACING**
MOTORSPORT & PERFORMANCE
WWW.YBRACING.COM

RACING OILS

OLD HALL PERFORMANCE LTD T: 02476 717 100
RED LINE SYNTHETIC OIL

sales@redlineoil-europe.com www.redlineoil-europe.com

SPONSORSHIP

The Million Pound Touring Car™
2013 British Touring Car Championships Contender
Put your name/advertise your company on our front running Touring car in 2013/2014
www.themillionpoundtouringcar.co.uk

THROTTLE & DRY SUMP SYSTEMS


www.atpower.co.uk
+44 (0)1953 857800

TRAILERS & TRANSPORTERS

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


www.prgtrailers.co.uk
Phone no: +44 (0) 1270 812402

WHEELS

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

BRIAN JAMES TRAILERS

» Connected to you



www.brianjames.co.uk

Concours d'élégance

Carefully crafted, finely honed enclosed designs offer discreet, safe and efficient vehicle transportation. Style is always important, never more so than when in such illustrious company.

The latest Race Transporter models are testimony to the technology, craft and designs our dedicated engineers have developed.

Main photograph, Race Transporter 5 with high level tyre rack and work bench combination, Interior LED lighting pack and 'style 1' Alloy wheels.

Race Transporter range from £ 7,099 (excl. VAT).



RACE TRANSPORTER

T +44 (0)1327 308 833

For more information and details of your local BJT dealer please call or visit our website.

TRAILERS & TRANSPORTERS

WOODFORD TRAILERS

Call Us Now! tel. 01327 263 384

www.woodfordtrailers.com sales@woodfordtrailers.com



RL 2000
£4,900 + vat



RL 3000
£5,950 + vat

ABL LOGISTICS

For hire for the 2013 season

Specialising in moving GT / LMP rally and road cars UK / Ireland / Europe Also offering our 2 tractor units and 18 ton 2 car transporter for short or long term hire with or without drivers



Contact James on 07973 746025 or email: james.goodwin5@yahoo.co.uk or Sean on 07766101845 or email: weeman.smg@hotmail.co.uk

WINNEBAGO SIGHTSEER MOTORHOME, 2007, 30B W

30B W series Chassis, 8L V8 petrol engine with 4 Speed Auto gearbox, Slide out saloon with awning, Full Patio awning, Genuine only 6500 miles since new. Very high specification including:- Self levelling jacks, Motor cycle rack, In-house Generator, Invertor, Rear and side view cameras Brand new high quality satellite TV and Audio system, MOT until Dec.2013 with full service and systems check certificate just completed. A rare opportunity to purchase a genuine low mileage, family owned Motorhome, in what was described as, 'In Mint condition' by a leading Winnebago Service agent. Genuine reason for sale.



£57,950.

07846 017722 or kitey@fsmail.net



Casey Stoners 40FT American Eagle the best value high spec coach in Europe absolutely stunning unmarked, as new condition all for only **£149,995**



Monaco Dynasty 40ft American motorhome with Ralph Lauren interior Very High Spec Coach sleeps 8 superb condition priced to sell at **£59,995**



Mercedes Atego 1228 12 SP Mini Hauler built to pull American 5th Wheel or Race Truck, Events, Exhibition trailer, sleeps 4, cooker fridge etc only **£24,995**

For more information- email: billmotogp@aol.com tel: 07949 110430

PRG TRAILERS



Finest Built British Trailers.

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



Mercedes-Benz

Global Specialists in
American RV Sales & Rentals

European Premiere

Unveiling the amazing
**Mercedes
Winnebago Via**
at the Düsseldorf
Motorhome Show from
31.08 to 08.09.13,
Stand 14A47
Hall 14.



*Global Specialists in
American RV Sales & Rentals*

tel: +44 (0) 870 241 5614
email: info@stingrayRV.com
web: www.stingrayRV.com

www.stingrayRV.com

RACE & RALLY CARS

marcvds
racing team



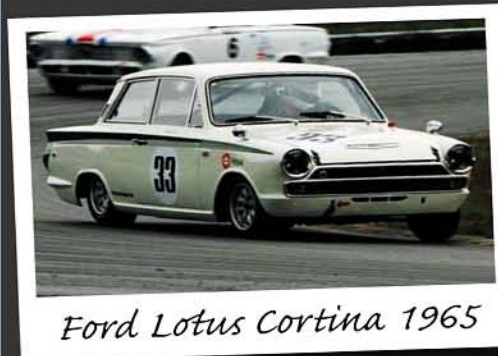
Blancpain Endurance Series
race winning BMW Z4 GT3

FOR SALE

The Marc VDS Racing Team are selling two 2012 BMW Z4 GT3 cars. For more information please contact Bas Leinders.

bas@marcvds-group.com
+32 475 468 990

www.marcvds.com



Ford Lotus Cortina 1965

FOR SALE

Fully race prepared original Ford Lotus Cortina 1965. 2011 new serviced engine, gearbox etc. 2011 only two races. Lots of spare parts. Very good race history. FIA Papers etc.

Contact: **Kim Hanslin** Tel: +358 40 540 4010
kim.hanslin@ddc.fi

AUTOSPORT

TO ADVERTISE YOUR PRODUCTS
AND SERVICES HERE CALL:

0208 267 5560

MARKETPLACE

AUTOMOBILIA

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

JMJ Automobilia

SUPPLIERS OF RACE
MEMORABILIA SINCE 1992

Florida, USA

(609) 575-1143

email: JMJ@JMJAUTO.COM
WWW.JMJAUTO.COM

CAR TYRES

FOR ALL YOUR

AVON
TYRES
MOTORSPORT

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

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

CHAMPIONSHIP



DARLINGTON & DISTRICT MOTOR CLUB

CHAMPIONSHIP FINALE RACE MEETING
CROFT CIRCUIT - SUNDAY 8TH SEPTEMBER

**ENTRIES ARE INVITED FOR ALL CLASSES
INCLUDES SALOONS, SPORTS CARS, GT, SPORTS
RACING AND SINGLE SEATERS**

CONTACT:

cars@darlington-motor-club.org.uk

CORPORATE FLORIST

THE *White* ROOM FLORAL DESIGN LTD *W*
t: 01625 615880 e: cheshireflowers@aol.com

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.

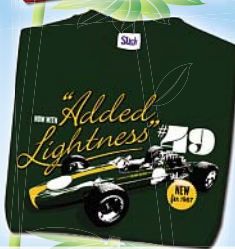
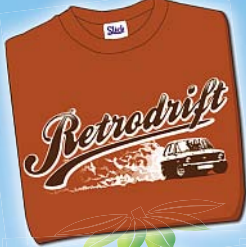
Contact Julie on 01625 615880 or email
cheshireflowers@aol.com



MARKETPLACE

CLOTHING

ROLL UP, ROLL UP, FOLKS
— *pick a bunch* —
THEY'RE BLOOMIN' LOVELY!



www **SLICKATTIRE.COM**

tel **0118 9582419**

FOR MORE T-SHIRTS
AND HOODIES

Slick

INSURANCE



TRACK DAY INSURANCE

Give Simon and the friendly team a call:

0844 338 68 71

mcemotorsport.com

OPENING HOURS:
Monday - Friday 9.00am-5.30pm



INSURANCE

Go direct for great value MultiCar discounts

You won't find our MultiCar discounts on comparison sites, so go direct to **admiral.com** and check out our awesome MultiCar insurance deals.



Admiral.com
0800 600 880



MARKETPLACE

RACE PREPARATION



MARDI GRAS MOTORSPORT

Saloon Car Preparation



Unit 45, Silverstone Circuit
Towcester
Northampton NN12 8TL

tel: 01327 858006 fax: 01327 858800
email: info@mardigras.co.uk
Buy online at:
www.mardigras.co.uk

Distributors and agents for:



use auto10 to get 10% discount
when ordering off our website

RACE PRODUCTS

WWW.REIGERSUSPENSION.COM



The best suspension for:

- Rally
- Rallycross
- Autocross
- MotoCross
- Quads
- Sidecar Cross
- Rallye Raid
- Trial



Reiger Suspension BV
Molenek 5a
NL-7255 AX Hengelo Gld.
Tel.: +31 (0)575-462077 Fax: +31 (0)575-463316
info@reigersuspension.com



KARTING

THE FASTEST WAY TO EXPERIENCE KARTING

KKC and KR Sport are proud to offer you the chance to try out some of the fastest Arive & Drive Karts in the UK for all ages from 6 in Daventry, Northampton

Our different packages are designed for people looking to try before you buy as well as people looking for a one off experience

With Rotax Max 125cc 2-stroke race Karts, that provide 75% more horse power than your standard corporate Kart, and world championship winning Tony Kart race chassis, this is the pinnacle of Kart racing

Prices starting from just **£99!**

More information and prices online at www.kkckart.com/rotaxexperience



01327 844320

www.kkckartshop.co.uk

@ sales@kkckartshop.co.uk

5 miles from M1 junc.16/18

Whilton Mill, Whilton Locks, Daventry, Northants, NN11 2NH

MARKETPLACE

RACE PRODUCTS

The Specialist Car Vacuum Cleaner. Powerful, Wall Mounted, Unique Stretch Hose



2 x the power* 15 x the power* 40' / 12m hose Flexible crevice tool Soft dash brush 2 part carpet tool



Fixed crevice tool Aluminum wand Wand wall clip Hard floor tool Motor warranty American built

01244 409 102

Garage Vac

www.garagevac.co.uk



* Average Air Watt comparison see web site for details

EXPERT ADVICE • MASSIVE STOCKS • RAPID DELIVERY



www.demon-tweaks.co.uk QZ252A

DON'T DELAY, CALL TODAY
0844 375 2196

demon tweaks
MOTORSPORT *Direct*
LOW CALL RATE CALLS MAY BE RECORDED FOR TRAINING PURPOSES

www.realsteel.co.uk



Denso mini race alternator. 12-16v adjustable. 50/30amp, 1 wire connection.



6425 6AL Digital Capacitive-discharge box. 530v to coil. 135mj spark for every firing!



V8 ENGINES- parts and accessories

REAL STEEL Unit 9, Tomo Industrial Estate, Packet Boat Lane, Cowley, Middx, UB8 2JP

Tel: 01895 440505 Email: sales@realsteel.co.uk E&OE

RACEWEAR

Grand Prix Racewear
WWW.GPRDIRECT.COM



2013 **BESPOKE** MANUAL

RACESUITS KIT BAGS
BANNERS FLAGS
TEAMWEAR RADIO KITS
VEHICLE WRAPS



08435 070 858

RACEWEAR | KARTWEAR | SIMULATION

TOOLS

Machine Mart

WHERE QUALITY COSTS LESS

NOW 62 SUPERSTORES NATIONWIDE

Clarke

HEAVY DUTY POP-UP CHEQUER CANOPIES

HEAVY DUTY FABRIC
IDEAL FOR RACE MEETINGS & SHOWS

NEW RANGE



INC STEEL GROUND SPIKES AND WHEELED STORAGE

HEAVY DUTY STEEL TUBING

LENGTH UP TO 20'



FAST, EASY POP UP

| MODEL | SIZE (M) | SHELTER AREA (M2) | PRICE EX VAT | PRICE INC VAT |
|-------|-----------|-------------------|--------------|---------------|
| CC10 | 3 x 3 | 9 | £99.98 | £119.98 |
| CC12 | 3.7 x 3.7 | 13.7 | £129.98 | £155.98 |
| CC15 | 3 x 4.5 | 13.5 | £179.98 | £215.98 |
| CC20 | 3 x 6.1 | 18.3 | £239.98 | £287.98 |

3 EASY WAYS TO BUY...

OPEN 7 DAYS

IN-STORE
62 SUPERSTORES

ONLINE
machinemart.co.uk

MAIL ORDER
0115 956 5555

All offers subject to availability, E&OE.

21002

MOTORSPORT JOBS

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 Rachel.Brock@Haymarket.com by email or call 020 8267 5820.

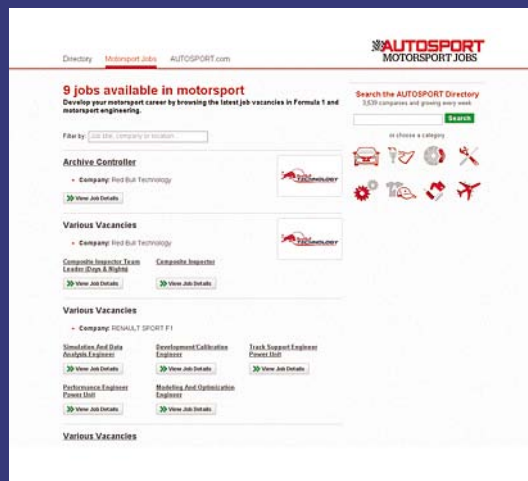
For all current vacancies advertised please visit our website www.autosport.com

LOOKING TO RECRUIT FOR 2013? THE LATEST SELECTION OF MOTORSPORT JOB VACANCIES UPDATED EVERY WEEK.

- The Motorsport Jobs page of the website receives on average 200,000 page impressions per month
- The magazine you are looking at has a readership of 144,000 (Source: NRS Survey Q3)
- All appointment adverts placed in Autosport magazine are listed on the website.

contact rachel.brock@haymarket.com
or call 0208 267 5820

All adverts placed will be featured in the jobs section of www.autosport.com



MOTORSPORT JOBS



CREATING YOUR LEGACY THANKS TO OURS

McLaren Automotive Careers

WE WANT YOU ON OUR TEAM: VEHICLE TECHNOLOGY ENGINEERS

McLaren Automotive has built an unrivalled reputation for technology thanks to the outstanding team behind the name. We strive to continue that success into a new era and we'd love you to share the journey with us. There are now exceptional opportunities available to join our dynamic team.

As a growing company, we are developing new processes, technologies and products. Help us to shape our future with challenging new ideas and boundless enthusiasm.

Join us and be part of the legacy of McLaren Automotive. Evolve your career as together we evolve McLaren.

Send your CV to brian.sinclair@mclaren.com

FOLLOW US ON   

WWW.CARS.MCLAREN.COM



MOTORSPORT JOBS



We are currently recruiting for the following positions:

Garage Technician (Travelling role)

- F1 Experience advantageous but not essential
- Fork Lift & HGV licence an advantage
- You must be able to work unsupervised and be a good communicator.
- A high level of computer competence will be required.
- You will report directly to the Chief Garage Technician.

This role is working with the garage technicians' team and requires extensive travelling which will be approximately 200 days a year away from the UK.

You will be an integral part of the set up crew with an early departure to races in supporting all garage builds and will be working alongside one of the car crews. Your responsibility may involve either tyres or fuel for your allocated car.

You will be expected to take up other work as directed from the Chief Garage Technician when your time allows. Caterham F1 is a team determined to move forward and you will be expected to have the same level of enthusiasm, positive attitude and commitment in helping drive the team towards its' goal.

Composites Department

Due to expansion, Caterham F1 is looking for full-time Composites Laminators and Composites Assembly Technicians.

- Composites Laminators (Double Dayshift)
- Composites Assembly Technicians (Nightshift)
- Composites Assembly Technicians (Weekend Shift)
- Composites Assembly Shift Supervisor (Double Dayshift)

The ability to work well within a team and requiring minimal supervision is a necessity, along with a flexible approach to working hours. The successful candidates will be expected to produce high quality components to tight deadlines, working from supplied drawings and work instructions. Previous F1 experience is preferred.

Composite Paint Technician

We are currently recruiting for a Composite Paint Technician to assist the Paint Shop Team in maintaining the highest quality of paintwork.

Duties to include:

- Prepare, paint and polish old and new composite panels and patterns to the highest standards.
- Equipment and work area to be maintained and kept clean and tidy
- Travel overseas if required
- To assist work colleagues and work as a team

Skills:

- Ability to work on own initiative with minimal supervision
- Work to strict deadlines
- Excellent communication skills
- Composite painting experience
- Highly competent in painting techniques

All applications to be sent to hr@caterhamf1.com

Closing date: 23 August 2013



Mercedes-Benz has been setting the standard in racing for over 100 years. The MERCEDES AMG PETRONAS Formula One™ Team continues the proud history of the legendary Silver Arrows with the clear ambition of winning the FIA Formula One™ world championships. Based in Brackley, UK, we are recruiting highly motivated, talented new members of our team.

Please find further information about our current vacancies and our team in the 'join our team' area of our website www.mercedes-amg-f1.com

BRAKE DYNO ENGINEER

REF: SW693

An exciting opportunity has arisen for an experienced Brake Dyno Engineer, preferably with brake system experience, to work as part of our Dyno Group. You will monitor and manage the technical performance, development and maintenance of brake system testing facilities ensuring deliverables of scope, timeline and cost are fulfilled.

The successful candidate will coordinate resource for the build-up, operation, servicing and lifting (including lifting forecasting) of the Brake Dyno UUT hardware, setting and communicating operational performance targets, and monitoring performance. You will perform the role of a central figurehead in all operational aspects of the Brake Dyno testing, responsible for coordinating test events, publishing and communicating test plans, and arranging UUT servicing support.

We are looking for people to join the team that can be flexible in their hours and approach, have a 'can do' attitude, and are team players with great verbal and written communication skills. You will have the ability to work under minimal supervision to strict deadlines, in a professional manner.

In return for your hard work and commitment, we offer a competitive package, including bonus, life assurance, private medical cover, Mercedes-Benz company car lease scheme, 25 days holiday, an on-site gym, subsidised restaurant facilities and the opportunity to work in a truly unique environment.

To apply for a position please see our website, and then forward your CV and letter of application including the following; your current remuneration details and salary expectations, the job title and reference and where you saw the advertisement to recruitment@mercedes-amg-f1.com

Closing date: 30 August 2013

NO AGENCIES PLEASE



We are currently recruiting for the following position:

Graphic Designer (F1 Team)

Caterham F1 Team requires the expertise of a graphic designer who understands the challenges of working within a race team environment. You will be responsible for the creation of graphics over all our motorsport platforms, from large and small format graphics, through to designs for clothing and race car liveries. There may also be the opportunity to work across the Caterham Group at times.

Responsibilities:

- Design for all platforms within Caterham F1 Team & Caterham Racing GP2, this includes, but is not limited to:
 - Vehicle liveries (racing cars, trailers, motorhome, factory vehicles)
 - Factory/Garage Equipment (garage and pit equipment, factory signage, etc)
 - Our static and running showcars
 - Developing concepts, graphics, presentations and layouts for product illustrations, company logos, and our websites
 - Liaising with internal and external printers on a regular basis to ensure deadlines are met and material is printed to the highest quality

Fully literate in all the main Adobe packages and the ability to work to a high standard in a high-pressured, quick turnaround environment is essential.

Applications must include a digital portfolio of work, a CV and salary expectations.

All applications to be sent to hr@caterhamf1.com

Closing date: 23 August 2013



Global Leader
Green Racing

presented by
TEQUILA
PATRON



SKY GUIDE 447
VIRGIN MEDIA 545

ALMS, ROUND 6
SUNDAY @ 19:45

MOTORS
LIVE TV

ROAD AMERICA SPORTSCAR
SPECTACULAR THIS WEEKEND!

GRAND-AM, RD 9
SATURDAY @ 22:00



GRAND-AM
ROAD RACING

CLUB AUTOSPORT

NATIONAL RACING • HISTORICS • RALLYCROSS • HILLCLIMB • TRACK TESTS

Ford in FIA F4 talks

EBREY/LAT

BEN ANDERSON
NATIONAL EDITOR

ben.anderson@haymarket.com

@BenAndersonAuto



FORD MOTORSPORT WAS

hugely disappointed when the FIA said it wanted carbonfibre cars for its new Formula 4. Having committed to a new generation of spaceframe chassis for its EcoBoost category, Ford looked out of the frame when it came to FIA F4. But now it has a way back in.

Discussions over a plan to convert Renault's fledgling 1.6 formula into an FIA category have soured recently (see AUTOSPORT, July 25), while Ford's long-time chassis partner Mygale has already committed to building a new carbonfibre car to the new FIA blueprint.

FIA Single Seater Commission president Gerhard Berger has already identified the UK as one of the key places in which to launch his new formula. But he needs partners. Ford desperately needs a way to boost its grids, so this could be an ideal match.

The potential of an FIA-backed junior series on the UK's highest-profile race package is enormous – especially if progression to the next level were to be guaranteed. Ford realises this could provide critical reinforcement against BRDC F4, Formula Renault BARC and the forthcoming Formula Renault 1.6 on Britain's junior racing battleground.

But the devil is in the detail: Renault has already angered Berger by saying his price targets cannot be met, while Ford wants to wait a year before launching, and is seeking permission to run its turbocharged engines and a concurrent class for its current cars.

Berger has stuck firmly to his own template so far. The key question is whether Ford can succeed where others have failed in getting the FIA to be flexible. If it can, Ford's future in junior single-seater racing could look very bright indeed.



Formula Ford is looking to the FIA to boost its appeal

Formula Ford could become FIA's junior UK series. By BEN ANDERSON

BRITISH FORMULA FORD WILL become FIA Formula 4 in Britain if talks between the manufacturer and the international motorsport governing body come to fruition.

French constructor Mygale, which is a long-term supplier of steel spaceframe chassis to Formula Ford, recently produced a carbonfibre concept car for the FIA's new category (see AUTOSPORT, July 4). Now Ford is in discussions to use its 1600cc EcoBoost engine to power the car, and evolve British Formula Ford into FIA F4. Gerard Quinn, Ford Europe's head of Ford Racing, confirmed that the Blue Oval had been in talks with the FIA for the past six weeks.

"It's true we are in negotiations with the FIA," he told AUTOSPORT. "They approached us a number of weeks ago and since then we have been in discussions around the future

of Formula Ford and a potential transition to an FIA F4 championship.

"It's natural that we are involved in discussions, because Ford has been involved in single-seater racing for nearly 50 years now."

Ford is confident that the FIA would relent on its requirement for normally aspirated engines should a deal be struck, and that its current turbo engine could power the formula.

The engines would be detuned from their current 200bhp to somewhere between 140bhp and 160bhp, although Ford wants flexibility in the regulations to allow power to increase.

FIA Single Seater Commission president Gerhard Berger is keen for F4 to start in Britain in 2014, but Ford executives hope to convince the FIA to delay until '15 to allow time for car development and promotion. They also want a transitional period to allow

the current spaceframe Formula Ford cars to race on in a 'Class B' format.

"The timing is critical, because people have invested in cars [for the current Formula Ford]," Quinn added. "On a personal note, I don't believe 2014 is necessarily the right time to go. The FIA has stated it wants to go for '14, but there are a number of concerns with doing that.

"This would be a major change in single-seater racing and it doesn't give us enough time to promote F4 properly. We shouldn't rush into this to the detriment of F4.

"Nothing has been agreed or finalised yet and we want to maintain the trust of our teams. The reaction has been, in the majority, positive. Some have concerns about their investments, but we need collectively to consider commercially what is best for the future of our championship."

Team reaction

Nick Streatfield, Falcon Motorsport

"It's a no-brainer. The future was looking tough – it's unsustainable as it is and numbers were only going to go down rather than up. FIA F4 is what we've been crying out for for years, as a sport and as teams. All we want is to know where we're going."



JAKOBEYREY

Lindsay Allen, Fluid Motorsport

"I've invested a lot of money building a car [the Sinter] to the current regs. Now it's going to be ripped up and started again. Carbon cars are too expensive and complex for emerging markets. The idea is great but no one will want to race the old cars and big teams won't get out of bed for £100,000 budgets."



JAKOBEYREY

James Mundy, Jamun Racing

"It's got to be a good thing because it's the last chance for this championship to survive and I think Ford realise that. It's hard to take when teams have invested money in cars, but FIA F4 is great – this is the blueprint. But how they do the details is another matter, and the timing is questionable."



JAKOBEYREY

Nick Tandy, JTR

"For sure it's a good move. When FIA F4 is realised across the globe it will prove to be the best option for people looking at junior single-seaters – a bit like Formula Ford used to be. As a team, we want a race series in this country that's renowned as the top series for aspiring drivers."



JAKOBEYREY

Malvern was a
frontrunner in
FF1600 in 2009



FF1600

Malvern to make FF1600 return

MULTIPLE SINGLE-SEATER

champion Scott Malvern will return to his Formula Ford 1600 roots this weekend with a one-off outing in the Bert Ray Memorial Trophy.

The 2011 British Formula Ford champion will drive a Souley Motorsport-prepared Ray GRS07 in the race at Brands Hatch.

Malvern's career began with a range of FF1600 appearances in 2009,

winning the National title that year and finishing second in the Kent element of the Formula Ford Festival.

But he never took part in the Bert Ray Trophy, dedicated to the founder of the legendary local-to-Brands single-seater manufacturer, something he is looking forward to rectifying.

"It's nice to get out again and get some competitive running," said the two-time McLaren AUTOSPORT

BRDC Award finalist, who has not had a full-time drive since claiming last year's Formula Renault BARC crown.

"I'd wanted to do the race but not had the chance. So it seemed like the opportunity to go and do something I'll enjoy, and something I have wanted to do for a while."

Malvern failed to raise the budget to move up following his Formula Renault success last year, and has only done

sporadic races in British Formula Ford and the Atom Cup this year as he plots a move to the United States for 2014.

He is hopeful outings such as this will help restore his career momentum.

"It's always pretty tough but I'm always looking to go and win," he added. "I'm really looking forward to it. A few one-off events like this is more viable for us. Part of doing this is to keep my name out there."

Ginetta

Ginetta to revamp Supercup after extending TOCA deal

BRITISH SPORTSCAR MAKER

Ginetta will continue to support the British Touring Car Championship until at least the end of 2016 with its GT Supercup and Junior series.

Ginetta has secured a three-year extension to its deal to race on the TOCA package. The agreement coincides with a rejig of the G50 class of the GT Supercup, which has suffered a sharp decline in grids over the past two seasons.

To make the class more affordable, the wingless GT4 model will replace the Cup car, which ran strongly as a single-make series for three years prior to the introduction of the G55 in 2011.

Ginetta GT5 Challenge champion Sean Huyton has been the only G50 Cup regular since Oulton Park in June, although



Ginetta hopes GT4s will boost Cup grid

he is unlikely to continue once the title – and the season's lease of a G55 that comes with it – becomes a formality after the next round at Knockhill.

"I'm trying to see if we can sort out the G55 for one or two rounds at the end," he said. "We'll use it as a bit of testing for next year."

GT Cup

New German supercar to make debut in GT Cup at Silverstone

GERMAN SUPERCAR MARQUE

SIN Cars has chosen the GT Cup for the race debut of its new R1 supercar.

Marque founder Rosen Daskalov will race the 500bhp machine in the next round of the championship on the Silverstone GP circuit on August 17-18.

Daskalov said: "I don't like long-distance rally or endurance races. GT Cup is very close to karting, which is what I like."

Daskalov will use the race to continue development of his new supercar. He established SIN in 2011 and built the R1 after racing karts, BMWs and Radicals.

The SIN's spaceframe chassis was made in partnership with UK-based Pro Formance Metals, and is powered by a General Motors LS3 V8 engine. It was unveiled publicly at January's AUTOSPORT International show.



Sin had recent runs at Goodwood Festival

Comprehensive motorsport insurance products to keep you on track;

- Worldwide On Track
- Personal Accident
- Storage and transit
- Track day
- Liability
- Commercial



Please complete an online quote request form at – www.ryanmi.com

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 Services Authority, registration number 312026

Circuit of Wales

Welsh Government to delay new circuit's planning approval

PLANS TO GRANT THE PROPOSED

Circuit of Wales permission to begin development have been delayed at the request of the Welsh Government.

Blaenau Gwent council voted unanimously last month to grant the planned Ebbw Vale facility outline planning permission. But Welsh ministers issued a direction last week to stop the council approving the next stage of the £280 million development process by granting detailed planning permission.

The Welsh Government has asked for more time to consider whether the plans should be called in for review, after pressure from local environmental groups. The

direction, made under the 2012 Town and Country Planning Order, does not stop the council processing the application.

Michael Carrick, Chief Executive of development company the Heads of the Valleys, remained unconcerned by the decision. He told AUTOSPORT last month that he was not expecting to complete the next stage of the process until the end of this year.

"The Welsh government has asked for more time to look at the project," he said. "We're happy to continue engaging with them and all stakeholders to ensure we address, as much as possible, the specific concerns they have."



Government wants more time to look at new circuit plans



Ex-Hunt McLaren stars at Chris Evans's CarFest North

Crowds flocked to Oulton Park circuit for the second edition of Chris Evans's CarFest North last Saturday, which raised money for Children in Need. The track action included a demo of this ex-James Hunt McLaren M23.

Donington Six Hours

Meyrick races Porsche 924 for charity in Donington enduro

INTERNATIONAL SPORTSCAR

racer Andy Meyrick contested last weekend's 360 Motor Racing Club Six Hours race in aid of the Stroke Association.

ALMS and Blancpain racer Meyrick teamed with Radio Le Mans's John Hindhaugh alongside Paul Dunk

and Chris Smith to race a Porsche 924 in the Donington Park event.

Meyrick got the car up as high as second from 15th on the grid in the early rain, but the car slipped outside the top 10 before the finish. The squad still managed to score a class win and raised nearly £2000 for the charity.

"My family has been affected by strokes in the past so it's something I wanted to be involved in as soon as John asked the question," Meyrick said.

"I'm so glad I did it. Not only were we raising money for an amazing cause, but I had a lot of fun doing it. The heavy rain meant there was a lot of sideways action!"



Meyrick raced 924

WALKER

HUMBLE PYE

The voice of club racing



Historic cars and planes made for an evocative weekend

MAWP-SPORT

Historic Croft event a success, but shame about the thieves

The battles that Mallory Park and Croft are constantly fighting just to continue operating as racing circuits must be heartbreaking, as well as expensive. The legal costs involved in cases brought by blinkered neighbours with no respect for motorsporting usage – or employment of local people – dating back to the 1950s and late '40s respectively are astronomical, yet some events unite the communities in their support for the BARC-aligned outposts in the Midlands and North-East.

One such is the Croft Nostalgia Weekend, run annually since 2010. This year's was a corker (see p84), both for the quality of the racing and the engagement of enthusiasts with classic cars, motorcycles, aircraft and militaria, which provide the period pathos. A record entry of 200-plus competitors suggested the Historic Sports Car Club's 16-race programme was right and the crowd was particularly generous in its applause for those performing on track.

And what a circuit it is. The current 2.12-mile layout – quite different to the flat-out airfield-rooted blind I remember from the late '70s and 'last-ever' event in '81 – is an inspired mix of corners incorporating two-thirds of the one beloved by generations of fans. The 'missing' link, the straight between Sunny and Clervaux corners, was choc-a-bloc with a fabulous mix of cars as the secondary paddock, bordered by

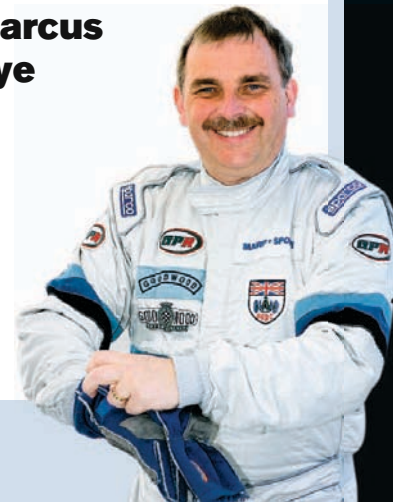
tanks, armoured vehicles and a stunning replica Spitfire.

As ever, the evening entertainment was 1940s-themed, with singers, bands and many onlookers (including well-scrubbed-up Historic Formula Fordsters orchestrated by fireman Dick Dixon) dressed up to take the dance floor. They had enormous fun while other racing groups corralled for barbecues and dinners.

If the social side was splendid, Sunday's nine races, interspersed with cavalcades of historic vehicles, which engaged more than 600 proud owners, and superb air displays (by Simon Ducker in a Yak 52 and Neil McCarthy who lit-up a whistling Jet Provost), kept the action flowing over the full day this time.

What a pity, then, that the efforts of so many were spoiled by so few. As at the Silverstone Classic (on a far grander scale) a week previously, odious felons targeted motorhomes, stealing wallets and property while their owners were out racing – the downside of a mass exodus of blocks of cars in any grouped paddock. If Croft's management can keep opportunist scum away in 2014, its showpiece will be better still.

Marcus Pye



"This year's Croft Nostalgia weekend was a corker for the quality of racing and period pathos"

SUBSCRIBE TO AUTOSPORT AND GET...



**DOM REILLY
WILLIAMS
CREDIT CARD
CASE**



PLUS

**FREE DIGITAL EDITION
SUBSCRIPTION &
UNLIMITED ACCESS
TO AUTOSPORT.COM**



FREE GIFTS

- ✓ Free Dom Reilly Williams Credit Card Case. Exclusively designed and hand-made for the Williams F1 team, this case is made from luxurious dark blue saffiano leather
- ✓ Free subscription to the AUTOSPORT Digital Edition and unlimited access to AUTOSPORT.com

SUBSCRIBE NOW!



Visit www.themagazineshop.com/ASPO/M0813P

Or call and quote M0813P

08448 488 817

Please have your bank details ready.
Offer ends September 5, 2013.

- ✓ Save 19% on the cover price
- ✓ Pay just £36.99 every 13 issues by Direct Debit

[themagazineshop.com](http://www.themagazineshop.com)

THE BENEFITS OF SUBSCRIBING!

- ✓ Never miss an issue
- ✓ Free delivery direct to your door
- ✓ Unlimited access to news and views from the paddock
- ✓ Access to subscriber-only analysis and comment

Terms & Conditions: This offer is open to UK residents only. Overseas rates are available on +44 (0) 1795592 972. Please allow 35 days for delivery of your gift and first issue. The gift will be sent under separate cover from the magazine. Should we run out of gifts, you may be offered an alternative gift – there is no cash alternative. To activate your AUTOSPORT online account visit <https://secure.autosport.com/subs/activate.php> and enter your activation code (your personal magazine subscriber number which will be included in your welcome email/letter) along with your email address. Direct Debit rates are valid for one year after which they are subject to change – should prices change we will inform you in writing. We ask that you enter into a Direct Debit agreement with the intention that your subscription will continue for a minimum period of 12 months, even if the frequency of payment is for a shorter period. However, you will still have the right to cancel your Direct Debit in accordance with the Direct Debit Guarantee. 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 a gift is included as part of the subscription offer we reserve the right to request the return of the gift. Details of the Direct Debit Guarantee are available on request. Savings are based on the standard UK cover price of £3.50. **Offer ends September 5, 2013.** Haymarket Media Group Ltd uses a best-practice layered Privacy Policy to provide you with details about how we would like to use your personal information. To read the full privacy policy please visit our website www.haymarket.com/privacy or call us on 08448 482 800. Please ask if you have any questions as submitting your personal information indicates your consent, for the time being, that we and our partners may contact you about products and services that will be of interest to you via post, phone, e-mail and SMS. You can opt out at ANY time by emailing the datacontroller@haymarket.com or by calling 08448 482 800.



Soper will share Shaw's BMW at Goodwood

BLOXHAM/LAT

Historics

Soper to race BMW at the Goodwood Revival

TOURING CAR RACING LEGEND

Steve Soper will compete at the Goodwood Revival next month as he looks to continue driving after ending his 12-year absence from the cockpit.

The 61-year-old, a winner of 14 British Touring Car Championship races, will drive a BMW 1800Ti together with car owner Richard Shaw in the St Mary's Trophy at Goodwood on September 14-15.

The drive follows an outing in David

Cuff's Ford GT40 recreation in the FIA Masters Historic Sportscars event at the Silverstone Classic last month, Soper's first race since a major shunt at Brands Hatch in 2001.

Soper, who was given the all-clear to race again after a neck operation earlier this year, revealed that the Classic outing had whetted his appetite for historics and that he expects to continue competing.

"David is a friend and asked me to race

his GT40," Soper said. "I was 'umming' and 'ahhing' about doing it, but I'm glad that I did it in the end. I enjoyed it, but it was slightly frustrating because we didn't run until the Monday before Silverstone.

"The old stuff does appeal, but I am not going to get really involved and buy my own car. I'd like to do a few races a year."

The plan is for Soper and Cuff to race the GT40 again at the Spa 6 Hours in September.



Fletcher will race ex-Cleland Cavalier

EBREY

Super Touring Trophy

Fletcher to race ex-Cleland car

TV ACTOR KELVIN FLETCHER WILL make his Super Touring race debut at the Oulton Park Gold Cup to raise money for the Prostate Cancer UK charity.

Emmerdale actor Fletcher, who was a frontrunner in Mighty Minis before moving into the Porsche GT3 Cup Challenge, will drive Jim Pocklington's Vauxhall Cavalier in the first of the two Super Touring Trophy races on August 24-26.

Pocklington, who will take over for the second race, said: "The charity is near to his heart as he has lost friends with

prostate cancer, and so many people I know have had it.

"I was at the Silverstone Classic and he showed so much interest in the car. He's not paying me anything – he's donating to Prostate Cancer UK."

Fletcher will test the car prior to the event. The 1990 machine will run in the livery it wore as John Cleland's spare car in the 1992 BTCC. "It's a famous car, chassis 1," added Pocklington. "I want him to have a race, but it's my pride and joy so I hope he's not too near the front!"

HRDC

HRDC launches Austin Academy

THE HISTORIC RACING DRIVERS

Club has launched a class aimed at attracting new competitors into historics.

The HRDC Academy will be for Austin A35s and be tightly controlled. A race kit has been designed to convert roadgoing A35s for racing at a relatively low cost and competitors will have to use certain HRDC-approved parts.

HRDC founder Julius Thurgood, who confirmed the Academy would start as a class within existing HRDC series, said: "We are aiming to eliminate many of the common pitfalls that can confuse would-be competitors.

"The HRDC believes it can provide a stable platform whereby this formula can flourish and grow into a standalone series."



A35s are a cheap route into historics

LAT



LAT

Orton back to R300

Former Caterham R300 Superlight champion Jamie Orton will return to the category for this weekend's races supporting British GT on the Brands Hatch Grand Prix circuit. Orton, who won the category in 2011 (above) before stepping up to the Ginetta GT Supercup, will race for leading team DPR Motorsport.

F4 racers miss out

BRDC F4 racers Matt Graham and Zou Sirui both failed to make their British Formula Ford debuts with Falcon Motorsport at Snetterton last weekend. Graham elected to skip the races after electrical problems limited his running in Friday testing, while Sirui, who crashed in the test, could not race because of a licence issue. Regular driver Lassi Halminen was absent for financial reasons.

F2 ace's lawnmower race

Ex-Formula 2 race winner Jack Clarke will contest a 12-hour lawnmower race at Wisborough Green in Sussex this Saturday, August 10. Clarke, who finished eighth in F2 in 2011 before switching to sportscars, will partner WTCC commentator and ex-Ginetta GT5 racer Ben Constanduros, and Colin Furze, who is the Guinness World Record holder for building the largest bonfire, the longest motorcycle, and for achieving the fastest speed on a mobility scooter.

Surtees Lola to return

Veteran racer and aviator Robs Lamplough is restoring the ex-John Surtees Lola T100 Formula 2 chassis and plans to run it in HSCC Classic Racing Cars. Lamplough's 1000cc F3 Brabham is also nearing completion after fettling at Jeremy Bennett's Nemesis Racing workshop.

Craigantlet's 100th

Ulster Automobile Club celebrated the centenary of its Craigantlet hillclimb venue last weekend. After a reception for 150 guests before the British Hillclimb event, Stuart Rolt demonstrated the Ferguson P99 four-wheel-drive F1 car (below) that won the BHC in 1964.



WALDER



Bellof crashed 956 shortly after setting Nordschleife record

Nurburging Oldtimer

Bell to drive 956 at Nurburging

FIVE-TIME LE MANS 24 HOURS

winner Derek Bell will celebrate the life and career of the late Stefan Bellof at the Nurburging this weekend by driving the Porsche 956 in which the German set the fastest-ever lap of the Nordschleife.

Bell will demonstrate the car in which he and team-mate Bellof led the 1983

Nurburging 1000Km at the Oldtimer Grand Prix. Bellof holds the Nordschleife record on a 6m25.91s, set shortly before he crashed out of the '83 race. He also set a 6m11.13s lap of the 12.94-mile circuit in qualifying.

Owner Chris Crawford has restored the car, which has not raced since the accident.

Waggitt's Lenham nosed ahead at the start but Hadfield's Lotus (2) won



NOSTALGIA WEEKEND CROFT, AUGUST 3-4 HSCC

84

Lotus 47 is Croft 'Bladesrunner'

SIMON HADFIELD'S CV SPEAKS FOR itself, but not even spectating father George – who raced a Lotus 11 GT here in 1963 – expected the four-time Spa Six Hours winner to end his Lotus 47's 26-year hiatus with an HSCC Guards Trophy victory on his circuit debut at the fourth Croft Nostalgia Weekend.

Driveshaft failure precluded Martin O'Connell from qualifying the Chevron B8 he was sharing with Vicky Brooks, so Hadfield answered Jon Waggitt's Lenham challenge by planting the ex-Victor Walker/Brian Alexander 47 on pole, then leading Saturday's race for all but a lap.

Charlie Allison (B8) also led as Waggitt, Denis Welch (Lotus 23B) the

Chevrons of Steve Hodges, debutants Brooks and Andy Yool and regular Nick Thompson led a frantic pursuit through the 36-car field. Previous B8 race winner and reigning champion Nick Fleming ran his Elan, facing "too fast" Dan Eagling's similar car.

With Hadfield back in front, O'Connell took over the Chevron just before half-distance. He was four seconds a lap quicker than Allison and Waggitt, but thoughts of a thrilling climax were scuppered by a misfire five laps out.

Hadfield's crew was overjoyed. "The last time a 47 won here was probably with Johnny Blades [present the following day]," said Simon, who had Allison and Waggitt within eight

seconds. A further 20 split O'Connell, Thompson's preparer Shaun McClurg, Welch (with matching savaged panels) and Yool. Fleming, Nelson Rowe (finishing John Watson's car) and Mark Halstead/Stuart McPherson made it a GT 1-2-3 for Elans after Eagling broke, with championship leader Chris Scragg's Jaguar E-type next.

Defending champion Rowe displayed his class in staving off rivals in Sunday's FF2000 double-header, fellow Reynard jockey Andrew Park and Callum Grant (Delta) joined by Richard Evans (Royale) in the lead posse second time out. Whitley Bay ace Evans breached Grant's defences briefly to go third as the quartet hared round together. "It's difficult to overtake here in these cars, so I made mine very wide," grinned Rowe. Park's last-gasp effort resulted in a spin across Grant's bows and promoted Evans to the podium.

Two breathless victories over Julian Barter maintained Oliver Ford's '70s Road Sports title charge. Ford cited his Lotus Europa's traction as the differentiator over the TVR 3000M, which enjoyed the twiddly bits where the Lotus's Renault gearbox proved obstinate. Ford's work in traffic – his passage through a six-car midfield pack was "hairy"

– helped, as Charles Barter (Datsun 240Z) repelled James Dean (Europa). Howard Bentham's sensational last-lap pass on Elan rival Alan Harper, on the outside into Jim Clark Esses, reversed Saturday's order.

Top qualifier Sam Mitchell demoralised FF1600 opposition, two more maximums for the Rest Express Merlyn driver strengthening his claim to the crown. "I love the purity of this circuit; the way it flows is brilliant," said the 17-year-old.

Lola duo Simon Toyne and David Wild chased in vain on Saturday. A family commitment sidelined Toyne on Sunday, but Wild (on bald rear Avon tyres) did well to keep second from Pertti Kiiveri, the Finn remorseful at having clonked Stu Baird's Merlyn with his self-built Kvantti at the hairpin on lap one.

The second race was a humdinger for rookie James Hadfield (whose bold overtaking round the outside of Tower, not least on the redoubtable Stuart Kestenbaum, helped him climb from 11th to fourth) and James Buckton (Elden), who rocketed from the back and snatched the place from Hadfield on the penultimate lap.

Both Formula Junior races featured committed lead scraps embroiling Jonathon Hughes, Jack Woodhouse and James Murray. Backmarkers at the chicane thwarted Woodhouse's



Rowe made Reynard "very wide" to keep FF2000 rivals at bay

BLOXHAM



HISTORIC TOURING CARS CROFT AUGUST 3-4 HSCC

Engine builder Brown's big day as Cortina defeats Mustangs

NEIL BROWN AND WARREN BRIGGS were winners as two stunning races demonstrated why doorhandling tin-tops on treaded Dunlop tyres have always enthralled racegoers.

Engine guru Brown had only won one race (in his Austin A35!) before Saturday's Lotus Cortina success over old pal Richard Dutton's Mustang and the Cortina of Welshman Tim Davies, whose FF2000 and F3 cars his engines powered in the 1980s.

Sunday's stanza was even more memorable, because Dutton and Brown had Briggs breathing down their necks, overnight changes to his John Freeman-built Mustang – “we learned some things at Cadwell” – having made it wieldier. Former FF1600 racer Briggs flung it inside Davies into the Complex, then grunted past Brown, who had snatched the lead before being repassed by Fortec boss Dutton's fire-belching monster. Briggs repeated his earlier manoeuvre to brilliantly unseat Dutton, but Richard fell to sixth when his gear

lever pulled out, leaving him with third. “I tried twiddling the rod without success,” he rued.

Brown threw everything at the new leader, pogging through the tight turns and fishtailing out, but had to give best. “That was fantastic. I'm so pleased for Warren, who saved me [after my roll] at Thruxton,” said Neil. “It was the best race ever,” agreed Briggs.

Davies was happy to be back in the frame, ahead of local Roy Stephenson's Mustang. Behind them, squabbling Anglias, Alfa Romeos, Mini Cooper Ss and highly-strung Imps mixed it with the big boys, while Chris Glaister's remarkable Ford 100E and John Barber's Abarth 850TC both gave good accounts of themselves.

RESULTS (BOTH 12 LAPS) 1 Neil Brown (Ford Lotus Cortina); 2 Richard Dutton (Ford Mustang) +1.225s; 3 Tim Davies (Cortina); 4 Roy Stephenson (Mustang); 5 Warren Briggs (Mustang); 6 Bob Bullen (Ford Anglia). **CW** Dutton; Davies; Bullen; Roger Godfrey (Austin Cooper S); Steve Platts (Singer Chamois). **FL** Brown 1m43.184s (74.20mph). **RACE 2** 1 Briggs; 2 Brown +0.303s; 3 Davies; 4 Stephenson; 5 Mark Jones (Cortina); 6 Dutton. **CW** Brown; Davies; Jones; Pete Morgan (Austin Cooper S); Platts. **FL** Briggs 1m42.817s (74.47mph).



aspirations of a maiden rear-engined victory on both days. Hughes “got a run” on GP3 mechanic Woodhouse there on Sunday, skittering past into Tower on the final lap. As Jack tried to go back round Jonathon he “lost the rear” briefly and the cars collided. A review of on-board footage resulted in no action, thus local man Hughes celebrated his double.

Starting from the back after engine problems in qualifying fazed Dean Forward (newly-acquired Tecno-Ford) not a jot in 1000cc F3. The Yorkshireman was gutted to tag team-mate Julian Maynard's Chevron out at the Complex on lap one, but he led within three and screamed clear again on Sunday. Peter Thompson bagged second from Leif Bosson on day one, but was launched into the greenery at Sunny on Sunday after Keith Messer (from the back, his Vesey's throttle cable having

snapped on Saturday) clattered inside his Brabham BT21. Swede Bosson (ex-Ulf Svensson BT28) thus found himself a safe second, ahead of Jim Timms' overheating BT21B.

Croft debutant Peter Shaw (Lotus Elan) returned to Hampshire with a brace of pacy Historic Road Sports victories. Despite a lairy spin on Saturday, Whitby's Karl Wetherell (Triumph TR4) led the chase, having ousted Patrick Ward-Booth's Ginetta G4. David Summerson added to the crowd's delight on Sunday, growling his big Healey back to third.

Steve Jones (Cooper) shook off Roy Hunt (Martin) in the 500cc F3 finale, a flashback to 'Croft Airport' races of the 1950s. John Turner cornered ever faster once he got a whiff of third, his hard-revved JAP engine only just trumped by Mike Fowler's Norton in the dash to the line.

● Marcus Pye

GUARDS TROPHY (28 LAPS) 1 Simon Hadfield (Lotus 47); 2 Charles Allison (Chevron-BMW B8) +5.558s; 3 Jon Waggitt (Lenham-t/c P69); 4 Vicky Brooks/Martin O'Connell (Chevron-BMW B8); 5 Nick Thompson/Shawn McClurg (Chevron-BMW B6); 6 Denis Welch (Lotus-t/c 23B). **Class winners** Allison; Welch; Nick Fleming (Lotus-Elan); Chris Scragg (Jaguar E-type); Martin Richardson (MGB). **Fastest lap** O'Connell 1m31.336s (83.83mph) **record**.

HISTORIC FF2000 (BOTH 14 LAPS) 1 Nelson Rowe (Reynard SF79); 2 Andrew Park (Reynard SF81) +0.409s; 3 Callum Grant (Delta T78); 4 Richard Evans (Royale RP27); 5 Ben Tusting (Reynard SF79); 6 Colin Wright (Reynard SF79). **FL** Grant 1m28.563s (86.46mph).

RACE 2 1 Rowe; 2 Grant +1.509s; 3 Evans; 4 Park; 5 Wright; 6 John Hayes-Harlow (Royale RP30). **FL** Grant 1m28.848s (86.18mph).

70s ROAD SPORTS (BOTH 12 LAPS) 1 Oliver Ford (Lotus Europa); 2 Julian Barter (TVR 3000M) +1.026s; 3 Charles Barter (Datsun 240Z); 4 James Dean (Lotus Europa); 5 Alan Harper (Lotus Elan S4); 6 Howard Bentham (Lotus Elan). **CW** J Barter; Robert Barter (Jensen Healey). **FL** Ford 1m40.084s (76.50mph).

RACE 2 1 Ford; 2 J Barter +2.878s; 3 C Barter; 4 Dean; 5 Bentham; 6 Harper. **CW** J Barter; R Barter. **FL** Ford 1m39.843s (76.69mph).

HISTORIC FF1600 (BOTH 13 LAPS) 1 Sam Mitchell (Merlyn Mk20); 2 Simon Toyne (Lola T200) +18.325s; 3 David Wild (Lola T200); 4 William Nuthall (Jamun T2); 5 Pertti Kivieri (Kvantti Mk1); 6 Stuart Baird (Merlyn Mk11A). **FL** Mitchell 1m32.573s (82.71mph).

RACE 2 1 Mitchell; 2 Wild +24.751s; 3 Kivieri; 4 James Buckton (Elden Mk8); 5 James Hadfield (Titan Mk4); 6 Baird. **FL** Mitchell 1m32.344s (82.92mph).

HISTORIC FORMULA JUNIOR (BOTH 13 LAPS)

1 Jonathon Hughes (Brabham BT6); 2 Jack Woodhouse (Lotus 20/22) +0.357s; 3 James Murray

(Lola Mk5A); 4 Denis Welch (Lotus 22); 5 Steve Jones (Cooper T67); 6 Chris Chilcott (Lotus 20).

CW Chilcott; Mark Woodhouse (Elva 100); Michael Ashley-Brown (Volpini). **FL** J Woodhouse 1m33.948s (81.50mph).

RACE 2 1 Hughes; 2 J Woodhouse 8.343s; 3 Murray; 4 Welch; 5 John Fyda (Lotus 22); 6 Peter Anstiss (Lotus 20/22). **CW** John Chisholm (Gemini Mk3A); M Woodhouse; Ashley-Brown. **FL** J Woodhouse 1m33.798s (81.63mph).

HISTORIC F3 (BOTH 13 LAPS) 1 Dean Forward (Tecno); 2 Peter Thompson (Brabham BT21A) +17.006s; 3 Leif Bosson (Brabham BT28); 4 Jim Blockley (Brabham BT21B); 5 Jim Timms (Brabham BT21B); 6 Christoph Widmer (Brabham BT18A). **CW** Mauro Poponcini (Cooper T76). **FL** Forward 1m33.066s (82.27mph).

RACE 2 1 Forward; 2 Bosson +27.751s; 3 Timms; 4 Blockley; 5 Tim Kary (Brabham BT28); 3 6 Widmer. **CW** Poponcini. **FL** Forward 1m33.030s (82.30mph).

HISTORIC ROAD SPORTS (BOTH 12 LAPS) 1 Peter Shaw (Lotus Elan S1); 2 Karl Wetherell (Triumph TR4) +22.957s; 3 Patrick Ward-Booth (Ginetta G4); 4 David Summerson (Austin-Healey 3000 Mk2); 5 Colin Sharp (Triumph TR5); 6 Iain Daniels (Reliant Sabre Six). **CW** Wetherell; Summerson; John Shaw (Porsche 911); Richard Owen (Triumph TR2). **FL** P Shaw 1m41.217s (75.85mph).

RACE 2 1 P Shaw; 2 Wetherell +41.581s; 3 Summerson; 4 Bill Smith (Marcos 1600GT); 5 Sharp; 6 Daniels. **CW** Wetherell; Summerson; J Shaw; Owen. **FL** Shaw 1m40.947s (75.85mph).

500cc FORMULA 3 (11 LAPS) 1 Steve Jones (Cooper-Norton Mk10); 2 Roy Hunt (Martin-Norton) +7.108s; 3 Mike Fowler (Cooper-Norton Mk5); 4 John Turner (Cooper-JAP Mk9); 5 Darrell Woods (Cooper-Norton Mk12); 6 Ian Phillips (Cooper-Norton Mk10). **FL** Jones 1m49.203s (70.11mph).

Rapid Hart falls short of treble

DOUG HART AND HIS SLEEK CHIRON dominated the Open Sports Car Series and he stamped his authority from the start, qualifying more than half a second clear of his closest rival, Duncan Williams.

Hart set a searing pace in the first race as he led from start to finish. Darren Luke (Juno) took up the chase initially, but Tony Sinclair, whose self-designed Jade started from sixth on the grid, was closing fast and he got past as they lapped backmarkers.

But Sinclair's car developed a problem and, stuck in fourth gear, he was passed by Williams and Luke, who went on to finish second and third respectively.

It was the same story in race two as Hart led all the way, though the margin of victory was smaller.

Williams headed the chase with a slight advantage over Luke, until Sinclair's Jade launched past Luke

and then caught and passed the Juno of Williams on the top straight.

Hart's lead diminished as Sinclair continued his charge. He fell just short, with the Chiron only three tenths ahead at the finish. Williams was third, ahead of Luke.

Third time out and this time it was Sinclair who dominated from the off as the Chiron made a steady start.

Williams held third spot for half a lap until he speared off at Surtees, leaving Luke to take the fight to Hart.

Their positions changed when Hart appeared to ease his pace. At half-distance he suddenly cut his lap times by a second, carved past Luke and set off after Sinclair.

But he left his effort too late, eventually ending up a good eight seconds shy of Sinclair. Luke finished a close third, ahead of Jonathan Hair and Darcy Smith.

● Kerry Dunlop

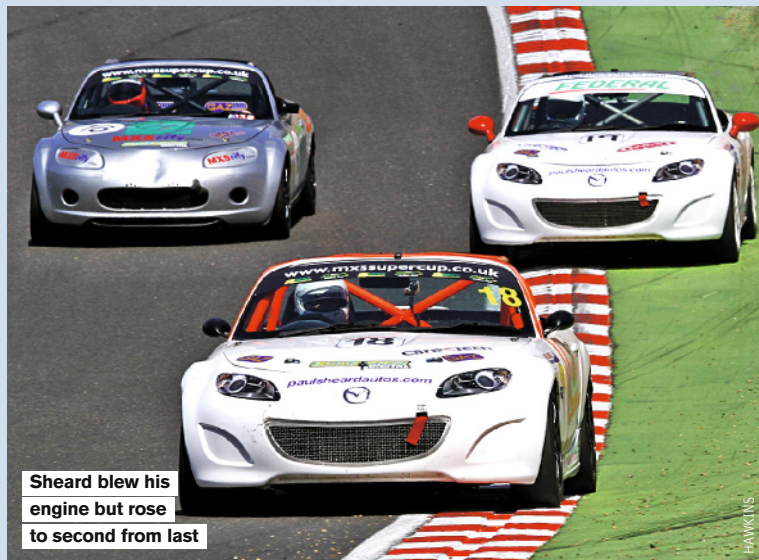


Hart's pace should have resulted in three Brands wins

RESULTS (26 LAPS) 1 Doug Hart (Chiron Hart 2012); 2 Duncan Williams (Juno) +6.850s; 3 Darren Luke (Juno); 4 Tony Sinclair (Jade 3 V6); 5 Darcy Smith (Radical SR4); 6 Simon Tilling (Radical SR3). Class winners Sinclair; Graham Hill (Radical Prosport); Paul Spencer (Prosport LM3000); Daniel Prendergast (Pell Genesis). Fastest lap Hart 45.294s (96.00mph).

RACE 2 (20 LAPS) 1 Hart; 2 Sinclair +0.324s; 3 Williams; 4 Luke; 5 Smith; 6 Hill. CW Sinclair; Hill; Spencer; Prendergast. FL Sinclair 45.367s (95.85mph). RACE 3 (26 LAPS) 1 Sinclair; 2 Hart +8.225s; 3 Luke; 4 Jonathan Hair (Mallock Beagle Mk36 DD); 5 Smith; 6 Hill. CW Hart; Hill; Spencer; Prendergast. FL Hart 45.447s (95.68mph).

Sheard benefits from team spirit to claim unlikely podium



Sheard blew his engine but rose to second from last

THE MOST OUTSTANDING THING IN the two MX5 Supercup races was the remarkable resurgence of championship leader Paul Sheard after a disastrous first race.

He started the opener strongly, easing away from Abbie Eaton and Will Chappell, who fell into the clutches of David Chapman.

Chapman caught Chappell and then wrested second place from Eaton by driving around the outside of Paddock and Druids to hold the inside at Graham Hill Bend.

On lap 13 Sheard's engine blew and he slid to a halt at Druids. That also cost his team-mate Chappell dearly – he was sidelined when he went off on the resultant oil slick.

Chapman passed Eaton to inherit the win, ahead of Andrew Clarkson.

Chapman very sportingly handed his car to Sheard for race two, although the championship leader had to start from the back.

As Eaton led Clarkson, Darren Standing and Chappell at the end of the first lap, Sheard was already fifth.

On the penultimate lap Eaton went grass-cutting at Surtees. That handed Clarkson the win ahead of a fast-closing Sheard, and elevated Clint Bardwell to third.

● Kerry Dunlop

RESULTS (BOTH 21 LAPS) 1 David Chapman; 2 Abbie Eaton +3.514s; 3 Andrew Clarkson; 4 Darren Standing; 5 Geoff Gouriet; 6 Raymond Worley. FL Paul Sheard 56.717s (76.67mph).

RACE 2 1 Clarkson; 2 Sheard +0.203s; 3 Clint Bardwell; 4 Will Chappell; 5 Standing; 6 Gouriet. FL Sheard 57.001s (76.28mph).

Styrin goes unchallenged as he claims Porsche treble

RICHARD STYRIN CONTINUED HIS series domination as he added three more comfortable wins to his tally.

As the Leeds racer took an untroubled win in Saturday's race, he must have kept an eye on his mirrors on the excitement close behind.

JM Littman seemed set for second place until Jonathan Greensmith squeezed past Steven Boyles and then pipped Littman on the last lap.

On Sunday Styrin stormed away from the start as Boyles rose from

the second row to tuck in behind.

Greensmith and William Sharpe were locked in combat for third place until the penultimate lap, when Greensmith burst past Boyles on the run down to Graham Hill Bend.

Styrin eased away again to complete his hat-trick in the final race, Boyles chasing him in second.

Sharpe spent most of the race on the tail of Boyles's car, but lost third place to Littman on the final lap.

● Kerry Dunlop



Styrin won all three Toyo Porsche races in his Boxster

RESULTS (22 LAPS) 1 Richard Styrin; 2 Jonathan Greensmith +1.887s; 3 JM Littman; 4 Steven Boyles; 5 William Sharpe; 6 Adam Croft. CW Alastair Kirkham (924); Bernie Printy (Boxster). FL Greensmith 54.738s (79.44mph). RACE 2 (21 LAPS) 1 Styrin; 2 Greensmith

+1.312s; 3 Boyles; 4 Sharpe; 5 Arjo Ghosh; 6 Croft. CW Kirkham; Rebecca Jackson (Boxster). FL Styrin 54.587s (79.66mph). **RACE 3 (22 LAPS) 1 Styrin; 2 Boyles +2.891s; 3 Littman; 4 Sharpe; 5 Croft; 6 Ghosh. CW Simon Hawksley (924); Jackson. FL Styrin 55.044s (79.00mph).**



Wiggins (32) steered clear of his rivals' dramas to win



Formula Ford 1600

Honours at Brands were shared between Americans Skylar Robinson (pictured) and Austin Kimberly, both of Cliff Dempsey Racing. After Kimberly had chased Robinson all the way in race one, the positions were neatly reversed, until Luke Cooper pulled off a great move on Robinson at Graham Hill Bend to secure second place.

CATERHAM SUPERSPORT BRANDS HATCH, AUGUST 3-4 BRSCC

Patient Wiggins wins epic Caterham duels

THE SUPERSPORTS FIELD PRODUCED A pair of thrilling encounters that were in true classic Caterham fashion.

Saturday's 30-minute event was a cracking race, as polesitter David Robinson made a poor start and was swamped by five of his rivals.

Front-row man Andrew West led initially from Sean Byrne, Wesley Fox, Jonathan Mortimer and Steve Day, but Byrne and Fox launched a joint attack on the leader and mugged him, one on each side, as they ascended Hailwood Hill.

Soon there was a queue of drivers ducking and diving for an opening as

the first nine cars screamed along the Brabham Straight nose to tail.

Byrne was aggressive in his defence of the lead and it came to the crunch, literally, on lap 10 as Fox went for a gap that quickly disappeared, both cars spinning out of contention.

Day inherited the lead, but found himself scrapping with Lee Wiggins.

The recovering Robinson joined in on the penultimate lap when he made it three abreast down the main straight. Wiggins held on to win from Day, with Robinson a length back.

Wiggins led Sunday's race from the start, but after a short safety car

period Robinson took over at the front and began to pull away.

Electrical problems eventually forced Robinson out, handing Wiggins his second win, despite the best efforts of Byrne, who was almost alongside at the finish.

● Kerry Dunlop

RESULTS (33 LAPS) 1 Lee Wiggins; 2 Steve Day +0.211s; 3 David Robinson; 4 Jonathan Mortimer; 5 Andrew West; 6 Mike Hart. **FL Sean Byrne** 53.223s (81.70mph). **RACE 2 (32 LAPS) 1 Wiggins;** 2 Byrne +0.028s; 3 Hart; 4 Mortimer; 5 Wesley Fox; 6 Day. **FL Byrne** 53.301s (81.58mph).



The returning Moran scored a second and a victory

BRITISH HILLCLIMB CHAMPIONSHIP CRAIGANTLET, AUGUST 3

Moran makes winning return

SCOTT MORAN MARKED HIS RETURN after missing the last two rounds at Wiscombe Park with a stylish performance at Craigantlet's centenary meeting.

He finished a close second in the first run-off, then took the hill record in the final shoot-out.

Ominously, Moran stands only two points behind series leader Trevor Willis and has far fewer points to drop at the end of the year.

The challenging public road course received the largest ever mainland contingent. Wallace Menzies took

round 23, with Moran – who had qualified quickest – second and Willis pushed down to third.

Moran qualified quickest for the second run-off. Second-best qualifier Willis ran only 0.4s off his 2012 hill record, but Moran responded to the pressure with a new record.

"The car was touchy on the tight first third of the hill but always comes into its own later in the run," said Moran afterwards.

His father Roger went on to finish third in the second shoot-out.

Alex Summers went well in the

ROUND 23 1 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 39.69s; 2 Scott Moran (3.5 Gould-NME GR61X) 39.78s; 3 Trevor Willis (3.2 OMS-Powertec 28) 40.52s; 4 Alex Summers (1.3s DJ-Suzuki Firehawk) 41.38s; 5 Tom New (4.0 Gould-Judd GR55) 41.51s; 6 Roger Moran (3.5 Gould-NME GR61X) 41.71s; 7 Will Hall (3.5 Force-Nissan WH) 41.99s; 8 Richard Spedding (1.6 Force-Suzuki PC) 42.95s; 9 Paul Haines (1.3t Gould-Suzuki GR59) 43.49s; 10 Dave Uren (1.6 Force-Suzuki PC) 43.94s; 11 Pat Roche (1.6 OMS-Suzuki CF07) 44.49s; 12 Graham Wynn (1.6 Force-Suzuki LM) 44.71s. **ROUND 24 1 S Moran 39.41s record & BTD;** 2 Willis 39.96s; 3 R Moran 40.97s; 4 Menzies 41.04s; 5 Summers 41.55s; 6 Hall 41.75s; 7 New 42.21s; 8 Spedding 42.87s; 9 Uren 43.80s; 10 Wynn 44.01s; 11 Roche 44.87s; 12 Haines 48.17s. **CW Aaron Jennings** (1.6 Citroen Saxo) 63.11s; Tom Lawther (3.9 Rover SD1) 57.63s; David Hunter (2.5 Subaru Impreza) 53.15s; Tosh Townsend (1.7 Sylva Fury) 58.91s; David Warburton (2.4 Caterham 7) 50.05s **record;** Simon Jamison (1.9 Peugeot 205) 58.16s; Steven Gault (1.6 Citroen Saxo) 53.43s **record;** Richard Francis (1.3 Westfield Megabusa) 52.90s; Wynn 46.26s; David Francis (2.0 Ford Escort Cosworth) 51.02s; Mark Lancashire (2.0 Subaru Impreza) 51.28s; Russell Houston (1.6 OMS-Suzuki CF04) 47.14s **record;** Summers 42.79s; S Moran 40.90s; Michael Beattie (2.4 Datsun 240Z) 61.86s; Michael Taylor (1.4s MG TA) 67.71s.

POINTS 1 Willis, 193; 2 S Moran, 191; 3 Menzies, 142; 4 R Moran, 130; 5 Hall, 108; 6 Summers, 93; 7 John Bradburn, 89; 8 Goodyear, 60; 9 Deryk Young, 39; 10 Spedding, 38.

litter supercharged DJ Firehawk and moved up to sixth overall.

Even though Will Hall was as consistent as ever, Summers may yet overhaul him if he contests every remaining round.

Jos Goodyear had a disaster, suffering a gearbox failure at the start of his first practice run.

● Eddie Walder



Padmore is finally first at Mallory

NICK PADMORE MADE A VICTORIOUS return to Mallory Park as he took the family-run 1965 Mini Cooper S to a lights-to-flag win in Classic Saloons and Historic Touring Cars in front of a vast crowd.

The Surrey driver, a regular at the Leicestershire track in Formula First and Eurocar V6s more than a decade ago, qualified on pole and made a strong start, beating Richard Sprigg's Ford Anglia and Phil Manser's 1961 Mini into Gerard's. Padmore had an almost flawless run as he eased out an advantage over the pair battling behind him, eventually finishing more than six seconds clear.

"I haven't been here since 1998, and I always seemed to finish second in Formula First, so it's nice to win," he said. "I looked in my mirror and thought, 'That battle looks the business' – I would have liked to have been in it."

Former Mini Se7en champ Manser only briefly got ahead of often-sideways Sprigg, grabbing the

initiative into Gerard's on lap nine for a short while. "It was hard work because that Anglia takes up a lot of room," he noted.

It was a somewhat attritional race behind, with Jim Burrows (Mini) and Jack Stanford (Lotus Cortina) both showing promise before their cars broke. Julian Crossley suffered the most dramatic conclusion when he was left with three wheels on his Mini wagon at the Lake Esses.

That left Steven Sprigg (Lotus Cortina) in fourth, with Tony Preston's Morris Minor – the oldest car in the race – a lap down in fifth.

With Padmore's father Keith starting race two from the back, Manser led Richard Sprigg into the first corner. But from row eight of the grid Burrows was on a charge and he took second from Sprigg at the beginning of lap two, before extending a run of fastest laps and grabbing onto the coat tails of Manser.

Although the leader got a better initial run through the traffic,



Padmore avenged Formula First defeats in 1965 Mini Cooper

Burrows struck for the lead on lap eight, getting a better exit from Shaw's Hairpin as the pair lapped Keith Wright's Morris Minor.

Behind Sprigg, Crossley and Padmore Sr settled a wonderful duel on the final lap when Crossley got sideways through the Esses to allow Padmore back into fourth.

Paul Clayton completed a successful debut race meeting with sixth in his self-built Austin A35.

● Ian Sowman

RESULTS

RACE 1 (16 LAPS) 1 Nick Padmore (Mini); 2 Richard Sprigg (Ford Anglia) +6.256s; 3 Phil Manser (Mini); 4 Steven Sprigg (Lotus Cortina); 5 Tony Preston (Morris Minor); 6 Tim Dodwell (Mini). **Class winners** S Sprigg; Preston; Dodwell; Stuart Radford (Triumph 2000). **Fastest lap** Manser 54.733s (88.79mph).

RACE 2 (14 LAPS) 1 Jim Burrows (Mini); 2 Manser +6.255s; 3 R Sprigg; 4 Keith Padmore (Mini); 5 Julian Crossley (Mini); 6 Paul Clayton (Austin A35). **CW** Clayton; Dodwell; Radford. **FL** Burrows 1m04.909s (74.87mph).



Biggers (left) and Cook's Evo shared spoils

CLASSIC THUNDER MALLORY PARK, AUGUST 3-4 CTCRC

Pack keeps reshuffling while top Card is missing

THE CHAMPIONSHIP WAS THROWN wide open as points leader James Card's rivals failed to capitalise on his absence from Mallory.

James Macintyre-Ure bagged one class win in his BMW 540 but was a retirement later, while AJ Owen's weekend lasted three laps before a turbo failure on his Sierra.

Rain before the start blunted any hopes that Mark Biggers would cut a sub-45s lap, with the Nissan Skyline only getting down to a low 48s on a greasy circuit. Biggers squirmed his way around behind Pete Cook's Mitsubishi Evo 9 for most of race one, before hitting his stride.

A misfire kept Biggers's winning margin to a modest 3s and he took no part in the sodden rematch. Ian Froggatt's Impreza led for the first

half of the race, but he outbraked himself into the hairpin on lap eight, kissed the barriers and dropped to third behind Cook and Escort man Stuart Day.

● Ian Sowman

RESULTS (18 LAPS) 1 Mark Biggers (Nissan Skyline); 2 Pete Cook (Mitsubishi Evo 9) +3.065s; 3 Piers Grange (Ford Sierra XR8); 4 Ian Froggatt (Subaru Impreza); 5 Ashley Bird (Ford Sierra Cosworth); 6 Stuart Day (Ford Escort Cosworth WRC). **CW** Grange; Bird; Paul Bellamy (BMW M3); James Macintyre-Ure (BMW 540); Andy Robinson (Ford Fiesta); Amanda Ewings (BMW M3). **FL** Biggers 48.106s (101.02mph).

RACE 2 (16 LAPS) 1 Cook; 2 Day +11.891s; 3 Froggatt; 4 Tim Swadkin (Ford Escort Mk1); 5 Robinson; 6 Grange. **CW** Day; Swadkin; Robinson; Andy Pearman (Ford Sierra Cosworth); Ewings. **FL** Cook 53.980s (90.03mph).

PRE-'83 TOURING CARS MALLORY PARK, AUGUST 3-4 CTCRC

Bray's nimble Fiesta beats potent Rovers to victory

TIM SCOTT ANDREWS QUALIFIED more than two seconds faster than his rivals, but rain arrived just before lunch on Sunday and neutered his potent Rover Vitesse.

A more nimble vehicle was needed and, as at Rockingham earlier this year, it was the Fiesta of Neil Bray that emerged. Having taken third from Mark Osborne's Triumph at Gerard's, Bray went second when Riorden Welby retired his Vitesse at the hairpin. Bray then drove around the outside of Scott Andrews before extending a 13s winning margin.

TSA was already floundering a little when he spun into the barriers at the Esses in race two. The red flags flew and negated Bray's 8s

advantage. The Fiesta lost out at the restart, but Bray made a great move on John Wright's Escort at Gerard's to retrieve the lead on lap two. Up from the back, Welby passed two cars on lap four to finish second.

● Ian Sowman

RESULTS (15 LAPS) 1 Neil Bray (Ford Fiesta); 2 Tim Scott Andrews (Rover Vitesse) +13.133s; 3 Jason Christie (Ford Escort RS2000); 4 Tony Gorman (BMW 2002tii); 5 John Wright (RS2000); 6 Mark Osborne (Triumph Dolomite Sprint). **CW** Scott Andrews; Christie; Gorman. **FL** Bray 58.981s (82.39mph).

RACE 2 (10 LAPS) 1 Bray; 2 Riorden Welby (Rover Vitesse) +5.059s; 3 Wright; 4 Christie; 5 Jeremy Knight (Ford Capri); 6 George Young (Ford Escort XR3). **CW** Welby; Wright; Christie. **FL** Bray 1m00.541s (80.27mph).



Scott Andrews leads in Rover but it won't last

BLUE OVAL SALOONS MALLORY PARK, AUGUST 3-4 CTCRC

Cosworths star as Blue Oval bounces back

THERE ARE FEW CHAMPIONSHIPS that can boast a sevenfold increase in entries from one round to the next, but the 30 cars that took part at Mallory made for more compelling races than the four that visited Pembrey in June.

The Escort Cosworth-mounted Matthias brothers were among the many not to make the Welsh trip, but between them they had won the previous three rounds. It was older brother David who was on the best form this time, blasting into the lead from row two of the grid.

Craig Rainer – whose pole position was achieved in the wet – lost out and, while he challenged at first, a botched gear shift at the end of lap two put him out of contention.

Mike Webb (Focus ST170) took over in second, with Olly Allen (Fiesta) in third. But Scott Matthias, up from row four, got into the podium positions at Gerard's on lap 12 before spending the next five laps defending – successfully – from the resurgent Rainer.

Jason Davies starred in the wet second race, the Pembrokeshire driver going around the outside of



Matthias brothers' Cosworths leading bolstered Ford grid

David Matthias at the hairpin on lap five. "I was praying for it to be wet, as this is the first time I have run the car on treaded tyres and in the dry I hated them," he admitted.

Behind the Welshman's impressive display of car control, David Matthias took second and Rainer third, with Simon Beament's Escort RS2000 fourth. The race ended prematurely after an engine fire befell Scott Matthias.

● Ian Sowman

RESULTS (17 LAPS) 1 David Matthias (Escort Cosworth); 2 Mike Webb (Focus ST170) +8.777s; 3 Scott Matthias (Escort Cosworth); 4 Craig Rainer (Escort Mk2); 5 Olly Allen (Fiesta); 6 Terence Clark (Fiesta ST). **CW** Webb; Jason Davies (Sierra Cosworth); Andy Robinson (Fiesta XR2); Alan Eason (XR2).

FL D Matthias 50.793s (95.68mph).

RACE 2 (11 LAPS) 1 Davies; 2 D Matthias +2.859s; 3 Rainer; 4 Simon Beament (Escort RS2000); 5 Robinson; 6 Webb.

CW D Matthias; Beament; Robinson; Eason.

FL Davies 54.177s (89.70mph).

360 SIX HOURS DONINGTON PARK, AUGUST 3 360MRC

Britcar BMW dominates at Donington



Intersport BMW won by a colossal 14-lap margin

ENDURANCE RACING IS KNOWN FOR its unpredictable nature, but there was never any doubt over who would win the fourth instalment of the annual 360MRC Six Hours.

For 226 laps the Intersport Racing BMW M3 was unmatched for pace as it rounded Donington approximately four seconds per lap quicker than its rivals, and it enjoyed a faultless run to win by a colossal 14-lap margin.

Even two brief downpours could not derail the Britcar regular's charge to victory, unlike Chris Knox in the sister team's Mini Cooper, who suffered the ignominy of causing the first safety car period when he went

off at the Old Hairpin on lap nine.

The team went on to stage a remarkable comeback, and was back into second before the two-hour mark – a position it held until the end.

Team MEV completed the podium, having been there or thereabouts all afternoon in its Mazda MX150R. The Mazda occasionally traded places with Track Driver's BMW during pitstops, but a fuel miscalculation towards the end cost the M3 13 laps and two places as a result. Track Driver's loss was Rikki Cann AM and Little Giant's gain as the Aston Martin Vantage and Daihatsu Charade both moved up.

● Dan Cross

RESULTS (6 HOURS – 226 LAPS) 1 Intersport Racing 1 (Mark Radcliffe/Kevin Clarke/Adam Hayes/Wayne Gibson) BMW M3 GTR; 2 Intersport 2 (Danny Russell/Duncan Rogers/Chris Knox) Mini Cooper -14 laps; 3 Team MEV (Stewart Mutch/Kevin Dengate/Chris Lovett/Jonathan Blake) Mazda MX150R; 4 Rikki Cann AM (Rikki Cann/Joe Cann) Aston Martin V8 Vantage; 5 Little Giant (Yaser Almaghrbi/Andy McLennan/Ian McLaughlin) Daihatsu Charade; 6 Track Driver (John Mawdsley/Mark Hales) BMW E36 M3. **CW** Team MEV; Rikki Cann; Track Torque Racing (Lawrence Wiltshire/Marty Smith/Darren Cox) SEAT Leon Supercopa; Masterstroke 360 RLM (David Smith/Paul Dunk/John Hindhaugh/Andy Meyrick) Porsche 924. **FL** Intersport Racing 1 1m17.846s (91.52mph).



Alfa Romeo Owners

Former Star of Mallory FF1600 racer Tom Shephard (above) used his track knowledge to good effect in a streaming wet opener. Despite it being nice weather for ducks, Richard Drake aquaplaned off at the hairpin on lap seven to hand Shephard the lead. Richard Merrell starred in race two, but Ted Pearson loomed large late on.

Pre-'93 Saloons

Jim McLoughlin spotted that leader Jack Stanford's tyres were deteriorating rapidly and he pounced to put his Sierra ahead of the BMW M3 at Gerard's with three laps to go at Mallory. Stanford retired from a second race so treacherous that the Fiestas of Neil Bray and Simon Sheridan were in contention, but McLoughlin prevailed nevertheless.

Pre-'05 Production Tourers

Only six entries materialised for the first standalone race for the Pre-2005 cars, and only four survived until the end after the demise of Paul Caller's 206 and leader Ken Selfe's Clio. Colin Gibbons's Alfa 156 took a double win, but had to overcome a 10s jumped-start penalty on Sunday.

Nippon Challenge

James Janicki extended his winning streak to four with a pair of victories in his Nissan Skyline at Mallory. Poleman Adam Lockwood (Nissan 200sx) took the lead from Mark Firth's Mitsubishi 3000GT on the second lap of the opener, before Janicki grabbed the advantage at Gerard's. A poor start robbed the rapid Lockwood of the chance of a win in race two.

Sportscar Invitation

Three imperious drives by Roger Donnan resulted in triple victory at Donington. His Crossle 9S (below) finished well ahead of Paul Calladine (Porsche Boxster) and Jamie Ingram (Mazda MX150R) in race one. Ingram claimed two more podiums with third and second in the other races, while Ken Culverwell's Mamba Lotus also joined the podium party.



68



Smiley won the opener and added a second place too

MINI CHALLENGE CASTLE COMBE, AUGUST 3 MSVR

Smiley and Smith share the wins in tough Challenge test

IT WAS HONOURS EVEN BETWEEN Chris Smiley and Chris Smith in the latest Mini Challenge bout.

Smiley led a three-car break at the start of race one, from Smith and Jake Packun, before a gap to Lee Allen, who had Lawrence Davey and Luke Caudle in pursuit.

Although a safety car intervention had little effect on the lead trio, it was devastating for Allen. "It just went into limp mode and I had no boost," he said.

Davey shot by and the rest followed. Allen took the flag in 11th.

Smiley eased clear to take the win by just over three seconds. Packun managed to hold onto second despite taking Camp broadside and running onto the grass on the last lap, with Jono Brown and Smith inches behind, after they swapped places on lap nine.

Poleman Davey held off his rivals on the opening lap of race two, before Smith took charge into

Bobbies on lap two with Caudle following at Quarry a lap later.

Smiley had picked off Packun for third by lap seven, and Packun was demoted further when he lost out to Caudle two laps later.

Smith's lead shrank considerably but time ran out for Smiley. Caudle held onto third, with Packun and Brown almost tied for fourth.

Although Shane Stoney had a winning double in the Cooper class, he was hounded throughout race

one by Hamish Brandon and Ricky Page, and again in race two by Ollie Walker and Page.

● Peter Scherer

RESULTS (13 LAPS) 1 Chris Smiley; 2 Jake Packun +3.191s; 3 Jono Brown; 4 Chris Smith; 5 Luke Caudle; 6 Lawrence Davey. **Class winner** Shane Stoney. **Fastest lap** Smiley 1m15.013s (88.78mph). **RACE 2 (15 LAPS)** 1 Smith; 2 Smiley +2.768s; 3 Caudle; 4 Packun; 5 Brown; 6 Davey. **CW** Stoney. **FL** Smiley 1m19.379s (83.90mph).

MONOPOSTO 1600/1800/ MOTO CASTLE COMBE, AUGUST 3 MSVR

Tricky conditions help make Monoposto races thrillers

ADRIAN WRIGHT AND JOHN WHITBOURN shared the victory spoils as tyre choices proved paramount, especially when you got it wrong.

Wright's GEM led race one from start to finish, but as Geoff Fern's JKS was poised to challenge on lap nine, he spun at Old Paddock.

Jason Timms's Speads inherited second, three seconds off the lead, with Craig Hurrans's Jedi third after demoting Nigel Davers' similar car.

Several frontrunners chose slicks for race two, notably Wright and Timms, when the heavens opened.

Despite the whole field struggling to get off the line, John Whitbourn's Ray broke clear at the start and never looked back as he collected his first overall victory.

Philip Britten's Van Diemen began to close and then spun at Tower, then Nigel Davers Jedi lost drive at Bobbies after he too began to look threatening.

This allowed Britten back into second, with Adrian Heath's Vauxhall Junior a distant third.

As the track began to dry, the slickshod Timms and Wright finally



Whitbourn blasts to victory in wet race two

made progress, claiming ninth and 10th in the final laps.

● Peter Scherer

RESULTS (14 LAPS) 1 Adrian Wright (GEM AW3); 2 Jason Timms (Speads RM07) +33.310s; 3 Craig Hurrans (Jedi Mk6); 4 Nigel Davers (Jedi Mk6); 5 John Whitbourn (Ray GRS02); 6 Paul

Britten (Van Diemen RF00). **CW** Whitbourn; Adrian Heath (Vauxhall Junior); Marcus Sheard (Mygale SJ00). **FL** Wright 1m06.623s (99.96mph). **RACE 2 (10 LAPS)** 1 Whitbourn; 2 Britten +5.578s; 3 Heath; 4 Douglas McLay (Mygale SJ04); 5 Sheard; 6 Jonathan Baggott (Van Diemen RF95). **CW** Heath; McLay; Timms. **FL** Davers 1m27.551s (76.07mph).

FORMULA FORD 1600 CASTLE COMBE, AUGUST 3 MSVR

Fortune favours brave Higgins as title rivals duke it out



A gutsy move earned Higgins the victory

A TERRIFIC DUEL BETWEEN TITLE contenders Adam Higgins and Steven Jensen stole the show in the Castle Combe FF1600 contest.

Their scrap was finally settled in Higgins's favour after a brave move around the outside at Tower.

Jensen's Spectrum had the early lead, but after Ashley Crossey's similar car faded from second on the opening lap, Jensen found himself under pressure from Roger Orgee's Van Diemen.

Orgee led into Tower on lap three

but still had Jensen inches behind as they charged through Camp, with Higgins's Van Diemen closing in.

A lap behind the safety car gave cause for rest, before an immediate three-car break from the green flag.

Jensen was ahead into Quarry, Higgins following at Camp and he immediately mounted an attack.

Into Tower for the eighth time Higgins took the outside and emerged with a lead he then built to over four seconds at the flag.

"Just mega," said Higgins as he

climbed the podium, which was completed by Ed Moore. He just held off the recovering Crossey on the line as Orgee fell back.

● Peter Scherer

RESULTS (15 LAPS) 1 Adam Higgins (Van Diemen JL12); 2 Steven Jensen (Spectrum O11b) +4.155s; 3 Ed Moore (Van Diemen JL013K); 4 Ashley Crossey (Spectrum O11c); 5 Roger Orgee (Van Diemen RF00); 6 Richard Higgins (Van Diemen RF90). **CW** R Higgins; Stephen Bracegirdle (Van Diemen RF). **FL** A Higgins 1m12.095s (92.37mph).

MAZDA MX5 CHAMPIONSHIP
ANGLESEY, AUGUST 3-4 BRSCC

Roche fights back to take epic double

JAMES BLAKE-BALDWIN HAS BEEN IN a rich vein of form, reducing Tom Roche's Mazda MX5 points lead even though the reigning champion won twice in Wales.

His fortunes further improved in the first of three races as Roche suffered a puncture when heading to the grid. Despite this setback he still managed to lead the opening laps until his challenger took got by at Church.

As Roche fell down the order he was hit with a stop-go penalty for exceeding track limits, and when he did not serve it, a further 30s were added to his race time, pushing him down to 16th in the results.

This determined his grid position next time around, but the Blendini Motorsport driver worked his way up to third by lap eight, but more than 5s behind the leader.

But Blake-Baldwin's pace worsened in the closing stages due to pressure from Brian Chandler, Roche moving into striking distance



Roche was on top form after early controversy

and able to demote both in a remarkable final half lap.

A nudge from a rival during some frantic manoeuvring at Peel pushed Blake-Baldwin wide, enabling Ed Gay to nip into second.

When heavy rain fell during the final encounter, Roche led throughout with Chandler right on his bumper and Daniel Rogers – sixth and fifth respectively in the first two races – in third.

Blake-Baldwin, by contrast,

struggled to eighth.

● David Williams

RESULTS (15 LAPS) 1 James Blake-Baldwin; 2 Brian Chandler +6.859s; 3 Ed Gay; 4 Simon Baldwin; 5 Alan Henderson; 6 Daniel Rogers. **FL** Tom Roche 1m22.783s (67.40 mph).

RACE 2 (15 LAPS) 1 Roche; 2 Gay +0.390; 3 Blake-Baldwin; 4 Chandler; 5 Rogers; 6 Simon Goddard. **FL** Blake-Baldwin 1m22.025s (68.02 mph). **RACE 3 (10 LAPS) 1 Roche;** 2 Chandler +0.422s; 3 Rogers; 4 Henderson; 5 Rhys Jenkins; 6 Brett Smith. **FL** Roche 1m31.948s (60.68 mph).

IRISH GLOBAL LIGHTS ANGLESEY, AUGUST 3 BRSCC

Global Lights thrill with bumper schedule

THE MICRO SPORTSCARS PROVIDED fantastic battles for the lead in their quartet of races.

Jake Byrne sat on pole for the opening encounter, but lost control at the end of the first lap and collided with the pitwall. Mark Twomey came from the back of the pack to take the race-one victory but was not so fortunate next time.

He was edged wide and spun at Rocket on the last lap trying to wrest second from Byrne, leaving Peter Drennan to take the win while Richard Finlay inherited third.

Next time around Twomey and Drennan were left to contest the

top honours because Finlay had a moment at The Banking and Byrne suffered a rear tyre problem.

Drennan seemed to have a little more speed on the straights, while Twomey looked to have an advantage on the twisty bits, providing a classic scrap in which Drennan came out on top.

Byrne finally made it to the top of the podium in the wet conditions of Sunday afternoon, with a winning margin of just over a second.

Twomey and Drennan were right on his tail until Drennan spun at Rocket and delayed both.

He recovered to claim the

runner-up spot, while Twomey joined him on the podium.

● David Williams

RESULTS (12 LAPS) 1 Mark Twomey; 2 Peter Drennan +0.304s; 3 Richard Finlay; 4 John Conway; 5 Ivor Miller; 6 John Murphy. **FL** Twomey 1m12.690s (76.76 mph).

RACE 2 (15 LAPS) 1 Drennan; 2 Jake Byrne +0.217s; 3 Finlay; 4 Twomey; 5 Derek Behan; 6 Conway. **FL** Byrne 1m12.011s (77.48 mph).

RACE 3 (14 LAPS) 1 Drennan; 2 Twomey +0.225s; 3 Behan; 4 Finlay; 5 Miller; 6 Murphy. **FL** Drennan 1m13.460s (75.96 mph).

RACE 4 (13 LAPS) 1 Byrne; 2 Drennan +1.167s; 3 Twomey; 4 Finlay; 5 Conway; 6 Murphy. **FL** Drennan 1m20.493s (69.32 mph).



Small Irish Global Lights entertained at Anglesey



READ

Atom Cup

Nick Whitehead (above) was a lights-to-flag winner in race one at Combe with Andrew Smith taking second from Castle Combe favourite Ed Moore into Camp on the fifth lap. James Tucker claimed the race-two spoils after an entertaining duel with Smith, who just fought off Whitehead to take second again.

Castle Combe Saloons

Although William Di Claudio's Peugeot 106 GTi left poleman Robert Ballard's SEAT Leon Cupra standing at the start, Ballard's recovery was swift and he took second from Adrian Slade's 106 GTi on the third lap. A lap behind the safety car tempered Di Claudio's initial break, and Ballard had the lead from Tower on lap seven.

Mono 2000/Classic

Robbie Watts's Lola F106/03 took a rain-affected double win. Malcolm Scott's Dallara got ahead in race one when Watts spun, but three laps later the favour was returned as Scott rotated at Bobbies. He recovered still well clear of Kevan McLurg's Dallara. But he crashed out on the opening lap of race two, leaving Watts to be shadowed to the flag by McLurg.

Euro Saloons

Danny Winstanley's TVR Sagaris comfortably won a dry first race at Anglesey, but was challenged by Graham Davidson's Noble M400 in a damp second race. Winstanley gained pace as the track improved and got a run on Davidson exiting Church on the final lap. The Noble driver lost control as the pair took School side-by-side and hit the wall.

Ford XR Challenge

Mark Robinson (below), a multiple XR Challenge champion, was spurred into racing for the first time in 18 months at Anglesey by rival and best friend Chris Jones, who has suffered bereavement alongside his partner. Robinson's Fiesta carried the names of the couple's unborn twins Joshua & Ella, and he dedicated his three wins to them.



Morris wins Classic club's Pembrey debut



JONES

Allcomers

Pascal Green headed a Caterham podium at Pembrey in his C400, closely followed by Anthony Bennett (R300) and Nick Barrow (R400). The Jaguar element of the race was won by Mark Aldridge in his D-type. The second race yielded a fourth win for the weekend for Green, while the weather conditions prompted the withdrawal of many competitors.

Swinging Sixties

Gideon Hudson/Josh Sadler's Lotus Seven took a lights-to-flag victory in race one at Pembrey, but was sadly not present on Sunday. Tim Cairns's Frogeye Sprite won Group One. He claimed the overall win in the soaking race two on Sunday, commenting after that "frogs like wet". In both races the Sam Summerhayes Mini was very fast, but suffered mechanical issues on Saturday and wiper issues and an accident on Sunday.

Magnificent Sevens

There were dominant victories in both races for Pascal Green in his Caterham C400 at Pembrey. In a very wet race on Sunday, Green started from the back due to his winner's penalty gained on Saturday. Only a lap and a half into the race he had passed the entire field, taking the lead after his father Richard spun in the wet conditions onto the grass at Spitfires. By the end, Green Jr had lapped everyone.

Jaguar Saloon and GTs

Thomas Barclay (Jaguar Coupe) scored his first wins in the Saloon and GT races at Pembrey. Thomas Butterfield (XJ40) charged through the field in race one to finish fifth after being prodded into a spin at the start (pictured below). David Howard (XJ12) led from the start, but failing brakes and a holed sump ended his race. There was close action between Barclay and Howard in race two, but that was cut short when Howard slid onto the soaking grass and collided with the barriers at the end of Park Straight. Tim Morant completed the podium.



JONES

THIS WAS THE CLASSIC SPORTS CAR Club's first meeting at Pembrey, and both Classics races suggested it was worth the 10-year wait.

Peter Morris took overall victory in his 996-style Porsche 911 on Saturday after a great battle with the pairing of Luke Johnson and ex-British GT champion James Gornall in their Porsche 944 S2.

At the start of Saturday's race Morris, from pole, and the Lotus Esprit of eventual Future Classics winner Nicholas Olson pulled away, the pair exchanging fastest laps.

After the mandatory pitstops Olson dropped back down the order, serving his 90s winner's penalty accumulated from previous rounds.

Morris was visibly cautious with his pitlane speed when he came in, costing him time and promoting Gornall, having taken over from Johnson, into the lead.

With 12 minutes remaining Morris had closed the gap to less than a second and two laps later made the pass at Honda, only for Gornall to retake the lead at Hatchets after Morris slid wide.

With eight minutes to go Gornall appeared visibly slower and lost the lead and subsequent victory to Morris going down Park Straight, the 944 losing second and fourth gears. He held onto second,



Morris won on Saturday but failed to finish Sunday

repeating the result in Sunday's race.

Heavy rain meant that race had standing water in places. Dominic Malone dealt with the conditions best in the BMW M3 he shared with Mark Astall, while Arden Grant's similar E30 machine won the Future Classics in fourth overall.

The race was cut short with just nine minutes to go. John Gilmore, in third place at that time, slid off onto the grass at the end of Park Straight.

The result was a heavy shunt into the barrier, but fortunately Gilmore emerged unscathed.

● David Smitheram

RESULTS RACE 1 (35 LAPS) 1 Peter Morris (Porsche 911 996); 2 Luke Johnson/James Gornall (Porsche 944 S2) +25.222s; 3 Nicholas Olson (Lotus Esprit); 4 Dominic Malone (BMW M3 CSL); 5 Martyn Adams (Triumph TR7 V8); 6 Chris Palmer (Jaguar XJS). Class winners Johnson/Gornall; Adams; Palmer; Kevin Clinch (Toyota Celica); Len Bridge (Porsche 924); Jon Jeffery/John Broadley (Davrian Mk8). Fastest lap Olson 1m05.395s (80.15mph). RACE 2 (21 LAPS) 1 Malone; 2 Johnson/Gornall +14.089s; 3 Chris Boon (Jaguar XJS); 4 Mark Astall/Arden Grant (BMW M3 E30); 5 Bruce Weir (Talbot Lotus Sunbeam); 6 Olson. CW Johnson/Gornall; Astall/Grant; Tom Brenton (Ford Sierra); Jeffery/Broadley; Clinch. FL Malone 1m12.696s (72.10mph).

Woods proves a man for all conditions

RICHARD WOODS WON BOTH TIN TOPS races held in very different conditions in his Ford Focus, in both cases by less than a second.

In a dry first race, poleman John Hammersley – driving a Peugeot 306 shared with Nigel Tongue – led, chased closely by Mark Livens in his Honda Civic Type R.

A superb start from Lisa Selby in her Ford Puma (shared with Toby Harris) shot her past a slow starting Carl Chambers (Peugeot 306 Rallye), a wide line at Hatchets then allowing her to emerge in third.

While Hammersley and Livens pulled away, Selby fought a rear-guard action with her pursuers, getting passed down Park Straight only to repeatedly retake the place under braking at Hatchets.

Woods had started 13th on the grid and rapidly made his way forward, eventually passing Selby along with the Danny Cassar/Garry Barlow Proton Coupe and Chambers.

After pitstops and penalties were served by Hammersley and Livens, Tongue – now aboard the 306 – set repeated fastest laps to catch Chambers and Woods.

The trio ran together for the last two laps with positions changing



Woods could not be beaten in the dry or in the wet

cleanly, Woods prevailing ahead of Tongue, who bested Chambers to take second.

Race two was held in monsoon conditions, with some drivers opting not to start, and others having to make unscheduled pitstops with visibility issues.

Woods pulled a commanding lead despite his winner's penalty from race one, while the Colin and Steven Simpson Peugeot 206 RC was well ahead of the rest. Selby and Harris completed the podium.

● David Smitheram

RESULTS (34 LAPS) 1 Richard Woods (Ford Focus); 2 Nigel Tongue/John Hammersley (Peugeot 306) +0.250s; 3 Carl Chambers (Peugeot 306 Rallye); 4 Lisa Selby/Toby Harris (Ford Puma); 5 Mark Livens (Honda Civic Type R); 6 Danny Cassar/Garry Barlow (Proton Coupe). CW Selby/Harris; Simon Jackson (MG ZR); Andrew Windmill (Peugeot 106). FL Tongue 1m07.074s (78.14mph). RACE 2 (26 LAPS) 1 Woods; 2 Colin & Steven Simpson (Peugeot 206 RC) +0.608s; 3 Selby/Harris; 4 Chambers; 5 Steve Papworth/Paul Sears (Ford Fiesta ST); 6 Jackson. CW Selby/Harris; Jackson; Windmill. FL Simpson/Simpson 1m18.392s (66.86mph).

NATIONAL RESULTS ROUND-UP

BRANDS HATCH
BRSCC, AUGUST 3-4



FF1600 TRIPLE CROWN (BOTH 24 LAPS) 1 Skylar Robinson (Ray GRO8); 2 Austin Kimberly (Ray GRO9) +0.133s; 3 Luke Cooper (Swift SC92F); 4 James Raven (Swift SC10); 5 Scott Moakes (Van Diemen RF99); 6 David McArthur (Van Diemen LA10). **Class winners** Cooper; Jamie Jardine (Reynard 84FF). **Fastest lap** Cooper 51.192s (84.94mph). **RACE 2** 1 Kimberly; 2 Cooper +2.191s; 3 Robinson; 4 Raven; 5 Moakes; 6 McArthur. **CW** Cooper; Jardine. **FL** Cooper 51.293s (84.77mph).

CATERHAM ACADEMY (BOTH 16 LAPS) 1 William Smith; 2 Jack Sales + 0.232s; 3 Lee Bristow; 4 Max McDonagh; 5 Timothy Dickens; 6 Dan Gore. **FL** Sales 56.393s (77.11mph). **RACE 2** 1 Chris Hutchinson; 2 Henry Heaton +0.812s; 3 James Houston; 4 Nick Horton; 5 Daniel Wade; 6 Matthew Gibbon. **FL** Hutchinson 56.214s (77.35mph).

CATERHAM TRACKSPORT (33 LAPS) 1 Michael Gazda; 2 Oliver Jarratt +1.353s; 3 Matt Dyer; 4 Mark Lewis; 5 Paul Lewis; 6 Chris Rankin. **FL** Gazda 55.097s (78.92mph). **RACE 2 (32 LAPS)** 1 Gazda; 2 Dyer +20.006s; 3 Paul Thacker; 4 Rankin; 5 Adrian Barwick; 6 Jarratt. **FL** Barwick 54.869s (79.25mph).

FORMULA JEDI (26 LAPS) 1 Lee Morgan; 2 James MacLachlan +2.235s; 3 Dave Connor; 4 Barry Armstrong; 5 Scott Stevens; 6 Jack Lang. **FL** Morgan 45.924s (94.69mph). **RACE 2 (25 LAPS)** 1 Stevens; 2 Matthew Ryder +13.754s; 3 Connor; 4 Alok Iyengar; 5 Benjamin Spurge; 6 Barry Armstrong. **FL** Morgan 45.962s (94.61mph).

PRODUCTION GTI (16 LAPS) 1 Simon Hill; 2 Martyn Walsh +1.101s; 3 Nick Jarvis; 4 James Colbourne; 5 Chris Webb; 6 Nick Porter. **CW** Craig Roberts. **FL** Walsh 58.389s (74.47mph). **RACE 2 (15 LAPS)** 1 Hill; 2 Porter +2.009s; 3 Jarvis; 4 Colbourne; 5 Roberts; 6 Webb. **CW** Roberts. **FL** Paul Blackburn 58.296s (74.59mph).

CATERHAM ROADSPORT (19 LAPS) 1 Pete Fortune; 2 Alexander Gurr +0.568s; 3 Zoltan Csabai; 4 Nick Portlock; 5 Tristan Judge; 6 Mike Evans. **FL** Gurr 55.469s (78.39mph). **RACE 2 (21 LAPS)** 1 Stephen Nuttall; 2 Max Robinson +5.153s; 3 Evans; 4 Csabai; 5 Robert Addison; 6 Nigel Board. **FL** Robinson 55.911s (77.77mph). **RACE 3 (22 LAPS)** 1 Nuttall; 2 Robinson +7.008s; 3 Fortune; 4 Gurr; 5 Tony Mingoia; 6 Andres Sinclair. **FL** Robinson 55.174s (78.81mph).

MALLORY PARK
CTCRC, AUGUST 3-4



ALFA ROMEO OWNERS CLUB (13 LAPS) 1 Tom Shepherd (Giulia Sprint GT); 2 Richard Drake (Sud) +2.627s; 3 Ron Davidson (GTV); 4 Ted Pearson (Alfasud Ti); 5 Greg Pye (Sud Sprint); 6 Richard Merrell (Giulia). **CW** Drake; Davidson; Pearson; Merrell; Chris Whelan (Giulietta Ti). **FL** Pearson 1m06.166s (73.45mph). **RACE 2 (15 LAPS)** 1 Merrell; 2 Pearson +0.632s; 3 Shepherd; 4 Drake; 5 Davidson; 6 Pye. **CW** Pearson; Shepherd; Drake; Davidson; Whelan. **FL** Merrell 59.207s (78.96mph).

PRE-'93 TOURING CARS (18 LAPS) 1 Jim McLoughlin (Ford Sierra); 2 Jack Stanford (BMW M3) +0.301s; 3 Dave Hickton (BMW M3); 4 Richard Millar (Ford Sierra); 5 Paul Bellamy (BMW M3); 6 Malcolm Wise (Ford Sapphire). **CW** Stanford; Neil Bray (Ford Fiesta); Leonard Oliver (BMW 325); Allan Weyman (Chevrolet Camaro Z28). **FL** McLoughlin 51.215s (94.89mph). **RACE 2 (15 LAPS)** 1 McLoughlin; 2 Bray +15.029s; 3 Simon Sheridan (Ford Fiesta XR2); 4 Bellamy; 5 Hickton; 6 Millar. **CW** Bray;

Michael Gazda did the double at Brands in Caterham Tracksport



Michael Sheraton (BMW E30); Weyman; Amanda Ewings (BMW M3). **FL** McLoughlin 1m02.337s (77.96mph). **PRE-2005 TOURING CARS (BOTH 16 LAPS)** 1 Colin Gibbons (Alfa Romeo 156); 2 Tom Dommert (Peugeot 206) +2.734s; 3 Steve Rowles (Proton Satria); 4 Mark Carter (Toyota Corolla); no other finishers. **CW** Rowles. **FL** Ken Selge (Renault Clio) 57.281s (84.84mph). **RACE 2** 1 Gibbons; 2 Andy Johnson (Peugeot 206) +12.399s; 3 Dommert; 4 Rowles; no other finishers. **CW** Rowles. **FL** Gibbons 58.196s (83.51mph).

NIPPON CHALLENGE (BOTH 17 LAPS) 1 James Janicki (Nissan Skyline); 2 Adam Lockwood (Nissan 200sx) +2.442s; 3 Mark Firth (Mitsubishi 3000GT); 4 Gareth Newton (Nissan Pulsar); 5 Rob Jeffries (Toyota MR2); 6 Lee Bennett-Neil (Honda Integra). **CW** Lockwood; Jeffries; Kevin Middleton (Mazda MX5); Paul Corbridge (Toyota MR2). **FL** Janicki 52.502s (92.56mph). **RACE 2** 1 Janicki; 2 Lockwood +1.020s; 3 Firth; 4 Newton; 5 Nerius Zabotka (Subaru Impreza); 6 Middleton. **CW** Lockwood; Middleton; Corbridge; Jeffries. **FL** Lockwood 53.145s (91.44mph).

FRENCH TROPHY (BOTH 17 LAPS) 1 Ian Collins (Renault Clio); 2 James Ashton (Renault Clio) +2.672s; 3 Tony Hunter (Renault Clio); 4 James Newman (Peugeot 306); 5 Gordon Mason (Peugeot 205); 6 Andy Joss (Renault Clio). **CW** Mike Nash (Peugeot 106); Matt Spencer (Peugeot 205). **FL** Collins 53.068s (91.58mph). **RACE 2** 1 Collins; 2 Ashton +2.541s; 3 Hunter; 4 Mason; 5 Newman; 6 Joss. **CW** Spencer; Jeff McCall (Peugeot 206); Nash. **FL** Collins 53.127s (91.47mph). **MR2 RACING/HYUNDAI COUPE CUP (7 LAPS)** 1 Paul Corbridge (MR2); 2 Jon Winter (Hyundai) +6.831s; 3 Craig Rankine (MR2); 4 Nathan Harrison (MR2); 5 Ian Davies (MR2); 6 David Hemingway (MR2). **CW** Winter. **FL** Corbridge 57.477s (84.55mph). **RACE 2 (10 LAPS)** 1 Corbridge; 2 Roger Pullan (MR2) +1.163s; 3 Hemingway; 4 Arron Pullan (MR2); 5 Neale Hurren (MR2); 6 Rankine. **CW** Simon Miles (Hyundai). **FL** A Pullan 1m05.512s (74.18mph).

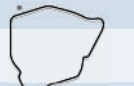
DONINGTON PARK
380MRC, AUGUST 3



SPORTSCAR INVITATION (14 LAPS) 1 Roger Donnan (Crosle 95); 2 Paul Calladine (Porsche Boxster)

+1m19.696s; 3 Jamie Ingram (Mazda MX150R); 4 Chris Lovett (Mazda MX150R); 5 Michael Fisk (Mazda MX5 Mk1); 6 Martin Tolley (Mazda MX5 Mk1). **FL** Donnan 1m18.220s (91.08mph). **RACE 2 (15 LAPS)** 1 Donnan; 2 Ken Culverwell (Mamba Lotus C23R) +1m04.529s; 3 Ingram; 4 Jonathan Blake (MX150R); 5 Lovett; 6 Stewart Mutch (MEV MX150R). **FL** Donnan 1m18.540s (90.71mph). **RACE 3 (11 LAPS)** 1 Donnan; 2 Ingram +56.190s; 3 Culverwell; 4 Mutch; 5 Blake; 6 Martin Tolley (Mazda MX5 Mk1). **FL** Donnan 1m19.142s (90.02mph).

CASTLE COMBE
MSVR, AUGUST 3



ATOM CUP (16 LAPS) 1 Nick Whitehead; 2 Andrew Smith +2.873s; 3 Ed Moore; 4 Paul Donkin; 5 James Tucker; 6 Jonathan Lek. **FL** Whitehead 1m13.864s (90.16mph). **RACE 2 (15 LAPS)** 1 Tucker; 2 Smith +1.432s; 3 Whitehead; 4 Donkin; 5 Richard Marler; 6 Thomas Dayman. **FL** Smith 1m14.984s (88.81mph). **CASTLE COMBE SALOONS (15 LAPS)** 1 Robert Ballard (SEAT Leon Cupra); 2 William di Claudio (Peugeot 106 Gti) +4.078s; 3 Adrian Slade (Peugeot 106 Gti); 4 Tony Dolley (Peugeot 206 Gti); 5 John Barnard (Vauxhall Astra VXR); 6 Julian Ellison (Vauxhall Astra VXR). **CW** Dolley; di Claudio; Charles Hyde-Andrews-Bird (Ford Fiesta). **FL** Ballard 1m16.559s (86.99mph).

MONOPOSTO 2000/CLASSIC (BOTH 11 LAPS) 1 Robbie Watts (Lola F106/03); 2 Malcolm Scott (Dallara F398) +1.661s; 3 Kevan McLurg (Dallara F397); 4 Ray Rowan (Dallara F300); 5 Alistair Bell (Reynard 883); 6 Tony Bishop (Dallara F304). **CW** Bell. **FL** Scott 1m18.914s (84.39mph). **RACE 2** 1 Watts; 2 McLurg +9.394s; 3 Russ Giles (Dallara F398); 4 Mark Smith (Dallara F395); 5 Dave Gillett (Vauxhall Lotus); 6 Mat Jordan (Van Diemen RF99). **CW** Gillett. **FL** Watts 1m21.743s (81.47mph).

CASTLE COMBE SPORTS & GT (15 LAPS) 1 Norman Lackford (Radical PR6); 2 Stephen Bracegirdle (Nemesis RWE 98) +33.368s; 3 Tim Woodman (Caterham 7); 4 Jeremy Irwin (Jentona 86/09); 5 Dylan Popovic (Marlin EXi); 6 Nick Holden (Ariel Atom). **CW** Woodman. **FL** Lackford 1m14.379s (89.54mph).

ANGLESEY
BRSCC, AUGUST 3-4



EURO SALOON & SPORTS (18 LAPS) 1 Danny Winstanley (TVR Sagaris); 2 Paul Rose (Saker Sportscar) +17.898s; 3 Graham Davidson (Noble M400); 4 Steve Harris (Saker Sportscar); 5 Steve Putt (Mazda RX7); 6 Simon Blanckley (SEAT Leon). **CW** Blanckley; Nick Hayes (SEAT Leon Cupra). **FL** Winstanley 1m08.841s (81.05mph). **RACE 2 (16 LAPS)** 1 Winstanley; 2 Rose +1.780s; 3 Harris; 4 Blanckley; 5 Chris Whiteley (SEAT Leon); 6 Hayes. **CW** Blanckley; Whiteley. **FL** Winstanley 1m13.232s (76.19mph). **FORD XR CHALLENGE (15 LAPS)** 1 Mark Robinson (XR2); 2 Tony Rudd (XR2) +4.653s; 3 Michael Heath (XR2); 4 Greg Speight (XR2); 5 Jack Minshaw (XR2); 6 Jason Hennefer (XR3i). **CW** Hennefer. **FL** Robinson 1m22.136s (67.93mph). **RACE 2 (14 LAPS)** 1 Robinson; 2 Heath +0.195s; 3 Rudd; 4 Speight; 5 Steve Poole (XR2); 6 Minshaw. **CW** Lee Bowron (XR3i). **FL** Robinson 1m21.928s (68.10mph). **RACE 3 (14 LAPS)** 1 Robinson; 2 Heath +11.622s; 3 Lee Shropshire (XR2); 4 Rudd; 5 Speight; 6 Bowron. **CW** Bowron. **FL** Robinson 1m30.208s (61.85mph).

IRISH STRYKER (16 LAPS) 1 Alan Watkins; 2 Alan Auerbach +16.347s; 3 Andrew Dalton; 4 Seamus Ryan; 5 Brian Kingston; 6 Des Meehan. **FL** Auerbach 1m17.464s (72.03mph). **RACE 2 (14 LAPS)** 1 Watkins; 2 Auerbach +4.342s; 3 Dalton; 4 Kingston; 5 Dave Griffin; 6 Roger Welaratne. **FL** Auerbach 1m25.272s (65.43mph). **RACE 3 (15 LAPS)** 1 Watkins; 2 Griffin +18.698s; 3 Kingston; 4 Auerbach; 5 Welaratne; 6 Dalton. **FL** Watkins 1m16.202s (73.22mph). **TVR CHALLENGE (18 LAPS)** 1 Tim Hood (Sagaris); 2 Danny Winstanley (Sagaris) +8.374s; 3 Darren Dowling (Sagaris); 4 Dean Cook (Tuscan); 5 Christian Douglas (Tuscan); 6 Keith Vaughan Williams (Tuscan). **CW** Cook; Graham Walden (Tuscan); Chris Hayward-Browne (Chimera); Piers Townsend (MGB V8 Roadster). **FL** Hood 1m08.256s (81.75mph). **RACE 2 (13 LAPS)** 1 Hood; 2 Dowling +20.284s; 3 Cook; 4 Tim Davis (Tuscan); 5 Darren Smith (Tuscan); 6 Douglas. **CW** Cook; Walden; Hayward-Browne. **FL** Hood 1m08.042s (82.00mph). **RACE 3 (16 LAPS)** 1 Hood; 2 Dowling +27.939s; 3 Cook; 4 Davis; 5 Vaughan Williams; 6 Jason Clegg (Tuscan Speed Six). **CW** Cook; Walden; Hayward-Browne. **FL** Hood 1m16.506s (72.93mph).

PEMBREY
CSCC, AUGUST 3-4



ALLCOMERS (15 LAPS) 1 Pascal Green (Caterham C400); 2 Anthony Bennett (R300) +4.100s; 3 Nick Barrow (R400); 4 Bill Hailstone (C400); 5 Richard Green (C400); 6 Andrew Greenwood (Roadsport A). **CW** Barrow; Greenwood; Mark Aldridge (Jaguar D-type). **FL** P Green 1m00.732s (86.30mph). **RACE 2 (12 LAPS)** 1 P Green; 2 Barrow +35.177s; 3 R Green; 4 Bennett; no other finishers. **CW** Barrow. **FL** P Green 1m08.830s (76.15mph). **SWINGING SIXTIES (34 LAPS)** 1 Gideon Hudson/Josh Sadler (Lotus Seven); 2 Tim Cairns (Austin Healey Frogeye Sprite) +1m06.576s; 3 Jon Wolfe/David Thompson (TVR Tuscan); 4 Jon Crayston (Lotus Elan); 5 Christopher Edwards/Russell Martin (Triumph TR4); 6 Charles Marriott (Turner Mk1 BMC). **CW** Wolfe/Thompson; Edwards/Martin; Marriott; Steve Chapman (Triumph TR4); Alasdair Coates (Ford Mustang); Cliff Gray/Piers Bridgeman-Williams (Alfa Giulia); David Cornwallis (BMW 1600). **FL** Hudson/Sadler 1m07.452s (77.70mph). **RACE 2 (25 LAPS)** 1 Cairns; 2 Martin/Edwards +39.624s; 3 Martin Williams (Alfa Romeo GTV); 4 Crayston; 5 Wolfe/Thompson; 6 Gray/Bridgeman-Williams. **CW** Martin/Edwards; Wolfe/Thompson; Gray/Bridgeman-Williams; Cornwallis; Lark/Sawyer (Alfa Romeo GTA Replica); Crayston. **FL** Sam Summerhayes (Morris Mini) 1m15.631s (69.30mph).

MAGNIFICENT SEVENS (38 LAPS) 1 Pascal Green (C400); 2 Colin Watson (C400) +1m06.160s; 3 Will Stephens (R400); 4 Richard Corbett/Nick Barrow (R400); 5 Richard Green/Bill Hailstone (C400); 6 Nick Starkey (Superlight R). **CW** Watson; Stephens; Barrow/Corbett; Carl Nairn (Roadsport). **FL** P Green 1m00.843s (86.14mph). **RACE 2 (34 LAPS)** 1 P Green; 2 Jonathan Gibbs (C400) -1 lap; 3 Watson; 4 Anthony Bennett (C400); 5 Corbett/Barrow; 6 Hailstone. **CW** Watson; Barrow/Corbett; Hugh Coulter (R400); Mark Drain/Alan Drain (Roadsport). **FL** P Green 1m03.610s (82.40mph). **JAGUAR SALOON & GT (17 LAPS)** 1 Thomas Barclay (Coupe 4200); 2 David Howard (XJ12) +9.847s; 3 Colin Philpott (XJS); 4 Chris Palmer (XJS); 5 Thomas Butterfield (XJ40); 6 Guy Connew (XJ6). **CW** Howard; Philpott; Chris Pizzala (XJS). **FL** Howard 1m09.407s (75.51mph). **RACE 2 (15 LAPS)** 1 Barclay; 2 Butterfield +1m08.905s; 3 Tim Morant (Daimler Series 1); 4 Palmer; 5 Pizzala; 6 Connew. **CW** Palmer; Pizzala. **FL** Barclay 1m15.363s (69.55mph).

Julian Crossley wound up with three wheels on his wagon in Mallory Classic Saloons race



WALKER

Teddington Studios, Broom Road, Teddington, Middlesex TW11 9BE, UK.
Tel: +44 (0) 20 8267 5804 Fax: +44 (0) 20 8267 5922
E-mail: mail@autosport.com Website: www.autosport.com

EDITOR-IN-CHIEF
Andrew van de Burgt
andrew.vandeburgt@haymarket.com ext.5974

EDITOR
Charles Bradley
charles.bradley@haymarket.com ext.5889

GROUP F1 EDITOR
Jonathan Noble ext.5810
jonathan.noble@haymarket.com

F1 EDITOR
Edd Straw ext.5887
edd.straw@haymarket.com

FEATURES EDITOR
Kevin Turner ext.5432
kevin.turner@haymarket.com

NEWS EDITOR
Glenn Freeman ext.5309
glenn.freeman@haymarket.com

REPORTS EDITOR
Jamie O'Leary ext.5811
jamie.oleary@haymarket.com

MANAGING EDITOR
Peter Hodges ext.5903
peter.hodges@haymarket.com

RALLIES EDITOR
David Evans
david.evans@haymarket.com

DEPUTY NEWS EDITOR
Sam Tremayne ext.5952
sam.tremayne@haymarket.com

ART EDITOR
Aubrey Smith ext.5914
aubrey.smith@haymarket.com

PRESENTER/SUB-EDITOR
Henry Hope-Frost ext.5835
henry.hope-frost@haymarket.com

CHIEF SUB-EDITOR
Marcus Simmons ext.5807
marcus.simmons@haymarket.com

NATIONAL EDITOR
Ben Anderson ext.5425
ben.anderson@haymarket.com

SENIOR DESIGNER
Michael Cavalli

PICTURE EDITOR
Peter Mills ext.5918
peter.mills@haymarket.com

AUTOSPORT.COM TECHNICAL TEAM LEADER
Geoff Creighton
geoff.creighton@haymarket.com

AUTOSPORT.COM DEVELOPER
Tomasz Trznadel
tomasz.trznadel@haymarket.com

AUTOSPORT.COM USER INTERFACE DEVELOPER
Theo Pape
theo.pape@haymarket.com

OFFICE MANAGER
Joanne Grove
joanne.grove@haymarket.com ext.5804

PHOTOGRAPHS
LAT Photographic

SPECIAL CONTRIBUTORS

| | | |
|------------------|----------------|---------------|
| Mark Hughes | Dieter Rencken | Jim Bamber |
| Gary Watkins | Gary Anderson | Pablo Elzalde |
| Marcus Pye | Giorgio Piola | Matt Beer |
| Mark Glendenning | Alan Eldridge | |

CORRESPONDENTS

| | | |
|--|--|--|
| ARGENTINA Tony Watson | ITALY Roberto Chinchero | Martin, David Phillips, Diego Mejia, Robin Miller, Jeremy Shaw |
| AUSTRALIA Phil Branagan | JAPAN Jiro Takahashi, Len Clarke | UK & EIRE David Addison, Jonathan Crawford, Kerry Dunlop, Leanne Fahy, Paul Healy, Paul Jurd, Paul Lawrence, |
| AUSTRIA Gerhard Kuntzsch | NEW ZEALAND Bernard Carpenter | Stephen Lickorish, Marc Orme, Graham Road, Hal Ridge, Peter Scherer, Ian Sowman, Oliver Timson, Ian Titchmarsh, Matt Upson, Eddie Webster, Richard Young |
| BELGIUM Gordon McKay | RUSSIA Gregory Golyshov | |
| BRAZIL Lito Cavalcanti | SOUTH AFRICA Richard Asher | |
| FINLAND Esa Iloninen | SPAIN Raimon Duran | |
| GERMANY Rene de Boer | SWEDEN Tege Tornvall | |
| GREECE Dimitris Papadopoulos | USA Jonathan Ingram, Bruce | |

ADVERTISING
Tel: +44 (0) 20 8267 5820
Fax: +44 (0) 20 8267 5850
E-mail: autosport.ads@haymarket.com

COMMERCIAL MANAGER
Rachel Brock,
rachel.brock@haymarket.com ext.5820

DISPLAY ADVERTISING
Gary-Lee Hoebbeck,
garylee.hoebbeck@haymarket.com ext.5576

ALEX NEWBERRY
Alex Newberry,
alex.newberry@haymarket.com ext.5244

LUKE RICKETTS
Luke Ricketts,
luke.ricketts@haymarket.com ext.5961

CLASSIFIED ADVERTISING
Emily Clark,
emily.clark@haymarket.com ext.5865

Dan Hodgson,
danielle.hodgson@haymarket.com ext.5950

Peter Musumeci
ext.5992
peter.musumeci@haymarket.com

Katy Snowball
ext.5367
katsysnowball@haymarket.com

ONLINE ADVERTISING
Leanne Foley,
ext.5946
leanne.foley@haymarket.com

Matt Simpkin,
ext.5281
matt.simpkin@haymarket.com

AD PRODUCTION
Tel: +44 (0) 20 8267 5740 Fax: +44 (0) 20 8267 5320

ADVERTISING DIRECTOR
Matthew Witham

SPECIAL PROJECTS DIRECTOR
Derek Redfern

LICENSING DIRECTOR
Jim James

PRODUCTION MANAGER
Ailsa Donovan, ext: 5639
ailsa.donovan@haymarket.com

PRODUCTION CONTROLLERS
Geeta Chambers,
ext: 5588
geeta.chambers@haymarket.com

Marc Baker,
ext: 5563
marc.baker@haymarket.com

SUBSCRIPTIONS
UK 0844 8488817
OVERSEAS +44 (0)1795 592 974

EMAIL
autosport@servicehelpline.co.uk
AUTOSPORT, ISSN number 0269946X,
is published weekly by Haymarket Media
Group, Teddington Studios, Broom
Road, Teddington TW11 9BE, United
Kingdom. The US annual subscription
price is \$295. 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

MANAGEMENT

GROUP PUBLISHER
Alastair Lewis

PUBLISHING MANAGER
Samantha Jempson

SPECIAL EVENTS MANAGER
Laura Coppin

DIGITAL SPECIAL PROJECT MANAGER
Simon Strang, ext: 5093
simon.strang@haymarket.com

DIGITAL PRODUCT MANAGER
Simon Grayson, ext: 5346
simon.grayson@haymarket.com

© 2013, 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.

EDITORIAL DIRECTOR
Mark Payton

CREATIVE DIRECTOR
Paul Harpin

STRATEGY AND PLANNING DIRECTOR
Bob McDowell

PUBLISHING DIRECTOR
Patrick Fuller

MANAGING DIRECTOR
David Prasher

CHIEF EXECUTIVE
Kevin Costello

Haymarket is certified by BSI to environmental standard ISO14001

THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week



Driving down standards in BTCC

I am getting fed up with so many drivers using collision as the only way to pass another car in the BTCC.

Seeing Colin Turkington knocked out of the race-three lead at Snetterton was disappointing, but Gordon Shedden getting no penalty that affected either

his race result or his championship points made it into a farce.

Maybe it's time for a new penalty system, where championship points are deducted from a driver for causing collisions.

David Jordan, Belfast

Having had the good fortune

to have had someone like Fernando Alonso in his sole year of F3000 in our team (Astromega), and having seen a lot of drivers in my time as a driver and later team owner in F3000, A1GP and Superleague, I have a couple of remarks to make on your list of those who did not make it to F1 (July 25).

For me, Gonzalo Rodriguez should be higher up the order. As far as I know he was the only one who ever managed to overtake the hero of the time, JP Montoya, in an F3000 race (Spa).

And at his first Champ Car race with Penske at the Detroit street circuit he was 1.2s faster in qualifying than a certain Al Unser Jr.

There is one driver we've worked with in the past that's definitely worth mentioning: Craig Dolby. The multiple overtaking moves he was pulling off in the very competitive Superleague field put him on the same level of pure

talent as Fernando and Gonzalo.

Craig was the absolute star in SF, not only for us but also with the organisers and TV commentators. He took to the 750bhp machinery like a duck to water.

As in so many cases, a lack of opportunities and sponsorship have sidelined Craig, but they're working on it.

Mikke Van Hool
By email

I was very surprised that Henri

Toivonen wasn't on the list. With F3 experience with Eddie Jordan and blistering pace on asphalt in the Delta S4, if Walter Rohrl made it to ninth, Henri should at least be in the teens!

Nicolas Correa
By email

Regarding the upcoming FIA

presidential elections (August 1, p34), apparently Jean Todt has worked hard on rallying.

I'm surprised, for when one of the classic WRC events, Finland, wasn't even televised in the UK from what I could see, what does that say about WRC promotion?

Maybe I'm on a different planet, but I still can't see evidence of the WRC returning to its rightful status.

Andy Maclean
Churchill, Oxon

While I agree with Marcus Pye

(August 1, p74) that the Silverstone Classic was good overall, more needs to be done for the spectators.

The bus service was not as good as last year, and a significant number of toilets were closed.

As an older spectator, I need to minimise my walking and maximise my watching; this was difficult with this year's change in internal transport.

Bob Bull
By email



In pictures

Exciting pics from around the globe, from Argentina to Russia, via Finland



SORRY, I DIDN'T SEE YOU
Ford's Evgeny Novikov held up Kris Meeke's Citroen in Finland, claiming he was too busy looking where he was going to notice the car behind

BETTID/GETTY

WTCC RIO CARNIVAL
The WTCC field lined up at Argentinian track Rio Hondo for the first time, with local hero Jose Maria Lopez taking a debut victory for Wiechers BMW



TOM'S SLIDE RULE
Tom Onslow-Cole treated his Team Hard Volkswagen Passat BTCC racer like a rear-wheel-drive machine at Snetterton but could only manage 12th, 9th and 17th in the three races



SMOKE NO JOKE FOR TAMBAY
Frenchman Adrien Tambay tempered this exuberance to take fourth in his Team Abt Audi at Moscow Raceway – his best result of the 2013 DTM season so far



In the shops

Desirable new releases

JAMES HUNT BOOK

£16.99 – autosport.com/shop

This is a fully revised edition of the late Christopher Hilton's 2006 book, released to coincide with the launch of *Rush*, Ron Howard's take on the James Hunt/Niki Lauda 1976 F1 world title fight. Hilton spoke to many of the people closest to Hunt, including F1 insiders as well as friends and family, to tease out further anecdotes about James's public and private life. Twenty years after his death, aged just 45, Hunt stories still abound.



RED BULL X2010 1:18 MODEL

£181.99 – autosport.com/shop

AUTOart has released a 1:18 diecast model of Sebastian Vettel's Red Bull X2010 from the *Gran Turismo 5* computer game. The X2010, or X1 to give it its original name, was designed by Red Bull's technical director Adrian Newey and is supposed to represent what a rules-free F1 car might look like. The unique machine is a replica of the X2010 that Sebastian Vettel used for a 'virtual' shakedown around the Suzuka circuit and the highly-detailed replica comes with working steering and an opening canopy.



LOTUS F1 KIDS' RACESUIT

£89.99 – autosport.com/shop

Young race fans can feel like they're part of the team with this Lotus F1 kids' racesuit. The replica driver's suit has a contrast design with the Lotus red, black and gold colours and comes complete with all the correct embroidered team and sponsor branding. There's a zip at the front, snap fastening at the neck, pockets on the legs, elasticated hems at the wrists and ankles and a waist belt with snap fastening. Definitely one for all those budding Kimis.



WHAT'S ON

ON TRACK IN THE UK

BRANDS HATCH

British GT/F3

August 10-11

brandshatch.co.uk

British GT is back in action this weekend, after nearly two months off for the gentlemen drivers to enjoy their summer holidays. Trackspeed Porsche pairing David Ashburn and Nick Tandy lead the way, but only 1.5 points cover the top three crews with four races to go. A field of more than 30 cars is expected to contest a two-hour mini-enduro on the Brands GP circuit, including an entry from Audi's *de facto* works team WRT for Warren Hughes and Rembert Berg. Support races are for the truncated British Formula 3 International Series (in which Northern Irishman Will Buller leads the way), Ginetta GT Challenge, VW Racing Cup, Champion of Brands Formula Ford 1600 and Caterham R300 Superlights.



British GT headlines the action at Brands with two-hour enduro

British Motor Racing' this Saturday. FISCAR Historic Intermarque and the Morgan Challenge are guests on the 10-race programme, which includes a variety of scratch and handicap events for all manner of Bentleys, vintage and pre-war cars, MG 'T's and Sunbeams. A good day out for marque fans.

ROCKINGHAM

BARC

August 10-11

rockingham.co.uk

Other drivers are beginning to find their feet but Chris Middlehurst (MGR Motorsport) is still in control of the Formula Renault BARC title race, despite not winning a

race last time out at Croft, where Fortec-run Caterham protege Weiron Tan scored a hat-trick. Tan will be looking to continue that run on Fortec's home circuit. The Clio Cup Series, Clubmans Cup, Kumho BMW, Porsche and Honda V-TEC Challenge provide support.

KNOCKHILL

SMRC

August 11

knockhill.com

The latest rounds for the Scottish championships, including Formula Fords, Minis, Fiestas, Legends, Classics, and Sports Saloons, will be battled out on the Fife circuit.

SILVERSTONE

BDC

August 10

silverstone.co.uk

The Bentley Drivers' Club hosts its annual race meeting at the Northamptonshire 'Home of

ON TRACK AROUND THE WORLD

NASCAR SPRINT CUP

Rd 22/36

Watkins Glen, New York, USA

August 11

nascar.com



AMERICAN LE MANS SERIES

Rd 6/10

Road America, Wisconsin, USA, August 11

alms.com

GRAND-AM

Rd 9/12

Road America, Wisconsin, USA, August 10

grand-am.com



Grand-Am forms part of a US sportscar double-header at Road America

ADAC GT MASTERS

Rd 5/8

Spielberg, Austria

August 10-11

adac-gt-masters.de

SCANDINAVIAN TOURING CARS

Rd 5/8

Ostersund, Sweden

August 10

stcc.se

V8 STOCK CARS

Rd 7/12

Ribeirao Preto, Brazil

August 11

stockcar.globo.com

SUPER TC2000

Rd 7/12

Junin, Argentina

August 10

super-tc2000.com.ar

NURBURGRING OLDTIMER GRAND PRIX

Nurburgring, Germany

August 9-11

avd.de

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY AUGUST 8

0300-0415 **ITV**

BTCC: Snetterton Highlights

0715-0815 **ESPN**

DTM: Moscow Raceway Highlights

0815-0845 **ESPN**

NASCAR Now

0845-0945 **ESPN**

IndyCar: Mid-Ohio Highlights

0945-1045 **ESPN**

ALMS: Mosport Highlights

1900-2000 **Sky Sports 4**

Racemax

FRIDAY AUGUST 9

0000-0030 **Eurosport**

Inside WTCC

0615-0715 **ESPN**

IndyCar: Mid-Ohio Highlights

0845-0915, 1330-1400 **ESPN**

NASCAR Now

1500-1600 **Sky Sports 4**

Racemax

1630-1730 **Premier Sports**

NASCAR Sprint Cup:

2013 Highlights

2200-2300 **Sky Sports F1**

F1 Legends: Sir Frank Williams

SATURDAY AUGUST 10

0355-0420 **Channel 5**

Motorsport Mundial

0710-0740 **Channel 4**

The Grid

0905-1005 **ITV4**

Motorsport UK

1005-1105 **ITV4**

WRC: Rally Finland Highlights

1105-1135 **ITV4**

DTM: Moscow Raceway Highlights

1540-1715 **ITV4**

BTCC: Snetterton Highlights



MARKLAND/GETTY

1900-2200 **Motors TV LIVE**

NASCAR Nationwide: Watkins Glen

2200-0115 **Motors TV LIVE**

Grand-Am: Road America

SUNDAY AUGUST 11

0700-0830 **ESPN**

Global Rallycross: Atlanta

1535-1740 **Motors TV**

NASCAR Nationwide:

Watkins Glen Highlights

1740-1945 **Motors TV**

Grand-Am:

Road America Highlights

1800-2130 **Premier Sports LIVE**

NASCAR Sprint Cup: Watkins Glen

1945-2305 **Motors TV LIVE**

ALMS: Road America

2130-2200 **Premier Sports**

NASCAR Whelen Euro Series:

Tours Highlights

MONDAY AUGUST 12

0345-0435 **ITV**

Motorsport UK

0500-0600, 1230-1330 **ESPN**

NASCAR Sprint Cup:

Watkins Glen Highlights

1945-2305 **Motors TV**

ALMS: Road America Highlights

1730-1900 **ESPN**

Global Rallycross: Atlanta

ONLINE

HOT ON THE WEB THIS WEEK

YouTube 1973 FORMULA 1 SEASON DOCUMENTARY



SEARCH FOR: Champions Forever The Formula One Drivers (1:27:37)

Stunning 90-minute film by Claude du Boc looking back on the 1973 season, with on- and off-track footage you just won't have seen before. Includes interviews with Jackie Stewart, Niki Lauda, Peter Revson, Mike Hailwood, Francois Cevert and James Hunt

AUTOSPORT+

Exclusive content coming up in our premium website this week

A step back to the F1 season of 1973

We take our 1973 retrospective online, including a web-only interview with Andrea de Adamich. Bringing things up to date, Edd Straw talks to Andrew Shovlin and Alan Permane about the engineer-driver relationship in current grand prix racing.

GET AUTOSPORT ON THE MOVE

- IN THE IPAD ISSUE THIS WEEK...
- WATCH THE FULL DTM RACE FROM RUSSIA, PLUS RALLY FINLAND AND INDYCAR HIGHLIGHTS
- ON SALE ALL OVER THE WORLD FOR ONLY £2.99



Download it now from autosport.com

AUTOSPORT

Revved up over what's on the box



Why didn't we hear from Coronel?

A WATERSHED MOMENT TOOK place on TV last weekend. Live pass-the-parcel. On BBC1. Yes, that's right. With host Gabby Logan and team captains Frank Skinner and Micky Flanagan.

Part of new game show *I Love My Country*, which sounds like a dreadful UKIP recruiting campaign, it was surely the final nail in the coffin of the Reithian values Auntie once espoused.

A depressing comment on modern times, the show also made me think of some of the gimmicks introduced to motorsport coverage over the years.

Martin Brundle's tactics truck Take

your top commentator, stick him in a dark broom cupboard and fire replays at him, which he then points at with his finger, obscuring your view of what he's talking about. What were they thinking?

Georgie Thompson OK, we've got a great device that allows us to dissect the key moment from any race, and an expert driver who knows how to operate it and talks well. Why don't we put a bit of telly candy next to him to ask inane questions?

Robbie Head's driving techniques Demonstrate the difference between subtle WRC driving styles by pottering slowly between a set of cones seemingly

doing the same thing each time.

IndyCar's live grid draw Experience the thrill of drivers turning a tyre with a number on it. Lasted longer than the race. Yawn!

Not all these ideas are bad, it's the execution that let them down. And this was the case last weekend, when Eurosport evoked the spirit of Dick Johnson and put a mic in the cockpit of Tom Coronel's WTCC BMW. Despite striking lucky when his warm-up run involved a little last-corner tangle, during the race it wasn't used at all.

Still, at least it didn't blow up, showering him in confetti.

Revved Up

Klaus Ludwig

“It was odd – it felt like Ricardo and I were unloved winners”

■ FIA GT Championship ■ Laguna Seca, USA ■ October 25 1998 ■ Mercedes CLK-LM ■ Title at 48



Ludwig preferred
'more specialised'
CLK-LM of 1998

WINNING A MAJOR

international championship at 48 years old isn't something that usually happens, and certainly not in a fantastic car and at a fantastic circuit. That's why my FIA GT title-winning race at Laguna Seca in 1998 really stands out for me.

I'd initially retired from sportscar racing at the end of 1988 after a fantastic time in IMSA driving the Bayside Porsche 962, but I'd never intended to come back. The cars at that time were getting quicker and quicker and less and less safe, so in '89 I came back to Germany to race in the DTM with Mercedes. I was already pretty old at that stage – 39 – but I still managed to win a couple of titles.

The problem was that at the end of 1996, the ITC – which is what the DTM had grown into – stopped completely.

Suddenly I was without a drive and I had to work out what I wanted to do. Super Touring was very big and it became the main championship in Germany. I tested a front-wheel-drive Opel Vectra for Ray Mallock at Silverstone and thought, 'Is this really

what I want to do, or would I rather just stop now?'

I never had to make the decision in the end, because I had a call from Hans Werner Aufrecht [co-founder of AMG] telling me that Mercedes was going to race a car in FIA GT and asking me if I would drive.

'Not again,' I thought. 'Not GTs. Not Le Mans...' I was quite unhappy because I still wasn't convinced of the safety levels in this kind of racing.

I went to Spain to test the car anyway and instantly felt so bloody

uncomfortable. Every 10 seconds I was saying to myself, 'You're an idiot. You're so bloody stupid.' It was a bit of a surprise to go from feeling that way in early 1997 to winning the championship just over 18 months later.

For 1998, the car was totally different; much more specialised and much less like the road car. It felt stiffer; you were sitting in a smaller housing – like a birdcage.

After sharing a car with Bernd Maylander in 1997, I had a full season

with Ricardo Zonta the next year and we were up against Bernd Schneider and Mark Webber in the sister car.

It was a bit of an odd situation because it felt like Ricardo and I were unloved winners; the emphasis was on Bernd and Mark to win the championship. I'd had that before at Mercedes in the DTM against Bernd in 1994, where he was the young kid they were really pushing forwards and yet it was me – the old guy – who ended up winning the championship.

The situation looked quite similar this time. I was completely shitty in my driving to begin with, but as I got more dialled in during testing my performances picked up and during the season I was as fast as Bernd, Mark and Ricardo on a race stint, although slower than Ricardo in qualifying.

I loved racing in the US after my time with Ford and then Bayside in the 1980s, so I did have a bit of a connection with tracks like Laguna, plus I knew it was my last race before retiring [Ludwig returned for the 2000 DTM season]. All those things put together made it a very special win. ✖ Klaus Ludwig was talking to Jamie O'Leary

PROFILE



KLAUS LUDWIG BEGAN

racing in 1971 after competing in "slaloms and this and that", and won the DRM twice and its successor, the DTM, on three occasions. He also triumphed at Le Mans in 1979, '84 and '85 and in the '88 Sebring 12 Hours. The final title in a career that also included three Nurburgring 24 Hours wins – and stints as a factory Ford, Mercedes, and Opel driver – came in FIA GT in '98.

NEXT WEEK WHEN TIN-TOPS RIVALLED F1
Looking back at Super Touring

Driving in France?

You'll need one of these by law



On 1st March 2013 the French Government made it law for all vehicles travelling in France to carry an unused 'NF' approved alcohol breathalyser, like the AlcoSense NF breathalyser.

At only £5.99 for a Twin Pack AlcoSense will keep you safe and legal in France. Available now at Halfords and www.alcosense.co.uk.



Scan here for more info or to order



Available Nationwide from

**that's helpful that's
halfords**

alcoSense[®]

ALCOHOL BREATHALYSER

Order at www.alcosense.co.uk or call **0800 195 0088**



Porsche Carrera Cup GB

All square for Meadows and Gelzinis

The excitement is building in the 2013 Porsche Carrera Cup GB after the championship entered its second half at Snetterton (3/4 August). With eight races left to run, defending champion Michael Meadows and Jonas Gelzinis are absolutely level at the head of the championship points.

After 12 races, Meadows (Samsung Smart Motorsport) and Gelzinis (Juta Racing) are tied on 197 points and their flat out contest for the title will be the key feature of the remaining race weekends. However, Dean Stoneman (Redline Racing) is close enough to take advantage if either of the top two hit trouble.

Other leading contenders in the fabulous 450bhp 911 GT3 Cup cars include Rory Butcher (Celtic Speed) and Carrera Cup Scholarship racer Dan Lloyd (Team Parker Racing).

In the Pro-Am1 category, it is proving to be a great season for Spanish racer Victor Jimenez (Redline Racing) and he has established a healthy points' lead. However, in recent races, his team mate Dan De Zille has really come on strong and will give Jimenez tough opposition across the remaining races, along with drivers like George Brewster (Celtic Speed), Karl Leonard (Team Parker Racing) and Keith Webster (Redline Racing).

In Pro-Am2, the contest is between Peter Smallwood (Parr Motorsport) and Will Goff (Goff Racing), who are now split by just eight points.

The action continues at Knockhill (24/25 August) for rounds 13 and 14 before race weekends at Rockingham, Silverstone and Brands Hatch complete the season.

To keep up with all the latest news, images and video from the Porsche Carrera Cup GB, please visit the championship's new 'Trackside' web platform at <http://porschercupgb.porsche.com>

Provisional 2013 Driver Championship points positions

| | | |
|----|-----------------|-----|
| 1 | Michael Meadows | 197 |
| = | Jonas Gelzinis | 197 |
| 3 | Dean Stoneman | 161 |
| 4 | Rory Butcher | 133 |
| 5 | Daniel Lloyd | 131 |
| 6 | Victor Jimenez | 127 |
| 7 | Dan De Zille | 90 |
| 8 | Richard Kent | 67 |
| 9 | George Brewster | 64 |
| 10 | Karl Leonard | 47 |

Pro-Am1 category

| | | |
|---|-----------------|-----|
| 1 | Victor Jimenez | 139 |
| 2 | Dan De Zille | 77 |
| 3 | George Brewster | 66 |

Pro-Am2 category

| | | |
|---|-----------------|----|
| 1 | Peter Smallwood | 56 |
| 2 | Will Goff | 48 |
| 3 | George Wright | 24 |

Provisional 2013 Team Championship points positions

| | | |
|---|--------------------------|-----|
| 1 | Samsung Smart Motorsport | 300 |
| 2 | Redline Racing | 251 |
| 3 | Juta Racing | 197 |
| 4 | Celtic Speed | 197 |
| 5 | Team Parker Racing | 141 |

PORSCHE

**CARRERA
CUP**
GREAT BRITAIN

