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VETTEL'S BOOS CRUISE

**"THE MORE
THEY BOO
THE BETTER
WE'VE DONE"**



**IS THIS CAR THE
FUTURE OF RACING?**
Exclusive analysis of Formula E
all-electric city centre racer

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GTi IS BACK



PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in mpg (l/100km) and CO₂ emissions (g/km) for the 208 GTi are: Urban 34.4 (8.2), Extra Urban 60.1 (4.7), Combined 47.9 (5.9) and CO₂ 139 (g/km).

NEW PEUGEOT 208 GTi

MOTION & EMOTION



PEUGEOT

POLE POSITION

Vettel's a winner, but not in popularity race

I FIND IT QUITE BIZARRE THAT SOME PEOPLE WOULD pay a premium price to attend a world-class sporting event and then boo the undoubtedly deserving winner as he stands on the podium celebrating his victory.

This is the scenario we got at Monza, understandable given the legion of partisan Tifosi, but we also heard this at Silverstone and Montreal. Perhaps it's a sign of the times, but it rankles with me – or has Vettel truly become some kind of caricatured hate figure?

I'm sure there are also plenty of folk who will disapprove of the new Formula E electric car series launched at the Frankfurt Motor Show this week. While single-seater categories like A1GP and Superleague Formula have come and gone, this one truly has its unique selling point as a technology showcase.

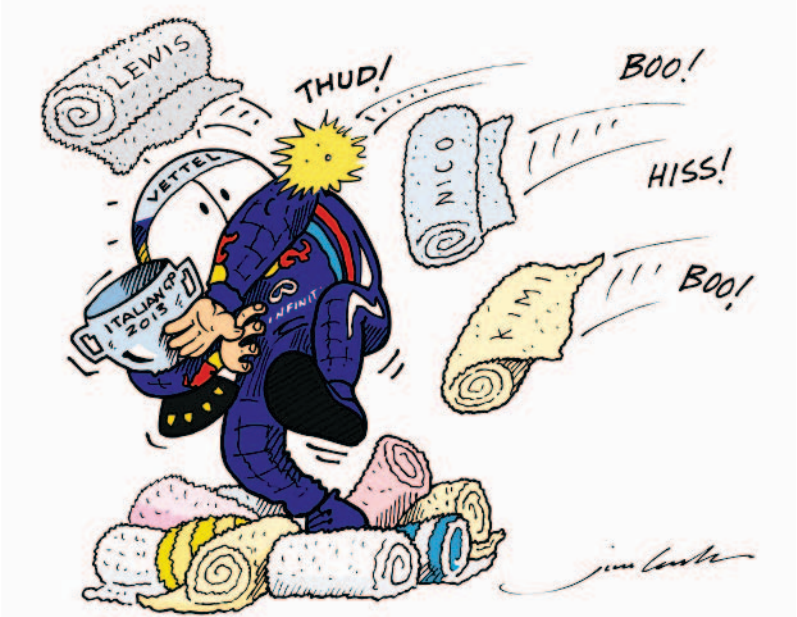
For me, its credibility is that all involved are proper racing people, and if electric racing is going to catch on (didn't we all play with Scalextric cars as children?) then this has every chance. Of course, truly diehard fans of the internal combustion engine could always attend the city centre races and boo every time one drives past...



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BAMBER'S WEEK



FIND US ON



Cover Image: Dunbar / LAT

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THE BIG PICTURE

The Ferrari-mad Tifosi cheer their beloved Fernando Alonso, who kept up his perfect podium-appearance record for the Scuderia at Monza. Full report, page 12





DUNBAR/LAT

This week in F1

MASON/GETTY

Ferrari chiefs
di Montezemolo
and Domenicali



RAIKKONEN FUTURE IN THE SPOTLIGHT

Kimi Raikkonen was poised to make a decision over his future as AUTOSPORT closed for press.

The Finn has remained keen to stay at Lotus if it could provide technical assurances convincing him it will be competitive next year. But with Ferrari having put an acceptable deal on the table, time was running out for Lotus to

persuade the 2007 world champion to stay on. At the Italian Grand Prix last weekend, discussions were ongoing with various parties, including Lotus, engine supplier Renault and Ferrari.

The Italian team was due to make its final driver decision yesterday (Wednesday), although the situation was fluid as AUTOSPORT went to press on Tuesday.

FERRARI CONTENDERS FOR 2014



Felipe Massa
The incumbent of the second seat, but evidence points to a team tiring of his underperformance.



Kimi Raikkonen
Well-regarded by many in the team and seen as a strong team-mate, or even alternative, to Fernando Alonso.



Nico Hulkenberg
Highly-rated by Ferrari. With an impressive fifth at Monza under his belt, he is high on Ferrari's shortlist.

For the latest on the Formula 1 driver market for 2014 go to

AUTOSPORT.COM

SIROTKIN SET FOR F1 TESTS

Russian Sergey Sirotkin will begin on-track preparations in October for his grand prix debut with Sauber next year. The 18-year-old is set to complete as many as 15 days of testing across three circuits. A 2011 Sauber is the likely car, although the team has not yet finalised the machinery and did not rule out using another team's car.



Ward's FIA 'agenda for change'

FIA presidential candidate David Ward has published his manifesto ahead of October's election battle with Jean Todt. Calling it his 'agenda for change', he promises some key reforms:

- Further review of the FIA statutes and structures, describing Jean Todt's efforts to do so as having "fallen short".
- Making the FIA less antiquated and autocratic and making the president more accountable.
- Changes to the election process to stop it favouring the incumbent and deterring other candidates.
- Appoint a chief executive officer and create a management board to give the FIA a "new professional strategic capacity".
- Appoint commissioners for every world championship.
- Reduce travel expenditure and waste in the FIA.
- Invest profits from F1 into safety, sustainability, funding development programmes and training.
- Publish annual accounts.



CLARKE/LAT

- Improve the ethics code.
- Restrict eligibility for FIA presidential election to club presidents or senior office holders.
- Reduce presidential limit to two terms of four years.
- Ensure equal treatment for candidates and ban pre-election-period support pledges.

REMEMBER WHEN



2000-01

Kimi Raikkonen also completed an intensive pre-season test programme ahead of his F1 bow with Sauber in 2001. After stepping up from Formula Renault 2.0, he completed 23 days of running before his debut.

For all the breaking news, visit AUTOSPORT.COM

F1 SET FOR 21 RACES IN 2014

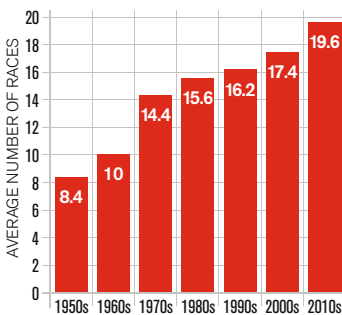
Formula 1's draft calendar for next season includes a record 21 races, with the Russian, Austrian and Mexican Grands Prix added to the schedule.

The calendar has yet to be ratified by the FIA's World Motor Sport Council, which is scheduled to meet on September 27. This means it is still subject to change.

The planned second American race in New Jersey is missing from the calendar, although organisers are hoping the race can be salvaged and are working to a September 20 deadline to get the race reinstated. The Korean GP remains on the calendar but has been moved to April rather than its usual October date. Its appearance on the schedule is subject to contractual terms.

NUMBER OF RACES BY DECADE

The number of points-paying races has more than doubled since the world championship was created.

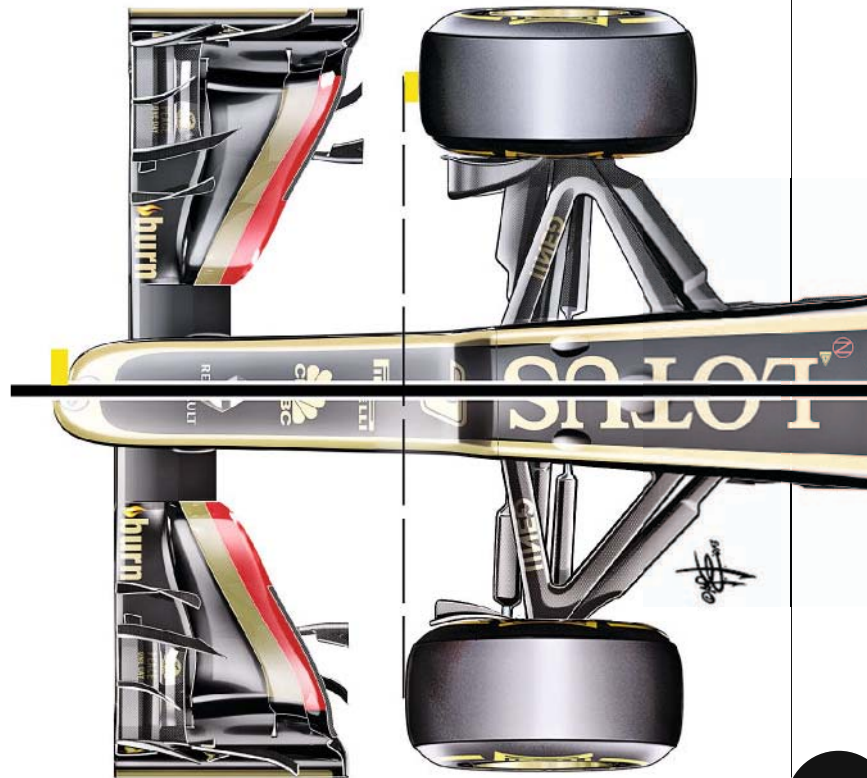


Mexico City is back on calendar for 2014

2014 DRAFT CALENDAR

DATE	COUNTRY	LOCATION
March 16	Australia	Melbourne
March 23	Malaysia	Sepang
April 6	China	Shanghai
April 13	South Korea*	Yeongam
April 27	Bahrain	Sakhir
May 11	Spain	Barcelona
May 25	Monaco	Monte Carlo
June 8	Canada	Montreal
June 22	Austria	Spielberg
July 6	Britain	Silverstone
July 20	Germany	Hockenheim
July 27	Hungary	Hungaroring
August 24	Belgium	Spa
September 7	Italy	Monza
September 21	Singapore	Marina Bay
October 5	Japan	Suzuka
October 19	Russia*	Sochi
October 26	Abu Dhabi	Yas Marina
November 9	Mexico	Mexico City
November 16	United States	Austin
November 30	Brazil	Interlagos

*subject to approval of circuit/contract



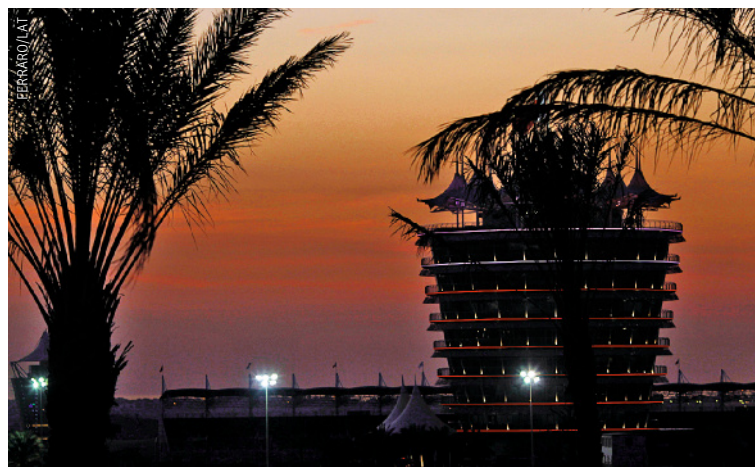
Lotus tests long-wheelbase set-up

Lotus decided against racing its long-wheelbase car at Monza after Kimi Raikkonen drove it during Friday practice. The team reported positive results, but opted not to risk racing a car that had such little running. It will return later this year, possibly as early as the upcoming Singapore GP. **GARY ANDERSON** "The lengthening of

the wheelbase is achieved by angling the front pushrods forward. The positives are better braking stability, because there is less sudden weight transfer, potentially more downforce and a car that is easier on the tyres. On the downside, it's a lazier car. It's expensive to do, given the need to make a new nose. It probably cost in the region of £150,000-£200,000 to do."

CALADO IN F1 ACTION

GP2 ace James Calado made his grand prix weekend debut at Monza last Friday, driving Adrian Sutil's Force India during morning practice. The Briton completed 24 laps, setting a best time 0.447 seconds off team-mate Paul di Resta's mark.



Floodlights for the Bahrain GP

Next year's Bahrain Grand Prix will be staged as a night race for the first time. Work on installing the lights is expected to be completed by the end of March ahead of the scheduled race at the end of April. It will be the second F1 race to be held entirely under lights following Singapore, although Abu Dhabi starts in daylight and finishes in darkness.

Red Bull in 2014 tyre test

Red Bull is completing a 1000km tyre test for Pirelli using a 2011 machine at Barcelona this week. The test was due to start yesterday (Wednesday) and will be part of a development programme for 2014. Daniel Ricciardo and Sebastian Buemi were due to drive. The test will be run by Pirelli, as per the regulations.

PIRELLI DEAL IMMINENT

A deal for Pirelli to act as F1's control tyre supplier for the next five years was on the brink of being finalised as AUTOSPORT closed for press. The FIA has said that the contract is subject to all teams being in agreement.



Porsche recommends Mobil  and  MICHELIN

Please visit www.porsche.co.uk/mission2014 for further information.

**Every time we build a new race car,
we question every single part.
Except for one.**

Mission 2014. Our Return.

After more than a decade Porsche is returning to top-level racing in 2014 – to the FIA World Endurance Championship and its highlight, the 24 Hours of Le Mans.

Our strategy? The same that we follow when developing every Porsche – starting from the ground up and questioning every detail. We take nothing for granted. Except for the principle behind everything we've built for more than 60 years: Intelligent Performance.

Come along on our mission at porsche.co.uk/mission2014 and watch us develop our prototype first-hand.



PORSCHE



Mark Hughes

MPH

Has Fernando Alonso gone too far in his public criticism of Ferrari? After all, the team has form for sacking world champions...

Coming into the Monza weekend it was very clear that the Alonso/Ferrari relationship was badly damaged. Luca di Montezemolo's public ticking off of his driver's veiled criticism of the team a few weeks earlier should have sent Fernando's alarm bells ringing. And maybe it did. But still he couldn't help himself as the Ferraris were released onto the track in Q3 at a moment inappropriate to their intended attempt at having Massa slipstream Alonso to an enhanced time. Nico Rosberg's Mercedes, already on a flying lap, was bearing down fast and was certain to interrupt the gap between the Ferraris.

This is when Fernando advised his team that they were geniuses – in a tone that meant the opposite. It would have been an excellent time to have availed himself of the opportunity of saying nothing, but instead he'd delivered more of the very stuff that had already so enraged his boss.

It's true: they *had* sent them out at the wrong moment. Just as it was true that a couple of years ago they had lost him the opportunity of winning at Monaco by bringing him in for his pitstop as he was setting purple sector times in the lead – and several other moments of high-stress miscalculation that are inevitable with any F1 team. And it's perfectly reasonable to criticise the team – internally. What

further behind as Red Bull and Mercedes made continuing strides, as Sebastian Vettel continued to steamroller his way into the history books. That very weekend Alonso's manager was having very public discussions with Red Bull and less public ones with Lotus.

With other circumstances nudging Raikkonen towards advances that Ferrari publicly acknowledged for the first time during the Monza weekend, should Alonso not have been healing the rift rather than re-opening it? He seemed to start off the weekend trying to do that, saying on Thursday: "I still have three and a half more years with Ferrari which I intend to respect and hopefully to increase a little bit, and as I said, finish my career in the best team in the world which is Ferrari."

But come Saturday and another disappointment and he couldn't keep the goodwill going in the heat of the moment. On Sunday post-race, he was going out of his way to say only good things about this special team, stating he'd always loved it and that anything else was media invention. But was it already too late? Rumours persisted that his future would be decided at a high-level meeting a few days later.

This was largely going to be the decision of one very powerful, proud and theatrical man in a culture

“An employee appearing to be disrespectful was never going to go down well at Ferrari”

is always deeply resented is that criticism being made in public.

But it's a sensitive balancing act between that and leading the team – especially this team. Kimi Raikkonen, dismissed for being too passive here, was replaced by Alonso the demanding team leader. But now he has proved *too* demanding and ironically Ferrari was at Monza admitting to trying to recruit back the very guy they paid off early so as not to miss the window of opportunity in signing Alonso. Fernando has proved divisive – which is pretty much what McLaren said after his 2007 season there.

But an element of frustration with Ferrari has surely played its part in inducing such behaviour. Coming into the Hungarian Grand Prix weekend, he found that the high-downforce package had simply not worked, that the car was essentially much as it had been in Spain three months earlier. The car that had started the season as highly competitive was falling steadily

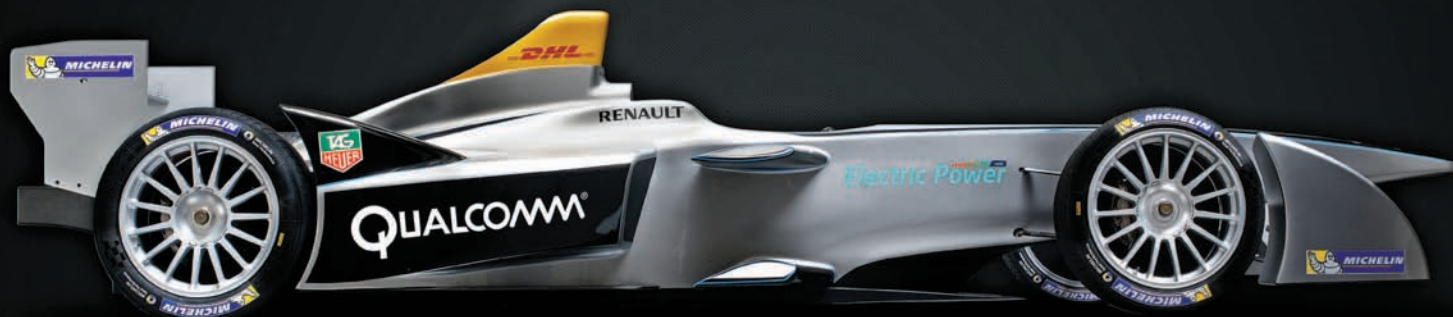
where how things appear is incredibly important. Having an employee appearing to be disrespectful was never going to go down well. In the race, Alonso's questioning of the team's judgement in the heat of the moment led him to stay out longer than it was suggesting. This increased his deficit from five seconds to 10. There was not a word of public criticism from the team afterwards, giving it the moral high ground.

Alonso is one utterly brilliant racing driver, but the intensity that's part of that gives him some traits that can be difficult to live with. This has been true of many great drivers. Yet would Ferrari come to regret letting him go? There are some at McLaren who would take him back in a flash. In 1991, Alain Prost, a very great driver, was sacked a few races before the end of the season for being publicly critical of Ferrari. He took a year's sabbatical and returned to win another title with a different team. ❧

This week in motorsport

FORMULA E LAUNCH

Formula E unveiled the car that will be used in its inaugural season in 2014 at the Frankfurt Motor Show on Tuesday. The Spark-Renault SRT_01E features a Dallara chassis, Williams batteries and Michelin all-weather tyres.



Sordo's French Citroen drive

Dani Sordo's Rally Germany victory has earned him a Citroen reprieve for the next asphalt round of the World Rally Championship in France. Kris Meeke, who will drive Sordo's works DS3 WRC in Australia this weekend, and Robert Kubica are in contention to contest the Spanish and British rounds for the team.



Rahal rates Indy road course

IndyCar racer Graham Rahal says he is encouraged by the prospect of a race on the Indianapolis road course. The Rahal Letterman Lanigan Racing driver and Panther Racing's Ryan Briscoe tested there last week. The clockwise and anti-clockwise versions of the track were trialled, with Rahal saying: "It's had some knocks, but I had fun. You're sliding around. There's not a lot of grip."

Focus for Onslow-Cole

Tom Onslow-Cole will join Motorbase Performance for the final three rounds of the British Touring Car Championship.

Onslow-Cole left Team Hard, for which he has driven all season, last week and will now race an NGTC Ford Focus alongside Mat Jackson and Aron Smith.

BTCC rookie Andy Wilmot will race Hard's vacant Volkswagen Passat at Rockingham.

DELTAWING COUPE TESTS

The coupe version of the DeltaWing sports-racer made its test debut at Roebling Road Raceway last week with Briton Katherine Legge at the wheel. Legge will share the car with Andy Meyrick at Austin's American Le Mans Series race next weekend.



For all the breaking news, visit AUTOSPORT.COM

CIANFLONE/GETTY



NEW PITSTOP RULES IN V8s

V8 Supercars has mandated a minimum of four fuel stops per car for this weekend's Sandown 500. The ruling is in response to anger from Holden and Ford over a perceived performance increase by the Nissan and Mercedes teams at Winton last time out. Nissan's James Moffat won after being allowed to use a revised E70 fuel blend while question marks existed over the consumption rates of the Altima and E-class machines. Every car will run the standard E85 fuel at Sandown.

NASCAR axes Truex from Chase

NASCAR fined Michael Waltrip Racing \$300,000 and removed its driver Martin Truex Jr from his Chase position on Monday after finding it guilty of manipulating the result of last Saturday's Richmond Sprint Cup race.

A caution-inducing spin by Clint Bowyer (right) and late pitstops by Bowyer and Brian Vickers elevated Truex to seventh while also helping derail the hopes of Ryan Newman, who Truex beat to the final wildcard Chase spot on a tiebreak.

Fifty-point penalties for all three MWR drivers ensured Truex dropped from 12th to 17th in the standings in its pre-Chase form, meaning he missed out on a place to Newman. NASCAR also suspended MWR general manager Ty Norris and placed the crew chiefs of all three of its cars on probation.



KINRADE/LAT

P50 RICHMOND REPORT

COX/GETTY



Dixon fined over outburst

Scott Dixon was last week fined \$30,000 and put on probation by IndyCar after calling for series race director Beaux Barfield's sacking and publicly criticising the Penske team and its driver Will Power.

Dixon's fine, which IndyCar said was due to the Kiwi using "improper, profane or disparaging language in reference to officials," can be rescinded in exchange for publicity duties for IndyCar.

MORE FR3.5 FOR SAINZ JR

Red Bull junior driver Carlos Sainz Jr will contest the remainder of the Formula Renault 3.5 season with Zeta Corse. The Spanish teenager,

whose main programme this year has been in GP3, raced in the Monaco and Spa FR3.5 rounds with the Italian team.



DUTCH PHOTO AGENCY/LAT

Swede steps up with Fortec

German F3 Cup frontrunner John Bryant-Meisner is stepping up to the European F3 ranks with Fortec Motorsport

at Vallelunga and Hockenheim next month. Fellow Swede Jimmy Eriksson tested for rival Ma-con at Hockenheim this week.

In brief

NEWMAN JOINS RCR

Outgoing Stewart-Haas driver Ryan Newman has joined Richard Childress Racing for the 2014 NASCAR Sprint Cup, taking over the #31 Chevrolet raced this year by Jeff Burton.

MULLEN'S GULF DEAL

Tim Mullen will return to the Blancpain Endurance Series at next week's Nurburgring season finale. He will join cousin Adam Carroll and Rob Bell in a Gulf Racing McLaren MP4-12C GT3.

BRADLEY'S P2 DRIVE

Briton Richard Bradley will race for the LMP2 sportscar arm of his Super Formula team, KCMG, in the Asian Le Mans Series at Fuji next week. He will partner James Winslow and Kazuhiro Koizumi in the LMP2 Morgan-Nissan.

ZEOD DEBUT SET

Nissan's ZEOD RC electric racer, which will take the 'Garage 56' spot at Le Mans in 2014, will make its public debut during the World Endurance Championship round at Fuji in October.

JRM GOES GERMAN

JRM will contest the final ADAC GT Masters event at Hockenheim next month. Peter Dumbreck and Matt Bell will share one Nissan GT-R NISMO GT3 and Steven Kane and Humaid Al-Masood the other.

PRIAULX BACK TO BATHURST

DTM pair Andy Priaulx and Mattias Ekstrom will share a Triple Eight Holden at V8 Supercars' showpiece event, the Bathurst 1000, on October 13. Their car has been granted wildcard status and will compete under the Team Xbox One banner.



THE RACE REPORT

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

Vettel shifts Red Bull out of reach

Despite a worrying gearbox problem, the three-time champion could not be stopped at Monza. Now he looks ever-more like a four-time champ. MARK HUGHES explains an intriguing race

AT A GLANCE



“Alonso was surely trying to get the aggressive gearshift map imposed on Vettel, illustrating his relentless tenacity”

ITALIAN GP
Monza

ROUND 12/19

LAPS 53

WINNER
Sebastian Vettel
1h18m33.352s

POLE POSITION
Sebastian Vettel
1m23.755s

FASTEST LAP
Lewis Hamilton
1m25.849s

RACE RATING
★★★★☆ Interesting rather than thrilling at front. Some good fights

DRIVERS' STANDINGS
Vettel 222pts
Alonso 169pts
Hamilton 141pts



Hulkenberg starred to place the Sauber third on the grid



QUALIFYING 14.00, 7.9.2013

➤ Red Bull's traditional aerodynamic superiority has not always been easily accessible at Monza, a track with demands awkwardly on the cusp of low-drag, top-end power and gearing.

How much downforce can be retained with the flat-wing package? How much laptime does slightly more downforce bring? How vulnerable does that leave you at the end of the straights? What is the switchover point? What aero and ratio choices are the competition making?

Once, in 2011, Red Bull had a car that was so overwhelmingly fast it could configure it however it chose. Last year, its competitive advantage was much reduced and it never figured in the fight either for pole or victory. The 2013 car was more like 2011's here, but it was also

quite apparent that the Renault engine was not as outgunned in top-end horsepower as last year.

So into Friday Red Bull experimented with downforce levels and geared short. It did most of its running that day on the higher downforce of the two front wings it brought, the type that had been tried during practice at Spa. Vettel was devastatingly fast – 0.6s clear of anyone on one-lap pace, an average of 0.8s faster during the long runs on the option (medium) tyre. It was by far the fastest going onto the long pit straight but at just 204mph it was among the slowest by the end of it.

Mark Webber was very competitive relative to everyone other than his team-mate, whom he trailed by around half a second. There's just something about the way Seb can get the car into

the chicanes with its sliding around in low-downforce trim that makes him fantastically quick here. Mark studied the traces on Friday evening and resolved to find more. Red Bull looked at how it compared with everyone else and decided it had no need to risk all on getting pole. It looked to have enough pace in hand that it could secure pole even with a lower-downforce level and a longer top gear that would allow it not to be vulnerable at the end of the straights.

That's exactly how it played out. Vettel's advantage over the best non-Red Bull was halved – but that was still a comfortable margin. Red Bull was the only team to make just a single run in Q2, where its cars went first and third, split by Fernando Alonso's Ferrari, and into Q3 Vettel was quickest in every sector. His 40th pole – and Red Bull's 50th – was among his more comfortable.

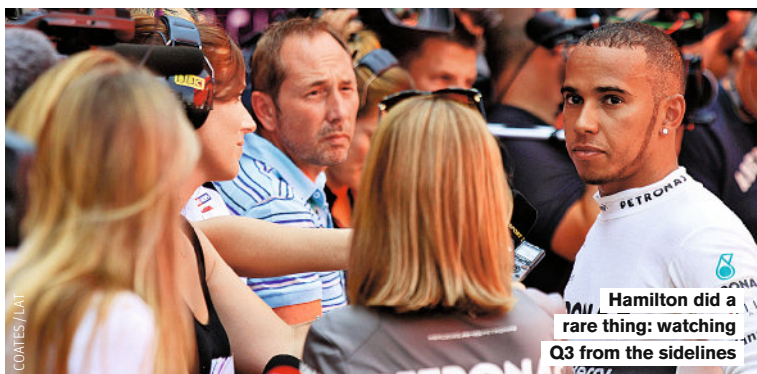
Webber made a good inroad into his Friday deficit, getting it down to just a couple of tenths to line up next to him on the front row. "He's just very strong here," accepted Mark, "and this circuit is a bit of the opposite for me."

There was nothing fluky about Nico Hulkenberg's third-fastest time for Sauber. The Mercs and Lotuses were struggling, Ferrari got distracted by its attempts at having Alonso and Felipe Massa slipstream each other, but the Hulk was solidly quick every time he ran. The Sauber's low-downforce

package was working very effectively. A 'higher low-downforce' than some, appropriately lower gearing and therefore fairly slow at the end of the straights favoured one-lap pace, and Nico was in a Vettel-like rhythm with the place. It was the fastest Ferrari-powered car on the Monza grid – ahead of Ferrari itself!

Last year Ferrari tried the towing experiment and it failed because Alonso's damper broke just as he was about to be towed to pole. So the team was keen to try it again and practised it assiduously. This time it failed because the two cars were released just as Nico Rosberg's Mercedes was exiting Parabolica to begin its fast lap. This compromised the choreography and a Toro Rosso further delayed Alonso as he tried to hang onto Massa. Felipe couldn't wait around just because Fernando had been held up and so set off to do his own thing, which was good for fourth on the grid, 0.1s off Hulkenberg. Alonso was marginally slower, and foiled.

Rosberg's was the only Mercedes to make it through to Q3 and he qualified sixth, his preparations compromised by having missed most of third practice due to a hydraulics failure. It meant that Q1 was his first run in the car with a low fuel load. Lewis Hamilton failed to get through to Q3 for the first time this year, having damaged the floor to the



Hamilton did a rare thing: watching Q3 from the sidelines

tune of 0.6s-worth of downforce over the Ascari exit kerb and then been badly baulked by Adrian Sutil going into Parabolica to begin his final lap.

Daniel Ricciardo was within a couple of tenths of third fastest, but only seventh. The Toro Rosso was set up with super-low-downforce levels, fastest through the speed trap before the first chicane and second only to Vettel through the first sector. Team-mate Jean-Eric Vergne got the second car through to Q3 but suffered a big old moment exiting Parabolica on his only run there and was last of the Q3 runners.

The McLaren was not picking up enough straight-line speed for its lack of downforce and both Sergio Perez and Jenson Button were around 0.3s adrift of Ricciardo. Button, ninth quickest but committed to his race-day tyres, was regretting having run in Q3.























Neither Lotus could find the grip in the high track temperatures of Saturday afternoon, having been much quicker

'Vettel's 40th pole, and Red Bull's 50th, was among his more comfortable'

earlier that morning. The team had settled upon the standard car after Kimi Raikkonen had spent first practice in the long-wheelbase version. There proved to be absolutely no difference in laptime between the two specs, hence the known quantity of the standard car in which Raikkonen and Romain Grosjean were respectively 11th and 13th.

The Force Indias seemed to be suffering similarly to the Lotuses, with Sutil 14th (though relegated to 17th after the penalty for baulking Hamilton) and Paul di Resta 16th. The Scot had suffered a Parabolica off during Saturday morning after the right-front brake disc failed. Pastor Maldonado's Williams was between the Force Indias, a weighbridge call preventing him from doing the planned three-lap run in Q2 to get the most from the slow-to-warm tyres.

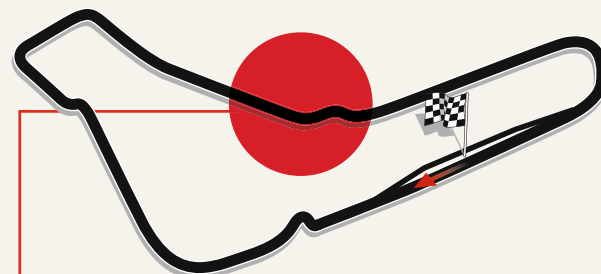
THE GRID

	1 VETTEL RED BULL 1m23.755s Medium		2 WEBBER RED BULL 1m23.968s Medium
	3 HULKENBERG SAUBER 1m24.065s Medium		4 MASSA FERRARI 1m24.132s Medium
	5 ALONSO FERRARI 1m24.142s Medium		6 ROSBERG MERCEDES 1m24.192s Medium
	7 RICCIARDO TORO ROSSO 1m24.209s Medium		8 PEREZ McLAREN 1m24.502s Medium
	9 BUTTON McLAREN 1m24.515s Medium		10 VERGNE TORO ROSSO 1m28.050s Medium
	11 RAIKKONEN LOTUS 1m24.610s Hard		12 HAMILTON MERCEDES 1m24.803s Hard
	13 GROSJEAN LOTUS 1m24.848s Medium		14 MALDONADO WILLIAMS 1m25.011s Medium
	15 DI RESTA FORCE INDIA 1m25.077s Medium		16 GUTIERREZ SAUBER 1m25.226s Hard
	17 SUTIL FORCE INDIA 1m24.932s* Medium		18 BOTTAS WILLIAMS 1m25.291s Medium
	19 VAN DER GARDE CATERHAM 1m26.406s Medium		20 PIC CATERHAM 1m26.563s Medium
	21 BIANCHI MARUSSIA 1m27.085s Medium		22 CHILTON MARUSSIA 1m27.480s Medium

* three-place grid penalty for impeding

TRACKSIDE VIEW

Mark Hughes
GRAND PRIX EDITOR



There's an ancient core of a tree to the right of the Ascari braking zone, wrapped in a blanket of more recent unrelated foliage, emblematic of Monza itself, with its modern furniture over a venerable skeleton. On the Ascari approach they burst out of the dappled light beneath the old banking and the Emirates bridge, 1950s and 21st century traversed in the passing of a shadow over glinting bodywork as the cars cleave their own bubble in the air. Nico Rosberg's citrus helmet is vibrant through the shadows of the braking area and, as he takes some kerb on the left hander, it induces the Mercedes into a quiver of wheelspin. On his out-lap Jenson Button disappears from view heading towards Parabolica amid the lazy rise and fall of engine note as he holds the car against the brakes to bring them up to temperature, zig-zagging from side to side to do the same for the tyres, just setting the table prior to delivering the feast. This comes a lap later, the car heavily committed into the braking zone, downshifts exploding the unburned fuel in the exhausts to sound like rifle shots, echoing off the trees, Button then carrying the momentum into and through the corner, carrying it, carrying it until the tighter right-hand switch of the second part of this chicane forces him to surrender the throttle for a blink-brief

'Calado, on his first GP outing, tiptoes the Force India and flirts with the gravel trap'

moment, not enough downforce to deliver on a promise made just a couple of seconds earlier. Romain Grosjean is weaving heat into his tyres even on this very warm morning and, as the Lotus hits a small ripple in the track at the beginning of the following straight, sparks are characteristically flying from the back as the car's FRICS system raises the nose and lowers the rear, going about its drag-reducing business. A few moments later Kimi Raikkonen in the long-wheelbase version of the same car goes past that ripple without the sparks, even with the nose up. James Calado, on his first grand prix appearance, tiptoes the cold-tyred Force India out and flirts with the gravel trap, so dire is its lack of grip until the heat has soaked into the rubber. But he's soon looking composed and quick, visually very little different to team-mate di Resta. The man after whom the turn is named knew only a gentle left-hand kink here. Only the overlooking banking and perhaps that ancient tree can still bear witness to what happened that day 58 years ago, and now even the tree's overgrowth is smothering that secret.



HONE / LAT

RACE

14.00, 8.9.2013



This was a race all about timing: the timing of the gearchanges on the Red Bulls, which gave a race dominated by Sebastian Vettel its only hint of tension; and the timing of when during the weekend you had your problems.

Mercedes' problems happened during practice and qualifying, trapping Nico Rosberg and Lewis Hamilton behind slower cars in the race; Red Bull had its glitches after Vettel and Mark Webber had secured the front row, allowing them a buffer of protection.

If Hamilton had qualified properly on Saturday he could have capitalised upon Vettel's dramas. But he hadn't – he'd started 12th instead, had to pit early for a debris-induced puncture, forcing him into a two-stop strategy that was much slower than the favoured one-stop and, after a flurry of late passes, completed his fightback to come home ninth.

Had Rosberg not missed all of the third practice session to a hydraulics problem, meaning he didn't get to drive the car on low fuel until qualifying, he'd not have had the understeer, would likely have qualified on the first couple of rows and would not have been stuck behind Nico Hulkenberg's overachieving Sauber in the race.

In addition, Hulkenberg's timing in delivering such a great performance in qualifying and race at just the moment a Ferrari or Lotus opportunity may be opening up was perfect. Fernando Alonso's timing in being caustically critical of Ferrari over the radio – with his boss Luca di Montezemolo watching on, a proud and powerful man perceiving another embarrassment from a disrespectful employee and in front of his home audience – was



Vettel smokes it as he fends off Massa and Webber

probably less well-judged. His drive to second place, keeping Vettel within sight while fending off the other Red Bull of Webber, was a well-timed piece of damage limitation.

But it might have been yet better. The ongoing tension between Alonso and the team, his distrust that it will always make the correct calls – only intensified by the team's mistimed qualifying run the day before – led him to question the timing of his pitstop, and to extend such distrust further than hindsight says he should have done. In that time his deficit to Vettel

grew from 5.3 seconds to 10.3. It was that big, comfortable margin that allowed Vettel to back off late in the race when the timing problems of his gearbox began to resurface.

The timing and coordination of Ferrari's start system is better than Red Bull's, and that played its part in the opening seconds as Vettel bogged down slightly. Felipe Massa made a scorching start and was able to run side by side with the Red Bull as they braked for the Rettifilo chicane – on the outside.

Webber's start had been less bad than Seb's and so he was making ground on him on the inside. "I couldn't see where Mark was," explained Vettel, "so I tried to brake as late as I could but make sure he had enough room." It's the biggest-braking first turn of the season, the cars are loaded with the least downforce and were, of course, heavily packed with fuel. The front-right was badly locked even before Vettel had to begin turning. He eased off the pressure slightly, unlocking the wheel to get him the turn-in, but it locked again as he fought to make the apex. He exited the turn in the lead, but with a heavily flat-spotted tyre. Massa cut across Webber to take up second, this pair heading Hulkenberg, soon to be passed by Alonso, then Rosberg, Daniel Ricciardo's Toro Rosso and the rest.

Further back, Sergio Perez had cut across the bows of Kimi Raikkonen's

fast-starting Lotus under braking. Kimi could brake no harder than he already was and hit the back of the McLaren, incurring wing damage, and sending Perez straight on across the escape road.

Raikkonen would be in at the end of the first lap for a new nose, rejoining at the back, now on a set of fresh option tyres rather than on the hard rubber on which he'd started. He'd been one of only three – together with Hamilton and Sauber's Esteban Gutierrez – to start on the prime tyre. Last year this was much the faster choice, but not so this time. With the track temperature a relatively low 29C – cooled by a rain shower shortly before the start – it took a long time to heat up and, with the standard-gauge Pirellis, rather than last year's thin-gauge, heat build-up in the option tyre was not such an issue.

But the first-lap stop effectively forced Raikkonen onto a two-stop race. There was no way either tyre – especially the medium – could last the remaining 52 laps. A one-stop is invariably the favoured Monza strategy but this year, with the lower pitlane speed limit, was even more so.

Hamilton was forced to take the inner sleeping-policeman route across the first chicane to avoid the damage triggered by Perez, and it's suspected that a piece of the debris from there caused the slow puncture in the right-front that forced him onto the slow



Ricciardo did a great job to hold off the midfielders

HOME/LAT



COATES/LAT

FRIDAY



1003 Force India reserve **James Calado** leaves the garage for his first FP1 outing on a grand prix weekend.

1029 **Jenson Button** moans: **"We need to go down on the front wing, very oversteery in Ascari and Parabolica."** Team later discovers his DRS isn't closing properly.

1047 **Fernando Alonso** is told to **"shift his brake balance forward for the two chicanes"**. After pitting, Ferrari switches front wings on his car. He also requests: **"Check the rear-wing endplate on the right side."**

1110 **Nico Hulkenberg** gets stuck in third gear. He's told: **"Try to come back without shifting."** Later, he tries to rejoin, but stops at the end of the pitlane as he can't select second.

1128 **Nico Rosberg** is advised: **"Less apex speed in Turn 8 [Ascari chicane], more kerb to get a better exit."**



DUNBAR/LAT

1130 **Felipe Massa** locks up at the end of the pitlane as the red light comes on: **"The light was red so I braked and I stopped after the line, so I don't know if it's OK or not."**

1251 Stewards decide **Button** should not be punished for illegal DRS use as it is caused by the mechanism not shutting.

1426 In FP2 **Bottas** reports his Williams's front wing is **"dragging in a straight line"**. His engineer confirms this is costing speed.

1458 **Jules Bianchi** slides into the gravel at the second Lesmo, but is able to keep the car moving and continues.

1515 **Massa** suffers gearbox issue: **"Got a problem with changing gears. I'm in third, so maybe I come in like that?"** He does.

1525 **Alonso** goes off briefly at Lesmo 2 and rejoins.

1528 **Seb Vettel** requests a pit visit, but labours the point about not laying rubber in his box. Engineer **'Rocky'** chastises: **"Get off the radio!"**

1728 **Ferrari** fined €10,000 for releasing **Massa** too close to the end of FP1 just before the red light came on.

'Vettel exited the first turn in the lead, but with a heavily flat-spotted tyre'

two-stop strategy too.

The first-lap incidents weren't over yet. After the slipstreaming pack screamed up through the flat-out Curva Grande – the Monza trees echoing to a herd of Formula 1 V8s for the last time – and into the braking zone for the Roggia chicane, things got a little too compressed. Paul di Resta misjudged things and hit the back of Romain Grosjean's Lotus hard enough to pluck off the Force India's left-front wheel, putting him out on the spot. A bad bit of timing.

By the end of the first lap, Vettel was leading Massa by over a second already and was no slower than the Ferrari at the end of the long straight.

That big stretch to the long seventh gear in the Red Bull – and the accompanying software changes made when it has replaced a shorter seventh, like that used on Friday – is suspected to have had something to do with the problems Red Bull experienced with the fifth/sixth/seventh ratios and



ETHERINGTON/LAT

Di Resta's wheel goes airborne after contact with Grosjean's Lotus

associated dog rings after qualifying. They were replaced in the cars of both Vettel and Webber before the race.

"Obviously that was a concern to us," said Red Bull team boss Christian Horner, "especially as we hadn't established the cause." But for now the gearboxes were fine; what was troubling Vettel were the severe vibrations feeding through the car from that heavily flat-spotted front tyre. They were monitoring it even as Vettel continued to pull clear of Massa.

Meanwhile, Alonso was on the move. "He just got into the rhythm a little quicker than me," said Webber. Alonso tried a pass at the first chicane into the third lap, not quite making it but forcing Webber to take a compromised line.

Alonso got the power down better and ground ahead to the right as they exited Curva Grande.

As ever when these two get together, there were only inches to play with. Mark tried to squeeze the Ferrari out on the approach to the Roggia chicane, but Fernando was coming regardless, staying far enough alongside that he could turn in, now on the inside for the second part of the chicane. "The chess match is over at that point," accepted Webber. "You have to concede and take the fight to another part of the race." As they tried to squeeze through there, Webber snagged his right-front wing against the Ferrari, damaging it slightly.

"It's only possible to do that [move] with experienced and respectful ▶



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Alonso braves it out with Webber at Roggia...

ETHERINGTON/LAT

◀ drivers,” said Alonso. “You’d never try that move with some others.”

With the Ferraris running second and third and the wrong guy ahead – from a championship perspective – it was only a matter of time before Massa pulled aside for Alonso and this duly happened into the Rettifilo chicane beginning lap eight. By which time, there was realistic hope in the Ferrari pits. They’d heard the radio message to Vettel that his right-front was ‘not looking good’. It was looking as if Vettel might have to convert to a two-stop (slower over a race distance by around 10 seconds). To avoid this, he needed to get to around lap 20 on the damaged tyre.

Vettel was taking care to nurse it, yet continued to ease away from Alonso at around half a second per lap. The closely-matched Massa and Webber gradually fell a little way adrift of Alonso but pulled clear of Hulkenberg and Rosberg, the Mercedes unable to find a way past the immaculately-driven Sauber.

They in turn were pulling away

‘Alonso doubtless recalled the Monaco Grand Prix that he could have won’

from Ricciardo, taking care to eke out the rear-tyre life of the low-winged Toro Rosso, and in the process costing time to the potentially faster McLaren of Perez.

Jean-Eric Vergne would retire the second Toro Rosso on the 14th lap with a broken transmission. This released Jenson Button to close up to the back of his team-mate, having already passed the struggling hard-tyred Hamilton even before Lewis was called to the pits because of that slow puncture. Lewis’s radio wasn’t working and he wasn’t even aware of the puncture the team could see on the data, so it took a couple of pit-signal prompts before he responded. He rejoined near the back on a fresh set of options, not so far

behind the similarly delayed Raikkonen, and they were soon scything through the lower pack together, the fastest cars on track for much of the time. If only they had qualified well.

“It’s frustrating,” said Lotus trackside chief Alan Permane. “It’s a mystery where the speed went in qualifying, because on Friday we were quick, on Sunday we were quick. Kimi was basically faster than Alonso from the time of his stop and only very slightly slower than Vettel.” Instead he would spend his afternoon, like Lewis, making up place after place only then to have to surrender them with a second stop and do it all over again.

By lap 20 Button was within a couple of seconds of team-mate Perez’s eighth place and lapping faster. He was brought in on the following lap and fitted with a fresh set of primes. Perez came in a lap later and would probably have emerged still ahead but for a problem with the right-front that cost a couple of seconds. Ricciardo had pitted on the same lap as Perez and emerged

still just ahead of the McLarens, now headed by Jenson.

Button’s stop created the perfect gap for Vettel – who had succeeded in nursing his damaged right-front long enough to stay with the one-stop strategy, all the while staying comfortably clear of Alonso – to drop into and the Red Bull duly came in for its primes on lap 23. He was followed 11 seconds later by the other Red Bull of Webber! Impressively, the Red Bull boys turned around their cars in 2.6s and 2.7s respectively, which not only got Vettel out in clear air and on healthy tyres, but allowed Webber to leapfrog Massa.

Red Bull’s double-shuffle had caught Massa’s crew on the hop. All it could do was respond next time through, but Webber’s strong out-lap pace ensured the Ferrari was a couple of seconds behind after it had pitted.

Alonso had yet to pit and was now leading the race. They were calling him in, but he wasn’t sure they should be. He doubtless recalled how in Monaco a couple of years ago they’d called him in as he was setting purple (outright fastest) sector times and that, if they’d just let him continue doing so for another couple of laps, he’d have won the race instead of finishing third. So he questioned the call – in Italian. He asked why he should come in just as he was setting green (personal best) sector times. Besides, Ferrari was a little nervous of its performance on the hard tyre and figured it might take a time to bring them up to temperature.

With Webber going quickly, Alonso gambled on staying out for another ▶



...and clips the Red Bull’s wing as they exit

MOY/NPB



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Rosberg (left) concedes to two-stopping Merc team-mate Hamilton

◀ three laps. But after the second of them it was clear that the fresh hards on the Red Bulls – and Massa’s Ferrari – were significantly faster than Fernando’s used mediums. He pitted on lap 27 and all those extra three laps had done was increase his deficit to Vettel by five seconds. He got out only just in time to prevent Webber leapfrogging him.

Vettel now led Alonso by 10s, with Webber and Massa right behind. Just behind them was the out-of-sequence Raikkonen. Kimi made his stop on lap 30, dropping him back to 14th, but with lots of slower cars not so far ahead.

Hamilton, the other two-stopper, had by now been allowed past by team-mate Rosberg into a temporary sixth and was closing down the remarkable

Hulkenberg, who had made not even a hint of error under unrelenting pressure from Rosberg. After a couple of failed attempts at the end of the DRS zones, Hamilton was finally able to pass the Sauber around the inside of Curva Grande after forcing Hulk to get off line defending out of Rettifilo. Hulkenberg understood this wasn’t for ultimate position because of the extra stop Lewis would have to make, so he simply reverted to keeping Rosberg at bay.

Quite some way behind this struggle, Ricciardo continued with a similarly faultless, but slower, display. The Toro Rosso’s rear tyres needed to be conserved given its low wing level, leaving Button and Perez stacked up behind and frustrated. This in turn

allowed Grosjean to catch up to the back of their train and, on lap 38, the Lotus dived inside Perez into the first chicane.

Hamilton pitted from his temporary fifth place later on this lap and rejoined 13th, just three seconds behind Raikkonen. They were soon upon the slower cars, and on lap 42 Kimi put a very committed move on Gutierrez down to the first chicane. Kimi was past Adrian Sutil’s Force India a couple of laps later, as Hamilton squeezed by Gutierrez and a lap later Sutil too. Hamilton, on newer tyres, was by now running considerably faster than Raikkonen and closing him down even as the Lotus was catching the McLarens. Grosjean had now picked off Button to go eighth but then found the fast-down-the-straights Ricciardo an impossible blockage.

Thinks were starting to get interesting around the Red Bulls. That transmission problem had returned in a slightly different guise. Webber’s car in particular was showing a reduction in gearbox oil pressure but there were worrying symptoms from both cars. Vettel was complaining that the ‘box wasn’t responding properly on downshifts and his engineer confirmed they could see the changes were out of sequence with the paddle request. He was told to short-shift, particularly from fifth to sixth. Webber was told to do so between second and third gears. The red flashing rainlights of both Red Bulls were on, signifying the softer, slower gearchanges of the wet-weather map – just to keep the strain off the ▶



Lewis blasts past impressive Hulk on his recovery drive

SATURDAY

1105 Jean-Eric Vergne reports his Toro Rosso is “pulling to the left under braking” at the start of FP3. His team bleeds the brakes after his installation lap.

1123 Raikkonen bemoans: “Car is very bad in the last corner, too much on the nose.”

1125 Rob Smedley tells Massa the Ferrari towing plan: “Tow Fernando down the back straight then pull over at the Roggia chicane and he’ll do the same for you on the following lap.”

1133 Di Resta crashes at Parabolica: “Something broke.” The team diagnoses brake-disc failure.

1158 Grosjean, down in 14th, complains about his Lotus: “There is no grip on the car, no grip.”

1432 Hamilton has a huge moment on his Q2 start-up lap when he runs wide into the gravel at Parabolica. Floor damage means he fails to progress.

1445 Grosjean fails to make Q2 cut: “Out-lap was a disaster. Sorry, I couldn’t get the tyre warm-up.”

1453 Alonso is told he’s been released ahead of Rosberg on a flying lap. He responds: “So we will have to let him through then. You’re really geniuses. Mamma mia, guys!”

1455 Webber says after first run: “Happy with the front wing, mate, just need the KERS.” His engineer says it’s being fixed.

1459 Alonso is told: “Let’s try to stay with Felipe” for the tow. He replies: “Felipe’s too far [ahead].”

1502 ‘Rocky’ to Vettel: “P1 mate, good job.” **Vettel:** “Yahoo!”

1502 Vergne says: “Sorry guys. I went in the gravel at the exit of the last corner very hard.”

1625 @LewisHamilton “I apologise to the team and the fans today. I’ll be pushing like hell to get a decent finish tomorrow!”

1627 Sutil hit with a three-place grid penalty for impeding Hamilton in Q2.



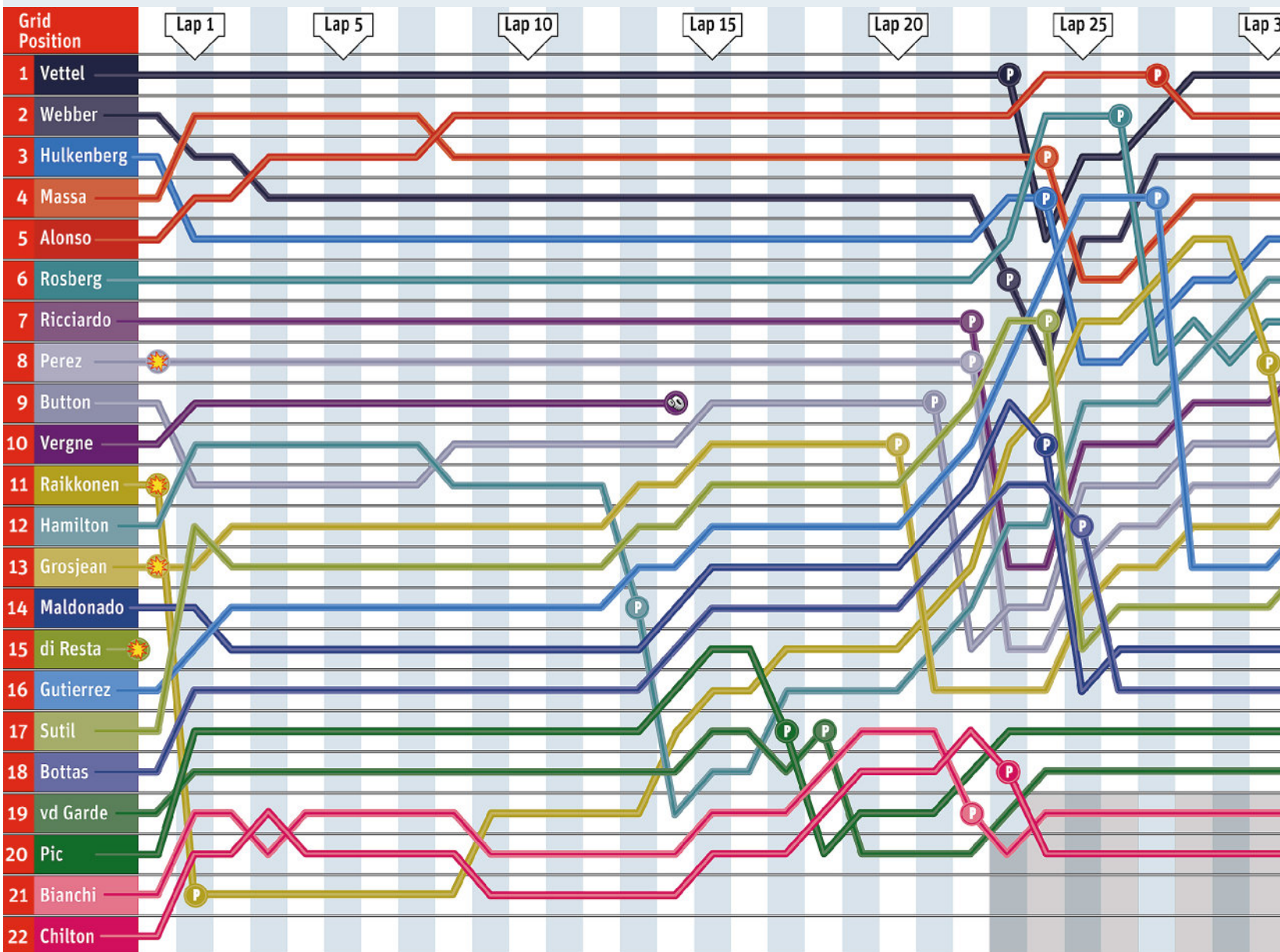


Alonso complained about Vettel's flashing red light over the radio

'Wily old Alonso, upon seeing Vettel's light, was soon radioing that it was distracting him'

transmissions as much as possible. Wily old Alonso, upon seeing Vettel's light, understood its significance and was soon radioing in that the light was distracting him – for the benefit of the race director who doubtless shook his head in amusement. “What?” said an amused Vettel upon hearing of this in the press conference. “You complained about the red light?” “Well, yeah,” answered Alonso. “It was disturbing a little bit. Obviously it’s a very strong light with no rain.” “It’s not as strong as [the light in this

THE RACE LAP BY LAP





Chilton (left) would lose out to Bianchi in Marussia battle

room],” countered a disbelieving Vettel.

“Sebastian’s not used to having a car in front so he doesn’t know how it feels when you are behind and it’s always flashing,” explained Alonso. “Sometimes you just have to touch a button by mistake and it comes on so I was asking if he could switch. So the whole race I had it flashing in my eyes.”

“Yes, I was trying to get away from you so that it wouldn’t be disturbing you so much,” closed Vettel. Even his comic timing was perfect.

Alonso had surely been trying to get the more aggressive shift map imposed

back upon the Red Bull, a little illustration of his relentless tenacity.

“I had that 10-second gap I could play with,” said Vettel, “so it wasn’t as serious as it might have been.”

As Vettel did that and Webber was forced to call off his attack on Alonso, Hamilton was looking for a way by Raikkonen, trying but failing at the end of the pit straight into lap 48 – with five to go – but succeeding a lap later around the outside of Curva Grande. Next in Hamilton’s sights: Perez – done into Rettifilo. A lap after that, Button was passed

into the same turn as, just behind them, Raikkonen was doing the same to Perez. Kimi then had to get defensive from Sergio’s counter-attack up to Roggia. It was thrilling stuff, but all for 11th place.

Into the last lap Hamilton took a desperate dive on Grosjean into that first turn but locked up and was forced to miss part of the corner, putting him momentarily ahead but obliging him to surrender the place, which he duly did. This all relieved Ricciardo of any pressure from Grosjean through the last lap. Good timing for him too. 🏆

SUNDAY



GILHAM/GETTY

1403 Raikkonen hits the back of **Perez** at Turn 1: “I lost my wing. Can you hear me or not? The McLaren just took my line away completely and I lost all downforce.” 🎧

1404 Di Resta crashes into **Grosjean** at Roggia. He rues: “Sorry I just lost the front. Arrrrrrgh.” 🎧

1407 Vettel is worried about the tyre he flat-spotted at Turn 1: “Keep an eye on the front-right.” 🎧

1411 Hamilton is informed: “We cannot hear you.” 🎧

1423 Hamilton pits early because of a slow puncture on his right-front tyre.

1425 Vergne retires from ninth place: “Engine has gone.” 🎧

1456 Rosberg locks up and cuts the first chicane, costing him time in his chase of **Hulkenberg**.

1459 Hamilton is told repeatedly: “Box, box, pit confirm, box, box.” He stays out and sets fastest lap then goes off at Rettifilo. 🎧

1503 Webber is told: “We have an issue, we need to short-shift in low gears at exit of Turn 2.” 🎧

1505 Vettel is advised to “Short-shift into five and into six only on red light.” 🎧

1512 Kimi is told: “Do not use overtake button at Parabolica. We are flattening the battery.” 🎧

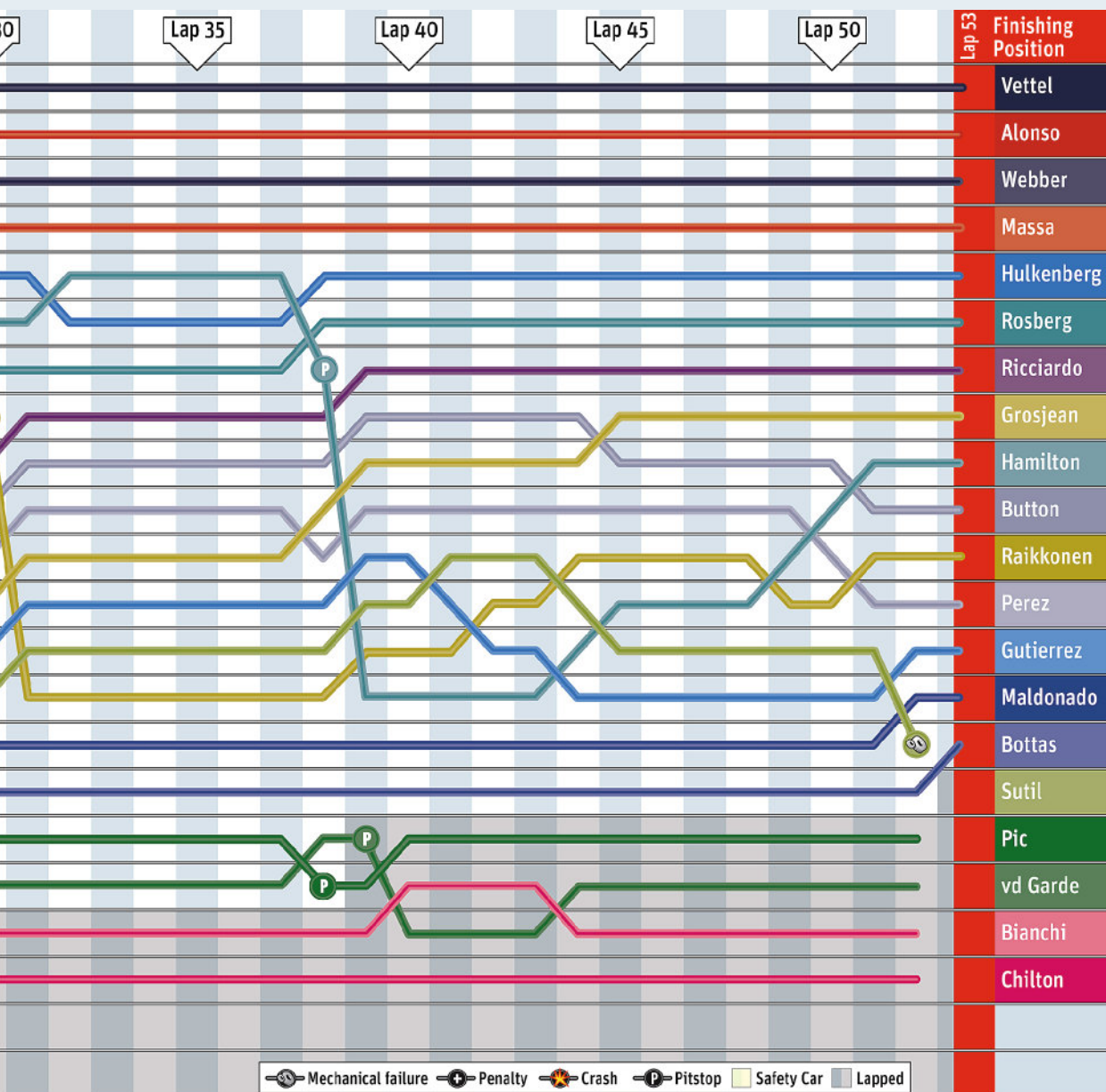
1522 Vettel: “Woohoo! Yes. Very, very good boys. Sorry for the lock-up in the first corner, made the first stint a bit tricky.” 🎧

1523 Horner: “We were going to send ‘The Hoff’ [to the podium]. But he’s not part of the team.” 🎧

1523 Button: “Feel like I’ve been in a washing machine, see the flat-spot when I get back.” 🎧

1523 To Hamilton: “Just for comedy value... Lewis, this is a radio check on the in-lap.” 🎧

1642 Di Resta receives a reprimand for hitting **Grosjean** on the first lap.



TEAM BY TEAM

RED BULL



Vettel gives Red Bull happy 40th win

1
9/10
Event rating

CIANFLORE/GETTY

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



The Vettel/Red Bull combination was imperious all weekend, so it was no surprise to see him control the race while appearing not to break sweat. While some criticise him for having the best car, he did not put a foot wrong on a weekend when several other drivers did just that in machinery capable of fighting for strong results. Dominance always looks easy, but it takes a classy driver to make it look that straightforward.

2
7/10
Event rating

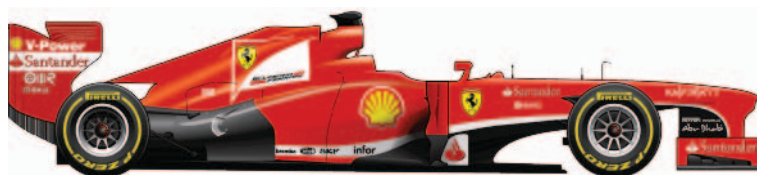
THOMPSON/GETTY

MARK WEBBER
Red Bull-Renault RB9-02
Start: 2nd; Finish: 3rd
Strategy: 1 stop
(medium/hard)



Always looked to be half-a-step behind Vettel, but deserves credit for qualifying a couple of tenths off him and finally climbing onto the Monza podium. Lost a place to Massa on the run to the first corner before being passed by Alonso, but was able to execute a routine undercut strategy to turn fourth into third place ahead of the Brazilian. A solid weekend's work for Webber, but could have finished second had he kept Alonso behind in the first stint.

FERRARI



Double points amid driver pressure

3
9/10
Event rating

XPB/LAT

FERNANDO ALONSO
Ferrari F138-299
Start: 5th; Finish: 2nd
Strategy: 1 stop
(medium/hard)



Alonso's relationship with Ferrari was under intense scrutiny all weekend, a situation not helped by radio messages. He was not happy at his team's failure to execute towing strategy to perfection in Q3. Qualifying was solid rather than spectacular but in the race he did a fine job, pulling off an excellent pass on Webber and then breezing past a co-operative Massa. Running long before stopping exaggerated the gap to Vettel, but he had no chance of beating him.

4
7/10
Event rating

XPB/LAT

FELIPE MASSA
Ferrari F138-299
Start: 4th; Finish: 4th
Strategy: 1 stop
(medium/hard)



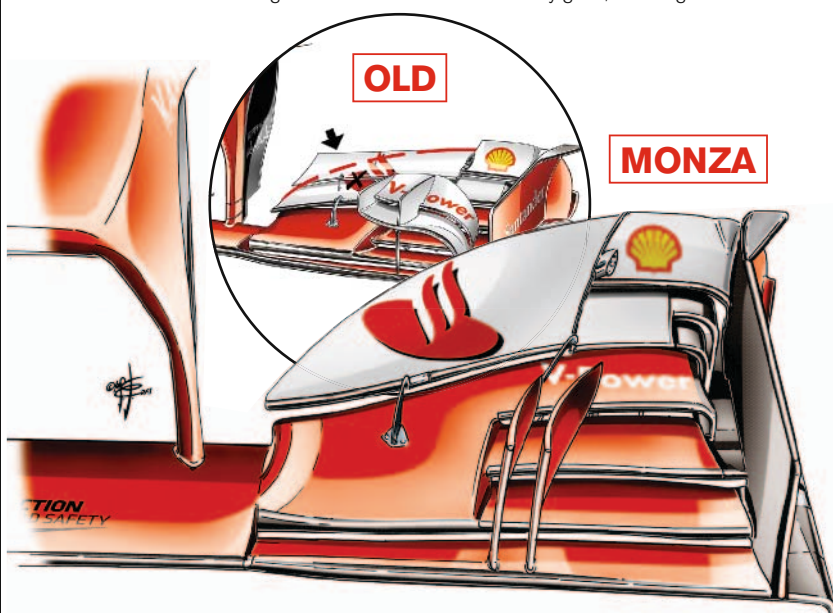
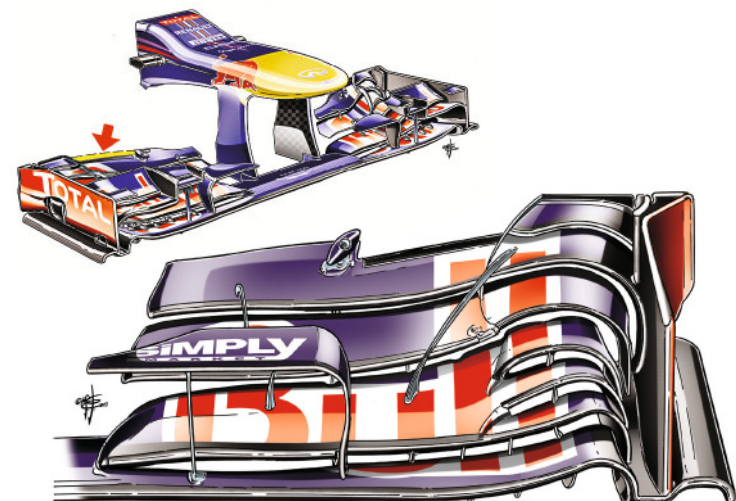
Amid the off-track intrigue surrounding both his team-mate's relationship with Ferrari and his own future, Massa put in an unflustered performance at Monza. Hamstrung in qualifying by having to drag Alonso around, he picked up a decent tow from Webber in Q3 to outqualify the Spaniard. His start was excellent and, but for Webber stopping before him, there was every chance of third place on a weekend when he was close to Alonso's level. Very good, but not great.

Seven-slot wing heaven for Red Bull

➔ Red Bull brought two seven-slot front wings to Monza, one of which was based on that used at Spa. This was used by both Vettel and Webber on Friday morning. That afternoon Vettel switched to an even-lower downforce version without an upper flap and with a section of the main flap cut away (yellow section in drawing) and from Saturday onwards both drivers retained this one.

GARY ANDERSON The inboard part of the wing feeds the airflow to the underfloor. The forward winglet joins all

that together to smooth out that flow, allowing the floor to create more downforce. Outboard of that is all about getting the flow around the tyre at all the different angles of steering. Seven elements allow the wing to work over a wider range of steering angles. Red Bull has trimmed a bit out of the flap to get the balance on this low downforce track and has also taken off the forward upper element. This compromises peak downforce but is way more consistent over the whole range of conditions that the car will encounter during the lap.



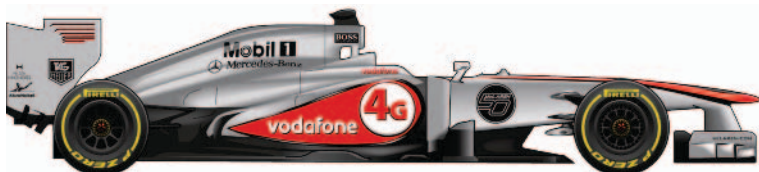
Ferrari unflapped by Monza wing

➔ Ferrari ran with a Monza-specific front wing that did without an upper flap. The main flap featured just a single element rather than the usual two.

GARY ANDERSON Like the version used by Red Bull, Ferrari's front wing has seven elements in the outer end, giving that range of downforce over different steering angles. It looks like the elements

go too far inboard at the bottom, which would disturb the flow to the underfloor. The wing is similar in concept to Red Bull's, with a very short-chord leading edge and whenever there is a stall in that area – which inevitably there is – then it's a small percentage of wing. The turning vane is turning the flow in a bid to get it going around the tyre rather than over it, so as to minimise lift.

McLAREN



Mired in the midfield once more

5

6/10
Event rating



XPB/LAT

JENSON BUTTON

McLaren-Mercedes MP4-28-04
Start: 9th; Finish: 10th
Strategy: 1 stop
(medium/hard)



Headed to Monza with high hopes and made it to Q3, but was unable to go much further, ending up ninth. Slipped to 11th at the start, which he blamed on the clutch. From there, he had a tough afternoon. Despite having decent pace, the gear ratios meant he was both vulnerable to attacks in DRS zones and unable to fight slower cars ahead. Picked up a flatspot in the final stint that made life harder, and did well to salvage a point by holding off Raikkonen.

6

5/10
Event rating



XPB/LAT

SERGIO PEREZ

McLaren-Mercedes MP4-28-02
Start: 8th; Finish: 12th
Strategy: 1 stop
(medium/hard)



Fundamental pace was as good as identical to Button's, shading him in qualifying thanks to being stronger through the Parabolica. Dealt well with being booted across the first chicane by Raikkonen, running eighth early on, but stopped a lap later than Button and dropped behind him. Had the same top-speed limitation as his team-mate, but didn't do as good a job of keeping Raikkonen at bay late on. That said, with a well-timed pitstop he might well have beaten Button.

MERCEDES



Misfortune masks team momentum

9

7/10
Event rating



XPB/LAT

NICO ROSBERG

Mercedes F1 W04/03
Start: 6th; Finish: 6th
Strategy: 1 stop
(medium/hard)



You have to take into account the hydraulic problem that ruined Rosberg's Saturday morning practice. That unquestionably had a knock-on effect on his qualifying and race. He spent the vast majority of Sunday afternoon unable to mount a serious attack to take fifth from Hulkenberg. The car was quicker and with DRS assistance it looked inevitable he would make the move late on, but it never came. An adequate weekend, but with mitigating factors.

10

7/10
Event rating



XPB/LAT

LEWIS HAMILTON

Mercedes F1 W04/04
Start: 12th; Finish: 9th
Strategy: 2 stops
(hard/medium/medium)

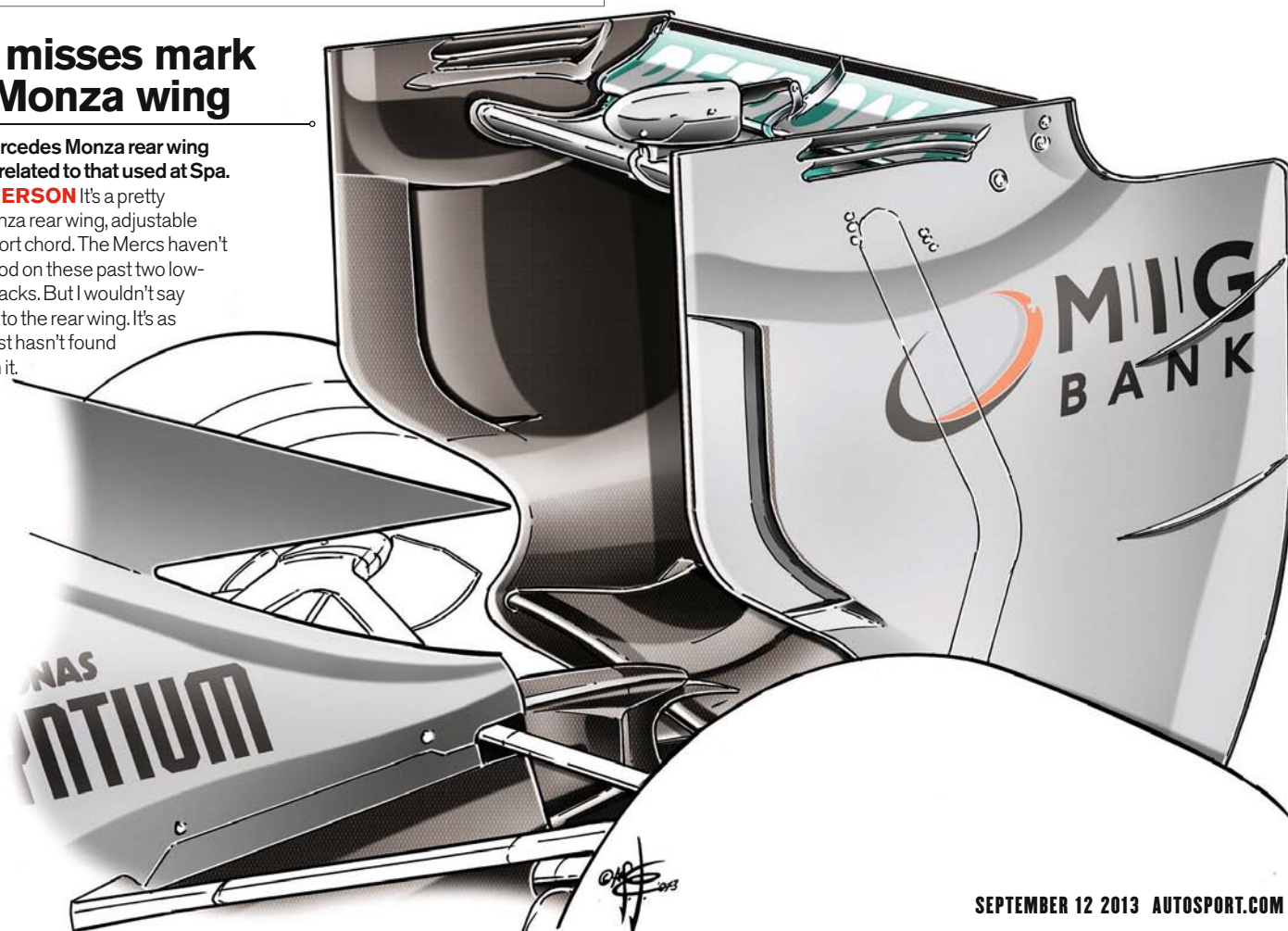


This was a weekend defined by two pieces of misfortune: first clouting a kerb and damaging the floor of his car, which began the sequence of events that, compounded by being impeded by Sutil, cost him a place in Q3; the second was picking up a slow puncture that forced an early pitstop and therefore a two-stop strategy. Amid all that, his pace was strong and he had the legs on Rosberg. Had he started near the front, would likely have been on the podium.

Merc misses mark with Monza wing

➔ The Mercedes Monza rear wing was unrelated to that used at Spa.

GARY ANDERSON It's a pretty standard Monza rear wing, adjustable and with a short chord. The Mercs haven't been very good on these past two low-downforce tracks. But I wouldn't say that's related to the rear wing. It's as if the team just hasn't found the best from it.



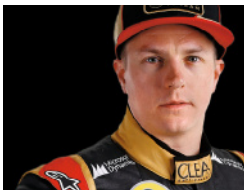
LOTUS



Issues for Kimi as Grosjean scores

7

6/10
Event rating



KIMI RAIKKONEN

Lotus-Renault E21-03
Start: 11th; Finish: 11th
Strategy: 2 stops
(hard/medium/medium)



Spent Friday running the long-wheelbase version of the Lotus E21 to gather valuable data but surely compromising the rest of his weekend. The Finn failed to make Q3 by 25 thousandths of a second. That and rear-ending Perez at the first corner, which he blamed on the Mexican chopping across the front of him and costing him downforce, meant his excellent race pace on a two-stop strategy was to no avail. Qualifying and T1 cost him a good shot at a podium.

8

7/10
Event rating



ROMAIN GROSJEAN

Lotus-Renault E21-02
Start: 13th; Finish: 8th
Strategy: 1 stop
(medium/hard)



Having been happy on Friday, Grosjean complained of the car lacking grip in qualifying and being all over the place. Ran 12th in the first stint after passing Sutil, but a delay exiting the pits, after an electronic problem stopped his traffic light turning green at the right time, cost him positions. He stuck to the task and was one of the few drivers on an orthodox strategy to make up multiple positions, passing both McLarens in the second stint to take eighth.



Williams recycles its rear wing

→ The Williams FW35's Monza rear wing was exactly as used on the FW34 last year.

GARY ANDERSON For a smaller team, spending a couple of hundred

grand on a further-refined Monza-specific wing that might find you 1 km/h on the straight is of questionable value and you could almost certainly be spending it to more effect elsewhere.

26

SAUBER



Hulkenberg pulls off Monza miracle

11

10/10
Event rating



NICO HULKENBERG

Sauber-Ferrari C32-03
Start: 3rd; Finish: 5th
Strategy: 1 stop
(medium/hard)



Hulkenberg simply could not have done a better job. The Sauber was stronger at Monza, unquestionably, but it certainly wasn't the right material for third on the grid or fifth in the race. The German extracted the maximum from the car while others faltered. Plus, in the closing laps he had no right to keep the faster Rosberg at bay, yet he did so with relative ease. An exemplary drive that Ferrari would do well to note.

12

7/10
Event rating



ESTEBAN GUTIERREZ

Sauber-Ferrari C32-04
Start: 16th; Finish: 13th
Strategy: 1 stop
(hard/medium)



In the face of Hulkenberg's heroics, Gutierrez's weekend looked dire on paper. But while he did underperform markedly in qualifying, his pace was actually pretty good. He had the speed to breeze into Q2 and, with a better starting position, might well have been in the hunt for his maiden point. Excelling in qualifying is a huge test for rookies, but Gutierrez needs to improve in that area to showcase his solid progress.

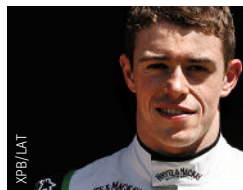
FORCE INDIA



Italian ignominy for both drivers

14

4/10
Event rating



PAUL DI RESTA

Force India-Mercedes VJM06-04
Start: 15th; Finish: DNF
Strategy: retired
(medium)



Everything that could go wrong did go wrong for di Resta. A brake-disc failure in Saturday-morning practice left him in the Parabolica barrier, costing him his qualifying simulation run. With his car slow on the straights and mediocre in the corners, di Resta ended up a tenth-and-a-half off Sutil in qualifying. Locked up under braking for the second chicane and hit Grosjean. Was out on the spot and accepted blame.

15

6/10
Event rating



ADRIAN SUTIL

Force India-Mercedes VJM06-03
Start: 17th; Finish: 16th
Strategy: 1 stop
(medium/hard)



Considering the car at his disposal, Sutil had a respectable weekend. He reckoned his qualifying lap was acceptable, if unspectacular, although a three-place penalty for impeding Hamilton in Q2 meant he was put behind Maldonado, di Resta and Gutierrez. Hung on to a group of quicker cars early on, but was never really in points contention considering the pace of the car. Was halted with brake problems but classified 16th.

WILLIAMS



Drivers scrap over mid-teen places

16
7/10
Event rating



CANLONE/GETTY

PASTOR MALDONADO
Williams-Renault FW35-02
Start: 14th; Finish: 14th
Strategy: 1 stop
(medium/hard)



Complained about the weighbridge costing him laps in Q2, but it made little difference to his weekend. Shaded Bottas on pace, but beyond that was on a hiding to nothing. The Williams was far from competitive at Monza, much to his disappointment, and the fact he was only 11 seconds off the points probably flattered the car. Hard to draw a definitive conclusion, but Maldonado did a good, clean job and finished roughly where he should have done.

17
6/10
Event rating



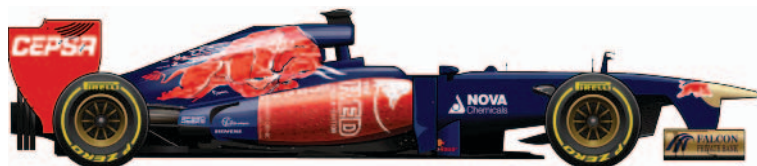
XPB/LAT

VALTTERI BOTTAS
Williams-Renault FW35-01
Start: 18th; Finish: 15th
Strategy: 1 stop
(medium/hard)



You could best sum up Bottas's weekend by saying he was very slightly less competitive than Maldonado, which considering his rookie status is perfectly respectable. His race was much the same as his team-mate's, although he very slowly dropped away to finish an eight seconds behind. No big errors – was brisk enough, but not quite as fast as his team-mate. Beyond that, it's very difficult to draw any conclusions about his performance given the car's pace.

TORO ROSSO



Qualifying pace not fully rewarded

18
8/10
Event rating



XPB/LAT

JEAN-ERIC VERGNE
Toro Rosso-Ferrari STR8-03
Start: 10th; Finish: DNF
Strategy: Retired
(medium)



In many ways, Vergne's weekend summed up his season. He was massively committed and very quick – as quick as Ricciardo in fact until Q2. At that point, Ricciardo pulled three-tenths on him. But Vergne still made Q3, only to chuck it off at the Parabolica, run through the gravel and condemn himself to 10th. Even so, he drove impeccably in the race until his latest dose of 'JEV luck' – this time engine failure – cost him a surefire points finish.

19
9/10
Event rating



XPB/LAT

DANIEL RICCIARDO
Toro Rosso-Ferrari STR8-04
Start: 7th; Finish: 7th
Strategy: 1 stop
(medium/hard)



Once again, the Australian impressed in qualifying. The Toro Rosso looked competitive throughout practice and, despite a low-downforce approach meaning the car was a little tail-happy, he managed to stick it seventh on the grid. That was critical to his weekend. The car was less competitive in the race, but good top speed meant he was able to keep a varying cast of quicker drivers behind him. Seventh was the best possible result and he nailed it.

CATERHAM



Unremarkable run to a double finish

20
6/10
Event rating



XPB/LAT

CHARLES PIC
Caterham-Renault CT03-06
Start: 20th; Finish: 17th
Strategy: 2 stops
(medium/hard/hard)



Pic was the slower of the two Caterham drivers during qualifying, albeit only by a tenth-and-a-half, but he was able to jump ahead off the line. And in terms of his race, that was that. He drove around at about the pace you would expect and was able to edge away from his team-mate. Judging his performance against the rest of the field is impossible as the rest were well ahead and the Marussias comfortably behind.

21
6/10
Event rating



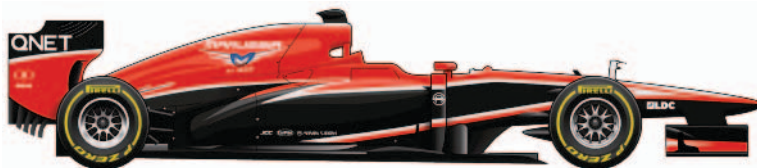
XPB/LAT

GIEDO VAN DER GARDE
Caterham-Renault CT03-04
Start: 19th; Finish: 18th
Strategy: 2 stops
(medium/hard/hard)



Van der Garde's final-sector pace allowed him to outqualify his team-mate, although a poor start meant he dropped behind both Pic and Bianchi. He repassed the Marussia driver before the end of the lap, but could not quite stay with Pic. While perhaps not as quick on race pace, the difference was negligible (the gap was four seconds by the time both pitted). The team not being ready for his second stop exaggerated the gap.

MARUSSIA



Cars can't match their tail-end rivals

22
7/10
Event rating



XPB/LAT

JULES BIANCHI
Marussia-Cosworth MR-02-02
Start: 21st; Finish: 19th
Strategy: 1 stop
(medium/hard)



Missing FP1 to allow Rodolfo Gonzalez to drive was a set-back, and Bianchi seemed to be playing catch-up all weekend. A DRS problem on his second run in Q1 didn't help matters, meaning he failed to improve his position. Engaged in a tight battle with Chilton in the first part of the race, managing to stay ahead in the intra-team battle, which was all that could be asked given that the Caterhams were uncatchable.

23
8/10
Event rating



XPB/LAT

MAX CHILTON
Marussia-Cosworth MR-02-03
Start: 22nd; Finish: 20th
Strategy: 1 stop
(medium/hard)



Chilton's claim of "best qualifying of the year" seemed tenuous given the four-tenth deficit to Bianchi, but was explained by Marussia over-fuelling the car by 19.5kg. Fuel-corrected, he might well have been quicker than his team-mate. In the race, Max shadowed Bianchi, only really losing ground late on amid blue flags. While he did finish behind the Frenchman, this was a big step forward, hence the high score.

ITALIAN GP RESULTS



THOMPSON/GETTY

PRACTICE 1: Friday

POS	DRIVER	TIME
1	HAMILTON	1m25.565s
2	ALONSO	1m25.600s
3	ROSBERG	1m25.704s
4	VETTEL	1m25.753s
5	RAIKKONEN	1m25.941s
6	PEREZ	1m26.007s
7	BUTTON	1m26.035s
8	WEBBER	1m26.103s
9	MALDONADO	1m26.149s
10	VERGNE	1m26.155s
11	GUTIERREZ	1m26.194s
12	GROSJEAN	1m26.295s
13	RICCIARDO	1m26.387s
14	MASSA	1m26.449s
15	DI RESTA	1m26.594s
16	BOTTAS	1m26.802s
17	CALADO	1m27.041s
18	HULKENBERG	1m27.224s
19	PIC	1m27.818s
20	CHILTON	1m27.869s
21	KOVALAINEN	1m28.192s
22	GONZALEZ	1m28.526s



PRACTICE 2: Friday

POS	DRIVER	TIME
1	VETTEL	1m24.453s
2	WEBBER	1m25.076s
3	GROSJEAN	1m25.116s
4	ALONSO	1m25.116s
5	MASSA	1m25.330s
6	HAMILTON	1m25.340s
7	ROSBERG	1m25.367s
8	RAIKKONEN	1m25.519s
9	BUTTON	1m25.532s
10	SUTIL	1m25.627s
11	DI RESTA	1m25.830s
12	PEREZ	1m25.888s
13	MALDONADO	1m26.028s
14	GUTIERREZ	1m26.138s
15	HULKENBERG	1m26.224s
16	VERGNE	1m26.385s
17	RICCIARDO	1m26.599s
18	BOTTAS	1m27.198s
19	PIC	1m27.548s
20	VAN DER GARDE	1m27.696s
21	BIANCHI	1m27.771s
22	CHILTON	1m28.057s

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	VETTEL	1m24.360s
2	ALONSO	1m24.643s
3	WEBBER	1m24.677s
4	HAMILTON	1m24.712s
5	PEREZ	1m24.864s
6	RICCIARDO	1m24.865s
7	MASSA	1m24.995s
8	BUTTON	1m25.103s
9	MALDONADO	1m25.116s
10	RAIKKONEN	1m25.120s
11	VERGNE	1m25.136s
12	HULKENBERG	1m25.273s
13	GUTIERREZ	1m25.324s
14	GROSJEAN	1m25.499s
15	BOTTAS	1m25.660s
16	SUTIL	1m25.702s
17	DI RESTA	1m25.120s
18	PIC	1m26.607s
19	VAN DER GARDE	1m27.172s
20	BIANCHI	1m27.605s
21	CHILTON	1m27.665s
22	ROSBERG	1m27.822s

FRIDAY TESTERS

	1 CALADO	1m27.041s
	2 KOVALAINEN	1m28.192s
	3 GONZALEZ	1m28.526s



COATES/LAT



Webber talks to his old boss Sir Frank

FERRARO/LAT

Weather: dry

Weather: dry

Weather: dry

QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	VETTEL	1m24.319s (1)	1m23.977s (1)	1m23.755s
2	WEBBER	1m24.923s (13)	1m24.263s (3)	1m23.968s
3	HULKENBERG	1m24.776s (10)	1m24.305s (5)	1m24.065s
4	MASSA	1m24.950s (14)	1m24.479s (7)	1m24.132s
5	ALONSO	1m24.661s (7)	1m24.227s (2)	1m24.142s
6	ROSBERG	1m24.527s (2)	1m24.393s (6)	1m24.192s
7	RICCIARDO	1m24.655s (6)	1m24.290s (4)	1m24.209s
8	PEREZ	1m24.635s (5)	1m24.592s (10)	1m24.502s
9	BUTTON	1m24.739s (9)	1m24.563s (8)	1m24.515s
10	VERGNE	1m24.630s (4)	1m24.575s (9)	1m28.050s
11	RAIKKONEN	1m24.819s (11)	1m24.610s	-
12	HAMILTON	1m24.589s (3)	1m24.803s	-
13	GROSJEAN	1m24.737s (8)	1m24.848s	-
14	SUTIL	1m25.030s (16)	1m24.932s	-
15	MALDONADO	1m24.905s (12)	1m25.011s	-
16	DI RESTA	1m25.009s (15)	1m25.077s	-
17	GUTIERREZ	1m25.226s	-	-
18	BOTTAS	1m25.291s	-	-
19	VAN DER GARDE	1m26.406s	-	-
20	PIC	1m26.563s	-	-
21	BIANCHI	1m27.085s	-	-
22	CHILTON	1m27.480s	-	-

QUALIFYING STATISTICS

	HEAD TO HEAD		
VETTEL	11	0	WEBBER
ALONSO	7	4	MASSA
BUTTON	6	5	PEREZ
RAIKKONEN	9	2	GROSJEAN
ROSBERG	4	7	HAMILTON
HULKENBERG	11	0	GUTIERREZ
DI RESTA	6	5	SUTIL
MALDONADO	5	6	BOTTAS
VERGNE	3	8	RICCIARDO
PIC	7	4	VAN DER GARDE
BIANCHI	10	1	CHILTON



Are these the 10th-place celebration caps?

BAD BOYS & ENGINE USAGE

	PENALTIES	FINES	ENGINES
VETTEL	0	€0	6
WEBBER	2	€35,000	6
ALONSO	0	€16,000	6
MASSA	2	€10,400	6
BUTTON	0	€1,000	6
PEREZ	0	€600	6
RAIKKONEN	1	€2,100	6
GROSJEAN	3	€0	5
ROSBERG	0	€1,300	6
HAMILTON	1	€0	6
HULKENBERG	1	€1,000	6
GUTIERREZ	2	€800	6
DI RESTA	0	€5,000	6
SUTIL	1	€1000	6
MALDONADO	0	€0	6
BOTTAS	0	€5,900	6
VERGNE	0	€10,000	6
RICCIARDO	0	€0	6
PIC	1	€0	6
VAN DER GARDE	2	€11,200	6
BIANCHI	0	€2,800	6
CHILTON	1	€300	6

THOMPSON/GETTY

THE RACE: 53 laps, 190.596 miles

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PIT STOP	TIME IN PITS	GRID
1	SEBASTIAN VETTEL	RED BULL-RENAULT	53	1m18m33.352s	1m27.190s	1	24.305s	1
2	FERNANDO ALONSO	FERRARI	53	+5.467s	1m26.797s	1	24.208s	5
3	MARK WEBBER	RED BULL-RENAULT	53	+6.350s	1m26.690s	1	24.205s	2
4	FELIPE MASSA	FERRARI	53	+9.361s	1m27.095s	1	24.692s	4
5	NICO HULKENBERG	SAUBER-FERRARI	53	+10.355s	1m26.716s	1	25.633s	3
6	NICO ROSBERG	MERCEDES	53	+10.999s	1m26.500s	1	24.079s	6
7	DANIEL RICCIARDO	TORO ROSSO-FERRARI	53	+32.329s	1m27.294s	1	24.319s	7
8	ROMAIN GROSJEAN	LOTUS-RENAULT	53	+33.130s	1m27.043s	1	27.040s	13
9	LEWIS HAMILTON	MERCEDES	53	+33.527s	1m25.849s	2	48.775s	12
10	JENSON BUTTON	McLAREN-MERCEDES	53	+38.327s	1m27.830s	1	24.450s	9
11	KIMI RAIKKONEN	LOTUS-RENAULT	53	+38.695s	1m26.948s	2	55.739s	11
12	SERGIO PEREZ	McLAREN-MERCEDES	53	+39.765s	1m27.607s	1	25.933s	8
13	ESTEBAN GUTIERREZ	SAUBER-FERRARI	53	+40.880s	1m27.092s	1	24.668s	16
14	PASTOR MALDONADO	WILLIAMS-RENAULT	53	+49.085s	1m26.981s	1	25.397s	14
15	VALTTERI BOTTAS	WILLIAMS-RENAULT	53	+56.827s	1m27.166s	1	24.665s	18
16	ADRIAN SUTIL	FORCE INDIA-MERCEDES	52	brakes	1m27.418s	1	26.873s	17
17	CHARLES PIC	CATERHAM-RENAULT	52	-1 lap	1m28.620s	2	51.932s	20
18	GIEDO VAN DER GARDE	CATERHAM-RENAULT	52	-1 lap	1m28.663s	2	59.502s	19
19	JULES BIANCHI	MARUSSIA-COSWORTH	52	-1 lap	1m29.595s	1	25.541s	21
20	MAX CHILTON	MARUSSIA-COSWORTH	52	-1 lap	1m29.491s	1	26.146s	22
R	JEAN-ERIC VERGNE	TORO ROSSO-FERRARI	14	transmission	1m29.710s	-	-	10
R	PAUL DI RESTA	FORCE INDIA-MERCEDES	0	accident	-	-	-	15

TYRE CHOICE

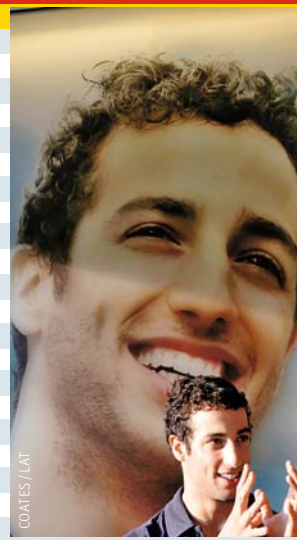
STINT 1	STINT 2	STINT 3
Medium	Hard	
Medium	Hard	
Medium	Hard	
Medium	Hard	
Medium	Hard	
Medium	Hard	
Medium	Hard	
Hard	Medium	Medium
Medium	Hard	
Hard	Hard	
Medium	Hard	
Medium	Hard	
Hard	Hard	
Medium	Hard	
Medium	Hard	Hard
Medium	Hard	
Medium	dnf	
Medium	dnf	

Weather: Light rain before start but dry. Winner's average speed: 125.574mph. Fastest lap: Hamilton 1m25.849s (150.593mph) on lap 51.
Lap leaders: 1-23 Vettel; 24-27 Alonso; 28-53 Vettel

Option tyre in bold; new set in red; used set in black

DRIVERS' STANDINGS

POS	DRIVER	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	GB	D	H	B	I	SGP	ROK	J	IND	UAE	USA	BR	
1	VETTEL	222	3 rd	1 st	4 th	1 st	4 th	2 nd	1 st	4 th	3 rd	1 st	3 rd	1 st	1 st							
2	ALONSO	169	2 nd	ret	1 st	8 th	1 st	7 th	2 nd	3 rd	4 th	5 th	2 nd	2 nd								
3	HAMILTON	141	5 th	3 rd	3 rd	5 th	12 th	4 th	3 rd	4 th	5 th	1 st	3 rd	9 th								
4	RAIKKONEN	134	1 st	7 th	2 nd	2 nd	2 nd	10 th	9 th	5 th	2 nd	2 nd	ret	11 th								
5	WEBBER	130	6 th	2 nd	ret	7 th	5 th	3 rd	4 th	2 nd	7 th	4 th	5 th	3 rd								
6	ROSBERG	104	ret	4 th	ret	9 th	6 th	1 st	5 th	1 st	9 th	19 th	4 th	6 th								
7	MASSA	79	4 th	5 th	6 th	15 th	3 rd	ret	8 th	6 th	ret	8 th	7 th	4 th								
8	GROSJEAN	57	10 th	6 th	9 th	3 rd	ret	ret	13 th	19 th	3 rd	6 th	8 th	8 th								
9	BUTTON	48	9 th	17 th	5 th	10 th	8 th	6 th	12 th	13 th	6 th	7 th	6 th	10 th								
10	DI RESTA	36	8 th	ret	8 th	4 th	7 th	8 th	7 th	9 th	11 th	18 th	ret	ret								
11	SUTIL	25	7 th	ret	ret	13 th	13 th	5 th	10 th	7 th	13 th	ret	9 th	16 th								
12	PEREZ	18	11 th	9 th	11 th	6 th	9 th	16 th	11 th	20 th	8 th	9 th	11 th	12 th								
13	RICCIARDO	18	ret	18 th	7 th	16 th	10 th	ret	15 th	8 th	12 th	13 th	10 th	7 th								
14	HULKENBERG	17	ns	8 th	10 th	12 th	15 th	11 th	ret	10 th	10 th	11 th	13 th	5 th								
15	VERGNE	13	12 th	10 th	11 th	ret	ret	8 th	6 th	ret	ret	12 th	12 th	ret								
16	MALDONADO	1	ret	ret	14 th	11 th	14 th	ret	16 th	11 th	15 th	10 th	17 th	14 th								
17	BOTTAS	0	14 th	11 th	13 th	14 th	16 th	12 th	14 th	12 th	16 th	ret	15 th	15 th								
18	GUTIERREZ	0	13 th	12 th	ret	18 th	11 th	13 th	20 th	14 th	14 th	ret	14 th	13 th								
19	BIANCHI	0	15 th	13 th	15 th	19 th	18 th	ret	17 th	16 th	ret	16 th	18 th	19 th								
20	PIC	0	16 th	14 th	16 th	17 th	17 th	ret	18 th	15 th	17 th	15 th	ret	17 th								
21	VAN DER GARDE	0	18 th	15 th	18 th	21 st	ret	15 th	ret	18 th	18 th	14 th	16 th	18 th								
22	CHILTON	0	17 th	16 th	17 th	20 th	19 th	14 th	19 th	17 th	19 th	17 th	19 th	20 th								



SECTOR 1 TIMES

POS	DRIVER	TIME
1	HAMILTON	27.954s
2	WEBBER	28.008s
3	PEREZ	28.114s
4	BUTTON	28.124s
5	ROSBERG	28.142s
6	VETTEL	28.156s
7	HULKENBERG	28.159s
8	BOTTAS	28.198s
9	RICCIARDO	28.199s
10	GROSJEAN	28.210s

SECTOR 2 TIMES

POS	DRIVER	TIME
1	HAMILTON	29.151s
2	ROSBERG	29.415s
3	ALONSO	29.430s
4	GUTIERREZ	29.469s
5	HULKENBERG	29.498s
6	MASSA	29.528s
7	WEBBER	29.593s
8	VETTEL	29.594s
9	RAIKKONEN	29.610s
10	MALDONADO	29.626s

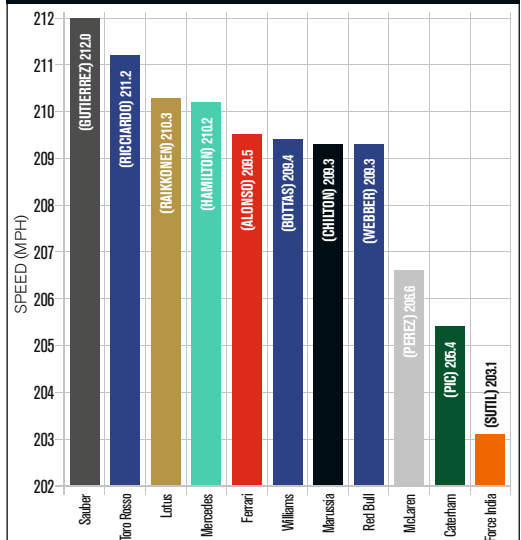
SECTOR 3 TIMES

POS	DRIVER	TIME
1	HAMILTON	28.704s
2	ALONSO	28.830s
3	HULKENBERG	28.839s
4	MALDONADO	28.856s
5	ROSBERG	28.865s
6	RAIKKONEN	28.899s
7	WEBBER	28.982s
8	GUTIERREZ	29.095s
9	BOTTAS	29.107s
10	GROSJEAN	29.109s

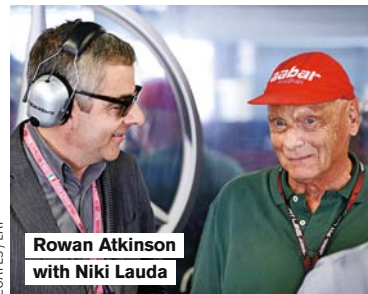
SPEED TRAP (MPH)

POS	DRIVER	SPEED
1	GUTIERREZ	212.0
2	RICCIARDO	211.2
3	RAIKKONEN	210.3
4	HAMILTON	210.2
5	ROSBERG	210.1
6	VERGNE	209.6
7	GROSJEAN	209.6
8	ALONSO	209.5
9	BOTTAS	209.4
10	CHILTON	209.3

SPEED TRAP BY EACH CONSTRUCTOR



Surtees to Alonso: "Back in my day..."



Rowan Atkinson with Niki Lauda



GILHAM/GETTY

CONSTRUCTORS' STANDINGS

POS	DRIVER	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	GB	D	H	B	I	SGP	ROK	J	IND	UAE	USA	BR
1	RED BULL	352	23	43	12	31	22	33	37	18	31	27	35	40							
2	FERRARI	248	30	10	33	4	40	6	22	23	12	14	24	30							
3	MERCEDES	245	10	27	15	12	8	37	25	37	12	25	27	10							
4	LOTUS	191	26	14	20	33	18	1	2	10	33	26	4	4							
5	McLAREN	66	2	10	9	6	8	0	0	12	8	8	1								
6	FORCE INDIA	61	10	0	4	12	6	12	7	8	0	0	2	0							
7	TORO ROSSO	31	0	1	6	0	1	4	8	4	0	0	1	6							
8	SAUBER	17	0	4	1	0	0	0	0	1	1	0	0	10							
9	WILLIAMS	1	0	0	0	0	0	0	0	0	0	1	0	0							

Spicing up the F1 title fight

With the 2013 championship battle fizzling out, could Formula 1 benefit from a NASCAR-style championship 'play-off'? **EDD STRAW** investigates what the F1 paddock makes of such an idea



30

Sebastian Vettel's dominant Italian Grand Prix victory does not guarantee him the world championship, but with a 53-point lead over Fernando Alonso and seven races remaining there is little chance of the German being denied. With Formula 1's viewing figures often taking a hit once the title race is a foregone conclusion, a case can be made for the sport looking at a different way of deciding the championship.

Across the pond this week, the 12 qualifiers for NASCAR's 'Chase for the Championship' were finalised (see p36). Comprising the top 10 in the points standings, along with the two drivers ranked from 11th-20th with the most wins, this dozen will fight for the title over the next 10 races. With the inevitability of complaints about F1's title denouement being 'boring' in the coming weeks, a play-off system is an extreme solution to what some see as a problem.

It's certainly a dramatic step and the traditionalists will rail against it.

But an end-of-season, five-race shoot-out between the top six F1 drivers would be a near-guarantee of a final-race showdown and increase the likelihood of it being a multi-driver shoot-out.

With prize money still based on a season-long constructors' championship, it would ensure that teams would not benefit unduly from a late-season spike in performance during the 'Chase'.

While the idea is not favoured by many in the paddock, there are some advantages. Commercially, a play-off system would have tremendous sponsor appeal. And with race-sanctioning fees key to the income of F1, and therefore the teams, it would allow Bernie Ecclestone to place a premium on races to secure a late-season 'Chase' slot. On the flip-side of the coin, it might devalue early-season races.

McLaren team boss Martin Whitmarsh said: "In the past few years the racing has been fantastic, we've had some great championships. It wasn't long ago



that we were in Abu Dhabi for the final race with four drivers capable of winning [in 2010]. You are going to have some great seasons and some less good seasons but I'm sure next year is going to be very exciting."

Whitmarsh's argument is hard to disagree with but it is the perspective of somebody steeped in the sport. The average AUTOSPORT reader would surely dislike such a

system. But looking at the wider health of F1, which is lacking in sponsor dollars and populated by a majority of teams who live a relatively hand-to-mouth existence, such measures are worth considering. Increased interest and revenue might even reduce the need for some teams to offer seats to pay drivers.

There is widespread agreement



that things need to change in F1, with cost-cutting attempts having been undermined by the vast cost of introducing new engines next year. But Lotus team principal Eric Boullier believes the best guarantee of a close championship is to create a level playing field.

“Rather than keep changing the points system, we should make sure we keep a level playing field and make sure this paddock is sustainable, keep the costs down and have good racing,” he said. “You are talking about NASCAR – all the cars are technically so similar that you have a different winner nearly every weekend. If you want to have good racing and a good show, we should make a more level playing field.”

Boullier’s point is valid, although a glance through motorsport history shows there is never a truly level playing field. Even with the most equitable rules package, certain teams will always have the edge for one reason or another.

Perhaps Jenson Button, who would have lost the 2009 world

championship based on a chase system but won it two years later (see panel, right) sums it up best: it’s the inconsistent challenge to Vettel and his Red Bull team that has created this situation.

“Not every year is going to be massively exciting when it comes down to the championship,” said Button. “Obviously, 2011 was a runaway victory for Sebastian but every other year there has been good competition. Even this year, it’s not like he’s won every race. He has a good lead because of inconsistency of other people. It’s still a good championship and the races are still the bit that people are going to watch. I don’t think they look at the championship as much race by race.”

While the hardcore fanbase will surely prefer the every-race-counts system, a ‘Chase for the championship’ is worth evaluating. After all, it has worked well for NASCAR over the past decade.



VIRTUAL REALITY

How the Chase format would have changed recent F1 championship fights

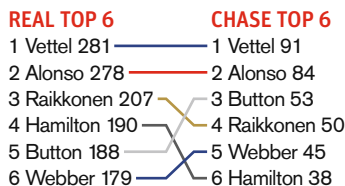
Retrospectively applying a ‘Chase’ format (without NASCAR’s bonus-points system) to the past five Formula 1 seasons is an interesting exercise. With the top six drivers qualifying for a play-off over the final five races, several championships change hands. While it would be unrealistic to expect this format not to have changed what happened in terms of driver and team strategy, the fact all five seasons result in a final race shoot-out confirms that such a system does as good as guarantee the drivers’ championship would go down to the wire.

2012

Real champion Sebastian Vettel

Chase champion Sebastian Vettel

A chase format actually makes the stunning denouement to last season less dramatic, with Vettel carrying a 17-point lead over Alonso into the finale rather than the 13 points he took there in reality.

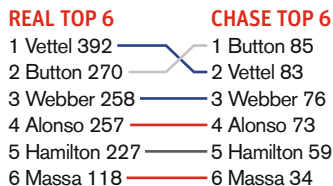


2011

Real champion Sebastian Vettel

Chase champion Jenson Button

While Vettel clinched the title with four races to spare in reality, a chase format sets up a five-way shoot-out between him, Fernando Alonso, Jenson Button, Mark Webber and Lewis Hamilton. On paper, Button prevails, although Red Bull could have used team orders to give Vettel victory (and the title) in the Interlagos finale.

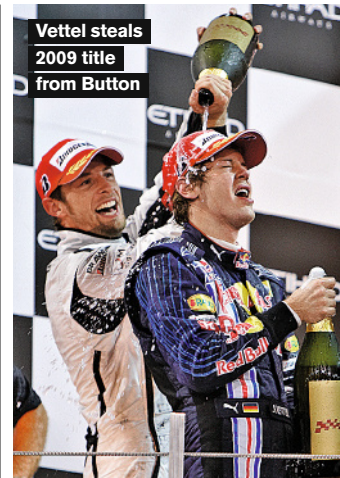
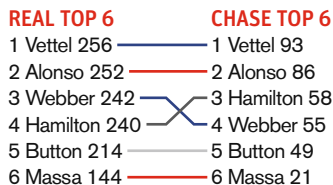


2010

Real champion Sebastian Vettel

Chase champion Sebastian Vettel

A four-way fight in reality becomes a head-to-head between Vettel and Alonso, with Vettel’s Abu Dhabi win giving him the title by seven points. But would Alonso have pitted at the wrong time to cover Webber were he not a title rival, and therefore never have got stuck behind Vitaly Petrov’s Renault?

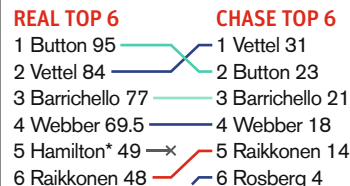


2009

Real champion: Jenson Button

Chase champion: Sebastian Vettel

Button’s stuttering end to the season means he finishes second in the championship. Vettel’s victory in the Abu Dhabi finale means he prevails in a four-way shoot-out also including Kimi Raikkonen and Rubens Barrichello.

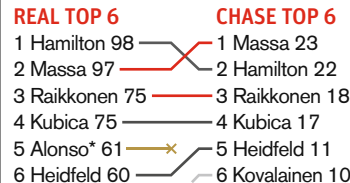


2008

Real champion: Lewis Hamilton

Chase champion: Felipe Massa

Hamilton’s late pass on Timo Glock in the Brazilian Grand Prix isn’t enough to deny Massa the title on home soil. Robert Kubica, Raikkonen and Nick Heidfeld are also in title contention at Interlagos. Alonso is actually the highest scorer in the ‘Chase’, but is eighth in the championship at the cut-off point so does not qualify.



* not in top six at start of ‘Chase’ so ineligible

The threat to F1's talent pool

Opportunities are drying up for young drivers to step up to F1, and for teams to find ways to blood their own prospects for the future. By **EDD STRAW**



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The news that Sauber has dropped reserve driver Robin Frijns came as no surprise. With 18-year-old Russian Sergey Sirotkin set to race for the squad next year and an experienced driver earmarked for the other seat, there was simply no space for the 2012 Formula Renault 3.5 champion. But what is more concerning for Formula 1 is there is no guarantee he will be picked up by another team.

With a large number of teams forced by necessity to sign pay drivers to ensure their continued survival,



Whitmarsh is pushing Magnussen...

FERRARO/LAT

high-quality drivers from the next generation are missing out on the chance to serve an apprenticeship with smaller teams. Apart from Red Bull, which has its Toro Rosso junior squad to nurture future frontline drivers – including Sebastian Vettel in 2007/08 and Daniel Ricciardo now – there is little chance for teams to place young talent. Even Ferrari, which has Jules Bianchi on its books, lucked into the Frenchman landing a race seat with Marussia for this year thanks to Luiz Razia's sponsorship collapsing pre-season.

“That just tells you in what situation F1 is, that even such talented drivers have to look at other aspects as well for their career,” said Sauber team principal Monisha Kaltenborn of Frijns. “That situation is really not healthy here overall in F1.”

Some would argue that Sauber should be investing in Frijns rather than taking Sirotkin as part of a wider financial deal. But it is not that simple. The choice for teams such as the Swiss operation lies between running a pay driver or a potential future star, but the second option carries the risk of putting the whole

company in serious financial jeopardy.

While top teams can justify modest investment in stars of the future, many start discussions for race seats at significantly above \$10 million and it is difficult for them to find opportunities for young drivers. To their credit, McLaren, Mercedes and Ferrari do all invest in future talent, but few can justify that kind of spend on a single driver for one season in F1.

McLaren team principal Martin Whitmarsh has been working to find Kevin Magnussen – currently leading the Formula Renault 3.5 Series and with some impressive test outings for McLaren under his belt – a race seat for next year. But he has found doors will only be opened by financial packages, a problem that will also face fellow McLaren junior and FR3.5 title rival Stoffel Vandoorne.

“It’s a real challenge,” admitted Whitmarsh. “We have got two really talented young drivers in Kevin and Stoffel at that level [below F1]. They are both destined to be F1 drivers, there’s no doubt about that. We have got a duty of care to them and we take that seriously. We are looking. We



...but the Dane needs experience

had an agreement with one team [Force India] to run Kevin in the young-driver test but they changed their mind at the last minute, which I think was a mistake on their part.

“We are trying to get Kevin into F1 quite actively at the moment. Both these drivers are a few years away from being McLaren drivers. In the meantime, we have to find a way to make sure they continue to develop and learn.

“The problem you have now is that 50 per cent of drivers in F1 are paying for their seats and that makes it tricky. You can’t go and offer to teams a talented driver and they snatch your hand off. It’s a, ‘Yes, but how much are you going to pay me?’ which is sad. But maybe we can find a solution.”



HONE/LAT

Frijns got little track time before Sauber dropped him

CASE STUDY SAM BIRD

Britain's Sam Bird is a prime candidate to graduate to Formula 1.

He is the form man of GP2, is affiliated with the Mercedes F1 team with a wealth of on-track and simulator experience and, at 26, has the experience to step up. But he needs big money.

"I believe now I've done enough to warrant a chance, I've won the races, got the pole positions, got the podiums," said Bird. "But everybody knows now that in F1, 100 per cent of drivers that graduate take money. If I win the GP2 title, it will help me to get a subsidised role, but finding that budget is the last push I need to achieve.

"I feel that if I was chucked in a car now, I could do the job required whether that be points-scoring or beating another team with the experience I have acquired."

The key is raising the money. When a driver who may well win what is ostensibly F1's main feeder series cannot get near a seat without budget, it is a dire indictment of the financial situation of grand prix racing.



Bird is on form in GP2

FERRARO/GP2

The return of in-season testing next season is a small boost. But with just eight days, a team such as McLaren cannot build Magnussen's 2014 season around such limited running even if it gave him all of them – which it will not.

If drivers such as Magnussen never get a chance, when the time comes for the current top drivers now in their thirties to step down, there is going to be a shortage of top-line talent to succeed them. The lack of opportunities for young drivers has been a ticking timebomb for several years now. Soon, it will be too late to save a generation of future race winners from sliding away.

TOP WORK PLACEMENTS

Leading F1 teams often neglect to develop young drivers, but here are three examples where doing just that has paid off

FERNANDO ALONSO

Renault team principal Flavio Briatore had Alonso tied to a management contract when



he farmed him out to Minardi in 2001. After spending '02 on the sidelines testing for Renault, Alonso took Jenson Button's race seat in '03, claiming his first pole position on his second outing in Malaysia and a maiden victory in Hungary.

JUAN PABLO MONTOYA

Williams sent the F3000 champion to the US to race for Chip Ganassi in CART for two years. One championship and an Indy 500 win later, he returned to Williams in 2001 strong enough to have won only his third race had backmarker Jos Verstappen not rear-ended him at Interlagos.



FELIPE MASSA

Massa's Ferrari ties stretch back to the beginning of this century. The Brazilian made his F1 debut with Ferrari-powered Sauber in place of Kimi Raikkonen for 2002. He then tested for Ferrari for a year, returned to Sauber for two more campaigns and became Michael Schumacher's team-mate in 2006.



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COMPARING 2013 WITH PART-SEASON IN 2012

2013		2012
11	Starts	12
1	Wins	4
1	Poles	0
95	Points	166
27	Laps led	56
7.6	Average grid position	8.75
5.1*	Average finish	4.9

**(10.1 inc DNFs)*

DPPI

Da Costa: what's gone wrong?

Antonio Felix da Costa was the red-hot favourite to win Formula Renault 3.5 this year and land an F1 drive with Toro Rosso. GLENN FREEMAN explains why he's out of the title picture

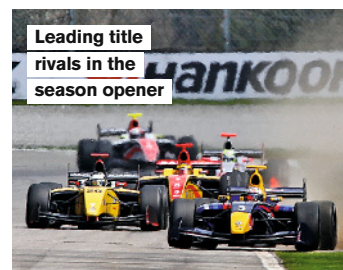
To some, Antonio Felix da Costa's 2013 Formula Renault 3.5 season was going to be a stroll. He would pick up where he left off in 2012 and blitz the field, setting himself up for a promotion to Toro Rosso courtesy of Red Bull. But as the season recommences this weekend after a two-month summer break, da Costa sits a distant fifth in the standings. Daniel Ricciardo's move to Red Bull's 'senior' team has created the necessary vacancy in F1, but based purely on results it would appear that da Costa hasn't lived up to his side of the bargain yet. Naturally, there's more to his campaign than meets the eye, so how did it come to this?

THE DRIVER?

It's no secret that the pressure inside the Red Bull junior programme is intense, and it has broken many a driver in the past. But any signs of strain from da Costa have come as a *reaction* to what has gone wrong, rather than being a cause of his troubles.

Prior to a visit to the most recent FR3.5 round by Helmut Marko, he and Red Bull's other big hitters were privately starting to doubt their Portuguese protege. While that close-up experience put Marko's fears at ease, da Costa admits that there have been times where he has let himself down this year, particularly in a couple of qualifying sessions where he threw away potential pole position laps at Spa and Spielberg.

"As a driver, I'm feeling these little bumps in the season and sometimes I try to over-compensate," he said. "This is where I need to be stronger in my head. If we pick 10 sessions, and in seven of them we have problems, I need to be capable to deliver 100 per cent in the three where we don't have issues to put the perfect lap in. I've made one or two mistakes this year that I shouldn't have."



Leading title rivals in the season opener

DPPI

THE TEAM?

Marko is not shy when it comes to questioning teams as well as drivers, and both da Costa and Arden Caterham have had some explaining to do. However, Marko has confirmed to AUTOSPORT that his visit to Spielberg made it clear that the problem this year "can't be the car". The team, like the driver, has not lost the plot, but a couple of early hiccups have proved tough to recover from. Da Costa was fighting for the win in the Monza season-opener when he suffered a tyre blowout, and the fact that team-mate Pietro Fantin had a similar failure pointed towards more than misfortune. Then at Aragon he was relegated to the back of the grid for running out of fuel in qualifying.

With championship leaders Kevin Magnussen and Stoffel Vandoorne proving relentless in the title race, Arden Caterham team boss Julian Rouse believes the problematic start to the season has dictated the rest of the campaign (see panel below).

"We came away from the first two weekends on the back foot," he said. "From there, gaining points back on your rivals is always hard. People say titles are won in the first few rounds of the season. When you fall behind, the onus is to beat your rivals in every race, and that puts everyone under pressure."

While da Costa accepts that errors have been made on the team's side, his assessment is hardly scathing.

"If it was the same problems then OK, someone is not doing their job," he said. "After the first two rounds, it was like everyone lost a bit of confidence. But nobody is pointing fingers."

BAD LUCK?

Da Costa is adamant that he doesn't believe in luck, but there have been plenty of factors outside of his and the team's control this year. In recent rounds – just when he needed to be getting his season back on track to stay in the title fight – he has suffered a broken exhaust, an engine burning all of its oil and electrical problems that left him stranded on the grid. And, as Rouse points out, a lot of things that went their way towards the end of last year haven't been falling into place this time around.

"There were a number of occasions last year where Antonio was driving particularly well, as he is now, and the strong position he got himself into then became a race-winning position because of certain circumstances," he said. "Strong positions

this year have come with bad luck, that's the difference."

Rival teams have suggested that da Costa was also able to benefit from the leading contenders focusing on their title battle last year, and that is something Rouse accepts.

"The drivers who were winning earlier in the year [in 2012] were embroiled in quite a big championship fight so that changed their approach," he said. "I wouldn't say we were a standout team last year, and I wouldn't say that we have lost any ground this year."



Stranded on the grid in Austria

VANDER LAAN/LAT

WHAT NOW?

Regarding the Toro Rosso drive, Marko has admitted to AUTOSPORT that "if you had asked me last year at this time I would have said 100 per cent da Costa",



Marko & Vergne compare notes

highlighting how strong his position was at the end of 2012. Red Bull is now understood to have wiped the slate clean for the remaining FR3.5 rounds, which all take place on tracks da Costa won at last year. Arden Caterham used the summer break to strip and rebuild his car, and it carried out a short shakedown on an airfield last month which suggested that the technical gremlins had been solved.

Marko has promised to "carefully watch" the remaining three rounds, and a source close to the situation has said that "September is a very important month" for da Costa's Formula 1 dream.

ROLLERCOASTER 2013 SEASON EXPLAINED

▼ MONZA

Spectacular puncture robs him of a shot at winning the season opener, but he takes the spoils in race two.

▼ ARAGON

Car runs out of fuel in qualifying, relegating

him from third to 26th on the grid for the first race. Takes seventh in wet race two which is shortened for technical reasons.

▼ MONACO

Rues not going for a "riskier" set-up after coming home fifth in the Principality.

▼ SPA

Grabs a second and a fourth, but criticises himself for not achieving more.

▼ MOSCOW

Gets a podium with a cracked exhaust, then tyre warm-up issues leave him

mid-pack for race two and he is caught in a first-lap tangle.

▼ SPIELBERG

Engine problems on his way to seventh in race one, before electrical gremlins leave him stranded on the grid in race two.

Chase for the Cup: NASCAR's final 12

NASCAR's premier-division, 10-race championship showdown kicks off this weekend. ANDREW VAN DE BURGT presents the form guide

Reigning NASCAR Sprint Cup champion Brad Keselowski will not defend his title this year after missing out on a place in the Chase for the Championship. The Penske Racing driver was one of a number of high-profile casualties in the cut for the 10-race title fight after last weekend's Richmond race.

Other ousted stars include four-time champ Jeff Gordon, Brickyard 400 winner Ryan Newman and injured two-time champion Tony Stewart.

The top 10 drivers in the points, plus the two drivers placed 11th-20th with the most wins, will battle it out for this year's crown. Here we look at the 12 challengers and their record on the decisive final 10 ovals.

1 MATT KENSETH

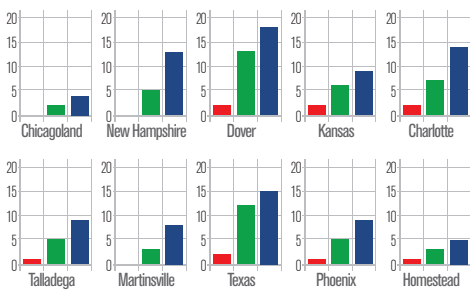
Joe Gibbs Racing Toyota Camry



Points 2015
2013 record:
5 wins 6 top 5s 13 top 10s

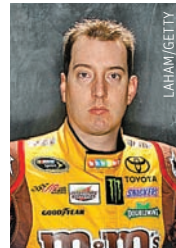
Kenseth was the last pre-Chase champ – indeed the system was created after the 'boring' way he captured the 2003 crown. He has appeared in all but one of the 10 play-offs. Has been a regular front-runner all season.

498 career starts 29 career wins
Chase-track record: KEY Wins Top 5s Top 10s



3 KYLE BUSCH

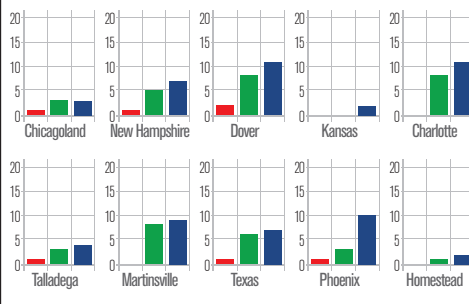
Joe Gibbs Racing Toyota Camry



Points 2012
2013 record:
4 wins 11 top 5s 15 top 10s

Busch the younger has never finished higher than fifth in six Chase appearances and some of his weaker tracks – Kansas, Homestead – make up the 10-race play-off. Bristol aside, he's been in a nice vein of form of late.

319 career starts 28 career wins
Chase-track record: KEY Wins Top 5s Top 10s



5 CARL EDWARDS

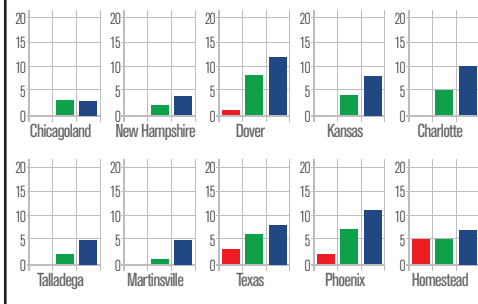
Roush Fenway Racing Ford Fusion



Points 2006
2013 record:
2 wins 8 top 5s 13 top 10s

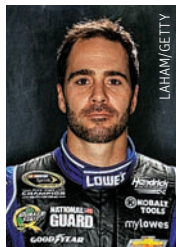
Edwards lost the 2011 title on a tie-break, so he'll be hoping his seventh Chase appearance is the lucky one. Winning the final pre-Chase race could be a good omen as he bids to be the first Ford driver to take the title since '04.

327 career starts 21 career wins
Chase-track record: KEY Wins Top 5s Top 10s



2 JIMMIE JOHNSON

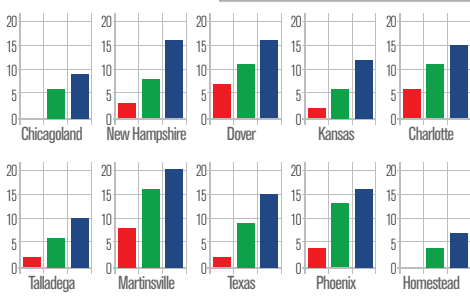
Hendrick Motorsports Chevrolet SS



Points 2012
2013 record:
4 wins 9 top 5s 15 top 10s

The only driver to appear in every Chase, the five-time champion has a formidable record on all the Chase tracks bar Homestead. Has endured a rotten run of luck over the past six weeks, but write him off at your peril.

425 career starts 64 career wins
Chase-track record: KEY Wins Top 5s Top 10s



4 KEVIN HARVICK

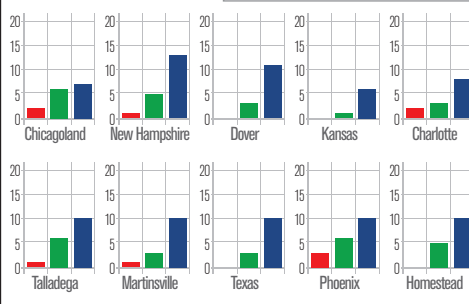
Richard Childress Racing Chevrolet SS



Points 2006
2013 record:
2 wins 6 top 5s 13 top 10s

In his final season with Childress, Harvick has a genuine shot at taking the elusive crown. In seven Chase appearances he's taken just three wins, and 'the Closer' will surely need to add to that to defeat Johnson and co.

456 career starts 21 career wins
Chase-track record: KEY Wins Top 5s Top 10s



6 JOEY LOGANO

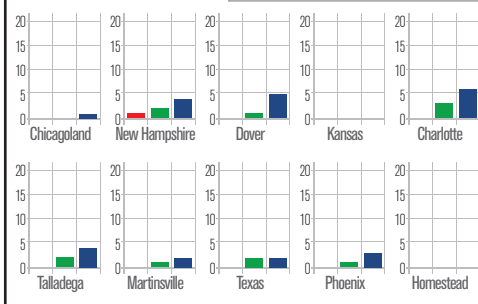
Penske Racing Ford Fusion



Points 2003
2013 record:
1 win 8 top 5s 14 top 10s

The youngest of the 12 Chasers, Logano secured his place by the slenderest of margins – denying Jeff Gordon by a single point. He's in uncharted territory but has nothing to lose and could be the dark horse of the group.

173 career starts 3 career wins
Chase-track record: KEY Wins Top 5s Top 10s



7 GREG BIFFLE

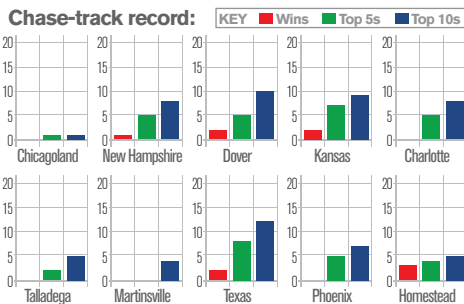
Roush Fenway Racing Ford Fusion



Points 2003
2013 record:
 🏆 1 win 🏆 3 top 5s 🏆 10 top 10s

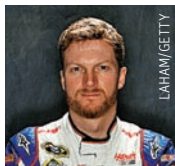
Biffle has a good record in the Chase, with seven wins in six appearances, but could end up in a wingman role to team-mate Edwards rather than fighting for the title.

📅 392 career starts 🏆 19 career wins



9 DALE EARNHARDT JR

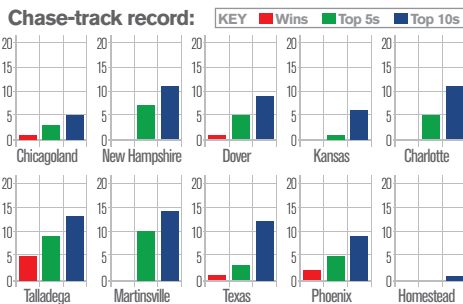
Hendrick Motorsports Chevrolet SS



Points 2000
2013 record:
 🏆 0 wins 🏆 5 top 5s 🏆 14 top 10s

A super-consistent season, racking up top-10 finishes. Has made the Chase five times, but his record is poor given how well he tends to run on its 10 tracks.

📅 495 career starts 🏆 19 career wins



11 KASEY KAHNE

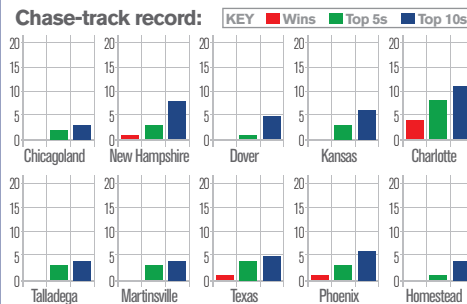
Hendrick Motorsports Chevrolet SS



Points 2000
2013 record:
 🏆 2 wins 🏆 8 top 5s 🏆 11 top 10s

Given the pace he's demonstrated this year it was a shock he needed a wildcard entry for his fourth Chase, but he has a strong record on the 10 tracks.

📅 350 career starts 🏆 16 career wins



8 CLINT BOWYER

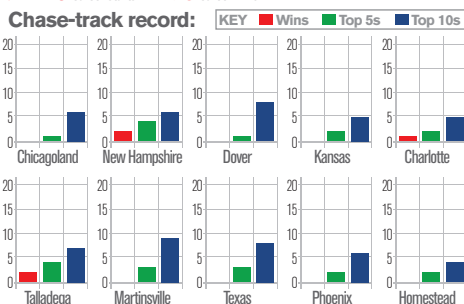
MWR Toyota Camry



Points 2000
2013 record:
 🏆 0 wins 🏆 8 top 5s 🏆 13 top 10s

Only poor luck has prevented Bowyer from winning in 2013 and on pure pace he's been Johnson's closest rival. Has made five Chases, taking second last year.

📅 279 career starts 🏆 8 career wins



10 KURT BUSCH

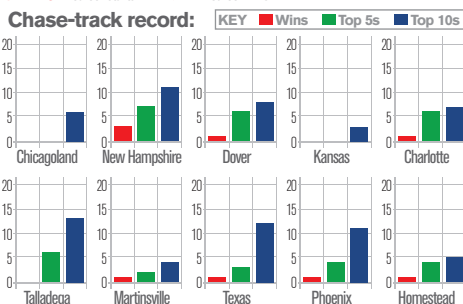
Furniture Row Racing Chevrolet SS



Points 2000
2013 record:
 🏆 0 wins 🏆 8 top 5s 🏆 13 top 10s

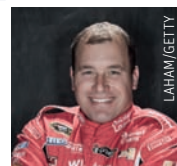
The first Chase champion has done a great job to make it (for a seventh time) with the unfancied team. Does it have the nous to keep Busch in the mix every week?

📅 461 career starts 🏆 24 career wins



12 RYAN NEWMAN

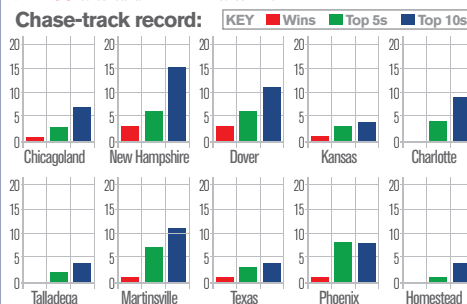
Stewart-Haas Chevrolet SS



Points 2000
2013 record:
 🏆 1 win 🏆 6 top 5s 🏆 12 top 10s

Given a last-minute place in the Chase after Martin Truex's penalty, Newman has something to prove in his final outings for Stewart. One to watch.

📅 430 career starts 🏆 17 career wins



THE 10 CHASE VENUES

SEP 15
Chicagoland



Race winners who went on to take title: 2/2

SEP 29
Dover



Race winners who went on to take title: 3/9

OCT 12
Charlotte



Race winners who went on to take title: 2/9

OCT 27
Martinsville



Race winners who went on to take title: 4/9

NOV 10
Phoenix



Race winners who went on to take title: 2/9

SEP 22
New Hampshire



Race winners who went on to take title: 2/9

OCT 6
Kansas



Race winners who went on to take title: 1/9

OCT 20
Talladega



Race winners who went on to take title: 0

NOV 3
Texas



Race winners who went on to take title: 2/8

NOV 17
Homestead



Race winners who went on to take title: 1/9

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The Secret Driver

Hidden truths from the paddock

Young racing drivers chasing the F1 dream face huge pressure to perform – in and out of the car – but they need to be able to live a little, too

Last month the victorious England cricket team was forced to embarrassingly apologise for allegedly urinating on the Oval wicket while celebrating its series victory over the Australians. Before that, England cricketer Monty Panesar was released from his Sussex contract for his part in a drunken incident outside a Brighton nightclub. These incidents may not be news to us in the context of other sports but in today's world, commercial partners and sponsors do not want to be exposed by bad PR.

We have grown accustomed to reading about football players and their lifestyle misdemeanours, as we have rugby players and their drunken exploits, but nowadays we never seemingly read about any racing drivers creating social disorder. Is this because racing drivers are always in the gym (according to Twitter), or is this because racing drivers let their hair down responsibly behind closed doors?

The sport has come a long way since James Hunt characterised the playboy, fun-loving, and rule-breaking Formula 1 driver. He was the catalyst in developing the playboy stereotype of the '70s and '80s. He certainly was a unique personality, but it would be a disservice to a large number of drivers of this era to imply all drivers of that time shared his lifestyle.

fear of exposing themselves to be different to the modern-day culture? I can honestly tell you I have done neither of those two things religiously and nor have my sporting counterparts. If you read between the lines, an up-and-coming driver is now too frightened to be themselves in case they are judged against the characterless stereotypical commercial robot.

A few weeks ago I celebrated a friend's birthday with a host of other racing drivers, one of whom is an up-and-coming young star. When he found out that a senior team member of the Formula 1 team he is currently in talks with was attending his face went white with panic.

"That's it, I cannot drink," he said. And "I'm not going to be able to do anything" soon followed. Lo and behold, on the night, he didn't drink nor did he enjoy himself until the particular individual had left. He spent the whole dinner engaged in Formula 1 conversation. Having been in his situation I understand, but that doesn't mean I agree with it. In stark contrast, the established Formula 1 driver spent the whole night at the bar and/or on the dance floor. With a responsible and fun approach he had a great night. I think he even got a girl's phone number. Cue the obligatory training tweet in the morning and no one suspected a thing. Ironically, it was the young driver with the biggest hangover.

“Young drivers should be wary of the culture and impressions created on social media”

That said, there is no doubt that in eras gone by drivers had more freedom to be themselves and there was definitely a higher tolerance towards showing character and emotion. The pressures within modern day sport have grown considerably over the past two decades. The money invested into TV rights and sponsorship has led to more and more commercial involvement. The turnover of professional sportsmen and women is alarmingly fast and access to these individuals has been blown wide-open by social media. Athletes/drivers nowadays are simply performers, brand ambassadors and role models. Pawns in a commercial world, whereby the end product is results.

Looking at Twitter over the summer break you'll have been hard-pushed to find a racing driver who has not apparently spent morning, noon and night in a gymnasium or a simulator. Is this the reality or is this a picture being painted by a professional who lives in

Young drivers are scared to open themselves up to criticism as it's simply safer not to do so. What's wrong with being out and having a few drinks and a dance? In fact, showing you can do just that in a controlled and responsible manner is something to be commended.

This happens because professional racing drivers are perceived to be inch-perfect young men who are follow this mould in search of perfection. The reality is Formula 1 drivers are just human beings, albeit very fit and focused individuals, who enjoy themselves just like any other human being. Young drivers should be wary of shaping their approaches around the culture/impressions created on social media. Releasing pressure in a responsible manner by creating a healthy balance in life is important.

Trust me: you really shouldn't believe everything you read on Twitter. ☘

CHARGE OF THE ELECTRIC BRIGADE

Formula E, the first all-electric single-seater racing series, was launched this week in Frankfurt.

CHARLES BRADLEY spoke to the team of brains behind this revolutionary form of motorsport

40

One year from now, an all-electric single-seater series is scheduled to become reality. You may be excited by this fact, or abhorred by the very prospect of it, but one thing is for sure: you will have an opinion one way or another. Electrically-motivated racing cars are becoming increasingly prevalent. From KERS in Formula 1 to hybrid power units in sportscars, Formula E is the next logical step.

Its 10-race, city-centre-based schedule for 2014 will pitch identical open-wheel cars and, as you will hear from series chief Alejandro Agag in his *Inside Line* (page 45), there is plenty to be intrigued by.

Races will be of one hour's duration, with drivers making two mandatory pitstops in order to change cars. Cars will be run in power-saving mode (133kW) but will have access, via a push-to-pass boost system, to a maximum 200kW output. The full 200kW will be available throughout practice and qualifying.

But what about the technology? What makes this car tick? Launched at the Frankfurt Motor Show on Tuesday of this week, Formula E's car – the basis for the first-ever all-electric one-make series – is packed with innovation from a plethora of engineering experts, with Formula 1 giants McLaren and Williams supplying the hardware and Renault having a more holistic, overarching involvement.

THE BACKGROUND

Agag is the series chief, but the man responsible for the machinery is ART Grand Prix's Frederic Vasseur, who heads-up the Spark Racing Technology firm that has produced the SRT_01E.

Vasseur, who like Agag is the boss of a GP2 team (ART competes against Agag's Addax squad), became involved in electric racing cars

when he built the Formulec electric single-seater demonstrator for Eric Barbaroux and Pierre Gosselin, who both remain involved with this initiative. It was 18 months ago, at the 2012 Bahrain Grand Prix, when Vasseur and Agag hatched their new plan. As Agag won the tender from the FIA for the commercial rights, Vasseur embarked on pulling together the technical partners to deliver the project.

"From my point of view, full electric is perhaps the extreme when you consider the big range from full atmospheric," says Vasseur. "It was important for my company to be involved in such an avant-garde project; I think it's the future of our business.

"In terms of the technical side, it's really very interesting. There is new technology in almost every part of the car. Everything is completely different, to the point of having to write our own safety rules – it's such an interesting project. To have such access to the electrical technology, for the future it's the right way."

From his Formulec experience, Vasseur knew that outsourcing the technology was imperative to getting the project off the ground.

"You can't build everything yourself – even in F1, with their big factories, they struggle to do that with their KERS systems, so they have many suppliers for parts," he says. "The connections we had already at ART meant we were able to sit around the table with Renault F1, McLaren, Williams and Dallara. The challenge was asking them to work together in the same direction – which was tough at the beginning!

"We all have our different racing activities, but now I'm fully convinced that the way we've done it was actually the only way to do it. They are very high-level partners and they all played a very fair game in putting their technical resources on the table. A very interesting, but necessary, situation."

THE CHASSIS

Dallara, which designed the car in conjunction with Spark, will produce 42 monocoque chassis, constructed from carbonfibre and aluminium. Two prototypes will be track-tested from December, after all the FIA crash-test procedures have been completed. Following the rigorous testing programme, the chassis and powertrains will be put into production. Delivery to teams will start next May.

"The biggest challenge is to manage the safety aspect," says Vasseur. "Comparing it to F1 or GP2, their regulations are an evolution. When you have to build up not only a new car, but take into account its safety levels, such as the fireproofing of the battery box, you've got to test so many different new parts for safety that it's a completely different story.

"The first car is like an open book. We had a very good collaboration with the FIA to write the regulations, and now we will have to show them the results. It was very important to have such a good collaboration to make this project happen."

THE POWERTRAIN

Formula E turned to McLaren Electronic Systems, provider of ECUs in F1, NASCAR and IndyCar, for its expertise in this department. Not only will it supply the electronic brains of the car, but also the electric motor and gearbox.

The actual powerplant is far smaller than an internal combustion engine, the main motor weighing in at just 26kg, and its ancillary motor control unit at a further 16kg. The motor technology is simple: the electrical current activates magnets in the stator to make the rotor turn, creating kinetic energy.

"The tricky bits are the detail, but conceptually electric motors are quite straightforward," says MES managing director Peter van Manen. "The ▶



New racer is a joint design between Spark and Dallara



Steering wheel includes a battery charge indicator

“The intention is natural noise. It will be quieter than F1, noisier than a road car”

◀ interesting part for us was the requirement of a lightweight and compact powertrain. We had just developed one of those for our P1 sports car, so there was serendipity when Formula E came along. We had just the right powertrain to supply their racing application.”

Unlike a KERS system, where a reasonably high amount of power is unleashed for a small amount of time, key to the continuous use of the Formula E car's electric engine will be cooling.

“With KERS there's a lot of time where it's not being used and can cool down,” says van Manen. “Whereas here, it's another magnitude of difficulty. The magic in an electric motor, given such high densities, is being to get the heat out or the whole thing will melt.”

This will require water-cooling systems for both the main motor and its control unit, but the requirement is less than for a normal single-seater racing car, so radiators are smaller than usual.

McLaren is also responsible for the transmission, which will have to carry unusual loads due to the instant torque demands of electric motors.

“The main difference between an electric motor and an internal combustion engine is everything happens much more quickly,” says van Manen. “One of the exciting things about the racing is you've got instant torque and instant engine braking... But in terms of the transmission, you have to deal with the fact you've got instant torque and instant engine braking!”

“The transient loading on the gearbox has to be managed, and we've been running on the dyno all summer to prove it's working. It's a reasonably straightforward gearbox, a four-speed sequential. The electric motor has an input shaft as you'd expect from a normal engine, albeit the engine is so much smaller.”

The business end of the car is where all the noise will be produced, so a key question is: what will it sound like?

“The intention is to produce natural noise,” says van Manen. “It will be quieter than an F1 car, but much noisier than a road car, because the motor is turning at a very high speed. I've only heard it on the dyno; I think it sounds quite cool!”

“Electric motors have a characteristic sound,

and you'll be able to hear the gearchanges, but I suspect because the ambient noise is somewhat less than normal racing cars you will hear a little more of the tyre noise.”

THE POWER SOURCE

To deliver the required level of electricity to power the car, perhaps the beating heart of the Formula E car is the battery. Drain that, and you're literally going nowhere.

Williams Advanced Engineering has designed and supplied the batteries and the management system. They will allow a 200kW power output (in the region of 260bhp) in a car that weighs 800kg, so it should mean a ballpark performance close to that of a Formula 3 car.

“It's a natural progression for us as a company with a Formula 1 team that has developed its own KERS system entirely, and also supplies Marussia, to take that to the next level, which is obviously electric-only vehicles,” says WAE head of commercial operations Kirsty Andrew. “We've brought our melting pot of skills into this. It's going to be a high-profile series, in some exciting

SRT_01E:
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Michelin's tall tyre: versatile and fast

Michelin is the control-tyre supplier for Formula E, and it aims to capitalise on the series' revolutionary philosophy too.

The French giant will produce a single-specification tyre, capable of running in both wet and dry conditions, that taps into the compound work it has done in the World Endurance Championship (including its 'slick' intermediate) and robustness lessons learned from the World Rally Championship.

At 18 inches, its tyre is much taller than usual for single-seaters, and features a tread pattern. "It's totally in line with our philosophy of finding relevance in motorsport to test our ideas," says Pascal Couasnon, Michelin's motorsport director. "The combination of tread pattern and rubber will allow this tyre to be very fast in the dry and safe in the wet. Current single-seaters run 13 inches with a very tall sidewall, which makes the mechanics of the tyre very different from a road-car tyre."

The tyre also fits in with the series' aim of efficiency. "Our tyres will have great range as well as allowing the car to be very fast," promises Couasnon. "We know that some tracks will be very challenging for us, but we have simulated them to give us an idea of the compounds we will use, so we can optimise our tyres' performance."



locations around the world. It's not the limit of the technology, but it's a line in the sand."

WAE electronics expert Okan Tur explains of the battery: "It's similar technology [to KERS in F1] but not exactly the same. There is much more stored energy compared to F1, which means a lot more power."

The battery pack will weigh 200kg, so heavier than a full F1 fuel tank. It is sited behind the driver, effectively where the fuel tank and engine would be in a normal racing car. WAE chief technical officer Paul Newsome says: "The battery pack gives a structural element much in the same way the engine block does in a Formula 1 car."

A battery management system maintains performance in each car and ensures parity across the grid, but managing the rate of battery usage will be one of the driver's new challenges.

"The battery and electric motor solution is very different to a high-performance combustion engine," adds Newsome. "We deliver a peak of torque at zero speed. It's capable of sustaining that torque throughout the rev range of the motor. The driveability characteristic is totally different... theoretically it will be easier, but the capability of the driver will be brought out in a different way."

HARMONISING THE PACKAGE

This is where Renault's role comes in, given its long history of electric-vehicle production, making sure that all constituent parts form the whole to deliver the performance levels the series is looking for. It is responsible for systems integration, performance optimisation and powertrain electrical safety.

"The big difficulty is to get the balance right between the power and the duration of the race," says Renault Sport Technologies CEO Patrice Ratti. "It's about how you manage the energy between the battery and engine and, since we chose two different suppliers in McLaren and Williams, there's a big challenge in how you make that work together, and that's where Renault's expertise is involved."

PLANS BEYOND 2014

Formula E's year-two-and-beyond plan is to move away from its one-make starting point to allow different chassis and variant technologies. With so many potential players in the marketplace to showcase their wares, this is where the category can truly come into its own and be more than just a racing series.

Williams's Newsome sums up: "It's a very important element to the success of this series that it becomes the technological development arena in motorsport for EV systems. If it stops at the technology it's being launched with, it will fail in that aim."

"Its development is extremely important, and our expectation is that there will be a lot of technological improvement in the coming years in the energy-storage areas, delivering at a rapid rate in the way that only competitive motorsport can."

Vasseur concludes: "The target of this series is not to spend €10 million on aero development of the chassis. The philosophy is to concentrate on the electric engine, and when it becomes an open championship it will be interesting to see what happens with new suppliers."

Cities on the schedule

Formula E has yet to reveal any dates for its 10-round 2014-15 calendar, bar that it will start in September '14, and the host cities that will host the street races.



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Alejandro Agag

The inside line

The CEO of the new FIA Formula E Championship explains why a lot can happen in 12 months in motorsport. . .

One year has passed since our then just-born company, Formula E Holdings, signed an agreement with the FIA to become the long-term licensed promoter (25 years to be exact) of the new global electric racing series, the FIA Formula E Championship.

Back then, we didn't have much: no calendar, no cars, no regulations, no partners and no television broadcasters.

Of course, we have had one staple that has turned out to be key in the development of this new championship: the support of the FIA and its president, Jean Todt. Formula E is an idea of the FIA. We would love to say it was our idea, but it wasn't. It was the FIA who decided to launch a fully electric championship, and to do it now.

In this, we shared the approach of the FIA; why wait? The future is now.

In order to start in September 2014, we had to look for new and sometimes surprising solutions. The most controversial of all is the 'two cars per driver' model. Confronted with the technological limitations of today's batteries, we had three choices: short races (which would not be great for the fans), battery changes (which raises safety concerns), or car changes. Well, there was a fourth choice, to wait 10 years for battery technology to improve. We didn't want to wait.

We are perfectly aware that changing cars highlights one of the main limitations of electric vehicles (so do the other solutions for that matter), the so-called 'range anxiety', but



a young public, not necessarily attracted to motorsport.

But to implement all this, we needed the essential element for any racing championship: a car. The Spark-Renault SRT_01E presented at the Frankfurt Motor Show earlier this week is a joint effort, led by Frederic Vasseur, president of the newly formed Spark Racing Technology (SRT), together with our technical partner Renault and SRT suppliers McLaren Electronics (powertrain and electronics), Williams Advanced Engineering (battery design) and Dallara (chassis).

“Formula E will be a competition focused on technology rather than absolute performance”

we are convinced this will be largely outweighed by the great racing that changing cars will deliver. Cars will not re-charge during the race, and drivers will have to do at least two pitstops. Therefore, they won't change car when the battery is finished, but they will do it according to their race strategy, a little like tyre strategies in other championships.

We are considering, together with FIA, to have one of the cars go faster (sprint car) and the other go longer (endurance car), with roughly 10 per cent difference in performance. This would add a unique element of strategy and overtaking opportunities, rewarding the most skillful drivers.

There will be many other new and groundbreaking features in this championship. Formula E will be a competition focused on technology, rather than absolute performance. Connectivity around the track, wireless charging, real-time online video games, online voting for 'push-to-pass' (a power-boost system to aid overtaking), are just some of the initiatives that will be introduced, targeting

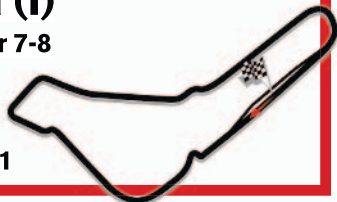
It's no coincidence that most of the technology used in this car will come from Formula 1-related companies. They don't call F1 the pinnacle of technology for nothing.

And now, one year on, and with one year to go until the first race, we have 10 iconic city-centre venues around the world, we have a state-of-the-art race car, we have global partners, we have major broadcasters FOX Sports (and more to be announced soon) and we are about to have final regulations, both technical and sporting.

We also have teams. Six are signed with three so far announced, and for the four remaining slots, we now have a number of very strong candidates. Once all the teams are out, the last element of the championship will start to shape up: the drivers. We are convinced that a strong group of top drivers from all over the world will be passionate in one thing: to become the inaugural champion of the first-ever electric formula car championship: Formula E. ✽

GP2 Monza (I)

September 7-8



Round 9/11

RESULTS

RACE 1: 30 LAPS, 107.799 MILES

1	FABIO LEIMER (CH)	47m48.311s
Racing Engineering; Grid: 2nd-1m31.822s		
2	SAM BIRD (GB)	+0.806s
Russian Time; Grid: 1st-1m31.788s		
3	TOM DILLMANN (F)	+6.137s
Russian Time; Grid: 5th-1m31.949s		
4	STEPHANE RICHELMI (MC)	+9.902s
DAMS; Grid: 10th-1m32.168s		
5	JULIAN LEAL (CO)	+15.400s
Racing Engineering; Grid: 13th-1m32.398s		
6	JAMES CALADO (GB)	+18.748s
ART Grand Prix; Grid: 7th-1m32.033s		
7	ADRIAN QUAIFE-HOBBS (GB)	+24.007s
Hilmer Motorsport; Grid: 15th-1m32.462s		
8	ALEXANDER ROSSI (USA)	+30.276s
Caterham Racing; Grid: 14th-1m32.447s		
9	SERGIO CANAMASAS (E)	+40.272s
Caterham Racing; Grid: 24th-1m34.963s		
10	VITTORIO GHIRELLI (I)	+44.906s
GP Lazarus; Grid: 23rd-1m33.405s		

Winner's average speed: 135.297mph. Fastest lap: Bird, 1m32.749s, 139.720mph.

RACE 2: 21 LAPS, 75.570 MILES

1	QUAIFE-HOBBS	32m51.149s
Grid: 2nd		
2	ROSSI	+1.849s
Grid: 1st		
3	LEAL	+4.335s
Grid: 4th		
4	BIRD	+5.458s
Grid: 7th		
5	DILLMANN	+8.636s
Grid: 6th		
6	LEIMER	+12.037s
Grid: 8th		
7	RIO HARYANTO (RI)	+14.899s
Addax Team; Grid: 14th		
8	JOHNNY CECOTTO JR (YV)	+17.338s
Arden International; Grid: 12th		
9	DANI CLOS (E)	+17.842s
MP Motorsport; Grid: 18th		
10	JOLYON PALMER (GB)	+23.973s
Carlin; Grid: 22nd		

Winners' average speed: 137.710mph. Fastest lap: Leimer, 1m32.749s, 139.720mph.
All drivers in Dallara-Mecachrome GP2/11.

CHAMPIONSHIP

1	LEIMER	159	6	DILLMANN	84
2	BIRD	153	7	RICHELMI	83
3	COLETTI	135	8	ERICSSON	82
4	NASR	130	9	PALMER	68
5	CALADO	119	10	LANCASTER	65

TEAMS

1	RUSSIAN TIME	237	4	DAMS	165
2	RACING ENGINEERING	221	5	RAPAX	153
3	CARLIN	198	6	HILMER MOTORSPORT	146

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.



Ericsson had race-two puncture

FOR IN-DEPTH RESULTS FORIX

Leimer and Bird in the ascendancy

Stefano Coletti was toppled from the top of the standings at Monza as Fabio Leimer and Sam Bird took charge. By CHARLES BRADLEY



Leimer defeated Bird to take points lead

FABIO LEIMER FINALLY SEIZED THE POINTS LEAD from long-time leader Stefano Coletti in the GP2 Series title fight at Monza, but now he's got another squabble on his hands with Sam Bird, as Saturday's feature race became a similitude of their championship battle.

That personal duel began in qualifying, as Bird snaffled pole position for Russian Time from Racing Engineering's Leimer by 0.034 seconds. But the Brit's advantage was undone at the start – or perhaps by his tyre choice – as Leimer jumped ahead of him on the run to Rettifilo using the medium-compound tyres as opposed to Bird's hards. Leimer said: "They had a little bit better traction, but I nearly stalled so I was really lucky." Behind them, Marcus Ericsson leapt ahead of Jolyon Palmer for third, with pre-weekend points leader Coletti passing Bird's team-mate Tom Dillmann off the startline and then fast-starting Jake Rosenzweig to run fifth by lap three.

Leimer held a 0.7s lead when he pitted on lap 12, complaining of a vibration from the rear under

braking. The Racing Engineering crew replaced his medium Pirellis with four fresh hards, allowing Bird an eight-lap window to push in clear air.

With a pitstop costing in the region of 38s, Bird's lead over Leimer peaked at a tantalising 37.4s on lap 16, but then the tide began to turn as Leimer's pace meant the gap was down to 36.6s when Bird pitted on lap 20. "I was pushing like hell," confirmed the Swiss.

A delay in attaching Bird's right-rear wheel meant he rejoined 4.1s behind Leimer but, now on fresh mediums, he ate into his rival's advantage. Seven laps into his chase, Bird got the gap down to half a second, but there his challenge wilted.

"We were on the limit the whole race, slugging it out," said Bird, who also claimed the two points on offer for fastest lap. "Our pitstop wasn't the best, which cost me the few seconds that would've got me closer to him when the tyres were fresher."

The canny Leimer revealed: "I was waiting a little bit [after Bird's stop], saving the tyres as he caught me, so I had something for him in the end."



Quaife-Hobbs won sprint race

PORSCH SUPERCUP MONZA (I), SEPTEMBER 8, RD 7/8

Good Thiim work keeps him in hunt

NICKI THIIM KEPT THE PRESSURE ON SEAN

Edwards for the Porsche Supercup crown with a dominant victory in the penultimate round of the season at Monza.

The Dane took pole in his Attempto Racing car by 0.040 seconds, aided by a major tow from Kuba Giermaziak, and was never headed during Sunday morning's race as he secured his second win of the campaign.

Michael Ammermuller sat around 1.5s behind Thiim for most of the race, and resisted pressure from the leader's team-mate Kevin Estre late on to take his best result of the season for Lechner Racing. Estre had earlier provided one of the highlights of the race with a sensational move for third on the fast-starting Giermaziak around the outside at the Parabolica on the opening lap.

Championship leader Edwards was swallowed up at the start, the Briton falling from third to eighth. But the Tolimit driver worked his way up to fifth – behind Giermaziak – by the finish. Edwards is now 18 points ahead of Thiim in the title fight with just the Yas Marina double-header to go. Ammermuller and Michael Christensen, who dropped from third to eighth during the course of the race, are both still mathematically in contention for the crown too.

Philipp Eng's hopes of a top-six result were thwarted when Robert Lukas spun him at the Rettifilo on lap three, Martin Ragginger and Jean-Karl Vernay losing ground as they avoided the mess.

Five-times Le Mans 24 Hours winner



Thiim kerb-hopped his way to victory

Emanuele Pirro, driving the Porsche Motorsport-run VIP car, tangled with Jeroen Mul at the first corner, half-spinning the Dutchman into the path of Richie Stanaway, with more contact ensuing. Pirro later spun off at the Parabolica on the penultimate lap. Briton Ben Barker was 12th in his Team Bleekemolen car.

● Dylan Jacobs

RESULTS

1 Nicki Thiim, 14 laps in 26m22.346s; 2 Michael Ammermuller, +1.387s; 3 Kevin Estre; 4 Christian Engelhart; 5 Sean Edwards; 6 Kuba Giermaziak; 7 Klaus Bachler; 8 Michael Christensen; 9 Jean-Karl Vernay; 10 Jeroen Bleekemolen. **Points** 1 Edwards, 118; 2 Thiim, 100; 3 Ammermuller, 94; 4 Christensen, 78; 5 Giermaziak, 75; 6 Estre, 75.



DUNBAR/GP2

STALEY/GP2



Rossi took best GP2 result in race two

STALEY/GP2

Palmer should have been a podium contender, but his left-rear wheel parted company at the Lesmos soon after his pitstop. Coletti's time at the top of the points table ended when he came into the pits too quickly, and was given a drive-through penalty. He would retire late on anyway.

Title rival Nasr – Palmer's team-mate at the Carlin squad – would also not finish, as a fluid leak led to his gearbox failing moments after Ericsson's DAMS machine also retired due to a puncture.

This high attrition allowed Dillmann to finish third, despite a clash on lap five with Rosenzweig that put the American out with broken front suspension. Stephane Richelmi's long first stint netted him fourth ahead of Julian Leal. James Calado recovered from a poor start to finish sixth, ahead of Adrian Quaife-Hobbs (from 15th on the grid) and Alexander Rossi (from 14th).

From reversed-grid pole on Sunday, Rossi was mortified with his slow getaway: "I don't know what happened; I wasn't on the bite point at all."

Quaife-Hobbs established a clear lead off the grid as Leal battled with a swift-starting Bird into

Rettifilo, but Richelmi arrived on the scene too quickly as the gap between Leal and Bird vanished in front of him. He clipped both cars, wrecking his own front wing and sending Bird bouncing over the sleeping policemen.

Quaife-Hobbs set a trio of fastest laps, extending a lead of 1.4s over Leal before rain began to fall at the North end of the circuit. "It was like a wall of water at Curva Grande on one lap," marvelled AQ-H.

The rain caught out Leal under braking at Rettifilo on lap 10 and affected Bird, who followed him over the sleeping policemen. Rossi, who ached his apexes through the chicane, got a splendid run through Curva Grande, nailing not only Bird but Leal too with an impressively brave lunge at Roggia.

In clear air, as the rain abated, Rossi's pace was even quicker than Quaife-Hobbs's ahead. The Hilmer team told the Briton to respond and he did, keeping his lead to just over a second. Despite a flirtation with the gravel at the final corner, which caused engineer Sean Thompson a heart flutter or two, he recorded his maiden GP2 victory in style.

"The rain didn't make it easy, and it always looks bad when you're going so quickly," said Quaife-Hobbs. "I braked early and got caught up a bit, but I didn't want to crash out of the lead."

Rossi, who declared his car's balance as "perfect", scored his best GP2 result in second, ahead of Leal. Bird was close behind in fourth, but wasn't able to mount a serious attack on Leal, with Dillmann fifth.

In sixth, Leimer intelligently saved his tyres as the fuel load burned down, and pushed for fastest lap towards the end. He only got it by 0.05s from seventh-placed Rio Haryanto, but the two points he gained could be crucial in the final reckoning.

Coletti and Nasr fought gamely outside the points for 12th, but it looks like two other horses will decide this title race. As Bird concluded: "It's now a real fight to the finish, I think."

IN THE COCKPIT

Sam Bird

ALL THE TIME AS A team we're improving, and this weekend the ultra-low-downforce configuration was new to our engineers, so they weren't quite sure what to expect, but the set-up worked out OK. Pole position, fastest lap and second in the feature race – it could have been a win but for the very first bad pitstop my guys have ever given me – so it was a fantastic Saturday.

On Sunday, in the very different conditions of a much cooler ambient and track temperature, I was able to bring it home fourth despite big understeer in the middle sector, so more good points again. If you'd offered my fourth place ahead of Fabio Leimer, I'd have taken that.

When it started to rain I was attacking Julian Leal at the first corner and we both slid off, so when Alexander Rossi got the run I let him have it. I'm in a position where I have to think about the championship and can't take massive risks.

Racking up the points is more important at this stage, so I was nice and careful there.

This weekend has closed the championship lead down to six points with two rounds to go, so it's a good feeling. I'm so, so happy with my Russian Time team, and this year has revived me as an entity.



STALEY/GP2

Challenge update

Both challenges are drawing to a narrow close. In the Sunoco GRAND-AM 200 Challenge, Chris Smiley, in the MINI JCW closed the gap on Lewis Plato in the Radical Clubman's Cup SR3 Class, with a hat-trick of race wins and an impressive array of fastest laps and pole positions at Zandvoort last weekend.

Meanwhile, in the Sunoco Rolex 24 At Daytona Challenge, James Abbott in the Radical Euro Series SR3 Class at Spa showed phenomenal pace all weekend, scoring maximum points towards the Sunoco Daytona Challenge, with the exception of just one pole position.

Chris Smiley and James Abbott have blown both challenges wide open, who will make it to Daytona?



www.sunocodaytonachallenge.com



Bradley Smith

1	B Smith	Radical SR3 Challenge	116.50
2	J Abbott	Radical Euro SR3	92.44
3	K Calko	Radical Euro SR8	64.38
4	J Zaruba	Radical Euro SR3	63.25
5	C Noble	Radical Euro SR3	63.06



www.sunoco200challenge.com



Lewis Plato

1	L Plato	Radical Clubman's S	102.08
2	C Smiley	Mini Challenge	90.29
3	S Burgess	Radical Clubman's S	83.75
4	A Powell	F3 CUP	81.96
5	J Westerholm	Radical Clubman's P	79.25



Race 2 podium

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

Woodward Kaiser



Next eligible races

Sunoco Daytona Challenge

Speed EuroSeries, 28-29/9
Radical SR3 Challenge 28-29/9
Radical Euro Masters, 5-6/10

Sunoco GRAND-AM Challenge

Radical Clubman's Cup, F3 & GT Cup
& MINI Challenge, 28-29/9



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Kvyat (6) escapes as chaos ensues behind him

GP3 SERIES MONZA (I), SEPTEMBER 7-8, RD 7/8

Kvyat prevails to set up showdown

DANIIL KVYAT SET UP A GP3 SERIES title shootout against Facu Regalia in the Yas Marina decider in November. The MW Arden-run Russian outscored the series leader by 20 points to trail him by seven after a dominant win and charging runner-up spot in the two races at Monza.

Kvyat laid down his marker in qualifying by taking pole by the staggering margin of half a second. To put that in context, last year's margin between top two Mitch Evans and Antonio Felix da Costa was two hundredths of a second...

It was a good thing for Kvyat that he made a storming start, as chaos

reigned behind him. Dino Zamparelli felt his brake pedal went long as he tried to slow for the first corner and opted to take to the grass on the inside, which put him on a direct collision course with Manor team-mate Tio Ellinas, whose title hopes were punted into oblivion.

Like a pack of snooker balls split apart by a Jimmy White break-off, Ellinas cannoned into Carlos Sainz Jr, who was spun around but continued at the back. Sainz's MW Arden team-mate Robert Visoiu was out on the spot, and another championship contender, Conor Daly, limped to the pits on three wheels before taking to

Twitter to rant: "All it takes is one idiot to ruin a championship fight." Zamparelli apologised, but was banned for Sunday's event.

Kvyat romped away up front, with Nick Yelloly (who best avoided the "big kerfuffle") already 4s adrift by lap two, and would win by over 5s. Regalia – who had spun on his way to the starting grid! – outdragged Alexander Sims for third on the start/finish straight.

Sims tried to get him back at Roggia, but some harsh defending compromised Sims's exit so Lewis Williamson nailed him into Lesmo 1 for fourth, after he'd passed Kevin Korjus around the outside of Rettifilo moments earlier.

Williamson hounded Regalia to the finish, with Sims keeping well clear of Korjus. Jack Harvey (saddled with a broken front wing) and Patric Niederhauser were next up, as Sainz's epic charge netted ninth.

Niederhauser failed to move off Sunday's reversed-grid pole as he couldn't select first gear, and was collected heavily by Jenzer team-mate Alex Fontana. Harvey led Sims, the fast-starting Regalia, Williamson and Korjus, as Ryan Cullen made Manor's first-turn cataclysm complete by taking out the Trident cars of David Fumanelli and Giovanni Venturini to bring out the safety car.

Kvyat actually lost a place at the start to Melville McKee. But as an

angry Sims was hung out to dry over the Rettifilo kerbs by Regalia, losing spots to Williamson and Korjus as a result, Kvyat was suddenly in the mix.

After duelling with Korjus for a couple of laps, Kvyat dispatched him at Roggia, then pulled a great move in the same place a few laps later on Regalia for third – a crucial pass against his title rival. "I beat Facu in a good wheel-to-wheel fight," said Kvyat. "An amazing weekend. I think we can be on top in Abu Dhabi."

Kvyat received one more bonus: as Williamson pushed to catch Harvey, he slid wide at Lesmo 2, allowing Kvyat to zap him under brakes at Ascari to grab second. The other star of the race was Daly, who raced from 23rd to eighth with fastest lap to keep his ever-fading title hopes alive.

● Charles Bradley

RESULTS

Race 1 Daniil Kvyat (MW Arden), 17 laps in 28m10.516s; 2 Nick Yelloly (Carlin), +5.352s; 3 Facu Regalia (ART Grand Prix); 4 Lewis Williamson (Bamboo-Engineering); 5 Alexander Sims (Carlin); 6 Kevin Korjus (Koiranen GP); 7 Jack Harvey (ART); 8 Patric Niederhauser (Jenzer Motorsport); 9 Carlos Sainz Jr (MW Arden); 10 Patrick Kujala (Koiranen). **Race 2** 1 Harvey, 17 laps in 29m24.152s; 2 Kvyat, +0.915s; 3 Williamson; 4 Regalia; 5 Korjus; 6 Sims; 7 Melville McKee (Bamboo); 8 Conor Daly (ART); 9 Sainz; 10 Robert Visoiu (MW Arden). **Points** 1 Regalia, 138; 2 Kvyat, 131; 3 Korjus, 107; 4 Daly, 104; 5 Harvey, 96; 6 Tio Ellinas, 95.

Harvey took second win of 2013 in race two



NASCAR SPRINT CUP RICHMOND (USA), SEPTEMBER 7 RD 26/36

Edwards clear of acrimony

CARL EDWARDS'S VICTORY WAS overshadowed as the final Chase for the Championship positions were settled amid acrimony and accusations of race manipulation.

The row focused on Michael Waltrip Racing and the possibility that it hampered Martin Truex Jr's rivals to ensure he took the final wildcard Chase position.

Truex's team-mate Clint Bowyer – already qualified for the Chase – had a suspicious spin late on while Ryan Newman, Truex's main rival for a wildcard spot, was leading. The Stewart-Haas Chevrolet driver fell back in the pitstops that followed and could only finish third.

Truex also benefited from Joey Logano getting into the Chase via points rather than a wildcard spot, which was only possible because pitstops by Bowyer and team-mate Brian Vickers elevated the struggling Penske driver to 22nd on the night.

Champion Brad Keselowski departed the title fray in less controversial circumstances. He led much of the race but fell into the midfield under caution just after pitting in green-flag conditions.

Polesitter Jeff Gordon was also ruled out, despite fighting back to eighth following a loose wheel that



Edwards won ahead of the controversy

left him two laps down.

Kurt Busch, who finished second between Edwards and Newman, did make the Chase cut with the small Furniture Row team after a long fight for the lead with Keselowski.

Erstwhile points leader Jimmie Johnson missed qualifying due to the birth of his second daughter, then had a battery problem and a puncture-induced crash, leaving him 40th in the race and making Matt Kenseth the top Chase seed.

● Connell Sanders Jr

RESULTS

1 Carl Edwards (Ford Fusion), 400 laps in 2h51m23s; 2 Kurt Busch (Chevrolet SS), +0.668s; 3 Ryan Newman (Chevy); 4 Jamie McMurray (Chevy); 5 Paul Menard (Chevy); 6 Matt Kenseth (Toyota Camry); 7 Martin Truex Jr (Toyota); 8 Jeff Gordon (Chevy); 9 Mark Martin (Chevy); 10 Ricky Stenhouse Jr (Ford). **Points** 1 Kenseth, 2015; 2 Jimmie Johnson, 2012; 3 Kyle Busch, 2012; 4 Kevin Harvick, 2006; 5 Edwards, 2006; 6 Joey Logano, 2003; 7 Greg Biffle, 2003; 8 Clint Bowyer, 2000; 9 Dale Earnhardt Jr, 2000; 10 Kurt Busch, 2000; 11 Kasey Kahne, 2000; 12 Truex, 2000.



NASCAR NATIONWIDE

Brian Scott led all but 11 laps at Richmond, but the Richard Childress Chevrolet driver came up short against Brad Keselowski's Penske Ford (left of pic) at the finish as the reigning Cup champion took his 25th series win. Points leader Sam Hornish Jr finished sixth, ahead of all his title rivals.

NASCAR TRUCKS

Champion James Buescher took fresh tyres at a late pitstop and used them to move his Turner Scott Chevrolet past Ross Chastain at the first of two green-white-chequered finishes at Iowa Speedway. Ty Dillon was third and points leader Matt Crafton seventh.

BARCELONA 24 HOURS

The Hofor Racing Mercedes SLS of Michael Kroll/Roland Eggmann/Kenneth Heyer/Christiaan Frankenhout won by 10 laps. The Barwell AMR Aston Martin took pole and led until a wheel fell off and, later on, Stefan Mucke crashed heavily.

FRENCH GT

Former Manchester United goalkeeper Fabien Barthez is on the verge of winning the title after a race-one podium with Sofrev Ferrari co-driver Morgan Moullin Traffort at Magny-Cours. Dino Lunardi/Vincent Abril (Speed Car Audi R8 LMS ultra) won both races.

MIDDLE EAST RALLY

Local hero Roger Feghali won his home event – the Rally of Lebanon – for the 11th time in 14 years. The Ford Fiesta driver beat Nasser Al-Attiyah's similar machine by 29.1s. Abdo Feghali – Roger's brother – took the national title with third place.

EUROPEAN F3 OPEN

Emirati Ed Jones (Team West-Tec) and points-leading Thai Sandy Stuvik (RP Motorsport) were the class of the field, each taking a win and a second place. Race two was red-flagged due to a 12-car pile-up before Pouhon in which nobody was hurt.

FRENAULT ALPS

Ferrari protege Antonio Fuoco (below) moved to within a point of the title with a double win at Mugello that maintained Prema Powerteam's unbeaten record in 2013. Koironen's Nyck de Vries was second twice while Luca Ghiotto (Prema) and Pierre Gasly (Tech 1 Racing) had a third each.



GRAND-AM LAGUNA SECA (USA), SEPTEMBER 8 RD 11/12

Taylor stretches advantage

FIVE POINTS SEPARATED THE TOP five driver pairings prior to the penultimate race of the season at Laguna Seca, but the situation changed dramatically after Max Angelelli and Jordan Taylor sped to a dominant victory – their second in succession – aboard Wayne Taylor Racing's Dallara Corvette DP.

Richard Westbrook took pole and led the early stages for the Spirit of Daytona team, but Taylor took over the lead following the first round of pitstops and a solid opening stint from Angelelli. The young American then left everybody trailing in his wake. His margin of close to half a minute was negated by a couple of late caution periods, but they were no more than a minor inconvenience as Taylor again romped clear. He and Angelelli now hold a handy eight-point advantage at the head of the standings with just one race remaining.

Champions Scott Pruett and Memo Rojas vaulted from sixth to second in the points after Chip Ganassi Racing team-mate Scott Dixon, enjoying a rare sportscar outing in the team's second Riley-BMW with fellow IndyCar star Dario Franchitti, waved Pruett through to



WTR duo won and lead championship

second with a lap to go.

Alex Popow/Ryan Dalziel experienced more misfortune – this time with two drivethrough penalties and an issue with their car's gears – and now trail by an almost insurmountable 20 points.

Andy Lally/John Potter stretched their GT points led by virtue of their long-overdue first win of the season in the Magnus Racing Porsche.

● Jeremy Shaw

RESULTS

1 Max Angelelli/Jordan Taylor (Dallara Corvette DP), 105 laps in 2h45m13.125s; 2 Memo Rojas/Scott Pruett (Riley-BMW MkXXVI), +0.568s; 3 Dario Franchitti/Scott Dixon (Riley-BMW); 4 Jon Fogarty/Alex Gurney (Riley Corvette); 5 Emilio di Guida/Sebastien Bourdais (Coyote Corvette); 6 Gustavo Yacamán/Justin Wilson (Riley-BMW). **Points** 1 Angelelli/Taylor, 304; 2 Rojas/Pruett, 296; 3 Fogarty/Gurney, 293; 4 Christian Fittipaldi, 291; 5 Joao Barbosa, 289; 6 Alex Popow/Ryan Dalziel, 284.

KX BTCC RACE GUIDE

14-15 September **Rockingham**

“ Knockhill might have been a challenging weekend for me, Sam Tordoff and the KX Momentum Racing team, but for one KX Akademy member the trip to Scotland provided another step to what he hopes will be championship success.

Three more podiums for Tom Ingram has put him in a great position in the

Ginetta GT Supercup heading in to Rockingham this weekend. He's in a great position and doesn't need to win. Of course, if the wins are there for the taking, you've got to go for it, but he really just needs to think about his lead and protect it.

Of course, Tom isn't the only KX driver who could succeed at Rockingham -

with the Renault Clio Cup returning to the package there will again be four different categories in which we'll be hoping to win.

Pretty soon, we'll also be thinking about who will be our KX Akademy members for 2014. It's always an exciting time of year so turn the page to find out more. ” **JASON PLATO**



“Tom is in a great position and needs to protect his points lead”



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www.kx-energy.com

BTCC with MG KX Momentum Racing



SAM TORDOFF

After scoring his first BTCC win at Snetterton, Tordoff was brought back to earth with a bump last time out at Knockhill. The KX Momentum MG6s struggled around the tight Scottish circuit and Jason Plato's rookie team-mate finished ninth and eighth in the first two races before alternator failure struck in the finale.

"If Jason had been up at the front I'd have known it was me, but he struggled too," said Tordoff. "For whatever reason it didn't work. I was fairly happy with my own performance, it was just damage limitation really.

"The strange thing is that we started with the same set-up as Snetterton - it's bizarre how we could go from being untouchable at Snetterton to terrible at Knockhill,

but that seems to be the way with NGTC."

Tordoff believes Rockingham will provide better chances for good results this weekend, given that Plato took a dominant pole and race one victory in 2012. "I've not been there in a touring car before, but last year was very good for the MG," added Tordoff.

"We're going to try and win as many races as we can for the rest of

the year. I want to finish sixth in the championship, which I think would be great for my first full season in British Touring Cars, but I want to add to my win tally too.

"We need to forget about Knockhill and get back to where we were at Snetterton, which is quite a similar circuit to Rockingham. In fact, we should be strong at the last three tracks of the season, so I think Knockhill was just a blip."

"It's bizarre how we could go from being untouchable at Snetterton to terrible at Knockhill"

Sam Tordoff



Renault Clio Cup with KX Racing with SV



STEFAN HODGETTS

The Renault Clio Cup didn't travel to Knockhill, so Stefan Hodgetts' last outing was at Snetterton in August. It proved a mixed bag for the KX Racing with SV driver, with a retirement in race one followed by a podium in the second encounter.

Hodgetts is now fifth in the Clio Cup points and believes it will be tough to catch championship leaders Josh Files and Paul Rivett. His only option is to focus on adding to the three race victories he has already taken in 2013. But that all-out approach suits Hodgetts.

"We've had so much bad luck so we're just going to try and win races," he said.

"It's been a long break but we've not been out in the Clio. I've just got to get over this cold I've picked up!"

Hodgetts is still enjoying being on

the BTCC package and is looking forward to the visit to Rockingham's speed bowl. "The touring car meetings are amazing because you're racing in front of so many people," he added.

"I like Rockingham. The best thing about it is you don't have to worry about your guests because they can see everything that is going on. It's brilliant!"



ANT WHORTON-EALES

Whorton-Eales is a fan of the Renault Clio Cup, but hasn't had the season he hoped for in 2013. The last time out at Snetterton was no different, as he qualified sixth but ended up seventh and 10th in the races after picking up a penalty.

"The end of the season has come around fast, even though it's been a long break since Snetterton," he

said. "It's been one of those years where we've had a lot of bad luck. We've shown some good pace to run at the front, but putting the results together has been tough."

Whorton-Eales now wants a strong finish to the season to set himself up for a 2014 title challenge.

"Rockingham and Brands Hatch should be strong for us," he added.

"I like Rockingham - it's where I did my first round in 2011 so it'll be my third time there in the Clio. Hopefully we should be quick.

"My plan for next year is to stay in the Clio Cup and have a go in the new car. I want to win the championship so it would set us up well for the winter if we can end the season on a high."

"We've had so much bad luck so we're just going to try and win races"

Stefan Hodgetts



Porsche Carrera Cup with Team Parker Racing



DAN LLOYD

Lloyd has had a mixed season so far in the 2013 Porsche Carrera

Cup, but took two podiums last time out at Knockhill. That included holding off ex-Formula 2 champion Dean Stoneman for the runners-up spot in the second encounter.

"It was a really good round," reckoned the Team Parker driver. "We struggled a little at the start of the weekend and ended up fourth in qualifying, so to come through to third and second

was a good result.

"It was down to two good starts and making the most of the first lap, and we had good race pace. It was tough to keep Dean behind for 30 laps - if there's one guy you don't want to have behind you it's him. I was trying to make sure I had enough of a gap onto the straights because otherwise I knew he'd try something."

Lloyd is currently fourth in the Carrera Cup standings and is targeting the top three as he heads to Rockingham, which is a circuit he

enjoys competing at.

"I do like Rockingham," confirmed Lloyd. "We had a couple of set-up

issues last year, but we're testing before the weekend so hopefully we can sort the issues."



"It was tough to keep Dean Stoneman behind - if there's one guy you don't want to have behind you it's him!"

Dan Lloyd

Ginetta GT Supercup with JHR



TOM INGRAM

Ingram has made the Ginetta GT Supercup his own in 2013 and

put in another fine performance at Knockhill. He was disappointed to qualify third, but came through to two second places behind Matt Nicoll-Jones and ahead of title rival and reigning champion Carl Breeze. In a dramatic final race Ingram then snatched his seventh victory of the season after a last-lap pass on Andrew Watson.

"We were quickest all weekend, but I didn't manage to optimise qualifying," said the JHR driver. "It was still good to come through to two seconds in the first two races.

"I knew Matt hadn't won a race yet so it was in the back of my mind not to risk too much. I was

still looking for a move, but it is hard to overtake at Knockhill."

A bit of research, however, helped Ingram make the crucial moves to go from fifth to first in race three.

"I went and watched a few other races and saw what they were doing at the hairpin and gave it a go," he added. "It seemed to work!"

"I got Matt into the final corner - it was a mega, mega late move. We braked in the same place but I turned in earlier and got down the inside right on the kerb. I did exactly the same to Carl."

He then closed on Watson. "I could see he was struggling with tyres," said Ingram. "At the last corner he outbraked himself a little bit, then spun the rear wheels and I was able to go by."

Although he has a massive

129-point lead in the standings, Ingram is trying not to think about the championship as he heads to Rockingham, where he won both races last year: "We've just got to carry on doing what we're doing. Rockingham is one of my favourites. It's quite technical and I seem to do quite well at those sorts of circuits. Hopefully we can do what we did last year."



ROB BOSTON

Former club racing star Boston has had an impressive rookie

Ginetta GT Supercup campaign this season, alongside JHR team-mate and fellow KX Academy member Tom Ingram. He hasn't quite managed to snatch a first victory yet, but three podiums have

helped him into the top six in the points. And fifth is still a distinct possibility.

With a lack of testing before the last round at Knockhill, Boston's trip to Scotland was always going to be challenging and so it proved. Things started well enough, Boston qualifying sixth, within half a second of pole.

He then finished race one in sixth and set fastest lap too before slumping to eighth in the second encounter. A spin in the finale meant Boston could only come home 12th, completing a frustrating weekend for the 31-year-old.

Boston nevertheless heads to Rockingham within 24 points of Pepe Massot in the championship with three meetings still to go.



"I watched a few other races and saw what they were doing at the hairpin. I gave it a go and it worked."

Tom Ingram

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14-15 September **Rockingham**



“By and large I like Rockingham. I don’t like the banked Turn 1 – it’s not a challenge and the risks outweigh the positives – but apart from that it’s good. The infield section, particularly from Chapman

through to Gracelands, is very challenging and great fun.

“From a fan’s perspective it’s phenomenal. The layout lends itself to being a brilliant spectacle. No matter where you are, you get to see a lot. And the platform above

the pits is like nowhere else, you can really see what’s going on in the pitlane.

“We’ve always gone well there and were strong last year so hopefully we’ll be fast this weekend.”

7 **TARZAN** 2nd gear, 40-50mph

There are different theories on lines here. I think I have the right one and I’m not going to tell you what it is! Tarzan is tight but opens up quickly and it’s an overtaking place.

6 **GRACELANDS** 4th gear, 90-100mph

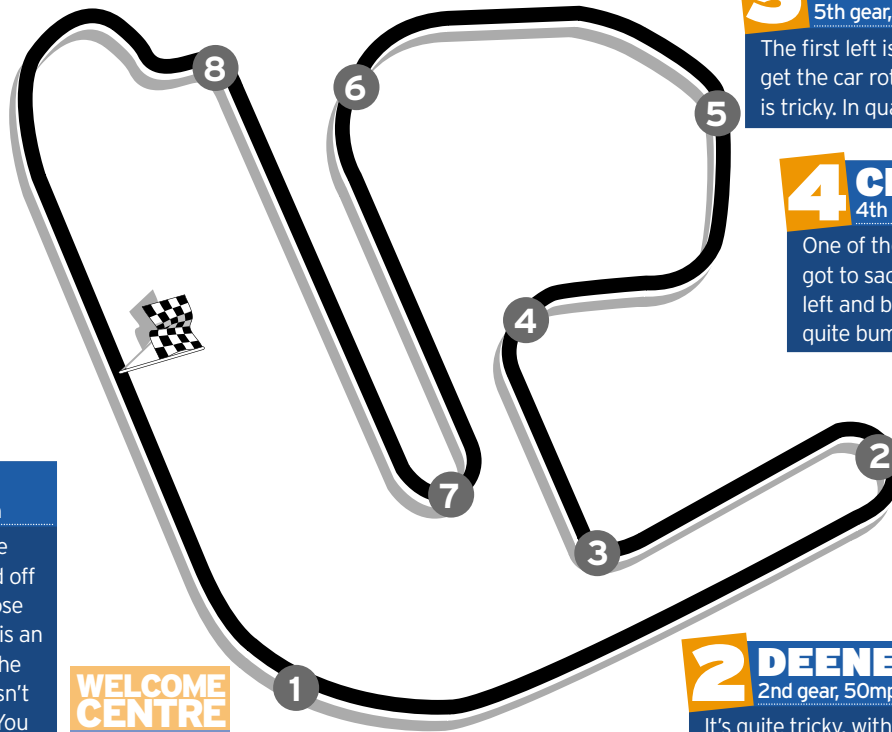
A brilliant corner. There’s a little crest in the middle of it and the exit sneaks up on you. I usually make up some ground here.

8 **BROOK** 2nd gear, 40-50mph

A crucial corner because of the long run on the banking at full throttle, about 0.7 miles. You have to lunge into there to overtake and you can only really pull it off if the car ahead is slow or has made a mistake.

1 **TURN 1** 6th gear, 120-130mph

It’s flat-chat in there in the dry. You can move around off the precise line and not lose too much time, but there is an ideal line that maintains the momentum and that doesn’t hurt the right-front tyre. You never really get a good feeling with the car, you’re just trying to avoid scrubbing off speed.



5 **PIF-PAF** 5th gear, 100-110mph

The first left is relatively straightforward but you’ve got to get the car rotating the right way for the second left, which is tricky. In qualifying it’s flat, if everything is working well.

4 **CHAPMAN CURVE** 4th gear, 80mph

One of the most important corners on the lap. You’ve got to sacrifice speed to get track position for the next left and by getting over to the right quite early. It’s quite bumpy too, with a little crest in the middle.

3 **YENTWOOD** 3rd gear, 70mph

Yentwood is also difficult because it’s not particularly grippy and there are kerbs that can hurt the car and lose you time.

2 **DEENE** 2nd gear, 50mph

It’s quite tricky, with the gradient on the banking that you’ve got to brake on. There are certain bits of track that are grippy and certain bits that are not. If you brake right on the limit you’re on the not-so-grippy part and it is a potential overtaking point.

ROUND 8 ▶ **SATURDAY SEPTEMBER 14**

Welcome Centre, Rockingham from 1830 hosted by Alan Hyde



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If you’re coming to Rockingham on Saturday September 14, join us for **KX QUESTION TIME** hosted by Alan Hyde at the **Welcome Centre** - you ask the questions and you could go home with a great prize. Guests include **Jason Plato** and a host of other BTCC figures



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LIVE ▶ 10.45hrs-1745hrs on **ITV4** and **ITV4 HD**

HIGHLIGHTS ▶ See listings for details.

INTERNATIONAL GT OPEN SPA (B), SEPTEMBER 7-8 RD 6/8

Epic drive gives Montermini victory

ANDREA MONTERMINI PRODUCED the drive of the season at Spa to strengthen his advantage at the head of the championship.

With Montermini's regular Villorba Corse co-driver Luca Filippi missing due to his Formula 1 TV commentary duties at Monza, Davide Rigon was instilled in the 458 Italia. But Rigon left the ex-grand prix driver with a 30-second deficit to overhaul to Fabian Hamprecht during the second half of race two.

Amazingly he did it, passing the Leipter Lamborghini that teenager Hamprecht was sharing with Peter Kox on the final lap down the Kemmel straight to claim victory.

Montermini had been well clear in race one as well, but his advantage was wiped out when a huge crash for Chris van der Drift – caused when the suspension on his Bhai Tech McLaren failed – brought out the safety car right at the end of the pit window.

Heavy rain began to fall as the caution period drew to a close with Lorenzo Bontempelli – sharing his Kessel Ferrari with Marco Frezza – gambling on a switch to wet rubber immediately as most rivals stayed out for an extra lap.

The result was a huge lead for the



Montermini (l) and Rigon were the winners

Italian, who beat Autorlando Porsche duo Dimitris Deverikos/Isaac Tutumlu by over 30s and raised morale in the Kessel team after five crew members were injured in a serious road accident 48 hours earlier.

Montermini/Rigon were third on the road, but informed of a one-lap penalty for changing drivers while under safety car conditions with seven minutes of the race left.

Miguel Ramos/Nicky Pastorelli took third as a result, ahead of

Duncan Cameron/Matt Griffin in their AF Corse Ferrari.

Maxime Soulet/Enzo Ide (GPR Aston Martin) took the final podium spot in race two.

● Ben Evans

RESULTS

Race 1 1 Lorenzo Bontempelli/Marco Frezza (Ferrari 458 Italia GT3), 27 laps in 1h11m51.451s; 2 Isaac Tutumlu/Dimitris Deverikos (Porsche 911 GT3-R), +35.292s; 3 Miguel Ramos/Nicky Pastorelli (Chevrolet

Corvette C6.R); 4 Matt Griffin/Duncan Cameron (Ferrari); 5 Maxime Soulet/Enzo Ide (Aston Martin V12 Vantage GT3); 6 Alexander Talkanitsa Sr/Alexander Talkanitsa Jr (Ferrari).

Race 2 1 Andrea Montermini/Davide Rigon (Ferrari), 20 laps in 50m20.020s; 2 Fabian Hamprecht/Peter Kox (Lamborghini Gallardo GT3), +2.457s; 3 Soulet/Ide; 4 Ramos/Pastorelli; 5 Stefano Costantini/Joel Camathias (Ferrari GT3); 6 Bontempelli/Frezza. **Points** 1 Montermini, 204; 2 Luca Filippi, 168; 3 Ramos/Pastorelli, 157; 4 Griffin/Cameron, 121; 5 Diederik Sijthoff, 97; 6 Bert Longin, 93.



Tachikawa passed Kaneishi's Honda

SUPERGT FUJI (J), SEPTEMBER 8 RD 6/8

Lexus pair fight back in Fuji rain

YUJI TACHIKAWA AND KOHEI HIRATE won at Fuji, the polesitting Cerumo Lexus duo coming back from the edge of the top six to take the spoils.

Hirate led the opening third of the race comfortably after making a clean getaway, but dropped back after the safety car came out for debris on the main straight and caused a deluge of simultaneous driver changes.

Tachikawa emerged fifth after a delay leaving the pits, but retook the lead from Toshihiro Kaneishi's Real Racing Honda during a brief shower.

Kaneishi/Koudai Tsukakoshi were second, with the Andrea Caldarelli/Daisuke Ito TOM'S Lexus third.

Fifth for Frederic Makowiecki/Naoki Yamamoto gave them the series lead for the first time.

● Jiro Takahashi

RESULTS

1 Yuji Tachikawa/Kohei Hirate (Lexus SC430), 66 laps in 1h53m20.347s; 2 Koudai Tsukakoshi/Toshihiro Kaneishi (Honda HSV-010), +2.862s; 3 Andrea Caldarelli/Daisuke Ito (Lexus); 4 Yuji Kunimoto/Kazuya Oshima (Lexus); 5 Frederic Makowiecki/Naoki Yamamoto (Honda); 6 Joao Paulo de Oliveira/Tsugio Matsuda (Nissan GT-R). **Points** 1 Makowiecki/Yamamoto, 46; 2 Matsuda/de Oliveira, 46; 3 Ronnie Quintarelli/Masataka Yanagida, 44; 4 Tachikawa/Hirate, 43; 5 Tsukakoshi/Kaneishi, 41; 6 Caldarelli/Ito, 40.

SCANDINAVIAN TOURING CARS TIERP (S), SEPTEMBER 7 RD 7/8

Bjork takes title as Goransson wins

A FIRST SCANDINAVIAN TOURING CAR victory for Richard Goransson since the season opener at Knutstorp in May was not enough to deny Thed Bjork the title as the Volvo star drove tactically to take third place.

Bjork put his Polestar Racing S60 on pole at Tierp, but was beaten off the line by Robert Dahlgren's sister car. Dahlgren was then given a drivethrough penalty for jumping the start and later retired with a broken gearbox.

Bjork ceded the lead to Goransson's West Coast Racing BMW without much resistance, and put up little fight when the sister

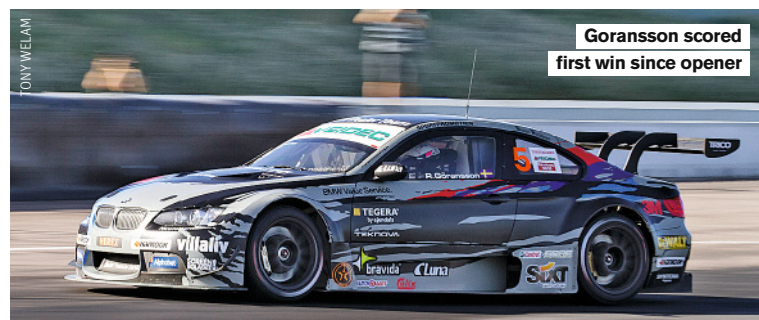
BMW of Fredrik Larsson came past on the penultimate lap.

Fredrik Ekblom finished sixth, setting up an intriguing battle for the runner-up spot in the championship between himself, Dahlgren and Goransson.

● Tege Tornvall

RESULTS

1 Richard Goransson (BMW SR), 32 laps in 30m00.476s; 2 Fredrik Larsson (BMW), +0.475s; 3 Thed Bjork (Volvo S60); 4 Daniel Haglof (Saab 9-3); 5 Linus Ohlsson (Volvo); 6 Fredrik Ekblom (Volvo). **Points** 1 Bjork, 220; 2 Goransson, 159; 3 Robert Dahlgren, 128; 4 Ekblom, 120; 5 Ohlsson, 106; 6 Larsson, 105.



Goransson scored first win since opener

WTCC Sonoma (USA) September 8



Round 9/12



RESULTS

RACE 1: 13 LAPS, 32.57 MILES

1	TOM CHILTON (GB)	23m24.716s
	RML Chevrolet Cruze 1.6 T; Grid: 1st-1m45.583s	
2	TIAGO MONTEIRO (P)	+2.161s
	Honda (JAS) Honda Civic WTCC; Grid: 3rd-1m46.240s	
3	YVAN MULLER (F)	+6.534s
	RML Chevrolet Cruze 1.6 T; Grid: 2nd-1m45.708s	
4	ALEX MACDOWALL (GB)	+10.659s
	Bamboo-Engineering Chevrolet Cruze 1.6 T; Grid: 5th-1m46.411s	
5	JAMES NASH (GB)	+12.676s
	Bamboo-Engineering Chevrolet Cruze 1.6 T; Grid: 6th-1m46.565s	
6	GABRIELE TARQUINI (I)	+14.897s
	Honda (JAS) Honda Civic WTCC; Grid: 8th-1m46.865s	
7	TOM CORONEL (NL)	+18.530s
	ROAL Motorsport BMW 320 TC; Grid: 11th-1m47.038s	
8	ROB HUFF (GB)	+21.561s
	Munnich Motorsport SEAT Leon WTCC; Grid: 7th-1m46.659s	
9	MARC BASSENG (D)	+22.558s
	Munnich Motorsport SEAT Leon WTCC; Grid: 10th-1m47.711s	
10	STEFANO D'ASTE (I)	+23.266s
	PB Racing BMW 320 TC; Grid: 16th-1m47.637s	

Winner's average speed: 83.47mph. Fastest lap: Monteiro, 1m46.905s, 84.36mph.

RACE 2: 13 LAPS, 32.57 MILES

1	TARQUINI	23m40.401s
	Honda; Grid: 2nd	
2	MEHDI BENNANI (MA)	+2.434s
	Proteam Racing BMW 320 TC; Grid: 1st-1m46.919s	
3	NORBERT MICHELISZ (H)	+4.099s
	Zengo Motorsport Honda Civic WTCC; Grid: 4th-1m46.648s	
4	MULLER	+4.606s
	Chevrolet; Grid: 9th	
5	MONTEIRO	+4.941s
	Honda; Grid: 8th	
6	CORONEL	+7.735s
	BMW; Grid: 12th	
7	FREDY BARTH (CH)	+14.165s
	Wiechers-Sport BMW 320 TC; Grid: 13th-1m47.078s	
8	NASH	+17.865s
	Chevrolet; Grid: 5th	
9	BASSENG	+18.746s
	Chevrolet; Grid: 11th	
10	D'ASTE	+19.234s
	BMW; Grid: 17th	

Winner's average speed: 82.55mph. Fastest lap: Michelisz, 1m47.869s, 83.61mph.

CHAMPIONSHIP

1	MULLER	343	6	HUFF	143
2	TARQUINI	199	7	ORIOLA	127
3	NYKJAER	180	8	MICHELISZ	126
4	NASH	160	9	CORONEL	114
5	CHILTON	160	10	MONTEIRO	102

YOKOHAMA TROPHY

1	NYKJAER	134	4	BENNANI	71
2	NASH	134	5	D'ASTE	69
3	MACDOWALL	103	6	O'YOUNG	51

POINTS SYSTEM EXPLAINED

In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. 5-4-3-2-1 to top 5 qualifiers.



Bannani held off
Michelisz in race two



Chilton was understandably delighted with win

Chilton maxes it for maiden WTCC win

YVAN MULLER'S CORONATION CHAMPAGNE MAY BE on ice for one more round, but it was flowing freely elsewhere at Sonoma as Tom Chilton scored a breakthrough maiden series victory and Gabriele Tarquini's race-two triumph secured Honda the 2013 manufacturers' crown.

The foundations of both victories were laid in qualifying, with Chilton delivering a near-flawless late run to snatch pole and beat RML Chevrolet team-mate Muller for the first time this season, while Tarquini rolled the dice on an entirely opposite strategy (see story, right).

Muller, though "unable to catch" Chilton on Saturday, did have the benefit of starting from the right-hand side of the grid, which he believed to be an advantage given the inside line for Turn 2 – the Frenchman had even requested, unsuccessfully, that the pole side be switched.

But come race one Chilton made the better getaway, securing his lead through the left-hand kink of Turn 1 as Muller lost momentum and was unable to prevent Tiago Monteiro's Honda sneaking by around the outside.

From there Chilton and Monteiro began edging away, with Muller – struggling with his set-up after gambling on warmer conditions – falling into the clutches of the Bamboo Chevrolets of Alex MacDowall and James Nash.

The quintet slowly separated and, while Monteiro was able to stay within a second of Chilton for the majority of the race, the Briton upped his pace over the final three tours to make sure of a breakthrough win.

"Tom made a few mistakes in the first laps," Monteiro said. "But once he settled into a rhythm he drove brilliantly and we just weren't quite quick enough."

Gabriele Tarquini joined Honda team-mate Monteiro in the top six after a relatively solitary drive, which contrasted starkly with a far more frantic battle behind as Rob Huff and Tom Coronel's fight led to a six-car scrap for seventh.

The Dutchman prevailed after a typically robust move, but Huff did enough to claim eighth ahead of Munnich SEAT team-mate Marc Basseng, Stefano D'Aste, Pepe Oriola – who lost ground after being hit by Tarquini – and Tom Boardman. The Briton



Puncture thwarted
Huff in race two

came from 20th on the grid to 12th, although a 30s penalty for carrying too much speed at the rolling start sent him tumbling back to 21st in the results.

Race two followed a similar tempo as Tarquini beat Mehdi Bennani away from the line and eased away to wrap up his second win for Honda.

Bennani came close to abandoning his race at the start and during the 13-lap contest as he wrestled against a loss of power-steering on his Proteam BMW, but was able to hang onto second.

Norbert Michelisz had begun to exert pressure on the Moroccan at the halfway mark, but his attack turned into defence as Muller picked off Monteiro, Nash and Huff – who suffered a puncture while running third – in quick succession and closed rapidly on the final podium spot.

Despite Muller's best efforts, particularly on the final lap, Zengo Motorsport man Michelisz held on to clinch Honda's third podium of the weekend, with Monteiro following Muller home in fifth.

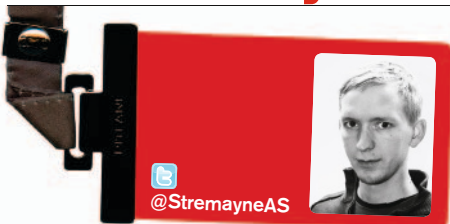
Once again it was more frantic further down the order. Fredy Barth picked off Nash to seal seventh, with the Briton – on the defensive throughout – hanging on to eighth ahead of Basseng and D'Aste. Chilton and MacDowall paid the price for tardy starts and were 11th and 13th respectively, sandwiching Darryl O'Young's ROAL BMW.

With Michel Nykjaer never in contention due to his qualifying penalty (see column, top right), Tarquini took second in the championship and delayed Muller's claiming of a fourth WTCC crown – not that the Frenchman was putting too much stock in title mathematics. "When it happens, someone will tell me and I will say 'Yes!'" he smiled. "Until then I will just race as normal."



IN THE PADDOCK

Sam Tremayne



MICHEL NYKJAEER HAD EVERY RIGHT TO FEEL aggrieved about his qualifying penalty at Sonoma.

The Dane was Yvan Muller's nearest title challenger coming into the weekend, and was well placed to hold onto second in the points after qualifying on the front row for race two.

But post-session inspections revealed that the seat in his Nika Racing Chevrolet was 20mm too far back, meaning stewards disallowed his times and put him to the tail of the grid for both races.

While there was some debate about the wording of the rule that was enforced, and whether measurements should be taken from the seat or the driver's back – an appeal was lodged but quickly dismissed on Sunday – the real issue was the severity of the penalty and the inconsistency with previous precedent.

At the Salzburgring, Honda's rear wing was found to be in breach of the regulations, and all three of its drivers were sent to the back of the grid, but for the first race only – a disparity Nykjaer was only too aware of.

"Honda had a similar technical issue in Austria and were only penalised for race one," he said. "So why the difference? I'd understand if it had altered my performance – 20mm on a turbo, OK. But on a seat? It's not my error, but it was my weekend that was destroyed."



Nykjaer had a seat problem

ROLL OF HONOUR

Tom Chilton is the seventh Briton to win a World Touring Car Championship race. The others are...



Steve Soper (#6 above) • James Thompson • Andy Priaux • Rob Huff • Colin Turkington • James Nash

RML set to build 2014-spec cars

RML IS CLOSE TO FINALISING AN AGREEMENT

to design and produce Chevrolets to the World Touring Car Championship's new-for 2014 technical regulations.

The deal would provide a significant boost to next year's championship, which will operate two distinct classes – a main division for the new-spec cars, and an Independents category for this year's models, which are expected to be three to four seconds per lap slower.

AUTOSPORT understands that there are 10 new-spec cars currently confirmed for next year – four from Honda and three from both Citroen and Lada. That figure could be boosted to 16 should RML commit to a new build. It is not yet clear whether RML will act purely as a supplier or whether it will also run its own programme.

Series promoter Marcello Lotti told AUTOSPORT: "We have a plan, but we need confirmation. If everything works we will have maybe six more cars. We will know before Suzuka, because after it will be too late."

AUTOSPORT understands that RML would be able to use the shell of its existing cars to expedite the build process and ensure that it can carry accrued data



More Cruzes are likely for 2014

across to next year's Cruze machine.

While a new car would be unlikely to be finished in time for significant pre-season testing to be conducted, neither Honda nor Lada expect to have their own test cars ready before 2014 either. Citroen, meanwhile, has already begun testing of its C-Elysee, but on interim tyres.

Yokohama has agreed to delay delivery of its 2014 tyre compounds in a bid to ensure relative parity between next year's teams.

Honda win due to Saturday call

GABRIELE TARQUINI SAID THAT A STRATEGIC

gamble in qualifying provided the foundation for his second win of the 2013 WTCC campaign.

Having made it through to the 12-car pole shoot-out, Tarquini opted to eschew the typical fight for the front positions and instead tried to focus on securing a front-row spot for the reversed-top-10-grid second race.

"I decided it was going to be very tough to be at the front, because the Chevrolets looked so good," said Tarquini. "Grid position is very important at Sonoma too, so I didn't want to get stuck in the midfield. Instead I went for position in the second race.

"It all came together in the last few seconds, because the team informed me that Mehdi Bennani had taken the chequered flag and was still 11th. That meant I knew exactly what I needed to do – exactly what time I needed – and it came together perfectly."

Tarquini had originally been set to line up alongside Michel Nykjaer, but when the Dane was excluded from qualifying Bennani was promoted to 10th and therefore gained the reversed-grid pole. Tarquini admitted he feared that swing would scupper his race-two hopes, given BMW's combination of rapid starts and strong race pace.

"It all changed with Nykjaer and Bennani, and I was really unhappy – I had been in the perfect position before that," he said. "But I got a fantastic start; really it was a masterpiece. I was able to get by Bennani into Turn 2, which was a dream, and from there I was extremely happy out front."



Tarquini won for second time in '13



Who will race this car in Japan?

WIECHERS WANTS BARTH SUB

Wiechers-Sport hopes to confirm a stand-in for Fredy Barth in its BMW for the Suzuka round in the coming days. AUTOSPORT understands the team is likely to recruit a 'home' driver, as it did in Argentina when Jose Maria Lopez deputised for Barth and ended up winning on his WTCC debut.

ROTEK HOPES NOT OVER

Robb Holland says Rotek Racing could yet compete in the WTCC this year despite not making its intended series debut with the American at the wheel at Sonoma. "We haven't yet ruled out racing the Ford Focus this season in the WTCC," said Holland. "We remain hopeful that we will still do so."

NIKA EYES TWO CARS FOR EAST

Nika Racing could run a second Chevrolet Cruze in the final rounds of the championship. "We have some requests for a second car," team boss Nicklas Karlsson told AUTOSPORT. "But we would have to get a deal for China and Macau together; a one-off wouldn't justify the extra costs."

FRANCE SET FOR RETURN

A French event is set to be added to the 2014 calendar in order to capitalise on the arrival of Citroen and nine-time World Rally champion Sebastien Loeb. "We definitely want a round, and we're looking at possibilities," promoter Marcello Lotti said. Spa is a possible destination despite not having been part of France since 1815, while Paul Ricard is also in contention.

BENNANI IN HONDA TALKS

Mehdi Bennani is in discussions to race a 2014-spec Honda next year, AUTOSPORT understands. The Japanese marque will build four cars and, while Zengo Motorsport has an option on the fourth, Bennani is in the frame should the car become available. "We are still in discussions, but I hope to be in a winning car next year," said the Moroccan.



BRITISH GT ZANDVOORT (NL), SEPTEMBER 7-8, RD 6/7

Porsches on top in dune duels

58

THE 2013 BRITISH GT TITLE RACE IS GETTING tense now. Just 14.5 points covers the top five contenders with one round left after a frenetic first visit to the Dutch dunes of Zandvoort.

After a disappointing run last time out at Brands Hatch, the Porsche teams were back on top of the pile in the Netherlands. Predictably it was factory ace Nick Tandy (who has enjoyed success here in the German Carrera Cup in the past) who led the way during free practice and qualifying; but he would have to wait until Sunday's second race to convert that pace, after co-driver David Ashburn (celebrating his 67th birthday in Holland) crashed out of the first race.

Ahmad Al Harthy led the way from his maiden British GT pole, secured on the first flying lap of a tricky wet-dry session in which several cars (including the Triple Eight BMW of Steve

Tandy/Dan Brown) received grid penalties for failing to complete enough flying laps.

Ashburn blamed a misfiring engine for the crash that put his Trackspeed car out of the race on lap two exiting the Hugenholtz hairpin. The Serbian had parked his steaming Porsche at the side of the track when Rick Parfitt shunted heavily at the final turn. It took so long to clear the wreckage of Parfitt's Ginetta G50 that the rest of the first stint was neutralised behind a safety car. The restart came just as the pit window opened, creating a tactical dilemma for the teams. Some crews hung back and dived straight for the pits to get the jump on their rivals, but Joe Osborne (Triple Eight BMW), Matt Bell (United Autosports Audi), Stephen Jelley (Trackspeed Porsche) and Aaron Scott (AF Corse Ferrari) were all held at the pit exit by a red

light, which spoiled their chances.

"It was a marshalling error according to [race director] Bernard Cottrell," said Osborne's co-driver Lee Mowle. "Joe came on the radio to ask what the hell was going on. Someone forgot to turn the light off!" Officials apologised to the teams and bestowed a radio on the marshal ahead of Sunday's second race.

Staying out for an extra lap thus paid off for the eventual top six, which closed up as the race reached a thrilling climax. Reigning champion (and circuit debutant) Caine clung to the lead in the car started by Al Harthy, as Brown homed in after forging his BMW past John Gaw's Aston Martin (up to second after the stops). Defensive driving from Gaw also delayed Rob Barff in the FF Corse Ferrari started by Gary Eastwood.

A failed bid for the lead by Brown at Tarzan let Barff through to second with four laps left, so Barff took his turn to challenge for FF Corse's maiden British GT win. He went side-by-side with Caine on the last lap, but couldn't quite crack his old TVR Le Mans sparring partner and fell back to third after some contact.

"I had a genuine opportunity to go for a win," said Barff, who has made impressive progress with FF Corse's car. "Yes it was a Marc Marquez lunge from a long way back, but when it's the last lap and it's for the lead you've got to do it, otherwise you shouldn't be out there."

Caine, who copped "my first fine ever in motorsport" for overtaking under red flags in free practice, was delighted to hang on for his second win of the season. "We were losing time every lap and there was no way I could do 1m42s to keep the gap," he said. "So I knew there was going to be a bit of a race at the end."

The battling almost allowed Gaw to out-drag



Barff/Eastwood, Tandy/Ashburn and Minshaw/Keen celebrate

MINI CHALLENGE ZANDVOORT (NL), SEPTEMBER 7-8

Chris is all smiles after Mini hat-trick

CHRIS SMILEY CLAIMED A MINI CHALLENGE

hat-trick at Zandvoort to put him in charge of the JCW title race with one round remaining.

Smiley claimed his fifth win of the season in Saturday's opener, streaking clear from pole as rookie Jono Brown suffered wheelspin off the grid and got swallowed up by the pack. Jake Packun challenged for the lead in the early stages, but couldn't make his move stick and spent most of the race repelling the attentions of Luke Caudle as Smiley escaped to a 3.3s victory.

Sunday-morning rain spiced up the second race considerably, as drivers adopted different tyre strategies on the drying track. Smiley (on wets) made another terrific start to escape with the lead. Packun and Caudle both opted for slicks, which meant they struggled until the track began to dry out. Thus, wet-shod drivers Lee Allen and Lawrence Davey staged a battle for second. Davey swept ahead at the last corner at mid-distance and held on until the final lap when Caudle came through to pip him on the line. Packun made it up to fourth as Allen slipped to fifth. Race-one Cooper Class winner and overall points leader Shane Stoney charged from the pitlane to third in class, behind Josh Gollin and Hamish Brandon, who battled fiercely for the lead with Ricky Page and Ollie Walker until Gollin asserted himself in the closing stages.

Smiley came through the top-six reversed grid to win the finale too. He was already up to fourth place when an incident between Page and Walker brought out the safety car. Smiley made short work of Allen to move up to third following the



Smiley dominated Mini Challenge races

READ

restart, and grasped victory when Caudle and early leader Packun came together at Tarzan.

"We've had such an awesome weekend," enthused the triple winner. "I didn't make one mistake from the moment we landed here and we had the car going all good."

Packun held on for another second-place finish as Caudle fell back to fifth, promoting reigning champion Allen onto the podium.

● Ben Anderson

RESULTS (11 laps) 1 Chris Smiley; 2 Jake Packun +3.328s;

3 Luke Caudle; 4 Jono Brown; 5 Lee Allen; 6 Lawrence Davey.

Class winner Shane Stoney. **Fastest lap** Smiley 1m57.873s

(81.73mph). **Race 2 (10 laps) 1 Smiley;** 2 Caudle +3.828s;

3 Davey; 4 Packun; 5 Allen; 6 Brown. **CW** Josh Gollin.

FL Caudle 2m02.276s (78.79mph). **Race 3 (9 laps) 1 Smiley;**

2 Packun +5.185s; 3 Allen; 4 Davey; 5 Caudle; 6 Mark Steward.

CW Stoney. **FL** Smiley 1m57.795s (81.78mph).



Al Harthy led race one from his first pole

Barff at the line, with Ollie Bryant (Ecurie Ecosse BMW) and Phil Keen (Trackspeed Porsche) in tow in a top six covered by less than 2.5 seconds. Bell won the battle of the pitlane's red-light victims to be seventh, ahead of Mowle/Osborne and the recovering WRT Audi of Rembert Berg/Warren Hughes, which made an extra pitstop after contact ripped out a tyre valve.

Various incidents meant driving standards were the key topic of an extraordinary drivers' briefing called before Sunday's second race.

That was a rather tamer affair, in which Nick Tandy thrust himself back into title contention with a dominant win. Tandy streaked away from pole and built a useful lead, which Trackspeed extended with a rapid pitstop before Ashburn stroked it home. The pair has only finished four of this season's nine races, and has won three...

"It's a double-edged sword, because we can win the title but don't seem to have a chance of a result in anything longer than a one-hour race," Tandy said. "Today was how yesterday should have been. It's the best I've seen David drive all year, and now he's started smoking again we're going to get him on 60 a day for Donington!"

Barff/Eastwood completed FF Corse's best weekend of the season by finishing second. Barff re-passed Keen's Porsche when Keen got forced off the road by a Dutch GT4 car during lappery.

"Phil was really unlucky to get taken out by traffic," said Barff, who was named the driver of the weekend for his efforts, which included an impressive second fastest time in qualifying. "Nick showed us a clean pair of heels at the start, though; he's just too damn fast!"

Keen's co-driver Jon Minshaw overcame a gear-selection issue, which led him to stall in the pits and then spin early in his stint, to complete



Barff starred in FF Corse Ferrari

EBREV/LAT

the podium. "There was no reason we couldn't have been first," he rued. "The pace was in the car and the time was in me."

Beechdean Aston Martin man Andrew Howard still leads the way in the title race — just — after salvaging fourth in race two. He was caught out by the rain in first qualifying and wound up 18th on the grid, which he and co-driver Johnny Adam could only convert to a pointless 11th thanks to a 15s success penalty for their Brands victory. Race two was much better and Howard fought past an impressively composed John Dhillon (AF Corse Ferrari) and Mowle (who admitted to overdriving his BMW) to keep a half-point lead over the sixth placed Ecosse BMW of Bryant/Marco Attard. For the second season in a row, we're set for a nail-biting showdown at Donington's finale.

● Ben Anderson

RESULTS (31 laps) 1 Ahmad Al Harthy/Michael Caine (Porsche

997 GT3 R); 2 Steve Tandy/Dan Brown (BMW Z4) +0.579s; 3 Gary

Eastwood/Rob Barff (Ferrari 458 Italia); 4 Phil Dryburgh/John Gaw

(Aston Martin V12 Vantage); 5 Marco Attard/Oliver Bryant (Z4); 6 Jon

Minshaw/Phil Keen (997); 7 Mark Patterson/Matt Bell (Audi R8 LMS

ultra); 8 Lee Mowle/Joe Osborne (Z4); 9 Rembert Berg/Warren Hughes

(R8); 10 Piers Johnson/Ron Johnson (Z4). **Dutch GT4** Luc Braams/

Duncan Huisman (Chevrolet Camaro SS GT4). **British GT4** Matt Smith/

Dan Eagling (Ginetta G50). **Fastest lap** Bell 1m42.473s (94.01mph).

Race 2 (34 laps) 1 Nick Tandy/David Ashburn (997); 2 Barff/Eastwood

+12.907s; 3 Keen/Minshaw; 4 Johnny Adam/Andrew Howard (Vantage);

5 Aaron Scott/John Dhillon (458); 6 Bryant/Attard; 7 Osborne/Mowle;

8 Gaw/Dryburgh; 9 Caine/Al Harthy; 10 Bell/Patterson. **DGT4** Huisman/

Braams. **BGT4** Rory Bryant/David Barker (G50). **FL** Tandy 1m40.964s

(95.42mph). **GT3 points 1 Howard, 107.5;** 2 Attard/Bryant, 107;

3 Adam, 101.5; 4 Al Harthy/Caine, 97; 5 N Tandy, 93; 6 = S Tandy/Brown

& Patterson/Bell, 86.5. **GT4 1 Rick Parfitt/Ryan Ratcliffe (G50), 146;**

2 Declan Jones (G50), 133.5; 3 James May/Alex Osborne (G50), 133.

FORMULA RENAULT 2.0 ALPS

FORMULA RENAULT 2.0 ALPS 2013 CHAMPIONSHIP // ROUNDS 11



Race 1. Ferrari Driver Academy vs McLaren Young Driver Programme; the duel between two young talents in F.Renault 2.0 ALPS, with Antonio Fuoco and Nyck de Vries one-two in Race 1. Prema's Italian driver, fastest in Saturday morning's qualifying session, put his mark on the Mugello weekend – the sixth of seven Fast Lane Promotion Series double-header events – with his fifth win of 2013 and increased his championship lead. On the other hand, the Koiranen GP-run Dutchman celebrated his Series comeback, after racing in the first two rounds of Vallelunga and Imola. On the podium too was Luca Ghiotto. The team-mate of Fuoco, he is now second overall just ahead of Brazilian Bruno Bonifacio. In the spotlight also were Frenchman William Vermont (Arta Engineering) and Indian Parth Ghorpade (BVM Racing), respectively fourth and fifth.

Race 2. Another one-two for the Ferrari and McLaren proteges, as young Prema driver Antonio Fuoco also won Race 2 at the Tuscany circuit. Behind him once more Nyck de Vries, with the talented French Tech 1 Racing driver Pierre Gasly taking his third podium of the season. For Fuoco this was the sixth win of the season and gave him a serious claim for the title. The fight for top positions once more involved Swiss Kevin Joerg (Jenzer Motorsport), who was fourth at the chequered flag ahead of Luca Ghiotto - the team-mate and only title rival of Fuoco - and France's William Vermont (Arta Engineering). Again in the top 10 was Indian Parth Ghorpade, who crossed the line almost in formation with the sister BVM Racing car of Dario Capitanio. Ahead of him in eighth and ninth were Brazilian Bruno Bonifacio and Japanese Ukyo Sasahara (Euronova Racing).



Next Race // Imola, Italy // 5 - 6 October 2013 // www.renaultsportitaly.com

ALPS 2013

+ 12 // MUGELLO, ITALY



FORMULA RENAULT 2.0 ALPS

The last 2013 venue for Formula Renault 2.0 ALPS will be Imola on the first weekend of October, where the titles will be decided and Fast Lane Promotion will unveil its 2014 programmes. Fuoco only needs one point at the grand finale on the famous Italian track to celebrate. The only rival to the talented Italian, who is already a part of the Ferrari Driver Academy, will be his Prema team-mate Luca Ghiotto. As it has been all season, and will be in 2014, the field will be highly international at Imola. The 2013 figures show that 45 drivers have competed in the Series so far, representing 23 different countries and four continents. There is top quality too among the 16 teams: Arta Engineering, AV Formula, Brixia Horse Power, BVM Racing, Euronova Racing, GSK Grand Prix, Interwetten.com, JD Motorsport, Jenzer Motorsport, Koiranen GP, Prema Powerteam, SMP Racing by Koiranen GP, Team Torino Motorsport, Tech1 Racing, TS Corse and Viola Formula Racing.

DRIVER	TEAM	PTS
Antonio Fuoco ITA	Prema Junior	209
Luca Ghiotto ITA	Prema Powerteam	160
Bruno Bonifacio BRA	Prema Powerteam	145
Kevin Joerg SUI	Jenzer Motorsport	80
Pierre Gasly FRA	Tech1 Racing	72
Nyck de Vries NED	Koiranen GP	68
William Vermont FRA	Arta Engineering	61
Hans Villemi EST	SMP Racing by Koiranen GP	52
Igor Orudzhev RUS	Tech1 Racing	50
Guilherme Silva BRA	Koiranen GP	43





ENZO FERRARI

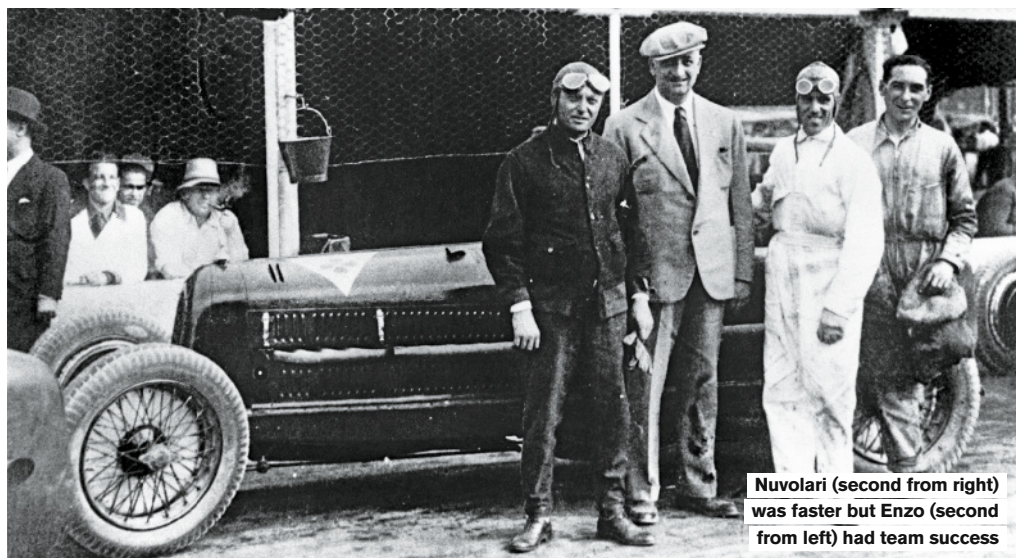
Turning weakness into success

It's 25 years since the founder of the world's most legendary marque died, but how exactly did a mediocre driver with limited engineering knowledge create an icon? **PAUL FEARNLEY** looks back

The reasons for the attraction were not particularly obvious. He was neither handsome nor charming nor outgoing. A ropery racing driver, he had only a rudimentary grasp of engineering, yet his preferred title was *Ingegnere*. He described himself as an 'agitator of men'. He called it creative tension. That was shorthand for: an unhealthy delight in intrigue, clandestine meetings and gossip, particularly of the salacious sort, plus stored slights, perceived or real, and treating people, including his spies, with studied indifference once their usefulness had worn thin – and often before.

In his defence, he was democratic in the last such respect: royalty, minor or otherwise, stars of stage, screen and sport – particularly racing drivers – millionaire industrialists and famous musicians all came in for the same treatment. Yet still they came – even His Holiness John Paul II.

Enzo Anselmo Ferrari was an enigma. Increasingly reclusive, he showed great wisdom by parcelling his meagre personal resource so parsimoniously. The less he did, the more his devotees filled in the gaps. By retreating deeper into the umbra – the last race he attended was the 1957 Modena Grand Prix – the brighter his light shone. Those impenetrable sunglasses, the moodily lit office, the diminuendo and crescendo of muttered utterances and improbable proclamations – there was method (acting) to his madness.



Nuvolari (second from right) was faster but Enzo (second from left) had team success

It wasn't all style. There was substance too. When his father and elder brother died young and in jarring chronological proximity, Enzo pulled his head from the clouds – he had dabbled at opera and sports journalism – to become the head of a family with more aspiration than inspiration, more sense than money: its metalwork firm had gone bust. Young Enzo's tears, shed on a Turin park bench after Fiat turned him away, were genuine as well as theatrical. A small fish in a big pond, it was sink or swim.

So he made himself useful in lots of little ways.

He set up an unassuming workshop in Modena and worked grandiosely within while living modestly above. He courted the emerging Alfa Romeo marque and became its agent for Emilia-Romagna. And he networked. Oh, how he networked. Ferrari – the Modenese equivalent of 'Smith' – forged innumerable relationships and provided the link in many criss-crossing chains.

He also fulfilled his ambition to become a racing driver. But despite finishing second in the 1920 Targa Florio and winning the '24 Coppa Acerbo at Pescara, both with Alfa Romeo, he would ▶

◀ subsequently feel the need to embroider a career that began to come unravelling when he slipped away, allegedly ill, rather than drive an ultra-competitive Alfa Romeo P2 at the ultra-competitive 1924 French GP. Though he rarely voiced them, Enzo knew his limits.

Tazio Nuvolari, the driver by whom he would measure all others, regularly reminded him, in jest and anger, about his moderate driving ability. Whereupon Ferrari would gleefully, or spitefully – theirs was a combustible relationship – refer to the unedifying collapse of Scuderia Nuvolari.

It was with the creation of his eponymous team in readiness for 1930 that Ferrari found his niche – and created a template for future generations. He spotted a gap in the market, created by hard-pressed manufacturers' exodus from an increasingly expensive sport, found the necessary funding and made it work by providing Alfa Romeo, and for a brief time Rudge motorcycles, with a cheap conduit for success and a bulwark against costly failure. He did so thanks to hard-won financial support from his rich and racy clients and favoured, faithful (and grateful) suppliers: Shell, Pirelli, Bosch and Weber carburettors. This joint-stock team's success – plus an enlightening recce lap alongside Nuvolari – convinced Ferrari that his driving days were over. This he confirmed when his first son was born in January 1932.



Ferrari finally gave up on Le Mans after 1973 appearance

“Luca di Montezemolo was able to point Ferrari’s F1 ship in the right direction”

The Wagnerian arrival of the Mercedes-Benz and Auto Union GP teams in 1934 – and later the Wehrmacht and Luftwaffe in and above Italy – also caused Enzo major shifts. The inevitable failure to keep pace with them cost him Nuvolari, who joined Auto Union in '38, and his team; Alfa Romeo, at the urging of *Il Duce* Benito Mussolini, bought him out while retaining him as team manager, a sop that proved Ferrari, sacked in '39, was a born employer rather than employee. Thus, when Scuderia Ferrari was resurrected in Maranello in '42, it was in the guise of a privately owned company. Come hell or high water, come Ford, come Fiat – oh, the irony of it – there could be only one boss. Enzo, having survived the war and the bombing of his factory, was nearing 50. He had no time to waste.

Not that he didn't need, or felt that he deserved, help. Having “killed his mother” – the theatrical response to Froilan Gonzalez's defeat of Alfa Romeo

at the 1951 British GP (an odd reaction given that this was also Ferrari's maiden world championship victory) – and won back-to-back world titles thanks to the flexibility of his foundry's output alloyed to the remorseless speed of Alberto Ascari, Enzo's team was in disarray by the mid-50s. Had it not been for the gift – from the country via bankrupt Lancia – of six technically advanced D50s, plus its designer Vittorio Jano (an old sparring partner), driver Eugenio Castellotti, a transporter and a wealth of spares in late 1955, he might have gone under. Enzo, of course, thanked nobody.

He was lording it by now, making unreasonable demands and stamping his foot, pitting driver against driver because it kept them keen, he felt. His cars were what mattered. They had become a blood-red symbol of glamour, sex and death. The Vatican, purple with outrage, preached against the sinfulness of racing – and made it more popular than ever. There was a price to pay, however: Ascari and Castellotti, the Hemingway-esque Marquis de Portago, Luigi Musso and Peter Collins were killed in Ferraris during the 1950s. Even promising engineer Andrea Frascetti perished testing at Modena. Enzo, of course, expressed no remorse. His was a glorious war and casualties were inevitable.

The death of his sickly son Dino, at the age of 24 in 1956, however, was a hammer blow. Enzo, a man of desires and affairs, had lost his one true love, and although he immersed himself in the running of his company, solace was not forthcoming. Because he had failed to anticipate the rippling side effects of his on-track successes – it was Luigi Chinetti who

persuaded him of the influential American market's favourable response to Ferrari's winning of Le Mans – matters were getting out of hand. His public life, what remained of it, and private life with feisty wife Laura and understanding mistress Lina, were a mess. Racing was all he cared about now.

Enter Ford, which wanted 90 per cent of the shooting match. Enzo would have signed, too, but for an approval stipulation concerning his racing budget. After 22 days of talks, he cut them dead. Fiat's coy wooing of him began and Gianni Agnelli, one of the few to whom Enzo went – he even stood up John Paul II – consummated their relationship in 1969.

The 1960s were convulsive for Enzo. He finally conceded to placing the 'ox behind the cart' and going rear-engined. Half of his team jumped ship at the end of 1961, although some came crawling back. His innate understanding of the Italian artisans' craft and their importance to his brand did not stretch to their intransigent unions. And jilted Ford, as vowed, kicked his butt at Le Mans and in F1. No wonder much of the fight left him. What he needed most was a trusted lieutenant.

Ferrari was still at a low ebb when Luca di Montezemolo, scion of an aristocratic Piedmontese family, a graduate in law and international relations, and an occasional ropey rally driver, arrived in 1973. Enzo had a hunch about this young man – di Montezemolo was 25 – since overhearing him expound in Ferrari's defence on a radio phone-in. He thus allowed him, suave and savvy, more power and room for manoeuvre than any of his preceding

Inherited Lancia D50 saved F1 team in the mid-1950s



Lauda (right) and di Montezemolo revived Ferrari's fortunes in the '70s



PAIN IMAGES/RIZ

team managers. Unlike Eugenio Dragoni, who had shortsightedly schemed to get rid of John Surtees in order to promote Italian drivers, di Montezemolo saw the bigger picture and refused to sugar-coat or twist his reports, which crucially he made directly to Enzo.

Surtees, as well as winning the 1964 world title, had endeavoured to internationalise Ferrari, to inject a British mindset and practices without diluting its Latin soul. He was 30 years too early. Fiat then attempted to carve the racing team in its own image and made things worse. With designer Mauro Forghieri, another loyal lieutenant, brought back in from the cold, and Niki Lauda, another to tell it straight to Enzo, on the roster – a deal struck appropriately amid the no-nonsense business bustle of Heathrow – di Montezemolo was able to cut free the sportscar anchor (Le Mans had done its work) and steady and then point Ferrari's F1 ship in the right direction. Even after his promotion elsewhere within the group in '76, and disaffected Lauda's curt *ciao!* of '77 after winning his second world title with the Scuderia, Forghieri's brilliant *transversale* concept was still winning two years later.

None of which had much to do with Enzo. Ill and frail with diabetes, and refusing a simple operation for a hernia, another 10 years seemed beyond him. The arrival of Gilles Villeneuve, a latter-day Nuvolari, was the tonic he needed. Watching his abundantly talented, never-say-die surrogate son struggle in recalcitrant chassis' was a catalyst too. Nobody had done more for Ferrari than Forghieri, but his ability to design a car from front to back, and then oversee it at the track, had become a hindrance rather than a help in increasingly complex times. So the very English Harvey Postlethwaite was drafted.

As had fellow Englishman Mike Parkes in the 1960s, 'Doc' loved the Italian way of life and immersed himself in it, learning the lingo and speaking it with a passable Modenese dialect. He was dismayed, however, by the malaise he discovered at Maranello. With Enzo's full backing, he introduced the team to new tech – carbonfibre,

complete with autoclave, and pullrod suspension – and ensured that aerodynamics was no longer a dirty word. He even got parts made in Belgium and nobody complained.

All this might have been enough in conjunction with Forghieri's excellent V6 turbo had not the interminable politics – long-time team manager Marco Piccinini possessed di Montezemolo's iron fist but not its velvet glove – triggered the sequence of events that led to Villeneuve's fatal accident at Zolder in 1982.

The subsequent lull in results after 1983 eventually opened the door for John Barnard, another Englishman. Able to name his price after guiding McLaren to the sort of dominance Ferrari so craved, he took it to the next level by designing F1 Ferraris in Guildford. Michele Alboreto, the first Italian driver to complete a full season with the Scuderia since Lorenzo Bandini in 1965 – which says a lot – likened it to conducting brain surgery down a phone line.

Barnard was able to introduce paddleshift transmission in this way, and a derivative of his 640 almost won the 1990 world title with Alain Prost – by which time Barnard was with Benetton. He had underestimated Ferrari's theatrics and national pride.

Enzo's legacy was unsurprisingly strong. He had died, aged 90, in August 1988. Although spiky to the end – his threat to depart F1 went as far as the design, construction, testing and unveiling of an Indycar in 1986 – his was a slow fade in the main. In his final year, however, he signed off the demolition of his Modena workshop, a true break from the past, and persuaded Fiat to build him a road/racer: the visceral F40. He asked that it be built with passion too: more Ferrari and less Fiat in other words. Looking to a future without him, he had spurred on his Prancing Horse.

But how do you replace an icon? The recoiling Scuderia understandably slumped as it mulled this over. Di Montezemolo, having successfully run the Italia '90 World Cup, came off the bench in 1992: Year Zero, so bad were things at Ferrari. He somehow persuaded Postlethwaite and Barnard



Spectacular Villeneuve gave Enzo a boost

to work together – a stopgap, but an impressive one – and employed Jean Todt.

It dawned gradually that Enzo neither could nor should be replaced: keep the creativity and passion, lose the tension. Only then did its past – Ferrari's biggest weakness, according to Lauda – become its keystone rather than millstone. The self-sufficiency engendered by Enzo, though outmanoeuvred for a gallingly long period by nimble British *garagisti*, ultimately became a homogenised boon when F1 became monolithic.

Once Michael Schumacher's services had been obtained – Ayrton Senna had previously slipped through Montezemolo's grasp – and his Benetton gang reconvened at Maranello, *garagisti* finally blended with *grandee*. It took 10 years to work the bad of Enzo's long rein from its system, but when only the good, of which there was much, still remained, Ferrari's mix proved irresistible.

Only now, 25 years after his death, with a more touchy-feely Scuderia deep in its post-Schumacher recovery phase, has Enzo's steely influence softened to fuzzy memory. Nothing is forever, and no man is bigger than the sport, but none has come closer to being so than this agitator of men, who became great because of his limitations rather than in spite of them. ❧



Revival ready for its sweet 16th

It's that time of year again, a highlight of the historic racing calendar, the Goodwood Revival.

MARCUS PYE picks out the drivers, cars and races to look out for in the 16th extravaganza

BLOX AM/LAT

66

Sixty-five years after World War 2 aerodrome RAF Westhampnett morphed into Goodwood Motor Circuit – an idea proposed by Australian Spitfire ace/petrolhead Tony Gaze, who served there, and eagerly championed by successful pre-war racer Freddie March, the current Earl's grandfather – this weekend's 16th Revival event celebrates motorsport's past at its most glamorous.

Since 1998, when the venue reopened for racing after a 32-year hiatus, the world-renowned meeting has consistently provided the world's most spectacular racing theatre. Although the show's content has changed a little this year, there is no reason to suspect that it will be anything other than scintillating for the 150,000 plus period-dressed disciples at trackside over three days.

Top of the bill is a special race dedicated to the Ford GT40, which takes on the Whitsun Trophy title normally run for big-banger V8s of multiple

marques. While early testing of the prototype GT/102 was carried out at Goodwood in April and May 1964, only one GT40 raced there in period.

Roy Salvadori took Colonel Ronnie Hoare's pale-blue P/1002 to second place in the '65 Whitsun Trophy race, beaten by John Coundley's McLaren Elva-Oldsmobile M1A, with Roger Mac third in the Chequered Flag's AC Cobra (GPG 4C, which Ollie and Graham Bryant race in this year's RAC TT Celebration). This time, however, no fewer than 27 GT40s, including a MkIV, are set to do battle on West Sussex's most hallowed asphalt.

Drivers engaged for the Saturday-afternoon showpiece include Le Mans winners Emanuele Pirro, Henri Pescarolo and Andy Wallace, World Touring Car champion Rob Huff, Indy 500 victor Kenny Brack (in Adrian Newey's car) and historic stars Martin Stretton, David Franklin, John Hugenholtz, Joaquin Folch and Bobby Verdon-Roe.

The Brooklands Trophy Pre-War race has been rested for 2013 in favour of separate Richmond and Gordon Trophy races for the full gamut of front- and rear-engined grand prix cars of the late 1950s.

With the strongest entry of 1500cc V8s – and

last year's Goodwood Formula Junior winner Joe Colasacco in Laurence Auriana's magnificent '64 Ferrari 1512 – of the subsequent '61-'65 era ever seen in the Glover Trophy feature, the Revival's Formula 1 retrospective has never looked better.

Sportscars are well catered for too, with the 90-minute two-driver Freddie March Memorial Trophy race recalling the Goodwood Nine Hours races of 1952, '53 and '55 kicking off the racing in evocative style on Friday evening. In contrast, the Madgwick Cup favours some great British 'obscurati' among the Maserati A6GCSs. Expect Will Nuthall to challenge in Graham Burrows' Connaught ALSR 'streamliner'. ❧

RAC TOURIST TROPHY CELEBRATION RACE

High-octane centrepiece of the Revival from year one, this reminder of the Tourist Trophy enduros of yore has been won by Jaguar E-type derivatives eight times to date. AC or Shelby-badged Cobras have won three times, an Iso Bizzarrini A3C twice during the early years and Ferraris twice.

In the absence of the hottest Jag, the Prancing Horse stable has a good chance on Sunday, its '95 Canadian GP winner Jean Alesi sharing Sir Anthony Bamford's 250 GTO/64 – victor in 2010 with Peter Hardman and Jean-Marc Gounon – with quick preparer Andy Newall. Brian Redman also appears in a 250LM.

Strong opposition is expected from Dutchmen Tom Coronel/David Hart and Frenchmen Nicolas Minassian/Ludovic Caron in Cobras, Americans Derek Hill/Joe Colasacco (Maserati Tipo 151), Emanuele Pirro/Shawn Lynn, Karun Chandhok/Gary Pearson and Joaquin Folch/Bobby Verdon-Roe (Jaguar Es).

JIM CLARK TRIBUTE

Half a century after Jim Clark won his first Formula 1 world championship with Team Lotus (he repeated in 1965) it's absolutely appropriate to revisit the quiet Scottish borders farmer's extraordinary parallel career – in which he won 25 GPs – with the help of period friends and rivals.

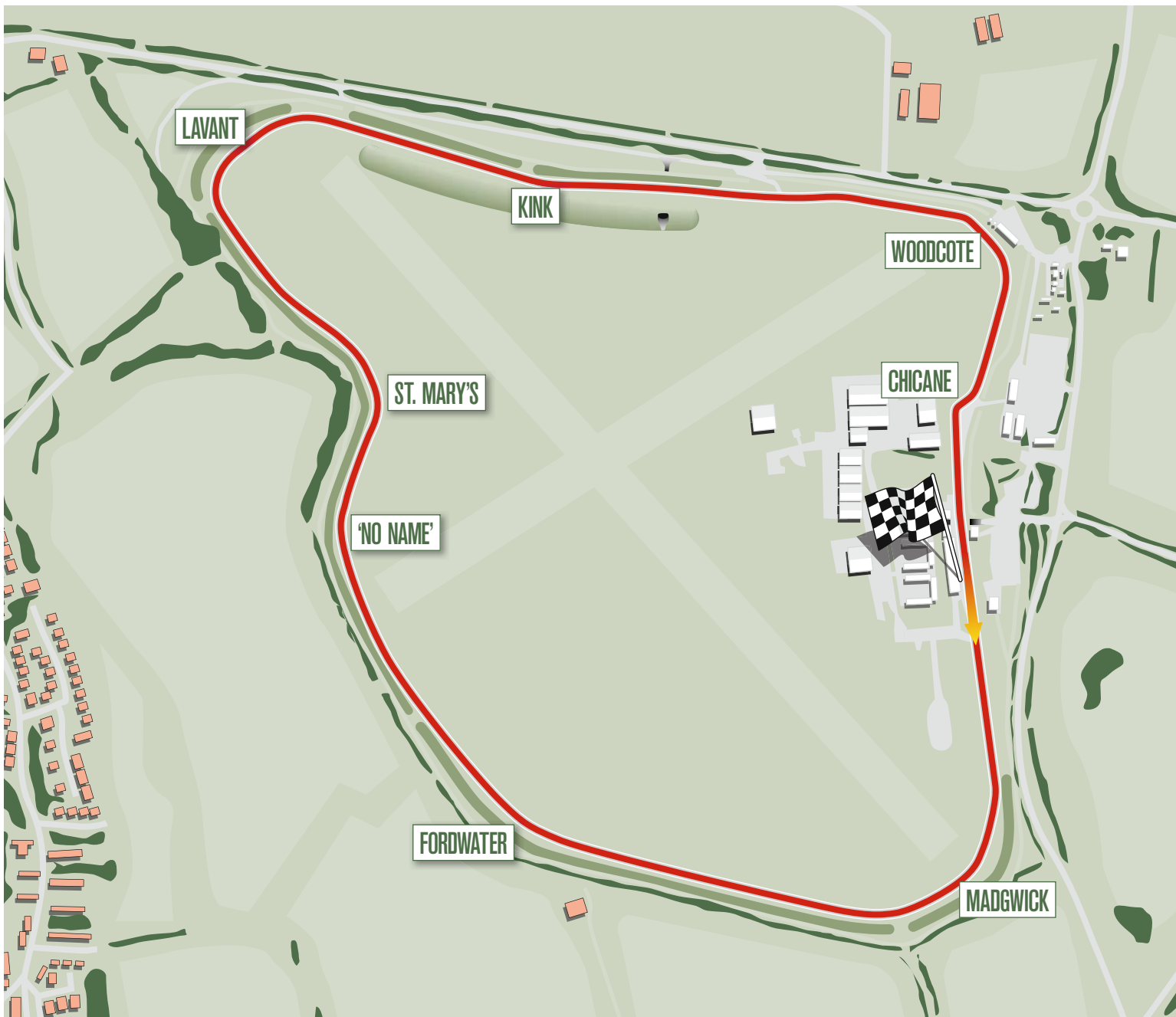
While Lotus 25s naturally take centre stage, many of marque founder Colin Chapman's brainchildren will run in a daily cavalcade. Two 49s will demonstrate the early influence of the world-beating Ford Cosworth DFV engine, but enthusiasts can't wait to hear the staggeringly complicated BRM H16 engine in Clark's '66 US GP-winning Type 43, a fantastic labour of love for arch Clark fanatic Andy Middlehurst.



Daily parades will recall Jim Clark's stellar career

LAT ARCHIVE

Away from F1 and Indycars, the 40-car spectacular illustrates the sheer versatility of Clark's remarkable gift. Watch out for a DKW 3-6 Sonderklasse, Lotus Elites and Cortinas, ERA R5B 'Remus' and an Ecurie Ecosse Tojeiro-Jaguar sportscar.



GOODWOOD TRACK MAP

Opened on September 18, 1948 – initially without the chicane – the 2.4-mile perimeter circuit of the former RAF Westhampnett airbase remains one of the fastest and most demanding racetracks in the British Isles. Here are our clues to a quick lap:

MADGWICK

Long, rising double apex right-hander – picture Jim Clark on the limit in Aston Martin DB4 GT Zagato – with deceptively quick approach. Easy to touch grass on entry or run out of road through turning-in too early, but balanced exit from crucial second apex vital to carry speed onto sweeping back section.

FORDWATER

Balls-out right kink. Road camber falls away devilishly on outside, giving a few more revs. Becomes more of a problem in mixed traffic. Important to organise car, without a clear sightline, for next right before which Stirling Moss crashed famously in 1962.



RAC TT field hurtles towards Lavant

BLOXHAM/JAT

'NO NAME'

Wonderfully spectacular right kink – with range of viewing vistas – beloved of the bravest drivers. Instinct says late turn-in and keep right important to open up St. Mary's, but audacious grass-hopping overtaking manoeuvres buck this, despite proximity of bank. Peter Hardman mighty through here in Aston Martin DBR1 at Revivals past.

ST. MARY'S

Goodwood's only pukka left-hander is a brilliant off-camber traverse that dips sharply on exit. Spins, grassy excursions and drama aplenty guaranteed – it even catches out pros! John Surtees was sublime here, carrying speed with apparently effortless ease in a Ferrari GTO at an early Revival.

LAVANT

Straight lining diagonally left (from the inside of the track) over the brow before Lavant presents the perfect late turn-in for the double right. Watch the aces get on the power early to shoot out onto the straight. Easy to end up backwards in the grass on entry, or to understeer off from mid-corner to exit as tyre grip wanes.

KINK

The Lavant Kink – where poor Bruce McLaren lost his life testing an M8D Can-Am car in 1970 – has the cars building towards maximum velocity. If you are a speed junkie bag a vantage point on the outside bank for a taste of automotive nirvana.

WOODCOTE

Slowing from top speed the track appears to narrow, but aim for the front corner of the Super Shell Building (on the outside of the track), ignore the notional first apex and nail the second at the classic right-hander. Keeping lateral loading off car – and off greensward – for last squirt of throttle towards chicane can reap rewards.

CHICANE

Overlooked by cheering fans in the grandstand, right-left flick-flack lap-ender is vital for final blast towards the timing line, but be patient when it gets busy. Mistakes include exiting over right-hand kerb, which can lead to appointment with bank or lurid gyration back across the track. Get it right, though, and the excitement builds. Glance at pitboard, then focus on Madgwick. . .



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STAR DRIVERS ON TAP

Eleven Le Mans 24 Hours winners – Jackie Oliver, Henri Pescarolo, Derek Bell, Vern Schuppan, Andy Wallace, Jochen Mass, Mark Blundell, Stefan Johansson, Tom Kristensen, Emanuele Pirro and Romain Dumas – head the stellar roster of passion-fuelled drivers demonstrating their skills across the Goodwood racecard.

WTCC ace Rob Huff juggles a Ford GT40, a Mini Cooper S and a Sunbeam Lister Tiger, while GT stars Darren Turner and Frank Stippler jump between snarling AC Cobra and Lotus Cortina and Ford GT40 and Alfa Romeo GTA respectively.

Look out too for BTCC legends John Cleland, Steve Soper and Anthony Reid doing battle in the



Kristensen (l) and Oliver (r) will star

BLOXHAM/LAT

St Mary's Trophy for 1960s tin-tops.

Add in ex-F1 racers Brian Redman, Tiff Needell, Jean Alesi and Karun Chandhok, Indy 500 winner Kenny Brack and Finnish rally icon Rauno Aaltonen, not to mention many of the finest historic racers, and you'll agree it's a mighty line-up.

The Goodwood Grid

WHITSUN TROPHY

Ford GT40s & derivatives, 1964-'66
Two dozen of the Blue Oval's timeless machines, plus three continuation cars to period specification, will make a fabulous spectacle on Saturday. Adrian Newey and Kenny Brack start odds-on favourites in a feature field spanning prototype and roadster through Mk2s and IV, but plenty of rivals have other ideas.

GLOVER TROPHY

1.5-litre GP & 1-litre F2 cars, 1961-'65
Twenty-one screaming 1500cc V8s with the V12 Ferrari of Joe Colasacco in their midst is a mouthwatering prospect. Fifty years after super-Scot Jim Clark won his first world title in a Lotus 25, Andy Middlehurst and Nick Fennell star in the monocoque cars. Four-cylinder F1s and 1-litre F2s join the chase.

SUSSEX TROPHY

World Championship Sportscars, 1955-'60
Anthony Reid and Gary Pearson (Jaguar D-types), Jason Minshaw and Marino Franchitti (Maserati 'Birdcages'), Graeme Dodd (Tojeiro-Jag), Emanuele Pirro (Lister-Jag) and Brian Redman (Aston Martin DBR1) is a tasty recipe. Julian Majzub (Sadler Mk2), Don Orosco (Scarab Mk1) and Roberto Giordanelli (Lister-Corvette) add V8 spice.

RAC TT CELEBRATION

Closed-cockpit GT cars, 1960-'64
Eight Le Mans winners plus Formula 1, GT and Touring Car legends stud Sunday's spectacular slugfest. The big question is can the quickest AC Cobra, Jaguar E-type and Maseratis live with Sir Anthony Bamford's Ferrari 250 GT0/64 (Graham Hill's 1962 TT winner, rebodied) in Jean Alesi's and Andy Newall's hands?

GOODWOOD TROPHY

GP & Voiturettes, 1930-'50
R2A (not R3A) showcases Mark Gillies' skills this year, but quadruple Monaco winner Julian Bronson saddles R4D and Paddins Dowling R10B as 10 English Racing Automobiles strut their stuff before a bevy of Italian beauties from Alfa Romeo and Maserati. Alta, Bugatti, Parnell MG, Frazer Nash and Talbot-Lago colour the throng.

FREDDIE MARCH TROPHY

Goodwood 9 Hour cars, 1952-'55
Difficult to see '12 winners Alex Buncombe/John Young (Jaguar C-type) being dethroned in Friday evening's 90-minute retro. Rob Hall in the '52-winning Aston Martin DB3, Bobby Verdon-Roe (DB3S), Patrick Blakeney-Edwards (C-type) and Patrick Watts (Cooper-Bristol T25) lead the chase. And listen out for Ben Shuckburgh's mighty Cunningham C4R replica.

RICHMOND TROPHY

Front-engined GP cars, 1952-'60
Dream grid stars six- and 12-cylinder Maserati 250Fs, Tony Smith's Ferrari 246 Dino (with Phil Hill at Monza in 1960, the last 'puller' to win a World Championship GP), Gary Pearson in Jo Bonnier's '59 Dutch GP-winning BRM P25 and a Vanwall. Ironically, Tec-Mec, Scarab or two-litre Lotus 16 – period failures all – may prevail.

ST MARY'S TROPHY

Production Saloons 1960-'66
Frank Stippler (Alfa Romeo GTAs), Jackie Oliver, Johnny Cecotto and Steve Soper (BMW 1800 TiSAs), Mark Blundell, Darren Turner and 'Whizzo' Williams (Lotus Cortinas) and Oliver Gavin (Mini Cooper S) will be thorns in the side of Anthony Reid (Jaguar Mk2) on Saturday. Owners gun for aggregate glory on Sunday.

GORDON TROPHY

Rear-engined Inter-Continental Formula and F1 cars, 1956-'62
Cooper led F1's rear-engined revolution and Rod Jolley, young Miles Griffiths and John Harper recall Jack Brabham's period successes in curvaceous T51s. Lotus subsequently picked up the baton, John Chisholm, Paul Smeeth and Simon Diffey take the Stirling Moss, Jim Clark and John Surtees roles in the boxy 18s.

MADGWICK CUP

Sports-racing cars, up to 2700cc, 1948-'55
It's Great Britain versus Italy as home-grown minnows – from Buckler through Cooper, Kieft and MG-powered specials of many flavours to Colin Chapman's shapely Lotus 9s – plus beefier Connaught, RGS-Aston Martin Atalanta and Tojeiro-Bristol models take on Cistalia, Ermini, OSCA and Maserati opposition. The result of this race could be surprising.

CHICHESTER CUP

Formula Junior, rear-engined drum-braked, 1958-'62
Twenty-two chassis marques present a veritable encyclopaedia of 'drummers', from Asper to Wainer. Two Sussex-built Envoys are a rare sight, but Duncan Rabagliati and his FJ twitchers will wax lyrical about obscure Moretti Branca, North Star and PBA. Can anybody beat Coopers, Lotus 18s or Elva 300 though?

FORDWATER TROPHY

Production-based Sports & GT cars, 1955-'60
AC Aces, Aston Martin DB2/4s, Austin-Healey 100/6s, MGAs, Morgans, Jaguar XK140s and Triumph TR3s face Alfa Romeos, pairs of stunning Ferrari 250 GT Tour de France and Mercedes-Benz 300SL 'Gullwing' models (one with Jochen Mass up) and Porsches, plus Chevrolet Corvettes. Daimler SP250, Jensen 541R and Rochdale GT play, too.

BARRY SHEENE TROPHY

Motorcycles up to 500cc, 1962-'66
Ten years after Barry Sheene died, of cancer, son Freddie dons his leathers and joins Phil Read, Mick Grant, Wayne Gardner, James Haydon, Paul Smart, Michael Rutter and Duncan Fitchett in the popular tribute races. MV Augusta, BMW, Honda, Norton, Matchless and Triumph machines line up in the two-parter.

SETTRINGTON CUP

Just as Les Vingt Quatre Minutes du Mans – for children racing pedal cars before the 24 Hours – quickly became tradition, the Settrington Cup competition, inaugurated last September on Goodwood's starting straight, will run and run.

Thirty-five Austin J40s will be pedalled furiously by 'next generation Revivalists' on Saturday and Sunday mornings. The lengths to which parents or entrants have gone in preparing cars and drivers has to be seen to be believed.

Another interesting sideshow this year celebrates the centenary of the Tour de France cycle race, won by Britons Bradley Wiggins and Chris Froome in 2012 and '13 respectively. Sixty bikes, built between 1903-'79, will be out in the daily demo.



Settrington Cup makes its return

RENTZ/GETTY

2013 GOODWOOD REVIVAL

TIMETABLE

FRIDAY, SEPTEMBER 13

0730	Gates open
0825	Opening ceremony
0900-1745	Official practice & parades
1815-1945	FREDDIE MARCH TROPHY
2030	Gates close

SATURDAY, SEPTEMBER 14

0730	Gates open
0925	Track opens with demonstration
1000-1755	Racing and parades
	GOODWOOD TROPHY
	MADGWICK CUP
	SETTRINGTON CUP, part 1
	BARRY SHEENE TROPHY, r1
	ST. MARY'S TROPHY, r1
	WHITSUN TROPHY
	RICHMOND TROPHY
	CHICHESTER CUP
1900	Gates close

SUNDAY, SEPTEMBER 15

0730	Gates Open
1000-1745	Racing and demonstrations
	FORDWATER TROPHY
	GORDON TROPHY
	SETTRINGTON CUP, part 2
	BARRY SHEENE TROPHY, r1
	ST. MARY'S TROPHY, r1
	RAC TT CELEBRATION
	GLOVER TROPHY
	SUSSEX TROPHY
1815	Prizegiving
1900	Gates Close

TICKETS

Admission is by pre-ordered tickets only (NB: Saturday is sold out); they are not available to buy on the gate. Contact the hotline on 01243 755055 or bookings@goodwood.co.uk for late availability and location of collection point at event.

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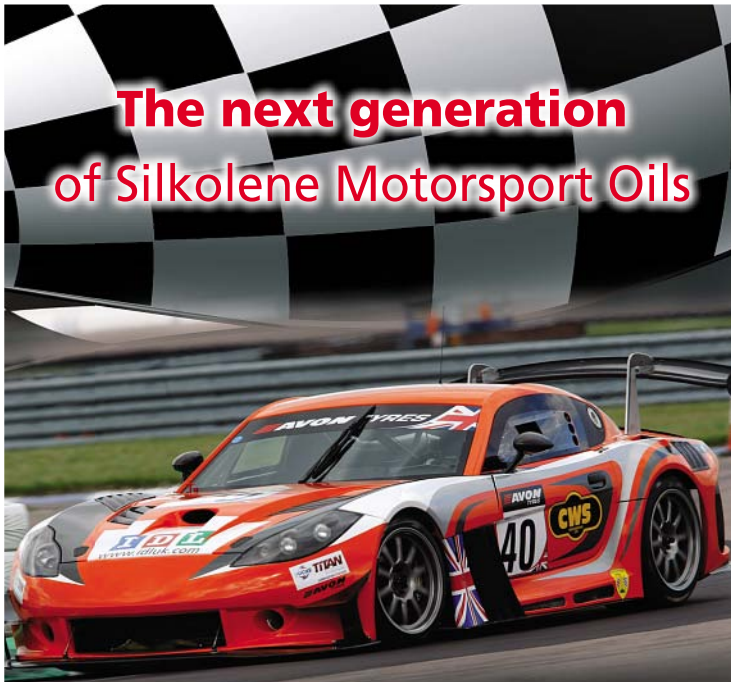
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Fifteen questions for Bobby Rahal

Q What has been your biggest disappointment?

A Not being given time to make Jaguar a success



Rahal: now happy in charge of IndyCar and ALMS teams

ALL PICS: LAT

Who has been your fiercest rival?

I would probably have to say Michael Andretti.

Who was your childhood hero?

Jim Clark.

When were you happiest?

Now.

Which living person do you most admire and why?

To the volunteer who performs thankless tasks because of their passion and receives little credit.

What has been your most embarrassing moment?

Dumping a glass of Cabernet Sauvignon on a white wool rug at a sponsor outing.

What is your guiltiest pleasure?

Peanut M&Ms.

Who would play you in the film of your life?

Everyone says I look like this French actor but I can't remember his name. I like Robert Duvall.

What is your favourite smell?

Steaks on the grill.

What is your most treasured possession?

My family.

To whom would you like to say sorry and why?

To my children for being gone so much of their lives.

What does success feel like?

Gratifying.

What has been your biggest disappointment?

Not being given the time and commitment by Ford to make Jaguar successful in Formula 1.

If you could edit your past, what would you change?

Accepting Paul Newman or Carl Haas's invitation to drive for their respective teams in the 1980 Can-Am Series.

How do you relax?

Playing golf.

When was the last time you cried?

Two weeks ago when my granddaughter was adopted by her new father.



Rahal leads toughest rival Michael Andretti at Laguna Seca in 1990

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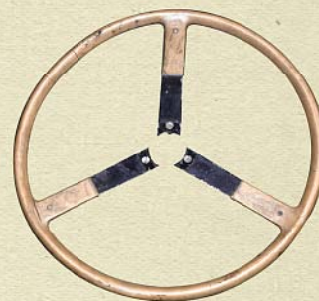
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CALLING ALL YOUNG AMBITIOUS DRIVERS

In its third year the Henry Surtees Challenge maintains its aim to bring together the best of young motorsport talent to compete for a staggering range of prizes that will aid them in their race programme preparation for 2014

The Challenge will take place at Buckmore Park, Kent, on Wednesday 23rd October 2013, using the superb Club 100 Birel karts.

The Challenge, created by former F1 World Champion, John Surtees OBE, seeks to attract young drivers from all classes of motorsport, who are in their 16th year and over.

The top six drivers will be awarded the prestigious 'H' trophy; and at least the top six finishers will have a choice of the best career enhancing prizes ever offered at a kart meeting! Prizes for fastest lap, the most unlucky driver and a heavyweight prize for 80kg or above will also be awarded.

A full range of prizes, including test drives in national and international Formula will shortly be announced. At this early stage, the Henry Surtees Foundation is pleased to announce the continued support and generous donation of prizes from:



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Drivers wishing to take up the Challenge should contact Sharon Bowness:
sharon@henrysurtreesfoundation.com

An entry for the meeting costs £500 and will showcase a broad spectrum of motorsport talent. Drivers from single-seater formulas, touring, sportscar classes, karting and motorcycling will share the track in the all comers event. Drivers must hold an MSA National B licence and be in their 16th year or above or be a member of Club 100 Premier & Clubman Spirit members or a Buckmore Park Elite driver. Some prizes will be reserved for MSA licence holders only.

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When attending support team events you will be the accountable team member within the Electronics department responsible for ensuring that the master-set up and documentation for the show car Electronics system is fully maintained.

Applicants should have current experience of F1 Electronics and Control Systems, including ATLAS and System Monitor. Experience using MATLAB will also be advantageous. Applicants should also have experience in all types of Electrical and Electronic installations, including MIL specification wiring installations and sensor technologies.

As a pre requisite for this role you will be degree qualified or equivalent in an Electronics discipline, combined with relevant experience of Motorsport Electrical and Electronic Systems. The ideal candidate will be able to demonstrate a high level of self-motivation and be able to work within a high-pressure environment. Good communication skills and the ability to work within tight timescales are an essential requirement for this position.

To apply for positions at Red Bull Technology and Red Bull Racing, please visit the recruitment page on our website www.infiniti-redbullracing.com.

Closing Date for Applications – 20th September 2013

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The successful candidate should be degree qualified in mechanical engineering (or equivalent) and have experience with internal combustion engines (preferably with forced induction) and a good working knowledge of kinetic energy recovery systems such as those in a modern F1 car. It is essential to have excellent data analysis skills using packages such as Excel and Matlab. He will also be required to adapt to the use of simulation software which has been developed in-house. The ability to work as part of a team, be resistant to stressful situations and be fluent in English are essential. You will also be required to travel to all the F1 events throughout the year and, therefore, need to be flexible with your working hours. The role will demand a good level of both written and spoken French and English.

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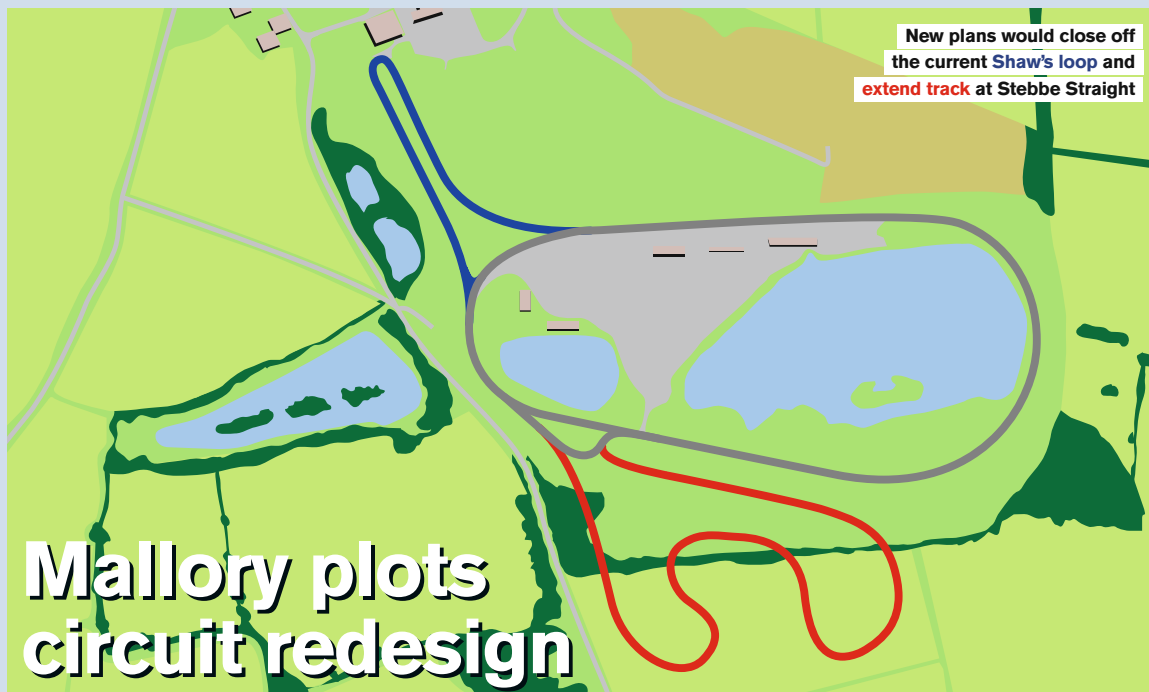
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Mallory plots circuit redesign

Leicestershire venue to implement radical changes to end noise row

THE OWNER OF MALLORY PARK has revealed a plan to end the circuit's noise row with its local community by redesigning the track.

Former racer and BRDC member Chris Meek, whose Titan Properties concern has owned the Leicestershire race track since 1983, has purchased 16 acres of land to the west of the current circuit.

He intends for the layout to be extended into this site by moving Shaw's Hairpin onto the Stebbe Straight and then introducing a new section of track to bring cars back onto the original configuration at the Lake Esses. Drivers would then turn

right onto the start-finish straight rather than going left up to where Shaw's currently sits.

By cutting out the section of circuit that runs from the Esses through Shaw's and back into the Devil's Elbow, Meek is hopeful the noise nuisance to local residents will be reduced.

He said relocating the hairpin would reduce the impact of noise made by Mallory's activities and allow the BARC to expand operations beyond the 92 days stipulated in the original 1985 planning agreement that has been at the centre of the noise row.

Meek said: "Thirty years ago the council approached me on the hairpin

problem, but they wanted to put a road through it. The problem with the hairpin is that it's the nearest part of the circuit to Hinckley village and it's also the noisiest part, with brakes screeching and tyres squealing as the cars come through.

"It's not our problem, it's the BARC's, because they have the agreement to operate the circuit, but we've stepped in to try to help them and bought 16 acres of land to enable this to come about.

"We've told the BARC to put in a planning application through Mallory Park Motorsport [which operates the site]. That has got the council saying it will assist them to increase use of the circuit because we are making such an effort to move the hairpin from the nearest point to the furthest point [from the village]."

The exact details of the redesign have not been finalised, but Titan managing director Brian Robinson expressed confidence the council would look favourably on the plan.

"The application has been put in by Mallory Park Motorsport and it will start the dialogue," Robinson said. "The principle has been agreed but the details need to be worked out.

"The council has indicated it will fast-track the application. It will be very exciting but we have to take this step by step.

"At this stage it's a little early to be jumping up and down."



BEN ANDERSON
NATIONAL EDITOR

ben.anderson@haymarket.com
@BenAndersonAuto



DRASTIC TIMES CALL FOR

drastic measures, and so it is with the proposals to redesign Mallory Park, revealed this week by Chris Meek.

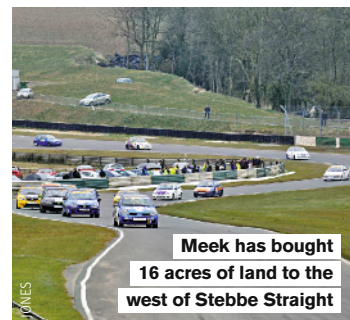
The stalemate of the present circumstance between the circuit, local council and residents does no good for anyone. Essentially, we have a situation where three parties that need each other (the circuit, the council and a proportion of local residents) are forced to face off against one another at the instigation of other nearby inhabitants who have a genuine grievance at how much noise Mallory has been making in relation to its existing planning agreement.

Now Meek (the former racer and circuit lap record holder who has owned the track for the past three decades) has stepped in to facilitate a radical plan to bring this row to an end.

If the proposal to move Shaw's Hairpin from the point of the circuit that is closest to Hinckley Village (a long-standing concern of the council), and introduce a new loop to the west of Stebbe Straight, is given the green light it will be exciting for two reasons.

Not only might the changes allow the circuit's leaseholder – the BARC – and Hinckley and Bosworth Borough Council to find a way out of the present deadlock over how many days Mallory can operate for (by directly reducing the impact of the noise its activities have on the surrounding community), they also create the intriguing prospect of racing on a brand new layout for competitors.

Redesigns don't always guarantee a better circuit, but if realising this plan means Mallory's future is safeguarded, then it will most definitely be a change for the better.





The mangled Optimum G50 was recovered but too damaged to race on

EBREY/LAT

British GT

Spare Ginetta row mars GT4 fight

THE BRITISH GT4 TITLE BATTLE became embroiled in controversy last weekend, as Ginetta G50 squad Century Motorsport refused to allow main rival Optimum Motorsport to use a spare car following a crash in race one at Zandvoort.

The dispute began after Rick Parfitt Jr crashed heavily at the final corner on lap four of race one, wrecking his car. He claimed this was due to a puncture caused by bodywork damaged when

Century's Declan Jones hit the back of Parfitt's G50 under braking for the Tarzan hairpin at the start of the lap. Parfitt had just overtaken his rival on the straight and pulled across to take up a racing line for the corner.

There was talk of a protest after the race, but none was lodged. Officials reviewed the incident, but took no action. Optimum then requested dispensation from rival teams to run a spare G50 that was ready to be

transported overnight from Yorkshire, but Century refused on instruction from Jones, who said: "The car they were bringing was a different spec and would've been much quicker than ours."

Jones went on to win race two with Century team boss Nathan Freke, but they were excluded when scrutineers discovered an irregularity with their car's catalytic converter.

Freke said: "It's just one of those things. We ran a new paddleshift that

caused the converter to burn out on downshift because of the fuel map for the throttle blip. We didn't know about it because the system was untested."

A similar controversy hit the F3 Cup races at Snetterton. After title rivals Tristan Cliffe and Alice Powell clashed, Cliffe (who was reprimanded) tried to use a spare car, but Powell refused after consulting her sponsor. She retired from race two in her repaired car after spinning on oil and getting collected.

British GT

United Autosports will not run McLarens without BoP rethink

UNITED AUTOSPORTS BOSS

Richard Dean says it makes "no sense" to run McLarens in British GT until the Balance of Performance rules are adjusted.

Dean withdrew his squad's MP4-12Cs from the series ahead of last weekend's race at Zandvoort and put one up for sale.

"I invested in something other than a Porsche and we've seen four poles out of nine for the Porsche and it's won seven races," he said. "I don't call that 'balance'. The word can't be used when statistics clearly demonstrate one car is dominant."

The McLarens were given a boost break for August's Brands Hatch round, as 20kg of weight was added to the Porsches (5kg of which was removed for Zandvoort), but Dean said it was too little too late.

"I don't know how we got to Brands



EBREY/LAT

before an adjustment and no one can explain why the Porsche had weight taken off for Zandvoort," he added. "It doesn't make sense to run a McLaren until the balance has changed."

UA still ran one McLaren at Zandvoort. Ex-British GT champion Glynn Geddie took two wins in the Supercar Challenge.

British GT

MTECH to complete British GT season with G55 after switch

MTECH BOSS MIKE EDMONDS

says his team will see out the season with Ginetta after making its G55 debut in British GT at Zandvoort last weekend.

Edmonds entered a G55 for Radical champion Derek Johnson and former British GT and BTCC race winner Luke Hines, after ex-MTECH driver Duncan Cameron repossessed his Ferrari 458s. The pair qualified seventh and 18th for the two races and finished 12th in race one, before a throttle potentiometer problem restricted them to a twice-lapped 16th in race two.

Edmonds said he would run the G55 in the Donington finale next month and did not rule out a longer partnership.

"When the Ferraris were taken from us we had to agree something quickly and the guys at Ginetta have been great," said Edmonds. "We may go back to Ferrari, or run something else - it's not clear yet. Derek is pleased, he likes the car, and it's pointless to change again unnecessarily."



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Porsche Carrera Cup GB

Banned Stoneman 'assessing future' in Porsche Carrera Cup

PORSCHE CARRERA CUP GB RACE

winner Dean Stoneman is considering his future in the series after being suspended for Rockingham this weekend.

The 2010 Formula 2 champion has had a two-race ban activated after being penalised for contact with Rory Butcher during the second Knockhill race recently.

The Redline Racing driver says he is unsure if he will complete the championship once his ban is served.

"I'm obviously not competing at Rockingham but my plans for the rest of the year are still to be confirmed," said Stoneman.

"At the moment I'm assessing my future

in the championship."

Stoneman, who led the championship after four races, added: "There have been incidents not entirely in my control where I've had to shoulder the complete blame."

The 23-year-old's rap sheet from 2013 includes two penalty points on his licence for contact with championship leader Michael Meadows at Thruxton, and a 20-second penalty in the opening race at Oulton Park after contact while battling Butcher.

He was also disqualified from the second race at Croft, prompting the suspended ban, after being judged to have triggered a five-car accident at the start.



Stoneman lies third in the PCCGB points

EBREVI/LAT

Clio Cup UK

Club Clio racer Herbert primed for Rockingham UK Cup debut

LUKE HERBERT WILL STEP UP

from the BARC Renault Clio Cup Series to the main BTCC-supporting Clio Cup UK for this weekend's Rockingham round.

The 2012 Ma5da MX5 Mk3 champion could not raise the budget for a full campaign in the main Clio series this season, but will finally make his main championship debut in a self-run car under the SRC Recycling Ltd banner.

"I've no idea what to expect," he said. "It'll be good to see how we compare. I'm sure we'll be up to pace pretty quickly. We've gone from rear-wheel drive to front-wheel drive this year without any trouble. Hopefully we can be competitive."

Peter Felix, the only driver other than

Herbert to have won in the Cup Series this year, will rejoin the national grid this weekend. The 43-year-old, who last competed in the Clio Cup UK in 2008, will stick with the 20Ten Racing team with which he competes in the club series.



Herbert has enjoyed success in club Clios

EBREY

British GT

Hodgetts says Toyota British GT debut is unlikely before 2014

CLIO CUP FRONTRUNNER STEFAN

Hodgetts says he is unlikely to race the new Toyota GT86 in British GT until 2014.

GPRM, which produces the spec parts for NGTC cars in the British Touring Car

Championship, built a GT4 version of the Toyota that Hodgetts was planning to race in British GT this season.

The car has yet to appear despite being mooted for a debut in the early part of the season. Hodgetts has tested the car at Silverstone, but said a race debut was now unlikely before the end of the season.

"It's going to be next year race-wise," he told AUTOSPORT. "There's too much work and development to do.

"I don't think it'll be sorted for the last round but I might be wrong.

"It feels ace. I think it'll be a great package [when it's ready]."



Hodgetts tested GT86 at Silverstone

EBREY

HUMBLE PYE

The voice of club racing



Racing in Barbados is regarded as the island's most popular spectator sport

Upgrade for Barbados track is a dream ticket for the region

Since AUTOSPORT's offices moved west from central London to Teddington in the 1980s I have felt that it should have a special affinity with Barbados's Bushy Park race circuit. Apart from appreciating competition in far-flung places – where, as I have always found, challenges increase enjoyment of motorsport – my first National Editor, Robin Bradford, has for years been one of the 'locals' entrenched in it. Furthermore, we have its namesake practically on HQ's doorstep...

News that work started last month to rebuild the fabled venue around a lengthened 1.2-mile track to FIA Grade 3 specification is wonderful for Barbados and the Caribbean region, well established on the global motorsport map by the success of Sol Rally Barbados, which evolved from the International All-Stage Rally of 1990.

The Barbados Rally Club first ran races on a short track cut through the old sugar-cane plantation at Bushy Park in 1971. British-based Alec Poole, Gordon Spice and Dave Brodie were among the pioneering overseas drivers to compete there, under BOAC's 'Team Speedbird' banner, which greatly promoted the island's tourism in European winters.

The first era, which attracted huge crowds, ended in 1975, by when Ralph 'Bizzy' Williams (who lived on the estate) was building Briton Allan Staniforth's Mini-engined Terrapin single-seaters. Competitors were

also drawn from North America, other Caribbean islands, and South American country Guyana.

Another initiative in the 1990s was shorter-lived, covering three seasons to '94, but Bushy Park's indefatigable supporters refused to let it rest, getting things going again in March '97.

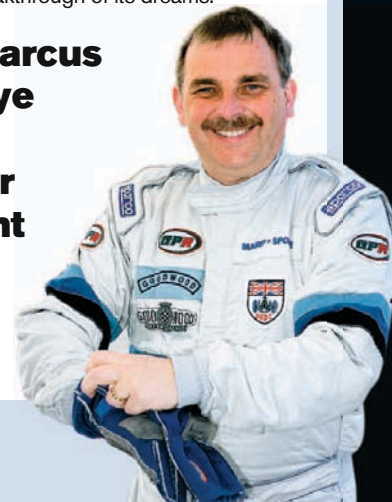
The most recent meeting was in June this year, but now contractors have moved in to redevelop the 65-acre site into a multi-discipline motorsport centre.

Since the government acquired the plantation in 2010, it has leased the circuit's sector to the Barbados Motorsport Federation and a grant from the FIA Institute's Facility Improvement Programme will – with 100 per cent private investment from a consortium of businessmen, including Williams – transform the Caribbean island's "most popular spectator sport."

The new-for-2014 venue's plan incorporates a CIK Grade A kart circuit, drag strip, autocross and drifting facilities, plus administration, hospitality and commercial buildings. For one of the 10 smallest FIA member countries, with a population of under a million (less than New Zealand's south island, or Birmingham!) this is the breakthrough of its dreams.

Marcus Pye

"FIA grant and 100 per cent private investment will transform the island's most popular spectator sport"



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Morris celebrates win before controversy struck

BRDC F4

Morris title hopes rest on F4 victory appeal

BRDC FORMULA 4 FRONTRUNNER

Seb Morris had his first win of the season taken away from him last weekend for an alleged technical infringement.

Morris won the second race at Snetterton on the road but was subsequently excluded from the results for a non-compliant gurney flap.

His Hillspeed squad has lodged an official appeal, which, if successful, will elevate him to second in the championship

with three races remaining, 23 points behind leader Jake Hughes.

Morris said: "We're certain the gurney flap is fully compliant with the regulations, which is why we have appealed the decision. There would have been no point doing that otherwise."

"Taking the first win was fantastic after having to work so hard for it, so to have it taken away is beyond disappointing."

"I did all I could do to win the second

race, and whatever happens with the hearing no-one can take away the fact I won that race on the road."

Morris currently trails Hughes by 53 points with 90 on offer at the final round at Donington Park on September 28-29.

It is possible the appeal – which has not yet been given a fixed date – will not be heard until after the championship has ended, meaning the title could be decided in the courtroom.



Anglesey's new £1m pits

Anglesey Circuit unveiled its new £1million pit complex earlier this week. The facility, which benefited from a £200,000 grant from the Welsh Assembly, includes a three-storey control tower and 22 double pit garages. It was officially opened by First Minister for Wales Carwyn Jones (above) on Monday.

GT4 champ races MaX5

Ginetta GT Supercup race winner Matt Nicoll-Jones made his MaX5 debut at Cadwell Park last weekend. The 2008 British GT4 champion qualified first in class but a damaged hub and split manifold restricted him to third in his race. "It's just for some practice," he explained.

Olipphant in GT switch

Formula Renault BARC racer Tom Olipphant will make his Ginetta GT Supercup debut at Rockingham this weekend. He will race a G55 run by Century Motorsport ahead of a planned Britcar Silverstone 1000km outing with the team. He is evaluating a switch to GT racing in 2014.

New series postponed

The 2013 All-German Race Series has been postponed by the Track Attack Race Club due to a delay in obtaining a series permit. It is hoped the MSA permit will be acquired for a 12-race series for 2014. The series would incorporate models from Audi, BMW, Mercedes, Porsche and VW.

500cc F3 races at Croix

Mike Fowler (Cooper Mk5-Norton) won the first of two 500cc Owners Association races at Croix en Ternois last weekend. Early leader Roy Hunt's Martin "just stopped", leaving Simon Frost to finish second. Frost's Martin won race two from Fowler.

Escort duo win RAC title

Marty McCormack and Phil Clarke wrapped up the inaugural RAC Rally Championship with victory on last Sunday's Red Kite Historic stages. The Escort Mk2 pair (below) claimed a fourth straight victory ahead of Jason Pritchard and Dale Furniss.



Webb and Glew want to run races in Dubai

Gulf Super Series

New series for Middle East

EX-SUPERLEAGUE FORMULA organiser Robin Webb and Formula Woman founder Graeme Glew are teaming up to launch a new series of races based in the Middle East.

The Gulf Super Series will visit Losail in Qatar on January 23-25 and then move on to Dubai on February 6-8. Each event is expected to include three races.

The exact format of the meetings is yet to be determined, but organisers are inviting different championships to register their interest. Around five are to be accepted and are likely to be

a combination of single-seaters, GTs, historics, saloons and a one-make series.

Organisers are offering to transport cars to and from the Middle East.

Webb said: "It's a perfect opportunity for teams to take part in a stand-alone series of events, to maximise use of their cars and infrastructure, and to give opportunities to new drivers at affordable costs without affecting their regular European championships."

Glew added: "The package offers excellent value for money and we look forward to hearing from interested parties."

BRDC F4

Dalton says move was right decision

JAKE DALTON BELIEVES A FIRST

BRDC Formula 4 win since May vindicates his decision to switch teams with just two rounds remaining.

The former championship leader left Mark Godwin Racing for Lanan Racing after a mid-season slump dropped him to fifth in the points before last weekend's round on the Snetterton 300 circuit.

He won on his Lanan debut, but retired from race two after being hit by Matthew Graham, and was fourth in race three.

Despite his retirement dropping him to sixth in the standings, 79 points off the lead, Dalton believes he made the correct choice to switch teams. "So far it's been the right decision," he said. "My aim is to get podiums and prove people wrong."

Dalton's MGR replacement Matt Mason had a mixed BRDC F4 debut. He finished sixth in the opener but was disqualified for "driving in a manner not compatible with general safety". He failed to finish the second race, but bounced back to claim 11th in the third encounter.

Goodwood Revival

Lockie to make Goodwood debut

FORMER BRITISH GT CHAMPION Calum Lockie will make his Goodwood Revival debut this weekend in the Goodwood Trophy.

The experienced driver will race Sean Danaher's Maserati 6CM on Saturday morning, in the event for GP cars and Voitures built between 1930 and 1950.

"I've never raced at Goodwood before

so that's exciting," said Lockie, who took the car to two thirds and was best non-ERA at the Donington Historic Festival in May.

"The Maserati isn't quite as powerful as the ERAs, though it brakes a little bit better. It's 75 years old, but it does pretty well everything you want it to do."

"The central throttle does make you think, but this is a fantastic opportunity."



Lockie raced 6CM at Donington

Wins shared but Hughes holds lead

FORMULA 4 MADE ITS SECOND

visit of the year to Snetterton for the penultimate round of the championship. While misfortunes beset many of his rivals, points leader Jake Hughes emerged with two podium finishes from three frantic races, helping him take a huge stride towards the title.

Nevertheless, it was early season pacesetter Jake Dalton who deservedly claimed the plaudits with victory in race one, apparently vindicating his decision to switch teams from MGR to join Hughes at Lanan. Although polesitter Hughes led away, he strayed off-line at Hamilton next time around avoiding mud kicked up by an errant backmarker. The moment left him with a damaged front wing and vulnerable to attack, and Dalton didn't miss his chance, surging ahead into Montreal on lap three.

Thereafter Dalton was untouchable, securing his first win since Brands Hatch in May. Struan Moore also made the most of Hughes' handicap to snatch runner-up spot.

Dalton's relief at returning to winning ways was matched by title contender Seb Morris in race two. Having been on the pace all year, he finally appeared to have captured his first win of the season with a composed performance. Despite dropping to third behind Gustavo Lima in the opening laps, Morris quickly reclaimed the place by slicing back ahead into Montreal. He then piled pressure on longtime leader Jack Barlow, before pulling a similar move to claim top spot on lap eight.

He held his nerve to become the 11th different winner this year. But his triumph was thrown into doubt when post-race scrutineering identified irregularities with his car's gurney flap, leading to his exclusion. Although Barlow was handed victory, Morris's Hillspeed team lodged an appeal, and his title hopes rest on the outcome.

Meanwhile, points leader Hughes coolly progressed from sixth on the grid to bag another podium finish. By contrast, Dalton saw his hopes of another strong result torpedoed



Dalton won on his debut with Lanan Racing

when Matthew Graham ran into him at Agostini, forcing Dalton into retirement.

When James Fletcher's pole-winning time for the opening race was disallowed for a driving standards infringement, he was relegated to the back of the grid, and his hopes of battling for wins appeared dashed. But by setting the fastest lap time over the first two races, he secured pole position for the finale, and made full use of it to utterly dominate.

Morris overtook Moore on the second lap to claim a distant runner-up spot. Meanwhile, Hughes had looked on course for a solid

fourth only to tumble down to eighth with steering problems. ● Oliver Timson

RESULTS (ALL 10 LAPS) 1 Jake Dalton:

2 Struan Moore +4.831s; 3 Jake Hughes; 4 Charlie Robertson; 5 Matthew Graham; 6 Gustavo Lima. **Fastest lap** James Fletcher 1m52.404s (95.08mph).

RACE 2 1 Jack Barlow; 2 Hughes +0.677s; 3 Graham; 4 Robertson; 5 Lima; 6 Diego Menchaca. **FL** Fletcher 1m52.982s (94.59mph).

RACE 3 1 Fletcher; 2 Seb Morris +10.690s;

3 Moore; 4 Dalton; 5 Robertson; 6 Graham.

FL Fletcher 1m52.487s (95.01mph). **POINTS**

1 Hughes, 397; 2 Barlow, 352; 3 Morris, 344; 4 Graham, 326; 5 Robertson, 320; 6 Dalton, 318.



Martin won close second race with great late move

GT CUP SNETTERTON 300, SEPTEMBER 7-8 MSVR

Martin takes best win of three dramatic encounters

THERE WAS PLENTY OF ACTION AND three different winners in the GT Cup's triple-header.

Iain Dockerill's 911 won the opener, chased home by the Ferrari 430 of son Chris, who might have had a shot at victory had he not incurred a penalty for starting out of position.

In race two, Alex Martin's Ferrari 458 led for eight laps until Kevin Riley's Mosler breached his defences with a move into Agostini. Jacques Duyver followed suit to claim second out of Riches shortly after, with Will Goff's 997 catching all of them to create a frantic four-way scrap.

In an extraordinary last-lap dash, Martin swept round the outside of Riley and Duyver at Coram to snatch an unlikely victory.

The Dockerills ran together for

much of race three until ABS issues forced Iain out, handing Chris victory. ● Oliver Timson

RESULTS (20 LAPS) 1 Iain Dockerill (Porsche 911 RSR); 2 Chris Dockerill (Ferrari 430 Scuderia) +10.988s; 3 Will Goff (Porsche 997 GT3);

4 Jacques Duyver/Charlie Hollings (Ferrari 458); 5 Alex Martin (Ferrari 458 Challenge); 6 Seamus Jennings/Phil Andrews (458 Challenge). **CW** Goff; Duyver/Hollings; Ross McEwen (Porsche 996 GT3); Rosen Daskalov (Sin). **FL** Hollings 1m55.331s (92.67mph). **RACE 2 (13 LAPS)**

1 Martin; 2 Kevin Riley (Mosler MT900GT) +0.094s; 3 Duyver; 4 Goff; 5 I Dockerill;

6 C Dockerill. **CW** Riley; Goff; McEwen. **FL** Riley 1m56.393s (91.82mph). **RACE 3 (13 LAPS)**

1 C Dockerill; 2 Martin +3.895s; 3 Duyver; 4 Chris Jones (997 GT3); 5 Goff; 6 Peter Jennings (458 Challenge). **CW** Martin; Jones; McEwen. **FL** C Dockerill 1m56.818s (91.49mph).

F3 CUP SNETTERTON 300, SEPTEMBER 7-8 MSVR

Scott scores a double as title contenders clash

THE F3 CUP TITLE FIGHT TOOK

a dramatic turn at Snetterton, with the top three contenders all involved in collisions in an eventful brace of races.

In the opener, points leader Alice Powell stole the initiative at the lights when closest rival Tristan Cliffe bogged down and dropped from pole to third. Cliffe quickly caught and passed fellow title challenger Alex Craven for second before reeling Powell in.

He overtook her into Murray's on lap eight of 11, only for Powell to retaliate on the exit and edge ahead as they swept towards Riches.

The pair collided as they turned in and both slammed into the tyres and out of the race.

When action resumed, David

Scott won from Craven's fading Dallara F307.

With Cliffe missing race two, Powell initially led, only to spin on oil at Brundle and be collected by a luckless Craven. Both retired, leaving Scott to win again after the restart. ● Oliver Timson

RESULTS (11 LAPS)

1 David Scott (Dallara F305); 2 Alex Craven (Dallara F307) +6.391s; 3 Louis Hamilton-Smith (Dallara F304); 4 Mark Harrison (Dallara F306); 5 Dave Karaskas (Dallara F301); 6 Tony Bishop (F306). **CW** Karaskas. **FL** Tristan Cliffe (F307) 1m47.523s (99.40mph).

RACE 2 (8 LAPS) 1 Scott; 2 Hamilton-Smith +2.243s; 3 Harrison; 4 Karaskas; 5 Stuart Wiltshire (F307); 6 Nick Robinson (Dallara F302). **CW** Karaskas. **FL** Scott 1m50.913s (96.36mph).



Powell (left) led but won neither race

QUAIFE MN SALOONS/TIN TOP
SILVERSTONE, SEPTEMBER 7 MSVR

May's first win as main rivals hit trouble

ROUND SEVEN OF THE CHAMPIONSHIP was a disaster for several drivers, but gave Rick May his first win and Dale Gent his third in the last four races. It also put Andy Woods-Dean firmly in the driving seat for this year's title with just the November finale to go.

A high-speed qualifying accident put Ricky Davies (BMW M3) and Ray Barrow (Ford Escort turbo) out for the day, with Davies needing hospital treatment. Rod Birley and Alex Sidwell also had to patch up damaged cars for race one.

May fought off Gent in the first couple of laps until Birley brought his crumpled car into the attack, but the former champion's Escort blew up at one-third distance.

Gent kept the pressure on but his Subaru couldn't quite match the pace of May's Escort. Sidwell's Holden Commodore was a distant third, nursing damage that would force him to miss race two, and Malcolm Wise extracted his Escort from a gravel trap to finish fourth.



May held on for narrow first victory in race one

Ravi Rameyad and Jamie Liptrott contested fifth place and class honours in their BMWs. Rameyad came out on top, while Woods-Dean's Renault Megane Coupe and Steve Rothery's Clio each won a class and must now settle the championship between them.

Race two was a virtual walkover for Gent, helped by May and Liptrott spinning independently on lap one and causing chaos for a few seconds.

Tom Bridger headed the Tin Tops classes in both races and is one of seven drivers who could still win the championship.

● Brian Phillips

RESULTS (BOTH 15 LAPS) 1 Rick May (Ford Escort Cosworth); +0.237s; 2 Dale Gent (Subaru Impreza); 3 Alex Sidwell (Holden Commodore); 4 Malcolm Wise (Escort Cosworth); 5 Ravi Rameyad (BMW E36 M3); 6 Jamie Liptrott (E36 M3). **CW** Rameyad; Ian Butler (Ford Focus); Andy Woods-Dean (Renault Megane Coupe); Steve Rothery (Renault Clio); Tom Bridger (Rover 220); Terry Searles (MG ZR 190); Russell Turner (Ford Escort); Peter Osborne (Renault Clio); Dominic Ryan (Ford Fiesta). **FL** Rod Birley (Ford Escort WRC) 59.770s (98.71mph). **RACE 2** 1 Gent; 2 Paul Eve (Ford Sapphire Cosworth) +41.102s; 3 Rameyad; 4 Bill Richards (Rover Mini Clubman); 5 Butler; 6 Woods-Dean. **CW** Rameyad; Richards; Butler; Woods-Dean; Bridger; Searles; Turner; Osborne; Ryan. **FL** Gent 1m01.422s (96.06mph).



Smith made the most of reversed grid encounter

ATOM CUP SILVERSTONE, SEPTEMBER 7 MSVR

Whitehead wins another close Atom event

NICK WHITEHEAD RECORDED HIS fifth win in the hard-fought Atom Cup, but a wayward moment early in the day's second race meant a potential sixth success slipped out of his grasp.

While Whitehead dominated the opener, Andrew Smith and James Tucker traded second place. They eventually realised that working together was more effective than fighting and, with a couple of laps to go, Smith made a move past Tucker as they caught the leader.

"I think I reduced pace a bit too much," Whitehead acknowledged after taking the flag only two tenths ahead of Smith, whose fastest time

a lap from the end was significantly quicker than Whitehead's best.

Fourth man Stuart Drewell fell a long way behind but had Andrew Marler and guest driver Ed Moore for company, Marler taking pole position on the part-reversed second grid.

With the quick men on the second and third rows, the first lap promised plenty of action. Most of it happened on the rush down Wellington Straight into the braking zone for Brooklands. Whitehead left things impossibly late and spun wildly, rejoining at the back of the 10-car field.

Marler defended the lead for another lap before Smith and Tucker

broke away. Meanwhile, Whitehead was making rapid progress up the order, taking second place on lap 15 of 19. But by this time, Smith was long gone for a comfortable win.

From third man Tucker down to Paul Donkin in sixth, the four cars were covered by just over a second.

● Brian Phillips

RESULTS (13 LAPS) 1 Nick Whitehead; 2 Andrew Smith +0.261s; 3 James Tucker; 4 Stuart Drewell; 5 Andrew Marler; 6 Ed Moore. **FL** Smith 1m03.415s (93.04mph). **RACE 2** 1 Smith; 2 Whitehead +15.753s; 3 Tucker; 4 Marler; 5 Drewell; 6 Donkin. **FL** Smith 1m03.727s (92.58mph).



Mono Moto/1800

Jason Timms (above) clinched the Moto title with victory in race one at Snetterton, beating points rival Geoff Fern into second. Timms' Speads also won race two, helped by a stranded car bringing out the red flags and ending the fast-closing Marc Fortune's chances of overhauling him.

Mono 2000/Classic

Robbie Watts claimed the Monoposto 2000 championship with victory and second place in the season-closing double-header at Snetterton. He dominated race one ahead of outgoing champion Malcolm Scott, with points rival Kevan McLurg only fifth. Engine failure kept McLurg out of the sequel, meaning Watts' second-placed finish behind Scott comfortably secured the title.

Historic V8s

MGBs led the way in a trio of Snetterton races for historic V8s. In the first, John Wilson pulled out a half-minute lead, only to tumble down the order with fuel pressure issues, allowing Simon Cripps to win. Wilson overcame the problem to beat Cripps in the final two races.

Quaife Intermarque

Matt Simpson overtook Chris Brockhurst in the championship when he became the first driver this year to take two wins in a single day at Silverstone.

Trackday Trophy

A track-limits penalty for Henry Curtis's Peugeot 205 gave Lee Spencer and Jason Brooks (in a BMW M3) an extended winning advantage in the Trackday Trophy at Silverstone. Curtis was demoted from second to third behind Andy Wilkins' Clio, but stayed ahead of the similarly penalised Simon Hogg/George Wright Porsche.

Team Trophy

Martin Schofield took over from co-driver Steve Smee to guide their smoking and overhot Honda Integra (below) to win Silverstone's one-hour Team Trophy race by a scant second from Darren Goes, on a charge in his SEAT Leon after an earlier spin.



Luckless Luti hands wins to Robertson

COLIN ROBERTSON LEFT OULTON PARK last Saturday evening a happy man after taking a brace of MG Trophy victories from two dramatic races.

Polesitter Paul Luti led Chris Bray and the rest of the 23-car field into Old Hall for the first time in the opening race, although Bray soon hit the front.

A brief safety car period was required after Sarah Budby crashed on the exit of Old Hall.

As the race resumed, Robertson pressurised Bray for the lead, while Graham Ross did likewise to the third-placed ZR 190 of Luti.

Luti exited the fray on the fifth lap after contact with Ross, while Bray and Robertson continued to have a tremendous battle.

Just as it looked as though Bray was going to hold on to take the victory, Robertson ducked past him at Lodge



Luti led both races but won neither

on the final tour to emerge ahead, with Ross a mere 0.03 seconds behind in third.

The experienced Luti was on pole position for the second contest too, and sprinted into an immediate lead ahead of Robertson, Bray and Ross.

The race soon became a battle for the spoils between Luti and

Robertson until engine failure on the last lap forced the long-time leader's retirement at the Shell Oils Hairpin, meaning a double for Robertson.

Ross and Doug Cole were second and third respectively.

● Graham Read

RESULTS (BOTH 10 LAPS) 1 Colin Robertson

(ZR 190); 2 Chris Bray (ZR 190) +0.254s; 3 Graham Ross (ZR 190); 4 Doug Cole (ZR 190); 5 Jake Fraser-Burns (ZR 190); 6 Gary Wetton (LE 500). **Class winners** Wetton; Paul Streater (ZR 160). **Fastest lap** Ross 1m57.770s (82.29mph). **RACE 2** 1 Robertson; 2 Ross +5.009s; 3 Cole; 4 Bray; 5 Ross Makar (ZR 190); 6 Daniel Molloy (ZR 160). **CW** Molloy. **FL** Robertson 1m56.712s (83.03mph).



Sanderson was unstoppable in his Metro GTi

Sanderson dominates with pole-to-flag exhibition run

TOM SANDERSON DOMINATED FROM pole in the Metro Cup, but he was kept honest by Neal Gardiner.

The race had an unusual start as seven competitors who failed to reach the collecting area on time were made to start from the pitlane.

Sanderson was tracked by Gardiner during the early laps, with Thomas Grainger occupying a lonely third position and Jack Ashton pressuring Jonathan Woodcock for fourth place.

Sanderson eventually won by more than six seconds, only for Gardiner to

subsequently be excluded for having an ineligible car, promoting Grainger, who was 38 seconds in arrears, to second.

● Graham Read

RESULTS (10 LAPS) 1 Tom Sanderson (Rover Metro GTi); 2 Thomas Grainger (Rover 100 GTi) +38.160s; 3 Jonathan Woodcock (Rover Metro GTi); 4 Jack Ashton (Rover Metro GTi); 5 Timothy Davies (Rover Metro GTi); 6 Philip Gough (Rover 100 GTi). **CW** Grainger; Jonathan Agar (MG ZR). **FL** Sanderson 2m04.435s (77.88mph).

Coulthard triumphs as class winner Morrison is crowned

THE COCKSHOOT CUP REACHED ITS final round of the 2013 season and it was MG Midget racer David Morrison who became the new champion, although 2012 winner David Coulthard put in a performance that his more famous namesake would have been proud of.

Before the race it was possible that one of three drivers (Ian Wright, Morrison and Coulthard) would become the new champion. Class C leader Coulthard helped his cause by claiming pole position, just ahead of Morrison in Class B, while Wright

was the quickest Class A runner down in 12th on the grid.

Morrison headed Ashley Woodward and Coulthard into Old Hall for the first time, but by the end of the opening lap Woodward led.

Coulthard was on a charge, though, and at the start of the second tour swept up the inside into Old Hall to claim second place before usurping Woodward for a lead his ZR 190 would hold until the flag fell.

Wright had been closing on class rival Jeremy Toes, but was forced to retire down the pitlane at the end of



Third overall was enough to earn Morrison the title

lap five. As a result, third place and the class victory for Morrison was enough to take the title. Jason Simm won a ZS battle for fourth ahead of Peter Burchill and Ewart Kitson.

● Graham Read

RESULTS (10 LAPS) 1 David Coulthard (ZR 190); 2 Ashley Woodward (ZS 180) +13.603s; 3 David Morrison (Midget); 4 Jason Simm (ZS); 5 Peter Burchill (ZS); 6 Ewart Kitson (ZS). **CW** Morrison; Jeremy Toes (Midget); Adam Key (F VVC). **FL** Coulthard 2m01.823s (79.55mph).



Bradshaw could not be touched in either Porsche Club race

PORSCHE CLUB OULTON PARK, SEPTEMBER 7 MGCC

Brilliant Bradshaw leaves battles behind

TOM BRADSHAW WAS DOMINANT AS HE comfortably earned the spoils in each Porsche Club contest in his Boxster S.

At the start of the opening race it was Mark Sumpter's 964 that held the early advantage from Bradshaw. Next were Marcus Carniel and Adrian Slater, the team-mates of Bradshaw and Sumpter respectively.

On lap three Bradshaw hit the front and was to remain there for the rest of the race, gradually increasing his lead over second-placed Sumpter, while just behind them Carniel and Slater had a race-long battle for third.

It was Slater who reached the

chequered flag in third place ahead of Carniel, but the 964 driver was subsequently demoted to fourth position behind Carniel for gaining an unfair advantage at Knickerbrook.

In the second race Bradshaw led Carniel into Old Hall for the first time and built a comfortable lead over his rivals.

The fight for second place was gripping though, with Carniel, Slater, Mark McAleer and Peter Morris in close contention following Sumpter's retirement. Slater and Carniel visited the Lodge gravel on lap 12, Carniel stranded while Slater continued in

fourth. He was later excluded for causing an avoidable incident.

McAleer and Morris came through to complete the podium.

● Graham Read

RESULTS (BOTH 14 LAPS) 1 Tom Bradshaw (Boxster S); 2 Mark Sumpter (964 C2) +4.191s; 3 Marcus Carniel (Boxster S); 4 Adrian Slater (964 C2); 5 Peter Morris (996 C2); 6 Mark McAleer (996 C2). CW John McCullagh (968 CS). FL Bradshaw 1m51.527s (86.89mph). RACE 2 1 Bradshaw; 2 McAleer +15.429s; 3 Morris; 4 Richard Ellis (993 C2); 5 McCullagh; 6 Steve Cheetham (Boxster S). CW McCullagh. FL Bradshaw 1m51.301s (87.07mph).



Ecurie GTS

Scott Quattlebaum romped to a clear-cut victory in his Elva Courier (above) after starting from pole at Oulton. The Mark Halstead/Stuart McPherson Turner Mk2 ran in second position for much of the opening half of the race, before Andrew Bentley made the place his own. Richard McKoen claimed the final podium spot, 22 seconds to Bentley's rear in his Triumph TR4, while the MGB trio of Paul Land, John Yea and Ian Prior completed the top six.

MG Midgets & Sprites

David Weston sprinted into an early lead from second on the grid, but poleman Paul Sibley was right in his wheeltracks in a battle of the Midgets at Oulton. The pair pulled clear of the field and traded places before Sibley exited the fray, leaving Weston to reach the flag half a minute clear of second-placed Ed Reeve. Tom Neat came through to complete an all-Midget podium.

Peter Best Challenge

There may only have been four starters at Oulton, but the race still had its moments. Polesitter Peter Bramble made a slow getaway, which enabled James Walpole and James Darby to get the better of him on the first lap. Bramble then recovered the lead over the next couple of tours and his ZR 160 remained in front to the end, with Walpole less than 2s behind and Darby beating Paul Eales's GT to third.

Morgan Challenge

The experienced Keith Ahlers added a further victory to his lengthy CV in his Plus 8 (below) as he helped himself to a dominant victory, 46s ahead of the rest of the field at Oulton, and taking an unsurprising fastest lap to boot. Phillip Goddard and Matthew Wurr had a mighty scrap for second place, which ended in Wurr's favour, but only after he eventually passed his rival on the penultimate lap. Roger Whiteside and Andy Green made it an all-Plus 8 top five.



Kaiser gets the jump at start of wet second race

RADICALEURO MASTERS SPA, SEPTEMBER 7-8 GT OPEN

Kaiser chief with Woodward at hectic Spa

THE PAIRING OF ROSS KAISER AND Terrence Woodward and soloist Victor Correa were victors in two lively races at Spa, both of which were full of incident and drama.

A safety car at the end of the pitstop window, following an explosive puncture for Mark Smithson, altered the outcome of Saturday's race.

With pit handicaps being negated behind the safety car, it was Kaiser who emerged triumphant from the bunched field after long-time race leader Correa encountered problems.

The podium was completed by Jamie Constable and Konstantin Calko, with James Abbott claiming a

dominant SR3 class win.

Persistent overnight rain stopped moments before Sunday's race, with the wet-but-drying track offering up some great action.

The early dicing between Kaiser, Marco Cencetti and Correa was thrilling, with positions swapping on most corners as the drivers explored the improving grip, particularly on the run to Les Combes.

Eventually Correa came to the fore, although the Brazilian dropped behind Woodward at the pitstops.

Woodward was quickly dispensed with and eventually slipped to fourth, allowing Correa to ease to victory

ahead of Marcel Marateotto/Cencetti. Abbott, frustrated domestically this year, again took SR3 class honours.

● Ben Evans

RESULTS (BOTH 19 LAPS) 1 Terrence Woodward/Ross Kaiser (SR8); 2 Jamie Constable (SR8) +13.051s; 3 Konstantin Calko (SR8); 4 Ronnie Valori/Marco Jacobini (SR8); 5 Jeremy Ferguson (SR8); 6 Richard True/John Harrison (SR8). CW James Abbott (SR3). FL Victor Correa (SR8) 2m18.638s (113.01mph). RACE 2 1 Correa; 2 Marcel Marateotto/Marco Cencetti (SR8) +19.115s; 3 Ferguson; 4 Mark Smithson/Christian Kronegard (SR8); 5 Woodward/Kaiser; 6 Mike Cantillon (SR8). CW Abbott. FL Cencetti 2m36.848s (99.89mph).





Smith headed two frenetic Caterham Graduate fights

CATERHAM CLASSIC GRADUATES CADWELL PARK, SEPTEMBER 7-8 BARC

Smith fend them off for double

GRAHAM SMITH WAS MADE TO WORK exceptionally hard for both his victories as seven drivers made their cases over the two races.

It was nip-and-tuck with the almost identically named Graeme Smith in race one, with both sharing the lead until Andrew Outterside got between them at the Gooseneck on lap six. A lap later, Graeme led briefly before Graham took charge, and seven cars moved in to challenge.

As Graeme started to lose ground the lead went to and fro, with the other Smith leading out of Charlies

on the last lap only for Outterside to repass at Park. Outterside then spun after contact at Mansfield, recovering in seventh, as Graham Smith took the win from Stuart Thompson, James Russell and Stuart Higgins.

The race-one winner duelled with Russell from the start of the second race, but once again neither was able to consolidate. Smith tended to have the lead into Coppice, but repeatedly Russell had the edge at Park.

Thompson held third for the first nine laps, with Higgins on his tail, as once again they were part of a

squabbling seven-car train.

After starting on the penultimate row of the grid, Outterside was able to work his way through the order. He took third with three laps to go and was second to Smith into Park a lap later and looking for the lead.

The lead changed at the same corner with a lap to go, but Outterside was unable to hold on. They ran side-by-side, but Smith led from Chris Curve and secured his double. "That more than made up for my race-one disappointment, but I just had nothing left at the end,"

said Outterside later.

Russell held on to third, with Graeme Smith claiming fourth from Thompson on the penultimate lap and Higgins completing the top six.

● Peter Scherer

RESULTS (BOTH 13 LAPS) 1 Graham Smith; 2 Stuart Thompson +0.520s; 3 James Russell; 4 Stuart Higgins; 5 Graeme Smith; 6 Trevor Harber. **Fastest lap** Thompson 1m46.870s (73.67mph). **RACE 2** 1 Graham Smith; 2 Andrew Outterside +0.572s; 3 Russell; 4 Graeme Smith; 5 Thompson; 6 Higgins. **FL** Outterside 1m46.836s (73.69mph).

NORTH WEST SPORTS SALOONS CADWELL PARK, SEPTEMBER 7-8 BARC

Safety car thwarts Watson after feisty first-race win

GARRY WATSON HELD OFF SIMON Allaway to win the opener but was overhauled by his rival in race two.

Watson's Westfield jumped Rob Spencer's polesitting Locosaki into Coppice on the opening lap, as Allaway passed Philip Duncan.

A broken gearbox ended Spencer's charge, while the Lotus Esprit of Allaway closed in over the final laps but was unable to make a move stick.

Watson led Allaway and Duncan in race two before the safety car emerged when the BMW M3 of Dennis Crompton tangled with Joe Spencer's Locosaki.

Allaway powered past after the

green flag, while Watson held on to triumph over Duncan for second.

● Peter Scherer

RESULTS (14 LAPS) 1 Garry Watson (Westfield SeiW); 2 Simon Allaway (Lotus Daytona Esprit V8) +0.649s; 3 Philip Duncan (Westfield SeiW); 4 Brian Dean (Westfield SE); 5 Dennis Crompton (BMW M3 E36); 6 Kevin Cryer (Caterham Seven). **Class winners** Allaway; Crompton; Richard Roundell (Vauxhall Vectra); Graham Saul (Ford Fiesta XR2). **FL** Allaway 1m30.362s (87.12mph). **RACE 2 (12 LAPS)** 1 Allaway; 2 Watson +0.795s; 3 Duncan; 4 Iain Gorrie (Ultima GTR); 5 Cryer; 6 Paul Woolfitt (Z Cars Mini). **CW** Watson; Oliver Thomas (Subaru Impreza WRX); Roundell; Saul. **FL** Allaway 1m31.831s (85.73mph).



Watson leads as Allaway lurks in the background



Chapman is 2013 Max 5 champion

MAX 5 CADWELL PARK, SEPTEMBER 7-8 BARC

Chapman wins the title in style with another double

TWO MORE WINS FOR DAVID CHAPMAN crowned him the 2013 champion, but it was Jonathan Cryer who made the best of the start on both occasions.

In race one Cryer held on for four laps before going wide at Mansfield, allowing Jonathan Halliwell and Chapman by. But Halliwell's lead only lasted to the Mountain, where two wheels on the grass and brief contact allowed Chapman to take control.

Cryer dropped well back but inherited second when Halliwell spun at Hall Bends on the last lap. Halliwell finished fourth behind Paul Roddison.

Chapman swiftly led race two, taking the lead at Chris Curve on the

opening lap after Cryer's flying start. Halliwell was straight into third and all three held station until Roddison snatched third again on the final lap.

Debutant James Harris was a double class winner after two entertaining duels with Liam Murphy.

● Peter Scherer

RESULTS (BOTH 12 LAPS) 1 David Chapman; 2 Jonathan Cryer +9.875s; 3 Paul Roddison; 4 Jonathan Halliwell; 5 Ian Loversidge; 6 Simon Fleet. **CW** James Harris. **FL** Halliwell 1m44.430s (75.39mph). **RACE 2** 1 Chapman; 2 Cryer +1.732s; 3 Roddison; 4 Halliwell; 5 Loversidge; 6 Fleet. **CW** Harris. **FL** Chapman 1m44.652s (75.23mph).

**CATERHAM ACADEMY
ROCKINGHAM, SEPTEMBER 7
BRSCC**

Sales follows Heaton's lead for first win

HENRY HEATON TOOK FULL ADVANTAGE of opening-lap problems for title rivals Chris Hutchinson and Nick Horton to claim victory in the Group 1 contest, while William Smith saw his unbeaten run in Group 2 finally ended by Jack Sales.

In the opener, Horton made a poor start from second on the grid but third-placed Heaton did the opposite and, as the 22-car field stormed towards the Deene Hairpin, Heaton was putting pole-position man Hutchinson under pressure.

As Hutchinson tried to hold his lead, he slid into the tyre barrier on the exit of the hairpin and dropped to the rear of the field. Heaton emerged the leader, closely followed by Daniel Livingstone, James Houston and the recovering Horton.

Horton snatched third at Deene from Houston on lap three as they looked to close down Livingstone. As Heaton built up a sizeable lead, the chasing trio tightened up.

By the final lap, the second-place battle barrelled into Deene as one,



Sales held off Bristow for first win of the year

SNAPPYRACERS

leading to contact between Horton and Houston. Houston recovered to finish third behind Livingstone and the victorious Heaton, but was later handed a five-second penalty, dropping him to fifth and elevating Thomas Readman to third.

In Group 2, Sales led from pole, although he nearly lost out to Tim Dickens, who tried an ambitious move to grab the lead on the outside at Deene. Dickens ran off track and dropped down the order, but making better progress was Lee Bristow, who had worked his way ahead of Smith

and into second by lap three.

The top three ran close for the remainder, but Sales held his nerve to claim his first victory of the year. At the flag, the top three were covered by just 0.509 seconds.

● Mark Libbeter

RESULTS (BOTH 9 LAPS) 1 Henry Heaton; 2 Daniel Livingstone +8.261s; 3 Thomas Readman; 4 Nick Horton; 5 James Houston; 6 Daniel Wade. **FL** Heaton 1m44.824s (70.40mph). **GROUP 2** 1 Jack Sales; 2 Lee Bristow +0.368s; 3 William Smith; 4 Scott Harrison; 5 Dan Gore; 6 Cedric Bloch. **FL** Bristow 1m44.504s (70.61mph).

PICKUPTRUCKS ROCKINGHAM, SEPTEMBER 7 BRSCC

Grindrod out of rivals' reach at Rockingham

HAVING MISSED OUT ON A RACE victory at the Rockingham Oval back in May, Nic Grindrod made amends by scoring two superb wins in a pair of gripping Pickup Truck contests.

There may have been only 11 entrants, but more than half the field were involved in race-long battles for the lead in both events. Grindrod, Paul Poulter, Antony Hawkins and Pete Stevens were among them.

Poleman Hawkins led at the start of race one, pursued by Stevens. Soon the leaders were being reeled in by Poulter and Grindrod though. As Hawkins slipped back, Poulter and

Grindrod soon worked their way to the front and indulged in a typically hard-fought duel, making slight contact in the closing stages.

With one lap to go, Grindrod held the initiative and kept it until the flag. Stevens held off a late challenge from Michael Smith to claim third, which would later become second when Poulter was disqualified.

Poulter's fortunes failed to improve in race two. Again he was fighting Grindrod, Stevens and Smith for the lead before crawling into pits with a mechanical problem on lap 28. An engine misfire late in the race also

ruined Hawkins's chances, dropping him to ninth by the finish.

The demise of two of the leading cars left Grindrod to battle Stevens for the win. Despite his best efforts, Stevens could not get past, missing out by a mere 0.138 seconds.

● Mark Libbeter

RESULTS (BOTH 35 LAPS) 1 Nic Grindrod; 2 Pete Stevens +0.717s; 3 Michael Smith; 4 Antony Hawkins; 5 Paul Tompkins; 6 David O'Regan. **FL** Grindrod 40.394s (131.81mph). **RACE 2** 1 Grindrod; 2 Stevens +0.138s; 3 Tompkins; 4 Smith; 5 O'Regan; 6 Paul Jones. **FL** Stevens 40.467s (131.57mph).



Grindrod edged two frantic Pickup Truck races

SNAPPYRACERS



JONES

Caterham Sigmoid Grads

Neil Shinner can count himself unfortunate not to have left Cadwell Park with at least one win. In the first race he led until the penultimate lap, when Jeremy Webb (above) surged by to snatch victory into Coppice. After losing out to Webb at Coppice on lap seven of race two, Shinner regained the advantage only to lose out again on the last lap.

Super/Sigma Grads

Dylan Stanley took a lights-to-flag win in the first race at Cadwell, with Charles Elliott grabbing a late second from Kenny Young, after losing ground during an entertaining duel with Toby Briant. It got a little too close in race two when Briant and Stanley clashed at the Mountain and Barn on the last lap, allowing Young to take them both for the win.

Caterham Mega Grads

Both races went down to the wire after race-long duels between Adrian Russell and Brett Ray at Cadwell. Russell lay in wait and, after taking second at Park on lap eight, he led Ray with an identical move a lap later to take victory. But the roles were reversed in race two, with Ray snatching the advantage onto the Mountain for the final time.

TVR Challenge

He briefly led each race at Rockingham, but ex-BTCC racer Darren Dowling could not stop Tim Hood securing another double victory in his seven-litre Sagaris. Tim Davis inherited third in race one after Dean Cook suffered a loss of power. Cook bounced back in race two, though, charging through to third from 11th on the grid.

Production Golf GTI

A great start, coupled with mechanical issues for several of his rivals, helped Simon Hill (below) to take full control of race one, leading home Nick Porter and Craig Roberts. Class B runner Roberts was inspired in race two, fending off Hill to claim victory, with Chris Webb sealing an unchallenged third.



SNAPPYRACERS

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FROM ADVERSITY TO CELEBRATION

“TALLULA II” SCORES A PODIUM ON HER MAIDEN OUTING AT THE BARCELONA 24Hr RACE FINISHING 3rd in Class A5

Dave Cox would like to thank Denchy & Leary for all their tireless effort, hard work (often thru' the night) and dedication in building “TALLULA II” into such a fantastic racing car.



Thank you to his sons, Michael & Jason and to Stephen Borness for driving superbly which has allowed Dave to add another podium finish to his 24 Hr CV which now reads 14 Class Podiums.



A big thanks also to everyone who helped to make the event such a great success; Brownie for doing a sterling job as a virgin team manager, Denchy, Leary, Gilly, Dan, Callum, Kenny & Josh for keeping the car going. Michele & Katie for keeping us fed & watered; Dawny for all her usual kind help & support (sorry you couldn't be with us), Clive for the great pictures and Nigel & Karen of The Casino Xscape MK.

Dan, Rob & Josh of Advanced Motorsport & Engineering for all your technical help and to Brian & Sally for the fantastic graphics which make “TALLULA II” look as stunning as she does!



NATIONAL RESULTS ROUND-UP

SNETTERTON 300
MSVR, SEPTEMBER 7-8



MONOPOSTO MOTO/1800 (8 LAPS)

1 Jason Timms (Speads RM07); 2 Geoff Fern (JKS TFR 11) +5.880s; 3 Mark Jackson (Reynard 845F); 4 Dax Ward (Jedi Mk6); 5 Chris Levy (Van Diemen RF83); 6 Mike Scott (Speads RM02). **Class winners** Jackson; Adrian Heath (Van Diemen); Dane Catanzaro (Mygale SJ00).

Fastest lap Timms 1m57.547s (90.92mph).

RACE 2 (4 LAPS) 1 Timms; 2 Marc Fortune (Jedi Mk6) +5.076s; 3 Chris Scott (Speads RM02); 4 Jackson; 5 Mike Reed (Jedi Mk6); 6 Adam Quartermaine (Van Diemen). **CW** Jackson; Quartermaine; Catanzaro. **FL** Fortune 2m11.009s (81.58mph).

MONOPOSTO 2000/CLASSIC (7 LAPS) 1 Robbie Watts (Lola F106/03); 2 Malcolm Scott (Dallara F398) +13.767s; 3 Russ Giles (Dallara F398); 4 Daryl Jones (Vauxhall Lotus); 5 Kevan McLurg (Dallara F397); 6 Kevin Otway (Vauxhall Lotus). **CW** Jones. **FL** Watts 1m53.272s (94.35mph). **RACE 2 (8 LAPS) 1 Scott;** 2 Watts +1.173s; 3 Tony Bishop (Dallara F304); 4 Jones; 5 Otway; 6 Giles. **CW** Jones. **FL** Watts 1m54.015s (93.74mph).

HISTORIC V8 (9 LAPS) 1 Simon Cripps (MGB GT); 2 Rob Spencer (MGB GT) +6.600s; 3 Chris Tilly (MGB GT); 4 Robin North (Ford Mustang); 5 Bernard Foley (MGB GT); 6 John Wilson (MGB GT). **FL** Wilson 2m06.505s (84.84mph). **RACE 2 (10 LAPS) 1 Wilson;** 2 Cripps +2.887s; 3 Tilly; 4 Spencer; 5 Terry Gisborne (De Tomaso); 6 Al Weyman (Chevrolet Camaro). **CW** Tilly; Weyman. **FL** Wilson 2m06.403s (84.55mph).

RACE 3 (7 LAPS) 1 Wilson; 2 Cripps +4.454s; 3 Spencer; 4 Foley; 5 Adam Simmonds (Ford Mustang); no other finishers. **CW** Spencer; Simmonds. **FL** Wilson 2m05.743s (84.99mph).

SILVERSTONE NATIONAL
MSVR, SEPTEMBER 7



QUAIFE INTERMARQUE (BOTH 15 LAPS)

1 Matt Simpson (Vauxhall Tigra); 2 Chris Brockhurst (Tigra) +4.593s; 3 Malcolm Blackman (Tigra); 4 Simon Smith (BMW Z4); 5 Keith White (Z4); 6 Daniel Smith (Tigra). **FL** Simpson 1m01.291s (96.26mph). **RACE 2 1 Simpson;** 2 Brockhurst +2.257s; 3 Blackman; 4 White; 5 S Smith; 6 D Smith. **FL** Simpson 1m00.896s (96.89mph).

MSVT TRACKDAY TROPHY (37 LAPS)

1 Lee Spencer/Jason Brooks (BMW E36 M3); 2 Andy Wilkins (Renault Clio Cup) +31.654s; 3 Henry Curtis (Peugeot 205); 4 Simon Hogg/George Wright (Porsche 944 S2); 5 Richard Bromley/Andrew Montgomery (Mini Cooper S); 6 Leon Bidgway/Andy Chapman (Toyota MR2 Turbo). **CW** Curtis; Hogg/Wright; Benjamin Corbey (Honda CRX); Scott Lawson (BMW 318

Ti). **FL** Spencer/Brooks 1m06.888s (88.21mph). **MSVT TEAM TROPHY (52 LAPS) 1 Steve Smees/Martin Schofield (Honda Integra);** 2 Darren Goes (SEAT Leon Supercopa) +1.077s; 3 Neil Newstead/Simon Ruxton-Cocker (BMW E36 M3); 4 Steve Atkinson (Porsche 968 CS); 5 Andy Ball/Rich Hughes (Porsche 968); 6 Perry Winch/Andy Wilmot (Renault Clio). **CW** Atkinson; David Thomas (Renault Clio Cup); Jamie McHugh (Porsche 944 S2); Daniel Gill/Jonathan Nicholls (Ford Fiesta). **FL** Newstead/Ruxton-Cocker 1m06.314s (88.97mph).

DULTON PARK
MGCC, SEPTEMBER 7



ECURIE GTS (18 LAPS) 1 Scott Quattlebaum (Elva Courier); 2 Andrew Bentley (MGB Roadster) +21.255s; 3 Richard McKeon (Triumph TR4a); 4 Paul Land (MGB Roadster); 5 John Yea (MGB Roadster); 6 Ian Prior (MGB). **CW** McKeon; Allan Cameron/Neil Cameron (Austin Healey Ashley Sprite Mk3). **FL** Quattlebaum 2m05.726s (77.08mph). **MG MIDGET & SPRITE CHALLENGE (10 LAPS)**

1 David Weston (Midget); 2 Edward Reeve (Midget) +31.735s; 3 Tom Neat (Midget); 4 Stephen Pegram (Midget); 5 Richard Bridge (Midget); 6 Andrew Actman (Austin Healey Sprite). **CW** Neat; Tom Walker (Austin Healey Sprite Mk1); Nicolas Maduz (Midget); Carl Chadwick (Austin Healey Sprite). **FL** Weston 1m56.446s (83.22mph).

PETER BEST INSURANCE CHALLENGE (10 LAPS)

1 Peter Bramble (MG ZR 160); 2 James Walpole (MGB Roadster) +1.887s; 3 James Darby (MGB GT); 4 Paul Eales (MGB GT); no other starters. **CW** Walpole. **FL** Walpole 2m06.478s (76.62mph).

MORGAN CHALLENGE (14 LAPS) 1 Keith Ahlers (Plus 8);

2 Matthew Wurr (Plus 8) +46.199s; 3 Phillip Goddard (Plus 8); 4 Roger Whiteside (Plus 8); 5 Andy Green (Plus 8); 6 Tony Lees (Plus 8 Sports). **CW** Green; Simon Orebi Gann (Roadster Lwt); Sharlie Goddard (Plus 8); Tim Parsons (4/4 Sport); James Sumner (4/4). **FL** Ahlers 1m52.117s (86.43mph).

CADWELL PARK
BARC, SEPTEMBER 7-8



CATERHAM SIGMAX GRADUATES (14 LAPS)

1 Jeremy Webb; 2 Neil Shinner +0.101s; 3 Ian Anderson; 4 Mick Whitehead; 5 Richard Pursglove; 6 Nick Pancisi. **FL** Webb 1m37.717s (80.57mph). **RACE 2 (13 LAPS) 1 Webb;** 2 Shinner +0.123s; 3 Anderson; 4 Martin Amison; 5 Whitehead; 6 Rick Potter. **FL** Webb 1m38.007s (80.33mph). **CATERHAM SUPER & SIGMA GRADUATES (BOTH 13 LAPS)**

1 Dylan Stanley; 2 Charles Elliott +3.284s; 3 Kenny Young; 4 Toby Briant; 5 Justin Cox; 6 Gareth Cordey. **CW** Amanda Black. **FL** Briant 1m39.303s (79.28mph). **RACE 2 1 Young;** 2 Cordey +6.706s; 3 Andy Molson; 4 Elliott; 5 Chris Rome; 6 Anthony Jaffe. **CW** Black. **FL** Stanley 1m39.062s (79.47mph). **CATERHAM MEGA GRADUATES (10 LAPS) 1 Adrian**

Russell; 2 Brett Ray +0.321s; 3 David Hewitt; 4 Matt Thompson; 5 Peter Frith; 6 Glenn Burtenshaw. **FL** Russell 1m38.790s (79.69mph).

RACE 2 (13 LAPS) 1 Ray; 2 Russell +0.559s; 3 Michael Rowland; 4 Frith; 5 Hewitt; 6 Nick Frost. **FL** Russell 1m38.740s (79.73mph).

MGOC CLASS Z (BOTH 7 LAPS) 1 Vince Pain; 2 Andrew Rogerson +12.422s; 3 Ian Evans; 4 John O'Brien; 5 Lee Sullivan; 6 Fergus Campbell. **FL** Pain 1m46.758s (73.74mph).

RACE 2 1 Ben Palmer; 2 Sullivan +2.031s; 3 Rogerson; 4 Campbell; 5 Jamie French; 6 Nick Golhar. **FL** Palmer 1m45.450s (74.66mph).

MGOC CLASSES A, B, F & I (BOTH 9 LAPS)

1 Peter Highton (F); 2 Mark Baker (F) +6.069s; 3 Simon Kendrick (F VVC); 4 Paul Wisbey (F VVC); 5 Brian Butler (F); 6 Gareth Jones (F). **CW** David Amplett (B Roadster); Ben Duncalf (Montego); Jeremy Rivers-Fletcher (ZS). **FL** Highton 1m48.208s (72.75mph). **RACE 2 1 Baker;** 2 Kendrick +0.133s; 3 Wisbey; 4 Butler; 5 Jones; 6 Amplett.

CW Amplett. **FL** Kendrick 1m48.902s (72.29mph). **SUPERKART UK CUP 125 (7 LAPS) 1 Matt Isherwood (Anderson/Magnum Vortex);** 2 Danny Edwards (F1/TM) +0.723s; 3 Lee Plain (Anderson/Vortex); 4 Kevin Waring (F1/Redspeed TM); 5 Dean Priest (Anderson/Vortex); 6 Louise Colin (Anderson/Pavesi). **CW** Ian Larder (Maranello/TM). **FL** Isherwood 1m29.533s (87.93mph).

RACE 2 (10 LAPS) 1 Isherwood; 2 Edwards +0.473s; 3 Waring; 4 Danny Butler (F1/TM); 5 Ben Willshire (Anderson/PFP SGM); 6 Colin. **CW** Larder. **FL** Edwards 1m29.294s (88.17mph).

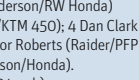
RACE 3 (5 LAPS) 1 Edwards; 2 Butler +6.647s; 3 Waring; 4 Willshire; 5 Priest; 6 Plain. **CW** Larder. **FL** Edwards 1m29.164s (88.30mph).

SUPERKART CUP 250 (ALL 11 LAPS) 1 Paul Platt (PVP/Redspeed Honda); 2 Louis Wall (Anderson/RW Honda) +3.357s; 3 Stephen Clark (Anderson/KTM 450); 4 Dan Clark (Anderson/Redspeed Honda); 5 Trevor Roberts (Raider/PFP Honda); 6 Richard Blackburn (Anderson/Honda).

CW S Clark. **FL** Wall 1m25.538s (92.04mph). **RACE 2 1 D Clark;** 2 Platt +0.255s; 3 James O'Reilly (PVP/Viper Honda); 4 Wall; 5 Toby Davis (Anderson/Viper Honda); 6 Blackburn. **CW** Andrew Gulliford (Apex/KTM 450).

FL D Clark 1m25.624s (91.95mph). **RACE 3 1 Platt;** 2 D Clark +0.451s; 3 Wall; 4 Blackburn; 5 S Clark; 6 Ashley Mack (Anderson/Honda). **CW** S Clark. **FL** Platt 1m24.318s (93.37mph).

ROCKINGHAM
BRSCC, SEPTEMBER 7



TYR CHALLENGE (12 LAPS) 1 Tim Hood (Sagaris);

2 Darren Dowling (Sagaris) +3.516s; 3 Tim Davis (Tuscan); 4 Hugh Marshall (Tuscan); 5 Graham Walden (Tuscan RV8); 6 Dave Cant (Tuscan RV8). **CW** Davis; Walden; Chris Hayward-Browne (Chimera). **FL** Hood 1m31.172s (80.94mph).

RACE 2 (13 LAPS) 1 Hood; 2 Dowling +8.310s; 3 Dean Cook (Tuscan); 4 Christian Douglas (Tuscan); 5 Davis; 6 Keith Vaughan Williams (Tuscan). **CW** Cook; Walden; Hayward-Browne. **FL** Hood 1m30.863s (81.22mph).

PRODUCTION GOLF GTI MK2 (BOTH 11 LAPS)

1 Simon Hill; 2 Nick Porter +2.291s; 3 Craig Roberts; 4 Chris Webb; 5 Rory Baptiste; 6 Paul Blackburn. **CW** Roberts. **FL** Hill 1m48.484s (68.02mph).

RACE 2 1 Roberts; 2 Hill +0.457s; 3 Webb; 4 David Parris; 5 Blackburn; 6 Baptiste. **CW** Hill. **FL** Roberts 1m48.220s (68.19mph).

HONDA CIVIC CUP (BOTH 9 LAPS) 1 Robert Baker;

2 Luke Sedzikoski +8.353s; 3 Richard Hockley; 4 Martin Coles; 5 Tim Evans; 6 Mark Anderson. **FL** Baker 1m44.808s (70.41mph).

RACE 2 1 Baker; 2 Sedzikoski +4.907s; 3 Hockley;

4 Evans; 5 Craig Shore; 6 Michael Hamlett. **FL** Baker 1m44.629s (70.53mph).

CROFT
DDMC, SEPTEMBER 8



SALOON & SPORTS CAR SPRINT CHALLENGE

(BOTH 12 LAPS) 1 Stewart Mutch (MX50R); 2 Simon Baker (Ford Fiesta) +25.132s; 3 Matthew Short (Mazda MX5 Mk1); 4 Brian Chandler (MX5); 5 Stephen Craggs (MX5); 6 James Rogers (MX5). **FL** Mutch 1m40.024s (75.58mph). **RACE 2 1 Mutch;** 2 Baker +3.663s; 3 Short; 4 Chandler; 5 Rogers; 6 Craggs. **FL** Baker 1m40.716s (75.06mph).

SALOON & SPORTS CAR ENDURO CHALLENGE

(12 LAPS) 1 John Cockburn (BMW 318ti); 2 Neil Finnigan (Caterham R400 SV) +0.873s; 3 Ben Short/M Short (MX5); 4 Rogers; 5 John Powell (MX5); 6 Carl Powell (MX5). **FL** Cockburn 1m39.347s (76.10mph).

NSCC CLASSES A & E (BOTH 11 LAPS) 1 Bill Addison (Caterham Superlight); 2 Peter Cook (Mitsubishi Evo) +14.372s; 3 Chris Huntley (Ginetta G50); 4 Neil Claxton (Suzuki SC100); 5 Fraser Robertson (G50); 6 David Botterill (Porsche 944). **CW** Cook; Claxton. **FL** Richard Waring (Lotus Europa) 1m29.958s (84.04mph).

RACE 2 1 Waring; 2 Cook +18.273s; 3 Claxton; 4 Botterill; 5 Stuart Carr (Caterham CSR); 6 Phil House (VW). **CW** Cook; Mark Leybourne (Westfield SEiW). **FL** Waring 1m30.084s (83.92mph).

NSCC CLASSES B-D & H (BOTH 11 LAPS)

1 Andrew Morrison (SEAT Leon Cupra); 2 Andrew Wilson (BMW M3) +2.469s; 3 Myles Collins (Peugeot 205 GT1); 4 Allan Gibson (Lotus Exige); 5 Brian Morris (Datsun 240Z); 6 Martin Lofthouse (Triumph TR8). **CW** Collins; Morris; David Cox (205 GT1). **FL** Morrison 1m32.115s (82.07mph).

RACE 2 1 Morrison; 2 Wilson +4.791s; 3 Gibson; 4 Collins; 5 Lofthouse; 6 Paul Moss (Citroen Saxo). **CW** Collins; Lofthouse; Cox. **FL** Morrison 1m33.003s (81.29mph).



Chris Bentley's Porsche caught fire on final lap of GT Cup race at Snetterton

NORWICH PHOTO

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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



Don't put unfair limits on racing

With the proposed MSA track limits regulation change for 2014, as drivers we will not only have to concentrate on trying to get around tracks as fast as possible while dicing with our fellow racers, we'll also have to try desperately hard to stay within the white lines to avoid a penalty.

Our sport is supposed to be fun, about trying to push the limits and put on a show. This obsession with track limits is all wrong.

Could the MSA please consider asking for competitors' views, rather than listening to the circuit operators

before settling on the proposed new rules.

Jonathan Palmer says "some competitors will no doubt bemoan the introduction of the new rule, generally due to a lack of full understanding".

I consider myself a sensible racing driver and I do understand the implications. I would ask, do the circuit owners and racing clubs understand the full implications of what it could do to racing?

I write this as a passionate racer, driver coach, track day organiser and above all motorsport enthusiast.

Ed Moore, by email

Mark Hughes' analysis of the

lack of a McLaren dominance to rival those of Williams, Ferrari or Red Bull (September 5) overlooks Woking's determination to field two drivers of equal status.

In the last 20 years McLaren has only had a de facto number one in 2008/09 – winning the former against a Ferrari team that was, unusually, fielding drivers of equal status.

Each year even the previously defeated 'equal number one' will again demand attention when the team is competing against rivals structuring their every decision around the needs of one driver.

Paul Irwin
Bexleyhealth

During the last 50 years,

McLaren has become an iconic name in F1 and with that has come a pursuit of sporting success and excellence.

Even in the tougher times there has always been an air about the team that sets them apart as tough competitors and never one to underestimate.

The art of racing is McLaren.

Michael Brierley
By email

This may be controversial,

especially given the shenanigans in F1 over the years. However, when Vettel cheated Webber out of his victory at the Malaysian GP, for me, F1 died that day.

In the races that have followed, I've found myself very detached. Vettel the

bad sportsman has gone on to dominate and walk to his next championship, all smiles as if Sepang was no big deal.

What has surprised me is that five months on I am still angry as hell. The guy has so much talent, but that one moment of ill-judged opportunism has tarnished him, and by extension F1, in a way that I can't ignore.

Adam Barak
By email

CORRECTIONS

Our report of this year's 2CV24 Hours (September 5, p84) mistakenly omitted the name of the fourth driver in the class-winning Team Stinky entry that finished second overall. Our apologies to team owner/driver Christine Thompson.

In pictures

Exciting images from an auction house to Monza, to Nurburg via Sonoma

THIS LITTLE LOT SHOULD FETCH A PRETTY PENNY
This collection of classic Ecurie Ecosse machinery will be going under the hammer at Bonhams in December



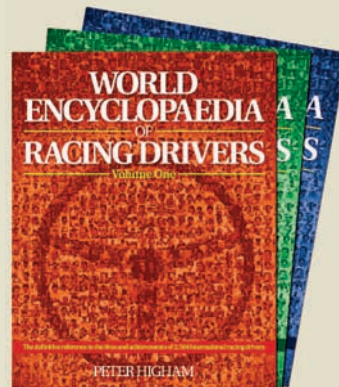
In the shops

Desirable new releases

ENCYCLOPAEDIA OF DRIVERS

£175 – haynes.co.uk

Former AUTOSPORT staffer Peter Higham has compiled this incredible, 1000-page collection of 2500 racing driver profiles. With almost one million words, the three-volume tome, which comes in a sturdy slipcase, offers an invaluable research tool for motorsport history lovers – everybody who was/is anybody in international racing is here, with key biographical and statistical info.



RETRO LEGENDS T-SWEATS

£34.99 – autosport.com/shop

Autumn's on its way so these Retro Legends T-sweats, combining a T-shirt style with the long sleeves and thicker material of a sweatshirt, may be the thing to wear. Each one features an aged-effect logo of yesteryear. Check the website for available designs.



JAMES HUNT McLAREN M23

£59.99/£149.99 – autosport.com/shop

To coincide with the release of Ron Howard's racing flick *Rush* tomorrow (Friday), Minichamps has released diecast models of James Hunt's world title-winning McLaren M23 in both 1:43 (£59.99) and 1:18 (£149.99) scale. Both models come with removable rear bodywork that reveals the DFV powerplant, but neither sadly comes with Marlboro livery.



LEWIS SOAKS UP THE MONZA AIR
Lewis Hamilton is making a habit of visiting old parts of classic F1 venues. After taking a look at the Masta Kink at Spa, he walked the Monza banking last weekend



HONE/LAT

RACE ACE DRIVES A COOL CAR ON A MEGA TRACK
Here's a gratuitous shot of GT racer Marc Lieb in flying form while testing Porsche's new 918 hypercar around the Nurburgring Nordschleife



"Y'ALL COME BACK NOW, D'YA HEAR?"
Tom Chilton scored his first WTCC victory at Sonoma on Sunday. The RML racer clearly had some great motivation to do it



66

WHAT'S ON

ON TRACK IN THE UK



MGs are strong at Rockingham but is it too late for Plato?

ROCKINGHAM

TOCA

September 14-15
rockingham.co.uk

We're approaching the climax of the BTCC season, and it's predictably all still to play for at the top of the table. Triple champion Matt Neal is clinging to a narrow six-point lead from Honda privateer Andrew Jordan. Reigning champ Gordon Shedden has slipped back a bit after an engine failure during his home round last time

out at Knockhill, while WSR BMW ace Colin Turkington is creeping into contention for a second title after a double win in Scotland. The Triple Eight MGs were really strong in the dry at Rockingham last year, so will be hoping for a resurgence in Corby this weekend after a tough outing at Knockhill. Support comes from British Formula Ford, Renault Clio Cup UK, Porsche Carrera Cup GB, Ginetta GT Supercup and Ginetta Junior.

MONDELLO PARK

LMC

September 14-15
mondello.ie

It's the annual Leinster Trophy meeting at Mondello this weekend. Formula Vee and Formula Sheane have competed for the famous trophy in recent seasons and both are on the bill this weekend, along with Formula Libre, Irish Touring Cars, Historics, Global Lights, Ginetta Junior, Strykers, the burgeoning Fiesta Zetec category and GTs.



Mini Challenge is always a highlight of Scottish clubbies at Knockhill

DONINGTON PARK

BRSCC

September 14-15
donington-park.co.uk

A 17-race programme from the BRSCC, in what Donington is billing as a Saloon Car Festival. Ford Fiestas, Fiesta Junior, Mazda MX5 Mk1s, Time Attack and Alfa Romeos (with a Pre-91 Trophy race too) provide the tin-top thrills. Sports 2000 and the Open Sportscar Series supplement the action.

Superlight iterations, plus two races for the Mazda MX5 Mk3 SuperCup.

KNOCKHILL

SMRC

September 15
knockhill.com

Usual Scottish series for Formula Ford 1600, Minis, Fiestas, Legends, BMW Compacts, Sports Saloons and Classics.

BRANDS HATCH

SEMSEC

September 15
brandshatch.co.uk

DOUNE

British Hillclimb

Championship
 September 14-15
britishhillclimb.co.uk

ON TRACK AROUND THE WORLD

RALLY AUSTRALIA

World Rally Championship
 Rd 10/13

Coffs Harbour, Australia
 September 12-15

wrc.com

NASCAR SPRINT CUP

Rd 27/36

Chicagoland, Illinois, USA
 September 15

nascar.com

DTM

Rd 8/10

Oschersleben, Germany

September 15
dtm.com

GERMAN F3 CUP

Rd 8/9

Oschersleben, Germany

September 14-15
formel3.de

FORMULA RENAULT 3.5

Rd 7/9

Hungaroring, Hungary

September 14-15
worldseriesbyrenault.fr

EUROPEAN LE MANS SERIES

Rd 4/5

Hungaroring, Hungary

September 14
europeanlemansseries.com

EUROPEAN RALLYCROSS CHAMPIONSHIP

Rd 8/9

Greinbach, Austria

September 14-15
rallycrossrx.com



Sandown 500 means it's enduro time for Australian V8 brigade

V8 SUPERCARS

Rd 10/14

Sandown 500, Australia

September 15
v8supercars.com.au

Mikolajki, Poland

September 13-15,

fiaerc.com

ADAC GT MASTERS

Rd 7/8

Slovakia Ring, Slovakia

September 14-15
adac-gt-masters.de



Renault 3.5 field in action in Hungary

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY SEPTEMBER 12

0010-0215 **Motors TV**
International GT Open:
Spa Highlights
0020-0050 **Eurosport**
Inside the WTCC
0930-1000, 1730-1800 **ESPN**
NASCAR Now
1340-1445 **Motors TV**
British GT: Zandvoort Highlights
1800-1900 **Sky Sports 4**
Racemax

FRIDAY SEPTEMBER 13

0715-0815 **ESPN**
NASCAR Now
2330-0030 **ESPN**
ALMS: Baltimore Highlights

SATURDAY SEPTEMBER 14

0255-0420 **Channel 5**
Motorsport Mundial
0720-0820 **ITV4**
Motorsport UK
1030-1130 **Eurosport LIVE**
ERC: Rally Poland
1445-1815 **Motors TV LIVE**
ELMS: Hungary
1700-1800 **Eurosport LIVE**
ERC: Rally Poland
1715-1815 **Eurosport 2**
Formula Renault 3.5: Hungary Race 1
2000-2305 **Motors TV LIVE**
NASCAR Nationwide: Chicago

SUNDAY SEPTEMBER 15

0700-0800 **Sky Sports 4**
Racemax
0900-1000 **Premier Sports**
NASCAR Sprint Cup: Season Highlights
1020-1155 **Motors TV**



ELMS: Hungary Highlights
1045-1845 **ITV4 LIVE**
BTCC: Rockingham
1155-1400 **Motors TV**
NASCAR Nationwide:
Chicago Highlights
1215-1415 **ESPN LIVE**
DTM: Oschersleben
1400-1800, 2100-2305 **Motors TV**
V8 Supercars: Sandown Highlights
1700-1800 **Eurosport 2 LIVE**
ERC: Rally Poland
1800-1900 **Eurosport 2**
Formula Renault 3.5: Hungary Race 2
1845-1900 **ITV4**
World of Sport James Hunt special:
The Good, the Bad and the Ugly
1900-2300 **Premier Sports LIVE**
NASCAR Sprint Cup: Chicago
2305-0105 **Motors TV**
Grand-Am: Laguna Seca Highlights

MONDAY SEPTEMBER 16

0335-0425 **ITV**
Motorsport UK
0700-0800, 2100-2200 **ESPN**
NASCAR Sprint Cup:
Chicago Highlights
0900-1030, 1630-1800 **ESPN**
DTM: Oschersleben Highlights
2000-2200 **Sky Sports F1**
F1 Classics: Singapore 2009

ONLINE

HOT ON THE WEB THIS WEEK

YouTube ENZO FERRARI DOCUMENTARY



SEARCH FOR: The Story of Enzo Ferrari (49:09)

To compliment our retrospective feature (p62) about Enzo Ferrari, who died 25 years ago, watch this superb BBC film about the enigmatic Italian's life, featuring contributions from trusted team lieutenants, friends, former drivers and journalists.

AUTOSPORT+

Exclusive content coming up in our premium website this week

Sauber's Monza pace and Ferrari's decision

Keep up to speed with the latest on who Ferrari will sign to partner Fernando Alonso in 2014. Plus, Edd Straw looks at how Nico Hulkenberg and Sauber were able to run so strongly in the Italian Grand Prix after an otherwise difficult season.

GET AUTOSPORT ON THE MOVE

- IN THE IPAD ISSUE THIS WEEK...
- WATCH THE HIGHLIGHTS FROM SUPER GT AND UK CLUB RACING, AS WELL AS SHUNTS IN THE EUROPEAN F3 OPEN AT SPA
- ON SALE ALL OVER THE WORLD FOR ONLY £2.99



Download it now from autosport.com **AUTOSPORT**

Revved up over what's on the box



A FEW YEARS AGO, FOR SPORT Relief, the BBC aired *Only Fools On Horses*, a celebrity show-jumping series.

It sounded like the sort of programme Alan Partridge would have pitched to Tony Hayers, alongside Youth Hostelling with Chris Eubank, Inner-City Sumo and Monkey Tennis, if only he hadn't gone off the rails after downing that Blue Nun.

Given the sheer volume of airtime it has to fill, it should be no surprise that Sky's F1 channel has now plumbed these depths. Last weekend viewers were treated to a feature called *Pasta Maldonado* where the similarly named F1 racer, er, cooked a

pasta dish. If this was the sound of the bottom of the ideas barrel being scraped, here are a few other suggestions...

Jewels Bianchi

Natalie Pinkham joins the Marussia star on a jewellery-making course.

Valtteri's All Gold

Join Natalie Pinkham as she goes gourmet chocolate-making with Williams F1 driver Valtteri Bottas.

Hamilton's Academicals

Follow Natalie Pinkham as she accompanies 2008 world champion Lewis Hamilton to an inner-city high school, where he coaches a group of deprived

students through their Physics GCSEs.

Button Mushrooms

Watch Natalie Pinkham as she takes a trip to the west country with the 2009 world champion to forage for mushrooms. Look out for those Liberty Caps!

Herbert's Sherberts

Natalie Pinkham and F1 cheeky chappy Johnny Herbert attempt to decide which lagers and bitters make the best shandy.

Flabio Briatore

Natalie Pinkham embarks on a vigorous regime with Flavio Briatore as the former Benetton boss attempts to get in shape. **Revved Up**

Marcel Tiemann

“I had no seat fitting and no briefing. I had to just get in and drive!”

■ DTM Oschersleben ■ May 20, 2001 ■ Mercedes CLK-DTM ■ Late call-up for career-saving drive



Tiemann impressed on his comeback to the DTM with Merc

DESPITE NUMEROUS WINS

and even titles in other categories, the race that is the most significant in my life was the DTM round at Oschersleben in 2001.

After three years in FIA GT and one season in DTM with Mercedes-Benz I planned to switch to CART but the deal with Zakspeed/Forsythe never materialised. In fact, I had no drive available to me at all for 2001.

Then, at about 8am one Saturday in May, my phone rang. Mercedes-Benz team doctor Markus Schmitt, who was always a prankster, was on the other end.

“Marcel, we need you here in Oschersleben, get here quickly!”

“Oh yeah,” I replied, still half asleep. I hung up, as I was convinced those guys were just trying to wind me up because of my unsolved job situation with Zakspeed. Just seconds later, Doc Schmitt rang again: “Seriously, Marcel, we need you!”

Manthey Racing’s Bernd Maylander had broken his heel while jumping over a fence the evening before as he tried to shortcut

from the track to the hotel.

In no time I was on the Autobahn all the way from Hamburg. On the 300km trip to the track I stopped over at my parents place in Soltau to grab one of my old helmets. All the other gear was to be supplied once I got to the circuit.

I arrived at the track at the very same time qualifying got underway. I had no seat fitting, no briefing, nothing; I just had to get in the car

and go, even though I hadn’t sat in a race car for eight months.

On my first set of tyres I did something like 20 laps, just to get the feeling for the car. I eventually managed to qualify in P15 out of 22. Come Sunday, I drove steadily towards 12th place in the nine-lap qualifying race. I remember attacking Christijan Albers on the last lap. Afterwards he came around shaking his head in disbelief at me, but hey,

I was just doing my job and not willing to give way to any other drivers, Mercedes mates included.

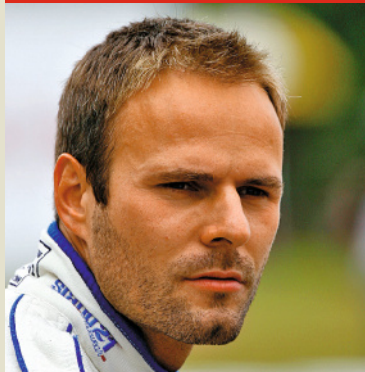
In the feature race, I gave it all I had on another new set of tyres that I had kept. I made a good getaway and gained places here and there. I kept overtaking people – including my Mercedes colleagues of course, who were not amused. Eventually I finished eighth.

After the race you could sense by the reaction of all the Mercedes and HWA bigwigs that they didn’t expect me to produce such a strong showing.

That race was so satisfying, especially as it saved my career at a crucial stage. Maylander was still injured for the next two rounds, at Lausitzring and Norisring. I scored strongly again, even finishing on the podium at the Norisring.

But team owner Olaf Manthey had put good faith in me. He offered me a regular drive in his Porsche for the 24-hour endurance races on the Nordschleife in the years to come. *Marcel Tiemann was talking to Gregor Messer*

PROFILE



MARCEL TIEMANN'S VICTORY

in the 1996 Monaco F3 race drew attention from Mercedes, which promoted him to FIA GTs and Le Mans and gave him a shot at the DTM in 2000. He then went on to win the Nurburgring 24 Hours five times. In May 2010, driving an Audi R8 in a GT Open race at Imola, Tiemann crashed and suffered life-threatening head injuries that would end his career aged just 36.



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Customer deposit:	£3,349.39	Acceptance fee¹:	£125.00	Total amount payable:	£16,956.36	Rate of interest:	4.2% fixed
Full deposit:	£4,349.39	Total payable by customer:	£15,956.36				

4.9% APR representative

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