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BELGIAN GP WALKOVER

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VETTEL'S SPA PUNCH FLATTENS HAMILTON

LEWIS: "I JUST HAD TO
WATCH HIM GLIDE PAST"



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**YOUNG BRITS STAR IN
BELGIAN GP SUPPORTS**

Bird, Calado and Sims are all winners

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MOTION & EMOTION



PEUGEOT

POLE POSITION

Vettel outfoxes rivals in Belgium

THE FOOTAGE FROM THE ONBOARD CAMERA OF Sebastian Vettel's first 20 seconds of the Belgian Grand Prix will be replayed again and again in the weeks to come, as he streaked past Lewis Hamilton's Mercedes on the Kimmel Straight. It will likely turn out to be the perfect visual metaphor for him putting his world championship rivals in their place.

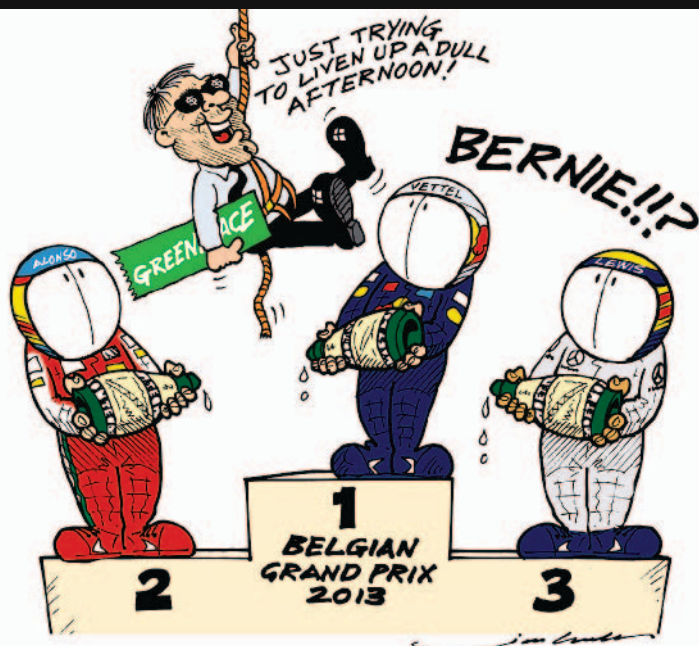
Again, the Red Bulls were down on terminal velocity at Spa – Vettel was 18th fastest at the end of the Kimmel Straight, his 195.2mph some 5mph slower than Adrian Sutil's Force India. But look at the Raidillon speed trap figures, after Eau Rouge, and Vettel was only behind Felipe Massa and Mark Webber. Here, Hamilton was 5mph slower, and that, coupled with Vettel's clever use of his KERS, allowed the world champion to make his crucial move.

And if you're wondering why the Daniel Ricciardo-to-Red Bull driver announcement didn't happen at Spa (apart from Mark Webber doing it anyway), Adrian Newey revealed that team owner Dietrich Mateschitz had been on holiday. Mateschitz has a fantastic team working beneath him, but don't ever forget that it's his billionaire's right to call this particular shot.

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BAMBER'S WEEK



FIND US ON



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Dunbar/LAT

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Beating Senna in FF2000 at Brands in 1982

THE BIG PICTURE

Sebastian Vettel was just a blur to his rivals in the Belgian GP, the world champion winning easily for Red Bull to notch up his second Spa success. Report, p14



This week in F1

GREENPEACE DEMONSTRATION HITS SPA



Greenpeace members protesting against race sponsor Shell's drilling activities in the Arctic caused disruption at the Belgian Grand Prix.

During Sunday's race build-up, a 20-metre-long banner was unfurled from the roof of the main grandstand on the start/finish straight by activists from Greenpeace Belgium.

The banner read "Arctic oil? Shell no!"

and remained in place throughout the race, although it didn't appear in the TV coverage, nor did it impact the racing.

A protester also managed to reach the Formula 1 podium, where another banner was unfurled. Others were also displayed around the track.

A statement from Greenpeace International's executive director, Kumi Naidoo, said: "Right now, we

are in the race of our lives against Shell, a company that sees the melting of the Arctic as a business opportunity, rather than a warning. Every driver and F1 fan knows that oil on the tracks spells disaster; an oil spill in the Arctic would be catastrophic."

P14 BELGIAN GP REPORT

A decade of F1 protests



Germany 2000

A disgruntled ex-Mercedes employee walks onto the track during the race, bringing out the safety car (above), costing Mercedes-powered McLaren victory. Rubens Barrichello wins.



Britain 2003

Neil Horan – the so-called 'dancing priest' – runs up Hangar Straight after a safety car restart (above). His cause was urging people to "read the Bible". He later served jail time.

France 2005

A group of anti-consumerism protesters and their donkeys marched on the French GP intending to disrupt it. They made little impact.



Lotus: Raikkonen will stay with us

Lotus team principal Eric Boullier is adamant Kimi Raikkonen will remain at his outfit next year, despite the Finn being linked to a move to Red Bull or Ferrari.

Raikkonen's manager, Steve Robertson, said before the Belgian Grand Prix that the possibility of a Red Bull drive was dead after not hearing from the world champion team for several weeks. However, Red Bull team principal Christian Horner insisted the Finn was still a contender to be Sebastian Vettel's team-mate.

AUTOSPORT understands that Raikkonen has not signed a deal for 2014 and is waiting on Lotus to finalise its plans.

Sirotkin set to run at Sochi

Sergey Sirotkin, who Sauber is preparing for a race seat next year, will have his first taste of Formula 1 machinery in a demonstration run at the under-construction Sochi circuit on September 27. The Russian teenager visited Sauber's Hinwil factory last week for the first time.



DEBRIS CAUSES TYRE ISSUES



The punctures suffered by Sebastian Vettel and Fernando Alonso during Spa free practice were caused by a piece of skid block shed from Kimi Raikkonen's Lotus.

On Friday night, drivers asked Pirelli for written assurances that the issues were not a repeat of the Silverstone problems.

"The decision is made. We all know who it is. I'm happy with that decision. It's good for him and it's good for Australia"



Mark Webber tells Australia's *Network Ten* that Daniel Ricciardo will take his Red Bull race seat in 2014.

For all the breaking news, visit AUTOSPORT.COM



FERRARO/LAT

KOVALAINEN BACK IN ACTION

Heikki Kovalainen returned to Friday practice action for Caterham at Spa. Driving Charles Pic's CTO3, he completed 16 laps. He will also run at Monza next weekend, taking over Giedo van der Garde's car on Friday morning.

Mexico ready for F1 return

The Mexican Grand Prix is set to return to the F1 calendar next year on an upgraded Autodromo Hermanos Rodriguez. The track last hosted a grand prix 21 years ago, but is still active and last ran a major race in 2008 for the NASCAR Nationwide Series.

REMEMBER WHEN



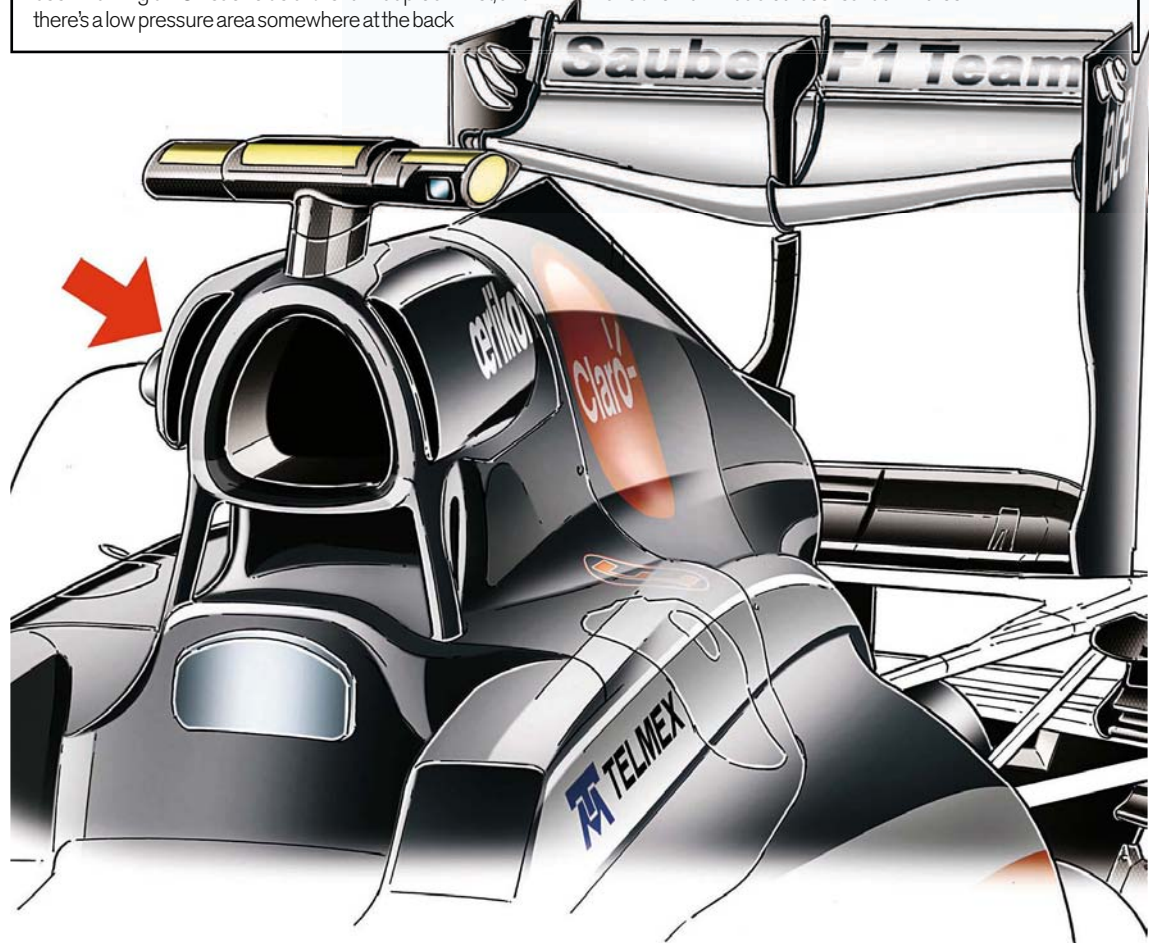
BENETTON, NOW LOTUS, claimed its first grand prix victory in the 1986 Mexican GP thanks to Gerhard Berger's superb drive without a tyre stop on his Pirellis.

Sauber makes progress with passive DRS at Spa

→ Sauber's rarely-seen passive drag reduction system was run during Friday practice in Belgium. The team had no plans to race it, but its performance was so encouraging that it was seriously considered.

GARY ANDERSON This is very similar to what Lotus has been working on. On each side of the roll hoop is an inlet, and there's a low pressure area somewhere at the back

of the car pulling airflow through there. When the pressure beneath the wing becomes lower than that behind the car, the airflow changes direction and stalls the wing. When you shut the throttle, you change the pressure and therefore the airflow, effectively 'reactivating' the rear wing. It is very complicated to make this work. You also lose rear downforce.



McLaren: senior drivers are targeting Perez

McLaren team principal Martin Whitmarsh believes Sergio Perez's drive-through penalty for forcing Romain Grosjean off the track at Spa was a result of pressure from senior

drivers. "The reality is that if you get a young charger coming into the field, the older guys will try to gang up and make a scene in driver briefings," he said.

PEREZ'S PENALTIES

Sergio Perez has been given several punishments for driving infringements that have affected his race finishes...



FERRARO/LAT

Monaco 2012

Given drive-through after cutting late into the pitlane entry road and impeding Kimi Raikkonen.



HONE/LAT

Germany 2012

Gets in the way of Fernando Alonso and Raikkonen in qualifying, earning a five-place grid drop.



HONE/LAT

Abu Dhabi 2012

Forces Paul di Resta off the track and then hits Romain Grosjean as well – for which he is given stop-go.



DUNBAR/LAT

Belgium 2013

Handed another drive-through – this time for forcing Grosjean off the circuit on the run to Les Combes.

BIG NUMBER

2037

Sebastian Vettel notched up his 2000th lap in the lead of a Formula 1 race in Belgium. Only Michael Schumacher (5111), Ayrton Senna (2987), Alain Prost (2684) and Nigel Mansell (2089) have led more.



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ABARTH WITH



Mark Hughes

MPH



Nothing levels the playing field like Spa's fickle microclimate, so Formula 1's minnows weren't going to pass up their chance in qualifying

You don't have to spend £250 million to have a bit of nous," said John Booth like a true Yorkshireman after overseeing the Marussias of Jules Bianchi and Max Chilton through to Q2 at Spa last Saturday.

Spa's weather gifted the little team an opportunity there was simply no reason to refuse. Booth talks us through it. "It was [Caterham's Giedo] van der Garde who made the jump first. If we stayed on inters we were going to finish in the bottom four. There was no downside to changing to slicks once we'd got the banker inters lap in, so there was no problem with being within 107 per cent. It was a zero risk strategy – apart from we want to qualify in front of Caterham, of course.

"We stuck them onto slicks with enough time for two laps and on the out-lap we asked them both what they thought, and the initial comment as they went up the hill out of Eau Rouge was that it was too wet. So we got the guys in the pitlane ready with the intermediates and then gave the drivers the choice – but they had to tell us by the time they came out of Turn 15 if they were going to come in.

"There were no radio messages back from them, but we half expected them to come in. They didn't – they both flew straight past. As they came to the last corner di Resta had spun and rejoined directly in front of our cars and there were yellows there too so they had to slow down. Whereas Giedo had a really good run



to run on the scrubbed, then two laps on new. Unfortunately Jules got called to the weighbridge so only had time for one flying lap. Max got two in and Giedo got three. It's difficult to know how much quicker a new set was over used because the track was improving all the time, but you'd think three or four tenths. With that extra lap we'd have been in the 49s, which would have been mega. [Van der Garde, Bianchi and Chilton were in the 52s, with Perez's McLaren ahead

"Spa's wet weather gifted the little team an opportunity there was no reason to refuse"

through there – it was all done by the time he arrived and he set a purple final sector. It was one of those things; you get an opportunity and I'm really glad that we took it.

"The reaction of the drivers was interesting. Obviously they were both keen to know where they were. We knew Jules was in so could tell him straight away, but Max was on the bubble and we didn't really know – there was still Rosberg to go round so we didn't know if we could get both cars in until the very last second. I thought they'd be jumping up and down with joy, but they just wanted to get on with the next bit.

"We're not that practised at Q2 as a team. First of all, what tyres are we going to use? The initial conversation was that we were just going to use one set of scrubbed options – which we would have done if van der Garde hadn't been in the session. I said, 'Look, we're trying to beat van der Garde here,' so that's why we planned

of them in the 49s.] Getting both cars into Q2 gave the whole team a real lift; it's been a tough season.

"The key to the plan working was how quickly the track dried. From Les Combes onwards it was dry. If you'd had something to lose, you wouldn't have gambled, for sure."

The track changed even quicker in Q3, by which time Marussia was no longer there. But Booth couldn't help being fascinated seeing how that session played out, particularly with three of his ex-drivers (from his Manor Racing team in the junior categories). One of them, Paul di Resta, got knocked off what had looked like a sure-fire pole until the track dried. But it was OK because there was another one, Lewis Hamilton, who finally took it. "Yes, and if it hadn't been wet, it might've been another ex-Manor driver, Kimi – who'd been quickest in Q2 when everyone was on slicks."

But if it hadn't have rained at all, we wouldn't have had that great little David and Goliath moment. ❧

This week in motorsport

BUSCH TO JOIN STEWART-HAAS

Kurt Busch was set to be announced as part of an expanded Stewart-Haas Racing line-up for next year's NASCAR Sprint Cup as AUTOSPORT closed for press.

It was revealed on Monday that Busch, 35, will leave current team Furniture Row Racing at the end of the season after rejecting the offer of a new contract.

Furniture Row general manager Joe Garone said: "We made Kurt an offer last week to continue as the #78 driver for 2014 and beyond, and although he declined, we are grateful for all that he has done here."

The 2004 NASCAR champion, who had also been linked to Earnhardt Ganassi Racing, will join team co-owner/driver Tony Stewart, Danica Patrick and fellow new signing Kevin Harvick next year.

 P57 BRISTOL REPORT



CARR/GETTY

10



Ordonez heads ZEOD test programme

Lucas Ordonez will be the test driver for Nissan's experimental electric ZEOD RC car that will contest next year's Le Mans 24 Hours.

The 28-year-old Spaniard, the inaugural winner of the Nissan GT

Academy in 2008, currently races a GT-R NISMO GT3 in FIA GT and the Blancpain Endurance Series for the Japanese manufacturer.

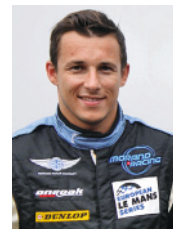
The ZEOD machine is scheduled to run for the first time in

fully-electric configuration this September, although the internal-combustion booster engine that will form part of its powertrain is not due to run until the new year.

KLIEN BACK IN SPORTSCARS

Ex-F1 driver Christian Klien has joined Morand Racing for the rest of the European Le Mans Series.

The Austrian, 30, who raced for Jaguar, Red Bull and HRT, replaces Franck Mailleux (who has run into budgetary difficulties) as Natacha Gachnang's co-driver in the team's Morgan-Judd/BMW LMP2.



DID YOU KNOW?

Christian Klien won on his only previous ELMS appearance, at Spa in 2009 in a works Peugeot 908 HDI shared with Nicolas Minassian and Simon Pagenaud.



For all the breaking news, visit AUTOSPORT.COM



Di Grassi gets Audi DTM test

Audi sportscar ace Lucas di Grassi tested an RS5 DTM car at Spielberg this week, along with a number of the marque's regular drivers and Formula Renault 3.5 race winner Nico Muller.

Audi DTM boss Dieter Gass said: "Lucas impressed our sportscar team with his speed and technical feedback. It's why he's an excellent test driver."

REMEMBER WHEN

SEPTEMBER 7, 1997



AUDI WAS LAST ON POLE IN THE BTCC... Rob Austin's Knockhill pole position last weekend marked the first time an Audi had qualified at the front for a British Touring Car race since Frank Biela at Brands Hatch in 1997. Race-one grid spots were decided on practice times, qualifying having been cancelled due to Princess Diana's funeral. Race two spots were set by race one's fastest lap times.

WORLD RALLYCROSS SET FOR 2014

European Rallycross Championship promoter IMG Sports says the series could take on 'world' status in 2014, a year earlier than planned. A European-based calendar, with two additional events outside the

continent, will go in front of the FIA World Motor Sport Council for approval in September. Rounds in Turkey, Morocco, the USA and the Middle East are being considered. A selected number of the

European-based WRX events will count towards the European championship in the Supercar class, while TouringCar and Super1600 will continue to have European status.



WHITTINGTON/IMG

Moffat breaks BTCC record

Scottish Mini Challenge racer Aiden Moffat became the youngest driver to start a British Touring Car Championship race last weekend when he made his series debut at Knockhill in the Finesse Motorsport Chevrolet Cruze previously raced by Joe Girling.

At 16 years and 332 days old, Moffat beat the previous record, set by Tom

Chilton in the 2002 season-opener at Brands Hatch, by 47 days.

Renault Clio Cup frontrunner Mike Bushell also made his category debut, replacing Andy Neate in the latter's own IP Tech Race Engineering Cruze.



EBREY/LAT

In brief

SCHUMI TO DO ROC

Michael Schumacher will again contest the Race of Champions this year. The seven-time Formula 1 world champion will take part in the individual event and the Nations Cup at Bangkok's Rajamangala Stadium on December 14-15.

DEBUT FOR TRUEX

Richard Petty protege Ryan Truex, the younger brother of NASCAR Sprint Cup race winner Martin Truex Jr, made his top-level debut at Bristol last weekend with Phoenix Racing. He was classified 42nd after an early accident.

BTCC PAIR MISSING

British Touring Car regulars James Kaye and Jeff Smith were absent from the Knockhill round. Kaye aggravated an old knee injury that had "swollen up like a balloon", while Smith had business commitments.

RIGON IN FOR FILIPPI

Luca Filippi, who has co-driven Andrea Montermini's GT Open points-leading Villorba Corse Ferrari this year, will miss the next round at Spa due to F1 commentary commitments at Monza. He will be replaced by Davide Rigon.

DARIO TO GRAND-AM

IndyCar aces Dario Franchitti and Scott Dixon will share a Chip Ganassi Racing Riley-BMW in next weekend's Grand-Am event at Laguna Seca. The pair raced the car in January's Daytona 24 Hours.



Wirdheim for WEC

Former Jaguar Formula 1 test driver Bjorn Wirdheim will make his World Endurance Championship debut at Interlagos this weekend, sharing Greaves Motorsport's Zytek-Nissan Z11SN with Gunnar Jeanette and Christian Zugel.

The 33-year-old Swede, who won the 2003 International F3000 crown, has spent the past seven seasons racing in Super GT in Japan and is currently a title contender in the secondary GT300 division.

JRM Nissan Blancpain Endurance Series driver Steven Kane – the 2001 McLaren AUTOSPORT BRDC Award winner – tested for the team at Snetterton last week and could join its line-up later in the season.



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Markku Alen

The inside line

The world rally legend and original flying Finn has a few typically forthright views on the state of the WRC and how to improve it

World rallying is in a state of flux at the moment. On the one hand things look to be getting better; Volkswagen has arrived and is doing well and Hyundai is coming in next year with a works team that will join the semi-works Citroen and Ford teams.

On the other, we're not brimming with talent at the top level. Sebastien Ogier is fantastic and Thierry Neuville is a super, super driver, but there's something not quite right at the moment with the Finns Mikko Hirvonen and Jari-Matti Latvala, and they're the main competition. It's disappointing. Go back to my day and you certainly wouldn't have had Sebastien Loeb doing four rallies and winning most of them; it's less competitive now and that's a bad thing for the sport.

The effect is that rallying is less interesting to the world. The events, which had 100 cars on the entry list 10 years ago, don't often attract more than 50, just because of the finances involved in competing.

Even a decade ago you had good young guys being able to compete as privateers because they could go to a team, say: 'I can guarantee this amount of time on television' or something and it could work. Now the teams don't accept that; they want hard cash up-front, because they need it. That itself is a block on the talent that's coming through at a lower level.

Because of that it's hard to see where the next Henri Toivonen or Colin McRae will come from. OK, in Finland



Alen, RAC Rally 1978, in sensory Lancia Stratos

MCKEIN.DE

than the three – or even four – we have on some rallies. What is the point in having two stages on a Thursday, two on a Sunday and full days in between? Why not just load all the stages into two days, creating a fantastic show for the television and the spectators? Hold some of them at night too, like the Monte has done. I've seen the on-board footage and it looks spectacular, and the crowds... Big. Very big.

I would not stop the shortening act there either. The way rallies are laid out nowadays is not perfect. I would want the locations of the stages to be brought closer to the service park so that you could limit the road sections and increase the amount of timed miles – that's what the fans are there for, after all. And by decreasing the stages' proximity to each

“I'd have to make rallying more sensory. Make the cars smell more and make more noise”

our championship is still for four-wheel-drive cars, but in England and most of the key European countries, it is for front-wheel-drive cars only. That's fine for boys who are new to the sport and who can make good progress over two or three years. But what then? Where is the national championship that uses S2000 cars, or R5s? They aren't there. The boys have to look to WRC2 or the European championship in order to progress, and that costs money that just isn't around at that level of the sport.

There are exceptions, of course. Ogier managed it, but he had the backing of Citroen and the French Federation from a young age. He was the right nationality at the right time – just like Loeb was 11 or 12 years ago and just like Miki Biasion was in the mid-1980s with Lancia and all the Italian money that was being put into motorsport at that time. But in general, it is very tough for the young guys.

So how would I improve the situation? Condense everything. Events would come down to two days rather

other, you would be helping the fans get around to different stages a bit better.

There would be a limit on the number of runs per stage too, to make sure drivers are not using roads that are too terrible by the end. This won't be a problem with asphalt stages, but on gravel, with roads getting cut up (not to mention rained on), you have to use your safety head.

I'd have to make rallying a more sensory experience too, and that starts with making the cars smell more and make more noise. In the past, you could stand in a Finnish forest, listen, and be able to tell the difference between a Stratos, an 037, an S4, a Celica or a Lancer just by the exhaust note breaking through the trees. Now, with the turbos, it's whoosh, whoosh, gone. Bolt on a silencer for road sections and you're done.

If you make the fans fall in love with rallying again, the interest will return and so will the manufacturers. Then you'd have a World Rally Championship to be proud of. ✘

THE RACE REPORT

QUALIFYING • TRACKSIDE VIEW • LAP CHART • DRIVER BY DRIVER • RESULTS

Vettel's Spa vitality leaves rivals trailing

After driving by poleman Lewis Hamilton as if he wasn't there on lap one, the world champion was untouchable, leaving his challengers to squabble over the minor places. MARK HUGHES reports

14



AT A GLANCE



"Vettel absolutely nailed his Red Bull through Eau Rouge, and was sucked into leader Hamilton's slipstream"

BELGIAN GP
Spa-Francorchamps

ROUND 11/19

LAPS 44

WINNER
Sebastian Vettel
1h23m42.196s

POLE POSITION
Lewis Hamilton
2m01.012s

FASTEST LAP
Sebastian Vettel
1m50.756s

RACE RATING
★★★★☆ Vettel's dominance overshadowed battles behind him

DRIVERS' STANDINGS
Vettel 197pts
Alonso 151pts
Hamilton 139pts

15



DUNBAR/LAT



QUALIFYING 14.00, 24.8.2013



All weekend, Lewis Hamilton's dashboard lap time delta numbers were playing up. As he began his final lap, last car across the line before the flag fell, it seemed to be raining even harder than ever.

"My last two laps had been terrible, then I ran wide at the first corner," said Hamilton. "I looked at my delta times, and [the readout] was saying I was three seconds off, then five seconds. I couldn't understand it, so I just pushed as hard as I could."

By the time Hamilton got to Eau Rouge the rain was easing. As he arrived at Les Combes to begin the crucial middle sector of the lap, amazingly there was a dry line forming. "Because I thought I was so far down, I pushed like crazy through the middle sector,"

said the Briton. That turned out to be the key to pole position.

The weather, the track positioning, even the faulty readout – they had all played beautifully into his gifted hands.

Just a few minutes earlier, Paul di Resta looked like he'd nicked pole with what appeared to be an inspired tyre choice at the beginning of the session. He was the only one of the top 10 qualifiers not to optimistically go straight onto slicks, and was therefore perfectly placed to catch the track before conditions worsened on a set of inters. He was out there with a clear track on the correct tyres as the other nine trailed immediately back in to ditch their slicks. From Rivage onwards, it was now raining seriously.

So the Red Bulls, Mercs, Lotuses, Ferraris and Jenson Button's McLaren

all blasted around, throwing rooster tails of spray 15 metres into the air vainly trying to get anywhere near a time set on a much drier surface. Pole looked done and dusted, and di Resta came in. No point in wearing out inters that might be needed tomorrow.

But then a vital little clue: Rosberg beat di Resta's middle sector! The lap itself was only 0.5s adrift of the Scot's benchmark. The surface of the middle sector and up through Blanchimont was drying fast, and those still out there still had time for one more lap.

"I've never known anything like it," said John Booth – in celebratory mood, having seen both Marussias through to Q2 (see MPH column, page 9). "When Rosberg was setting that purple middle sector, the rain was bouncing off the ground in the pitlane. It had got heavier than ever there."

That was just the storm cloud passing through on its way out. The key to the fast drying was that the temperature remained fairly high, with the track surface never dropping below 23C, even during the worst of the rain. So as soon as it stopped, the hot inters were quickly drying a line.

It was now almost inevitable that di Resta's time was going to be beaten. It was just a question of how many of his fellow competitors did so. So fast was it drying that the trick was to be the last man across the line before the

chequered flag fell – and that was Hamilton, with 3.55 seconds to spare.

First to beat di Resta's time was Rosberg. Next across the line, beating Rosberg by 0.9s was Webber. Next, beating Webber by 0.1s was Vettel. Next, beating Vettel by 0.2s was Hamilton. A fourth consecutive pole, totally against the run of play. He'd only made Q3 ahead of Nico Hulkenberg's Sauber by two-thousandths of a second – because he'd not come in for fresh tyres but stayed out.

Behind di Resta was Button – first to cross the line and therefore with the track at its wettest – the Lotuses of Romain Grosjean and Kimi Raikkonen, who were quick in the dry of Q2, but badly affected by the temperatures drop when it rained, and the Ferraris of Fernando Alonso and Felipe Massa. Alonso's tyres were past their best by the time the track was at its quickest, while Massa had gambled on staying out when the others refuelled, hoping to catch the track at its driest – but that wasn't the way the weather went.

Hulkenberg headed a Q2 part of the grid wildly mixed up by the inspired gamble in Q1 of Marussia (for both its drivers) and Caterham (with Giedo van der Garde) to go out on slicks at the end of that session with nothing to lose. It worked a treat for them as both Toro Rossos, both Williams and Esteban Gutierrez's Sauber went onto fresh





Hamilton got to point a finger at Vettel for the fourth time on the trot

ETHERINGTON/LAT

'It was Hamilton's fourth consecutive pole – totally against the run of play'

inters too early. For Vergne – and to a lesser extent Gutierrez – this was a travesty because they had the pace to have made Q3 and, in JEV's case, to have caused an upset there. He'd been fourth quickest in the morning practice.























In the relative dry of Q2 van der Garde, Jules Bianchi and Max Chilton naturally filled the bottom three spots in 14th to 16th, with Adrian Sutil's Force India 12th ahead of Sergio Perez's McLaren.



P28 FULL RESULTS & POINTS

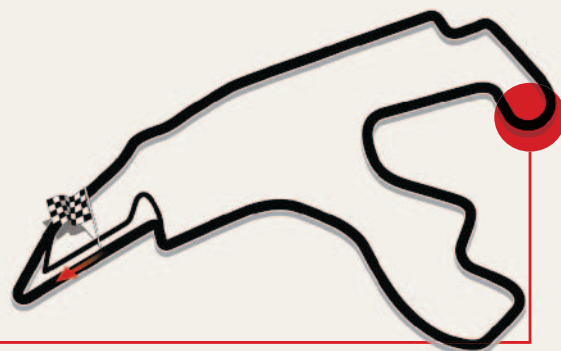
SAM BLOXHAM/LAT

THE GRID

	2 VETTEL RED BULL 2m01.200s Medium		1 HAMILTON MERCEDES 2m01.012s Medium
	4 ROSBERG MERCEDES 2m02.251s Medium		3 WEBBER RED BULL 2m01.325s Medium
	6 BUTTON McLAREN 2m03.075s Medium		5 DI RESTA FORCE INDIA 2m02.332s Medium
	8 RAIKKONEN LOTUS 2m03.390s Medium		7 GROSJEAN LOTUS 2m03.081s Medium
	10 MASSA FERRARI 2m04.059s Medium		9 ALONSO FERRARI 2m03.482s Medium
	12 SUTIL FORCE INDIA 1m49.103s Medium		11 HULKENBERG SAUBER 1m49.008s Medium
	14 VAN DER GARDE CATERHAM 1m52.036s Medium		13 PEREZ McLAREN 1m49.304s Medium
	16 CHILTON MARRUSSIA 1m52.762s Hard		15 BIANCHI MARRUSSIA 1m52.563s Hard
	18 VERGNE TORO ROSSO 2m03.300s Medium		17 MALDONADO WILLIAMS 2m03.072s Medium
	20 BOTTAS WILLIAMS 2m03.432s Medium		19 RICCIARDO TORO ROSSO 2m03.317s Hard
	22 PIC CATERHAM 2m07.384s Medium		21 GUTIERREZ SAUBER 2m04.324s Hard

TRACKSIDE VIEW

Mark Hughes
GRAND PRIX EDITOR



It's the last time these tall trees will vibrate to the sound of F1 V8s. To the side of the Kimmel Straight, the land drops steeply and the forest dissipates the noise, so that it's coming from nowhere and everywhere, just a buzzing essence of F1 engine. A camera helicopter is yet further down the valley, flying at a lower altitude than where we're standing. Down at Liege, the tricky downhill left after Rivage, and Spa is doing its full light and shade trick, blue skies arguing with black. The track's damp from an earlier shower – intermediate conditions – but for now the rain's holding off. Jenson Button is making like honey with the McLaren, rounded edges where the throttle and brakes go on and come off, so you can't pinpoint the joins. Valtteri Bottas is laser precise, but much more delineated and step-like in his inputs. The two Lotuses are running in tandem, Kimi Raikkonen being caught by the more aggressive Romain Grosjean until the latter falls back, exploring kerbs and run-off areas, looking like an expedition to trouble, but never quite finding it. Sparse goblets of rain sometimes fall, but can't reach a critical mass, and after 40 minutes the track's ready to surrender to slick tyres, hanging out the white flag for the orange sidewalls. Mark Webber's the first to have a real go on them, hustling the Red Bull like a guy who's realised this is the last time he'll get to do this here, and that it is very special. Confidence and grip are building fast now, Mark getting creative with the throttle on the tricky downhill approach to that left-hander, disdainful of its deceiving treachery. Lewis Hamilton gets a big slide going, hung out on the kerb exiting Rivage, then just guns it all the more, wallowing in his gift. Fernando Alonso comes through there going several different directions all at once, catching the Ferrari unawares, getting it to do things it didn't know it could. Right rears are getting raggedly swung out over that Liege kerb and it's all getting a little fruity when the rain finally comes to cool things down, and within a few moments that overhanging wall of sound is silenced. Just rain pattering upon an ancient geology.

'Button is making like honey, rounded edges where the throttle and brakes go on and off'

RACE

14.00, 25.8.2013



The main interest in this race was watching the Greenpeace anti-Shell banner unfold before the start. The grand prix itself unfolded within a few corners of the first lap, as Sebastian Vettel screamed his Red Bull past Lewis Hamilton's Mercedes and proceeded to open up an ever-greater distance to his pursuers for the rest of the afternoon.

Having climbed onto the roof of the main grandstand with a giant banner protesting Shell's planned oil drilling in the Arctic, the activists absailed to unveil the words: 'Arctic Oil? Shell No!' Shell is the Belgian Grand Prix's title sponsor. The protesters sat suspended in their harnesses, looking down upon a field of cars, the first 14 of which were starting on the option medium tyre.

Hamilton led the pack away into La Source, with Vettel the meat in a sandwich comprising Hamilton in the lead on the inside and Jenson Button's McLaren to the left. Nico Rosberg's locked-up Mercedes was just behind them, but able to nip inside of Button as they exited the turn ahead of Mark Webber's slow-starting Red Bull, which had dragged its clutch off the line.

Fernando Alonso – having jiggled his Shell-backed Ferrari around the very slow-off-the-line Force India of Paul di Resta, then skittered down the inside of the Lotuses – dove into the turn in sixth place, but was able to hook inside Webber as they accelerated down the hill towards Eau Rouge. This was almost an exact replay of their duel in the race here in 2011, but this time it was Alonso who prevailed, his steering wheel display showing 300km/h (187mph) in seventh as he cut across to make the apex. From ninth to fifth in the first few hundred metres, Alonso wasn't finished yet.

At the front, Hamilton, who'd felt



Hamilton holds Vettel at bay on the run to La Source

the Merc slide through La Source, was conservative through Eau Rouge. Even then, he still had a fairly lurid slide through there, checking his momentum as Vettel absolutely nailed the Red Bull and got himself sucked into the leader's slipstream.

"I got a massive tow through there," recounted the Red Bull driver, "and that gave me a big advantage

over Lewis as we went up the hill and down the straight."

The Mercs were struggling all weekend through Eau Rouge – having been just 10th and 14th fastest out of there in qualifying, with the Red Bulls first and third quickest and almost 10km/h quicker.

Now, on full tanks, that disparity only seemed to be exaggerated. Furthermore, Seb had saved his KERS, and now had more of it to deploy than Lewis.

"I had a bit of KERS left, but then as he came by I saved it for later in the lap," explained Hamilton, who hadn't even been able to defend as Vettel took the lead and immediately began to move quickly away.

Behind, Rosberg had Button in his wake, Jenson in turn making the McLaren wide, desperately fending off Alonso. Into Les Combes to begin the downhill twists and turns of the middle sector, Vettel continued to pull away, and as they reached the

bottom of the valley, the sky was mainly blue, the track temperature a moderate 27C and the threat of rain had receded almost to nothing.

The protesters would have had a great view at the end of the first lap as Vettel went across the line 1.4s ahead of Hamilton, then Rosberg, Button, Alonso, Webber, di Resta, Nico Hulkenberg's Sauber and Romain Grosjean – soon to be passed by Lotus team-mate Kimi Raikkonen – as the snarling, snaking pack headed back down to Eau Rouge and the adventures beyond.

This report is now hijacked by Greenpeace. The movement's Sabine Huyghe said, "If Shell keeps racing to drill in the Arctic, then we'll all lose. An oil spill in the Arctic would be a disaster, threatening a region of breathtaking beauty. I came here because I'm determined to do whatever I can to stop Shell before it destroys the Arctic. I know F1 fans care about environmental



Eau Rouge, and Vettel prepares to take the lead

STALEY/LAT

FRIDAY



1000 Free practice 1 begins on a damp track surface. Sauber's **Esteban Gutierrez** checks in with his engineer: "Everyone's on inters."

1022 **Kimi Raikkonen** locks up and runs off the track at the chicane.

1042 Lotus reserve **Heikki Kovalainen** is told the Red Bulls have switched to dry tyres. He replies: "I wouldn't want to be the first one out."

1053 **Sebastian Vettel** runs off the track at La Source, suffering a half-spin.

1106 **Segio Perez** runs wide at Puhon. Shortly after, **Lewis Hamilton** misses the chicane while avoiding **Nico Hulkenberg's** Sauber.

1129 As rain falls, **Fernando Alonso** is told: "A lot of the cars that came out on slicks are coming in for inters. If it's not safe, we box."



1407 In FP2, **Charles Pic** outrakes himself and cuts the chicane, also forcing Caterham team-mate **Giedo van der Garde** off. He rejoins in front of, and delays, **Vettel**. "Don't know what Charles was doing," says VDG later.

1509 **Vettel** hits trouble at Stavelot: "Puncture on the rear left, sorry, rear right." He limps to pits.

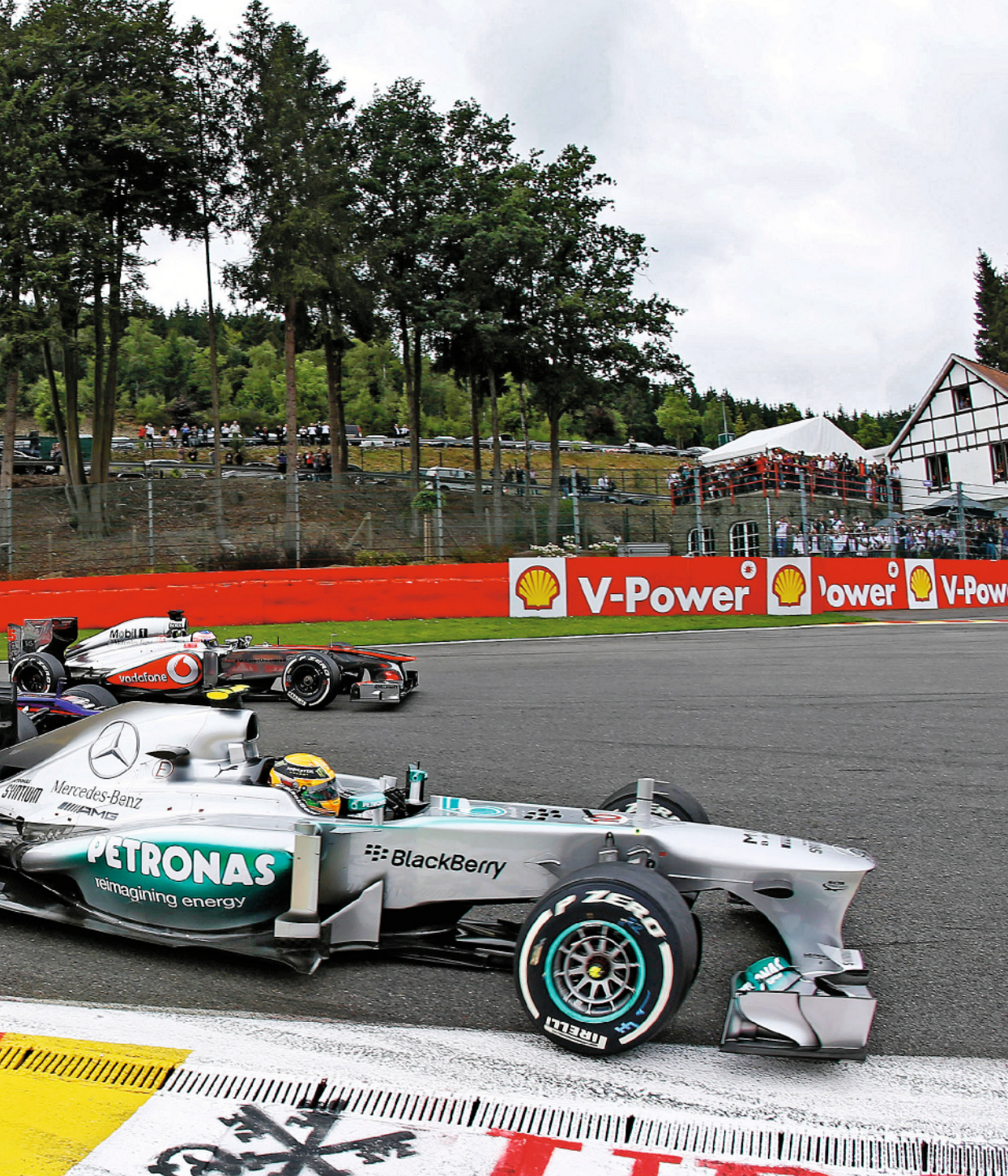
1510 **Hamilton** reports: "It's all over the place. I'm doing low 57s." He's told: "Affirmative, Lewis. That's the correct time."

1520 **Raikkonen** is informed: "We need to box this lap, Kimi. Water pressure is low." A water leak needs fixing, which affects his running time in the session.

1526 **Rosberg** is advised: "Try carrying less speed into Turn 7 for an earlier apex and a better exit."

1609 **Pic** is hit with a reprimand for "causing a dangerous situation when rejoining the track" in front of **Vettel**.

1702 Pirelli motorsport boss **Paul Hembery** downplays fears over a spate of Silverstone-style tyre failures after Alonso and Vettel both suffer problems.



'Vettel's lead was out to 2.8s at the end of the second lap when DRS was enabled'

destruction and are as appalled as I am that Shell is trying to protect its reputation by throwing money at events like this."

Back to the racing, Vettel's lead was out to 2.8s at the end of the second lap as DRS was enabled. Hamilton, meanwhile, was edging away from Rosberg, who headed a 12-car swarm of DRS-enabled cars down the 200mph Kimmell Straight. On the fourth lap, with Vettel's lead out to more than 3.5s, Alonso was able to tow past Button for fourth in the first DRS zone at the end of that long drag.

Button fell further victim to



Greenpeace protesters get their anti-Shell message across

Webber there on the fifth lap, and next time round Alonso went by Rosberg for third. At the end of that lap, he was 3.1s behind Hamilton, but gradually hauling him in.

Vettel's day, meanwhile, was passing by in a speed blur, so much

so that his radio was soon crackling with messages about saving the tyres. As he said afterwards, "We had massive pace."

Raikkonen's day was going less well. A visor rip-off had somehow found its way into the left-front ▶



Maldonado sustains nose damage in his clash with Di Resta...

SAM BLOXHAM/LAT

◀ brake duct, blocking the cooling air to the disc which was soon overheating to more than 1000C. At this temperature, the carbonfibre simply oxidises, rapidly shedding layers of itself into black dust, which is what was ejected from the wheels as Raikkonen braked. The brakes continued working for the time being, and the Finn held his own, even beginning to make up places as others ahead of him started to pit for their first tyre changes.

Pre-race the strategy seemed poised between one and two stops, but with a warmer track than forecast, thermal degradation of the rear rubber was apparent, and almost everyone began to migrate to a two-stopper.

Hamilton pitted from 4.3s behind Vettel at the end of lap 11, rejoining on another set of options. Rosberg was in a lap later, then Alonso and Webber together on lap 13, and finally Vettel.

Only Webber's car was fitted with hards. "Because he was trapped behind Rosberg, we put him on a short middle stint on the hards as we wanted to get him on the faster options at the end for as long as possible, when the others would be on the hards," explained Red Bull team principal Christian Horner.

Hamilton had to fight his way by Grosjean after rejoining, and this lost him time to Alonso, who was able to dive the Ferrari inside the Mercedes into La Source on lap 14.

"I didn't want him to get DRS on me on the run to Turn 5 [Les

'Alonso was able to dive the Ferrari inside the Mercedes into La Source on lap 14'

Combes]," explained Lewis, "so I decided to let him by so that I could get DRS on him. I did that, but he was still able to stay ahead. That Ferrari has had amazing straightline speed all weekend."

This, indeed, seemed to be the key to the red car's improved performance at Spa. By trimming the top of the front wing for the Spa/Monza package, the car seemed more efficient. Was that smaller front wing causing the rear to be supplied with a better airflow? And when the conventional front wing goes back on, will the flow to the rear wing be adversely affected? Was this genuine development progress from Ferrari or just a temporary removal of a problem when in low-downforce mode? The answers to that won't start coming in until Singapore.

Mention of Ferrari reminds us of Greenpeace's gripes with Shell.

One of those activists on the top of the grandstand roof was Vanessa Hall. She said, "The only reason Shell can drill [in the Arctic] at all is because climate change is melting the Arctic ice cap, and they're going in to drill for more of the stuff that caused the melt in the first place – it's madness."



...but the Force India comes off worst, being forced into retirement

McLaren was hoping to get Button through on a one-stop, so when the leading two-stoppers had pitted, he briefly led, but was zapped by Vettel on his out-lap as they reached the Bus Stop chicane.

Vettel's pursuers inevitably were delayed more than he by yet-to-stop cars he'd cleared. As Button pitted on lap 17, having just been passed by

Alonso into the Bus Stop, Vettel led the Ferrari by 7s, with Hamilton just hanging on, but unable to put a retaliatory move on the Spaniard. Rosberg had dropped away a few seconds from his team-mate and was still trailed by Webber. Behind them was the yet-to-pit one-stopping Grosjean, the Lotus having little of its customary pace and soon to be passed by the fresh-tyred Button.

Raikkonen was trying to two-stop the other Lotus, but would retire after 25 laps when that left-front brake disc finally oxidised into nothingness. Even though the brake duct had been cleared of its blockage at the first stop, the temperatures of the disc had by then pushed the oxidation process into a runaway state. Before that, Raikkonen been doing some demon moves on slower cars after his stop, his pass on Esteban Gutierrez's Sauber around the outside of Liege being particularly tasty.

As Vettel stretched his lead over Alonso, who in turn was untroubled by Hamilton, who in further turn



Perez was penalised for driving Grosjean off the race track

XPB

SATURDAY



SAM BLOXHAM/LAT

was edging away from Rosberg, even the roof-top protestors were hardly on the edge of their harnesses.

The circuit's layout, however, was making for some thrilling moments further down the field. Early in the race, Sergio Perez had used DRS to get his McLaren ahead of Grosjean on the approach to Les Combes, but was then adjudged to have not left sufficient room for the Lotus, which had to leave the track. Perez was given a drive-through.

On another occasion, Perez and the Force Indias of di Resta and Adrian Sutil were three abreast on the approach to Eau Rouge. Sutil later put an around-the-outside of Eau Rouge pass on Gutierrez. On the 27th lap, five cars headed almost as one into the Bus Stop. Pastor Maldonado's Williams leading Gutierrez, Sutil, di Resta and Hulkenberg.

Gutierrez successfully dived inside the Williams. Maldonado found himself on the outside, and tried to cut back across, just as Sutil was arriving. Slight contact

damaged the Williams's front wing. In the heat of the moment, Maldonado tried now to move across to the pit entry just as di Resta was arriving, and this hit was much bigger, sending the Scot's car rearing into the air. He was out of the race. Maldonado was later awarded a stop-go penalty.

The second stops were by now under way. Rosberg was in on the 25th lap, with Hamilton, Webber and Alonso following in quick succession. Vettel stayed out until lap 30, but was so far ahead that he got out on his new options without even losing the lead. As he rejoined, Alonso was 7s behind.

Button was in third, trying to make his one-stop gamble work, having been on these tyres for 13 laps and needing to do another 14. He was being caught rapidly by the two Mercs and Webber. He was asked if he thought he could hang on. "But there was no way they were going to do that distance," he explained. "The front left was wearing out."



PHONE/LAT

Button soldiered on for sixth place

'On lap 34, Button made a second stop, thus falling between two strategic stools'

So, on lap 34, before it was too late, Button was brought in for a second stop, leaving him between two strategic stools. He rejoined a long way behind Webber, who was trying to find a way by Rosberg's slower Mercedes. But with Rosberg on the hard and Webber on the medium ▶

1110 **Hamilton** has an off-track moment at the chicane in FP3. He later spins there while on a flying lap.

1120 **Massa** runs wide at Turn 9 after losing the rear, but keeps his Ferrari out of the barriers.

1139 **Button** reports in on his latest aero tweak: **"The strange thing is that it still feels draggy and we don't get the grip. I don't think we get the benefit we expected"**

1400 Qualifying starts in damp conditions, with all cars on inters.

1407 **Raikkonen** locks up and goes off exiting the chicane; **Hamilton** does the same at Les Combes.

1411 **Button** cuts Les Combes: **"A bit of the car has fallen off. Right side of the rear brake duct."**

1416 **Rosberg** complains of traffic: **"Blocked really badly by the Ferraris."**

1422 Both Marussias make it through to Q2 for the first time in the team's history.

1426 **Ricciardo** is frustrated by Toro Rosso's tyre strategy as he falls in Q1: **"We went out too early. There was no point pushing when the track was always going to dry up."**

1427 Likewise **Vergne**: **"I can't believe it. I needed more information. Why didn't you tell me the Marussia was on slick tyres?"**

1428 **Van der Garde** asks: **"Where are we?"** His engineer gleefully reports: **"P3."**

1440 **Di Resta's** engineer gives him feedback from the data in Q2: **"Time loss was at Turn 5, brakes. So keep leaning on the tyres and brake temperature will increase."**

1450 Q3 begins just as the heavens open. **Grosjean** says: **"It's raining too much. It's inters."**

1452 **Di Resta**, on inters, is told: **"All cars are coming back into the garage. So concentrate. It's going to be your first lap."**

1502 Poleman Hamilton is told: **"Get in there, Lewis. P1, man!"**



SAM BLOXHAM/LAT

HONEY/LAT



Brake dust (far right) showers from Kimi's overheated disc...

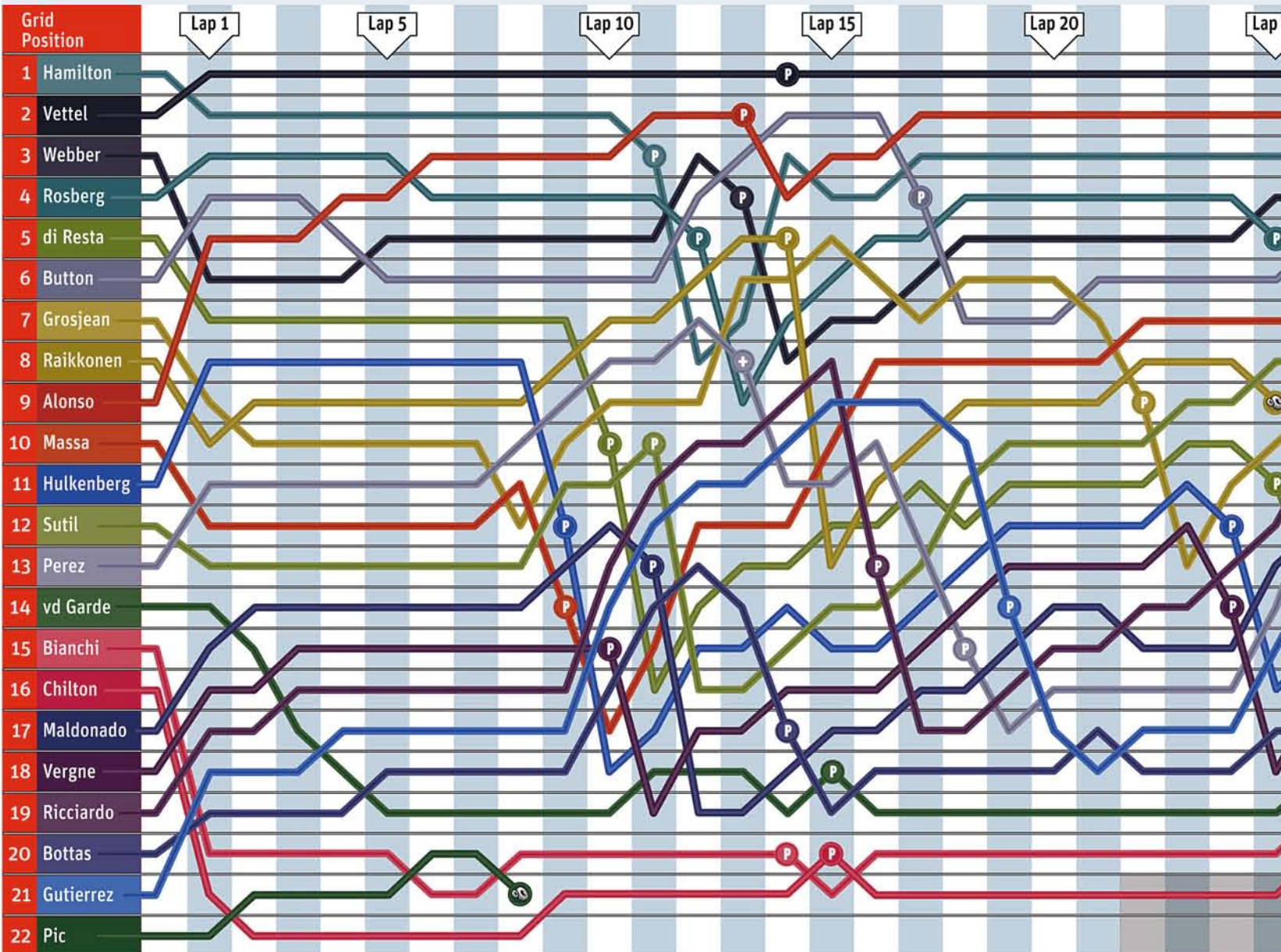
'Vettel didn't want the race to stop, as the car just kept getting better and better'

◀ tyre, all he needed to do was repel the Red Bull long enough to ensure it used up the best of its rubber.

This duly happened, leaving Webber frustrated at a race that had all gone wrong in the opening seconds. Had it not been for that poor getaway, he might conceivably have been up with Vettel. The clutch had played up off the dummy grid, too, and the team was investigating the causes at the time of writing.

Behind Button, Grosjean in the one-stopping Lotus was coming under attack from Felipe Massa. The

THE RACE LAP BY LAP





Ferrari had lost all functions on the steering wheel for a few laps early in the race, including KERS, but all had been restored with a reset. Massa's pace was too much for the Lotus, with the Ferrari going past for seventh in the DRS zone four laps from home. Sutil was secure in ninth, but Perez on very old tyres (he'd stopped only once, plus his stop-go) in 10th was passed into Les Combes

for the last time by Daniel Ricciardo who had recently passed Toro Rosso team-mate Jean-Eric Vergne.

Vettel was being told to stay off the kerbs after setting his habitual fastest race lap. Doing as he was told, he crossed the line 17s clear. He didn't want the race to stop, the car getting lighter and feeling just better and better around this fabulous venue. Alonso in second was

comfortably clear of the very subdued Mercedes pairing of Hamilton and Rosberg.

"We just didn't have the usual sting in our performance," accepted Ross Brawn. "We were relatively poor through Eau Rouge and didn't seem to have the efficiency of the Red Bull, or even the Ferrari."

For efficiency, Red Bull had only one rival at Spa: Greenpeace. ☹

SUNDAY



1404 Vettel takes the lead of the race from Hamilton on the run to Les Combes on the opening lap.

1418 Grosjean is edged onto the rumble strip on the entry to Les Combes by Perez as he's passed.

1420 Raikkonen is told: "Brake temperatures are a bit high. Manage them if you can."

1422 Pic is told to retire his Caterham: "We have to stop the car. Find a safe place to stop. Save the engine. Box, box."

1425 Perez is hit with a drive-through. "Why?" he asks. He's told: "For forcing him off track when you overtook him." He insists: "I had the corner. I did nothing wrong."

1453 Raikkonen retires: "I had a brake failure, something wrong with the brakes. Box."

1455 Di Resta is alerted: "That's a train. Maldonado, Gutierrez, Sutil ahead."

1456 Di Resta and Maldonado collide at the final chicane. Maldonado recovers to the pits but di Resta is out.

1457 Mild panic at Red Bull as Vettel is told: "Box, box, box... Stay out, stay out."

1506 Chilton gets a drive-through penalty for ignoring blue flags.

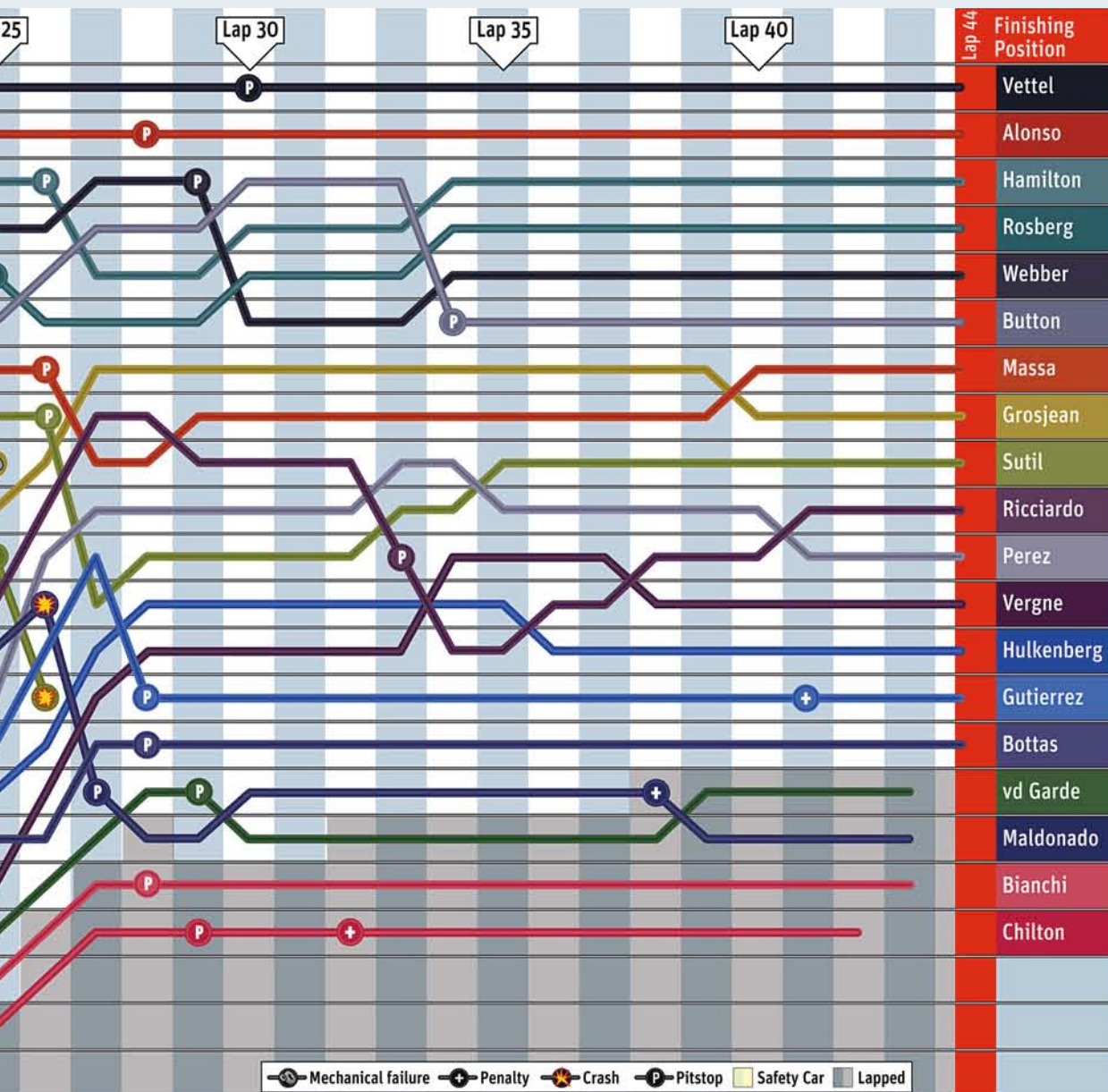
1510 Vergne is told: "We've got to overtake Hulkenberg. You've got to overtake him now JEV."

1512 Maldonado given a stop-go penalty for hitting di Resta.

1513 Hamilton is told: "Going to need to start lifting the pace, Webber is now catching, Nico on the options."

1522 Massa outbrakes Grosjean. "Good lad, that's a good pass. That puts us up into P7."

1524 Vettel is told: "OK you are plus 15 on Alonso. Make sure you stay within yourself and the car. Be careful on track limits under braking. Bring it home."



MASON/GETTY

TEAM BY TEAM

RED BULL



Vettel in class of his own in Belgium

1
9/10
Event rating



SEBASTIAN VETTEL
Red Bull-Renault RB9-03
Start: 2nd; Finish: 1st
Strategy: 2 stops
(medium/medium/hard)



It's easy simply to shrug off Vettel's drive as that of a man in the best car, which of course it was. But had the German not pulled off that pass for the lead over Hamilton on the run to Les Combes on lap one, it would have made his task an awful lot harder, especially as the Red Bull was one of the slower cars in the speed trap at the end of the Kemmel Straight. Vettel was eclipsed by Hamilton on Saturday, but was masterful on Sunday.

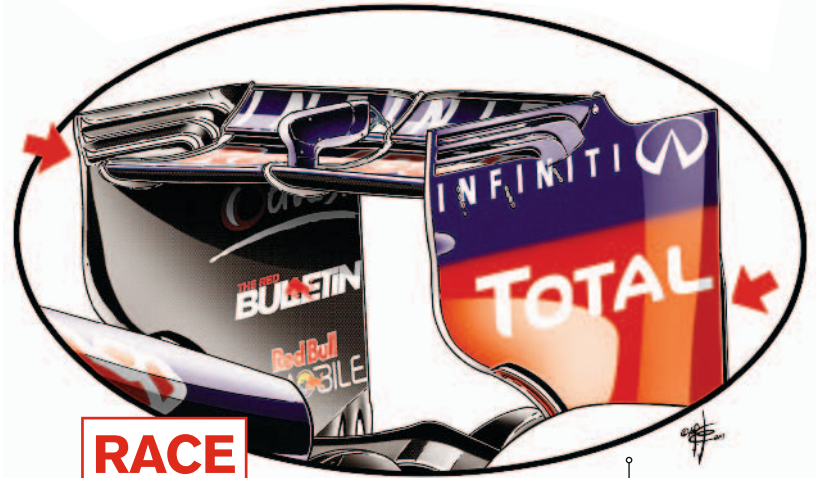
2
7/10
Event rating



MARK WEBBER
Red Bull-Renault RB9-02
Start: 3rd; Finish: 5th
Strategy: 2 stops
(medium/hard/medium)



Just a tenth and a half off Vettel in qualifying, having run a little ahead of his team-mate and therefore in slightly worse track conditions, was encouraging. However, a bad start cost Webber ground and meant he was only able to show his pace in flashes. Finished the first lap behind Vettel, both Mercedes drivers, Alonso and Button, but after picking off the McLaren on lap six he could go no further. A solid, if unremarkable, drive to bank points.



...and a choice of rear wings

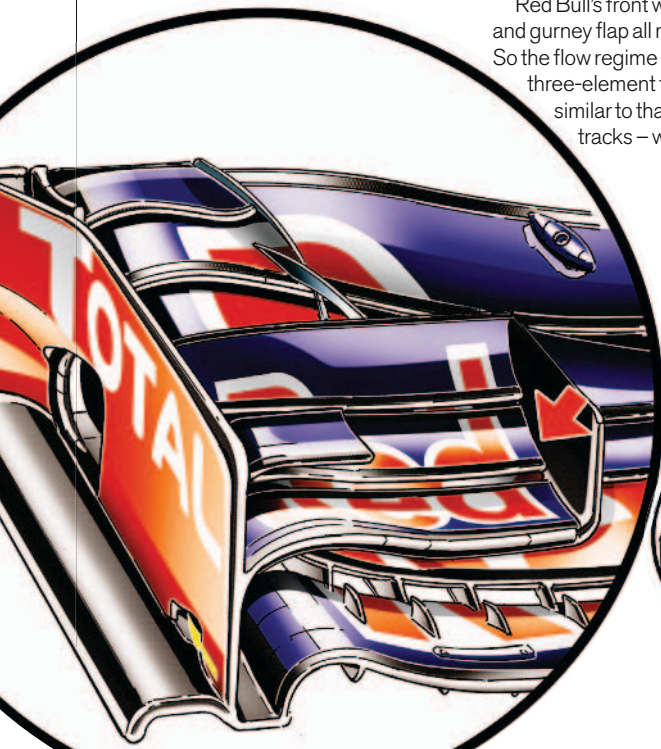
Red Bull had two rear wings at Spa, with a choice between low (above) or very low downforce (below). The car's end-of-straight competitiveness was considerably higher than last year. After testing the wings back to back on Friday, the team settled on the slightly higher downforce version on both cars for qualifying and the race. **GARY ANDERSON** If you look at the Friday session, the two cars did more or less the same lap times with different wings, but derived in different ways. Sebastian Vettel, with the low-downforce

wing, was 0.4s quicker than Mark Webber with the higher-downforce version in sectors one and three, but in sector two Webber was quicker by 0.8s. The change to the higher-downforce wing came as a result of the team getting more confident it had the speed in the car. Red Bull learned a lesson in Hungary that passing people is not easy. It started out running the car in low downforce, thinking its drivers probably weren't going to be on pole so they'd need to pass people. Then the cars went quick and the team thought maybe we will be on pole – and if it rains it would also be better to have more wing.

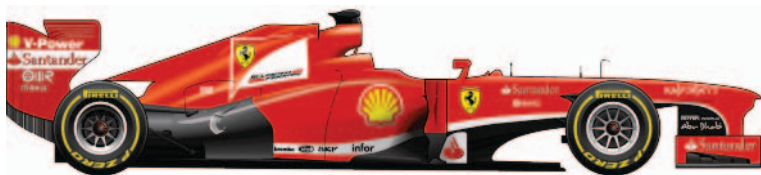
Red Bull adds a front element...

Red Bull tried a three-element front wing (below main picture) during Friday practice on Mark Webber's car. **GARY ANDERSON** This wing is using the low pressure behind the front tyre to work the outer section harder. Going from two elements (inset) to three allows you

to do this without it stalling. As you increase the front wing angle, one of three things can happen with the rear. In a perfect world, you'd pick up more rear downforce. Alternatively, you gain at the front and the rear stays the same, so the total still increases. Or, thirdly, you lose rear downforce. Red Bull's front wing angle, height and gurney flap all remained very similar. So the flow regime coming off the three-element front wing is still very similar to that at high-downforce tracks – which is good.



FERRARI



Alonso comes out fighting for second

3
9/10
Event rating



XPB/LAT

FERNANDO ALONSO
Ferrari F138-299
Start: 9th; Finish: 2nd
Strategy: 2 stops
(medium/medium/hard)



You could excuse Alonso for being frustrated on Saturday afternoon when, thanks to a blend of poor timing and a spin, he ended up ninth on the grid in a car that should have been challenging for the front row. Ultimately, it made little difference. An incisive early stint meant he was able to climb the order, and he was firmly established in second place once the first pitstops had shaken out. Fast, determined and couldn't have finished higher.

4
6/10
Event rating



XPB/LAT

FELIPE MASSA
Ferrari F138-298
Start: 10th; Finish: 7th
Strategy: 2 stops
(medium/medium/hard)



Massa looked to have booked his place on the front row with a fine lap on intermediate tyres after abandoning his initial slicks run in Q3. However, bad timing meant he was powerless to avoid tumbling down the timesheets to 10th. He had an adequate race, battling KERS problems early on thanks to an issue with the controls on the steering wheel to rise from 12th on lap one to seventh at the flag. Adequate, but put firmly in the shade by his team-mate.

Ferrari trims front flap for speed

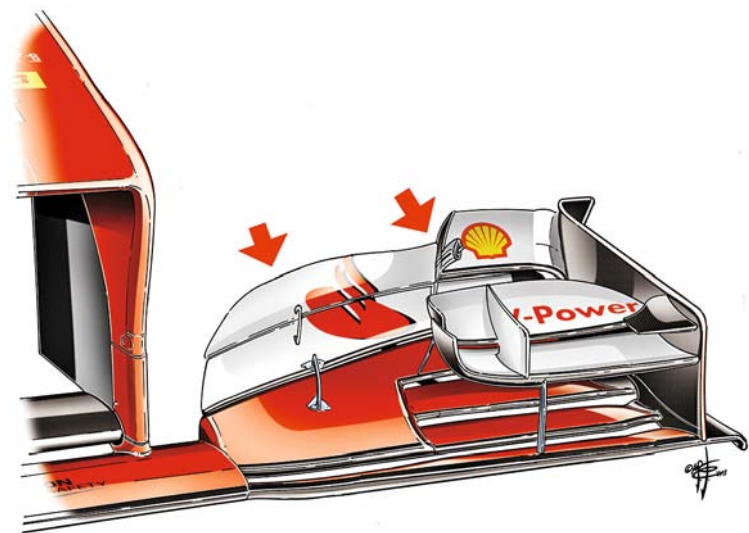
→ Ferrari's low-drag front wing featured a trimmed-down flap (below), expected to be the basis of the wing that will also be used at Monza.

GARY ANDERSON Spa is a low-drag-type track, so when you ditch drag, a bit of downforce goes with it. But you have to keep the car balanced, and there are quite a few mechanisms for achieving that.

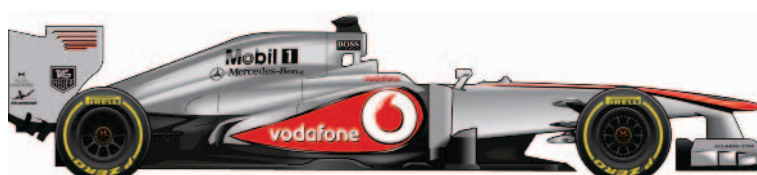
Ferrari chose to trim the flap – which I think is a better way of doing it than reducing the angle. When you reduce the angle, you change much of the effect of what's happening in the wake of that

wing further back. Cutting the back of it off is probably the least detrimental to the rest of the car. The wake coming off the wing will then be a bit lower – and heading for the sidepods, so it's not much of a deficit.

The Ferraris were quite quick in the dry here, so it looks like it worked. I suspect that the different flow regime they get behind the front wing by trimming the flap actually works to give them more rear wing, too – which suits Spa well. However, the reverse is that when the team puts on more front, it will be losing rear.



McLAREN



Button top six gives McLaren hope

5
8/10
Event rating



XPB/LAT

JENSON BUTTON
McLaren-Mercedes MP4-28-04
Start: 6th; Finish: 6th
Strategy: 2 stops
(medium/hard/hard)



Button was upbeat heading to Spa and, while the McLaren did not prove to be quite as competitive as he had hoped, he was still able to fight for the top six on merit. Drove his characteristically unruffled race, shrugging off the fact that he had to abandon his planned one-stopper, which left him on a compromised two-stop strategy. As ever, he was clean in battle, although he was driving well enough to finish higher with a perfect strategy.

6
6/10
Event rating

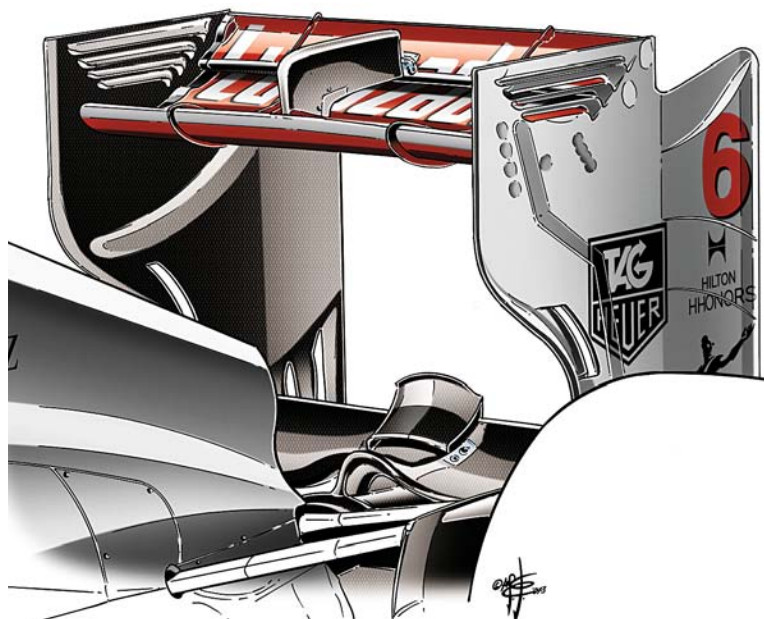


XPB/LAT

SERGIO PEREZ
McLaren-Mercedes MP4-28-02
Start: 13th; Finish: 11th
Strategy: 1 stop
(medium/hard)



A frustrating weekend for Perez, who missed out on Q3 thanks to being sent out too late for his final run and not getting to set a lap when the track was at its quickest. In the race, he made good progress and would surely have finished only a place or two behind Button had he not been hit with a drive-through penalty. His needless squeeze on Grosjean as he attempted to make room on the entry to Les Combes was a costly misjudgement.



McLaren tweaks rear wing for Spa

→ McLaren produced a low-downforce version of its usual rear wing for Spa (above), tweaking it with additional gurney flaps for enhanced performance in the slower corners.

GARY ANDERSON The rear wing endplate has louvres in the side, allowing

air around the side of the tyres. Up to about the '10-o'clock' angle on the tyre it goes around rather than over the top. After that, it does go over the top, and because of the way it hits the endplate it causes separation on the inside. The louvres, though, keep it attached.

LOTUS



Raikkonen loses his finishing record

7
7/10
Event rating



KIMI RAIKKONEN
Lotus-Renault E21-03
Start: 8th; Finish: DNF
Strategy: retired
(medium/medium)



Missed out on being the last driver across the line in Q3 by a matter of seconds, which condemned him to eighth spot on the grid. The Lotus was not as competitive as the team had hoped in the race, a fact compounded by Raikkonen getting a visor tear-off jammed in his front-left brake duct, which very quickly compromised his brake temperatures. He fought hard, but eventually it led to his retirement from a GP for the first time since Germany 2009!

8
7/10
Event rating

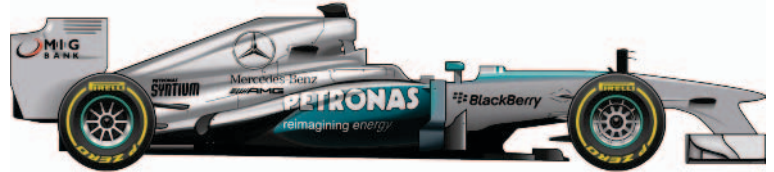


ROMAIN GROSJEAN
Lotus-Renault E21-02
Start: 7th; Finish: 8th
Strategy: 1 stop
(medium/hard)



Considering that Grosjean's previous two appearances in the Belgian GP have ended on the first lap and, on one occasion, with a ban, he should be quite satisfied with eighth place. On paper, it's disappointing, but the Lotus was not particularly competitive in the race, and Grosjean deserves credit for being one of the few drivers to pull off a one-stop strategy – especially after surviving a dicey moment with Perez at Les Combes. All in all, a quietly effective weekend's work.

MERCEDES



Hamilton gets best from off-pace car

9
7/10
Event rating



NICO ROSBERG
Mercedes F1 W04-03
Start: 4th; Finish: 4th
Strategy: 2 stops
(medium/medium/hard)



There's very little to criticise in Rosberg's Spa weekend. While he might have done better than fourth place on the grid, he was the first man to depose di Resta from top spot. Ultimately, Rosberg was not giving much away to Hamilton, which showed in the race as he chased home his team-mate. Rosberg did nothing eye-catching in the race, but was quick and error free, which prevented Webber from seriously threatening his fourth place.

10
8/10
Event rating



10 LEWIS HAMILTON
Mercedes F1 W04-04
Start: 1st; Finish: 3rd
Strategy: 2 stops
(medium/medium/hard)



Hamilton was far from happy with the pace of the Mercedes during practice, but the wet conditions in qualifying gave him the opportunity to shoot for pole. Yes, he was last across the line, but Vettel was only a few car lengths in front of him and, but for a scrappy final chicane, he might have been on pole by a far bigger margin. Led briefly, but didn't have the pace to fight Vettel or Alonso. While third place seems disappointing, it was the maximum possible.

SAUBER



Feisty Gutierrez outguns team-mate

11
6/10
Event rating



NICO HULKENBERG
Sauber-Ferrari C32-03
Start: 11th; Finish: 13th
Strategy: 2 stops
(medium/hard/hard)



Things were looking promising for Hulkenberg until he hit tyre trouble during his first stint. After qualifying well and picking up places at the start, he began to struggle with rear grip, which soon dropped him out of points contention. He failed to achieve the same tyre life as his team-mate, and became increasingly anonymous as the race went on. Pace was good, but perhaps had a hand in accelerated tyre degradation.

12
8/10
Event rating



ESTEBAN GUTIERREZ
Sauber-Ferrari C32-04
Start: 21st; Finish: 14th
Strategy: 2 stops
(hard/medium/medium)



Superficially, it was the same old Gutierrez, but he actually showed an impressive turn of speed at Spa. He would have had no trouble escaping Q1 but for being sent out too early for his second run on intermediates and in the race showed an admirable feistiness while climbing the order. Had he not been penalised for going off track while dicing with Maldonado, he would have beaten Hulkenberg.

FORCE INDIA



Force Indias show points promise

14
8/10
Event rating



PAUL DI RESTA
Force India-Mercedes VJM06-04
Start: 5th; Finish: DNF
Strategy: retired
(medium/hard/hard)



For a few minutes, di Resta looked assured of his first F1 pole, having opted to start Q3 on intermediate rubber while others were on slicks. It's difficult to judge just how good that first lap was, but given the conditions were worsening all the time, it was a great effort. Di Resta made a bad start, losing five places, three of which he quickly regained. He was fighting hard and on course for points when he was hit by Maldonado.

15
8/10
Event rating



ADRIAN SUTIL
Force India-Mercedes VJM06-03
Start: 12th; Finish: 9th
Strategy: 2 stops
(medium/hard/hard)



Qualifying was disappointing, and Sutil was one of a multitude of drivers to complain about bad timing in Q2. That left him 12th on the grid, and he slipped to 13th on the first lap. But from there, he drove excellently, showing admirable fight in battle and a willingness to lay it on the line. His reward was ninth place, which given the gap to the cars in front – in time and pace – was surely the maximum a Force India was capable of.

WILLIAMS



Poor qualifying hobbles team effort

16
5/10
Event rating



CANFLO/GETTY

PASTOR MALDONADO
Williams-Renault FW35-03
Start: 17th; Finish: 17th
Strategy: 2 stops
(medium/hard/hard)



After reaching the heady heights of 10th last time out in Hungary, Maldonado had high hopes coming into Spa. Unfortunately for Williams, the car simply was not at the races. The team expected intermediates to be good for two fliers late in Q1, but they were past their best after one, meaning Maldonado failed to reach Q2. Showed his characteristic spiritedness in the race, but hitting di Resta while trying to get into the pits amid a gaggle of cars was unnecessary.

17
6/10
Event rating



XPB/LAT

VALTTERI BOTTAS
Williams-Renault FW35-01
Start: 20th; Finish: 15th
Strategy: 2 stops
(medium/hard/hard)



The Finn suffered the same fate as his team-mate in Q1 as he proved unable to get another competitive time out of his intermediates on a second lap. In the race, Bottas showed respectable pace, but the car was not quick enough to do anything but hang on to the thick of the midfield fight. On the plus side, the driver made no significant mistakes, as usual, and was not far off his team-mate in terms of raw pace. A decent effort.

TORO ROSSO



Strategy salvages Ricciardo a point

18
7/10
Event rating



XPB/LAT

JEAN-ERIC VERGNE
Toro Rosso-Ferrari STR8-03
Start: 18th; Finish: 12th
Strategy: 2 stops
(medium/medium/hard)



Vergne can be mightily impressive, and looked that way during free practice. But could he deliver in qualifying? Frustratingly, he was not given the chance to answer that, thanks to Toro Rosso sending out both cars too early for their final run. But Vergne did at least beat Ricciardo in qualifying. However, his team-mate's superior strategy (running longer on hards in the first stint) helped him finish ahead even though the Frenchman was the stronger Toro Rosso driver.

19
7/10
Event rating



XPB/LAT

DANIEL RICCIARDO
Toro Rosso-Ferrari STR8-01
Start: 19th; Finish: 10th
Strategy: 2 stops
(hard/medium/medium)



The Australian looked all at sea on Friday, something he blamed on some set-up directions that didn't work. Going into qualifying, though, it was clear that Vergne was the quicker STR driver. In the race, Ricciardo deserves credit for sticking to his task, running a longer first stint on hards and then climbing from 13th to 10th after his final pitstop, picking off Perez for the final point late on. A good salvage job considering it was a difficult weekend.

CATERHAM



Van der Garde shines as Pic retires

20
6/10
Event rating



XPB/LAT

CHARLES PIC
Caterham-Renault CT03-06
Start: 22nd; Finish: DNF
Strategy: retired
(medium/retired)



A weekend to forget for Pic, at least from the moment qualifying started. His fundamental pace was good, but there was no time for him to bolt on slicks and get them up to temperature like his team-mate did, thanks to being called to the weighbridge. After qualifying last on inters, he turned in a fine cameo in the race, overtaking both Marussia drivers before having to retire with an oil leak.

21
8/10
Event rating



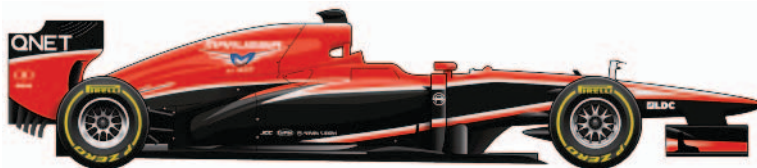
XPB/LAT

GIEDO VAN DER GARDE
Caterham-Renault CT03-04
Start: 14th; Finish: 16th
Strategy: 2 stops
(medium/hard/hard)



In the grand scheme of things, van der Garde's third in Q1 didn't mean a great deal. But it was testament to how well he drove on slicks in tricky conditions that he was so far up there. Fourteenth on the grid was his reward but, after battling gamely to hold off faster cars early on, he inevitably lost touch with the midfield stragglers. He comfortably beat the Marussias and did well to keep the delayed Maldonado at bay on the final lap.

MARUSSIA



Bianchi continues to prove his worth

22
7/10
Event rating



XPB/LAT

JULES BIANCHI
Marussia-Cosworth MR-02-02
Start: 15th; Finish: 18th
Strategy: 2 stops
(hard/medium/hard)



Another fine weekend from Bianchi, who breezed into Q2 after switching to slicks for the closing stages of Q1. In the race, he didn't have the pace to stay up the order and quickly dropped back as it became clear the Marussia could not challenge the Caterhams. Bianchi did a good job in the circumstances and stayed on top of team-mate Chilton, which was all that could have been asked of him.

23
6/10
Event rating



XPB/LAT

MAX CHILTON
Marussia-Cosworth MR-02-03
Start: 16th; Finish: 19th
Strategy: 2 stops
(hard/medium/hard)



Chilton has admitted the need to raise his game in qualifying and, while escaping Q1 with a slick-shod run was positive, it was even more encouraging to see him only a couple of tenths off Bianchi in Q2. He soon dropped to last in the race and was a little slower than his team-mate, but had another clean run until his drive-through for ignoring blue flags. A solid Sunday harnessed to a fine piece of opportunism in qualifying.

BELGIAN GP RESULTS



MASON/GETTY

PRACTICE 1: Friday

POS	DRIVER	TIME
1	ALONSO	1m55.198s
2	DI RESTA	1m55.224s
3	SUTIL	1m55.373s
4	PEREZ	1m55.518s
5	ROSBERG	1m55.614s
6	VETTEL	1m55.636s
7	GUTIERREZ	1m55.954s
8	HULKENBERG	1m56.110s
9	RICCIARDO	1m56.770s
10	BOTTAS	1m56.858s
11	MASSA	1m56.863s
12	MALDONADO	1m57.081s
13	VERGNE	1m57.084s
14	BUTTON	1m57.281s
15	HAMILTON	1m57.358s
16	KOVALAINEN	1m57.821s
17	VAN DER GARDE	1m57.887s
18	CHILTON	1m58.600s
19	WEBBER	1m58.929s
20	BIANCHI	1m59.209s
21	RAIKKONEN	1m59.441s
22	GROSJEAN	2m03.176s

PRACTICE 2: Friday

POS	DRIVER	TIME
1	VETTEL	1m49.331s
2	WEBBER	1m49.390s
3	GROSJEAN	1m50.149s
4	MASSA	1m50.164s
5	VERGNE	1m50.253s
6	RAIKKONEN	1m50.318s
7	ALONSO	1m50.510s
8	PEREZ	1m50.536s
9	ROSBERG	1m50.601s
10	DI RESTA	1m50.611s
11	SUTIL	1m50.629s
12	HAMILTON	1m50.751s
13	HULKENBERG	1m50.972s
14	MALDONADO	1m50.991s
15	BUTTON	1m51.195s
16	RICCIARDO	1m51.447s
17	BOTTAS	1m51.568s
18	GUTIERREZ	1m51.644s
19	VAN DER GARDE	1m53.157s
20	PIC	1m53.251s
21	BIANCHI	1m53.482s
22	CHILTON	1m54.418s

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	VETTEL	1m48.327s
2	ALONSO	1m48.432s
3	WEBBER	1m48.533s
4	VERGNE	1m48.776s
5	MASSA	1m48.788s
6	BUTTON	1m48.882s
7	GUTIERREZ	1m48.930s
8	GROSJEAN	1m48.967s
9	ROSBERG	1m48.993s
10	RAIKKONEN	1m49.008s
11	RICCIARDO	1m49.035s
12	HAMILTON	1m49.046s
13	SUTIL	1m49.122s
14	BOTTAS	1m49.177s
15	DI RESTA	1m49.226s
16	PEREZ	1m49.417s
17	HULKENBERG	1m49.478s
18	MALDONADO	1m50.418s
19	PIC	1m51.416s
20	VAN DER GARDE	1m51.800s
21	BIANCHI	1m52.221s
22	CHILTON	1m53.507s

FRIDAY TESTERS

POS	DRIVER	TIME
1	KOVALAINEN	1m57.821s



DUNBAR/LAT



Pat Symonds attended his first GP as a Williams employee

DUNBAR/LAT

Weather: wet then drying

Weather: dry

Weather: dry

QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	HAMILTON	2m00.368s (2)	1m49.067s (10)	2m01.012s
2	VETTEL	2m01.863s (10)	1m48.646s (6)	2m01.200s
3	WEBBER	2m01.597s (8)	1m48.641s (4)	2m01.325s
4	ROSBERG	2m01.099s (4)	1m48.552s (3)	2m02.251s
5	DI RESTA	2m02.338s (12)	1m48.925s (8)	2m02.332s
6	BUTTON	2m01.301s (6)	1m48.641s (5)	2m03.075s
7	GROSJEAN	2m02.476s (14)	1m48.649s (7)	2m03.081s
8	RAIKKONEN	2m01.151s (5)	1m48.296s (1)	2m03.390s
9	ALONSO	2m00.190s (1)	1m48.309s (2)	2m03.482s
10	MASSA	2m01.462s (7)	1m49.020s (9)	2m04.059s
11	HULKENBERG	2m01.712s (9)	1m49.088s	-
12	SUTIL	2m02.749s (15)	1m49.103s	-
13	PEREZ	2m02.425s (13)	1m49.304s	-
14	VAN DER GARDE	2m00.564s (3)	1m52.036s	-
15	BIANCHI	2m02.110s (11)	1m52.563s	-
16	CHILTON	2m02.948s (16)	1m52.762s	-
17	MALDONADO	2m03.072s	-	-
18	VERGNE	2m03.300s	-	-
19	RICCIARDO	2m03.317s	-	-
20	BOTTAS	2m03.432s	-	-
21	GUTIERREZ	2m04.324s	-	-
22	PIC	2m07.384s	-	-

QUALIFYING STATISTICS

	HEAD TO HEAD		
VETTEL	11	0	WEBBER
ALONSO	8	3	MASSA
BUTTON	7	4	PEREZ
RAIKKONEN	8	3	GROSJEAN
ROSBERG	3	8	HAMILTON
HULKENBERG	11	0	GUTIERREZ
DI RESTA	7	4	SUTIL
MALDONADO	5	6	BOTTAS
VERGNE	4	7	RICCIARDO
PIC	7	4	VAN DER GARDE
BIANCHI	10	1	CHILTON



RYSG/GETTY

BAD BOYS & ENGINE USAGE

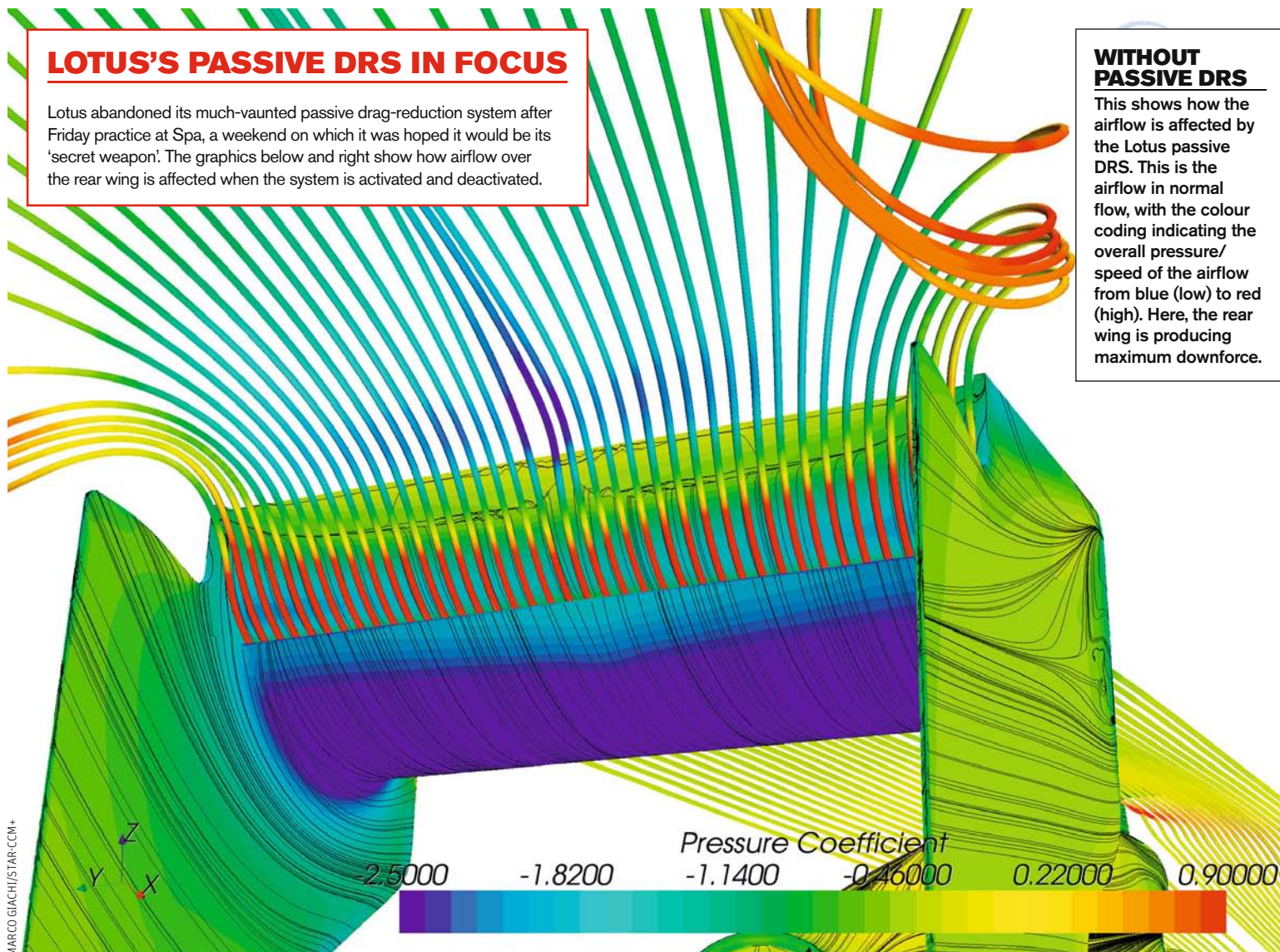
	PENALTIES	FINES	ENGINES
VETTEL	0	€0	5
WEBBER	2	€35,000	5
ALONSO	0	€16,000	5
MASSA	2	€1400	5
BUTTON	0	€1000	6
PEREZ	1	€600	6
RAIKKONEN	1	€2100	5
GROSJEAN	3	€500	5
ROSBERG	0	€1300	6
HAMILTON	1	€0	6
HULKENBERG	1	€1000	5
GUTIERREZ	3	€800	5
DI RESTA	0	€5000	6
SUTIL	0	€1000	6
MALDONADO	1	€0	5
BOTTAS	0	€5900	5
VERGNE	0	€10,000	5
RICCIARDO	0	€0	5
PIC	1	€0	5
VAN DER GARDE	2	€11,200	5
BIANCHI	0	€2800	5
CHILTON	2	€300	5

LOTUS'S PASSIVE DRS IN FOCUS

Lotus abandoned its much-vaunted passive drag-reduction system after Friday practice at Spa, a weekend on which it was hoped it would be its 'secret weapon'. The graphics below and right show how airflow over the rear wing is affected when the system is activated and deactivated.

WITHOUT PASSIVE DRS

This shows how the airflow is affected by the Lotus passive DRS. This is the airflow in normal flow, with the colour coding indicating the overall pressure/speed of the airflow from blue (low) to red (high). Here, the rear wing is producing maximum downforce.



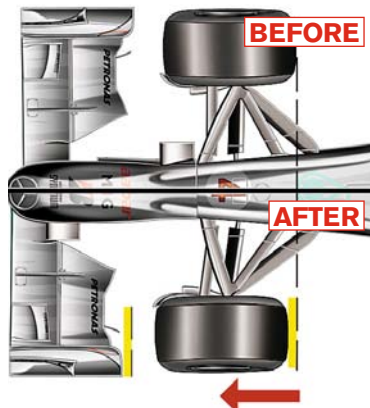
MARCO GIACHI/STAR-CCM+

LOTUS'S WHEELBASE RISK

In a bid to bring Kimi Raikkonen back into world title contention in the final eight races of the year, Lotus will introduce a long-wheelbase E21 at Monza. EDD STRAW explains the team's philosophy

Lotus's decision to introduce a long-wheelbase version of its race-winning E21 is the last throw of the dice that it hopes will boost its chances of fighting for victories in the final eight races of the season. With Kimi Raikkonen now 63 points behind points leader Sebastian Vettel, it is the only hope of the Finn getting back into title contention.

Lotus has not had the raw pace to compete consistently at the front this year, relying on a combination of excellent tyre management and Raikkonen's strong race performances to climb the order. The long-wheelbase car will run for the first time at Monza. Believed to lengthen the wheelbase by around 100mm, the change was originally conceived to improve the handling of the car, which is currently fourth in the constructors' points, but research also showed a



small aerodynamic advantage. It has not been decided if both Raikkonen and Romain Grosjean will run the modified car – it could depend on sufficient parts being manufactured in time to upgrade both cars.

It is possible that Lotus will choose

to test the new and current configurations back-to-back during Friday practice at Monza. As changing the specification of the car is a relatively simple task, it would be possible to revert to the shorter wheelbase if the team struggles.

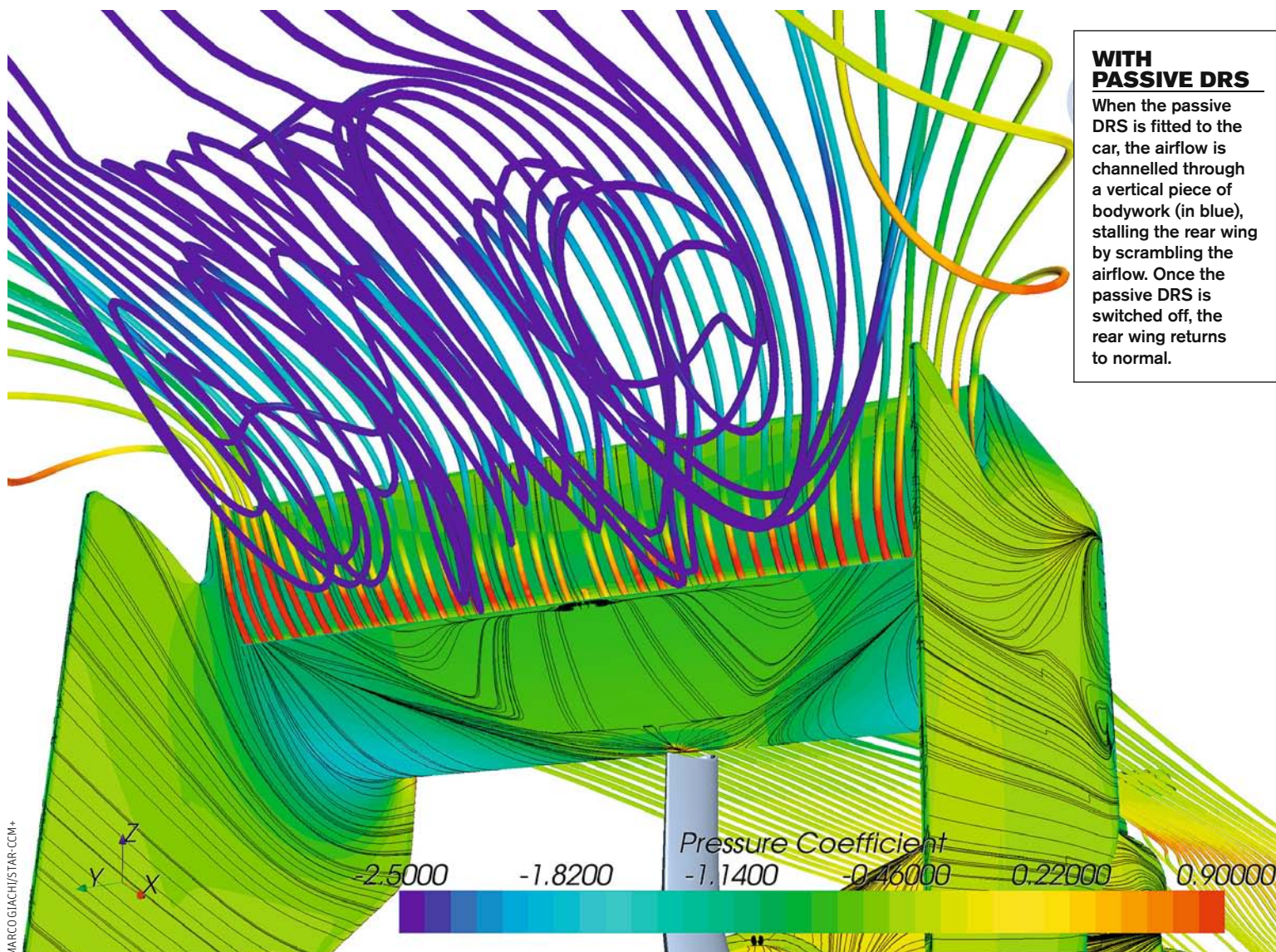
This is just one of a series of changes Lotus is planning to make to the car in the coming races. The Enstone-based squad insists it is determined to continue to upgrade the E21 to be in a strong position throughout the rest of the season.

Technical director Nick Chester said: "We are targeting this strong development until the end of the year and the long wheelbase for Monza is part of that. We are going to keep bringing developments through Monza and the following races. There are also developments planned for Singapore and Korea [which follow].

"We've wanted to extend the wheelbase because there's a performance gain associated with it."

There are two conventional ways to change the wheelbase. The first is to lengthen the monocoque itself, a costly and time-consuming process that a team would only consider if it had no other option. Lotus has opted for the second approach: changing the angle of the front suspension.

It is not uncommon for teams to do this. At the 2010 Spanish GP, Mercedes introduced a long-wheelbase version of its MGP W01 with the front wheels moved forward by around 50mm (see graphic). This was achieved by changing the angle of the suspension and is very similar to what Lotus is doing. To achieve this new geometry Lotus will produce modified suspension parts, which could also affect the uprights and

**WITH PASSIVE DRS**

When the passive DRS is fitted to the car, the airflow is channelled through a vertical piece of bodywork (in blue), stalling the rear wing by scrambling the airflow. Once the passive DRS is switched off, the rear wing returns to normal.

MARCIO GIACHI/STAR-CCM+



steering set-up.

Because the gap between the front wing and wheels cannot be any smaller than present, Lotus has also had to extend the length of the nose of the car. This requires passing the nose crash test again, which the team has done. In 2010, Mercedes did not have to do this because it moved the front wing forward by changing the angle of the supporting pillars.

The extension of the wheelbase was originally suggested by the vehicle dynamics department. A simulator programme has subsequently been completed to hone the concept and team principal Eric Boullier is confident the long-wheelbase car will be a success.

"There is always a risk," he said. "No one team in the paddock can tell you bringing an upgrade carries no risk. It's true that this one is maybe

more risky because there are consequences on the suspension, on aero, on the handling. All the different groups believe it is a performance bonus, so we're going for it."

AUTOSPORT technical correspondent Gary Anderson thinks that the wheelbase extension will not have a dramatic effect on the car.

"The return in aero performance is small," he said. "By lengthening the wheelbase, you can reduce the rear-tyre degradation as it makes the car a bit lazier, but this is not an area in which Lotus has struggled. The driver is, in effect, further away from the front wheels so will feel the rear better. You also increase the airflow to the sidepods because there is more space for the air coming off the front wing to move towards the centre of the car. I think this change is a roll of the dice from Lotus."

EXPERT VIEW

Gary Anderson
Technical consultant

It was no surprise to see Lotus again dropping its passive DRS after Friday practice at Spa. It was first tried at Hockenheim in 2012 and has only been raced once, on Raikkonen's car in the British GP. It now looks increasingly like a blind alley. This always looked likely to be the case given how difficult it is to perfect.

The idea is sound. It is simple to use a pressure differential to redirect airflow headed for the rearward-facing duct below the 'monkey seat' and instead make it pass through a piece of vertical ducting that sweeps upwards to the underside of the rear wing. Once it arrives there, the flow reduces the performance of the rear wing and causes less drag.

Much more difficult is switching this flow off and regaining the rear-wing downforce. The 'ears' on either side of the main airbox intake feed this flow and it appears Lotus

is using the spike in pressure and the resultant air spillage from the intake when a driver comes off the throttle, to switch it off again. Getting it right for each individual circuit is time-consuming.

This does not necessarily mean that the concept has no future. Next year, the exhaust-blowing effect will be negated by regulations forcing the exhaust exits to be both rear facing and 170-185mm behind the rear wheel centre line. Plenty of technical experts will be scratching their heads to see if this passive DRS concept can be used to channel air towards downforce-producing brake ducts. Even since the regulations were changed to mitigate the exhaust-blowing effect last year, this has been a key area of performance.

Any team that can make this system work will certainly gain a significant advantage.

Will Hulkenberg get his chance in the big time?

He's having a difficult season with Sauber, having starred with Force India, but Nico Hulkenberg is still in with a shout for a top F1 drive. **EDD STRAW** investigates his case

Timing is everything in Formula 1. With uncertainty engulfing the front end of the grid and the destinations of Fernando Alonso and Kimi Raikkonen, the next generation senses its opportunity.

Daniel Ricciardo is already well-placed for a step up with Red Bull, but others find themselves with more uncertain futures.

Nico Hulkenberg has been on the radar of the top teams for several years, with Ferrari known to have an interest in him as it decides whether to keep Felipe Massa for a ninth season in 2014.

However, the German is enduring a difficult season with Sauber, having scored only seven points in the 11 races of 2013 to date. As the Sauber has been uncompetitive, that in itself is not a disaster, but more troubling

is the relationship between the driver and team, which has, at times, been strained. With top teams taking a very close look at fresh blood, it's not a good time to be enduring a problematic season. But there are compelling reasons for Ferrari to look very seriously at Hulkenberg.

Sauber head of track engineering Tom McCullough is a unique position to judge Hulkenberg's qualities, having engineered him from his first F1 test with Williams in December 2007 through his first season with the Grove team in 2010. Now Sauber's head of track engineering, he believes it has taken a while for Sauber and Hulkenberg to gel.

"As a driver, you know what you want," explains McCullough. "He has worked for two British teams [Williams and Force India] before but this team operates differently in some ways, which for both him and myself

took some adjustment. It takes time to settle and he is a strong character who knows what he wants. When he doesn't get it, he tells you.

"In my first year engineering him, we fell out after one of the races but it was just about him saying what he wanted, me saying what I needed and both being strong.

"A lot of it is our expectation relative to what your results are. We had higher expectations, and being on the back foot a little with the car always makes everything a bit harder to start off with."

Hulkenberg certainly has the raw pace to be an F1 top-liner. As McCullough puts it, "right from the very first test at Jerez, the speed was always there". Hulkenberg already has one F1 pole position to his name, in Brazil 2010 when he set two laps good enough for top spot on slicks in damp conditions. And while his best finish is only fourth, he fought for victory at Interlagos for Force India last year. That was more than Massa has done at any race over the past 18 months.

The only real concern over Hulkenberg is his use of rubber during a year when tyre management is paramount. At Spa last weekend, he did appear to struggle with tyre degradation. But McCullough believes Hulkenberg has ticked all the boxes he can to merit the chance to pit



McCullough:
"Nico can fight at the front"

COATES/LAT

himself against the best.

"His natural instinct in a race situation is to be hard on the rear tyres," says McCullough. "That's an area he knows about and works hard on. At this stage of his career, if you were to put him next to an Alonso or a Vettel you would see more than it's possible to see here. To answer the question [of whether he is world champion material] you need the benchmark of a multiple world champion."

McCullough agrees that he is surprised Hulkenberg has yet to be signed by an established leading team, while Hulkenberg remains confident his chance will come. He doesn't mince his words when it comes to laying out his objectives.

"I'm here because I want to win, I'm desperate to win and be at the front," says Hulkenberg. "In my junior career I was used to being at the front and competing for wins. I want to achieve the same here."



Sauber's C32 has not been competitive

BARON/GETTY

32

Q&A

NICO HULKENBERG
SAUBER F1 DRIVER



BARON/GETTY

How difficult has this season been?

It has been challenging but this is the car we have and these are the problems. It's not that we could see a quick fix after a few races. We still have some problems with the car that we had at the beginning so we knew

what the situation was and that it was going to be difficult. There is hope but you have to be realistic. All you can do is get the maximum out of the car and beat your team-mate.

You made your race debut in 2010 but you have not yet had a shot with a top team. Are you concerned that it will not happen despite the possibilities?

In F1, you have to be patient, work your way through and show often that you can do it. When the time is right, you will

hopefully get the chance. For now, I am here and trying to optimise my performance. We will see what happens in the future.

Between races do you reflect on the driver-market situation and where you might move in future?

Yeah, of course you do think about it. You look at yourself, your future, your career, where you can position yourself but when it comes to racing you focus on the job.

But it must be frustrating knowing that beyond maximising your own performance, you can't force any chances at a top team?

You have some control through what you deliver. But there are always two parties and there needs to be interest [on both sides].



PRESSURE BUILDING ON MASSA

This time last year, Felipe Massa was fighting for his Ferrari future and he is in the same position today. While his season to date is superior to the first half of 2012, he has accepted the need to raise his game.

"We've had so many races this year when the performance was good, everything was going well and I couldn't finish in the position I was supposed to," said Massa in Belgium last weekend.

The feeling in the paddock is that Massa's performance level is simply not good enough to

allow Ferrari to fight for the constructors' title. But history suggests the Scuderia will do everything it can to justify retaining the Brazilian.

With Ferrari's interest in Kimi Raikkonen primarily as insurance in case Alonso is able to walk away, rather than as a number two, drivers such as Nico Hulkenberg and Paul di Resta are again in the frame as potential replacements. But for now, Massa has to be considered a strong contender to retain his drive for a ninth season.

MASSA'S 2013 IN NUMBERS

	Starts 11	
	Podiums 1	
	Top-six finishes 5	
	Front-row starts 1	
	Retirements 2	
PTS	Points 67 (44.4% of Fernando Alonso's points haul)	

Toyota targets turnaround

The Japanese firm has struggled in the first half of the World Endurance Championship but aims to get back on terms with Audi in Brazil this weekend. By **GARY WATKINS**



34

The established order in the World Endurance Championship was turned on its head this time last year. Toyota notched up its first victory with the TS030 HYBRID at Interlagos and remained on top for the remainder of the season. Twelve months on, it is arriving in Brazil this weekend for the resumption of the 2013 WEC with a new aero package and new hope, at least in the minds of its drivers, that it can take the fight to the hitherto dominant Audis.

“Will we be faster than where we were compared with Audi?” asked Anthony Davidson, who shares the sole Toyota this weekend with Stephane Sarrazin and Sebastien Buemi. “I should certainly think so. Will we have the advantage that we enjoyed last year? I doubt it, but fingers crossed it’ll be a lot closer.”

Yet Toyota is coming from a long way back: its pair of 2012-spec cars were beaten hands-down by the

latest version of the Audi R18 e-tron quattro at Silverstone, while a sole 2013-spec TS030, in Le Mans trim, wasn’t on terms with the higher-downforce R18s at Spa. At the Le Mans 24 Hours, Toyota’s relatively slender one-lap deficit to the winning Audi flattered only to deceive.

That was despite a change in the LMP1 Balance of Performance in the wake of the Spa 6 Hours in May, which handed petrol-powered machinery, including the Toyota, an

increased fuel capacity. The question is whether three litres and a new aero package is enough to close the gap.

AERODYNAMIC TWEAKS

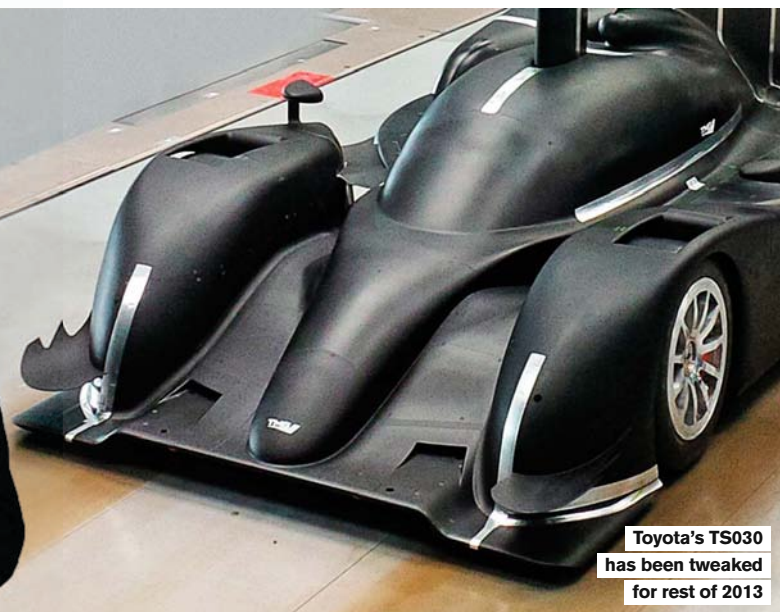
Toyota’s advantage over the final four races of last season’s WEC owed much to it having a high-downforce aerodynamic configuration in its armoury. Pascal Vasselon, technical director at Toyota Motorsport GmbH, believed it was the decisive factor.

Audi, on the other hand, contested

the full season with a single aerodynamic package tweaked for the different demands of Le Mans and the higher-downforce circuits. This year, Audi has two distinct aero configurations, witness the ‘long-tail’ that raced at Le Mans. At a stroke, one advantage that Toyota had last year has been removed.

“We made the difference last year simply because we came with a better optimisation of our package for each individual track and Audi has learned from this,” said Vasselon.

Pascal Vasselon:
“We optimised our package for each track – Audi has learned from that”



Toyota’s TS030 has been tweaked for rest of 2013

2012-spec Toyotas led
but were beaten easily
by Audi at Silverstone



THE '120 RULE'

Much was made by Audi over the second half of last season of the so-called '120 Rule', which prevents the R18 from deploying retrieved energy through its front-axle hybrid system until the car has reached 75mph. It argued that this gave and will give Toyota, which has no such limit placed on its rear-axle system, an advantage on the more twisty circuits that dominate the second half of the WEC.

"Toyota was very strong on the Tilke-type circuits last year," said Tom Kristensen, who leads the WEC drivers' championship together with Allan McNish and Loic Duval after winning the Le Mans 24 Hours. "We still have this '120 Rule' and there are a lot of tight corners, even in Brazil, where they can benefit from it."

But Vasselon argued that the '120 Rule' makes little difference – "They can boost nearly where they would

boost anyway" – and that the significantly greater efficiency of Toyota's hybrid system last year was much more important.

FUEL CONSUMPTION

This could be the one factor that brings Toyota back in the game. Last year, to win a race, it had to build a cushion of approximately 40 seconds before making an extra pitstop for a splash of fuel.

Audi's major gain since 2012 has been in horsepower; witness the fact that its fuel consumption was about 20 per cent down on last year's figure over the opening three races.

That has resulted in both the #1 and #2 Audis requiring eight, rather than six, stops to get through a normal six-hour race. The three litres handed to Toyota, meanwhile could eradicate the need for a splash.

The rule change, explained Vasselon, "will be more of an

INTRA-AUDI DUEL NOT SETTLED YET

Toyota's pace over the final five rounds of the WEC could prove decisive in the battle for the championship between the two Audi crews.

Should the German car maintain its clear edge and the pair of R18 e-tron quattros finish one-two in each of the five remaining races, Andre Lotterer, Benoit Treluyer and Marcel Fassler in the #1 Audi would have to beat team-mates Tom Kristensen, Allan McNish and Loic Duval in the #2 car every time out to retain the world title.

Lotterer and his co-drivers trail

Le Mans winners Kristensen, McNish and Duval by 30 points. That means a maximum at every race, including the pole position bonus, would leave them on 194 points. Second each time would put the drivers of #2 on 184. If the positions are reversed just once, the current leaders would finish ahead 191 to 187, even if the #1 car is on pole each time.

That means Lotterer and his co-drivers face an almost invidious task should Audi maintain its near-impeccable reliability record – unless Toyota can take points away from their team-mates.



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WEC POINTS

POS	DRIVER	CAR	POINTS
1	Kristensen/McNish/Duval	Audi	94
2	Lotterer/Treluyer/Fassler	Audi	64
3	Davidson/Sarrazin/Buemi	Toyota	63



WEC ROUNDS REMAINING

TRACK	COUNTRY	DATE	2012 WINNER
Interlagos	Brazil	Sep 1	Toyota (Wurz/Lapierre)
Austin	USA	Sep 22	Not held
Fuji	Japan	Oct 20	Toyota (Wurz/Lapierre/Nakajima)
Shanghai	China	Nov 9	Toyota (Wurz/Lapierre)
Sakhir	Bahrain	Nov 30	Audi (Lotterer/Treluyer/Fassler)



advantage in the sprint races than at Le Mans". He said that Toyota "would like to make one less stop than last year", adding that he isn't expecting such a scenario to unfold at every race.

That raises the prospect of Audi needing to make a full stop and a splash more than its challenger.

"That will put pressure on Audi,"

said Davidson, "because they are the ones who will have to build the gap."

Vasselon isn't making predictions, however. Any targets Toyota had for this season were torn up on the eve of the Silverstone opener. "It is not fair on the team to set the target of a race win," he says. "We will only do everything we can to win a race and dream about it."

RACE CENTRE

REPORTS • NEWS • ANALYSIS • OPINION

57 **NASCAR Bristol** The traditional Saturday-night race at the 0.533-mile Tennessee speedway was packed with action as usual, with Matt Kenseth coming through to win





EBREY/LAT

42 BTCC Knockhill
Annual Scottish tin-top event proves as spectacular as ever



ABBOTT/LAT

48 IndyCar Sonoma
Will Power was so happy to win, he even kissed his car!



MCKLEIN/DE

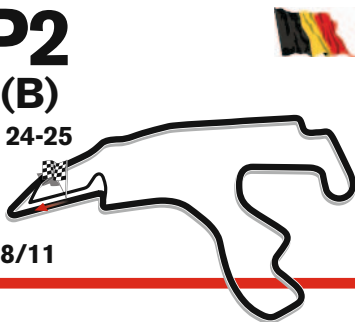
52 WRC Germany
Crashes for VW stars open door for Dani Sordo's first win



GP2 Spa (B)

August 24-25

Round 8/11



RESULTS

RACE 1: 25 LAPS, 108.728 MILES

1	SAM BIRD (GB)	52m55.642s
Russian Time; Qualifying 1st-1m56.957s		
2	MARCUS ERICSSON (S)	+7.001s
DAMS; Qualifying 4th-1m57.538s		
3	ALEXANDER ROSSI (USA)	+8.242s
Caterham Racing; Qualifying 5th-1m57.578s		
4	FABIO LEIMER (CH)	+13.950s
Racing Engineering; Qualifying 2nd-1m57.156s		
5	TOM DILLMANN (F)	+15.353s
Russian Time; Qualifying 12th-1m57.950s		
6	JULIAN LEAL (CO)	+18.643s
Racing Engineering; Qualifying 11th-1m57.924s		
7	STEPHANE RICHELMI (MC)	+26.086s
DAMS; Qualifying 8th-1m57.802s		
8	JAMES CALADO (GB)	+27.559s
ART Grand Prix; Qualifying 3rd-1m57.404s		
9	ROBIN FRIJNS (NL)	+28.425s
Hilmer Motorsport; Qualifying 10th-1m57.881s		
10	ADRIAN QUAIFE-HOBBS (GB)	+30.497s
Hilmer Motorsport; Qualifying 18th-1m58.534s		

Winner's average speed: 123.256mph. Fastest lap: Dillmann, 1m59.644s, 130.954mph.

RACE 2: 18 LAPS, 78.262 MILES

1	CALADO	36m21.338s
Grid-1st		
2	LEAL	+0.447s
Grid-3rd		
3	QUAIFE-HOBBS	+1.532s
Grid-10th		
4	RICHELMI	+17.905s
Grid-2nd		
5	LEIMER	+29.053s
Grid-5th		
6	JOLYON PALMER (GB)	+33.284s
Carlin; Grid-15th		
7	JOHNNY CECOTTO JR (YV)	+37.321s
Arden International; Grid-14th		
8	FELIPE NASR (BR)	+40.455s
Carlin; Grid-26th*		
9	DILLMANN	+41.052s**
Grid-4th		
10	MITCH EVANS (NZ)	+43.421s
Arden International; Grid-11th		

Winner's average speed: 129.164mph. Fastest lap: Rossi, 1m59.880s, 130.697mph. All drivers in Dallara-Mecachrome GP2/11. * - 5-place grid penalty. ** - 1s time penalty.

CHAMPIONSHIP

1	COLETTI	135	6	ERICSSON	82
2	NASR	130	7	RICHELMI	71
3	LEIMER	128	8	PALMER	68
4	BIRD	121	9	LANCASTER	65
5	CALADO	111	10	DILLMANN	63

TEAMS

1	CARLIN	198	4	RAPAX	153
2	RUSSIAN TIME	184	5	DAMS	153
3	RACING ENGINEERING	170	6	HILMER MOTORSPORT	125

POINTS SYSTEM EXPLAINED

Race 1: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. Race 2: 15-12-10-8-6-4-2-1 to top eight. Pole for race one: 4. Fastest lap of top 10 finishers in each race: 2.



Quaife-Hobbs took a podium

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Bird (left) holds lead from Calado at first corner

Bird goes fourth while Calado breaks his duck

SAM BIRD DIDN'T JUST WIN THE GP2 FEATURE RACE

at Spa on Saturday, he decimated his opposition with a performance that underlined his credentials as a title contender. In Sunday's sprint race, for Bird (never a contender due to a misfire) read James Calado, who kept his championship bid alive with a desperately needed first victory of the season.

Bird's four wins this year haven't been by accident, and this was executed to near-perfection. Once pole was his, the only man to lap in the 1m56s bracket, he was only briefly headed into La Source by Calado before he stamped his authority.

"Calado was on hot, used options," excused Bird of being outdragged off the startline. "I was on slightly scrubbed primes, so he had a better launch." After twitching through a still-damp Eau Rouge, which allowed Calado a brief opportunity at Les Combes on the opening lap, Bird admitted it was "plain sailing" in his Russian Time car.

Behind the peerless Bird, his challengers toiled. Calado, one of only two to start on the soft tyre, fell prey to Fabio Leimer on the Kemmel Straight before his pitstop, which was a disastrous affair. That relegated him from podium fodder to scrapping for reversed-grid pole, a feat he achieved by fending off series returnee Robin Frijns.

The other big threats for the podium were Carlin duo Jolyon Palmer and Felipe Nasr. Palmer grabbed sixth at the start, then overtook Marcus Ericsson, whom Nasr also passed with an audacious lunge at La Source that missed clipping Palmer by inches.

Following a safety car for Daniel de Jong's big shunt at Eau Rouge, caused by contact with Rio Haryanto, Nasr tried his La Source lunge again, but only succeeded in harpooning his team-mate into a spin, putting himself out and consigning Palmer to a 15th-place finish. "Bit of a fuck-up really," admitted team boss Trevor Carlin.

Ericsson passed Alexander Rossi for third at Les Combes on lap eight, then leapfrogged Fabio Leimer in the pits. Rossi came back at Ericsson in the second stint, but couldn't find a way past. Leimer was a distant fourth, while Tom Dillmann put in a great charge from 12th to fifth after being mystified by his car's handling in qualifying.

In Sunday's sprint race, it was Calado's turn to scamper away. He had saved a fresh set of prime tyres, and used them to fine effect by opening out a 3s lead over nearest pursuer, Julian Leal. But Calado has been blighted by his ART car's handling all season, and once again its balance would desert him once that fresh-tyre advantage had worn away.

Leal chipped into his lead, and with six laps remaining he was within a second. Calado's response? "I stopped looking in my mirrors."

It worked, as although Leal got close, he couldn't make a move. Third-placed Adrian Quaife-Hobbs caught the duo in the closing stages, but reckoned he'd taken too much out of his tyres in doing so.

At the flag Calado won by four-tenths, with just a second between Leal and Quaife-Hobbs. Behind the distant Richelmi and Leimer, Palmer charged from 15th to sixth, and Cecotto from 14th to seventh, as the majority of the field was forced to fit tyres already used on Saturday.

Which brings us to points leader Coletti. He qualified 20th after blistering his right-rear tyre to a shredded mess, then was assaulted by Dani Clos in race one. He gambled on running softs on Sunday, which allowed a glorious charge from 13th to fifth, but was always doomed to failure when his tyres hit the cliff. After a pitstop he finished 23rd, so now his big points advantage has gone.

The vultures are circling; one Bird in particular.



Nasr (right) took out team-mate Palmer

IN THE PADDOCK

Charles Bradley



IT'S AN AMAZING FEAT THAT STEFANO COLETTI is still leading the GP2 Series. In the past eight races, he has scored points just once.

At Spa, he cut a forlorn figure after qualifying down in 20th after setting the pace in practice. Pointing to his blistered right-rear tyre (see below) he rued: "I've no idea how that happened, the tyre was destroyed by the second sector of my flying lap. It's just a case of trying to stay in the points lead this weekend."

Luckily for him, his nearest rival also suffered a disaster, as Felipe Nasr took himself out of contention for a podium finish in race one, and had to rely on stewards docking Tom Dillmann from eighth in the sprint race to salvage a point on Sunday.

It was a similar story in GP3 but with a different outcome. Longtime points leader Tio Ellinas couldn't buy a break and he's now been jumped in the title race by ART duo Facu Regalia and Conor Daly.

But that's Spa for you. It all took me back to when 2007 GP2 points leader Timo Glock was taken out – on the Kemmel Straight – by hapless tailender Ricardo Risatti on a pre-race install lap. I'm not sure I'll ever forget how hard Timo thumped the desk in Risatti's garage after the race – as well as the look of relief in the covering Risatti's eyes that there was something solid between himself and Glock's fist...



SPOT THE DIFFERENCE

In the above picture is one of Fabio Leimer's healthy Pirellis, on which he qualified second on Friday. The below image is Stefano Coletti's blistered right-rear, which consigned him to a P20 starting spot. He said: "I did a slower time on the soft tyre than I did in the damp on the prime [when he topped practice]."



PORSCH SUPERCUP SPA (B), AUGUST 22, RD 6/8

Stick a FORCH in Klaus, he's done

KLAUS BACHLER TOOK HIS AND HIS FORCH Racing team's maiden Porsche Supercup victory at Spa after passing long-time race leader Kuba Giermaziak on the final lap.

Austrian Bachler, who this year has Porsche junior driver status, started third and passed Tolimit's Sean Edwards – who claimed after qualifying to have become the first man to take Eau Rouge flat in a Cup car – on the opening lap to run second. It looked as though that is where he would finish too as polesitter Giermaziak escaped at the head of the field in his VERVA Racing machine.

But the Pole began to experience gearshift problems with two laps to go, and had a major situation to deal with in terms of upshifts as the final tour got underway.

Bachler breezed past for victory – his first since a German Formula 3 win at Assen a little under two years ago – followed by Edwards and the rest as Giermaziak fell to 11th by the chequered flag.

"It was all going as planned until I had the gearbox problem, and I managed to ruin Jeroen Bleekemolen's race too while I was trying to manage the problem, so I'm really sorry for that," said Giermaziak, the Spa winner and third in the championship in 2011.

The incident to which he referred involved him moving over sharply on Bleekemolen in an attempt to hold on to third place. Bleekemolen, who dropped to sixth as a result, described the move as "crazy".

Edwards' second place increased his championship lead to 26 points over Nicki Thiim, who, like his Attempto team-mate Kevin Estre, could not find a set-up suited to the Belgian circuit and finished eighth.

Bachler held off Edwards early on



With just two rounds to go and more than a win's worth of points as a buffer, Edwards looks set to become Britain's first Supercup champion since Richard Westbrook in 2007.

DAMS's Michael Christensen inherited third, ahead of Bachler's team-mate Robert Lukas. Brit Ben Barker was ninth for Team Bleekemolen.

● Dylan Jacobs

RESULTS

1 Klaus Bachler, 11 laps in 26m55.440s; **2 Sean Edwards**, +1.679s; **3 Michael Christensen**; **4 Robert Lukas**; **5 Michael Ammermuller**; **6 Jeroen Bleekemolen**; **7 Kevin Estre**; **8 Nicki Thiim**; **9 Ben Barker**; **10 Jeroen Mul**. **Points** **1 Edwards**, 106; **2 Thiim**, 80; **3 Ammermuller**, 76; **4 Christensen**, 70; **5 Kuba Giermaziak**, 65; **6 Estre**, 59.

British duo talk up title chances

BRITISH GP2 STARS SAM BIRD AND JAMES

Calado both made serious inroads into GP2 series leader Stefano Coletti at Spa and believe they can topple him.

Bird's pole position and feature race victory earned him 29 points, and he's now 14 off the lead, while Calado's sprint win with fastest lap (plus four points on Saturday) gained him 21, and he's 24 points behind Coletti.

"The championship positions you see now will not be the same at the end of the season," stated Bird. "It's all to play for, big time. Some people are clearly losing pace [Coletti hasn't registered in the past five races], and scoring points at this time of the season is vital."

Calado said: "I am in this championship battle, and I've virtually halved the gap to Coletti this weekend and worked hard for my victory. There are six races remaining, and it's going to be tight for me, but I still believe I can win it."

Second-placed Felipe Nasr only scored one point at Spa, so Fabio Leimer has closed to within two points of him.



Calado won second race

Frijns returned to Hilmer team



FRIJNS FOR LANCASTER AT HILMER

Robin Frijns returned to Hilmer Motorsport at Spa in place of two-time sprint race winner Jon Lancaster. Team boss Franz Hilmer said: "We really like Jon, but when sponsors don't fulfil what they promised, then there's no chance. We are trying to find solutions, but for Monza, nothing has been decided yet."

LIGHTER-SPEC TYRES FROM PIRELLI

Control-tyre supplier Pirelli brought a new-spec cover to Spa, which weighed 1.6kg less per set than previously. Motorsport chief Paul Hembery explained there was no difference in compound or construction: "It's just what we do at some of the high-speed tracks. You've seen it in Formula 1 sometimes, we reduce the gauges of the material just to make sure that at the high-speed tracks they are fine."

BIRD ATTACKS QUAIFE-HOBBS PACE

Sam Bird railed against fellow Briton Adrian Quaife-Hobbs for almost ruining his pole position lap in qualifying. Bird claimed: "I had an 8s gap going into the final sector, and a two-tenths gap at the final chicane. Thankfully it didn't cost me the pole, but it's the kind of thing you don't want to come across on your flying lap. I don't understand what he was doing."



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Sims streaks away
at start of race two

GP3 SERIES SPA-FRANCORCHAMPS (B), AUGUST 24-25, RD 6/8

Kvyat and Sims in full Regalia at Spa

DANIIL KVYAT AND ALEXANDER SIMS won the races at Spa, but the big news of the weekend was Facu Regalia taking the championship lead from Tio Ellinas, who suffered an absolute nightmare.

From his rear wing delaminating and flying off at high speed in free practice, to his side-skirt detaching in qualifying, and even finger trouble that ruined his race-one start...

The final insult came when he was harpooned out of the lead of race two by Melville McKee at the first corner.

Race one was blighted by safety cars. Polesitter Carlos Sainz Jr (a four-tenth advantage over a trio

of cars covered by 0.006s) made a poor getaway, allowing MW Arden team-mate Kvyat into the lead at La Source, where he was followed through by ART's fast-starting Conor Daly from the second row.

Two safety car periods in quick succession, both for hamfisted shunts at La Source, meant the race didn't really start until lap five. Daly got a great restart and run through Eau Rouge, but Kvyat only offered him the outside line into Les Combes, and he didn't quite have the momentum to make a move.

After that, Kvyat had him covered, pulling out a 1.8-second gap before

a third safety car effectively curtailed the race. That was required when the battle for third, between Sainz and Jack Harvey, destructed spectacularly on the Kemmel Straight.

Harvey had a great run on Sainz, but moved to his right as they approached the Les Combes braking zone. He thought he was ahead, but this was a severe misjudgement, and a touch of wheels led to two massive rearwards impacts for Harvey, the second of which tore his gearbox and rear suspension from the rest of the car. Both were out, which promoted Regalia to the podium and the points lead, as Ellinas drove brilliantly to

recover from his startline drama to finish eighth from 20th in only seven proper racing laps.

But this hard-earned reversed-grid pole was ruined seconds after the lights went out, as front-row starter McKee locked up on a damp patch and slithered into Ellinas, not only punting him into the run-off but mortally wounding his suspension.

Sims, making his Carlin GP3 debut, took full advantage and scampered away up front. By the time second-placed McKee took his inevitable drivethrough penalty, Sims was 5.6s up the road from Daly, who had Regalia running tailgunner again in third, and won by 8.3s.

Nick Yelloly made it a fine result for Carlin with fourth place, ahead of Kevin Korjus and a great duel between Kvyat and Dino Zamparelli.

● Charles Bradley

Kvyat celebrates with
Daly (l) and Regalia (r)

RESULTS

Race 1 Daniil Kvyat (MW Arden), 13 laps in 32m40.446s; 2 Conor Daly (ART), +0.413s; 3 Facu Regalia (ART); 4 Kevin Korjus (Koiranen); 5 Alexander Sims (Carlin); 6 Nick Yelloly (Carlin); 7 Melville McKee (Bamboo); 8 Tio Ellinas (Manor); 9 Robert Visoioi (MW Arden); 10 Dino Zamparelli (Manor). **Race 2** Sims, 13 laps in 27m45.036s; 2 Daly, +8.314s; 3 Regalia; 4 Yelloly; 5 Korjus; 6 Kvyat; 7 Zamparelli; 8 Visoioi; 9 Patric Niederhauser (Jenzer); 10 Lewis Williamson (Bamboo).

Points 1 Regalia, 115; 2 Daly, 101; 3 Ellinas, 95; 4 Korjus, 93; 5 Kvyat, 88; 6 Vainio, 75.

BTCC Knockhill (GB)

August 22



Round 7/10

RESULTS

RACE 1: 27 LAPS, 34.33 MILES

1	COLIN TURKINGTON (GB) WSR BMW 125i M Sport	26m41.180s
2	GORDON SHEDDEN (GB) Honda (Dynamics) Honda Civic	+3.452s
3	ROB AUSTIN (GB) Austin Audi A4 (S)	+4.229s
4	JASON PLATO (GB) MG (Triple Eight) MG6	+6.867s
5	ADAM MORGAN (GB) Ciceley Toyota Avensis	+7.364s*
6	ROB COLLARD (GB) WSR BMW 125i M Sport (S)	+7.939s
7	MATT NEAL (GB) Honda (Dynamics) Honda Civic	+11.386s
8	ANDREW JORDAN (GB) Eurotech Honda Civic	+11.510s
9	SAM TORDOFF (GB) MG (Triple Eight) MG6	+15.183s
10	ARON SMITH (IRL) Motorbase Ford Focus	+17.975s
11	DAVE NEWSHAM (GB) Speedworks Toyota Avensis	+18.300s
12	MAT JACKSON (GB) Motorbase Ford Focus	+20.125s
13	TOM ONSLOW-COLE (GB) Hard Volkswagen Passat CC	+20.631s
14	FRANK WRATHALL (GB) Dynojet Toyota Avensis	+23.044s
15	OLLIE JACKSON (GB) Speedworks Toyota Avensis	+24.715s

Winner's average speed: 77.17mph. Fastest lap: Turkington, 53.002s, 86.35mph.
Pole: Austin, 52.471s, 87.22mph. Jack Sears Trophy: Liam Griffin (Ford Focus).
(S) = Soft tyre. *2.5s added to race time.

RACE 2: 24 LAPS, 30.51 MILES

1	TURKINGTON BMW	21m30.213s
2	AUSTIN Audi	+1.821s
3	SHEDDEN Honda	+4.658s
4	COLLARD BMW	+5.075s
5	NEAL Honda	+8.738s
6	JORDAN Honda	+9.520s
7	PLATO MG	+12.422s
8	TORDOFF MG	+13.782s
9	M JACKSON Ford	+13.840s
10	NEWSHAM Toyota	+19.722s
11	DANIEL WELCH (GB) Welch Proton Gen-2 (S)	+21.425s
12	WRATHALL Toyota	+22.403s
13	ONSLow-COLE Volkswagen	+23.747s
14	NICK FOSTER (GB) WSR BMW 125i M Sport	+24.250s
15	O JACKSON Toyota (S)	+37.441s

Winner's average speed: 85.13mph. FL: Turkington, 53.018s, 86.32mph.
Pole: Turkington. Jack Sears Trophy: Griffin. (S) = Soft tyre.

RACE 3: 26 LAPS, 33.05 MILES

1	JORDAN Honda (S)	24m04.003s
2	NEAL Honda (S)	+3.962s
3	COLLARD BMW	+4.440s
4	AUSTIN Audi	+9.206s
5	PLATO MG (S)	+12.782s
6	WELCH Proton	+15.889s
7	M JACKSON Ford (S)	+16.450s
8	FOSTER BMW	+16.646s
9	MORGAN Toyota (S)	+16.697s
10	WILL BRATT (GB) Austin Audi A4	+27.162s
11	O JACKSON Toyota	+27.696s
12	LEA WOOD (GB) Wood Vauxhall Vectra	-1 lap
13	KIERAN GALLAGHER (GB) IP Chevrolet Cruze (S)	-1 lap
14	DAVID NYE (GB) Welch Ford Focus ST	-1 lap
15	A SMITH (GB) Ford	-1 lap

Winner's average speed: 82.40mph. FL: Jordan, 52.888s, 86.53mph.
Pole: Jordan. Jack Sears Trophy: Wood. (S) = Soft tyre.

CHAMPIONSHIP

1	NEAL	293	6	TORDOFF	197
2	JORDAN	287	7	MORGAN	180
3	SHEDDEN	266	8	A SMITH	126
4	TURKINGTON	263	9	M JACKSON	119
5	PLATO	239	10	J SMITH	116

JACK SEARS TROPHY

1	WOOD	10	3	KAYE	2
2	GRIFFIN	6	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.

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Turkington ignites his title challenge

The BMW star was in top form in Scotland and now seems Honda's biggest threat. **MATT JAMES** reports



BEFORE HE CAME TO KNOCKHILL, COLIN Turkington said that he had circled the Scottish event's date on his calendar at home. This, he knew, was his chance to land big points.

Two wins later, he was beaming. He had turned the screw in the championship chase as he hauled in the rampant works Honda Civics of Matt Neal and Gordon Shedden – and also the pesky privateer version of Andrew Jordan.

The only black mark on the Northern Irishman's weekend was an exclusion from race three. A boost sensor failed, and that meant his Neil Brown Engines-tended two-litre turbocharged motor spiked its boost halfway through the finale.

That tempered the joy slightly, but nothing could really take away from a dominant performance by the NGTC BMWs. The stunning fact was that Turkington's WSR-run car could set fastest lap times within a tenth of a second of each other whether it was saddled with 27kg of success ballast or fully loaded with 45kg, and on either hard tyres or the new-for-2013 Dunlop soft rubber.

"Knockhill shares a lot of characteristics with Croft [where Turkington won twice in June]," explained the 2009 title winner. "It has acceleration zones from slow speed, and that plays to our traction advantage. I knew that Knockhill was a place we would have to exploit."



Impressive Austin battled Shedden in first two races



Turkington and WSR were unstoppable at Knockhill



Turkington has now scored five victories in 2013

EBREV/LAT

In race one, Turkington quickly usurped polesitter Rob Austin's Audi A4 with a brave inside move as the cars went three abreast into the hairpin on the second lap. In race two, he disappeared as the others fought among themselves. A fourth place in race three, which he was later stripped of, showed that the man at the wheel had done as much as he possibly could.

"The car was simply a pleasure to drive around here," said Turkington. "It was hooked up from the word go in the races, and I was pretty confident of holding off anyone. We carried on our Croft form. We lost pace at [the last round] Snetterton, but we've got it back at a track where we knew we could. It's going to make things interesting."

A BMW advantage is the rear-wheel-drive layout of the car. While the front-wheel-drive machines spend time flying through the air, clever use of lines can maximise the time the rear-drive cars are in contact with the asphalt.

But perhaps the key to Turkington's pace – at least that above his team-mates Rob Collard and Nick Foster – was a set-up gamble taken ahead of the meeting by he and his engineer, Kevin Berry.

Team boss Dick Bennetts said: "We had a quick car here last year. We have a new car now, but the principles should remain the same. Colin and his engineer wanted to try something different. I wasn't too sure to start with, but they talked me into it."

The driver and his crew kept the faith with their set-up, despite some concerns in practice, and it

reaped huge rewards. Turkington can't be ruled out of the title race just yet, despite losing 13 points in race three. It demoted him from third to fourth in the standings, but it's still too close to call.

Collard had a steering problem in qualifying that he felt had hampered him, and he fought back across the three races to hit the heights in race three, when he narrowly lost a battle with Neal for second spot.

The season's benchmarks so far this year have been the works Hondas of Neal and Shedden. They are hampered by ballast for their successes, and that really hurts at a track like Knockhill, particularly with the huge drag out of the final hairpin up to the start-finish line.

Shedden, with 27kg, predictably managed best, and clocked second and third-place finishes in the opening two races to keep the heat on in the points standings, but, like Turkington, he would be stung in the tail by the third encounter. His Honda motor burst into flames halfway through and ground to a halt – a rare suspected engine failure and a crushing blow after such a strong weekend.

"I'm happy with the podiums given the weight and the pace of everyone else," said Shedden, with one eye on consistency. The Hondas have been pegged to their base turbo boost level since the start of the season, which means they are a little breathless. That was evident on the climb up the hill at Knockhill, but the team was putting a brave face on it.

Points leader Neal was doing that as well. Seventh in the opening race was followed by fifth in the second, but that gave him a front row starting position in race three. He scored a battling second place and left the track with a smile.

Peter Crolla, team manager of the Team Dynamics-run Honda team, explained that – Shedden's failure aside – he was satisfied with the results. "This championship is going to be harder to win than last year," he said.

"At the moment, we aren't the headline performers, but that's just the way the rules are. However, what we are doing is racking up the points and taking as much as we can from each opportunity. We were within a whisker of leaving here in first and second in the points, so it proves that consistency is what is going to reap the rewards for us."

The third prong of the Honda attack was Andrew Jordan in his Eurotech Racing-run machine. He would start the weekend on the back foot as a result of a six-place grid penalty earned for 'totting up' indiscretions.

The 24-year-old lined up in ninth, but it wasn't for a lack of trying. His daredevil acts over the kerbs were stunning, and promised a big reward. However, he picked up a slow puncture in the opening race and could only manage eighth. He then spent all of race two staring at the bootlid of Neal's works Civic. He climbed to sixth, but simply couldn't make progress – after all, the car in front was a Honda.

That sixth place became a stroke of luck when Turkington picked number six out of the reversed-grid draw. Jordan didn't need to be asked twice to then show what he was capable of, pulling away with ease to take his fourth victory of the season to maintain his fight at the very tip of the points chase.

"We needed that," said Jordan. "We were a bit subdued, I guess, but once we were in clear air we could push. I had saved my soft tyres for the final race, and I was confident on them. They lasted perfectly, and I could control everything."

While the Honda men were pleased with a damage limitation exercise against the onslaught from Turkington, there was despair in the MG camp. Jason Plato had flippantly written off his title chances after rolling out of the races at ▶

EBREY/LAT



Jordan was again spectacular as he kept title push going

◀ Snetterton at the start of August, but they took a hammer blow at Knockhill.

Plato and his engineers scratched their heads as to why a car that had demonstrated such dominant pace only three weeks before in Norfolk had slipped out of the magic zone and turned into an unmanageable nightmare.

“We have to work to understand just what happened here,” said a disillusioned Plato afterwards. “The team needs to sharpen up. I am not blaming any individual. It’s not been good enough. We have been chasing a decent balance all weekend and we haven’t been anywhere near. I am just being honest, and I am sure that the team would prefer it if I was honest, but it just wasn’t good enough.”

Not good enough meant qualifying fifth fastest and finishing fourth in the opener, but that was a highlight. A seventh and an inherited fifth place in the final race, after Turkington was kicked out, don’t tell the story of how lame the MGs were in Fife. There was no fight in Plato when Neal and Collard came steaming through in race two, and it was painful to watch.

Team-mate Sam Tordoff, a winner last time out, was similarly disconsolate in the lower reaches of the top 10 during the opening two races, and then suffered an alternator failure that ruled him out of even starting the finale.

MG team head Ian Harrison admitted it had been a dire weekend. “Nobody wants to come here and make up the numbers,” he said. “It is not what we do, but we have got to go away and find out what went on here. The set-up wasn’t good. At Snetterton, we were virtually untouchable, so we shouldn’t lose sight of that.”

Whatever the case, Plato is now 54 points behind

championship leader Neal and, more depressingly for him, an entire race win away from catching Turkington in fourth place in the table. It is an uphill struggle.

As the darkness gathered over the MG team, there were celebrations in the Rob Austin Racing Audi camp. A first pole position for the driver in his Audi A4 – albeit helped with a chunk of boost – was a shock for many in the paddock.

Given his bad luck in previous rounds, Austin drove circumspectly with the objective of reeling in some big points. He achieved it with a third place in the opening race, the runner-up spot in the second and a fine fourth in the finale.

“We have just hit the sweet spot with the car,” explained the Evesham man. “We have had the pace recently, but other factors have stopped us from truly showing it. This time, we got it all right and finally we were able to do what we have been expecting to do.”

In truth, Austin’s results were a shadow of the strengths that Turkington had enjoyed in a rear-wheel-drive car allied to the generous boost levels granted due to the troubled results so far this year. Despite that, no one begrudged the results that he scored.

The championship points margin has narrowed after a game of Scottish roulette. Only 30 points cover the top four in the title race, and three of them are in the same type of machine.

That means that no matter which track suits which type of car, there are going to be at least three people slogging it out for the crown in the climax to the championship. Rather than answering the questions as to who is going to prevail in this season’s showdown, Knockhill’s BTCC rounds merely posed a few new ones. ❧



Tap from Morgan was the least of Plato’s troubles

EBREY/LAT

IN THE PADDOCK

Matt James



AT 16 YEARS AND 10 MONTHS, AIDEN MOFFAT became the youngest driver to ever take part in the BTCC at Knockhill. While it certainly drew plenty of headlines – especially in the Scotsman’s local media – there were others in the paddock who questioned the wisdom of letting a driver of this experience on to the grid.

The Dalkeith driver has competed in Scottish Mini Coopers and Fiestas, but took a huge step to line up alongside Jason Plato and Matt Neal.

While the others might have sneered, the facts are that Moffat had the required 12 signatures on his licence to upgrade his permit to the International C requirement of the BTCC. That level of qualification would also allow him to race an Historic F1 car or compete in the World Touring Car Championship. So why not the BTCC?

The championship has the usual measures in place to deal with drivers it feels don’t drive well enough. There is the 107 per cent rule in qualifying (which Moffat was well within in free practice, although he missed the timed session due to an engine failure) and there are flags that can pull a driver off the track for poor behaviour.

None of these was necessary, and Moffat finished the opening race in penultimate place. He was later ruled out with suspension damage, but he certainly made his mark – on the track, and not on any of his rivals’ cars.

DRIVER BY DRIVER



1 GORDON SHEDDEN
Qualifying: 3 Race: 2/3/R
With ballast and a baseline turbo, he couldn’t live with the interlopers, but had the measure of his team-mate.



2 MATT NEAL
Qualifying: 5 Race: 7/5/2
Saddled with 45kg, the opening races were damage limitation. Excellent move to grab second in R3.



66 LIAM GRIFFIN
Qualifying: 21 Race: 17/18/R
Committed from the moment he stepped into the car, and was a joy to watch over the chicanes.



29 COLIN TURKINGTON
Qualifying: 2 Race: 1/1/DQ
Stunning pace, no matter what ballast he was carrying. Won R1 and R2 at a canter. A real title threat.



39 WARREN SCOTT
Qualifying: 20 Race: NS/16/R
Enthusiastic privateer never seems to get any breaks. Misfire prevented R1 appearance, but 16th in R2.



6 TOM ONSLOW-COLE
Qualifying: 13 Race: 13/13/R
The ever-spectacular ace struggled with oversteer on the developing car, which engineers chased all weekend.



16 AIDEN MOFFAT
Qualifying: 26 Race: 21/R/NS
Engine failure in FP1. Raced cleanly in R1 to get to the flag, but suspension failure ended his weekend in R2.



43 LEA WOOD
Qualifying: 22 Race: 19/19/12
Chased the correct gear ratios in practice, and that left him on the back foot in terms of honing speed.

Griffin halts Wood's S2000 charge

LEA WOOD MIGHT WELL HAVE THOUGHT HE

had one hand on the Jack Sears Trophy for the older-specification S2000 cars, given that he was dominating the class and had five more victories than anyone else.

The Vauxhall Vectra man might be thinking again now. Liam Griffin struck back at Knockhill after a trio of races where the pair could hardly be separated. Griffin's Motorbase Ford Focus prevailed twice, but was ruled out of the final race following contact.

Although Wood picked up that win, his four-victory margin doesn't look so convincing, with nine scoring chances left.

The opening race was won from the pitwall, when Wood got the call to restart slightly late after a safety car, which

allowed Griffin to stretch the margin to his chaser. "I couldn't believe it when he dropped back," said the winner.

Wood was resigned to his fate. "I heard the call to put the hammer down just as everyone did ahead of me," he said.

The proliferation of slower NGTC cars at the event also livened things up, with plenty of fodder getting in between the class battle, and that spoilt Wood's chances to regain ground in race one.

There was little to choose in race two, either, with Griffin sweating to keep the Vectra behind over the closing stages. The Addison Lee chief was on course for a clean sweep in race three when he was tripped up by newcomer Kieran Gallagher's NGTC Insignia, allowing Wood to win.



Griffin had the legs of S2000 rivals



O'Neill was in the wars

O'Neill makes troubled return

PAUL O'NEILL'S ONE-OFF RETURN TO THE

British Touring Car Championship at Knockhill was fraught, and left the Widnes man's car the worse for wear.

The 33-year-old tripped over his dawdling Team Hard Vauxhall Insignia team-mate Kieran Gallagher in qualifying, and was then nerfed out of the opening race and into the wall after a clash with Nick Foster. It inflicted heavy damage on the car.

O'Neill was incensed. "Nick Foster didn't mean to do it, but it makes you think why would I turn up with a big sponsor and why would you want to come to this championship?" he said. "Driving standards need to be clamped down on and they aren't. It makes it very tough."

O'Neill returned for the third race, but pulled into the pits with rising engine temperatures.

"The team was amazing, and the repair job it did to get me out in race three was stunning, but I was just beaten up out there," he said. "It wasn't satisfactory at all."

45



99 JASON PLATO
Qualifying: 4 Race: 4/7/5
Frustrated that the team couldn't get on top of the handling of the MG6 in Fife. Was defenceless to halt the slide.



88 SAM TORDOFF
Qualifying: 8 Race: 9/8/R
Didn't gel with the circuit and was in an ill-handling car. A bad combination led to his worst weekend in the series.



17 ANDREW JORDAN
Qualifying: 9 Race: 8/6/1
A six-place grid penalty left him starting from row five in R1. Converted R3 pole into a classy win.



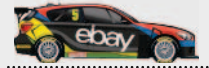
33 ADAM MORGAN
Qualifying: 6 Race: 5/R/9
Clash with Plato in R1 was penalised, but he didn't deserve driveshaft failure in R2. R3 comeback was a highlight.



7 MAT JACKSON
Qualifying: 16 Race: 12/9/7
Suffering from a lack of a decent set-up, his Snetterton pace vanished. Raced as well as he always does.



8 ARON SMITH
Qualifying: 11 Race: 10/R/15
It was another weekend to forget for Motorbase, although Smith was the team's most potent weapon.



5 ROB COLLARD
Qualifying: 12 Race: 6/4/3
Felt steering problem masked his quality pace. Three solid races culminated in excellent third in R3.



18 NICK FOSTER
Qualifying: 15 Race: 16/14/8
Foster admitted he was struggling to put together the sectors, and couldn't live with his WSR team-mates.



17 DAVE NEWSHAM
Qualifying: 14 Race: 11/10/R
Broken subframe after FP1 meant the weekend was a struggle. Driveshaft ruined qualifying, but he fought back.



48 OLLIE JACKSON
Qualifying: 19 Race: 15/15/11
Lost time with a rocker problem in FP1 and never regained his footing. Raced well in R3 battle with Will Bratt.



13 ROB AUSTIN
Qualifying: 1 Race: 3/2/4
Lurched his way to pole in 'Sherman' and raced cleverly and cleanly to have his best weekend in the championship.



14 WILL BRATT
Qualifying: 25 Race: 20/R/10
Austin had pace and Bratt did too, but couldn't show it. A puncture ruined R1, electrical problems hurt R2.



23 KIEREN GALLAGHER
Qualifying: 24 Race: 22/20/13
Newcomer was keen to get three finishes, and managed it. Not the most rapid driver, but learned well.



88 PAUL O'NEILL
Qualifying: 18 Race: R/NS/R
Clashed with team-mate in practice, and Nick Foster in R1, which put him in the wall. Repaired car overheated.



10 DANIEL WELCH
Qualifying: 10 Race: R/11/6
Finally, things came good for Welch. Qualified and raced in the top 10 all weekend. Good progress.



12 DAVID NYE
Qualifying: 23 Race: R/20/14
Pulled off the track on the last lap of R1 with overheating instead of gunning for the line!



11 FRANK WRATHALL
Qualifying: 7 Race: 14/12/R
Suffering with a lack of grip throughout the weekend and was off the pace. Off in R3 was a nadir.



45 MIKE BUSHELL
Qualifying: 17 Race: 18/17/R
Was strong on his debut, with clean races on the fringes of the points - until he was attacked in R3.



P46
ALL THE ACTION FROM THE BTCC SUPPORTS

GINETTA GT SUPERCUP KNOCKHILL (GB), AUGUST 24-25

Nicoll-Jones doubles up in Scotland

EX-BRITISH GT4 CHAMPION MATT NICOLL-JONES scored his first victories of the season at Knockhill, yet Tom Ingram extended his points lead as his inexorable march to the title continues.

Andrew Watson tied with Jamie Orton for pole position in qualifying. Although Orton actually clocked the time first and should have taken pole, he was penalised after his team broke refuelling rules in the pitlane during a red-flag period.

Watson lost the lead at the first corner of the first race to Nicoll-Jones and things went from bad to worse for Watson as he was given a jumped-start penalty, which dropped him to the back.

Championship leader Tom Ingram returned to Knockhill for the first time since his horrifying startline shunt last season and put leader Nicoll-Jones under tremendous pressure. He followed within half a second for much of the race but could not crack him, who took his first win of the season despite the gap reducing further in the closing laps.

"It's been a hard year," Nicoll-Jones gasped. "I made a little mistake and we didn't quite have the pace at the end, but at least I gave Tom something to fight for."

Ingram was once again made to fight as he searched for a way past Nicoll-Jones in the second race. The points leader almost had a look on the inside at Scotsman corner on the penultimate tour of the 23-lap race, which was shortened by one lap after Colin White broke a driveshaft on the green-flag lap. Once again, Ingram couldn't crack the code and Worcestershire-based Nicoll-Jones took his second win of the season.

The highlight of the day was the reversed-grid race, for which the top six was turned on its head



Nicoll-Jones leads
Ingram out of
the hairpin

EBREV/LAT

and Watson returned to pole. Unbelievably, Ingram slipped behind double winner Nicoll-Jones off the start and was once again forced to follow the Academy Motorsport car.

Watson led comfortably and looked set to take his first win in the series, but when Ingram was released from his adversary's tail on lap 15 of 24 it became clear the race was not over. Ingram closed on reigning champion Carl Breeze and snatched second with two laps to go. Ingram put pressure on Watson throughout the penultimate lap and when he lost traction at the hairpin, the points

leader surged past for a deserved win.

● Jonathan Crawford

RESULTS (all G55s) Race 1 (16 laps) 1 Matt Nicoll-Jones;

2 Tom Ingram +0.119s; 3 Carl Breeze; 4 Jamie Orton; 5 Rob Boston; 6 Carl Boardley. **Fastest lap** Boston 52.581s (87.04mph).

Race 2 (23 laps) 1 Nicoll-Jones; 2 Ingram +0.345s; 3 Breeze; 4 Mark Davies; 5 Andrew Watson; 6 Reece Somerfield. **FL** Watson 52.891s (86.53mph). **Race 3 (24 laps) 1 Ingram;** 2 Nicoll-Jones +2.552s; 3 Watson; 4 Breeze; 5 Orton; 6 Fergus Walkinshaw. **FL** Ingram 53.100s (86.19mph). **Points 1 Ingram, 617;** 2 Breeze, 488; 3 Nicoll-Jones, 396; 4 Davies, 374; 5 Pepe Massot, 348; 6 Boston, 324.

46



Stoneman, Meadows
and Lloyd all smiles
on race-two podium

EBREV/LAT

PORSCHE CARRERA CUP GB KNOCKHILL (GB), AUGUST 24-25

Meadows restores order with double

THE TOP TWO IN THE TITLE RACE WERE TIED on points at the start of the weekend, but two wins for Michael Meadows has surely set the tone for the rest of the campaign.

Contrastingly, chief rival Jonas Gelzinis had a difficult meeting and dropped 23 points to the reigning champion.

Meadows successfully sprung into the lead of race one, although local hero Rory Butcher was in hot pursuit when the safety car was dispatched to allow the recovery of Victor Jimenez's car from the gravel after a spin. The restart laid the foundation for Meadows's success as he gradually built a lead of over three seconds.

With steady gaps between the drivers, attention turned to the battle for the Pro-Am category where the best racing was to be found.

Another local driver, George Brewster, battled hard with Dan De Zille and looked set to pounce until a huge lock-up damaged his right front tyre.

A more strung-out second race was again won by Meadows, after a first corner coming together between Butcher and Dean Stoneman removed any chance of a challenge to the championship leader.

● Jonathan Crawford

RESULTS (both 32 laps)

Race 1 1 Michael Meadows; 2 Rory Butcher +3.981s; 3 Daniel Lloyd; 4 Jonas Gelzinis; 5 James Birch; 6 Dan de Zille. **FL** Meadows 50.889s (89.93mph).

Race 2 1 Meadows; 2 Lloyd +5.222s; 3 Dean Stoneman; 4 Birch; 5 De Zille; 6 George Brewster. **FL** Meadows 51.207s (89.37mph).

Points 1 Meadows, 241; 2 Gelzinis, 218; 3 Stoneman, 185; 4 Lloyd, 165; 5 Butcher, 159; 6 Victor Jimenez, 136.

BRITISH FORMULA FORD
KNOCKHILL (GB), AUGUST 24-25

Cammish triple continues run

DAN CAMMISH LOOKED SET TO BE CHALLENGED in qualifying at Knockhill. Nico Maranzana set the pace and it was only a last gasp effort from Cammish that grabbed pole for race one.

Nonetheless, the Argentinian could take some solace from being on pole for race two, only the second man to beat Cammish this season.

Predictably, Cammish took a comfortable win in the first race, after catching Maranzana by surprise at the restart following a safety car period.

The best action came as Cammish fought to win race two. He outbraked Maranzana at the hairpin on lap 14 but was boldly re-passed a few corners later. Cammish regrouped and made the decisive move a lap later.

The Yorkshireman won race three comfortably to stretch his unbroken winning streak to 21 races.

● Jonathan Crawford

Race 1 (21 laps) 1 Dan Cammish (Mygale M13 SJ); 2 Nico Maranzana (Mygale M12 SJ) +2.442s; 3 Sam Brabham (M13 SJ); 4 Harrison Scott (M13 SJ); 5 Juan Rosso (M12 SJ); 6 Jayde Kruger (M12 SJ). **FL** Cammish 49.435s (92.58mph).

Race 2 (25 laps) 1 Cammish; 2 Maranzana +1.721s; 3 Scott; 4 Brabham; 5 Kruger; 6 Rosso. **FL** Cammish 49.339s (92.76mph).

Race 3 (24 laps) 1 Cammish; 2 Maranzana +2.414s; 3 Kruger; 4 Rosso; 5 Scott; 6 Brabham. **FL** Cammish 49.637s (92.20mph).

Points 1 Cammish, 647; 2 Maranzana, 448; 3 Scott, 447; 4 Rosso, 354; 5 Brabham, 301; 6 James Abbott, 300.



Sleigh leads Tanner
as double winner
Thirlwall (34) lurks

SCOTTISH MINI COOPER CUP KNOCKHILL (GB), AUGUST 24-25

Mini men star on the bigger stage

THE ANNUAL SHOWCASE OF THE SCOTTISH MOTOR Racing Club's popular Mini Cooper Cup did not disappoint the TOCA crowd, producing the biggest entry of the weekend and some of the most dramatic racing.

For former champion Kenneth Thirlwall, the weekend is likely to be remembered as the point at which he reasserted himself at the top of the championship standings.

Thirlwall often suffers from the collective might of the Team Sleigh Racing operation, which uses carefully managed tactics to maximise slipstreaming on Knockhill's straights.

Therefore, it was significant that Thirlwall took matters into his own hands and scored two well-deserved wins last weekend.

At the start of race one it was points leader Joe Tanner who led from pole position, but the race was immediately neutralised after a three-car accident at the chicane towards the back of the 31-car field. When the safety car came in, Thirlwall was quick to make his move.

As he approached the hairpin he made a late dive to the inside and took the lead.

Although Thirlwall has a history of pulling such moves at the hairpin, the race-defining move was far from planned.

"Joe was really struggling up the straight," Thirlwall explained. "If I didn't pull out to overtake I would have hit him! But it [the move] wasn't intentional at the time."

From this point Tanner was left to fight with team-mate David Sleigh, who sat behind him until lap 12. As Thirlwall pulled a gap, the double champion saw an opening and made an audacious move on Tanner at the hairpin. Although there was some contact between the Team Sleigh cars, both survived and Tanner later expressed relief that he had earned enough points to hang on to his championship advantage.

The top five places on the grid were reversed for Sunday's race and this promoted Kyle Reid to pole position. Reid had won two such reversed-grid races already this season and immediately

looked secure at the front as slipstreaming groups formed behind him.

Once again an early safety car brought the field together and this benefitted Thirlwall, who made an excellent restart to jump Micky Doyle and set about the race leader. He repeated his hairpin move on lap eight, although Reid did well to stay with the leader and was almost alongside as the pair crossed the finish line. Tanner dropped to fifth after another battle with his team leader Sleigh. With two wins, Thirlwall is now nine points clear with two meetings remaining.

● Jonathan Crawford

RESULTS

Race 1 (18 laps) 1 Kenneth Thirlwall; 2 David Sleigh +0.816s; 3 Joe Tanner; 4 Michael Doyle; 5 Kyle Reid; 6 Malcolm McNab. **FL** Sleigh 1m03.046s (72.59mph).

Race 2 (15 laps) 1 Thirlwall; 2 Reid +0.161s; 3 Doyle; 4 Lewis Grant; 5 Tanner; 6 McNab. **FL** Thirlwall 1m03.094s (72.52mph).

Points 1 Thirlwall, 386; 2 Tanner, 377; 3 Sleigh, 356; 4 Doyle, 271; 5 McNab, 262; 6 Reid, 206.

GINETTA JUNIOR KNOCKHILL (GB), AUGUST 24-25

Wins shared in frantic Junior affairs

AFTER LOSING HIS UNBEATEN RECORD LAST TIME out at Snetterton, Harry Woodhead also had a challenging start to his weekend at Knockhill.

He battled with handling problems in practice but worked diligently with his HHC team to resolve them. He duly took pole position, but the fortunes of all the top runners changed repeatedly throughout a frantic first race.

Woodhead was the first big player to run wide on lap two, which dropped him to sixth. Under great pressure from Snetterton winner Keith Donegan, new leader Will Palmer drifted off the track at the chicane, which cost him five places. Donegan was left in the lead, chased by Ollie Chadwick, who then crashed into the tyrewall at the chicane on lap five.

While leader Donegan managed the pressure

at the front, Woodhead picked off his rivals to reclaim second. But he couldn't catch Donegan, who took his second win of the season.

Although Woodhead lost the lead to Donegan at the start of race two, he looked to quickly reclaim the spot at the end of lap two. The championship leader had to make a risky move on the main straight as the Irishman defended aggressively and edged Woodhead towards the grass. To his credit, Woodhead kept his nerve and outbraked Donegan at the first corner. Donegan later ran wide at the chicane and dropped to fourth.

The race settled down with steady gaps between the cars, although Donegan was able to catch and pass Ollie Chadwick for third with two laps to go, after Chadwick ran wide at Clark.

● Jonathan Crawford



Donegan won
crazy first race

RESULTS (both 12 laps)

Race 1 1 Keith Donegan; 2 Harry Woodhead +1.138s; 3 William Palmer; 4 Tom Jackson; 5 James Kellett; 6 Jack Rawles. **FL** Jackson 1m03.577s (71.98mph).

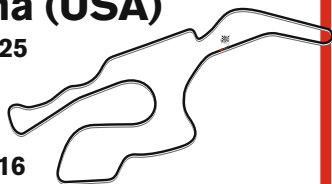
Race 2 1 Woodhead; 2 Palmer +1.442s; 3 Donegan; 4 Ollie Chadwick; 5 Jamie Chadwick; 6 Jack Mitchell. **FL** Woodhead 1m03.422s (72.16mph).

Points 1 Woodhead, 493; 2 Donegan, 331; 3 Palmer 330; 4 Jackson, 280; 5 Kellett, 248; 6 O Chadwick, 240.

INDYCAR Sonoma (USA)

August 23-25

Round 13/16



RESULTS

85 LAPS, 202.73 MILES

1	WILL POWER (AUS)	2h20m46.8226s
Team Penske Dallara-Chevrolet; Grid: 3rd-1m17.9735s		
2	JUSTIN WILSON (GB)	+1.1930s
Dale Coyne Racing Dallara-Honda; Grid: 7th-1m18.2138s		
3	DARIO FRANCHITTI (GB)	+3.4038s
Chip Ganassi Racing Dallara-Honda; Grid: 1st-1m17.5271s		
4	MARCO ANDRETTI (USA)	+4.1266s
Andretti Autosport Dallara-Chevrolet; Grid: 11th-1m18.6230s		
5	SIMON PAGENAUD (F)	+4.7042s
Schmidt-Hamilton Motorsports Dallara-Honda; Grid: 10th-1m18.3787s		
6	RYAN HUNTER-REAY (USA)	+5.1074s
Andretti Autosport Dallara-Chevrolet; Grid: 4th-1m18.1314s		
7	HELIO CASTRONEVES (BR)	+8.5383s
Team Penske Dallara-Chevrolet; Grid: 5th-1m18.1766s		
8	JAMES HINCHCLIFFE (CDN)	+9.0231s
Andretti Autosport Dallara-Chevrolet; Grid: 9th-1m18.3135s		
9	SIMONA DE SILVESTRO (CH)	+9.2858s
KV Racing Technology Dallara-Chevrolet; Grid: 23rd-1m19.5298s		
10	SEBASTIEN BOURDAIS (F)	+11.2082s
Dragon Racing Dallara-Chevrolet; Grid: 12th-1m26.7515s		
11	GRAHAM RAHAL (USA)	+12.0359s
Rahal Letterman Lanigan Racing Dallara-Honda; Grid: 8th-1m18.3051s		
12	TRISTAN VAUTIER (F)	+15.1056s
Schmidt Peterson Motorsports Dallara-Honda; Grid: 14th-1m18.3141s		
13	TONY KANAAN (BR)	+17.7606s
KV Racing Technology Dallara-Chevrolet; Grid: 16th-1m18.3318s		
14	EJ VISO (YV)	+18.5207s
Andretti Autosport/HVM Dallara-Chevrolet; Grid: 15th-1m18.9344s		
15	SCOTT DIXON (NZ)	+20.2165s
Chip Ganassi Racing Dallara-Honda; Grid: 2nd-1m17.7196s		
16	JR HILDEBRAND (USA)	+20.7611s
Bryan Herta Autosport Dallara-Honda; Grid: 18th-1m18.7114s		
17	RYAN BRISCOE (AUS)	+29.4788s
Panther Racing Dallara-Chevrolet; Grid: 22nd-1m18.9473s		
18	JAMES DAVISON (AUS)	+43.7768s
Dale Coyne Racing Dallara-Honda; Grid: 21st-1m19.5285s		
19	ED CARPENTER (USA)	-1 lap
Ed Carpenter Racing Dallara-Chevrolet; Grid: 24th-1m19.2376s		
20	CHARLIE KIMBALL (USA)	81 laps-accident
Chip Ganassi Racing Dallara-Honda; Grid: 6th-1m18.2009s		
21	SEBASTIAN SAAVEDRA (CO)	81 laps-accident
Dragon Racing Dallara-Chevrolet; Grid: 20th-1m18.8967s		
22	LUCAS LUHR (D)	81 laps-engine fire
Sarah Fisher Hartman Racing Dallara-Honda; Grid: 25th-1m19.9805s		
23	TAKUMA SATO (J)	67 laps-accident
Aj Foyt Racing Dallara-Honda; Grid: 13th-1m18.9164s		
24	JOSEF NEWGARDEN (USA)	56 laps-stuck in gear
Sarah Fisher Hartman Racing Dallara-Honda; Grid: 17th-1m19.0094s		
25	JAMES JAKES (GB)	28 laps-engine
Rahal Letterman Lanigan Racing Dallara-Honda; Grid: 19th-1m19.1563s		

Winner's average speed: 86.40mph. Fastest lap: Power, 1m19.9320s, 107.42mph.
All drivers in Dallara DW12

CHAMPIONSHIP

1	CASTRONEVES	479	6	FRANCHITTI	379
2	DIXON	440	7	WILSON	361
3	HUNTER-REAY	417	8	POWER	356
4	ANDRETTI	409	9	HINCHCLIFFE	350
5	PAGENAUD	380	10	KIMBALL	335

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.



Hunter-Reay salvaged fourth

FOR IN-DEPTH RESULTS
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Power ends drought after pit controversy

Team Penske driver brings 16-month winless streak to an end as penalty halts Scott Dixon's charge. By **MARK GLENDENNING**



IT ALL HAPPENED WITHIN... WELL, WITHIN THE time it takes for a 180-ish-pound man to fall over.

Picture the scene. It's a warm, sunny afternoon in northern California wine country, and Scott Dixon is in with a chance to earn Chip Ganassi Racing a fifth IndyCar win in a row, and decimate Helio Castroneves' series lead in the process.

Dixon pitted on the same lap as Will Power, who presented the greatest threat to his lead. They'd done this earlier in the race, and Power had beaten him out — a situation Dixon was forced to rectify once they'd returned to the track. Things worked out more in the Kiwi's favour this time. As he planted his foot and yanked his steering wheel to the right, he could see that the Penske crew was still servicing Power's car.

Spoiler alert: Power wins the race. The real story of the weekend, however, was played out over the next few tenths of a second.

The compact dimensions of the pitboxes forced Dixon to take a tight exit angle, but he still couldn't avoid cutting through the outside edge of Power's territory. It's a scenario that was probably repeated several times along the pitlane over the course of the afternoon. The difference in this case was that this particular area of Power's pitbox was occupied by Travis Law, the right-rear tyre man on the Team Penske car.

Law had just changed Power's wheel and was making his way back to the pitwall, carrying the replaced tyre on his left-hand side. Mercifully, it

was the wheel rather than the man that Dixon clipped, leaving a vicious black streak on his sidepod and sending Law into the air as if he'd slipped on a cartoon banana.

Law was unhurt, aside from the pain you'd expect if you went elbow-first onto a road, and two other crew members who became tangled in an air hose also escaped with little more than bumps and bruises. However, in that moment, three things happened. First, Dixon exposed himself to a penalty that killed his chances of winning the race. Second, an opportunity for the two-time champion to make serious inroads into Castroneves' points lead was wiped out. And, third, the usually fierce, but civil, rivalry between Penske and Ganassi became personal.

It was a situation from which there was no real winner. Penske later said that it wasn't the manner in which it had wanted to win a race (although after a 16-month dry spell, it's a safe bet that Power wasn't feeling particularly choosy). Ganassi was outraged that Dixon was penalised for an incident that it felt was unavoidable; at least in terms of the team's involvement in it. And IndyCar again came out of the weekend looking like it had another couple of bullet holes in its shoes.

What made the whole thing particularly nasty was not the fact that Ganassi felt it had been hard done by. After all, complaints about the judiciary are standard IndyCar fare. The icky bit was the



It's 16 months since Power last crossed the line first



Dixon leads Power, before penalty decision



Wilson battled to podium spot

implication that Penske had crossed the lines of fair play; that it had deliberately put one of its crew in harm's way in order to neutralise a threat to Castroneves' title hopes (running several spots further back in the field, the Brazilian was in no position to overtake Dixon and thereby curb that threat himself).

First, we hear from the prosecution and Dixon himself. "Earlier in the day," he said, "Penske had made their pitstop pretty wide. I had to get out of the throttle, and they ended up beating us out. The second time, we had a pretty good jump on them getting out, and their outside-rear guy just walked straight into our car, which is pretty strange. I haven't seen bad sportsmanship like that in a long time."

Ganassi team-mate Dario Franchitti said, "We've always had a rule, no matter what team we've been racing with or against in a championship – any guy in pitlane – there's always that professional courtesy. That clearly wasn't the case today. That's disappointing."

Mike Hull, Ganassi general manager, said, "The guy turned his back and turned his tyre into Dixon's sidepod. If you look at the sidepod, it's got rubber all along the top of it. He walked into us. Was it intentional? No. Those guys race us clean, and we race them clean."

Then comes the defence. Penske team owner Roger Penske said, "Our man who changed the tyre picked it up and was running behind the

car. It wasn't that he stuck the tyre out. He didn't leave the tyre on the ground, where it could have been in the way. I think that they're way overplaying this thing, as far as I'm concerned. Someone got hit, went up in the air. Obviously the No.9 car was too close to our crew. The outcome is obvious."

Penske team president Tim Cindric said, "All the guys in the pits have done a great job all day, but it's just tight in here. You have to protect the guys in the pits, and if it were the other way around, I guess I'd expect the same penalty for us. It's not an easy one for anybody, but you certainly don't want to win one that way."

And, finally, the judge. IndyCar race director Beau Barfield said, "Ultimately, we have a duty to protect everybody in the pitlane. If we have somebody who uses less than great judgement when they leave their pitbox and we have an incident, then we have to make a statement by penalising someone. And we're going to make that call. There are a couple of different video angles, and clearly the No.9 car crosses right into the No.12 car's space, and that's where the violation occurred. He was in the No.12 car's box for a good half a car length."

The flames between the two teams were further fanned later, when Franchitti expressed his displeasure over what he felt was over-aggressive driving by Power on an earlier restart, although he admitted that he was more upset by

the lack of reaction from race control than he was at Power himself.

Buried in all of this was the fact that, putting the championship implications to one side, the pitlane incident might not have changed the outcome of the race. Power's speed and ability to preserve his tyres over the final phase looked strong enough that he probably could have caught and passed Dixon anyway.

It also overshadowed an excellent drive by British racer Justin Wilson, who'd been forced onto the back foot early on when he was turned around by EJ Viso on lap six. Wilson changed strategies and went into fuel-saving mode for most of the remainder of the afternoon. However, the proliferation of yellows and the fact that he was often on fresher tyres than those around him allowed the Dale Coyne Racing driver to regain the lost ground and move into contention for what had seemed an unlikely podium.

Franchitti was a little disappointed to have finished third after starting from pole and leading early on. In addition to the incident with Power, he'd also lost some ground when he made a mistake that allowed Dixon to get by, although the Scot said that he'd have defended harder had the aggressor been anyone other than his title-contending team-mate.

On the subject of title contenders, it was a busy afternoon for both of Dixon's main rivals. Castroneves never really threatened the leaders and spent much of the afternoon hovering around the middle of the top 10. The Brazilian clearly chose long-term preservation over the low-percentage gains from a high-risk, low-return wheel-to-wheel fight whenever the situation arose.

Andretti Autosport driver Ryan Hunter-Reay, on the other hand, tried to be aggressive on strategy by staying out when all the other frontrunners pitted during a caution, only to have it backfire and force him to spend the afternoon playing catch-up.

"We took a gamble and buried ourselves," the reigning champion told AUTOSPORT. "It's never good when whole field goes in and you're stuck out in the woods by yourself at night and you can hear the crickets. But at this point in the championship, we're not interested in racing for second or third."

The Andretti driver reckoned he had top-three pace, but after falling to the back of the field, sixth was a decent salvage job. ▶

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IN THE PADDOCK

Mark Glendenning



INDYCAR PEOPLE'S TWITTER STREAMS RAN white-hot with messages of outrage, expressions of solidarity and the odd conspiracy theory on Sunday evening as the work of trying to process what had happened began.

I sat with two of the more experienced and rational members of the series' press corp, and weighed the whole Dixon/Penske/pitlane mess-up from every angle. And it was possible to make any explanation fit. If you wanted to believe that Dixon was wrong, then the fact that he was in Penske's pitbox at the time of the collision is indisputable. Whether he had any choice in that is another matter.

None of us thought Penske sabotaged Dixon's race on



Barfield (right) took swift action against Dixon

purpose. For one thing, you'd need a fairly devout crew member to consider put his well-being on the line for a few points. Penske, however, could be guilty of negligence. It's clear from the replay that the crew member doesn't even glance towards Dixon's car, and nor does he appear to be in a hurry to get back over the wall. Is it possible to become complacent about those situations?

Beaux Barfield's rationale for the punishment can also be interpreted to suit, and it's here we find the real regret in the whole thing. The penalty may have been justified, but surely it would have been better to decide that post-race, with evidence from both teams, rather than few camera angles?



SPM remains loyal to Honda

SCHMIDT TO STAY WITH HONDA

Schmidt Peterson Motorsport became the first team to confirm that it will continue to use Honda power next year. While not a surprise, the news does give SPM an opportunity to be among the first teams to test Honda's 2014 twin-turbo engine, which the Japanese manufacturer's HPD arm says will be track tested "as soon as possible".

SERVIA BACK IN FOR BRISCOE

Oriol Servia will complete the season for Panther Racing, with Ryan Briscoe – back behind the wheel at Sonoma – unavailable due to clashes with the American Le Mans Series. Briscoe had unsuccessfully petitioned his ALMS team, Level 5 Racing, to allow him double up at Baltimore this weekend.

PANTHER CLOSE TO DECISION

Panther Racing's John Barnes says that the team has "more or less" decided on its driver for next year. Ryan Briscoe is thought to be the frontrunner for the seat.

LUHR'S DIFFICULT DEBUT

ALMS star Lucas Luhr's IndyCar debut ended with a late retirement after suffering a Honda engine fire in his Sarah Fisher Hartman Racing entry. "It's a shame we couldn't finish," said the German. "I was getting quicker and having fun. I enjoyed it a lot."

NEW YELLOWS RECORD SET

The seven caution periods during Sunday's race was a record for IndyCar at Sonoma. The previous high of four was beaten by lap 29.

VISO PENALISED TWICE

On a day where several drivers were hit with penalties for causing accidents, EJ Viso distinguished himself by being on the receiving end twice. The Venezuelan got a drive-through for turning Justin Wilson around early in the race, and was dealt another later for running over an air hose in the pits.

Aces cool over IMS road race



F1 used Indy road course from 2000-07

THE PROSPECT OF A SECOND INDYCAR RACE

at Indianapolis Motor Speedway has been met with a muted reaction from two of the current drivers most closely associated with the famed venue.

It was revealed last week that IndyCar will conduct a data-gathering test on the IMS road course in the coming weeks with a view to possibly racing on the track next year, potentially in early May as part of the build-up to the Indianapolis 500. Three-time Indy winner Helio Castroneves said that he had mixed feelings about the idea.

"It's such a beautiful track, and just to race there one time per year is a waste," he told AUTOSPORT. "It would be a totally different type of racing. You've got to try it. But I'm not sure about doing it in May. It might confuse people. It's good to try different things, but my first instinct is that this is not the way to do it."

British ace Dario Franchitti – also a three-time winner of the 500 – took a firmer stance.

"I'm not a fan," he told AUTOSPORT. "Indy is so special, and to have a race on the road course totally dilutes it. I'm all for trying different stuff, but not that."

Details of the test, including both the date and the participants, are still yet to be revealed, although it is expected to take place in early September.

Ganassi backs Montoya return

CHIP GANASSI RACING GENERAL MANAGER

Mike Hull believes that Juan Pablo Montoya could be a success in IndyCar, despite the Colombian's imminent split from the team's NASCAR Sprint Cup squad.

Ganassi announced last week that Montoya would be a free agent next year – news that was followed by a public expression of interest from Michael Andretti in recruiting the grand prix winner. But Hull told AUTOSPORT Montoya can be an asset to the series as both a driver and a personality.

"I think it would be great for our series to have him, and personally I have a lot of time for Juan, because I know what he's done and what he is capable of doing in the future as a race driver," he said.

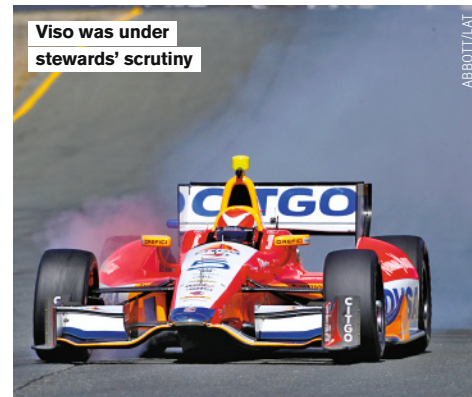
"He would be good for the series and he'd be good in an IndyCar. Watching him up close and personal, he's as good



Montoya won '99 Champ Car title

as he ever was when he drove an open-wheeler for us the first time around."

Montoya has won the Daytona 24 Hours three times for the Ganassi team, as well as the Indianapolis 500 and the Champ Car crown.



Viso was under stewards' scrutiny

Rally Germany



Trier (D), August 22-25
World Rally Championship
Round 9/13

RESULTS

16 STAGES, 231.073 MILES

1	DANI SORDO (E)/CARLOS DEL BARRIO (E)	
	Citroen Total Abu Dhabi Citroen DS3 WRC #3	3h15m19.4s
2	THIERRY NEUVILLE (B)/NICOLAS GILSOUL (B)	
	Qatar WRT (M-Sport) Ford Fiesta RS WRC #11	+53.0s
3	MIKKO HIRVONEN (FIN)/JARMO LEHTINEN (FIN)	
	Citroen Total Abu Dhabi Citroen DS3 WRC #2	+2m36.1s
4	MARTIN PROKOP (CZ)/MICHAEL ERNST (CZ)	
	Jipocar Czech National Team Ford Fiesta WRC #21	+8m00.8s
5	ROBERT KUBICA (PL)/MACIEK BARAN (PL)	
	Lotos Dynamic Rally Team Citroen DS3 RRC #74	+9m01.3s
6	ELFYN EVANS (GB)/DANIEL BARRITT (GB)	
	Qatar M-Sport WRT Ford Fiesta RS #75	+9m14.2s
7	JARI-MATTI LATVALA (FIN)/MIKKA ANTILA (FIN)	
	VW Motorsport Volkswagen Polo R WRC #7	+9m55.0s
8	HAYDEN PADDON (NZ)/JOHN KENNARD (NZ)	
	Hayden Paddon Skoda Fabia S2000 #84	+13m01.2s
9	MADS OSTBERG (N)/JONAS ANDERSSON (S)	
	Qatar M-Sport WRT Ford Fiesta RS WRC #4	+13m28.1s
10	EVGENY NOVIKOV (RUS)/ILKA MINOR (A)	
	Qatar M-Sport WRT Ford Fiesta RS WRC #5	+15m17.9s

OTHERS

11	KHALID AL-QASSIMI (UAE)/SCOTT MARTIN (GB)	
	Abu Dhabi Citroen Total Citroen DS3 WRC #10	3h33m06.3s
17	SEBASTIEN OGIER (F)/JULIEN INGRASSIA (F)	
	VW Motorsport Volkswagen Polo R WRC #7	3h42m07.7s

CHAMPIONSHIP

1	OGIER	184	6	LOEB	68
2	NEUVILLE	109	7	OSTBERG	67
3	LATVALA	98	8	PROKOP	49
4	SORDO	96	9	NOVIKOV	40
5	HIRVONEN	88	10	AL-ATTIAH	30

MANUFACTURERS

1	VW MOTORSPORT	262	4	QATAR M-SPORT	126
2	CITROEN TOTAL	236	5	JIPOCAR CZECH NATIONAL	51
3	QATAR WORLD RALLY	127	6	ABU DHABI CITROEN	37

STAGE TIMES

S1 BLANKENHEIM (14.66 miles)	SS10 PETERBERG 1 (5.73 miles)
Fastest: Ogier (12m09.8s)	Fastest: Sordo (5m08.9s)
Leader: Ogier	Leader: Latvala
SS2 SAUERTAL (8.76 miles)	SS11 ARENA PANZERPLATTE 1 (25.52 miles)
Fastest: Ogier (7m23.4s)	Fastest: Ogier (23m33.8s)
Leader: Ogier	Leader: Latvala
SS3 MITTELMOSEL 1 (14.26 miles)	SS12 STEIN AND WEIN 2 (16.49 miles)
Fastest: Neuville (13m33.9s)	Fastest: Ogier (15m51.8s)
Leader: Latvala	Leader: Neuville
SS4 MOSELLAND 1 (14.16 miles)	SS13 PETERBERG 2 (5.73 miles)
Fastest: Neuville (14m10.9s)	Fastest: Sordo (5m29.8s)
Leader: Latvala	Leader: Sordo
SS5 GRAFSCHAFT 1 (12.39 miles)	SS14 ARENA PANZERPLATTE 2 (25.52 miles)
Fastest: Neuville (11m44.3s)	Fastest: Cancelled
Leader: Latvala	Leader: Sordo
SS6 MITTELMOSEL 2 (14.26 miles)	SS15 DHRONTAL 1 (15.27 miles)
Fastest: Neuville (13m20.1s)	Fastest: Sordo (15m49.1s)
Leader: Latvala	Leader: Sordo
SS7 MOSELLAND 2 (14.16 miles)	SS16 DHRONTAL 2 (15.27 miles)
Fastest: Latvala (13m57.9s)	Fastest: Ogier (15m37.9s)
Leader: Latvala	
SS8 GRAFSCHAFT 2 (12.39 miles)	
Fastest: Latvala (11m33.1s)	
Leader: Latvala	
SS9 STEIN AND WEIN 1 (16.49 miles)	
Fastest: Ogier (14m54.9s)	
Leader: Latvala	

Rally route This year's event started from Cologne and included two Thursday evening stages. The rest of the Trier-based route remained largely unchanged – including two runs at the 25-mile Panzerplatte test on Saturday.



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Sordo's vineyard victory leaves bittersweet taste

Dani Sordo takes his maiden WRC win after years of trying, but will it be enough to save his career? By **ANTHONY PEACOCK**



THEY SAY PATIENCE IS A VIRTUE – AND IF THIS IS the case, Spaniard Dani Sordo has not only staked his claim for a factory Citroen drive next year but also for sainthood. He's waited 106 rallies to get to this point – his maiden victory – but it also took problems for every one of the factory Volkswagens. Sordo's key challenger was Thierry Neuville, proving again that the M-Sport Fiesta has everything it takes to compete at the front, even without manufacturer backing.

LEG ONE (128.46 miles)
Overcast with sunny spells.
Ambient temperature range on stages 16-24C

The start of Rally Germany jumped forward around 1600 years in time this year. From the previous ceremony at the Porta Nigra in Trier (completed 200AD) the new venue was outside Cologne Cathedral: a modern building in relative terms, having only been finished in 1880.

But it was an altogether different monument that Sebastien Ogier was hoping to construct: his first WRC title – and where better to take that than on Volkswagen's home round?

After the opening two stages to the north of Trier on Thursday evening – on the way back down from Cologne – the Frenchman had done all he could, securing two fastest stage times and a lead of 5.7 seconds over team mate Jari-Matti Latvala, who was second-fastest on both occasions. Neither of those stages had been used for Rally Germany before, but Ogier was determined to push hard to secure first on the road throughout Friday.

As was widely expected, given the momentum

behind him and the similarity of the German stages to those found in Belgium, Thierry Neuville slotted into third with the M-Sport Ford Fiesta. But slightly less expected was his team-mate Evgeny Novikov's uncontrolled excursion into the scenery just a mile into the opening stage.

Yet these things can happen to the best, as just over 12 hours later it was Ogier's turn to be standing next to a wrecked car. On Friday morning – following some overnight rain – Ogier slid on a damp braking point, which meant that he approached a corner during the second mile of SS3 too fast and the Polo went straight on.

"We hit the bank and I think a kind of step, which is what damaged the suspension," he recounted later. The erstwhile leader dropped more than two minutes on that stage before setting to work strapping up the Polo's front-left suspension with ratchet straps. He made the start of the next stage, but with yet another 14-mile stage still to go afterwards it was only ever going to end one way. "It was getting a bit dangerous: under acceleration it felt OK but under braking the tyre was rubbing against the chassis," said Ogier. "Maybe we should have gone even slower to try to get to service, but it's always easy to find these conclusions afterwards."

The suspension let go completely in SS4, and that was it for the day. Latvala's #7 Polo emerged as rally leader but would come under severe pressure from Neuville, who was fastest on all of Friday morning's three stages.

The Belgian was helped by a choice of five hard-compound Michelins, while Latvala had



Sordo finally came out on top after 106 WRC starts...



...which brought much relief for the Spaniard

LEG TWO (95.48 miles)

Intermittent sun then rain.
Ambient temperature range on stages 15-20C

This was the day the crews feared most, taking in the notorious Baumholder stages. Latvala admitted he just had to hang on, but while he spoke a lot about the threat from Neuville, he seemed to have forgotten all about Sordo. Under the most stressful circumstances, the Spaniard delivered. Taking Ogier out of the equation – who had re-started but was obviously not in contention for a podium – the Spaniard was quickest on all three stages in the morning to close to within 9s of Neuville by lunchtime. He took most of that time through Panzerplatte; a stage that claimed the M-Sport Fiesta of Nasser Al-Attiyah, who vacated seventh place with a broken steering arm after hitting an unseen rock. More significantly, as it turned out, Latvala had a brush with a hinkelstein, which he appeared to get away with, but the impact had broken the co-driver's door lock. It was a relatively minor incident with far-reaching ramifications.

The complexion of the event changed dramatically as the clouds gathered over Trier at service. Sordo seemed relaxed as a friend showed him some sideways images of his Citroen taken earlier, and that was probably a useful reminder of the risks of exploring the ragged edge.

“With rain there are opportunities but also increased risks,” Sordo pointed out. “When it's slippery on these stages it can all be over in less than a second. And I've never driven this car on wet asphalt before. So I'm going to push, but the same as this morning, not harder. I think that's good enough – I can't take any stupid risks.”

He was right. The following stage turned the rally on its head, as for the second time a VW crashed out of the lead: a somewhat embarrassing spectacle for the 150 or so guests who were being transported around the stages by the German manufacturer in a fleet of 10 helicopters.

The door lock broken in Latvala's earlier Panzerplatte incident failed again, which forced co-driver Mikka Anttila to hold his door closed while reading the pace notes. This considerable distraction meant he was fractionally late with a note, according to Latvala, so he braked late and the Polo went off, breaking the right-rear suspension. Latvala regained the road immediately but the damage was done. Later in the stage their car speared off to the right under braking into dense vegetation.

So Neuville inherited the lead, but he too was in trouble after sliding wide and clouting a pile of logs fully broadside. He was lucky to get ▶

opted to take two of the softer compound as well as the hard tyres he started the day with.

In largely dry conditions Neuville's choice was spot-on, and it was one that was emulated by the entire WRC field when the three stages were re-run in the afternoon. Neuville won the first one but Latvala was able to pull away with two fastest times over the final two, ending Friday with a 7.3s advantage.

“I had a fantastic feeling with the car, even though it wasn't easy,” commented the Finn, visibly radiating confidence. “Now I just hope we can keep this tomorrow.”

By his own admission Sordo had enjoyed a consistent enough day, which was nonetheless not as strong as he had hoped. On Thursday night, after the opening stages, he spoke about

needing to be “braver” – and in fact he nearly won SS4, ending it just two-tenths of a second behind Neuville. But that was as close as he would get: while he banged in a consistent series of third-fastest times – beaten only occasionally by team mate Mikko Hirvonen – there was little he could do throughout Friday to stop the top two inching inexorably away.

POSITIONS AFTER DAY ONE

1 Latvala/Anttila	1h38m04.1s
2 Neuville/Gilsoul	+7.3s
3 Sordo/del Barrio	+26.3s
4 Hirvonen/Lehtinen	+47.6s
5 Ostberg/Andersson	+2m12.3s
6 Prokop/Ernst	+4m17.6s



Neuville hung onto P2 after effecting repairs

MCKEIN.DE

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Ogier was flying until an off postponed his title bid

MCKEIN/DE

◀ away with just a flattened exhaust, albeit with one log still jammed under the back of the Fiesta that he had to wrestle free after the stage.

As a result, he emerged from it just 1.1s ahead of Sordo, who had taken nearly 8s from him. But it was even worse news for the Belgian's teammate Mads Ostberg, who slid out of fifth place and got stuck in a ditch – underlining once more just how treacherous were the conditions.

Neuville struggled through the following stage, the five miles of Peterberg, with a down-on-power Fiesta courtesy of the restricted exhaust, but did well to contain his time loss.

As expected, Sordo took the lead – albeit by less than a second – with yet another fastest time.

Then came the sad news that the final run through Panzerplatte had been cancelled due to a fatal accident in the supporting event for historic machinery (see story, right). So the crews headed straight back to final service in Trier: had Neuville been forced to do the 25.6 miles of Panzerplatte he probably would have lost around half a minute.

POSITIONS AFTER DAY TWO

1 Sordo/Del Barrio	2h43m48.5s
2 Neuville/Gilsoul	+0.8s
3 Hirvonen/Lehtinen	+1m27.6s
4 Prokop/Ernst	+6m06.3s
5 Kubica/Baran	+7m33.1s
6 Evans/Barritt	+7m40.9s

LEG THREE (30.54 miles)

Overcast – ambient temperature range on stages 13-21C

So it came down to just two stages, with Sordo and Neuville both setting off equipped with five hard Michelins. Behind them, Hirvonen could only sit and watch in the other factory Citroën.

“I’ve got more to lose than to gain,” pointed out the Finn. “And we need these points for the manufacturers’ championship. I’ve finished on the podium in my past five asphalt rallies, so my goal is just to keep that run going.”

But it was a very different pace at the front. Unbelievably, Neuville gained 0.8s on Sordo in the first split of the opening stage, meaning that the pair was, at that point, level pegging on time. But then in the second half of the stage, Sordo began to inch ahead, ending the stage exactly three seconds ahead of his rival in the overall classification.

“I lost the brakes and the confidence a bit

towards the end of the stage,” recounted Neuville, who also picked up a slow puncture. “So I was using the handbrake too much. Still, we’ve been able to check the notes for the second run through the stage.”

As the crews departed Dhronal, the first spots of rain began to fall. But when they went into it for the second time just over two hours later – which was also the points-paying PowerStage – the road was completely dry.

Sordo took the advantage at the first split, but then Neuville fought back to ensure they were once more equal on stage time at the final split. It all went wrong for the Belgian in the final 2.5 miles, when he went off after misidentifying a corner, losing 50s in the process. But at least he was still sure of the runner-up spot and he went down trying.

“I was so sure about that corner, but I was at one place in my mind,” he recounted. “Then, when I saw it, I was not so sure. But we got back on. At least we tried to get our first victory. We were a bit lucky, but sometimes you need this. Looking forward we’ve had a lot of strong results recently. I hope my first win will be sooner than Dani’s...”

Yet the time it took to achieve only made victory taste sweeter for Sordo. “If it helps me get a drive for next year, then great,” said the Spaniard, in a philosophical moment afterwards. “But if it doesn’t, it doesn’t matter. It’s just nice to have for itself.” ☘

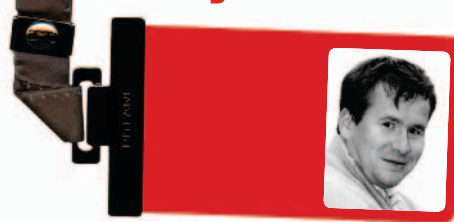


Kubica secured WRC2 win with strong fifth

MCKEIN/DE

IN THE SERVICE PARK

Anthony Peacock



IF YVES MATTON THOUGHT THAT DANI SORDO'S performance in Germany might answer a few questions about his line-up for next year, he's probably wrong. Because Dani's imperious run has actually just made the boss's task a lot more difficult. It's taken Dani 106 rallies, 20 second places and 14 thirds to get to this point, but he delivered exactly what was asked from him under intense pressure. Matton wants a driver who is going to be competitive everywhere: the days of mixing and matching specialists to certain events are gone. He's simply after two drivers for two permanent cars. And at the moment, he doesn't know who to put in them.

So has Dani done enough to get one of those two coveted Citroën seats? Maybe, but that also depends on what the alternatives are. Mikko Hirvonen is known as Mr Consistency, but here's a surprising statistic: Dani is actually more reliable than Mikko, numerically speaking. He's only retired from 14.2 per cent of all his starts, whereas the Finn has failed to see the finish on 15.9 per cent of the rallies he has contested (admittedly 146 of them, which is more than Sordo). Then there's Kris Meeke. Matton wants to wait until after Australia to see if Kris can go on the list. It just goes to show how competitive it is out there if even winning is no guarantee of future employment.



Hirvonen is consistent, but will that be enough?

MCKEIN/DE

BIG NUMBER

12

Dani Sordo's success ensures that Citroën remains unbeaten on Rallye Deutschland. The company's first success came in 2001, when the late Philippe Bugalski won the WRC candidate event. Since Germany joined the world championship in 2002, no other marque has won – making 12 victories in total.



Qatar deal hinges on Neuville staying

Line-up key to M-Sport funding

RETAINING RISING STAR THIERRY NEUVILLE

holds the key to Qatar continuing to back the M-Sport team for next season and beyond, according to the country's lead driver and M-Sport backer Nasser Al-Attayah.

"Me and Qatar are ready to support and it's no problem," said Al-Attayah, who indicated he would start negotiations with M-Sport this week. "The question is for the driver: if the driver will stay, then OK we can continue. If the driver doesn't stay, there is no point to support without any driver."

Al-Attayah made it clear that the line-up would have to include Neuville, who came close to winning in Germany last weekend. "Yes, because we spend the money for Thierry this year and the results are fantastic for us," he explained. "I think Thierry and Mads Ostberg are good drivers. If we keep them in the team it would be good."

Although there has been plenty of interest in Neuville from Citroen and Hyundai, M-Sport managing director Malcolm Wilson is confident he can persuade the

25-year-old Belgian to stay next year, thus securing the Qatar backing that is essential for the squad to compete, after Ford withdrew its support at the end of last year.

"Thierry knew even before he joined our team that we're capable of winning rallies and we've got a winning car," said Wilson. "The technical regulations have been frozen and we know we're going to have a strong car for next year, too. But I need the funding to be able to operate the team first and foremost, and that's the priority. I know that Thierry is happy here, and let's hope we can put everything in place to retain him. But it's nice to even be in a discussion point at this stage of the season. If you think where we were last year, that's really refreshing from my point of view."

Al-Attayah would continue to drive on selected rounds as part of a continued M-Sport/Qatar agreement next year. Although M-Sport is no longer a full manufacturer team, members of Ford senior management based in Cologne watched Neuville's progress from the M-Sport service area.

Matton: drivers make difference

CITROEN RACING PRINCIPAL YVES MATTON

thinks that the biggest difference between the teams next year will come down to the drivers.

"The three cars in the championship [Citroen, Ford and Volkswagen] are approximately at the same level I think," he said. "The key next year will be the drivers. If you have the best drivers you can make a difference."

Matton will now start thinking about next year's line-up, but Dani Sordo's victory in Germany does not guarantee him a Citroen seat next year.

"For sure when we asked Dani to join us it was for the asphalt rallies," Matton said. "But we are also looking for a full championship, not just three or four events. It [Sordo's victory] will help, but it's one element of a lot of points that I take into consideration to make my final choice."



Matton has tricky decision to make



Markkula back injury forced Mikkelsen out

MIKKELSEN MISSES GERMANY

One of the factory Volkswagens was ruled out of contention before Rally Germany had even begun: Andreas Mikkelsen withdrew from the event after co-driver Mikko Markkula was diagnosed with two fractured vertebrae sustained during Rally Finland, which did not come to light until the crew arrived in the Mosel region. With recovery time estimated to be around eight weeks, Mikkelsen will require a substitute co-driver for Australia and possibly for France.

KUBICA TAKES BEST WRC FINISH

Citroen's Robert Kubica triumphed after an intense battle for WRC2 honours against M-Sport Fiesta R5 driver Elfyn Evans that went on throughout all four days of Rally Germany. The duo finished fifth and sixth overall respectively – Kubica's highest world championship finish, while Evans equalled the result he had achieved at the wheel of a Ford Fiesta RS WRC in Italy.

TIDEMAND ON A JUNIOR HIGH

Pontus Tidemand, Henning Solberg's stepson, won the Junior World Rally Championship category on Rally Germany to reinforce his lead of the series over Jose Suarez. The Citroen Top Driver competition was won by Sebastien Chardonnet, whose car survived a collision with a dog to overtake British champion Keith Cronin for the lead of the championship.

YOUNG PRYCE TAKES BRC WIN

Victory for 20-year-old Osian Pryce on the Ulster Rally (see p59) meant that he became the youngest winner of a British Rally Championship round since Jari-Matti Latvala, who won the 2003 Tempest Rally. "The British Rally Championship was really important for my career," said Latvala. "It was basically where I learned to drive on international rallies."

'STRATOS' ACE JOINS VW

Among Volkswagen's guests on Rally Germany was Felix Baumgartner, the daredevil skydiver who jumped 24 miles to earth as part of last year's Red Bull 'Stratos' skydiving record attempt.



Baumgartner was a guest of VW



TR7 V8 shunt marred event

Historic fatality mars event

RALLYE DEUTSCHLAND WAS INTERRUPTED

by an accident that claimed the lives of a historic crew forming part of a non-competitive demonstration run behind the main field. Dutchmen Rob de Vos and Marcel Benning, who drove an ex-Tony Pond Triumph TR7 V8 and were well-known figures on the historic scene, crashed following the well-known 'Gina' jump on the Panzerplatte stage during Friday. The second run through Panzerplatte was subsequently cancelled for the WRC field while an investigation was mounted.

A statement from the organisers said: "The emergency services were on the scene immediately, but despite their best efforts the injuries sustained by both men proved fatal. Everyone associated with the event extends their deepest sympathies to the families, friends and individuals touched by this terrible tragedy."

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

Kenseth seals Chase spot



Kahne (5) would be greatest threat to Kenseth (20)

BRISTOL MOTOR SPEEDWAY CLAIMS that it's 'the last colosseum'. And around the tricky half-mile oval Matt Kenseth and Kasey Kahne staged a gladiatorial battle for victory in the prestigious night race.

Ultimately the 'thumbs down' fell on Kahne, who had the quicker car, but lacked the killer instinct to make a move for the lead stick.

"I've always raced that way," said the vanquished runner-up. "I don't have any experience of doing that [taking someone out]."

Kenseth found himself in the lead of what had been an enthralling race, during which just about every car with victory potential hit trouble. His own hopes had been undermined by a pitlane speeding penalty, which had sent him to the back. And with passing exceedingly difficult by oval standards, his Joe Gibbs Racing Toyota team did a remarkable job to get him to the front.

Following the final restart Kenseth first had to see off the inspired Juan Pablo Montoya – the Ganassi racer also fighting back after a pit violation

– before Kahne set-up the epic duel.

"We raced as hard as we could and used every inch of the track," said Kenseth "I had just enough – just enough fuel and tyres – to hold it."

Kenseth's 29th career win meant he secured a Chase place, as did Clint Bowyer, who lost a top-five finish when his Michael Waltrip racing Toyota ran dry on the final lap.

Carl Edwards had the dominant car of the race, but a dropped valve in the engine of his Roush-Fenway Ford brought him spluttering to a halt. Five other potential victors were taken out of contention in the biggest accident of the race.

On a restart poleman Denny Hamlin appeared to rub his right-front tyre against the rear of Brian Vickers' Camry. At the next corner Hamlin ran up the track and into Kevin Harvick, sending them both into the wall and back into the pack where the luckless Brad Keselowski, Ryan Newman and Martin Truex Jr were left with nowhere to go.

Hamlin had led the opening stages of the race, but was baulked by series

debutant Ryan Truex, presenting an opening for Kurt Busch.

Busch assumed a comfortable lead, but then his Furniture Row Chevy slowed, Busch feeling the handling had gone awry. A loose wheel was detected and over 20 laps were lost in the pits. The late flurry of retirements promoted him to 31st.

Points leader Jimmie Johnson never looked like winning, but any hope of a decent result ended when David Reutimann spun into his path.

Going into the race Kyle Busch was looking for a hat-trick, having won the Truck and Nationwide races. A qualifying smash meant he started last, and initially his progress through the field was cautious.

A good strategy call meant he briefly ran second, but thoughts of victory evaporated when he brushed the wall and bounced into the path of Joey Logano. JGR did a great job to patch up the Camry and keep him on the lead lap, but the pace was no longer there and he finished 11th.

Mark Martin had a quiet run standing in for the injured Tony Stewart. He gently slipped from his 11th place stat to finish 20th.

● Andrew van de Burgt

RESULTS

1 Matt Kenseth (Toyota Camry), 500 laps in 2h57m07s; 2 Kasey Kahne (Chevrolet SS), +0.188s; 3 Juan Pablo Montoya (Chevy); 4 Brian Vickers (Chevy); 5 Joey Logano (Ford Fusion); 6 Paul Menard (Chevy); 7 Jeff Gordon (Chevy); 8 Marcos Ambrose (Ford); 9 Greg Biffle (Ford); 10 Dale Earnhardt Jr (Chevy). **Points** 1 Jimmie Johnson, 821; 2 Clint Bowyer, 803; 3 Carl Edwards, 768; 4 Kevin Harvick, 760; 5 Kyle Busch, 739; 6 Kenseth, 736; 7 Earnhardt, 714; 8 Kahne, 701; 9 Biffle, 698; 10 Logano, 685; 11 Brad Keselowski, 681; 12 Kurt Busch, 679.



Reutimann (83) spun into series leader Johnson's Chevy



NASCAR TRUCKS

Joe Gibbs Toyota driver Kyle Busch was nearly a lap down with 20 to go at Bristol, but recovered to pass Ryan Blaney and then hold off Timothy Peters, who spun as the pair (above) crossed the finish line. Defending champion James Buescher cut Matt Crafton's series lead to 49 points.

NASCAR NATIONWIDE

Polesitter Kyle Busch won for the ninth time in 2013 at Bristol, the Joe Gibbs Toyota man easily beating Penske Ford's Brad Keselowski over a late 72-lap green-flag run. Sam Hornish Jr hung onto the points lead from Austin Dillon, despite finishing a lapped 13th. Brian Vickers and Regan Smith lost ground due to, respectively, a crash and a loose wheel.

V8 DEVELOPMENT

A win and a second place at Winton cemented MW Ford man Dale Wood's points lead over Ashley Walsh. Geoff Emery (EMG) and Jack Perkins (Egglestone) were the other race winners in their Holdens. A 16th place was Triple Eight Holden man Casey Stoner's best finish.

AUSTRALIAN PORSCHES

Michael Patrizi scored his first win of the year at Winton as the McElrea Racing driver shared the victories with Shae Davies (Kiwi) and former Bathurst 1000 winner Nick Percat (BRM). Patrizi's cause was helped by a four-car incident that resulted in a penalty for series leader Craig Baird.

ASIA-PACIFIC RALLY

Japanese youngster Shuhei Muta took his Cusco Subaru Impreza to victory on the Malaysia Rally by almost 37 minutes from Michael Young (Toyota), the latter taking maximum championship points. Title contenders Gaurav Gill and Espekka Lappi retired due to, respectively, a collision with a bank and chronic overheating.

VLN

For the second straight year, Rowe Racing won the series' blue-riband six-hour race, Jan Seyffarth, Nico Bastian and Lance David Arnold taking its Mercedes SLS to victory (below). Brit Nick Tandy (Manthey Porsche) was fourth with Jochen Krumbach and Jorg Bergmeister, behind a pair of Phoenix Audis – both of which featured Frank Stippler in the line-up.



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V8 SUPERCARS WINTON (AUS), AUGUST 24-25 RD 9/14

Moffat gives Nissan landmark victory

NISSAN CELEBRATED ITS FIRST WIN IN top-flight Australian touring car competition since 1992 as James Moffat triumphed in controversial circumstances at Winton.

Just over a week since signing a new long-term deal with the Japanese make, Moffat led a one-two for the Kelly Racing-run works team in the first event since series organisers allowed the Altimas and the Erebus Mercedes to race on a modified blend of what is normally 85 per cent ethanol fuel.

All teams agreed to – and signed off – the experiment, which was conducted to investigate whether the series' new makes can improve their cars' fuel consumption on the eve of the three endurance rounds.

Moffat, son of Australian tin-top legend Allan, became the 11th driver to win a race in 2013 after championship leader Jamie Whincup suffered a driveline failure while leading. Jason Bright was best of the 'conventional' runners in his Brad Jones Racing Holden, ahead of Mark Winterbottom (Ford Performance Racing), who won the second race from Bright and James Courtney.

Courtney won race three ahead of Fabian Coulthard, whose cause was aided by a switch to softer tyres



Moffat leads
Caruso to a
Nissan one-two

during a full-course yellow. He surged past star rookie Chaz Mostert for second place, but couldn't stop Courtney taking his second win for the Holden Racing Team.

Significantly, his victory marked the first time since V8 Supercars – under the structure introduced in 1997 – has had three different makes winning on a single weekend.

Whincup's race-one problems returned to affect his qualifying for Sunday's two races on a horror

weekend for Triple Eight. Neither Whincup nor Craig Lowndes showed anything like their usual speed, and Whincup's woes dramatically reduced what had looked like a decisive points lead. The series' top-nine drivers are now within one round victory of leading the points.

● Phil Branagan

RESULTS

Race 1 1 James Moffat (Nissan Altima L33), 40 laps in 1h22m06.512s; 2 Michael Caruso

(Nissan), +0.807s; 3 Jason Bright (Holden Commodore VF); 4 Mark Winterbottom (Ford Falcon FG); 5 James Courtney (Holden); 6 Will Davison (Ford). **Race 2** 1 Winterbottom, 34 laps in 50m25.525s; 2 Bright, +0.424s; 3 Courtney; 4 Tony d'Alberto (Holden); 5 Shane van Gisbergen (Holden); 6 David Reynolds (Ford). **Race 3** 1 Courtney, 34 laps in 55m19.837s; 2 Coulthard, +2.951s; 3 Chaz Mostert (Ford); 4 Garth Tander (Holden); 5 van Gisbergen; 6 Davison. **Points** 1 Jamie Whincup, 1847; 2 Lowndes, 1800; 3 Davison, 1792; 4 Winterbottom, 1777; 5 Coulthard, 1709; 6 Courtney, 1687.



Bjork heads
dominant S60s

SCANDINAVIAN TOURING CARS KARLSKOGA (S), AUGUST 24 RD 6/8

Bjork puts one hand on trophy

A DOUBLE VICTORY AT KARLSKOGA took Thed Bjork's tally to seven wins from nine races and gave him an almost-unassailable lead at the top of the standings.

On pole by 0.3 seconds, Bjork won race one as Polestar Volvo team-mate Robert Dahlgren shadowed his every move, and then completed the rout later on, narrowly avoiding a nasty accident when he lost the rear of his car on gravel laid down by wayward drivers from the support races.

Richard Goransson was the best non-Volvo driver as he took third in race two – behind Fredrik Ekblom – in his West Coast BMW, but

lacked the speed to challenge the Polestar cars.

Dacia driver Mattias Andersson was fifth in race two.

● Tege Tornvall

RESULTS

Race 1 1 Thed Bjork (Volvo S60), 18 laps in 19m34.388s; 2 Robert Dahlgren (Volvo), +0.842s; 3 Linus Ohlsson (Volvo); 4 Fredrik Ekblom (Volvo); 5 Richard Goransson (BMW SR); 6 Fredrik Larsson (BMW). **Race 2** 1 Bjork, 18 laps in 19m57.029s; 2 Ekblom, +2.037s; 3 Goransson; 4 Larsson; 5 Mattias Andersson (Dacia Logan); 6 Dahlgren. **Points** 1 Bjork, 202; 2 Goransson, 133; 3 Dahlgren, 126; 4 Ekblom, 112; 5 Ohlsson, 96; 6 Larsson, 87.

BRITISH RALLY RALLY NORTHERN IRELAND (GB), AUGUST 23-24 RD 5/7

The Pryce is right for Osian in Ulster

OSIAN PRYCE SECURED HIS FIRST British championship victory after winning an action-packed Rally Northern Ireland.

Pryce, 20, capitalised on first-day retirements for title contenders Alastair Fisher and Tom Cave to become the youngest driver to win in the BRC for 10 years.

"Those stages were some of the hardest I have ever done in my life but our win just goes to show that you don't have to be Irish to win this rally," said the Citroen DS3 driver.

Finn Jukka Korhonen took the runner-up spot, reaffirming his lead at the top of the championship.

Pirelli Star Driver Mark Donnelly claimed third in another Citroen. Following Donnelly home in fourth was Jonathan Greer, while Daniel McKenna rounded out the top five.

● Rachel Cavers

RESULTS

1 Osian Pryce/Dale Furniss (Citroen DS3 R3T), 2h05m36.7s; 2 Jukka Korhonen/Marko Salminen (Citroen) +50.9s; 3 Mark Donnelly/Dai Roberts (Citroen); 4 Jonathan Greer/Jonny Hart (Citroen); 5 Daniel McKenna/Arthur Kierans (Ford Fiesta R2); 6 Callum Black/James Morgan (Citroen). **Points** 1 Korhonen, 76; 2 Tom Cave, 59; 3 Alastair Fisher, 58; 4 Greer, 58; 5 McKenna, 47; 6 Pryce, 42.



Welsh pair
took first win

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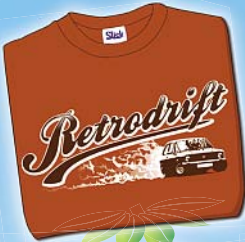
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JUNIOR ENGINEERS – RACE

To support the Bentley GT3 programme, M-Sport is looking to recruit two young graduate engineers. The role involves organising and planning pre-event paperwork, planning car builds, testing and development schedules, on event technical support including studying race strategy and assisting in all pre and post event reports. The ideal candidates will have an engineering degree, experience in vehicle dynamics, data logging and software analysis, vehicle modelling and simulation and will have some race engineering experience. The role involves extensive travelling.

JUNIOR ENGINEERS – RALLY

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JUNIOR ENGINEER – HYDRAULICS

To work within the M-Sport Hydraulics department to support both GT3 and WRC programmes, M-Sport is looking for a young graduate engineer. The role involves providing technical support to the department, identifying and solving technical issues, developing and improving systems, working alongside suppliers to assist with planning, scheduling and the production of technical literature. The ideal candidate will have an engineering degree and a working knowledge of hydraulic systems. The role is based at M-Sport and will require some travelling.

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REF: SW656

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CONTROL SYSTEMS DEVELOPMENT ENGINEER

REF: SW650

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Track limit rules will be more rigorously enforced from next year

MSA gets tough on track limits

Some drivers will have to change their ways as rules tighten for 2014

THE REGULATIONS GOVERNING track limits in the UK will become more restrictive next season.

Governing body the MSA has introduced a rules amendment (see panel, right), which will make it an offence to run a wheel beyond a white line or kerb. The aim is to stop the abuse of circuit limits.

Drivers, however, have expressed concerns. Former British GT champion Bradley Ellis, who was penalised under the current system in a recent Brands Hatch Caterham race, said: "It will come down to the marshals, and will be hard to police. I haven't got a problem not running off, but the problem is [how] to control it consistently.

"If you're side by side with another car and you need to give them room and slide wide, do you get penalised? If you cut a chicane and gain an advantage, fair enough, but just running wide isn't an advantage."

International GT ace Matt Griffin added: "It's a ridiculous idea. The worst I've ever heard.

"You drive everywhere in the world one way. Now you'll have to drive

differently in the UK. Drivers will come from elsewhere, not understand what's going on and get drive-throughs. It'll be detrimental to UK motorsport.

"It's also boring for the fans. Cars will be just driving around inside the white lines, not kicking up the dust. Look at the chicane at Knockhill with cars on two wheels – it's iconic."

MSV boss Jonathan Palmer, chairman of the Association of Motor Racing Circuit Owners, welcomed the move. "It's a very important issue and the rule is a massive step forward," he said. "It's essential because three or four years ago the MSA adopted the FIA rule – before that it wasn't clearly defined – that officially made it OK for drivers to use as much grass or surface beyond the white lines as they could.

"It's completely stupid for circuits to have to put concrete down, and it's entirely reasonable that where drivers are allowed is the asphalt and the kerbs."

Palmer also believes there'll be no enforcement issue. "It's very simple," he said. "It's no different from what it is now. An observation has to be made, and it's easier for an observer to see if the outside wheels have gone over a

OLD REG

14.5 Drivers must use the track at all times. For the avoidance of doubt:

- (a) the white lines defining the track edges are considered to be part of the track, but the kerbs are not;
- (b) a driver will be judged to have left the track if no part of the car remains in contact with the track.

NEW REG

14.4.2 Drivers must use the track at all times and may not leave the track without a justifiable reason.

For the avoidance of doubt:

- (a) the white lines defining the track edges are considered to be part of the track;
- (b) a driver will be judged to have left the track if any wheel of the car either goes beyond the outer edge of any kerb, or goes beyond the white line where there is no kerb.

kerb than if the inside wheels have gone over a white line. Common sense needs to prevail – if someone makes a mistake, they shouldn't be penalised. It'll take time to bed in. People need to get used to rules being enforced."

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BARC CLERK OF THE COURSE

Ian Watson said something very interesting at the top of ITV's Knockhill British Touring Car Championship coverage last weekend.

Watson was on camera discussing the role of officials in policing driving standards, which was a hot topic following the previous dramatic touring car round at Snetterton.

He highlighted how important it was for officials to review camera footage and in-car data before coming to judgements on incidents, because, he said, situations that seem fairly obvious at first glance can often be very different when seen from an alternative angle.

I think this logic applies equally well to the issue of track limits, which is set to come to the fore once again in 2014, now the MSA has acceded to demands from circuit owners to tighten the regulations and make it illegal for competitors to run any wheels outside of track confines (instead of all four as previously stipulated).

I can understand the desire of circuit owners to save money by not having to clean up the mess caused by cars continually straying beyond their boundaries, but the concern for competitors will be consistency of implementation.

There is already some disparity under the current system, depending on which circuit you race at. Brands Hatch is particularly stringent, while some others seem less strict about cars running off the road.

There is also a much finer line between a genuine mistake and a deliberate transgression when your judgement concerns one wheel rather than four, so the pressure will increase on observers and officials to make sensible calls, and not ruin contests with unnecessary penalties.

We are already seeing many results altered dramatically by time penalties handed out during races, and this is only likely to get worse next year as drivers adjust to a rule change that will fundamentally alter the way some corners are driven by many cars.

As Ian Watson said, the same incident can look very different depending on which side of the steering wheel you are sitting.

POTENTIAL FLASHPOINTS



COPSE, SILVERSTONE

With lots of run-off, Copse is often a place where cars run wide, particularly when battling. It's the same at Club.



CHICANE, KNOCKHILL

A place where drivers push the current rules to the limit, the chicane will need a different approach altogether from 2014.



GRAHAM HILL BEND, BRANDS

It's easy – and sometimes faster – to push your luck through Graham Hill Bend, which should now become slower.

**Scheckter will drive
370Z with Nissan GT
Academy winners**



Nissan GT Academy

Scheckter returns for GT enduro

FORMER JAGUAR FORMULA 1 TEST driver and IndyCar race winner Tomas Scheckter will end a two-year absence from competition in next month's Britcar 1000 at Silverstone.

Scheckter will drive a Nissan 370Z in the blue-riband round of the British Endurance Championship at Silverstone on September 22, the day after his 33rd birthday, as part of his judging and mentoring role with the South African Nissan GT Academy

competition. He will share the RJN Motorsport-run car in the production sports class with South African academy winner Ashley Oldfield and the triumphant driver from the Middle East academy, Salman Al Khater.

Scheckter, who had a successful test in the Nissan at Silverstone earlier this month, said: "I've really got into the academy idea and seen some of the talent that it has produced. This opportunity came up and I thought

it would be a good chance to get the adrenalin going."

Scheckter, who undertook a series of IndyCar one-offs in 2011, has ruled out a full-time return to the track. He said he was too busy working on the organic farm in Hampshire owned by his father Jody, the 1979 F1 world champion.

"I've barely thought about racing since 2011," he said, "but I wouldn't mind coming back and doing a few races in a GT3 car if it was at the right level."

Scheckter explained that he is expecting 29-year-old Oldfield to impress at Silverstone. "A lot of quick guys with a lot of talent came through our academy," he said, "but Ashley has got a brain behind the talent."

Oldfield and Al Khater will be the final academy drivers to land the prize of a one-off drive in an endurance race. Subsequent winners will go straight into a full season of competition in a series running to GT3 rules.

BRDC Rising Stars

Parry and Files among latest to get BRDC Rising Star status

FORMULA RENAULT NEC AND Renault Clio Cup UK points leaders Matt Parry and Josh Files are among the six most recent additions to the BRDC's Rising Stars programme.

Caterham junior Parry's Fortec Motorsport team-mate Jack Aitken and BRDC F4 racer Charlie Robertson are the other two single-seater racers in the latest batch of drivers to receive the invitation.

"It was quite a surprise," said Files, who is also a frontrunner in the Renault Clio Eurocup. "I hoped I'd be considered if I won this year's title, so to get this incredible accolade now is just amazing."

Robertson, the reigning Ginetta Junior champion, said: "It's fantastic to have been invited to be part of the Rising Stars scheme.

"It's really nice to be recognised as a



driver with talent by such a prestigious club, it's a big honour and hopefully I can make the most of what it will mean to my career."

Dominant Radical SR3 Challenge leader Bradley Smith and Ginetta GT5 Challenge frontrunner David Pittard complete the list of additions.

Clio Cup UK

Rowbottom plans racing return with new Renault Clio Cup car

FORMER SEAT CUPRA CUP RACER Daniel Rowbottom is planning a return to competition in the 2014 Renault Clio Cup.

Rowbottom is among the first to order one of the first batch of new-for-2014 cars, and will take delivery of the 1.6-litre turbocharged model in October.

The 24-year-old intends to complete a three-day test in Italy before the end of the year. "We got the deposit in as soon as necessary," he told AUTOSPORT. "Saloon car racing is somewhere I've always wanted to be, it's just finding an entry into it.

"I've got two or three months where I can work hard on putting the budget together, but I'm confident we've got enough to get going."

He is weighing up running the car with his family DRM Motorsport operation, which

will enter a current-spec Clio in the club-level series next year for team partner Darren Johnson.

Meanwhile, established outfits Scuderia Vittoria and Total Control Racing have ordered two of the new cars, while 20Ten Racing has secured three.

Existing drivers Ronnie Klos, Simon Belcher and Finlay Crocker have each ordered one, as has JHR Developments.



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Caterham R300

Caterham Superlight contender excluded from Brands podium

CATERHAM R300 SUPERLIGHT championship leader Ollie Taylor has been retrospectively excluded from the recent race at Brands Hatch earlier this month.

Taylor was briefly knocked out in a first-race accident that destroyed several cars and led to calls for a safety review (see AUTOSPORT, August 15).

Taylor's DPR team rebuilt his car and he went from the back of the grid to third in race two, after team-mate Jamie Orton and Aaron Head were excluded for a technical infringement in their cars' cooling systems.

Now, Taylor has also been thrown out for the same transgression, which concerns the way a data-logging sensor is fitted to

the cars. DPR has also been kicked out of the series' unofficial 'Team Cup'.

Caterham's chief motorsport and technical officer Simon Lambert said: "Having reviewed the evidence, the clerks had little option but to exclude Ollie for the same infringement that befell Jamie and Aaron. We empathise with Ollie, who drove brilliantly on Sunday considering Saturday's drama, but the component was in clear breach of the regulations."

"Equality of machinery is one of the cornerstones of Caterham racing, so the scrutineers take infringements seriously."

AUTOSPORT understands DPR intends to appeal the decision to the MSA.



EBREY/LAT



HAWKINS

Sears joins Cortina birthday celebrations at Brands

Double British Touring Car (nee British Saloon Car) champion Jack Sears was part of a Lotus Cortina parade at Brands Hatch's Lotus Festival last weekend, celebrating the 50th birthday of the iconic tin-top machine

Ginetta GT Supercup

GT5 title leader impresses on Ginetta G55 Supercup debut

GINETTA GT5 CHAMPIONSHIP leader Brad Bailey returned to the Ginetta GT Supercup at Knockhill last weekend.

Although the 19-year-old previously raced in the series at Snetterton last season, recording two podium finishes



EBREY/LAT

in the G50 Cup class, the outing at Knockhill was the first time he has raced in the main G55 category.

Bailey improved steadily throughout the weekend despite his lack of experience in the car. He qualified his privateer entry 13th out of 15 runners and finished 13th in the first race, before improving to 10th in race two and a best of seventh in the finale. By the end of the weekend he was lapping within half a second of the frontrunners.

"It's quite a challenge around here and the car feels so big on the track," he said. "I would like to join the GT Supercup but it's [down to] money."

HUMBLE PYE

The voice of club racing



750MC racers put on a fine show at Silverstone

A first taste of club racing on Silverstone International track

Curiosity got the better of me en route to Oulton Park on Saturday. With Bank Holiday weekend traffic heavy in places, I opted for a two-stop strategy, the second at Silverstone, because I'd not witnessed a race meeting on the current 1.85-mile International Circuit. The 750 Motor Club's debut offering was a good way to remedy that.

I'd raced on the previous International layout but my only experience of this iteration – the Grand Prix track's southern loop with The Link, a tricky off-camber section, connecting it to Hangar Straight – has been from an observer's eyeline. From judging recent McLaren AUTOSPORT BRDC Awards, I know it to be challenging for rising stars in Formula 2 cars developing up to 500bhp. But what did clubmen make of it?

Unsurprisingly, those I spoke to were enthusiastic about the course.

"It's a lot more interesting than the National Circuit," said one former champion, and I'm convinced his response was not coloured by novelty value. Top speeds are not dissimilar. One top-six RGB racer found himself a tad undergeared, his one-litre engine's rev limiter cutting in at 136mph well before Stowe. And, in multi-marque fields, the corners appeared to harbour a decent number of overtaking opportunities per lap.

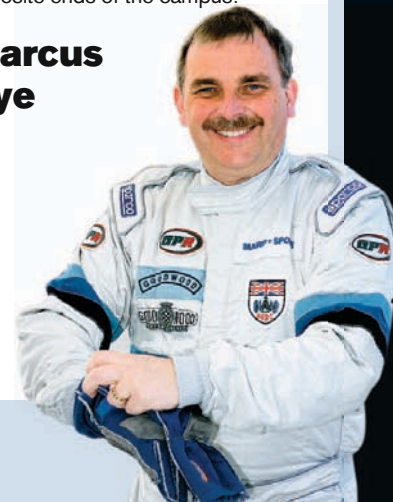
For all the positives, though – and it was plain to see many competitors

all at sea with cornering lines, which presented some obstacles during lappery – there were negatives. Principally from the operational side, because the logistics of running meetings from The Wing (vast F1 garages aside) are not ideal, which is why MotoGP and British Superbikes have migrated north to the Heritage Paddock.

Apart from limited paddock capacity and overspill parking [without sacrificing the School Circuit, per last month's Classic] – it's the parking that precludes the BTCC, with myriad support vehicles and hospitality rigs, from using it – organisers were in a pickle with basics like assembly-area location and inadequate parc ferme places. Neither should be deal-breakers.

Following the BRSCC's and Britcar's lead, the 750MC's first International Circuit experience was complicated by access issues exacerbated by major paddock population shifts over a two-day, 12-grid, 21-race meeting. Competition secretary Giles Groombridge was not sure it would happen again. While some spectators complained they couldn't see much, I liked the competitor's opinion that "if we could race on this track, but use the old pits it would be fantastic". Alas, they are at opposite ends of the campus!

Marcus Pye



"Those racers I spoke to were enthusiastic about the course – more interesting than the National Circuit"

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MPA CREATIVE

Scheckter reunited with P34...
Jody Scheckter drove the six-wheeled Tyrrell for the first time since 1976 at CarFest South at his Laverstock Park Farm



...and his world title-winning Ferrari 312...
The 1979 world champion also rolled out the flat-12 Ferrari 312T4 in which he claimed his only F1 crown



...plus 1977 GP-winning Wolf cries again
Son Tomas did the honours in the Wolf WR1 in which his dad took victory in the 1977 Argentinian Grand Prix

Gold Cup

Heavy crash mars Derek Bell race

SEVERAL COMPETITORS ESCAPED injury when Paul Campfield crashed his Formula 5000 Chevron B24, triggering a multi-car shunt that stopped last Monday's first Derek Bell Trophy race at Oulton Park.

Campfield was catching sixth-placed Ben Mitchell's Modus M1 in a varied 29-car F1, F2, FAtlantic, F3 and Classic Clubmans field, when Mitchell put (the unrelated) Ian Mitchell's CTG between them on Knickerbrook's apex. "The next thing I saw was the F5000 on the grass to my right," said Ben.

Campfield's Chevron hit the wall atop Clay Hill and ricocheted across the track, scattering debris and tyres. The Mallocks of Mark Charteris and John Harrison and Michael Bletsoe-Brown's F2 Chevron were badly damaged in the ensuing melee.

Officials initially excluded Ben Mitchell from the meeting for his driving standards, but the decision was overturned on appeal, following evidence from Ian Mitchell that Ben was reacting to flag signals ahead and did not cause the incident.

Formula Ford

Siffert Trophy will grow in '14

FORMULA FORD 1600 ORGANISER James Beckett believes his new Jo Siffert Trophy race can become a "flagship Champion of Brands event" following the inaugural running last weekend.

Van Diemen driver Oliver White scored his third CofB win in the mini-series' final race of 2013, for which 16 cars qualified on the Grand Prix Circuit. White was awarded a limited edition Jo Siffert Swiss Watch (worth €1000) for winning the race. The prize was presented to him by Philippe Siffert, son of 1968 British Grand Prix winner Jo.

Series boss Beckett is confident the event will grow in 2014. "The Jo Siffert Trophy delivered another great FF1600 race at Brands Hatch and rounded out the Champion of Brands season in style," he said. "Philippe Siffert provided a stunning prize for the race and Oliver White drove superbly to win it."

"It is my intention to develop The Jo Siffert Trophy as a major international event for the category in 2014, and with the help of MSVR the race should become one of the must-do races of the season. It will become the flagship CoB event."



HAWKINS

White (leading) won a €1000 prize at Brands



Newsome scored two top-fives

JONES

Formula Vee

Irish champ makes 750 Vee bow

REIGNING IRISH FORMULA VEE champion Lee Newsome made his 750 Motor Club category debut at Silverstone last weekend.

Newsome drove the Dave Jordan-run Sheane 'Jenvee' taken to four titles by Mike Jenvey and Sam Oliveira. He qualified third on his first visit to the Silverstone

International Circuit and battled with ex-Formula First champion Keith Farrance on his way to a pair of fifth-placed finishes.

"I had a brilliant couple of days," Newsome said. "I had two really enjoyable, action-packed races. A big thanks to the Jordan Racing team for the opportunity to race with the Vee boys in the UK."



Shaw in Scottish Fiestas

Simon Shaw (above) will compete in this weekend's Scottish Ford Fiesta round at Oulton Park. Shaw, the 2009 Sport Maxx Cup champion, has only raced in selected UK events this year due to work commitments. He is aiming for the podium despite not having raced at the Cheshire circuit since 2007. "It would be really nice to get on the podium at my home track, but I was at Knockhill last week and it's obvious these Scottish guys can pedal, so we'll see," he said.

Mallory Park fined

Negotiations over the future of Mallory Park are ongoing following a recent court judgement that found the circuit guilty of noise nuisance. Mallory was fined £2500 and ordered to pay £23,000 in costs at Leicester Magistrates Court for five breaches of its 1985 planning agreement with its local council.

Keen tries Ford GT40

British GT ace Phil Keen had his first try out in a Ford GT40 at Donington Park's general test day last Thursday. "It's Andrew Smith's car, which is being prepared for Goodwood," he said. "It's awesome; a real GT car." Keen will not, however, be sharing the car with Smith at the Revival meeting at the circuit next month.

R300 aces retire in VLN

Caterham R300 aces Stuart Leonard and Paul Wilson failed to finish last weekend's six-hour VLN race on the Nurburgring Nordschleife. Leonard qualified Fortec's Mercedes AMG SLS GT3 car 26th overall and the pair ran as high as 22nd before Leonard was caught out by a mid-race rain shower and went off on slick tyres.

Cunningham's Atom run

GT racer Lee Cunningham had a successful one-off outing in the Atom Cup at Brands last weekend. He was third after leading a large chunk of race one and narrowly won race two. Cunningham was impressed with the series and the car. "I recommend any up-and-coming driver to take part in it," he said. "It's a back-to-basics car that brings the best out of the driver."



HAWKINS



Dodd did Super Touring double in Honda Accord

GOLD CUP OULTON PARK, AUGUST 24-26 HSCC

Dodd hits 'em for six in Honda

THREE MORE GOLD CUP VICTORIES

for James Dodd – two on the debut of an ex-James Thompson Honda Accord Super Tourer – made it six in two years as the HSCC's 1950s-90s showpiece celebrated six decades of the majestic Oulton Park circuit.

Although Patrick Watts and leader Paul Smith were reprimanded for a Cascades clash that brought the safety car out, Sunday's Super Touring race was a superb spectacle. Dodd battled clear of Stewart Whyte, John Cleland and Richard Hawken as the howling pack split and lost Derek Palmer. Dodd's Monday win was more straightforward. Whyte and Tim Harvey (in Smith's Sierra RS500) joined him on the podium.

The brutality of Formula 5000 versus F1 power in the Derek Bell Trophy races reminded onlookers most vividly of Oulton's past.

Michael Lyons' demonstration of Chevrolet V8 grunt in the opener, stopped by a multi-car incident on Clay Hill (see Club News) included a huge grassy spin at Knickerbrook in his savage Lola T400, upon which Greg Thornton (March 761) pounced for victory. Only when Lyons switched to dad Frank's F1 Hesketh 308E for race two did packed spectator banks come alive.

Lyons shot from the back, and when Neil Glover (F5000 Lola T330/332) did an exceptional job keeping the Marches of Thornton,

Mark Dwyer (F2 742) and Richard Evans (FAtlantic 79B) behind for several laps, Mick was soon among them. Negotiating slower cars was a problem for all, but Lyons drove well to deny Thornton and Dwyer.

Graham Fennymore wrapped up the title in the Classic F3 split.

The immortal stamp of Chevron founder Derek Bennett – who would have turned 80 this year – was left on the Martini Trophy races. Sunday's scrap between Nick Fleming (B23/36), James Dodd (B31) and Martin O'Connell (B19) went all the way, but O'Connell was bumped to third for a jumped start from the back. O'Connell nerfed Fleming off before Old Hall on Monday (and was

profusely sorry) thus Dodd was left alone. The Sports 2000s scrapped all weekend, Kevin Cooke pipping Derek Martlew on Monday after Sunday victor Mark Richardson retired.

Bennett's B8 masterpieces, Oulton favourites since 1968, landed a Guards Trophy Sports Racing clean sweep when Chris Goodwin's McLaren M1B stopped with wheel bearing failure while second, a lap short. O'Connell won from Andy Newall, who rotated the JCB Excavators B8 wildly across his bows at Knickerbrook on lap one. "My foot jammed between the throttle and brake pedals," he said. James Schryver completed a B8 1-2-3, pursued by Jon Waggitt/Peter Needham's Lenham.

SUPER TOURING TROPHY (10 LAPS) 1 James Dodd (Honda Accord); 2 Stewart Whyte (Accord) +4.247s; 3 John Cleland (Vauxhall Vectra); 4 Richard Hawken (Nissan Primera); 5 Max Goff (BMW M3); 6 Mark Jones (Vauxhall Cavalier). **Class winners** Goff; Kingsley Ingram (Mazda 323F). **Fastest lap** Dodd 1m47.504s (90.14mph). **RACE 2 (11 LAPS)** 1 Dodd; 2 Whyte +15.763s; 3 Tim Harvey (Ford Sierra RS500); 4 Derek Palmer (Primera); 5 Dave Jarman (Nissan Primera); 6 Goff. **CW** Harvey; Goff; Richard Dutton (Ford Mustang). **FL** Dodd 1m47.207s (90.39mph).

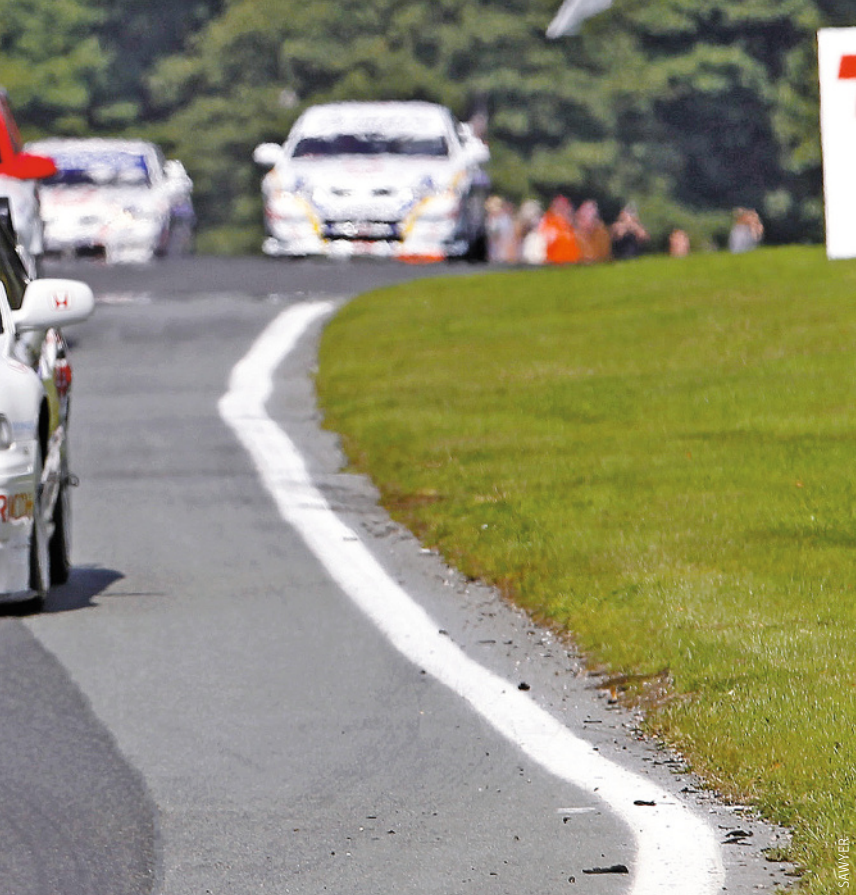
DEREK BELL TROPHY/CLASSIC F3 (5 LAPS) 1 Greg Thornton (March-DFV 761); 2 Michael Lyons (Lola-Chevrolet T400); 3 Neil Glover (Lola-Chevrolet T330/332); 4 Mark Dwyer (March-BMW 742); 5 Richard Evans (March-BDA 79B); 6 Ben Mitchell (Modus-BDA M1). **CW** Lyons; Dwyer; Evans; Mark Charteris (Mallock Mk20/21); Benn Simms (March-Toyota 803B); Richard Summers (Lola-Chevrolet T140). **FL** Lyons 1m35.323s (101.66mph). **RACE 2 (12 LAPS)** 1 Lyons (Hesketh 308E); 2 Thornton +16.345s; 3 Dwyer; 4 Glover; 5 Evans; 6 Mitchell. **CW** Dwyer; Glover; Evans; John Harrison (Mallock Mk21); Graham Fennymore (Ralt-Toyota RT3); Summers. **FL** Lyons 1m34.140s (102.94mph). **MARTINI TROPHY (BOTH 12 LAPS)** 1 Nick Fleming (Chevron B23/36); 2 James Dodd (Chevron B31) +1.437s; 3 Martin O'Connell (Chevron B19); 4 Michele Liguori (Lola T296); 5 Andrew Schryver (Chevron B21/23);

6 John Taylor (B19). **CW** O'Connell; Mark Richardson (Lola T492). **FL** O'Connell 1m39.516s (97.38mph). **RACE 2 (11 LAPS)** 1 Dodd; 2 Liguori; 3 Ross Maxwell (B19); 4 Taylor; 5 George Douglas (Martin BM9); 6 Kevin Cooke (T492). **CW** Maxwell; Cooke. **FL** O'Connell 1m39.431s (97.46mph). **GUARDS TROPHY SPORTS RACING (20 LAPS)** 1 Martin O'Connell (Chevron B8); 2 Andy Newall (B8) +38.492s; 3 James Schryver (B8); 4 Jon Waggitt/Peter Needham (Lenham P69); 5 Chris Drake (McLaren M1B); 6 Ross Maxwell (B8). **CW** Waggitt/Needham; Arnie Black (Crossle 75). **FL** Chris Goodwin (M1B) 1m48.698s (89.15mph). **JAGUAR E-TYPE CHALLENGE (15 LAPS)** 1 Alistair Dyson; 2 Graeme Dodd/Martin Melling +6.953s; 3 Jamie Boot; 4 Michael Wilkinson/John Bussell; 5 Harry Wyndham; 6 Graham Bull. **CW** Wyndham; Chris Scragg. **FL** Dodd 1m57.235s (82.66mph).

HISTORIC FORMULA JUNIOR FRONT-ENGINE (10 LAPS) 1 Simon Goodliff (Lola Mk2); 2 Mark Woodhouse (Elva 100) +12.223s; 3 Stephen Barlow (BMC Mk1); 4 Richard Ellingworth (Gemini Mk2); 5 Phoebe Rolt (Elva 200); 6 Bernard Brock (Elva 100). **CW** Rolt; Mike Fowler (Gemini Mk2); Martin Sheppard (Stanguellini). **FL** Goodliff 2m02.458s (79.13mph). **REAR-ENGINE (11 LAPS)** 1 Sam Wilson (Lotus 20/22); 2 James Murray (Lola Mk5A) +4.386s; 3 Callum Grant (Lotus 22); 4 Chris Drake (Elva 300); 5 John Sykes (Merlyn Mk5/7); 6 Steve Jones (Cooper T67). **CW** Drake; Robert Barrie (Lotus 18).

FL Wilson 1m53.322s (85.51mph). **HISTORIC ROAD SPORTS (10 LAPS)** 1 Justin Murphy (Ginetta G4); 2 Roger Waite (Lotus Elan S1) +3.876s; 3 Andy Shepherd (Lotus 7 S2); 4 Peter Shaw (Elan S1); 5 Simon Haughton (Lotus 7); 6 Patrick Ward-Booth (G4). **CW** Mike Eagles (De Tomaso Mangusta); Mark Burton (MGB); Richard Bott (Porsche 911); Ian Burford (MG Lenham Le Mans). **FL** Waite 2m01.555s (79.72mph). **70s ROAD SPORTS (10 LAPS)** 1 Oliver Ford (Lotus Europa); 2 Julian Barter (TVR 3000M) +12.688s; 3 Charles Barter (Datsun 240Z); 4 James Dean (Europa); 5 Howard Bentham (Lotus Elan); 6 Bill Braithwaite (Europa). **CW** J Barter; Paul Aslett (Jaguar XJS); Bob Trotter (Alfa Romeo 2000 GTV). **FL** Ford 2m02.066s (79.39mph). **HISTORIC FF1600 (11 LAPS)** 1 Callum Grant (Merlyn Mk20A); 2 Sam Mitchell (Merlyn Mk20) +0.438s; 3 David Wild (Lola T200); 4 Pertti Kiiveri (Kvantti Mk1); 5 James Buckton (Elden Mk8); 6 Simon Toyne (T200). **FL** Grant 1m52.149s (86.41mph). **HISTORIC FF2000 (11 LAPS)** 1 Nelson Rowe (Reynard SF79); 2 Andy Smith (Royale RP27) +20.072s; 3 Ben Tusting (SF79); 4 Nigel Grant (Delta T78); 5 Colin Wright (SF79); 6 John Hayes-Harlow (Royale P30). **CW** Eric Hoult (Lola T580). **FL** Rowe 1m46.969s (90.59mph). **HISTORIC TOURING CARS (10 LAPS)** 1 Mark Jones (Ford Lotus Cortina); 2 Tim Davies (Cortina) +10.308s; 3 Neil Brown (Cortina); 4 Jo Gomm (BMW 1800); 5 Richard Dutton

(Ford Mustang); 6 Robyn Slater (Ford Anglia 105E). **CW** Davies; Slater; Simon Benoy (Hillman Imp); Roger Godfrey (Austin Cooper S). **FL** Jones 2m03.618s (78.39mph). **CLASSIC RACING CARS (11 LAPS)** 1 Andy Jones (Lotus 59); 2 Michael Scott (Brabham BT28) +28.472s; 3 Andy Jarvis (Palliser WDB2); 4 Keith Messer (Vesey); 5 Peter Thompson (Brabham BT21); 6 Lance Carwardine (Brabham Jane). **CW** Messer; Carwardine; Jono Baines (Merlyn Mk20). **FL** Jones 1m49.907s (88.17mph). **500cc F3 (9 LAPS)** 1 Steve Jones (Cooper-Norton Mk10); 2 Nigel Ashman (Cooper-Norton Mk9) +11.404s; 3 Mike Fowler (Cooper-Norton Mk5); 4 Gordon Russell (Mackson-Norton); 5 Ian Phillips (Cooper-Norton Mk10); 6 Richard Bishop-Miller (Revis-JAP). **CW** Fowler; Shirley Monro (Cooper-JAP Mk4). **FL** Jones 2m14.598s (72.00mph). **CLASSIC CLUBMANS (12 LAPS)** 1 John Harrison (Mallock Mk21); 2 Spencer McCarthy (Mallock Mk20) +53.977s; 3 Mike Hickson (Mallock Mk20b); 4 Mike Lane (Mallock Mk18); 5 Bob Crozier (Mk21); 6 Barry Webb (Mallock Mk18BW). **CW** Webb; John Muirhead (Lotus Super 7). **FL** Harrison 1m41.046s (95.90mph). **FISCAR (13 LAPS)** 1 Brian Arculus (Lotus Elite); 2 James Hadfield/Ben Mitchell (Elva Courier) +22.182s; 3 Andy Shepherd (AC Ace-Bristol); 4 Jonathan Abecassis (Austin-Healey 100/4); 5 Geoff Ottley (Jaguar XK120); 6 Mike Freeman (Lotus Elite). **FL** Arculus 2m10.350s (74.34mph).



Whitaker's TVR won again, but Lotus duo had him worried



GUARDS TROPHY GT OULTON PARK AUGUST 24-26 HSCC

A clear round for Whitaker as TVR Griffith aces Guards race

AS AT OULTON PARK LAST YEAR, Michael Whitaker stretched the legs of his sensational Nigel Reuben-built TVR Griffith to win the Guards Trophy Pre-'66 GT round, but this time it was Dan Eagling's Lotus Elan that ran the magnificently resonant 4.7-litre Ford V8-powered monster closest around the undulating circuit over 40 thrilling minutes.

"I think Nigel has fitted a hologram of a Lotus Elan to my rear-view mirror, but it just keeps changing colour every time I look," grinned Whitaker who sat behind defending champion Nick Fleming's yellow example for the first couple of laps until he had enough temperature in his Dunlops to tramp on.

Fleming endured a hairy spin through Cascades, which dropped him to fifth and promoted former

Clubmans and GT racer Eagling to second. Unlike at Croft, where the Norfolk race engineer's car failed, ending a run that opened Fleming's eyes, Dan's car ran faultlessly this time. As Nick watched from the sidelines, his gearbox broken, Eagling chased Whitaker to the flag.

Championship leader Chris Scragg didn't need co-driver John Bussell (who anchored Mike Wilkinson's car instead) to land an excellent third.

A mighty squabble in his wake featured Scot Robert Bremner diligently working his AC Cobra past Bob Brooks' TVR Griffith and double spinner Alistair Dyson's Jag.

RESULTS (18 LAPS) 1 Mike Whitaker (TVR Griffith); 2 Dan Eagling (Lotus Elan) +8.276s; 3 Chris Scragg (Jaguar E-type); 4 Robert Bremner (AC Cobra); 5 Bob Brooks (TVR Griffith); 6 Alistair Dyson (Jaguar E-type). CW Eagling; Scragg; Tom Smith (MGB). FL Nick Fleming (Lotus Elan 51) 1m57.848s (82.23mph).

The John Coombs Trophy was an unexpected honour for Jaguar E-type racer Alistair Dyson at the venue where Graham Hill drove 'Noddy's' car to third on the model's race debut in 1961. Favourites Alex Buncombe and Graeme Dodd set off at a furious pace, but Buncombe's suspension collapsed on lap two and Dyson erased Dodd's car owner Martin Melling's advantage a lap from home.

Simon Goodliff's Lola appears sparingly, but a fast start presaged his front-engined Formula Junior victory over UK points leader Mark Woodhouse (Elva). Stephen Barlow was made up with third – "my first podium" – in his US-built BMC.

Historic FF1600 champion Callum Grant led the rear-engined race in John Sykes' Lotus 22. "Struggling with gears" cost him the lead, though – poleman Sam Wilson reasserting his 20/22 on lap five – and later second to James Murray's Lola.

Australian Justin Murphy burst his Ginetta G4 through a Lotus quintet and broke away for Road Sports glory over Roger Waite's Elan and poleman 'Prof' Shepherd's 7 as Peter Shaw's

Elan faded. In the Porsche 911's 50th birthday year, Richard Bott, Rob Russell and John Shaw were nose-to-tail entering the last lap. PCGB guest driver Bott prevailed.

Despite gearbox problems in practice, Oliver Ford (Lotus Europa) brilliantly ousted Julian Barter (TVR 3000M) at Old Hall as they blitzed yet another '70s Road Sports round. Ford's fastest lap bonus increased his points lead. With his Datsun 240Z's brake fluid boiling, Charles Barter could only watch their escape, but kept third as challenger James Dean (Europa) gyrated at Cascades.

Callum Grant "broke the family tradition of finishing second at the Gold Cup" by outfoxing Sam Mitchell – his probable successor as HSCC FF1600 champion – in a superlative race after which pursuer David Wild praised the teenagers' craft. Nelson Rowe used his first new tyres of the season to retain his Historic FF2000 crown. Debutant Andy Smith chased gamely.

There was no keeping up with the Joneses in Historic Touring, Classic Racing Car or 500cc F3 races, won by

Mark, Andy and Steve respectively. Fifty years after the Ford Lotus Cortina's intro, local man Mark Jones emulated period heroes Jim Clark and Sir John Whitmore as he outran the barely separable Tim Davies and Neil Brown. Reserve Richard Dutton's Mustang charge from 34th to fifth delighted the crowd.

Andy Jones raced double CRC champion dad Ian's Lotus 59 for the first time, trouncing a pack in which Keith Messer's tight 1000cc F3 win over Peter Thompson was well-earned. Steve Jones shook off Nigel Ashman for Stuart Lewis-Evans Trophy honours in the half-litre race.

John Harrison rewarded son Andrew's work in repairing his Mallock (following the DBT shunt) by sprinting to Classic Clubmans victory. The evergreen Barry Webb was the only FF1600-engined contender to remain unslapped.

Once Nigel Bancroft pulled Tony Mantle's smoky Lotus Elite off, Brian Arculus's twin was freed to win the FISCAR finale. James Hadfield and Ben Mitchell drove their Elva Courier neatly to second, while Andy Shepherd (AC Ace) was reprieved for third by Jonathan Abecassis's second spin at Hislops.

● Marcus Pye



Lyons (24) and Thornton shared
Derek Bell wins



Fleming, O'Connell and Dodd in mighty
Chevron Martini battle

77



Tucker (left) took a win and a fourth in hard-fought races

ATOM CUP BRANDS HATCH, AUGUST 24-25 MSVR

Tucker takes race one before Cunningham exacts revenge

JAMES TUCKER AND LEE CUNNINGHAM shared the spoils in two action-packed Atom Cup races.

Cunningham led the first seven laps of a sodden race one, while Tucker waited patiently behind.

According to Tucker, this was part of his plan, as he used Cunningham's substantial experience to his advantage: "I let Lee do the hard work; he showed me around and found where the grip was."

Tucker eventually made his

move on the eighth time around, sweeping around the outside of his rival at Hawthorn. Cunningham then came under pressure from Nick Whitehead, who wrestled second away from him at Graham Hill Bend on the final lap.

The second meeting was fiercely contested. Whitehead led at first, with Paul Donkin and Cunningham in hot pursuit. It wasn't long before Tucker hauled himself into contention too, passing Donkin and

Cunningham on lap three of 12.

Tucker got into the lead on the seventh tour, but he found himself back in fourth a lap later, such was the competition at the front.

Tucker fought his way back into second once again. He was all over the back of Cunningham when the leader prematurely raised his arm in victory with one lap left.

In a dramatic climax, Cunningham just managed to hang on after he ran wide at Clark Curve.

This held Tucker up slightly, with Donkin and Andrew Smith both nipping through, the four separated by less than half a second at the line.

● Matt Upton

RESULTS (11 LAPS) 1 James Tucker;

2 Nick Whitehead +3.198s; 3 Lee Cunningham; 4 Paul Donkin; 5 Richard Marler; 6 Nick Holden.

Fastest lap Tucker 1m51.518s (76.55mph).

RACE 2 (12 LAPS) 1 Cunningham; 2 Donkin +0.249s; 3 Andrew Smith; 4 Tucker; 5 Whitehead; 6 Marler. **FL** Whitehead 1m44.519s (83.81mph).

LOTUS ELISE TROPHY BRANDS HATCH, AUGUST 24-25 MSVR

Denman and Bentley share honours as Gore falters

CRAIG DENMAN AND ANDREW BENTLEY won a race apiece in the Lotus On Track Elise Trophy.

It was Adam Gore who was on a mission in the first few laps, repossessing the fast-starting Bentley at Surtees on lap one and pulling out a commanding lead. But his charge came to nothing when Gore slowed with a blown fuse. Thus Bentley was back in front.

But in the second half of the race, it was Denman to the fore. The man from Hengoed dispensed with Mark Baker for second on lap seven of 12, and snatched the lead from Bentley's grasp three laps from the finish.

Bentley got his revenge by

winning the second stanza. He came from sixth on the grid to take the lead at Druids on the second tour.

After a safety car restart, Gore moved into second, with Luigi Mazza third. Mazza stole second from Gore on the last lap, but couldn't quite overhaul Bentley.

● Matt Upton

RESULTS (12 LAPS) 1 Craig Denman;

2 Andrew Bentley +8.374s; 3 Jason Baker; 4 Adam Knight; 5 Matthias Radestock; 6 Neil Stothert. **FL** Denman 1m45.874s (82.73mph).

RACE 2 (11 LAPS) 1 Bentley; 2 Luigi Mazza +0.329s; 3 Adam Gore; 4 Phil Stratton-Lake; 5 Baker; 6 Stothert. **FL** Gore 1m43.898s (84.31mph).



Denman (left) and Bentley each took a Brands victory



Deacon hit the front late on

LOTUS CUP UK BRANDS HATCH, AUGUST 25 MSVR

Many stars but Deacon gets home first in enduro

SIMON DEACON WAS VICTORIOUS in an unpredictable hour-long Lotus Cup UK race at Brands Hatch last Sunday.

Jamie Stanley made the early running in his Exige Cup, but on the eighth tour he pulled into the pits with a brake problem, handing the lead to Steve Train.

Just after the 2-Eleven pitted on lap 18, the safety car came out for a second time and the initiative was now with Ken Savage (2-Eleven). He was overtaken by the Hetheringtons' Exige at Surtees on lap 21 of 32 and the brothers held the top spot for three laps before dropping back with a problem.

Now Deacon (2-Eleven) was

homing in on Savage. He took his chance on lap 27, squeezing up the inside at Druids. Deacon went on to take the flag, but he could never relax with Savage and Rob Fenn (Elise) close behind.

Savage lost second to Fenn on the last lap, after running wide at Sheene Curve.

● Matt Upton

RESULTS (32 LAPS) 1 Simon Deacon

(2-Eleven); 2 Rob Fenn (Motorsport Elise) +1.047s; 3 Ken Savage (2-Eleven); 4 Steve Train (2-Eleven); 5 Ben Hetherington/Freddie Hetherington (Exige S1 NA Honda); 6 Craig Denman (Elise S2 111R). **Class winners** Fenn; Denman; Adam Knight (Exige V6); Matt Bartlett/James Knight (Exige Cup). **FL** Jamie Stanley (Exige Cup) 1m38.761s (88.69mph).

CORTINA 50TH BRANDS HATCH, AUGUST 24-25 MSVR

McInerney wins Cortina celebration

A STRONG 18-CAR ENTRY, AND SOME unforgettable racing, meant the Lotus Cortina's 50th anniversary was celebrated in style on the Brands Hatch Grand Prix circuit last weekend.

The first race, which was held in torrid conditions, was frantic. "It felt like I didn't breathe for 25 minutes", said the victorious Sean McInerney afterwards.

It was Andy Wolfe who led early on, while McInerney slipped to fifth behind Richard Meaden, Dan Cox and Henry Mann. Mann got past a sideways Dan Cox at Graham Hill Bend, with the opportunistic McInerney following suit.

McInerney then got the better of Mann, who ran into the gravel trap at Clearways on lap four of 12. He rejoined in fifth, only to go off at the same corner while attempting to wrestle fourth back from Cox two tours later.

Meanwhile, Wolfe was under attack from the charging Meaden.



Cortina racers put on a great show in the wet

The pair went into Paddock Hill Bend door-handle to door-handle, in classic touring car style. But this battle allowed McInerney to close in.

On lap nine, McInerney pulled off a sensational move, passing Meaden around the outside at Graham Hill Bend, and using his quicker exit speed to dispense of Wolfe along Cooper straight.

Meaden pirouetted at Paddock Hill Bend – "I was so busy watching them I outbraked myself!" – and when Wolfe made a mistake at Paddock on the last lap, so the win belonged to McInerney.

Wolfe led the second, dry, race

from start to finish. Meaden was catching him until he lost it at Surtees. This allowed McInerney, who had got by a misfiring Dan Cox at Druids on lap three, into second.

● Matt Upton

RESULTS (12 LAPS) 1 Sean McInerney; 2 Andy Wolfe +6.704s; 3 Richard Meaden; 4 Dan Cox; 5 John Young; 6 Henry Mann. **CW** Tony Crates. **FL** Meaden 2m07.664s (68.61mph).

RACE 2 (14 LAPS) 1 Wolfe; 2 McInerney +1.751s; 3 Meaden; 4 Cox; 5 Howard Wise; 6 Geoffrey Letts. **CW** David Morris. **FL** Wolfe 1m48.938s (80.41mph).

COMBINED 1 McInerney; 2 Wolfe; 3 Meaden; 4 Cox; 5 Young/Wise; 6 Mann. **CW** Crates.

LEGENDS SNETTERTON, AUGUST 25-26 BARC

Consistent Mickel is the top Legend again

POINTS LEADER JOHN MICKEL SCORED podiums in all six races for the second meeting in a row as Legends made its maiden visit to Snetterton.

He started off with a victory, withstanding some late pressure from Ben Power in the first heat.

After finishing down the order in heat one, title hopeful Dean Brace bounced back to win heat two, holding off a late challenge from Guy Fastres and Mickel.

Sunday's final ended under the safety car after a collision between David Ward and Jean-Michel Poncelet. Brace surged from 12th on the grid to lead inside a lap, and was still ahead at the stoppage.

Power narrowly beat Mickel and Brace in Monday's first heat, with the top three taking the flag almost as one. Poleman Power and Brace disputed the lead, before a flying Mickel joined them on the last lap. Mickel battled past Brace but couldn't dislodge Power.

It was tight again in heat two, where less than a second covered the top five. Mickel sprinted to the flag for his second win of the event.

He wrapped up by also winning a tense finale, surviving an early collision with Brace and rocketing out of the final corner to beat Fastres across the line.

● Oliver Timson

RESULTS – SUNDAY HEAT 1 (6 LAPS) 1 John Mickel; 2 Ben Power +0.108s; 3 Jean-Michel Poncelet; 4 Steve Whitelegg; 5 Guy Fastres; 6 Nick Brace.

FL Dean Brace 2m18.764s (77.02mph). **HEAT 2 (6 LAPS)** 1 D Brace; 2 Fastres +0.250s; 3 Mickel; 4 Paul Simmons; 5 Power; 6 Simon Newby.

FL Power 2m17.713s (77.71mph). **FINAL (8 LAPS)** 1 Brace; 2 Mickel +1.827s; 3 James Holman; 4 Fastres; 5 N Brace; 6 Power. **FL** Mickel 2m17.850s (77.53mph).

MONDAY HEAT 1 (6 LAPS) 1 Power; 2 Mickel +0.098s; 3 D Brace; 4 Fastres; 5 Newby; 6 N Brace. **FL** Mickel 2m17.589s (77.68mph).

HEAT 2 (6 LAPS) 1 Mickel; 2 Fastres +0.125s; 3 D Brace; 4 Whitelegg; 5 Holman; 6 Power.

FL Power 2m17.601s (77.67mph). **FINAL 2 (8 LAPS)** 1 Mickel; 2 Fastres +0.1862; 3 D Brace; 4 Power; 5 Holman; 6 N Brace. **FL** Power 2m16.231s (78.45mph).



Mickel leads Fastres and Dean Brace



Saloons/Tin Tops

Dale Gent's Subaru Impreza (above, left) finally defeated Rod Birley (Ford Escort WRC) in race one at Brands, taking the lead from his rival at Surtees on the opening lap. Malcolm Wise was a distant third. Gent was also victorious in race two, after soaking up race-long pressure from Birley.

Sports 2000

Josh Everitt and Matt Manderson took a dominant victory at Brands in their March. Everitt grabbed the lead from Clive Hayes/Nigel Greensall (MCR) on the opening lap. Peter Williams (MCR) was running in second after the pitstops, but he lost the position to Ben Cater (Ray), who dived up the inside of him at Surtees two laps from the end.

VAG Trophy

Richard Morgan took race-one glory, pulling away from the rest after a brilliant getaway from the second row of the Brands grid. Andy Thompson battled his way to second from fourth after a slow start, while Stewart Lines inherited third after Josh Caygill was penalised for overtaking under yellows. Caygill made amends by winning the second contest.

VW Golf GTI Mk2

James Bark led the first Brands race early on, until Jamie Martin passed him on lap six of nine. Bark went back through at Paddock one lap later. Martin quickly responded at Druids, the pair touched, and Bark ran wide onto the grass, leaving Martin to win. Harry Vaulkhard denied Martin the double, snatching the initiative at Pilgrims Drop on the final lap of race two.

Pickup Trucks

In the first of two Snetterton races, David O'Regan deposed early leader Anthony Hawkins into Oggies and pulled clear to win. Hawkins faded to fourth, while Paul Tompkins usurped Michael Smith late-on to finish second. O'Regan (below) controlled race two ahead of Smith, while Hawkins edged Tompkins for third.



Bell extends lead with class double

TOM BELL ADDED TO HIS STOCK HATCH Championship lead with a pair of wins in two incident-packed races.

Mark Armstrong was the victor on the road each time in his Renault Clio Sport 182, but with the Clios racing in their own separate series, it was Bell, in his Citroen Saxo VTR, who took maximum points.

Poleman Bell initially lost the lead at the start, but was back ahead by the end of the opening lap after Nathan Saunders had a wide moment. There was drama, too, for fourth-placed starter Lee Deegan, who had a spin at Village.

On lap two, there was more excitement as the third and fourth cars of Patrick Fletcher and Saunders made contact into Vale. Saunders continued to take third, but Fletcher was out with broken steering.

This meant Bell and Shayne Deegan were able to pull away at the front. In the meantime, there was another incident for Saunders as he

and Paul Jarvis hit when running side by side down the straight into Vale. Both spun, but were able to continue.

Armstrong, meanwhile, was carving his way through the field after the faster Clios were given a 10-second startline delay. He reached the front on the final lap.

Bell was triumphant in the Stock Hatches, despite running on wet tyres in anticipation of heavier rain that didn't materialise. He was ahead of Shayne Deegan, with Steven Powlesland inheriting third and Jarvis recovering to fourth.

Saunders briefly held the lead at the start of the second race, but Bell soon got back ahead. He then made a mistake on lap three and lost the lead to the fast-starting Lee Deegan.

The pair enjoyed a good battle before Bell regained the advantage for good into the Vale on lap seven. Meanwhile, Saunders had dropped back to fourth after yet more contact.

Again it was Armstrong who took



Armstrong (ahead) won on the road in separate Clio class

the chequered flag, but Bell got the points ahead of Deegan and Saunders, who grabbed third in the Stock Hatches in the closing stages.

Bell was delighted to take top spot again. "It was a good race," he said. "I like the International circuit, but it's a shame it's not a bit narrower!"

Behind Saunders it was another Clio – that of Matt Fincham – and Shayne Deegan's Saxo.

● Stephen Lickorish

RESULTS (BOTH 11 LAPS) 1 Mark Armstrong (Renault Clio Sport 182); 2 Tom Bell (Citroen Saxo VTR) +1.58s; 3 Shayne Deegan (Citroen Saxo VTR); 4 Steven Powlesland (Citroen Saxo VTR); 5 Paul Jarvis (Citroen Saxo VTR); 6 Scott Sharp (Citroen Saxo VTR). **Class winner** Bell. **Fastest lap** Armstrong 1m21.36s (81.86mph).

RACE 2 1 Armstrong; 2 Bell +5.65s; 3 Lee Deegan (Citroen Saxo VTR); 4 Nathan Saunders (Citroen Saxo VTR); 5 Matt Fincham (Renault Clio Sport 182); 6 S Deegan. **CW** Bell.

FL Armstrong 1m21.97s (81.25mph).

TOYOTA MR2 SILVERSTONE, AUGUST 24-25 750MC

Palmer grabs MR2 points lead with win and podium

MATTHEW PALMER TOOK A BRACE OF podiums in two eventful MR2 races, which enabled him to grab the championship lead.

Robert Wells was fastest in wet qualifying, but plummeted down the order in the races.

Luke Austin led at the start of race one, but Palmer soon got ahead. Meanwhile, Stuart Nicholls was on a charge in his Mk3 and climbed to second by lap seven.

Mark Barber also surged upwards and took third on the final lap, but Palmer just hung on to win by 0.25s from Nicholls.

Palmer made a poor getaway in

race two, dropping to fifth, with Nicholls taking the lead. Nicholls won comfortably as the others duelled behind.

Palmer finished second, despite clutch troubles, with Austin taking a podium in his final race in the series.

● Stephen Lickorish

RESULTS (BOTH 11 LAPS) 1 Matthew Palmer (Mk2); 2 Stuart Nicholls (Roadster) +0.25s; 3 Mark Barber (Mk2); 4 Luke Austin (Mk2); 5 Michael Wells (Mk2); 6 Matthew Wallis (Mk2). **CW** Nicholls. **FL** Nicholls 1m22.16s (81.06mph).

RACE 2 1 Nicholls; 2 Palmer +8.50s; 3 Austin; 4 Steve Lumley (Mk2); 5 Wells; 6 Wallis.

CW Palmer. **FL** Nicholls 1m22.37s (80.85mph).



The first race was stopped for David Caldecourt's crash

Johnston (Cyana MX 500r); 4 Wayne Rothwell (Tiger GTA); 5 Nigel Brown (Sylva Phoenix); 6 Steve Quenby (Tiger R6). **CW** Rothwell; Colin Benham (STM Phoenix). **FL** Hudson 1m15.21s

(88.55mph). **RACE 2 (12 LAPS)** 1 Boyd; 2 Hudson +0.63s; 3 Johnston; 4 Brown; 5 Rothwell; 6 Anton Landon (Cyana Mk2). **CW** Rothwell; Benham. **FL** Boyd 1m14.69s (89.17mph).



Palmer added a second to his first-race victory

SPORTS SPECIALS SILVERSTONE, AUGUST 24-25 750MC

Last-gasp Boyd denies Hudson his second win

ONLY A FINAL-LAP MOVE IN RACE TWO by Paul Boyd prevented Clive Hudson's similar Eclipse from taking a brace in the Sport Specials.

Hudson led all six laps of the first encounter from Boyd when the race came to an early finish after a large shunt for David Caldecourt.

Caldecourt was running fourth when his car caught fire and he lost control at the Link, hitting the barrier hard and bringing out the red flags. He was shaken, but thankfully OK.

Hudson made a poor start to race two as points leader Rob Johnston grabbed the early lead, but he was back ahead by Stowe.

On lap eight, Boyd also passed Johnston – struggling with brakes – and started catching Hudson. He made his move on the final tour to claim his second win of 2013.

● Stephen Lickorish

RESULTS (6 LAPS) 1 Clive Hudson (Eclipse SM1); 2 Paul Boyd (Eclipse SM1) +1.55s; 3 Rob



Farmer (4) gave chase, but his efforts were futile



750 Formula

Dave Hodkin (above) recovered from a qualifying exclusion (for contact) in the opening Silverstone race to take fourth and then win the second thrash in his HRD. Billy Albone took a lights-to-flag win in the first race and came second in race two after passing Robin Gearing exiting Stowe with three laps left.

Locost

Lee Bankhurst took the spoils on both occasions at Silverstone, as championship leader Alastair Garratt endured a disappointing weekend. Bankhurst and Richard Jenkins battled throughout the opener, with Garratt third. Garratt was eliminated in the second thrash after getting caught up in an incident between Jenkins and Tim Neat.

RGB

Matthew Higginson took a step closer to title glory at Silverstone with his sixth and seventh wins of the season. His Spire led Scott Mittell throughout the first race, but he had a good tussle with Alastair Boulton (who survived a hit from a backmarker) in the second.

750 Trophy

There was a thrilling three-way lead dice in this Silverstone encounter between Ben Myall's Gerrell, Peter Chattin's HSC and Barry Pike's JGS. Pike was on course for victory until a spin at Vale with two laps to go dropped him to third, giving Myall his second win of 2013.

Compact Cup

Stephen Roberts (below) continued his unstoppable run in the Compact Cup at Silverstone, picking up another two victories from the latest two busy instalments of the series. Alan Kirkaldy took second place in the opener, with Martin Gambling securing his usual third spot on the podium. Stuart Voyce recovered from a poor grid slot to return to his traditional position as runner-up in the second encounter.



FORMULA VEE SILVERSTONE, AUGUST 25-26 750MC

Smith takes two more victories on return

PAUL SMITH RETURNED TO THE Formula Vee championship at Silverstone and continued from where he left off at Donington Park by taking another two wins.

Points leader Smith was absent for the previous round at Rockingham because of family commitments, but was immediately back on form, taking pole ahead of Martin Farmer's GAC.

However, Smith didn't make a good start in his AHS Dominator and dropped to third behind Farmer and Graham Gant's WEV.

Gant initially took the lead of the race, but Farmer was in front by Stowe. Smith also quickly displaced

Gant and then started to have a terrific tussle with Farmer.

The pair continually switched positions throughout the remainder of the race, but it was Smith who prevailed, with Farmer and Gant less than a second behind at the finish.

Smith got a better getaway in race two, and this time it was Farmer who lost out, dropping behind Gant. Farmer reclaimed second into Vale on the opening lap, but had no answer to the pace of Smith.

Farmer's cause wasn't helped by backmarkers. Alex Jones hit him going into Vale on lap eight, which increased Smith's advantage. Luckily

Farmer was able to continue and maintain second.

Gant finished two seconds behind him in third. Keith Farrance and Lee Newsome diced for fourth and fifth in both encounters.

● Stephen Lickorish

RESULTS (11 LAPS) 1 Paul Smith (AHS Dominator); 2 Martin Farmer (GAC) +0.25s; 3 Graham Gant (WEV); 4 Keith Farrance (GAC); 5 Lee Newsome (Sheane Jenvee); 6 Steve Ough (AHS Dominator). CW Ian Jordan (Sheane Jordan). FL Farmer 1m15.38s (88.35mph). RACE 2 (12 LAPS) 1 Smith; 2 Farmer +13.96s; 3 Gant; 4 Farrance; 5 Newsome; 6 Tim Probert (Storm). CW Jordan. FL Smith 1m14.91s (88.91mph).



Gurston Down witnessed another Moran double

BRITISH HILLCLIMB CHAMPIONSHIP GURSTON DOWN, AUGUST 24-25

Moran tightens grip on title

SCOTT MORAN WON BOTH GURSTON Down run-offs to take a firm hold on the championship battle.

A six-point overall lead may not seem much, but once dropped scores are considered, that doubles to a gap of 12 over Trevor Willis.

Wallace Menzies was second each time, while Willis could only manage a fourth and a joint third with Alex Summers, who threatened to upstage everyone with a terrific day's work, taking third in the first shoot-out.

After his second win, Moran said:

"After a late braking moment at Hollow and into Karousel, I thought I might be under-insured, but I kept my cool and recovered. With the extra warmth in the tyres that should have been a 25s run."

Moran's father Roger improved on last weekend but, having scored a lowly nine by his high standards, is a long way adrift of Menzies, with young charger Summers not far back.

John Bradburn had the right pace at this power hill and is now just five points behind Will Hall, whose

ROUND 27 1 Scott Moran (3.5 Gould-NME GR61X) 26.06s; 2 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 26.63s; 3 Alex Summers (1.3s DJ-Suzuki Firehawk) 26.73s; 4 Trevor Willis (3.2 OMS-Powertec 28) 26.74s; 5 John Bradburn (3.5 Gould-Cosworth HB GR55) 27.00s; 6 Alastair Crawford (2.8 Gould-NME GR55) 27.17s; 7 Roger Moran (3.5 Gould-NME GR61X) 27.26s; 8 Tom New (4.0 Gould-Judd GR55) 27.30s; 9 Will Hall (3.5 Force-Nissan WH) 27.35s; 10 Deryk Young (4.0 Gould-Judd GR51) 27.45s; 11 Jos Goodyear (1.6 GWR-Raptor-Extreme) 27.79s; 12 Paul Haimes (1.3t Gould-Suzuki GR59) 28.53s. **ROUND 28 1 S Moran 26.02s BTD; 2 Menzies 26.09s; 3= Willis & Summers 26.31s; 5 Bradburn 26.77s; 6 R Moran 26.97s; 7 New 27.18s; 8 Crawford 27.37s; 9 Hall 27.48s; 10 Haimes 27.57s; 11 Goodyear 28.01s; Young Fail. CW Colin Satchell (2.0 Peugeot 206 GTi) 33.65s record; Steve Holland (1.6 Caterham-Suzuki) 33.75s; Karl Chard (2.0 Mazda MX5) 37.63s; Tony Bunker (3.9t Nissan GT-R) 34.83s; Allan Warburton (2.4 Caterham-Duratec) 32.58s; Neil Turner (1.4 Mini Cooper S 16v) 36.94s; Karl Stevens (2.0 Ford Escort Mk2) 35.28s; Richard Hillyar (2.0t Renault 21) 39.18s; Peter Turnbull (3.6 Porsche 911 GT3) 36.39s; Debbie Dunbar (2.0 Westfield-Vauxhall) 32.50s; Mike Rudge (2.3 Westfield Sei) 31.18s; Fyrth Crosse (1.6 Ensign-Ford LNF3) 32.95s; John Forsyth (1.7 Mallock Mk17b) 38.26s; Graham Wynn (1.3t Force-Suzuki LMO01) 28.30s record; Sue Hayes (2.6 Force-Suzuki SR8 twin-engine) 32.32s; Simon Fidoe (1.1 Empire-Suzuki 002) 29.72s; Andrew Henson (1.6 Van Diemen-Ford RF91) 37.14s; Goodyear 27.94s; Summers 27.09s record; S Moran 26.36s. **POINTS 1 S Moran, 230; 2 Willis, 224; 3 Menzies, 179; 4 R Moran, 143; 5 Summers, 122; 6 Hall, 113; 7 Bradburn, 108; 8 Goodyear, 67; 9 Young, 52; 10 New, 44.****

Force-Nissan lacks top speed despite his high-torque V6 giving him the quickest starts of all.

Tom New was unable to begin his season until July, but his rapid scoring has moved him into the top 10, at the expense of the inexplicably absent Richard Spedding, and he is unlikely to surrender that place.

● Eddie Walder



Green took win after Ratcliff was penalised

MAGNIFICENT SEVENS DONINGTON PARK, AUGUST 24-25 CSCC

Post-race penalties hand victory to pitlane starter Green

PASCAL GREEN COLLECTED ANOTHER race win, despite starting from the pitlane due to his past success and finishing second on the road.

Peter Ratcliff dominated the race, but was one of six drivers penalised for moving before the start.

Ratcliff's Caterham spent the first five laps swapping places with Rob Spencer's Locosaki, which then held second until the stops. Green was one of the last to pit and rejoined fifth, behind Ratcliff, James

Weekley, Jonathan Gibbs and Anthony Bennett.

Green picked off Bennett and Gibbs on consecutive laps and soon reeled in Weekley, too. It was another two laps before he took second, but although he halved Ratcliff's lead, time ran out.

"Starting from the pitlane I just felt I had to pass everyone, but hadn't a clue I was in second," said Green after holding the place on the road for the last 10 laps.

Once he had lost out to Green, Weekley's hold on third weakened. Gibbs demoted him four laps from home, but fourth looked his until Bennett came charging through to snatch it on the line.

However, 30-second post-race penalties were added to five of the top seven finishers. As well as Green, Mike Aikens was also propelled up the order, from seventh on the road to third behind Ratcliff.

● Peter Scherer

RESULTS (31 LAPS) 1 Pascal Green

(Caterham C400); 2 Peter Ratcliff (Caterham C400) +20.085s; 3 Mike Aikens (Caterham CSR); 4 Jonathan Gibbs (Caterham C400); 5 Anthony Bennett (Caterham R300); 6 James Weekley (Caterham R400). **Class winners** Aikens; Weekley; John Schneider (Caterham Seven); Barney Pryor (Caterham C400); Rick Potter/Alex Potter (Caterham Supersport); Chris Robinson (Westfield SEW). **Fastest lap** Green 1m13.769s (96.58mph).

TRIUMPH & BRITISH GT DONINGTON PARK, AUGUST 24-25 CSCC

Two triumphs for Conway's Morgan at Donington Park

PAUL CONWAY'S MORGAN PLUS 8 won two of the three races, as a healthy grid of visiting Europeans provided plenty of action.

Christian Marx's TR4 led from the start of race one, but couldn't shake off Conway. After the Morgan got by on lap four, they remained close for the rest of the race, with Yannick Szczygiel's TR4 just holding onto third from the TR250 of Mario Neumann.

Although Marx led the first 19

laps of race two, he still had to give best to Conway, with Marcel Van Mulders' TR3 more than 40s back in third place, after escaping from the duelling TR4s of Philippe Vermast and Robert Hamilton.

With Conway electing not to start the third race, Van Mulders and Marx shared the early lead before falling over each other at Coppice on the second lap. Brian White's TR4 took charge, with



White's TR4 won Triumph finale

Hamilton and Neumann completing the podium positions.

● Peter Scherer

RESULTS (19 LAPS) 1 Paul Conway (Morgan

Plus 8); 2 Christian Marx (Triumph TR4) +0.579s; 3 Yannick Szczygiel (TR4); 4 Mario

Neumann (Triumph TR250); 5 Marcel Van Mulders (Triumph TR3); 6 Philippe Vermast (TR4). **CW** Marx; Vermast; Albert Van Der Wal (MGB GTV8); Kees Rozema (MGA); Hans-Joerg Huebner (Jaguar E-type); Bernhard Bloemer (MGB); Hubert Kramer (Marcos GT). **FL** Conway 1m24.805s (84.01mph). **RACE 2 (26 LAPS) 1 Conway; 2 Marx +2.192s; 3 Van Mulders; 4 Vermast; 5 Robert Hamilton (TR4); 6 Brian White (TR4). CW** Marx; Vermast; Van Der Wal; Ton Meijer (MGA); Georg Nolte (E-type); Rene Gruter (MGB); Detlef Walter (MGB GT); Ren Jan D'Thoen (Austin Healey 3000). **FL** Conway 1m24.414s (84.40mph). **RACE 3 (28 LAPS) 1 White; 2 Hamilton +15.516s; 3 Neumann; 4 Nolte; 5 Huebner; 6 Rhea Sautter (E-type). CW** Neumann; Nolte; Alex De Boom (MGB); Melle Van Der Wal (GTV8); Gruter; Walter; Michael Szczygiel (TR4). **FL** Nolte 1m25.224s (83.59mph).

SWINGING SIXTIES DONINGTON PARK, AUGUST 24-25 CSCC

Skinner's Marcos overcomes the Lotus Seven challenge



Skinner on his way to Group 2 victory

RICHARD SKINNER'S MARCOS 1800GT and the Triumph TR4 of Russell Martin/Christopher Edwards won their respective splits in the two Swinging Sixties races.

Dave Boland's Lotus Seven led the Group 2 race initially, before Chris Edwards' similar car took charge. He gave way to Skinner from lap six, and the Marcos driver increased his lead decisively in the second half.

A confusing opening to the Group 1 race brought Tim Cairns' Frogeye Sprite to the fore, but a

lengthy success-based pitstop and safety car intervention left him nearly a lap down.

Martin and Edwards made the most of this and won by more than a minute, but Cairns unlapped himself and stormed back to snatch second on the last lap.

● Peter Scherer

RESULTS

GROUP 2 (28 LAPS) 1 Richard Skinner (Marcos 1800GT); 2 Chris Edwards (Lotus Seven S4) +24.085s; 3 Marcus Miller (Triumph TR6); 4 Bill

Watt (Lotus Elan); 5 Dave Boland/Roger Lee (Lotus Seven S2); 6 Rob Cowing/Mike Hughes (Triumph TR5/6). **CW** Edwards; Miller; Norman Davidson-Kelly (Jaguar E-type). **FL** Lee 1m21.824s (87.65mph). **GROUP 1 (24 LAPS) 1 Russell Martin/Christopher Edwards (Triumph TR4); 2 Tim Cairns (Austin Healey Frogeye Sprite) +1m06.114s; 3 Max Whitehouse/Alex Heynes (MG Midget); 4 Philip Britten (TR4); 5 Adam Ashmore (MGB); 6 Robert & Tom Sands (BMW 2002 Ti). CW** Cairns; Whitehouse/Heynes; Ashmore; David Cornwallis (BMW 1600 Ti); Jim Gathercole (Midget). **FL** Cairns 1m26.477s (82.38mph).

FORMULA FORD 1600
CASTLE COMBE, AUGUST 26 CCRC

Higgins has title in reach; Moore wins

ADAM HIGGINS NEEDS JUST A POINT to take the championship after chief rival Steven Jensen was eliminated from the penultimate round after a clash with his team-mate.

But the day belonged to multiple FF1600 champion Ed Moore, who took his first victory at his home circuit for more than five years and dedicated it to the memory of his late mother, and that of his good friend Terry Sanger.

Ashley Crossey (Spectrum) grabbed his first pole in qualifying, but it was Moore who made the best start to lead from the outside of the second row, with Jensen (Kevin Mills Spectrum) second despite banging wheels with Luke Cooper's Swift as they left the grid.

Higgins, who started fifth in his Van Diemen JL12, made up one place on the start, then another at the end of the lap thanks to a tremendous move around the outside of Crossey at Camp.

The top five – Moore, Jensen,



Moore leads Higgins, Jensen, Crossey, Orgee and Cooper

Higgins, Crossey and Cooper – circulated as one, with Higgins getting the better of Jensen with a move down the inside at Quarry on lap five.

Jensen's efforts to retaliate were disrupted by a safety car at two-thirds distance as a mini-tornado swept across Quarry corner. Immediately upon the resumption, Orgee – who had been able to bridge the gap to the leading runners – ousted Cooper from fifth.

Higgins took the lead from Moore on the run to the Esses on lap 13 of 15, having made a better exit from Quarry, but as Moore forced his way

back in front at Tower with little more than a lap to run, the pursuing Jensen backed off and team-mate Crossey was left with nowhere to go in avoidance. Both were eliminated, promoting Orgee and Cooper to third and fourth.

● Ian Sowman

RESULTS (15 LAPS) 1 Ed Moore (Van Diemen JLO13K); 2 Adam Higgins (Van Diemen JL12) +0.324s; 3 Roger Orgee (Van Diemen RF00); 4 Luke Cooper (Swift SC92F); 5 RC Enerson (Ray GR08); 6 Nathan Ward (Swift SC95K). **CW** Cooper; Stephen Bracegirdle (Van Diemen RF89); Jonathan Greenwood (Dulon MP15). **FL** Moore 1m12.393s (91.99mph).

PORSCHE CLUB CASTLE COMBE, AUGUST 26 CCRC

Bradshaw's run continues in Porsche Club

TOM BRADSHAW TOOK HIS SEVENTH and eighth successive victories to extend his lead at the top of the Class 1 Porsche Club standings.

The action in the first race was restricted to just a handful of laps thanks to a safety car intervention and a red flag. Bradshaw (Boxster) led Adrian Slater's 964 into Quarry for the first time with Craig Wilkins (996) misjudging the start and dropping to third.

Wilkins moved up to second, ahead of Slater, at Tower on lap three, while Mark Sumpter (964) and ex-Combe FF1600 regular Gary Marsh (996) were fourth and fifth

when the race effectively came to an end to allow Gary Sullivan's 944 to be recovered from Bobbies.

The race did restart, but promptly stopped for good when Graham Knight's 968 clouted the barriers on the exit of Camp. Stuart Ings (Boxster) topped Class 2.

Race two went the full distance. Bradshaw dropped to third off the line as Slater once again aced the start. Wilkins lost second when Bradshaw drove around the outside of him at Camp on lap two, and the latter led two laps later.

Sumpter got the better of Slater amid traffic at Tower on lap 13, and

the two Paragon-run Porsches staged a near-formation finish.

John McCullagh (968) had a cushion of several Class 1 cars between himself and Ings in Class 2. ● Ian Sowman

RESULTS (9 LAPS) 1 Tom Bradshaw (Boxster S); 2 Craig Wilkins (996 C2) +0.909s; 3 Adrian Slater (964 C2); 4 Mark Sumpter (964 C2); 5 Gary Marsh (996 C2); 6 Mark McAleer (996 C2). **CW** Stuart Ings (Boxster). **FL** Bradshaw 1m14.069s (89.91mph). **RACE 2 (20 LAPS)** 1 Bradshaw; 2 Sumpter +13.377s; 3 Slater; 4 Wilkins; 5 Peter Morris (996 C2); 6 Marsh. **CW** John McCullagh (968CS). **FL** Bradshaw 1m13.973s (90.03mph).



Bradshaw's Boxster leads Slater's 964



Modern Classics

With David Whelan's Porsche 993 RSR receiving a stop-go penalty for a pitstop infringement, Tim Bates' 911SC (above) was left clear at Donington Park. Whelan eventually finished fourth behind the 944S2 of Luke Johnson, and Mark and James Moulton-Smith's BMW after the race ended prematurely when early leader Dave Kempton crashed his BMW.

Jaguar Saloons & GT

A yellow-flag mix-up lost Thomas Barclay his early lead in race one, and left him recovering fifth place as David Howard's XJ12 took charge at Donington. Barclay's recovery was swift and he was second by lap five, before chasing Howard to the flag. He was second again in race two, but made Howard work for his winning double.

Thoroughbred Sports

The MGB GTV8s of Rob Spencer and Russell McCarthy traded places three times during a terrific first lap at Donington, before McCarthy coasted into the pits to retire after four laps. With Spencer (who also doubled up in the standalone BCV8 races) in the clear, Neil Fowler was second, with Ian Prior ousting Joe Parrington for third as Ollie Neaves closed in.

Combe Saloons

Poleman Mark Wyatt (Astra) made a bad start, then was shoved aside at Quarry on lap one at Combe, so did well to get back to fifth. Rob Ballard's Leon led when Tony Hutchings' Audi TT expired, while newcomer Josh Cook (Megane) was shuffled back to fourth by the Peugeots of Will di Claudio and Tony Dolley.

Ferrari Classic

After circulating within 0.25s of one another for the first two-thirds of this Combe race, Jamie Cartwright (below) ousted fellow 328 driver Gary Culver at Quarry. Culver's attempt to get the lead back at Tower on the final lap resulted in contact and his own elimination, so Cartwright limped to the win despite a broken wheel.



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CHESTER

Mondello GT

Soloist Connaire Finn (above) dominated a race that was given added spice by the appearance of Sean Doyle and Jake Byrne in one of Mondello's RT200 Dunlop Supercars. Alan Kessie led early on, but when Finn's Ginetta G50 hit the front he was unstoppable. After his pitstop, he lowered the lap record several times and lapped the field.

Future Classics

Ian Thornton has been the dominant force in the Future Classics class, but at least some of the field have begun to get the measure of the VW Golf driver. Thornton's aggressiveness was turned against him by first Daniel Byrne and then Ken Fleming as Thornton twice had to settle for second. Eoin Fogarty was top Fiesta as the Zetecs joined in for race two.

Formula Vee

Adam MacAulay made his intentions clear early on by sweeping across the front of Ray Moore to fend off an early challenge. Moore, who set the fastest lap, seemed to be setting MacAulay up by feigning moves at every corner, but in the end MacAulay put his foot down to take the flag with a second in hand.

Historics

David Kelly again proved dominant in his Crossle 9s, comfortably clear of the lonely Michael Doyle. But all eyes were on the Modsport Midget of Stephen Griffin as he looked to pull off a giant-killing act by beating Bernard Foley's MGB V8 GT to the podium. Foley held him off in race one, but couldn't repeat the feat.

Ginetta Junior

With race one red-flagged and then rerun after the grid was boded, Dylan Curley (below) had to start four times to take double victory. Jack Finlay chased him home both times, several seconds in arrears. Newcomer Nicole Coffey, 14, had a good showing in her first outing, claiming fourth behind Sophie Byrne, but showed her inexperience in the second race, dropping to seventh.



CHESTER



Poleman Boland spun in the first race, but inherited race two win

CHESTER

FIESTA ZETEC MONDELLO PARK, AUGUST 25 CCC

Victories shared in bumper Fiesta races

PACKED GRIDS AND PACKED STANDS were evident for what is becoming Mondello Park's premier series.

With a maximum grid of 28 cars, the Fiestas were forced to split their races. Phil Lawless won the first 'B' race – from the pitlane – and Eoin Fogarty race two (which ran with the second Future Classics event).

The 'A' races were the main draw of the day, and did not disappoint.

Poleman John Boland was passed by Sean Lillis in the early stages of race one. Ian Beatty spun at Mazda to break the pack, while Boland set a new lap record pursuing Lillis.

Boland, however, spun battling

John Denning, who was handed a 10s penalty for the contact, dropping him to ninth. Graeme Colfer was the chief benefactor, taking second from Barry Hallion.

Lillis crept at the start of race two, a 10s penalty his punishment despite him backing off.

Lillis' hesitance handed the impetus to Boland and Denning, and Hallion also took advantage.

A pile-up mid-pack brought out the red flag, with Lillis the cork in the bottle at the restart as five drivers lined up behind him.

Lillis broke free as those behind fought each other, including Colfer

and O'Riordan, who both outbraked themselves into Ford.

Beatty inherited fourth, which became third after Lillis' penalty.

● Paul Healy

RESULTS 'B' RACE 1 (14 LAPS) 1 Philip Lawless; 2 Paul Fitzpatrick+4.792s; 3 Eoin Fogarty; 4 Trevor Farrar; 5 Martin Duffy; 6 Conor Farrell. **Fastest lap** Lawless 1m13.171s (56.56mph). **'A' RACE 1 (10 LAPS) 1 Sean Lillis;** 2 Graeme Colfer +4.256s; 3 Barry Hallion; 4 JJ O'Riordan; 5 Ian Beatty; 6 Keith Dawson. **FL** John Boland 1m12.122s (57.38 mph). **'A' RACE 2 (9 LAPS) 1 John Boland;** 2 John Denning +1.743s; 3 Beatty; 4 Dawson; 5 Lillis; 6 Darragh Daly. **FL** Lillis 1m12.230s (57.29 mph).

BRITISH RALLYCROSS LYDDEN HILL, AUGUST 25-26

Doran claims Bank Holiday win at home

ROUND SIX OF THE MSA BRITISH Rallycross Championship took place on a baking hot weekend at Lydden Hill, where European championship frontrunner Liam Doran claimed victory in a one-off domestic outing at his home track.

Doran shared the front row of the grid with Belgian polesitter Koen Pauwels and championship leader Julian Godfrey. As the lights went to green, Doran led Pauwels into the first corner, ahead of father Pat and Steve Harris. Godfrey took the joker lap at the first opportunity, and led the chasing pack on the first lap.

Godfrey was slowed while passing Harris on lap two, losing time to the trio ahead. Pauwels took his joker on the third lap, returning to the main circuit in third position, just ahead of Godfrey. The pair of Doran Citroen DS3s led out front, both taking their joker on the final tour.

Liam returned to the lead and claimed the win, while Pat was passed by both Pauwels and Godfrey,



European series race winner Doran won on home return

winding up fourth. Jos Jansen finished fifth, ahead of Andy Grant.

Championship contenders Jon B Hrolfsson and Mark Watson were both removed from contention by a pile-up in heat three that caused them too much damage to repair.

Supernatural victory was taken by local driver Stuart Emery, who won his second event in a row, ahead of Steve Cozens and championship leader Ash Simpson.

The RX150 category produced a great final. Championship leader Marc Scott qualified on pole and led

from start to finish, only just ahead of the battling Leo Foster and multiple rallycross champion Dave Bellerby, both making guest appearances in the class.

● Hal Ridge

SUPERCAR A-FINAL (4 LAPS) 1 Liam Doran (Citroen DS3); 2 Koen Pauwels (Ford Focus) +2.0s; 3 Julian Godfrey (Ford Fiesta); 4 Pat Doran (Citroen DS3); 5 Jos Jansen (Ford Focus); 6 Andy Grant (Ford Focus). **POINTS 1 Godfrey, 111;** 2 P Doran, 80; 3 Jon B Hrolfsson (Subaru Impreza), 63; 4 Mad Mark Watson (Citroen Xsara), 59; 5 Grant, 54; 6 Kevin Procter (Ford Focus), 49.

NATIONAL RESULTS ROUND-UP

BRANDS HATCH

MSVR, AUGUST 24-25



QUAIFE/MN SALOONS & TIN TOP CHALLENGE (9 LAPS)

1 Dale Gent (Subaru Impreza); 2 Rod Birley (Ford Escort WRC) +5.676s; 3 Malcolm Wise (Ford Escort Cosworth); 4 Ian Butler (Ford Focus); 5 Ricky Davies (BMW E46 M3); 6 Steve Rothery (Renault Clio). **Class winners** Butler; Davies; Rothery; Andy Woods Dean (Renault Megane); Cliff Pellin (Ford Fiesta ST150); Tom Bridger (Rover 220 Turbo); Robert Taylor (Ford Fiesta); Russell Turner (Ford Escort); Peter Osborne (Renault Clio).

Fastest lap Gent 1m48.909s (80.43mph). **RACE 2 (8 LAPS)** **1 Gent**; 2 Birley +0.280s; 3 Davies; 4 Rothery; 5 Woods Dean; 6 Ray Barrow (Ford Escort). **CW** Davies; Rothery; Woods Dean; Butler; Bridger; Chris Whiteman (Honda Civic Type R); Turner; Osborne; Dominic Ryan (Ford Fiesta). **FL** Gent 1m36.768s (90.52mph).

SPORTS 200T (27 LAPS) **1 Josh Everitt/Matt Manderson (March 09/R)**; 2 Ben Cater (Ray) +57.669s; 3 Peter Williams (MCR); 4 Paul Trayhurn/Tony Halliwell (Van Diemen RF98); 5 Clive Hayes/Nigel Greensall (MCR); 6 Patrick Sherrington/Patrick Street (MCR). **CW** Williams; Taryhurn/Halliwell; Michael Gibbins (Lola T590); Colin Feyerabend (Lola T90/90); Mike Fry (Lola T86/90); Roger Donnan (Crosle 95). **FL** Sherrington 1m43.830s (84.39mph).

VAG TROPHY (BOTH 8 LAPS) **1 Richard Morgan (VW Golf GTI Mk5)**; 2 Andy Thompson (SEAT Toledo R) +1.914s; 3 Stewart Lines (Golf GTI Mk5); 4 Martyn Culley (VW Beetle RSi); 5 Josh Caygill (Golf GTI Mk5); 6 Tony Absalom (VW Golf Van R32). **CW** James Dowding (VW Golf GTI Mk4). **FL** Caygill 1m53.315s. **RACE 2 1 Caygill**; 2 Thompson +4.257s; 3 Morgan; 4 Absalom; 5 Len Simpson (VW Vento VR6); 6 Ken Lark (VW Corrado VR6). **CW** Dowding. **FL** Caygill 1m52.554s (77.82mph).

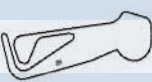
VW GOLF GTI MK2 (9 LAPS) **1 Jamie Martin**; 2 James Bark +8.959s; 3 Tom Witts; 4 Harry Vaulkhard; 5 Jason Tingle; 6 Chris Skipp. **CW** Alex Nutall. **FL** Bark 1m49.976s (79.65mph). **RACE 2 (6 LAPS)** **1 Vaulkhard**; 2 Martin +0.418s; 3 Witts; 4 Tingle; 5 Bark; 6 Dan Gibbs. **CW** Nutall. **FL** Vaulkhard 1m50.468s (79.29mph).

CHAMPION OF BRANDS FF1600 (9 LAPS) **1 Oliver White (Van Diemen RF01)**; 2 Josh Fisher (Reynard 89FF) +2.862s; 3 Josh Barnett (Van Diemen BR001); 4 R.C. Enerson (Ray GR08/09); 5 Felix Fisher (Swift SC93F); 6 Tom Stoten (Ray GR506). **FL** 1m37.379s (89.95mph).

LOTUS CUP EUROPE (12 LAPS) **1 Jonathan Walker (Exige V6 Cup R)**; 2 Jeremy Lourenco (2-Eleven) +7.545s; 3 Gregory Rasse (Evora GT4); 4 Nickolaj Ipsen (Exige V6 Cup R); 5 Christophe Lisandre (2-Eleven); 6 John Rasse (2-Eleven). **CW** Lourenco; Paul McNeilly (Exige S1); Nicholas Ferrer (Exige); Charlotte Burridge (Elise S1). **FL** 1m39.189s (88.31mph). **RACE 2 (18 LAPS)** **1 Walker**; 2 Andrew Bentley (Evora GT4) +13.142s; 3 Gregory Rasse; 4 Ipsen; 5 Lisandre; 6 Anthony Fournier (Exige). **CW** Lisandre; Fournier; McNeilly; Thomas Dehaibe (Elise S1). **FL** Bentley 1m39.273s (88.23mph).

SNETTERTON

BARC, AUGUST 25-26



PICKUPS (BOTH 16 LAPS) **1 David O'Regan**; 2 Paul Tompkins +3.621s; 3 Michael Smith; 4 Anthony Hawkins; 5 Lee Rogers; 6 Geoff Dixon. **FL** Tompkins 2m08.750s (83.01mph). **RACE 2 1 O'Regan**; 2 Smith +1.407s; 3 Hawkins; 4 Tompkins; 5 Rogers; 6 Dave Weaver. **FL** Hawkins 2m08.796s (82.98mph).

SILVERSTONE

750MC, AUGUST 24-25



750 FORMULA (BOTH 12 LAPS) **1 Billy Albone (Batten 3)**; 2 Robin Gearing (Darvi P88) +6.47s; 3 Bill Cowley (Cowley MkIV); 4 Dave Hodkin (HRD Mk1); 5 Mick Harris (Darvi 877); 6 Jon Lee (Darvi Mk4/5). **CW** Huw Davies (Phoenix Fire). **FL** Hodkin 1m15.09s (88.69mph). **RACE 2 1 Hodkin**; 2 Albone +4.57s; 3 Gearing; 4 Cowley; 5 Lee; 6 Harris. **CW** Mark Glover (Racekits Falcon). **FL** Albone 1m14.84s (88.99mph).

LOCOST (11 LAPS) **1 Lee Bankhurst**; 2 Richard Jenkins +0.29s; 3 Alastair Garratt; 4 Tim Neat; 5 David Boucher; 6 Richard Bradley. **FL** Jenkins 1m23.64s (79.63mph). **RACE 2 (10 LAPS)** **1 Bankhurst**; 2 Jenkins +7.14s; 3 Paul Bryant; 4 Boucher; 5 Jason Gibbons; 6 Ryan Munt. **FL** Jenkins 1m24.68s (78.65mph).

RGB (BOTH 12 LAPS) **1 Matthew Higginson (Spire GT3)**; 2 Scott Mittell (Mittell/MC-52) +2.43s; 3 Alastair Boulton (Spire GT3); 4 Paul Rogers (Contour); 5 David Wale (Spire GT3); 6 Tony Gaunt (Wolfe TG02). **CW** Austen Greenway (GM 1). **FL** Higginson 1m10.62s (94.31mph).

RACE 2 1 Higginson; 2 Boulton +1.08s; 3 Rogers; 4 Mittell; 5 John Cutmore (Spire GT3); 6 Wale. **CW** Paul Rickers (STM Phoenix). **FL** Boulton 1m10.68s (94.23mph).

750 TROPHY (10 LAPS) **1 Ben Myall (Gerrell Mk1)**; 2 Peter Chattin (HSC) +3.28s; 3 Barry Pike (JGS III); 4 Trefor Slatter (Centaur Mk6); 5 Christian Pederson (Austin 7); 6 Cliff Ringrose (Rapide). **CW** Michael Inglis (A7 Ulster Black Sheep). **FL** Myall 1m29.09s (74.76mph).

BMW COMPACT CUP (BOTH 11 LAPS) **1 Stephen Roberts**; 2 Alan Kirkaldy +3.25s; 3 Martin Gambling; 4 Alex Dew; 5 Neil Roche; 6 David Drinkwater. **FL** Roberts 1m23.45s (79.81mph). **RACE 2 1 Roberts**; 2 Stuart Voyce +8.77s; 3 Gambling; 4 Dew; 5 Kirkaldy; 6 Drinkwater. **FL** Roberts 1m23.28s (79.97mph).

ROADSPORTS/SR & GT (34 LAPS) **1 John Dickson/Cheng Lim (RAM SC)**; 2 John Plant (Allard J2) +2.55s; 3 Anthony Day (Toyota MR2 Roadster); 4 JM Littman (Porsche Boxster); 5 Emin Sadig/Wil Arif (BMW Z3M); 6 Rob Horsfield (Toyota MR2). **CW** Day; Littman; Adam Wilkinson (Lotus 11 Replica); Robert Frost (DAX Tojiero); Eliot Dunmore (VW Corrado); Peter Smith/Matthew Smith (Ginetta G20). **FL** Plant 1m14.90s (88.92mph).

BIKE-SPORTS (15 LAPS) **1 Rob Weldon (Radical SR3)**; 2 Tim Gray (Spire GT3) +10.32s; 3 Jon-Paul Ivey (Radical PR6); 4 Adrian Reynard (Reynard Inverter 09Q); 5 Tim Porter (Radical SR3 RS); 6 Aaron Bailey (Radical SR3). **CW** Gray; Ivey. **FL** Weldon 1m05.48s (101.71mph). **RACE 2 (18 LAPS)** **1 Weldon**; 2 Ivey +7.80s; 3 Gray; 4 Porter; 5 Richard Stables (Radical PR6); 6 Bailey. **CW** Ivey; Gray. **FL** Weldon 1m05.16s (102.21mph).

ALLCOMERS (15 LAPS) **1 Lee Bailey (Radical SR3 RS)**; 2 Matthew Higginson (Rage R200RT) +23.48s; 3 Peter Coombs (Coombs Sports); 4 Trevor Clarke (Westfield); 5 Ian Smythe (Ford Fiesta Cosworth); 6 Andrew Seaton (Mazda RX7). **CW** Smythe; Paul Thorpe (Ford Fiesta XR2i). **FL** Higginson and Bailey 1m18.80s (84.52mph).

DONINGTON PARK

CSCC, AUGUST 24-25



MODERN CLASSICS (23 LAPS) **1 Tim Bates (Porsche 911SC)**; 2 Luke Johnson (Porsche 944 S2) +8.038s; 3 Mark Smith/James Moulton-Smith (BMW M3 E36); 4 David Whelan (Porsche 993 RSR); 5 James Broad/Mark Lloyd-Jones (VW Corrado); 6 Steve Atkinson (Porsche 968CS). **CW** Whelan; Broad/Lloyd-Jones; Robert Alman (BMW M3

Joe Ward's Vauxhall 'Baby Bertha' took a Special Saloon podium



E36); Paul Anderson/Richard Haste (Porsche 928); Paul Black/Clive Baiely (Mazda MX5); Tina Cooper (Lotus Elise). **FL** Dave Kempton (BMW M3 E36) 1m18.882s (90.32mph). **JAGUAR SALOONS & GT (14 LAPS)** **1 David Howard (XJ12)**; 2 Thomas Barclay (XJ Coupe) +0.864s; 3 Thomas Butterfield (XJ40); 4 Chris Palmer (XJS); 5 David Bye (XJ6 Coupe); 6 Lawrence Coppock (XJS). **CW** Barclay; Palmer; Chris Pizzala (XJS). **FL** Howard 1m24.332s (84.49mph). **RACE 2 (15 LAPS)** **1 Howard**; 2 Barclay +1.655s; 3 Butterfield; 4 Palmer; 5 Coppock; 6 Gail Hill (XJ40). **CW** Barclay; Palmer; Pizzala. **FL** Howard 1m22.886s (85.95mph).

MGCC THOROUGHbred SPORTSCARS (13 LAPS) **1 Robert Spencer (MGB GTV8)**; 2 Neil Fowler (MGB GTV8) +5.467s; 3 Ian Prior (MGB GTV8); 4 Joe Parrington (MGB GTV8); 5 Ollie Neaves (MGB GTV8); 6 John Ellison (Triumph TR6). **CW** Simon Cripps (MGB); Christian Marx (Triumph TR4); Rene Gruter (MGB). **FL** Spencer 1m19.710s (89.38mph).

FUTURE CLASSICS (29 LAPS) **1 Tim Davis (TVR Tuscan)**; 2 Tim Bates (Porsche 911SC) +10.042s; 3 Martyn Adams (Triumph TR7 V8); 4 Paul Anderson/Richard Haste (Porsche 928); 5 Tom Brenton (Ford Sierra RS Cosworth); 6 Rupert Bullock/Geoff Hanson (Porsche 944 S2). **CW** Bates; Brenton; Clive Baiely/Paul Black (Mazda MX5); Simon James/Chris James (Ford RS2000). **FL** Davis 1m18.899s (90.30mph).

SPECIAL SALOONS (13 LAPS) **1 Simon Alloway (Lotus Daytona V8 Espirit)**; 2 Paul Sibley (Lotus Elan) +41.296s; 3 Joe Ward (Vauxhall Baby Bertha); 4 Danny Morris (Peugeot 309); 5 David Beatty (Honda Prelude); 6 Neil Claxton (Suzuki SC100). **CW** Sibley; Ward; Claxton. **FL** Alloway 1m11.994s (98.96mph).

RACE 2 (13 LAPS) **1 Alloway**; 2 Sibley +49.437s; 3 Ricky Morris (Peugeot 309); 4 Ward; 5 Claxton; 6 Denis Bassom (Toyota Corolla). **CW** Sibley; Ward; Claxton. **FL** Alloway 1m12.523s (98.23mph).

TIN TOPS (27 LAPS) **1 Nigel Tongue (Peugeot 306)**; 2 Simon Taylor (Honda Civic Type R) +3.860s; 3 Carl Chambers (Peugeot 306); 4 Richard Woods (Ford Focus); 5 Chris Olive (Honda Civic); 6 Steve Papworth (Ford Fiesta ST). **CW** Olive; Lisa Selby/Toby Harris (Ford Puma); Matt Fowler (Honda Civic); Andrew Windmill/John Allen (Peugeot 106XS). **FL** Russell Hird (Honda Integra). 1m20.620s (88.37mph).

MGBCV8 (12 LAPS) **1 Rob Spencer (BGT V8)**; 2 James Wheeler (BGT V8) +17.185s; 3 Ollie Neaves (BGT V8); 4 Neil Fowler (BGT V8); 5 Joe Parrington (BGT V8); 6 Ken Deamer (BGT V8). **CW** Russ McCarthy (B); Richard Wilson (B). **FL** Wheeler 1m19.836s (89.24mph).

RACE 2 (11 LAPS) **1 Spencer**; 2 Fowler +18.900s; 3 Neaves; 4 Parrington; 5 Deamer; 6 McCarthy. **CW** McCarthy; Wilson. **FL** Spencer 1m20.245s (88.78mph).

CASTLE COMBE

CCRC, AUGUST 26



CASTLE COMBE SALOONS (15 LAPS) **1 Robert Ballard (SEAT Leon Cupra)**; 2 Will di Claudio (Peugeot 106) +22.550s; 3 Tony Dolley (Peugeot 206); 4 Josh Cook (Renault Megane); 5 Mark Wyatt (Vauxhall Astra); 6 Julian Ellison (Vauxhall Astra). **CW** di Claudio; Dolley; Russell Poynter-Brown (Vauxhall Corsa). **FL** Tony Hutchings (Audi TT) 1m16.478s (87.08mph).

FERRARI CLASSIC (15 LAPS) **1 Jamie Cartwright (328GTB)**; 2 Nicky Paul-Barron (328GTB) +16.393s; 3 Ted Pearson (328GT); 4 Wayne Marrs (328GTB);

5 Nick Taylor (Mondial T); 6 Tim Walker (328GTB). **CW** Walker; Nick Whitaker (308GT4). **FL** Nigel Jenkins (328GTB) 1m19.946s (83.30mph). **FERRARI OPEN (21 LAPS)** **1 Wayne Marrs (458)**; 2 Sam Smeeth (458) +0.207s; 3 Graham Reeder (430); 4 Tim Ingram-Hill (F430); 5 Simon Smeeth (F430); 6 Paul Brooks (456). **CW** Ingram-Hill; Brooks; Paul Ugo (360). **FL** Smeeth 1m09.143s (96.32mph).

CASTLE COMBE SPORTS & GT (14 LAPS) **1 Simon Tilling (Radical SR3)**; 2 Josh Smith (Radical PR6) +32.113s; 3 Sam Smeeth (Ferrari 458); 4 Stephen Bracegirdle (Nemesius RWE 98); 5 Perry Waddams (TVR Tuscan); 6 Chris Child (Nemesius RME 98). **CW** Tilling; Smith; Smeeth. **FL** Tilling 1m02.250s (106.98mph).

PRE-1990 FORMULA FORD (10 LAPS) **1 Andrew Higginbottom (Van Diemen RF88)**; 2 Stephen Bracegirdle (Van Diemen RF89) +3.329s; 3 Lloyd Hopes (PRS RH01); 4 Peter Dicox (Van Diemen RF89); 5 Jonathan Greenwood (Dulon MP15); no other finishers. **CW** Hopes. **FL** David Cobbold (Van Diemen RF89) 1m14.554s (89.33mph).

SPORTS V SALOONS (10 LAPS) **1 Tim Woodman (Caterham 7)**; 2 Simon Smeeth (Ferrari F430) +8.916s; 3 Neil Garner (TVR Chimera); 4 Tony Hutchings (Audi TT); 5 Nick Holden (Ariel Atom); 6 David Whelan (Porsche 993 RSR). **CW** Woodman; Smeeth; Hutchings; Simon James (Citroen Saxo VTS). **FL** Woodman 1m14.347s (89.58mph).

MONDELLO PARK

CCC, AUGUST 25



GT (25 LAPS) **1 Connaire Finn (Ginetta G50)**; 2 Pat McBenett (Lotus Elise) -1 LAP; 3 Alan Kessie (Porsche 997 GT3); 4 Sean Doyle/Jake Byrne (RT2000); 5 John Cardoo/Lloyd Hutchinson (Austin Mini); 6 Peter Murray/Vinny O'Reilly (SHP T Car). **FL** Finn 57.207s (72.34mph).

FUTURE CLASSICS (10 LAPS) **1 Daniel Byrne (Peugeot 205 GTI)**; 2 Ian Thornton (VW Golf) +0.978s; 3 Michael Clune (Peugeot 205 GTI); 4 Damien Cruise (Fiat Uno); 5 Aidan Byrne (MG Maestro); 6 Pat Lucey (Fiat Uno). **FL** Thornton 1m10.356s (58.82mph).

RACE 2 & FIESTA B RACE 2 (13 LAPS) **1 Ken Fleming (Toyota Starlet)**; 2 Thornton +6.105s; 3 Robbie Parks (Peugeot 205 GTI); 4 A Byrne; 5 Eoghan Fogarty (Ford Fiesta Zetec); 6 Robert Griffin (Ford Fiesta Zetec). **FL** Clune 1m07.756s (61.08mph).

FORMULA VEE (15 LAPS) **1 Adam MacAulay (Sheane)**; 2 Ray Moore (Leastone) +1.089s; 3 Dan Polley (Sheane); 4 Jimmy Furlong (Sheane); 5 Kevin Grogan (Leastone JHO02); 6 David O'Brien (Sheane). **FL** Moore 1m00.179s (68.77mph).

HISTORICS (BOTH 12 LAPS) **1 David Kelly (Crosle 9s)**; 2 Michael Doyle (Chevron B8) +41.210s; 3 Bernard Foley (MGB V8 GT); 4 Stephen Griffin (Madsport Midget); 5 Paul Gray (Porsche 911); 6 Garth Maxwell (MGB GTV8). **FL** Kelly 1m00.382s (68.53mph). **RACE 2 1 Kelly**; 2 Doyle +47.481s; 3 Griffin; 4 Foley; 5 Gray; 6 Mark Russell (TVR Jaguar XJS). **FL** Kelly 1m01.389s (67.41mph).

GINETTA JUNIOR (7 LAPS) **1 Dylan Curley**; 2 Jack Finlay +3.357s; 3 Sophie Byrne; 4 Nicole Coffey; 5 Johnnie Mulholland; 6 Max Sheane. **FL** Curley 1m08.284s (60.60mph). **RACE 2 (14 LAPS)** **1 Curley**; 2 Finlay +6.931s; 3 Mulholland; 4 Sheane; 5 Byrne; 6 Charlie Linnane. **FL** Curley 1m07.917s (60.94mph).

Jamie Martin (1) took a win and a second in Brands Golf GTI races



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THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week



Herbert celebrates his third and final F1 win, Nurburgring '99

Herbert's story stirs emotions

The feature on Johnny Herbert's accident (August 22) was very emotive. Having followed him since Formula Ford in 1985, when he won the Brands Hatch Festival, I remember that horrible day like it was yesterday. Can't believe it's 25 years ago. The pictures sum up how close all those guys were to catastrophe that day. I still

can't watch the footage – it's horrific! Thankfully he did recover sufficiently to have a long and successful F1 career. First time I saw him in an F1 car was at Estoril in 1994. He arrived backwards at the hairpin where I was standing! Go Johnny go!
Chris Adams, by email

I see McLaren's Martin
Whitmarsh believes Sergio Perez is being ganged-up on by his fellow drivers. I happen to think they *should* gang-up on him, as should the race stewards whenever he makes a dangerous move on track. He must calm down before he does something that brings a more serious outcome than a drive-through penalty.
David Herron
Washington, Tyne and Wear

F1 car and call it a Mini. Also, DC is not the best driver to comment on how the car performs, he's from the land of robot drivers that has all the driving apart from turning the wheel done by the black box. It would have been better to have a time from Loeb as well and feedback from him. F1 drivers are not gods in all forms of motor racing.
Richard Holmes
Holland on Sea, Essex

comment about the three drivers he trusted least, but the best comment goes to Laurent Aiello about Jason Plato: "He was so annoying, I took him out." As a spectator, I wish I could do that at most races!
Andrew Mair
By email

Can you persuade Peugeot
to let the gearing on the 208 T16 and let Sebastian Loeb or David Coulthard have a go at the Isle of Man TT mountain circuit?
Chris Rouse
Perth

Looking at Peugeot's 208 Fikes
Peak car, what part is a 208? I may as well put a Mini body on an

In DC's defence, he showed during 15 F1 seasons to have huge talent behind the wheel. And since his retirement, he's proved his credentials as an engaging broadcaster. Ideal man for the job – Ed

Thanks for the Super Touring
articles – loved them (August 15). I loved the era, so it was a great retrospective. I was amused by Alain Menu's

my enjoyment as it was indoors weather! It has, though, meant I am only able to write about it now I am back home. With a few well chosen pieces, I got such a strong sense of not only that memorable season, but of that time in motor racing, of the era that was ending, of another that was beginning, of what we gained, and who we lost.
My compliments to you.
E Flaxen
By email



In pictures

Ace images from around the globe, from Australia to Scotland, via Belgium



COME FLY WITH ME
Sam Tordoff sets the tone, so Andy Jordan and Rob Collard follow suit in some BTCC aerobatics, Knockhill-style, last Sunday

JACOB EBREY

MUD, MUD, GLORIOUS MUD
Marcus Zukanovic goes ploughing through the run-off during the Australian V8 Development Series races at Winton



CIAN FLONE/GETTY

DON'T WINE ABOUT IT, JUST FIX IT!
The vineyards of Germany weren't kind to WRC leader Sebastien Ogier, who wrecked his VW's suspension in the twisty stages



MCKLIEN DE

THE FUELLISH THINGS F1 DRIVERS DO
Fernando Alonso and Felipe Massa at a Shell photoshoot at Spa – surprisingly not invaded by Greenpeace protesters



In the shops

Desirable new releases

McLAREN DRIVER HELMETS

£89.95 – mclarenstore.com

With McLaren's half-century coming up on Monday (September 2nd), it's all McLaren goodies for this week's page. These 1/2-scale, limited edition World Champion helmets are made using fibreglass and polyurethane paint. They feature a tilting visor, realistic buckle, foam padding and measure 12.5cm. Emerson Fittipaldi, Ayrton Senna, James Hunt, Niki Lauda and Lewis Hamilton replicas are available and each comes in black-and-gold celebratory packaging.



HUNT/LAUDA BOOKAZINE

£5.99 – autosport.com

Produced by the AUTOSPORT team to coincide with the imminent release of Ron Howard's *Rush* movie, this 166-page bookazine is a celebration of both James Hunt's and Niki Lauda's careers. Split 50-50 between the two aces, it's packed with period race reports, images and columns, as well as new material that offers a fresh perspective on these friends, rivals and 1970s F1 icons.



BUTTON McLAREN MODEL

£54.99 – autosport.com/shop

Minichamps' 1:43-scale diecast model replicates the McLaren-Mercedes MP4-27 used by Jenson Button last season – his third with the Woking squad – to win the Australian, Belgian and Brazilian GPs en route to fifth in the points. Detail is trademark Minichamps and the model comes with a driver figure.



WHAT'S ON

ON TRACK IN THE UK



Liuzzi and Morbidelli will have Turkington for company in Britain



Citroen 2CVs race twice round the clock at Snett

RICHARDSTYLES

DONINGTON PARK

Superstars/BRSCC
August 31-September 1
donington-park.co.uk
 Superstars' high-octane Italian touring category returns to Donington for its annual UK round. Mercedes driver Thomas Biagi leads ex-F1 racer Gianni Morbidelli (a double Donington winner last year and the current form man for Audi) by just three points heading into an event in which former BTCC champ Colin Turkington will race a

Scuderia Giudici BMW M3. The programme also includes races for Superstars GT Sprint, Auto GP, Scottish Legends, North West Sports Saloons and HRDC Allstars.

SNETTERTON

BARC/CTCRC
August 31-September 1
snetterton.co.uk
 The annual Citroen 2CV 24 Hours starts on Saturday, following a 10-race support package from the Classic

Touring Car Racing Club: Classic Thunder, Pre-'83 Touring Cars, Blue Oval Saloons, Classic Saloon & Historic Touring Cars, and Pre-'93 Touring Cars/Pre-'05 Production Touring Cars.

BRANDS HATCH

BRSCC
August 31-September 1
brandshatch.co.uk
 A Fun Cup mini enduro takes place on Saturday (in the middle of practice and qualifying for the

CADWELL PARK

MSVR
August 31
cadwellpark.co.uk
 Double-headers for the Radical Clubmans and SR1 Cups, plus the Nippon Challenge/French Trophy and MR2 Racing Series/Hyundai Coupe Cup categories.

A 10-race programme including Toyo Tires Porsches, Mighty Minis, Super Mighty Minis, Ford XR Challenge/Scottish Fiestas and Formula Ford 1600 (separate races for Pre-'90 and Post-'89 models).

KIRKISTOWN

500MRCI
August 31
kirkistown.com
 Formula Ford 1600, Formula Libre, Saloons/GTs, Roadsports, and Ford Fiestas.

PRESCOTT

British Hillclimb Championship
August 31-September 1
britishhillclimb.co.uk

ON TRACK AROUND THE WORLD

WORLD ENDURANCE CHAMPIONSHIP

Rd 4/8
Interlagos, Brazil
September 1
fiawec.com

Loheac, France
August 30-September 1
rallycrossrx.com

RALLY ZLIN

European Rally Championship
Rd 8/12
Zlin, Czech Republic
August 30-September 1
fiaerc.com

GERMAN F3 CUP

Rd 7/9
Lausitz, Germany
August 30-September 1
formel3.de

V8 SUPERTOURERS

Rd 4/7
Taupo, New Zealand
August 30-September 1
v8st.co.nz



ERX comes to France, and Sebastien Loeb will be competing

WHITTINGTON/IMG

INDYCAR SERIES

Rd 14/16
Baltimore, USA
September 1
indycar.com

AMERICAN LE MANS

Rd 7/10
Baltimore, USA
August 30
alms.com

INDY LIGHTS

Rd 10/12
Baltimore, USA
September 1
indycar.com/indylights

NASCAR SPRINT CUP

Rd 25/36
Atlanta, USA
September 1
nascar.com

ADAC GT MASTERS

Rd 6/8
Lausitz, Germany
August 30-September 1
adac-gt-masters.de

V8 STOCK CARS

Rd 8/12
Brasilia, Brazil
September 1
stockcar.globo.com

SUPER TC2000

Rd 8/12
Santa Fe, Argentina
September 1
super-tc2000.com.ar

ZANDVOORT HISTORIC

Zandvoort, Netherlands
September 1
cpz.nl

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY AUGUST 29

0300-0415 ITV
 BTCC: Knockhill Highlights
0500-0600 ESPN
 IndyCar: Sonoma Highlights
0900-0930 ESPN
 NASCAR Now
1600-1700, 2000-2100 Sky Sports 4
 Racemax



FRIDAY AUGUST 30

0845-0915 ESPN
 NASCAR Now
1745-1845 Premier Sports
 NASCAR Trucks: 2013 Highlights
1855-2100 Motors TV
 NASCAR Nationwide: Bristol Highlights
1930-2000 Sky Sports F1
 GP Uncovered: Belgium 1958

1500-1550 Motors TV
 Superstars: Donington Park Race 2
1550-2235 Motors TV LIVE
 WEC: Interlagos
1900-2200 ESPN LIVE
 IndyCar: Baltimore
2235-0010 Motors TV
 Superstars: Donington Park Highlights

SATURDAY AUGUST 31

0825-0925 ITV4
 Motorsport UK
1105-1310, 1910-2115 Motors TV
 V8 Supercars: Winton Highlights
1330-1430 ITV4
 Rally Germany Highlights
1430-1600 ITV4
 BTCC: Knockhill Highlights
2115-0035 Motors TV LIVE
 ALMS: Baltimore

MONDAY SEPTEMBER 2

0000-0330 Premier Sports LIVE
 NASCAR Sprint Cup: Atlanta
0130-0200 Eurosport 2
 AutoGP: Donington Park Race 1
0255-0345 ITV
 Motorsport UK
0900-1100 ESPN
 IndyCar: Baltimore Highlights
1030-1100 Eurosport
 ERC: Rally Czech Republic Day 2
1620-1825 Motors TV
 NASCAR Nationwide: Atlanta Highlights
1700-1800 ESPN
 NASCAR Sprint Cup: Atlanta Highlights
1900-2000 Sky Sports F1
 F1 Legends: Gerhard Berger
2305-0115 Motors TV
 V8 Supercars: Winton Highlights

SUNDAY SEPTEMBER 1

0845-0915 Eurosport
 ERC: Rally Czech Republic Day 1
1000-1100 Sky Sports F1
 F1 Legends: Nigel Mansell
1050-1150 Motors TV
 Superstars: Donington Park Race 1
1150-1500 Motors TV
 NASCAR Nationwide: Atlanta

ONLINE

HOT ON THE WEB THIS WEEK

YouTube OULTON PARK'S OPENING MEETING - AUGUST 1953



SEARCH FOR: Introducing Oulton Park - from 8 August 1953! (8:08)

Following long-time Oulton Park visitor and top commentator Ian Titchmarsh's nostalgic wallow through the Cheshire venue's history to commemorate its 60th birthday in last week's AUTOSPORT, here's some rare footage of the very first meeting back in 1953.

AUTOSPORT+

Exclusive content coming up in our premium website this week

We look at Lotus, Hulkenberg and Hunt

Edd Straw talks to Eric Boullier about Lotus's fortunes and asks Sauber's Tom McCullough more about the talents of Nico Hulkenberg. Plus, to coincide with the launch of our James Hunt-Niki Lauda bookazine, we run Hunt's 1977-78 columns on AUTOSPORT.com

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Revved up over what's on the box



THERE'S A LOT TO GET ANGRY in this day and age. Bad parking, internet trolls, silly singing shows, YouTube comments, the internet, there's loads to get one's goat – and I've got a field-full.

In motorsport tellyland, there's plenty to make my blood boil, tear my hair out over and shout about on the inanimate glowing box in the corner of my living room.

1) Cutting to replays of the start when there is interesting live action going on. The days of F1 races being decided at the first corner are behind us, thanks to DRS and Pirelli tyres. So why the merry blazes do we get multiple replays of the start to

coincide with DRS being enabled? The risk is getting replays of action we haven't yet seen, because we were watching a replay. Therein madness lies.

2) Choice of onboard-camera drivers. They were onto something when they put a camera on Satoru Nakajima's Lotus in the late '80s. Either by accident (pun intended) or design, he was a one-man crash montage. But who chose Valtteri Bottas for helmet cam? He's the world's steadiest rookie. No, it should be on Pastor Maldonado's lid. In fact, why not have a camera on his bonce that points inwards and records his innermost thoughts as

he's driving? That I'd pay to see.

3) Cutting to pitlane personnel when something happens to their driver. I understand the need for human emotion to be reflected when the subject in question is wearing a full-face helmet, but is it really necessary every time? Remember the Erja Hakkinen years? (Shudders at the very thought.)

I could go on, but you get the gist. Why not send in your own bugbears to this magazine? Or send us your snow pictures, videos of sneezing cats, holiday snaps...

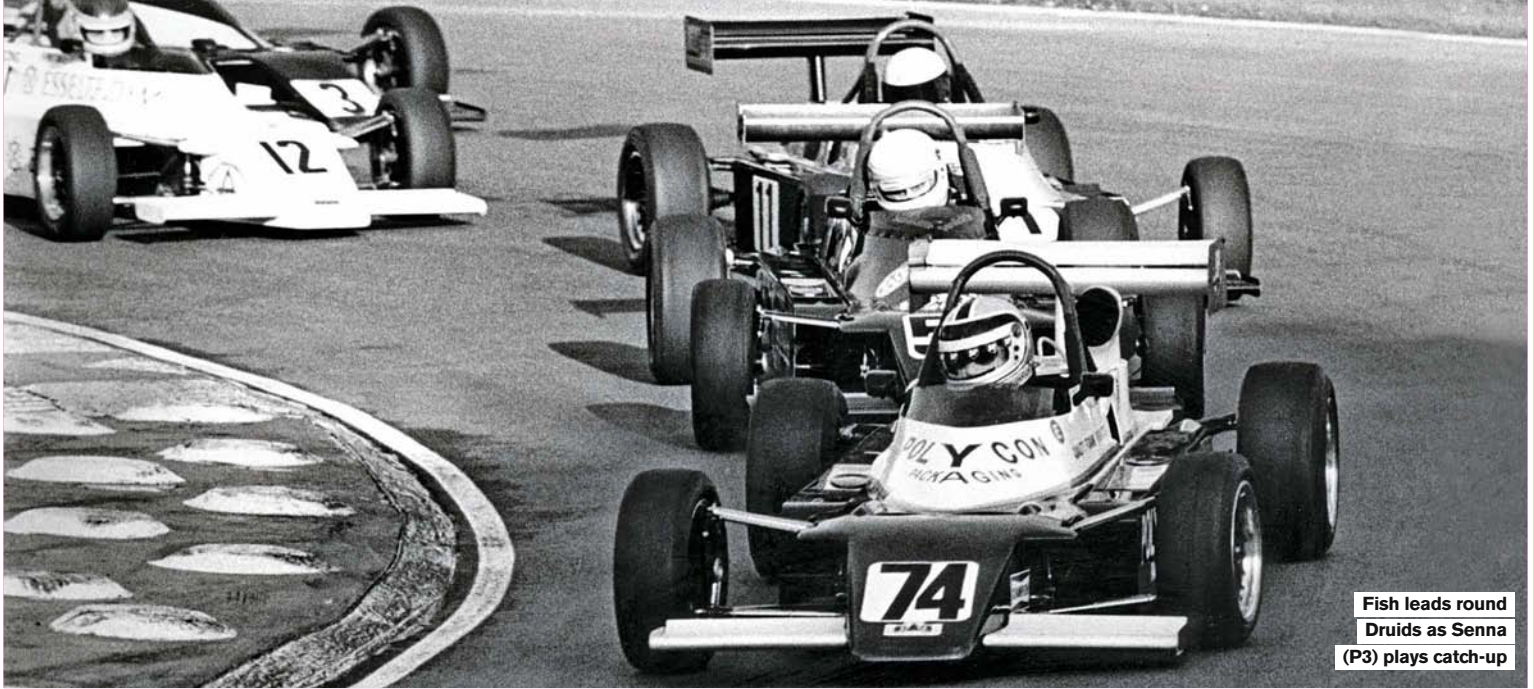
No, just don't! OK?

Revved Up

Calvin Fish

“Ayrton broke the lap record but we had him beaten fair and square”

■ British Fford 2000 ■ Brands Hatch ■ September 26, 1982 ■ Van Diemen RF82 ■ Beating Senna



Fish leads round
Druids as Senna
(P3) plays catch-up

BY THE TIME WE ARRIVED AT Brands Hatch in September, I was pretty determined to get a victory under my belt. I'd only won once in the British championship and had been second about 15 times already that season, and most of those had been behind Ayrton Senna – or Ayrton da Silva, as he was then.

It was real David and Goliath stuff. Ayrton was run by Rushen Green Racing, which was the top team in the championship, and here we were taking the fight to him. The entry list said 'Calvin Fish Racing', but the reality is it was just me, a fantastic mechanic called Mickey Galter and one other guy at weekends – and I was still pretty new to car racing!

For a typical Brands weekend I'd drive down from Norwich on the Saturday morning for about 7.30 – an hour or so before scrutineering – and Mickey would always have got there before me and have had the awning up; he just had masses of fever for his motorsport.

Ayrton and I were typically the two fastest drivers that year and usually

shared the front row, but on that weekend at Brands there was an Argentinian kid called Victor Rosso [now masterminding Honda's Super TC2000 programme in his homeland], who had a little family team and was quick on occasion.

This was one of those occasions. He was on pole, having set exactly the same time as both me and Ayrton to the nearest tenth – that's as accurate as the timing was in those days – but

as he'd done it first, he was ahead of me and then Ayrton.

Typically, Ayrton's strength was how good he was on cold tyres at the start – always a useful tactic on British tracks – so my plan was to use the slingshot off the line to pass Victor around the outside at Paddock and just make a break for it while Ayrton – hopefully – got backed up. Somehow the plan worked out and it took Ayrton more than a lap to get by

Victor, and start coming after me.

It wasn't the most fabulous race in terms of a dice between us and I don't think any of the spectators who were there will remember it either. But inside the cockpit it was a real race against the clock, with me trying to emulate what Ayrton used to do to pretty devastating effect. I think he broke the lap record towards the end, but we had him beaten fair and square – I even remember coming through Paddock on the slow-down lap and getting cheered by a bunch of guys from Norwich who had come down to cheer me on.

That race will always be special to me because we'd tried to hard to beat him all year in the British and European championships and probably only won about four races. I heard that he and Dennis Rushen got into a real shouting match afterwards, each one blaming the other as to why they'd been beaten. I guess maybe they realised how I felt every time he ran away with it. *Calvin Fish was talking to Jamie O'Leary*

PROFILE



NORWICH-BORN CALVIN FISH started racing in 1980 and finished second to Ayrton Senna in British and European Fford 2000 in '82 and took several British F3 podium finishes in '83. After moving to the US, he won the Formula Atlantic title in '87 and won the GTO class at the Daytona 24 Hours and Sebring 12 Hours in '90. Now 52, Fish is a successful driver manager and US motorsport broadcaster.

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Examining its past, present & future

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