

AUTOSPORT

FERRARI'S 2014 GAMBLE

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KIMI & ALONSO

DREAM TEAM OR NIGHTMARE?



Mark Hughes asks whether Raikkonen has still got what it takes

Jean Alesi "Fernando made a big mistake when he started to fight Ferrari"



'BEST-EVER' GOODWOOD REVIVAL

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LIMITED EDITION 1:43 SCALE

NEW

VA13105

Vauxhall Cavalier GSi

David Leslie and Ecurie Ecosse Team, 1993 Auto Trader RAC British Touring Car Championship, 7th in Championship. AVAILABLE APRIL 2014



Did you know?

Born in Dumfries in 1953, David Leslie raced in the BTCC for 13 years winning 9 races and finishing second in the 1999 Championship. His father, David Leslie senior, was a well known figure in Scottish motorsport and David jr followed in his footsteps winning the Scottish Karting Championship five times as a youngster before graduating to Formula Ford 1600 where he was again successful. A spell in British F3 was followed by racing in the C2 class of the World Sportscar Championship for the well-known Scottish Ecurie Ecosse team, which yielded a second overall in the 1987 Championship for Leslie and partner Ray Mallock. Tragically, Leslie was killed in March 2008, along with his friend and fellow racer Richard Lloyd, when the light plane in which they were travelling crashed in Farnborough, Kent.

NEW

VA13303

Ford Capri Mk1 3000GT

Roger Clark and Tony Mason, 1973 Avon Tour of Great Britain, DNF. AVAILABLE JANUARY 2014



NEW TOOLING

VA13501

Mini 1275 GT

Paddy Hopkirk and Tony Nash, Shell International Scottish Rally, 6th-12th June 1970, 2nd overall, 1st in class. AVAILABLE APRIL 2014



NEW TOOLING

VA13601

VW Golf GTI 16v Mk2

James Shead, 1988 Dunlop RAC British Touring Car Championship, Class C Champion, 8th overall. AVAILABLE JUNE 2014

Did you know?

VW's sister company, Audi, formerly withdrew from rallying in July 1988 so, in order to keep the company's cars in motorsport, VW's UK product manager, Nigel Walker, came up with the 'VW Bonus Programme' which supported entrants who wanted to enter VW products in racing or rallying if they had a chance of success. The total budget for John Maguire Racing to run a BTCC car during 1988 was just under £10,000 so having VW pay even a small percentage of that helped the team remain competitive throughout the season.



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POLE POSITION

Enjoying Goodwood while relishing F1 '14

AS THE PIECES OF THE JIGSAW FALL INTO PLACE for Formula 1 2014, the promise is a tantalising one already. Kimi Raikkonen joining Fernando Alonso at Ferrari is a truly fascinating prospect, and Mark Hughes delves into their recent past to give us clues as to what their future together holds on page 12.

Also examining bygone years, the Goodwood Revival celebrated its 16th edition in style over the weekend. Legions of 'Revivalists' were treated to some of its best-ever racing – I'm not the greatest fan of one-make competition, but I'll make an exception for a thundering cavalcade of Ford GT40s!

The celebration parades for Jim Clark, Tour de France and the Dambusters (my late uncle was a Lancaster pilot) were majestic in their scale. Witnessing Sirs Jackie Stewart and Stirling Moss, plus Tony Brooks, John Surtees and Dario Franchitti heading a quite remarkable demo of Jimmy's cars was unforgettable.

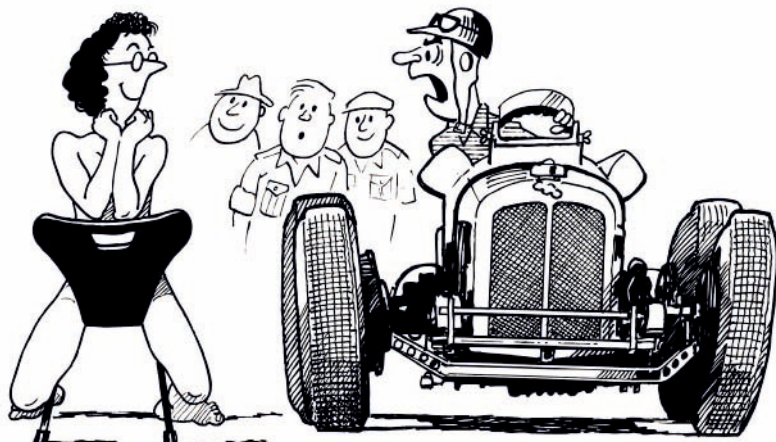
Stirring news too that there will be a second Goodwood race meeting next year (see page 81). We trust in Lord March that it will be another sparkling addition to its glittering calendar, and not detract from the Revival's magic.

Bradley

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BAMBER'S WEEK



I say Christine, I think you're taking this sixties period thing a bit far!

with apologies to the great Brockbank

FIND US ON



Cover Image: Ferraro/Hone/LAT
Inset Image: S Bloxham/LAT

PIT & PADDOCK

4 **THIS WEEK IN F1**

7 **MARK HUGHES: MPH COLUMN**

8 **THIS WEEK IN MOTORSPORT**

11 **JEAN ALESI: THE INSIDE LINE**

12 **KIMI'S FERRARI COMEBACK**

What it means for the Finn, the team – and Alonso

26 **SINGAPORE GRAND PRIX PREVIEW**

DEBRIEF

20 **FERRARI ENDS ITS 'SCHUMACHER' ERA**
Raikkonen signing means it's equal number ones

22 **AMERICA'S BALANCING ACT**

Doubts remain over USCR prototype equalisation

24 **DUTCH GROUP PLANS A1GP 'REBIRTH'**

Consortium plots 'family-friendly' race package

RACE CENTRE

30 **GOODWOOD REVIVAL**

Aston Martin sensation tops glorious Sussex event

40 **BTCC ROCKINGHAM**

Jordan stars as Austin takes emotional first win

44 **ROCKINGHAM SUPPORTS**

Cammish and Woodhead wrap up championships

46 **FORMULA RENAULT 3.5 HUNGARORING**

Da Costa rescues his season – and his career?

48 **DTM OSCHERSLEBEN**

BMW ace Farfus beats a flotilla of Audis

50 **NASCAR; GT MASTERS; SANDOWN 500; EUROPEAN RX; EUROPEAN RALLY**

56 **RALLY AUSTRALIA**

Ogier wins again from apologetic Neuville

61 **ELMS HUNGARORING**

Alpine pair wins to draw level with Thiriet

FEATURES

62 **LIFE WITH A SPEED LIMIT**

Scott Speed has gone from F1 to NASCAR minnow

64 **HOW CLINT BECAME A GUNSLINGER**

NASCAR racer Bowyer is now a title contender

66 **McLAREN AUTOSPORT BRDC AWARD**

Nominate your young UK star of the 2013 season

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84 **FREE McLAREN 50 POLO SHIRT**

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CLUB AUTOSPORT

81 **GOODWOOD PLANS SECOND EVENT**

New March meeting to evoke BARC history

86 **REPORTS**

Donington Park BRSCC; Doune hillclimb; Knockhill SMRC; Oulton Park BRSCC; Mondello Park Leinster Trophy; Brands Hatch SEMSEC

94 **FORMULA JUNIOR: STILL A DRAW**

From history to historics – a great way to go racing

THE BACK STRAIGHT

98 **THIS WEEK**

Readers' letters; best pictures; product reviews

100 **WHAT'S ON**

The best track and TV action in the coming week

102 **RACE OF MY LIFE: THIERRY BOUTSEN**

This week in F1



HULKENBERG IS THE FAVOURITE FOR LOTUS

Nico Hulkenberg is the frontrunner to replace the departing Kimi Raikkonen at Lotus next year.

The Sauber driver missed out on the Ferrari seat to Raikkonen, but is understood to have been the second choice. But speaking before he knew about Raikkonen's departure, Lotus team principal Eric Boullier confirmed Hulkenberg was on the short-list should the Finn leave.

"We know Nico is quite a good driver and fast," said Boullier. "I have known him for a long time, since he was in Formula BMW.

We all have plans, if the first one [Raikkonen] is removed, there will be a b-plan."

The German is known to be favoured by team management and engineering staff, although commercial considerations could yet open the door to an alternative.

Romain Grosjean's hopes of remaining with the team have also been boosted by Raikkonen's departure, with Boullier confirming that it would be "logical" for the Franco-Swiss driver to stay on for continuity if Raikkonen left.

MASSA TO FIGHT FOR CAREER



Felipe Massa has vowed to fight to stay in Formula 1 next year, and he has revealed that he has spoken to Lotus and McLaren about his future. "I'm not ending my career here –

I will fight for it," he told Brazilian TV. "We are having conversations. I've had contact with McLaren; with Lotus the contact was very good. Of course, I have to get a competitive car."

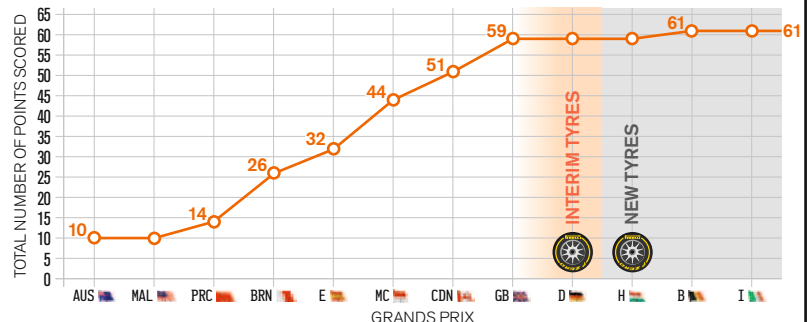
Mallya: tyre trouble key

Force India team principal Vijay Mallya insists his squad must solve the troubles that have been caused by the change in Pirelli's rubber, brought in at the Hungarian Grand Prix. "We have got to learn a lot more about the behaviour of these tyres and hopefully we will get on top of it before Singapore," said Mallya.

FORCE INDIA'S STRUGGLES

Since Pirelli started to change its rubber with an interim solution introduced in Germany prior to its permanent one in Hungary, Force India has struggled to score points.

KEY: ○ 2013 POINTS



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“On Sundays there is no question, we know Fernando is a brilliant racer, but on Saturdays Kimi will lift him to another level”



Mark Webber believes Kimi Raikkonen will push Fernando Alonso hard in qualifying next year

FIA'S COST WARNING

FIA president Jean Todt has warned F1 teams that he will be pushing through cost-cuts after their failure to agree measures. “It will be on the agenda, at the first meeting when we are involved, to bring in cost cutting,” said Todt.



Maldonado eyes home GP

Williams driver Pastor Maldonado is hopeful a successful Mexican Grand Prix next year will pave the way for one to be held in his native Venezuela. “Let’s see how the Mexican GP goes and then we need to sit down and check if we can do that,” he said.



F1 IN LATIN AMERICA

If Venezuela joins Brazil and Mexico on the F1 calendar, it will be the first time Latin America has staged three races in a season.

Argentina

Staged 20 world championship races in three stints, from 1953-'60, 1972-'81 and 1995-'98. All were staged at the Buenos Aires circuit.



Brazil

Joined the calendar in '73. Interlagos has staged 30 races from 1973-'77, 1979-'80 and '90 onwards, with Rio running 10 events in 1978 and 1981-'89.



Mexico

The Autodromo Hermanos Rodriguez will be revamped for F1's return next year. It has held 15 races from 1963-'70 and 1986-'92.



Ferrari recruits new aero man

Ferrari has signed ex-Lotus head of aerodynamics Dirk de Beer to fulfil the same role at Maranello. The South African, who previously worked for Sauber, is highly-rated and a key player in the Lotus team's recent success. Lotus has moved quickly to replace him by signing former Ferrari aero chief Nicolas Hennel.



Engine concerns for calendar

At least one F1 engine manufacturer has opened discussions with the FIA to express reservations about being able to do more than 20 grands prix

with the permitted five engines during 2014. A draft calendar featuring 21 races was revealed by AUTOSPORT two weeks ago.

2014 ENGINE USE RULES

The current engine regulations restrict each driver to eight per season. Next season, a total of five “power units” may be used, but are divided into separate elements that can be used in any combination.

THE ELEMENTS

- 1 Internal combustion engine
- 2 Motor generator unit – kinetic energy
- 3 Motor generator unit – heat energy
- 4 Energy store
- 5 Turbocharger
- 6 Control electronics



Silverstone development deal

Silverstone has completed a deal with property company MEPC to develop land around the circuit. The deal will not affect the track, but it has allowed

Silverstone's owner, the British Racing Drivers' Club, to pay off loans from Lloyds Banking Group and Northamptonshire County Council.



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Mark Hughes

MPH



At his peak, Felipe Massa had the speed to conquer the world. But his talent would shine that intensely for just one season

With Felipe Massa's Ferrari career coming to an end, it's an appropriate time to recall just what a mighty driver he was during his brief peak. Since returning from that awful head injury of four years ago, he's occasionally looked like the driver of old, but never for very long. But back in 2008, when for a few seconds he was set to be crowned world champion, he was deeply impressive, never more so than during qualifying for Singapore.

This was F1's first visit to the track and Massa arrived in the midst of a title fight, just one point behind Lewis Hamilton at the top of the table. A couple of years earlier you might have reckoned a new track with a lot of solid walls to hit would not have been good territory for Massa, but by now he was past that. He'd enjoyed some very high peaks in 2007 – a totally convincing winner in Bahrain, Spain and Turkey and surrendering an easy victory to aid Kimi Raikkonen's title cause in Brazil – but there were quite a few troughs that year too, and it was these that had allowed the Finn to apparently establish himself as the team number one. But into '08 Massa evened out the troughs and combined it with peaks that were higher than ever – allowing him to briefly be Ferrari's Main Man.

He'd again won in Bahrain and Turkey – taking the latter event for the third consecutive year – but then we came to one of his previous bogey tracks: Monaco. As ever here, he was struggling in practice and into qualifying. His engineer Rob Smedley was looking at the braking traces and tyre



pole position ahead of Raikkonen and Hamilton despite carrying more fuel than them. He and Smedley just could not stop giggling.

That breakthrough made, Massa's confidence was sky-high for the rest of the year. He out-Hamilton'ed Lewis through the first two turns in Hungary to take a lead that he never looked like losing until engine failure near the end. He followed that up with a beautiful, dominant victory from pole in Valencia. He gave best to his team-mate 'Mr Spa' Raikkonen in Belgium but won

“Without the Renault team's professional foul, Massa would have been world champion”

loadings and was adamant that his main shortfall was into Ste Devote. “I can't go any faster into there,” he told Smedley, before Q3. “It feels like I will crash.” He'd just gone fastest in Q2, but it had taken two runs to do it and it looked inevitable he was going to be outqualified by both Raikkonen and Hamilton. So, reckoning they weren't going to get pole anyway, they put in an extra three laps worth of fuel (this was back in the days of the qualifying fuel load being taken into the race's first stint).

Massa's engineer implored him to just try waiting that fraction of a second longer before braking once he'd done the banker lap. If it didn't work, no problem: there was an escape road there. And so Massa made himself do it – and what do you know? There was grip there and the car turned in, going way faster than he'd ever been through there before. It was an incredible feeling of liberation and it opened out the rest of the lap for him. Suddenly he was driving on a completely different plane. He took

regardless, following Kimi's late crash and Hamilton's penalty. But it was his qualifying lap in Singapore that really set the seal of quality upon his season. Keeping up huge momentum despite the Ferrari's inherent understeer, he was silky-smooth through the faster turns, spectacularly late on the brakes into the slow ones, nudging up against the limits everywhere, but not the slightest hint of error. It was a fantastic lap – and it gave him pole by a margin of almost three quarters of a second.

He would have waltzed to victory there the next day – except Renault had a dirty little trick up its sleeve that involved Nelson Piquet Jr deliberately spinning and putting everyone apart from Fernando Alonso out of sequence with its pitstops, the pressure of the situation then triggering Ferrari into an error that left Felipe's fuel hose attached as he left the pits. Without the Renault team's professional foul, Massa would have been world champion.

That's how his Ferrari career should be recalled. ❧

This week in motorsport



MONTAÑA BACK TO INDYCAR

Juan Pablo Montoya this week announced that he will turn his back on NASCAR to return to IndyCar competition with Team Penske in 2014.

The 37-year-old Colombian was confirmed alongside long-time Penske drivers Will Power and Helio Castroneves in an expanded three-car line-up of Dallara-Chevrolet DW12s.

"I've got a lot to learn – especially on the road courses," said Montoya. "But the ovals should be fine and the one you really want to win, the Indy 500, is an oval, so I'm excited by that."

Montoya spent two years in CART with Chip Ganassi Racing in 1999-2000 (below), taking the title in his rookie season and winning a total of 10 races. He also won the Indy 500 in 2000 on a one-off appearance in what was then the IRL.



8

KINRADE/LAT

Zheng wins F3 National Class

China's Sun Zheng was unofficially crowned British Formula 3 National Class champion ahead of this weekend's Nurburgring finale after Ed Jones and Cameron Twynham – the only two men that could have beaten the CF Racing driver – elected to miss the event to concentrate on European F3 Open.



EBREY/LAT



KVYAT HEADS EURO F3 TEST

Red Bull junior Daniil Kvyat (above) set the pace in last week's two-day Hockenheim European Formula 3 test, the Russian heading Carlin team-mate Jordan King. Briton Alexander Sims topped the first day for T-Sport, but handed the car to Kevin Korjus, who is set to contest a race weekend with the team, for day two.

TOP TEST TIMES

DRIVER (TEAM)	TIME
1 Daniil Kvyat (Carlin)	1m33.305s
2 Jordan King (Carlin)	1m33.564s
3 Felix Rosenqvist (Mücke)	1m33.645s
4 Sven Muller (Van Amersfoort)	1m33.714s
5 Dennis van de Laar (Van Amersfoort)	1m33.830s

STONER TO QUIT V8 DRIVE

Two-time MotoGP champion Casey Stoner will end his V8 Supercar career after just one season in the second-tier development series in his Australian homeland. Stoner has insisted that he has no plans to return to motorcycle racing, despite testing for Honda this year.



CIANFLONE/GETTY

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Prema test for German F3 ace

Newly-crowned German Formula 3 champion Marvin Kirchhofer was due to test for top European championship squad Prema Powerteam at Imola this week. The German was set to be joined by Formula Renault 2.0 frontrunners Esteban Ocon and Bruno Bonifacio.

P49 OSCHERSLEBEN REPORT

No LMP1 yet for ADESS

The German ADESS group has put plans to build an LMP1 car for next year's World Endurance Championship on hold after failing to find a buyer for its design. Stephane Chosse's company will instead focus on producing an LMP2 coupe for the customer market.



Tohill eyes RX SuperCar drive

Irishman Derek Tohill is targeting a move into rallycross's SuperCar division next year after clinching his second European title in the TouringCar category at Greinbach last weekend (above).

Tohill is eyeing a programme in the new world championship, which is set to go ahead next year (see AUTOSPORT, August 29), in an unspecified car.

P55 GREINBACH REPORT



GORDON ADDED TO NASCAR CHASE LINE-UP

Jeff Gordon was added to NASCAR's Chase contingent last week following allegations that the Penske and Front Row teams colluded at Richmond to ensure Joey Logano's safe progress into the title shoot-out at Gordon's expense.

NASCAR placed Logano's team Penske and Front Row on probation for the rest of the year, despite finding no hard evidence of wrongdoing.

Gordon, who missed out on a Chase spot, was added to the 12 already-qualified drivers ahead of Chicagoland

last weekend. New guidelines were issued to teams at the track in a bid to stamp out acts that could artificially affect the order of a race.

P50 CHICAGOLAND REPORT



Football foils Baltimore IndyCar

Baltimore has been dropped from next year's IndyCar calendar due to scheduling problems. AUTOSPORT understands that the proposed date of

the event clashes with an American football match at the M&T Bank Stadium, which is adjacent to Turn 9 on the street circuit.

In brief

RAIMONDO FOR GP2

Canadian Gianmarco Raimondo, last year's European F3 Open runner-up, will make his GP2 Series debut at Marina Bay in Singapore this weekend. He replaces Auto GP title contender Sergio Campana at Trident Racing.

LM APPEAL FAILS

Greaves Motorsport's third place in LMP2 at the Le Mans 24 Hours was this week made official as the G-Drive/Delta-ADR team's appeal against disqualification from the position was rejected.

BROWN LEAVES KROHN

David Brown, who engineered both Nigel Mansell and Alain Prost to their Formula 1 world titles in the 1990s, has left GT squad Krohn Racing with four World Endurance Championship rounds to go.

€300K FOR AUTO GP

Auto GP is to reintroduce prize money to the tune of €300,000 for next year's championship. The initiative was stopped this year to allow extra budget to pay for the heavy revisions to the series' spec Lola-Zytek racer.

TANIGUCHI AT SUZUKA

Local hero Yukinori Taniguchi will return to the World Touring Car Championship at Suzuka in the Wiechers-Sport BMW raced regularly by Fredy Barth this year and taken to victory at Rio Hondo by Jose Maria Lopez.



TWO TOYOTAS FOR FUJI WEC

Toyota will run two TS030 HYBRIDS at its home round of the World Endurance Championship at Fuji in October. Alex Wurz, Nicolas Lapierre

and Kazuki Nakajima will race the #7 car alongside the full-time #8 car of Anthony Davidson/Stephane Sarrazin/Sebastien Buemi.

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Jean Alesi

The inside line



Ferrari F1 folk hero on racing at the Goodwood Revival, and what it was like to hear the boos on the Monza podium a week earlier

Whenever I tell my friends outside motor racing that I'm racing at Goodwood, I always say that I cannot explain just how incredible it actually is. It is always amazing!

I first came here in 2000 for the Festival of Speed. That is more like a big party, more a big show, but the Revival is a real racing event like no other. What makes it so special is that everyone plays their part: not just the drivers, but the public too – just look at the grandstand and the pits. It's the most beautiful event in terms of historic racing for me.

As a driver, you need a lot of respect for the Goodwood circuit. The speeds are high, easily reached, and in these types of car the high-speed conditions makes them very interesting to drive. You need to think about the safety of the car when you're driving; you have to be respectful about that too. The attitude behind the wheel is not 'drive to the maximum' but to enjoy these wonderful moments. I think everyone would like my position to drive a car like the 250 GTO – I'm not an ex-Formula 1 driver in this car, I'm just a lucky guy!

I also really enjoyed being on the podium at Monza the week before; that was also a magic moment. I spoke with Adrian Newey and Christian Horner over the weekend at Goodwood, and I told them that all the boos were not against Vettel or Red Bull, it's just that the public there are all Ferrari fans. I remember when I first moved from Ferrari to Benetton, I finished second behind Michael. I didn't get



JEFF BLOKHAW/LAT

am sure they already had something signed when Fernando was upset and Kimi was available.

As I know from my time at Ferrari, when they sacked Alain Prost, you cannot criticise a team like Ferrari. All the big teams, with their huge effort and budgets, their image cannot be attacked by any driver.

How will Kimi and Fernando be as team-mates? You know, it's like the beginning of a marriage. After the wedding we will see what happens – sometimes it doesn't last very long!

It's going to be interesting to see how they compare. I think the role of [team principal] Stefano Domenicali is going to be more difficult. Straight away he must be clear

“Alonso made a mistake fighting Ferrari; he'll have to understand the cake is now cut in two”

a boo, but I'm sure if I had to speak, like they have to now, I would have been booed!

Red Bull and Vettel are doing such a great job, they deserve their success. It's not luck or coincidence they keep winning. Sure, last year, Fernando Alonso was unlucky twice at the start, in Belgium and Japan, and he drove a super championship but he didn't have the car or the speed to win on the track. This year, Red Bull are making perfect weekends with the car, the strategy and the pitstops.

Now Ferrari has signed Kimi Raikkonen to partner Fernando next year. Following the whole story, I think Fernando made a big mistake when he started to fight Ferrari. They had to prepare the team in case he wanted to quit. When he was looking around there was no room for him anywhere else, at one stage it looked like he was thinking to have one year off. At Ferrari, they cannot have Massa and a young driver.

So I am sure they prepared the Kimi deal with that in mind. I know the announcement was after Monza, but I

with both of them, although Kimi is not the kind of guy who listens to rumours or reads the newspapers. It will be easy for Domenicali from Kimi's side, it's Fernando who will have to understand that the cake is now cut into two parts! I think Ferrari is not just looking to compete for the drivers' championship but also the constructors'.

Felipe Massa did eight years with Ferrari and he's done a great job, working hard – sometimes he was like Fernando's test driver on a grand prix Friday. Sometimes you have sacrifice someone to change the spirit in a team.

I think the comeback of Kimi with Lotus, after his years away in rallying has been amazing. He was not rallying like he drove in F1 – he was just enjoying himself with less pressure. He has been extremely into it since he came back, and Romain Grosjean is not a bad driver at all to compare his speed against. Some people don't realise that Kimi is a sensitive guy, he's not an animal in the way he behaves as so many people think.

I'm sure Kimi will push Fernando more next year. ❧

WHY FERRARI NEEDED KIMI TO RETURN

The star that the team paid off four years ago is insurance against a divisive Alonso – but only if top brass understand him this time. **By MARK HUGHES**





**Raikkonen leads
Alonso: they'll be
team-mates in 2014**

Kimi Raikkonen is what he is and does what he does. It's the rest of the Formula 1 world that gets in a tizzy about whether it wants him or doesn't, or whether he could be even more successful if only he changed his approach, if only he didn't go on benders, if only he communicated better. If only blah blah blah.

It's all just noise to Kimi: here I am, take me or leave me. Ferrari took him, left him and now has taken him again. Shrug of shoulders, change of overalls, continue just as before. Head down, ignore the noise, everything at the track apart from driving the car is extraneous, really can't be bothered with it, refuse to interact with it other than the bare minimum of contractual obligation. A crash helmet seals him from the outside world and its irrelevancies; he can even hear himself breathe inside it. Kimi tries to keep that perspective on the world even after he's physically removed the helmet.

Fernando Alonso is a tough, street-smart little fighter. He sees the big picture, but only as it applies to him. So he understands the value of pushing behind the scenes just as hard as he does in the car, of getting things organised around him, of dropping little timebombs to enervate those who may not be delivering all he thinks they could. He's prone to see conspiracies that are only sometimes there. He's intolerant of anything that doesn't fit with his vision of maximising his talents as a relentless winning machine and the Latin in him can be frightening in its intensity. Dented waste bins and unhinged doors litter his history, as do divided teams.

Their paths weave in and out of the other's, two threads of totally contrasting colours, both brilliant but neither perfect. They've been racing each other since karts. "We crashed together in karts at Monaco one year," related Kimi a few years ago. Alonso's fault? A lopsided grin, the low dimmer-switch voice – "Ah, I don't know..." – refusing to be led to anywhere that may end in a tiresome consumption of pointless energy.

As hard, uncompromising racers they still tangle on occasion. Moments after the start at Suzuka last year, Alonso tried to intimidate Raikkonen from passing on his left. Kimi kept coming, the Lotus's left-rear kicking up the dust. Still Alonso kept leaning on him until the Lotus's front-right endplate cut into Alonso's left-rear tyre, spinning the Ferrari out of the race. It was a crucial error from Alonso, one that in hindsight lost him the championship.

But he was only taking such a no-compromise approach because he'd figured that Red Bull's recent breakthrough had given it such an advantage over Ferrari that he needed to maximise every scrap of opportunity. With six races of superior Red Bull performance still to play out, he reckoned his points lead was nowhere near as comfortable as it looked on paper. He was right too, but his reaction to that hunch in the heat of the moment cost him the elusive Ferrari title, his second near-miss in three attempts. Ferrari's shortfalls, in other words, had forced Fernando to strive beyond feasible limits. That's exactly how he saw it. That incident apart, it was a near-perfect campaign from Alonso, the highlight of which was a stunning victory from mid-grid in Valencia.

Ironically, Raikkonen – passive, can't-be-bothered Kimi – had secured Ferrari a title at his first attempt, back in 2007. The ironies fall over ▶

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A large graphic of the word "Longstone" in a cursive font, with "CLASSIC TYRES" in a bold, sans-serif font below it. The graphic is framed by a thick black border and includes a stylized tire tread pattern on the left side.

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Suzuka 2012: Alonso's defence from Kimi led to contact and this spin

◀ themselves in the parallel histories of this pair. Raikkonen was able to win that championship partly because Alonso had contributed to an implosion at McLaren and helped get the team sanctioned for industrial espionage. There was never any prospect after that of his seeing out his three-year contract with the team. Alonso was released after a single season there, leaving devastation in his wake. "Fabulous driver," said a senior McLaren man, "but a complete bastard."

If there is a flaw in a team Alonso will find it. He found Ron Dennis-era McLaren's neurotic nerve and kept pressing it until it ejected him. He's now nudged Ferrari's oversensitive personality beyond what it can accept, pushing the management finally into imposing itself over him, unable to countenance the very same thing that McLaren couldn't deal with – divisiveness. It's a function of a rage to win, but twice now it has proven over the top. Yes, he's still at Ferrari, but the relationship is fractured and will take some repairing. Of the three teams for which he's won races, only the Enstone one – called Renault when he won his 2005 and '06 championships there – has been able to deal with him. This is



Fernando railed against Ferrari 'injustice' while at Renault at 2006 Italian GP

probably the toughest, most robust, most stable of all the top teams. They loved what Alonso gave them in the car, but with success he became more difficult. They shrugged their shoulders and left him to it; he responded by saying he 'felt alone' there and left. But he's not found a happy home since – aside from the honeymoon Ferrari period.

His departure coincided with Renault having to change from the Michelins, around which the whole technical philosophy of its cars of the previous five years had been developed, to control-tyre Bridgestones. So as the team then dropped the ball, it looked on the surface as if Renault was nothing without Alonso. But that fallacy was made apparent when he rejoined in 2008-09 and was relatively nowhere.

One of the reasons Alonso had been such a culture shock to McLaren was that the guy he replaced, Raikkonen, had been so undemanding for the previous five years. Helmet on, drive like a demon, race, debrief, leave – and unwind. Sometimes the fallout of such unwinding challenged the PR department, but otherwise he was a dream, exactly what the McLaren system required: speed without domineering. Just as Mika Hakkinen had been. He almost won the team a title with an obsolete car in 2003; he would have won another in '05 had the car and its engine been more reliable.

But with Alonso's arrival at McLaren confirmed more than a year ahead of its happening – on the eve of the 2006 season – it never looked likely that he was going to be teaming up there with Raikkonen. Already, there were rumours of a mega-money offer from Ferrari for Kimi. Luca di Montezemolo had identified Raikkonen, not Alonso, as Ferrari's post-Schumacher future. Why Kimi, not Alonso? "Because we feel that Fernando might be a little – how do you say? – incendiary at Ferrari," said a senior man there at the time. "Kimi would be a much better fit here."

One of the crucial qualities of Michael ▶

F1 TITLE-WINNING TEAM RETURNS

Five drivers have won the world championship after returning to teams they previously raced for, a feat Kimi Raikkonen is aiming to emulate. If he does win a second crown at Ferrari, he will be the first to win two titles in separate stints with the same squad.



Andretti returned to Lotus in 1976

Mario Andretti (Lotus)

Andretti started his debut grand prix at Watkins Glen on pole position for Lotus in 1968 and went on to race Ferrari, March and Parnelli machinery. Returned to Lotus in '76 and won the title two years later. Also returned to Ferrari for two outings in '82.

Juan Manuel Fangio (Maserati)

Raced for Maserati from 1952 until Mercedes joined F1 in mid-54. After falling out with Ferrari he returned to Maserati in '57, winning the world championship before quitting the team when he retired early in '58.

Graham Hill (Lotus)

Raced for Team Lotus in its early days in F1 in 1958-59 before moving to BRM and winning his first world championship in 1962. Returned to Lotus to partner Jim Clark in '67, claiming the title the following year after the Scot's death.

Nigel Mansell (Williams)

Emerged as a race winner with Williams in 1985. Left for Ferrari for '89, spending two years there before being tempted out of retirement to return with Williams in '91. He won the title in '92, then came back again for four races in '94.



Prost would jump from McLaren to Renault (following)

Alain Prost (McLaren)

Made his F1 debut with underperforming McLaren in 1980 before moving to Renault. Returned to McLaren in '84 for a six-season stint that yielded three world championships and 30 grand prix wins before leaving for Ferrari as reigning champion in '90.

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Bad start: Alonso gets jammed behind Massa, Australia 2010

◀ Schumacher during his time at Ferrari was that no matter how demanding he was behind the scenes, he never made even a raised eyebrow of public criticism of the team. The later antipathy between Alonso and Ferrari at Monza 2006, and Fernando's very public raging at the injustice of what he saw as the governing body's complicity with his rival in the championship fight after it penalised him on highly dubious grounds for impeding Felipe Massa during qualifying, just further convinced Ferrari it had chosen the right man.

So Kimi joined Ferrari for 2007, won on his debut, won the title too. But he wasn't always the devastatingly quick driver we'd seen at McLaren. It took half a season for him to establish himself over Massa, a driver who had averaged half a second slower than Schumacher the previous year. The latter half of Raikkonen's 2007 campaign was, however, genuinely impressive and that momentum carried through into the early part of '08. But thereafter he seemed to lose competitive direction and Massa steadily gained the upper hand, so that it was the Brazilian who carried the team's title hopes into that final round. It was much the same with the less-competitive '09 car, Felipe the more consistent, Kimi on vastly more money and apparently disinterested. Between the summers of '08 and '09 Raikkonen only rarely looked like the great driver that Ferrari believed it had hired.

That was bad enough, but what was worse, in Ferrari's eyes, was his apparent acceptance of the situation. For his part, he felt that Ferrari had followed a development direction that favoured Massa's less-subtle driving style. He relayed this and left it at that. Ferrari began to join the dots between its lack of progress and Raikkonen's passive attitude. Perhaps it really did need a true team leader, an inspirational figure who got involved in the nitty-gritty, who pushed for solutions, who was like a dog with a bone until the problems were resolved. Like Schumacher.

Di Montezemolo began to think in terms of ▶



Divisions at McLaren gave Raikkonen and Ferrari the 2007 title

‘Antipathy in 2006 with Alonso convinced Ferrari it had chosen the right man: Kimi’

RAIKKONEN AT FERRARI IN NUMBERS

2007-09



World titles
1



Starts
52



Wins
9



Podiums
26



Poles
5



Front-row starts
12



Fastest laps
16



Points
233



GILHAM/GET

'Alonso has not been diplomatic as he watched Vettel rewrite the history books'



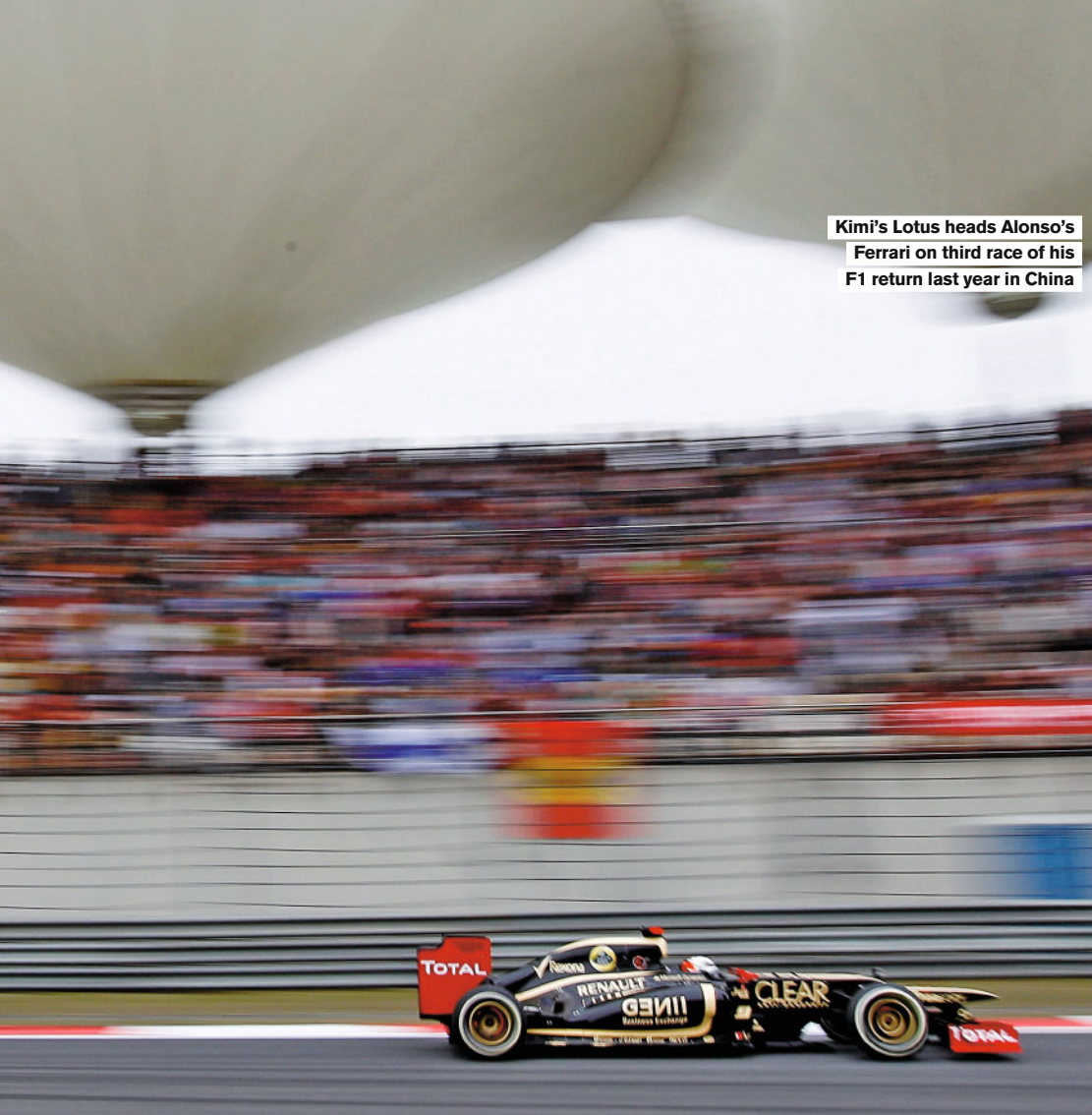
Australia '13: Alonso lost to Raikkonen. Will he have one in the eye for him in '14?

◀ Alonso. And of the Santander money that would accompany him. There was a window of opportunity coming up in which Alonso was available, but it clashed with the final year of Raikkonen's contract. Massa was a much more acceptable team-mate to Alonso than Raikkonen and then had his serious accident; Ferrari could hardly fire him under such circumstances. It was going to have to be Kimi – and so he was paid a very large sum of money not to drive the final year of his contract.

Then, with Massa recovering for the rest of the year, Raikkonen drove like a demon. The team followed him in his preferred development direction, giving the car more of a front end, and he responded with some superb drives, not least a victory at Spa. This was the Kimi that Ferrari believed it had signed. But it was too late. Why hadn't he told them earlier what he needed from the car, they asked him? He pointed out that he had. It simply wasn't a point that had been made very forcefully, or repeatedly. Because that isn't how Kimi makes points.

That laid back 'don't-give-a-damn' persona had never sat well with di Montezemolo, Kimi's ultimate boss. But those working directly with him, from Stefano Domenicali down, who had got to know and understand him, who realised

Kimi's Lotus heads Alonso's
Ferrari on third race of his
F1 return last year in China



that behind that front lay a genuinely good guy, liked him a lot.

Alonso had the misfortune to join the team as Red Bull was in the ascendant. He put together a superb campaign to almost steal the title in 2010, only losing out thanks to Ferrari's panicked strategy call in the Abu Dhabi finale. It was a much more convincing seasonal performance than any of Raikkonen's three, even if it hadn't yielded a title. There were no mysterious weekends where he simply wasn't on it; there was far less sensitivity to the traits of the car. It was a much more robust performance than any of Raikkonen's there. Also, there was no ambiguity in the manner of his taking control of the team. Massa got to find out how it was to be left behind in the direction of a team, got to see how it jumped to the other guy's wishes while treating him as part of the furniture. At the second round in Melbourne, Alonso had been incensed when his recovery after a first-lap spin was brought up short by Massa in third place. Had Ferrari moved Massa aside, as he'd been demanding on the radio, he believed he could have won. Instead he was obliged to finish fourth. Alonso demanded that in a similar situation in future, he should be given priority. This was agreed, though Massa had no inkling until partway through the German Grand Prix some months later.

Had he taken 25 points rather than 12 in Australia, Alonso would have gone on to win the title by nine points.

In 2011, the season of the heavily-blown diffusers, Red Bull was further ahead than ever and Alonso was able to win only once. Again there were no questions around his personal performance, but his patience was being tried and that dissatisfaction with the team's technical

progress really intensified with the team's tunnel correlation problems into '12. This was arguably his finest season to date and he again missed the title by the narrowest of margins.

The 2013 campaign began well, with a car that was close to the pace immediately. But its pace of development has been painfully slow, and Alonso has not been diplomatic as he has watched Sebastian Vettel rewrite the history books. Those comments and the very public courting of Red Bull were too much and even di Montezemolo began to see the attraction of taking Raikkonen back. It would give Ferrari a guarantee of a top-rank driver should Alonso decide to leave; it would give the team leverage over Alonso's behaviour should he stay.

A whole year ago, there was a strong body of opinion (again from Domenicali down) that Raikkonen would be the ideal recruitment — as Massa's replacement, someone who could give the team the consistency that Felipe lacked. The problem was that their ultimate boss could not countenance that. Quite aside from di Montezemolo not liking Kimi's disrespectful manner when he'd left, there was the matter of placating Fiat employees at a time of layoffs should he rehire a driver he'd spent millions getting rid of. That was still an issue this time around, but Alonso himself has changed the dynamic. The trust was no longer there; the feeling of solidarity with the team had been broken. Suddenly, the fast, apolitical Raikkonen looked very appealing.

The question of the 2014 partnership is whether Raikkonen will become simply a more consistent Massa, or whether he still has it in him to go head to head with as ferocious a competitor as Alonso. There are those at Lotus

EXIT MASSA: A LOYAL SERVANT

Felipe Massa's podium appearances might have been rare during the past three and a half seasons, but his early years with Ferrari were far more impressive.

After a year backing up Michael Schumacher in 2006, winning two races, he ran Kimi Raikkonen close for much of the following season until a rear-suspension failure at Monza ended his world championship hopes. The following year, only Lewis Hamilton passing slick-shod Timo Glock 20 seconds before taking the chequered flag at Interlagos denied Massa the world championship.

His life-threatening crash at the Hungaroring in 2009, when he was struck by a damper spring shed by Rubens Barrichello's Brawn, surely played some part in his less impressive form over recent seasons. But he has also struggled with tyres, with warm-up on the 2010 Bridgestones and with management of the oversteery Pirellis subsequently. Those factors, combined with Alonso's supremacy in the Ferrari team, surely all contributed to his disappointing performances. On his day he can still deliver, but those days have become rarer.

Massa's best days appear to be behind him, but at 32 and with a wealth of experience, not to mention a high profile in his homeland that gives him significant commercial pull, he remains determined to stay on the grid. Lotus is one possibility.

When asked after the Italian Grand Prix about his future, he left little doubt that the competitive fire still burns, saying: "I have shown how I work with the team, but I have shown enough to the other teams as well!"



Massa has been
a long-serving
Ferrari man

— where Kimi has plied his trade for the past couple of seasons — who believe that he is simply not equipped to deal with the intensity and relentlessness of Fernando. But how important is it to Raikkonen to prove such beliefs wrong? It's impossible to know behind the blank expressions. But that is going to be the key to the stature of his whole career. Ferrari will be willing him to care more than he did last time. But that's a tall order for someone like Kimi. ❧

Ferrari moves to a new level with Raikkonen deal

Bringing back the 2007 world champion marks the realisation that the approach of fielding a weaker number two driver is not effective in modern F1. By EDD STRAW

Ferrari's decision to re-sign Kimi Raikkonen just three years after paying him in excess of £20 million not to drive brings to an end an 18-year policy of employing a clear number-two driver. Since the surprise recruitment of Eddie Irvine to partner the incoming Michael Schumacher in 1996, Ferrari's modus operandi has been to focus on a recognised leader, with first Irvine, then Rubens Barrichello and today Felipe Massa playing back-up man.

But signing Raikkonen – which means Ferrari's line-up will feature two world champions for the first time since Alberto Ascari and Giuseppe Farina in 1953 – is a public admission by Ferrari that its policy has become obsolete. While Mark Webber

has scored 71 per cent of Red Bull team-mate Sebastian Vettel's points since joining him at Red Bull, Massa has not managed 50 per cent of Fernando Alonso's. Ferrari has not seriously challenged for the constructors' championship since 2008, even though Alonso has twice been within a few points of winning the drivers' crown. But while Raikkonen is, at worst, a guarantee of more points, it also means both drivers should be strong enough to finish ahead of other title rivals.

"For the first time, we will have a driver pairing made up of two world champions," said team principal Stefano Domenicali. "[That] in itself is already significant, as they are the sort to always try to win and they can help each other by taking valuable points off our rivals."

KEEPING ALONSO IN CHECK

But there are other reasons for Raikkonen being brought in. In the wake of the Hungarian Grand Prix,

Luca di Montezemolo issued a public rebuke of Alonso for what he saw as derisory comments about Ferrari's cars. This was a clear swipe at a driver seen as becoming bigger than the team. Raikkonen's arrival, a move that Alonso has publicly supported but is believed to be privately unimpressed with, serves to remind Alonso who is boss. It also ensures that Ferrari's lead driver is pushed more than he has been in recent seasons, during which Massa has only sporadically troubled him.

But while Raikkonen's status as a world champion, not to mention a significantly more expensive option than Massa, theoretically guarantees him equal status, this does not necessarily mean Ferrari expects this to happen. Where possible, Ferrari has always offered equal equipment to its drivers, it's just that with Alonso and Massa there was a clear pecking order in place.

Raikkonen is not there to be as subservient as Massa was. It is hard



Montezemolo has got tough with Alonso this year

ALONSO/GETTY

THE TOP NUMBER TWOS

Plenty of Formula 1 drivers have had to watch their team-mates win drivers' championships on two occasions, but only three drivers have been in that position more than twice in their careers.

RUBENS BARRICHELLO – 6 titles assisted

Signed on as a number two to Michael Schumacher ahead of the 2000 season. This status was emphatically underlined by him controversially having to hand victory to the German in the 2002 Austrian Grand Prix despite Schumacher already having a 21-point lead after five races. Barrichello supported Schumacher for all five of his Ferrari titles from 2000-2004 before joining Honda in 2006. He also watched team-mate Jenson Button win the 2009 crown at Brawn.

GIUSEPPE FARINA – 3 titles assisted

Won the inaugural world championship for Alfa Romeo in 1950 amid allegations that the team favoured him over Juan Manuel Fangio but lost out to the Argentinian the following season. He then moved to Ferrari for 1952 after Alfa Romeo

quit grand prix racing. There, Alberto Ascari was the undisputed lead driver, dominating both seasons, with Farina winning just one world championship race and finishing runner-up and then third in the points standings.

MARK WEBBER – 3 titles assisted

Coined the infamous "not bad for a number two driver" after winning the 2010 British GP having stirred up a controversy over Red Bull team-mate Sebastian Vettel running a new-specification front wing in qualifying. Fought for the 2010 crown, but settled into a supporting role for Vettel's 2011 and 2012 titles. Looks destined to bow out of F1 having backed up Vettel for the fourth consecutive year and ensured yet another constructors' title.

ALONSO v MASSA

During 70 races together, Felipe Massa's record compared with Fernando Alonso has not been strong. In three-and-a-half seasons, Massa has scored just 48.4 per cent of the points the Spaniard has managed.

11	Wins	0
30	Podiums	8
956	Points	463
7	Fastest laps	2

to imagine him accepting a situation such as the one Massa did in last year's United States Grand Prix, when Ferrari deliberately broke a gearbox seal to trigger a five-place grid penalty, allowing Alonso to move up one position and, crucially, onto the grippier side of the grid to ensure a better start. But what does Ferrari expect of Raikkonen?

Domenicali stressed that "during the course of the season, if the situation is such that one driver can help the other based on the points table, it's logical and right it should happen". This raises the possibility of a hierarchy establishing itself within the Maranello squad.

WHICH KIMI TURNS UP?

While Domenicali downplayed the idea that Raikkonen could not contribute technically, it's no secret that the Finn is more selective in terms of what he takes an engineering interest in.

It's well-known that Raikkonen does not like to use the simulator, something that has become a key development tool for Ferrari. One of the problems during his previous spell at Ferrari was his refusal to push for development changes that would favour his style, instead asking for something once but not insisting on it. Domenicali, a keen supporter of Raikkonen who was vital in convincing di Montezemolo to sanction his return, will be acutely aware of this and will aim to ensure the team is able to work well with its returning driver's approach.

But potentially, Ferrari sees Raikkonen not as an equal number one. Could it be that it sees him as an ultra-consistent, cast-iron guarantee of picking up a few wins and scoring heavily, while Alonso remains the man gunning for the drivers' title? With Raikkonen there to keep Alonso honest, it could pan out well for the Scuderia, with its 'lead' driver never able to relax and



Raikkonen will get closer to Alonso than Massa did

America's balancing act

Doubts remain over the chances of making Daytona Prototypes and LMP2 cars equal ahead of the Grand-Am/ALMS merger. **GARY WATKINS** explains

BRINGING DAYTONA PROTOTYPES UP TO SPEED

How series organisers plan to increase the performance of the leading Grand-Am cars for 2014 to allow them to compete with the LMP2s...

REAR WING

A twin-element rear wing, rather than the existing single-element device, will give more rear downforce

GEARBOX

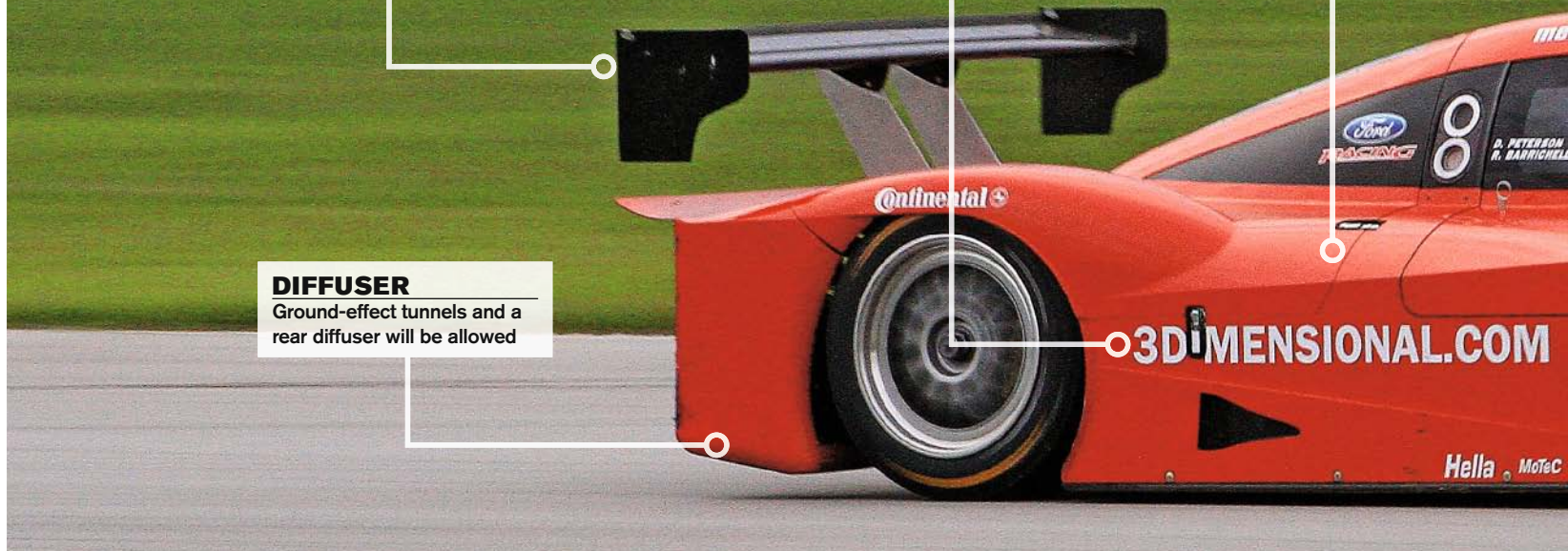
It has already been announced that all cars will now be able to run a six-speed gearbox and paddleshift next year

ENGINE

The USCR is not looking to raise power dramatically from the 500bhp-plus of the current engines. An increase of 40-50bhp is envisaged

DIFFUSER

Ground-effect tunnels and a rear diffuser will be allowed



22

The biggest problem facing the new United SportsCar Racing series for next year has yet to be solved. A solution is on its way, but exactly how the organisers of the unified US championship, created by Grand-Am's takeover of the American Le Mans Series, intend to close the performance gap between the LMP2 and Daytona Prototype machinery has yet to be defined.

The magnitude of the task was brought into focus when Grand-Am and the ALMS raced on the same bill together for the first time in August at Road America. The P2 class pole for the ALMS race was more than five seconds quicker than the pole mark for the Grand-Am race, admittedly over a four-mile lap.

If that was not enough, one of Grand-Am's frontrunning teams – 8Star Motorsports – announced that it is planning to switch its lead driver pairing back and forth between the classes according to the nature of the circuit. If ever there was a vote of

no-confidence in the rulemakers' ability to match the performance of two very different kinds of racing car over a range of circuits, that was it.

Yet no one in the Grand-Am office in Daytona Beach from where the USCR will be run is underestimating the problem, which is why there are no final rules more than a year since the merger was announced. The attitude of rulemakers led by ALMS chief operating officer Scott Elkins, who has also been named as Grand-Am director of technical regulations and development, is that it is important to get it right first time.

"What we have taken on is a monumental task," he explained. "We are trying to spend as much time as we can going through every part of the process and then evaluate it time and again so the decisions we end up with are the best we can possibly take."

WHAT ARE THEY DOING?

To the LMP2s, very little. It was announced in the summer that they



Grand-Am and ALMS both raced at Road America

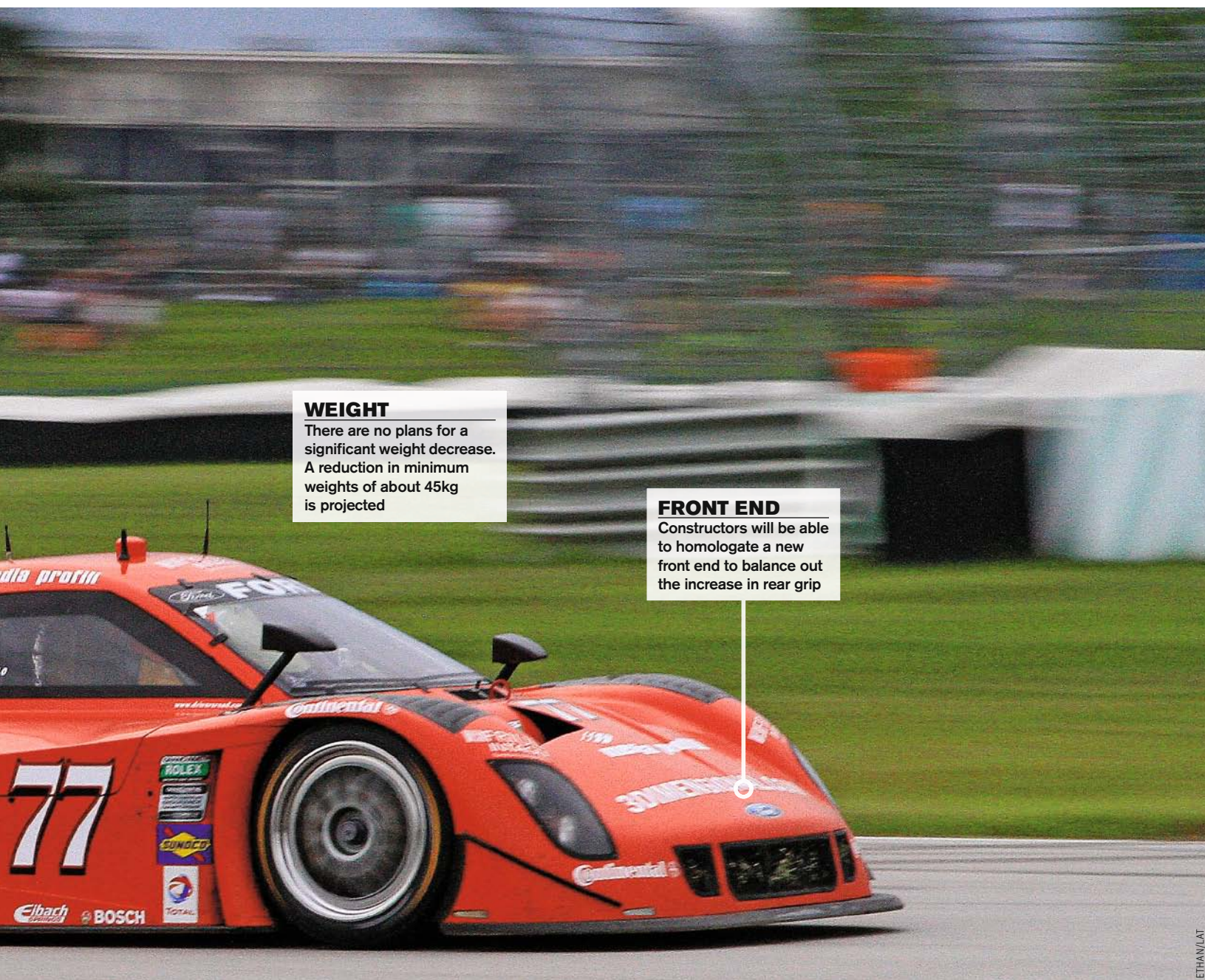
would run in 'Automobile Club de l'Ouest specifications: Exactly what that meant was unclear, but the reasoning was.

The USCR knows that some of its teams will want to race – and will be invited to do so – at the Le Mans 24 Hours. The new series is also aiming to attract teams across the Atlantic in the other direction for its early-season Daytona and Sebring enduros.

Elkins has as good as confirmed

that the plan is for P2s to run in Le Mans aero configuration, which will rob them of a significant amount of the downforce that makes them significantly faster than a DP on most circuits.

The other change for the P2s is a switch away from the development tyres on which they have traditionally run to spec rubber produced for Continental by racing-tyre manufacturer Hoosier. The plan is

**WEIGHT**

There are no plans for a significant weight decrease. A reduction in minimum weights of about 45kg is projected

FRONT END

Constructors will be able to homologate a new front end to balance out the increase in rear grip

for the DPs and the P2s to run on the same tyre, rather than giving the P2 inferior rubber to help close the gap.

That means the focus is going to be on increasing the performance of the DPs, though Elkins says the work so far has been concentrated on putting a gap between them, the LMPC one-make ORECA-Chevrolet prototypes and what will be known as Le Mans GT (GTE in Europe) cars that will race to pure ACO regulations.

Elkins added: "We will tweak down the P2s to get them to where they need to be."

That will involve the kind of Balance of Performance rules that are now commonplace in just about every arena of sportscar racing. Tweaking of minimum weights and engine air-restrictors looks likely.

The means by which the performance of the DPs will be increased are primarily aerodynamic (see main image). A significant increase in horsepower, above the 40-50bhp envisaged, has been

rejected on the grounds of cost and reliability after consultation with the manufacturers.

THE TIMESCALE

The balancing process is still ongoing partly because the changes to the DP are significant, especially in the area of the rear-end aerodynamics. To get the downforce levels required, the USCR will allow not just a rear diffuser but ground-effect tunnels that begin forward of the centreline of the rear wheels. That is particularly invasive on the design of the car and a number of different solutions to suit all three existing chassis – the Riley, Coyote and Dallara – have been bounced back and forth.

Elkins has promised that further track testing to validate parts is imminent. The USCR has two tests, one at Sebring and one at Daytona, scheduled for November when it needs to have at least some cars running in 2014 trim to go up against the P2s.

ENDUROS POSE MORE PROBLEMS

Balancing Daytona Prototypes and LMP2 cars over one lap is one thing; balancing them over a race distance is quite another. Especially when you have to factor in the endurance races that look set to grow in number next year, when the Sebring 12 Hours and the 1000-mile Petit Le Mans endurance at Road Atlanta join the traditional Grand-Am enduros.

P2 cars run carbon brakes and there are no plans at the moment to switch the DPs from their existing steel discs on the grounds that it would require a major redesign of the front suspension and brake-



Taylor fears 'disastrous' scenario

cooling systems. Carbon brakes today can complete a 24-hour race without replacement, whereas at the Daytona 24 Hours a DP needs two or three pad changes to complete the distance.

"This is a crucial question," said Wayne Taylor, boss of the front-running Wayne Taylor Racing Dallara-

Chevrolet squad. "It would be disastrous for DP owners if they did not put the P2s onto steel brakes at a time when we are going to have higher wear because we will have more power."

Taylor's demands appear unlikely to be met, because significant re-engineering would be required to adapt a P2 to steel brakes.

New series plans to bring fans back to race circuits

The man behind a new package that will feature cars, bikes and music believes he can put on a show to get people through the gates. **GARY WATKINS** investigates

Plans to reinvigorate European motorsport with a mixed package of car and bike racing, headed by a single-seater series based around the first-generation A1GP racer, have been unveiled ahead of a 2014 debut.

The idea, launched under the Acceleration 2014 banner, is the brainchild of former 125cc GP and Dakar Rally rider Loek Bodelier. The Dutchman believes he can buck the trend in declining live audiences at race circuits with a family-friendly bill of cars, bikes and music events.

"In motorsport today, everything in Europe is going down with the exception of Formula 1 and MotoGP; that was our starting point," said Bodelier. "We want to attract more people to come to motorsport, especially families, and we believe we can do that by offering something different."

The plans have been under development for two years, according to Bodelier. "I had the idea and went out and found the backing," he said. "The investment is all in place, otherwise we wouldn't have made our announcement."

One investor is known to be Henk de Jong, who made his fortune in the packaging industry. His son Daniel

races in GP2 and Auto GP for the family-owned MP Motorsport squad.

Bodelier explained that he had resisted going public with his plans, which were launched at the Venray Raceway short oval in the Netherlands earlier this month, until he had his package and calendar in place. Next year's 10-event schedule starts at the Autodromo do Algarve in April and includes races at the Nurburgring and the Automotordrom Grobnik in Croatia, as well as a TBA in the UK.

THE PACKAGE

Acceleration 2014 combines single-seaters in the form of an A1GP-based category to be known as Formula Acceleration 1, with two further car categories and two bike divisions.

Bodelier says he has acquired "more than enough for a grid" of the original Lola-Zytek A1GP car. It is understood that he already has approximately 16 rolling chassis.

He explained that the specification of the cars would be "slightly different" to the original and that the conversion work would be undertaken by his own organisation.

The series will, like A1GP before it, run on national lines. Each



Original A1GP cars will head the bill on race weekends

entrant will represent a country and must have a driver from that nation.

Bodelier and his ISRA organisation have created two new one-make categories, one a revamp of the ultra-successful Legends formula and the second inspired by the UK-based Pickup Truck Racing division. He has commissioned a V8 version of the Legends racer, to be known as the Legends SuperCup, and a V8-powered Pickup from an undisclosed constructor in Holland.

The two bike categories, Stock 1000 and Stock 600, are based on the existing Superstock 1000 and 600 formulae.

Bodelier intends that the majority of cars will be leased to teams in the car categories, although he has not ruled out them buying cars. The bike racing squads will compete with their own machinery.

IS IT REAL?

The organisations involved, whether circuits or suppliers, have confirmed that the launch of Acceleration 2014 is more than a kite-flying exercise.

Navarra circuit boss Michel Ligonnet, whose track is scheduled for round two of the series in May, admitted that he had his doubts when first contacted. But he explained that Bodelier had so far delivered on his promises.

"People will be sceptical, because I know I was when they first came to see us eight months ago," said Ligonnet. "But they have done everything in a professional and properly-presented way."

"When I went to the launch I saw that they already have a big staff working on this project. And it seems they have the money to do it."

Perhaps more persuasively, Michelin, a company not known for backing white elephants, was represented at the launch earlier this month and has agreed to provide tyres for each of the categories.

Zytek operations director John Manchester confirmed that the British engine supplier was in negotiations with Bodelier.



Bodelier (r) says the money is in place for series



But he stressed that an agreement for a supply of engines had yet to be reached.

"They have asked if we would be able to do it, and we have said yes," explained Manchester. "We would have to make more engines. Obviously, that would come at a cost, which they would have to bear."

WHO IS GOING TO DO IT?

There are no competitors confirmed for any of the categories so far, although Bodelier insisted that was the next step.

"It was important to announce

everything first," he said. "We are seeking teams, but it was important to get our ideas out there."

Bodelier revealed that he believed that some Auto GP teams could make the switch or potentially double-up and race in both series. To that effect, he invited Auto GP teams to listen to his proposals at their Nurburgring round in August.

Euronova Racing boss Vincenzo Sospiri said: "We don't really know much about this except that there cannot be room for two series. The market is already too crowded."

FROM F1 SUPPORT BILL TO THE WORLD CUP OF MOTORSPORT

Andrew Burston's Lola design that will top the Acceleration 2014 bill has been around the block over the past 12 seasons. Here are its various guises...

2002-04 International F3000

The B02/50 was the final Lola one-make F3000 racer before the category's replacement by GP2. Approximately 28-30 chassis were manufactured.



2003-05 Formula Nippon

When Japan went one-make, the Lola B03/51 was effectively a re clothed B02/50 (the chassis was identical) powered by Toyota's and Honda's V8s. Approximately 25 were built.



2005 Italian F3000

When the Corbari-run European F3000 series folded, the Coloni family restarted Italian F3000 with a mixture of B02/50s and previous-generation B99/50s.

2005-08 A1GP

Underneath its shark-like bodywork, the A1GP car (known internally as the B05/52) was pure B02/50. No fewer than 51 were built.



2006-09 Euroseries 3000

Coloni relaunched Italian F3000 as Euroseries 3000 for the B02/50 design.



2005-06 3000 Pro Series/F3000 International Masters

Another Italian-organised series for old F3000 cars launched, then joined WTCC bill in 2006.



2010-13 Auto GP

Euroseries 3000 morphed into Auto GP with Coloni's acquisition of part of the original A1GP fleet. The aero was revised and power increased. Further revisions followed for 2013.



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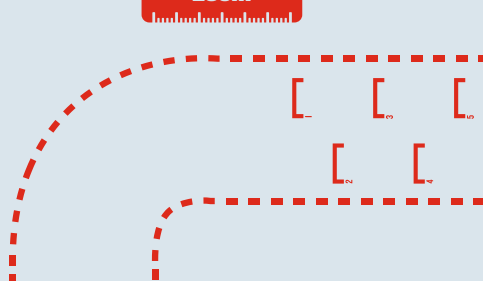


SINGAPORE GP PREVIEW

IN ASSOCIATION WITH **sky SPORTS F1 HD**

FIRST CORNER

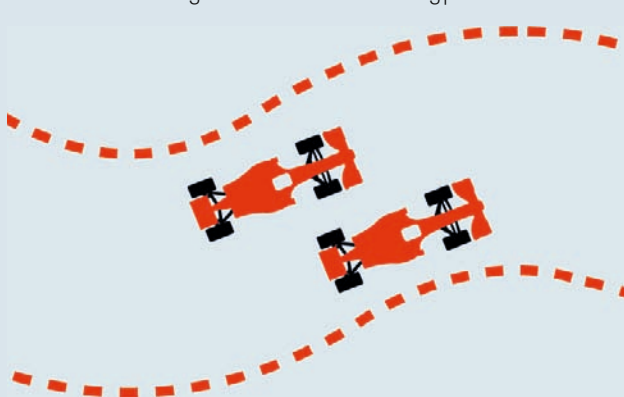
285m



The run from the grid to Turn 1 at Marina Bay is pretty compact, just 285 metres, but the circuit offers some margin for the errant with a generous run-off area at Sheares, which certainly saved a handful of cars at the start of last year's race. The sprint to Turn 1 from the lights is the seventh shortest all season.

OVERTAKING STATS

It may be an unforgiving layout bordered by concrete walls, but the circuit historically generates its fair share of overtaking. Last season's Singapore GP ranked seventh highest for the number of racing passes.



FULL THROTTLE

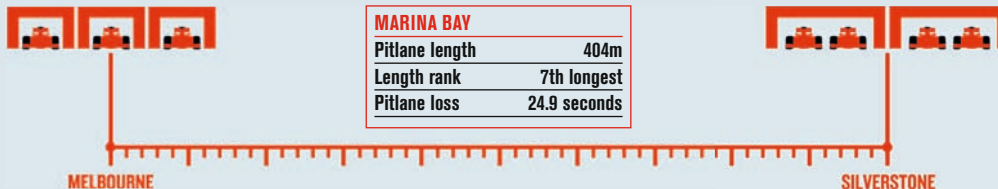


46%

After the extremes of Spa and Monza, Singapore tips the drivers to the far end of the throttle ratings, the Marina Bay layout allowing only 46 per cent of the lap at full throttle. That compares to 76 per cent last time out at Monza.

PITLANE

At 404m, the pitlane in Singapore is relatively long, so the time lost for a stop is one of the highest all season.

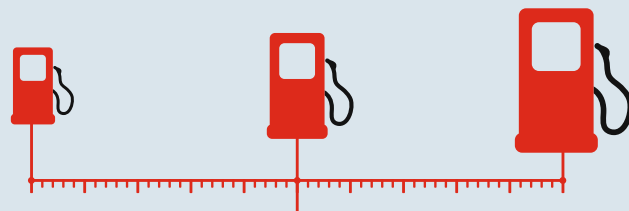


SAFETY CARS

In five runnings of the Singapore Grand Prix, the safety car has appeared eight times. That gives the highest incidence of safety car appearances at any circuit on the F1 calendar, with an average of 1.6 per race, although that reduces to 1.4 if you disregard safety cars caused by deliberate crashes!



FUEL PENALTY



A lap of Marina Bay requires 2.5kg of fuel to cover the 3.152 miles, which ranks the circuit 12th in terms of fuel consumption. But every 10kg of fuel carried slows the car by 0.4s per lap at this circuit, meaning the lap-time penalty is high in Singapore.

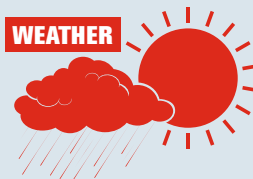
GEAR CHANGES

No fewer than 80 gear changes are required to complete a lap of the Marina Bay circuit. This means that the Singapore Grand Prix track is the most demanding on gearboxes of any on the F1 calendar, with 28 per cent more shifts than at any other venue.



MARINA BAY	
Circuit Length	3.152 miles
Race Laps	61
Race Distance	192.285 miles
Lap Record	Kimi Raikkonen, 1m45.599s (2008)
Corners	23 (14 left, 9 right)
Circuit Direction	Anti-clockwise
Corners <62mph	9
Corners >155mph	0

WEATHER



MONTHLY AVERAGES	
Daily sunshine	9.1hrs
Rainfall	169mm
Min temp	24.2C
Max temp	30.9C

Singapore has a tropical rainforest climate characterised by uniform temperature, high humidity and abundant rainfall.

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LIVE Drivers' Press Conference

FRIDAY

1045 Sky Sports F1
LIVE Free Practice 1
1415 Sky Sports F1
LIVE Free Practice 2

1615 Sky Sports F1
LIVE Team Principal Conference
1830 Sky Sports F1
LIVE The F1 Show

SATURDAY

1045 Sky Sports F1
LIVE Free Practice 3
1300 Sky Sports F1
LIVE Qualifying

SUNDAY

0905 Sky Sports F1
LIVE GP2 Sprint Race
1130 Sky Sports F1
LIVE Singapore GP

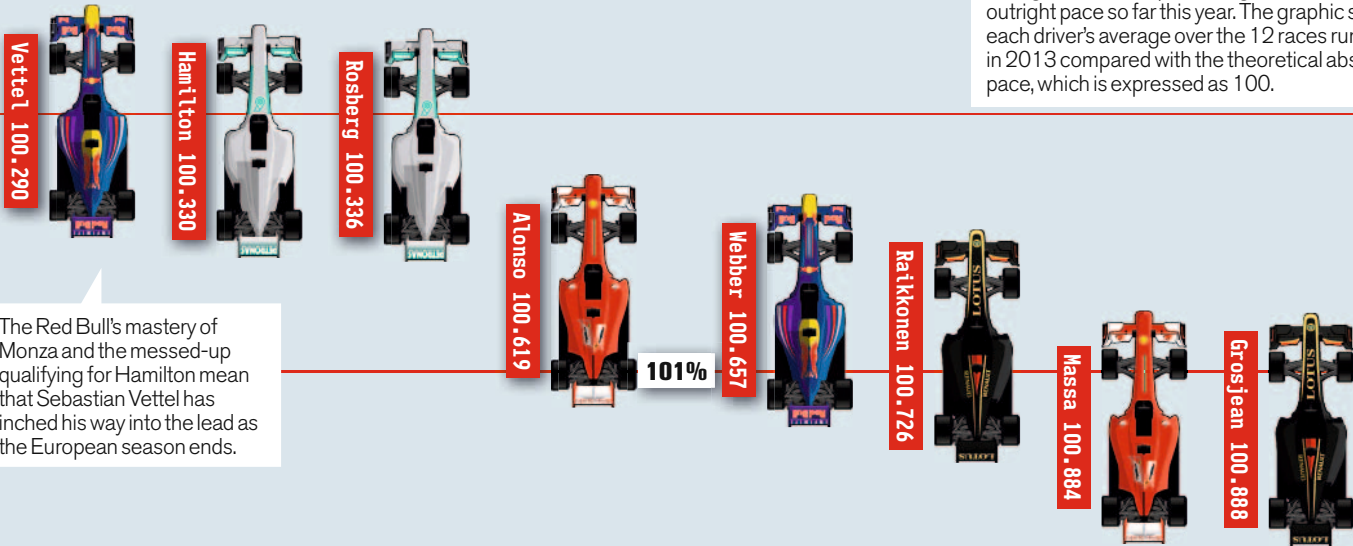
ALL WEEK

Classic Singapore GP races shown throughout the week as a build-up to the 2013 race.

100%

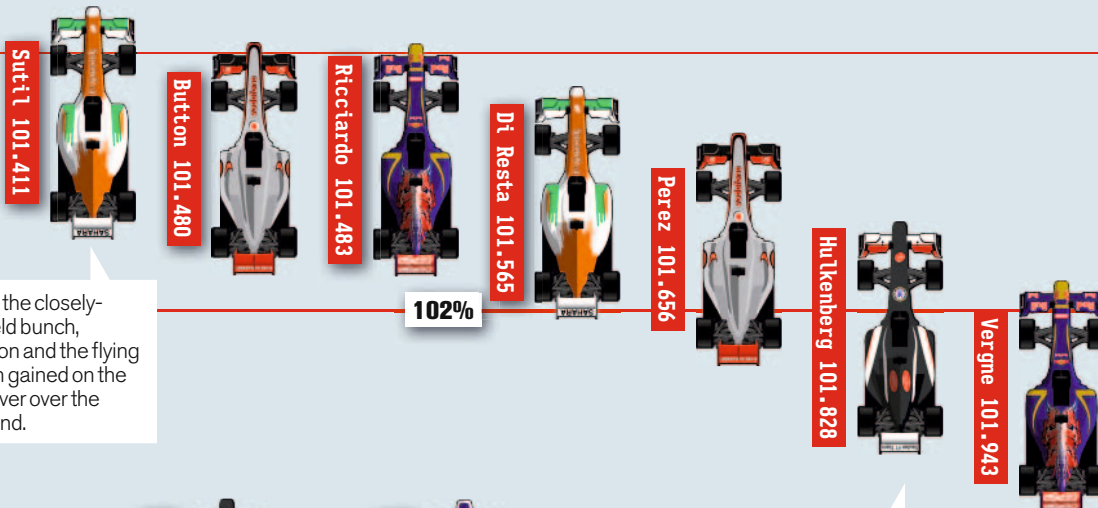
GRAND PRIX SUPERGRID

AUTOSPORT's technical correspondent Gary Anderson has compiled this index, created by taking each driver's percentage deficit to the outright pace so far this year. The graphic shows each driver's average over the 12 races run so far in 2013 compared with the theoretical absolute pace, which is expressed as 100.



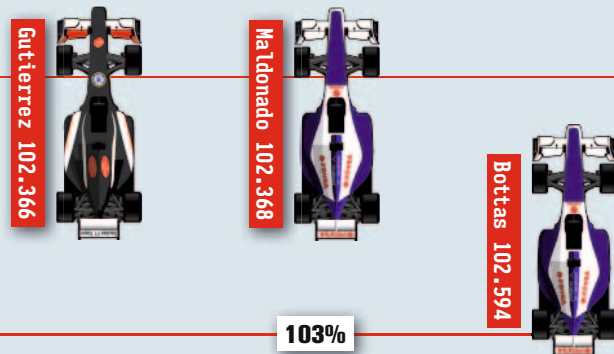
The Red Bull's mastery of Monza and the messed-up qualifying for Hamilton mean that Sebastian Vettel has inched his way into the lead as the European season ends.

101%



Sutil still leads the closely-packed midfield bunch, although Button and the flying Ricciardo both gained on the Force India driver over the Monza weekend.

102%



The relative closeness of the field at Monza means Hulkenberg's great speed there hasn't made too much difference, although he's gained on Perez.

103%

AND THE REST...

Status quo among the not-very-new-anymore teams, although Pic is closer to midfield tailender Bottas than the Williams rookie is to Grosjean, which isn't very encouraging to Williams.

Pic (Caterham)	104.073
Bianchi (Marussia)	104.235
Van der Garde (Caterham)	104.913
Chilton (Marussia)	105.129

Watch the Singapore Grand Prix only on Sky Sports F1 HD – go to sky.com/F1 or call 08442410826



SINGAPORE GP PREVIEW

Putting a damper on it

The slower speeds of the Marina Bay circuit place a greater premium upon mechanical grip than tracks such as Silverstone or Spa. **CRAIG SCARBOROUGH** explains F1 damper technology

Dampers are a critical part of the car's suspension set-up, affecting handling at both low and high speed. But for a track like Marina Bay, where speeds are lower – which places more reliance on mechanical grip – they become even more important.

Each of the four wheels is controlled by an individual damper, operated by a push/pullrod and rocker. Although commonly termed shock absorbers in road-car parlance, they are for far more than simply smoothing out the bumps for the driver. They control the wheel movement to ensure the tyre's contact patch is evenly loaded as the car moves about from the loads being fed into it from the track and from the g-forces pitching and rolling

the chassis through the corners.

Simplistically, F1 dampers are just like road-car dampers, but of course the detail engineering involved is far more complex. Teams will buy in damper technology from specialist companies such as Penske, Multimatic or Sachs, although often they will manufacture their own damper bodies and the mounting eyes to suit their own installation requirements, only using the damper suppliers' internals.

The damper used most commonly is the integral reservoir type. This takes the form of a damper rod and piston moving up and down inside an oil-filled damper body. The oil displaced by the piston moving up inside the damper body is taken up by the nitrogen-gas cylinder in a separate

chamber attached to the damper body. This, along with low-friction bearings and seals, makes the damper movement as smooth as possible. Any sticking or friction in the movement will upset the car's handling.

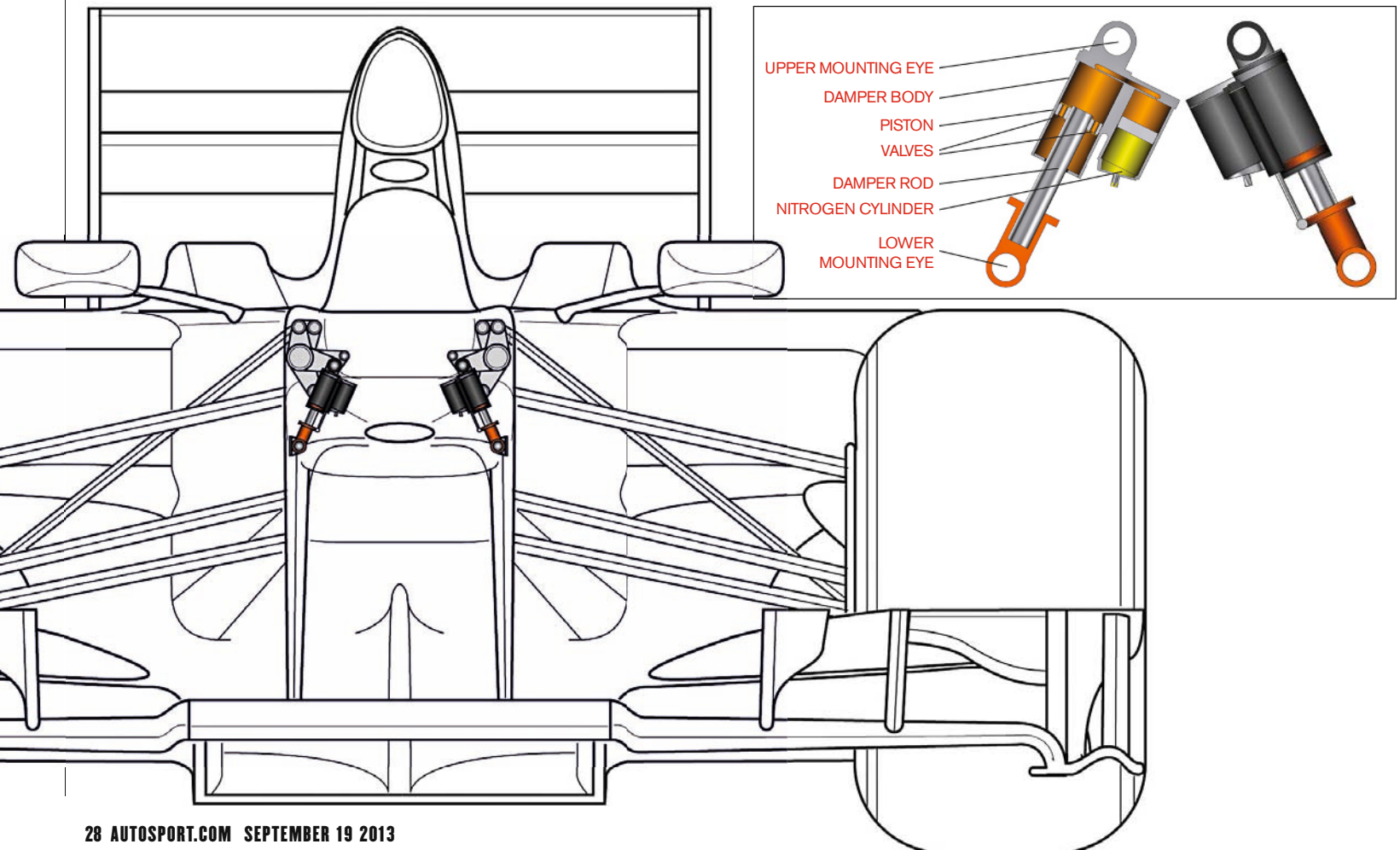
Control of the damper movement comes from valves inside the piston. These use sprung shims that open orifices under certain conditions. As the damper moves and the piston passes through the oil, the valves will either be forced closed or open to control the rate at which the damper resists the movement.

To tune their response, F1 teams employ four-way adjustable dampers. This means that valves will individually control the damper as it is compressed or extended, as well as the speed of the

movement. Different damper rates for each of these variables will alter high- and low-speed grip.

As much as these valves could be tuned via adjusters on the damper itself, F1 teams opt for simplicity and have dampers set up at the factory, which are then unadjustable at the circuit. As a result, teams will have a stock of different-specification dampers for a race weekend.

The selection and set-up of these dampers will be established partly from simulator work and partly from seven-post 'shaker' rigs. Over a race weekend, data will be sent back to the factory for further analysis and a revised damper specification may be proposed, with dampers being rebuilt at the track if necessary.



THE CIRCUIT BRIEF



ROMAIN GROSJEAN
Lotus driver

It's a fun layout to drive, with the last section being my favourite part of the track. It's certainly a physical race, with lots of kerbs, some bumps on the track and frequent use of the brakes. It's certainly not a circuit with a long straight

where you can take a rest!

The layout and the fact that it's a street course don't make it easy for a driver or the engineers. It can be difficult to find the amount of grip you want, so we have to work hard to get the set-up working well. There isn't much margin for mistakes as the walls are very close, but this does mean that there's a great feeling when you get a good lap as it's very special to be driving at the limit around a street course.



Grosjean enjoys life between the walls

CONTES/LAT

BEST CORNER

URNS 22-23

Approach	153mph
Apex	112mph/134mph
Gear	4/5
Braking distance	27m
Braking time	0.45s
Braking force	3.99g



DRS Zone 1

DRS Detection 2

DRS Detection 2

DRS Zone 2

PASSING SPOT

MEMORIAL CORNER

Approach	187mph
Apex	73mph
Gear	3
Braking distance	98m
Braking time	1.95s
Braking force	5.28g

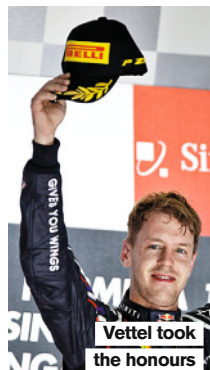


Rosberg scraps with Kobayashi

ETHERINGTON/LAT

THE STORY OF 2012

Sebastian Vettel took only his second win of the season. He benefited from race leader Lewis Hamilton retiring as they fought at the front of the field. Hamilton appeared to have things under control until his McLaren's gearbox failed on lap 22. Jenson Button chased Vettel home in the second McLaren, while Fernando Alonso took third to maintain a healthy championship lead over Vettel.



Vettel took the honours

DUNBAR/LAT

POTENTIAL FLASHPOINT



Right, who's going to go wide on the runoff?

ETHERINGTON/LAT

TURN 1

Approach	183mph	Braking distance	73m
Apex	78mph	Braking time	1.24s
Gear	3	Braking force	5.19g

GOODWOOD'S GREATEST RACING REVIVAL

The race celebrating the history of the Ford GT40 was just one of many close-fought events at the 16th Goodwood Revival. **MARCUS PYE** was on hand as the historic action unfolded







BLOX AW/LAT

Second and third with DB4GTs in the 1960 RAC Tourist Trophy race at Goodwood was as good as it got for world sportscar champion Aston Martin in the enduro's GT era. Even over the first 15 Revival Meetings, no howling straight-six Aston had placed better than second in the blue-riband TT Celebration. But on Sunday Simon Hadfield's extraordinary wet stint in Wolfgang Friedrichs's Project 212 allowed him to make up more than 20 seconds on — and then pass — Anthony Reid's Lister-Jaguar coupe inside eight laps, to earn an incredible victory in the marque's 100th Anniversary year.

"The stars aligned. Two safety cars and rain worked for us. Without them we wouldn't be here now," admitted Hadfield at the prizegiving, which host Lord March had to conduct in the shelter of the pits, rather than al fresco atop the race control pavilion (superbly restored in conjunction with Credit Suisse). When Simon received the Rolex Driver of the Meeting prize to tumultuous applause, he was almost speechless. "This doesn't happen to ordinary people," he said, finally.

It was the most competitive TT retrospective in the event's history, one in which six cars initially contested the lead under darkening skies. From the middle of the front row, Jean Alesi fired the JCB team's Ferrari 250GTO/64 — Graham Hill's rebodied '63 TT winner, in which Jean-Marc Gounon/Peter Hardman won in 2010 — a little too keenly as John Felix dropped the Union Flag. The Frenchman said he had not jumped the start, thus was not pleased to be handed a 10-second penalty.

Dutchman David Hart dived his AC Cobra ahead of Alesi at Lavant, however, and grunted off towards Woodcote with Alesi, Ludovic Caron's Cobra, journalist Chris Harris in Richard Frankel's Lister coupe (which missed second practice after its oil-pump drive sheared, necessitating an all-nighter) and the E-types of Gary Pearson and John Young in tow.

World Touring Car champion Rob Huff thundered Tony Eckford's Sunbeam Lister Tiger up to them before a brake-caliper seal popped, and Emanuele Pirro joined him in retirement with flagging fuel pressure in Shaun Lynn's lightweight E, 4 WPD, the Italian's winning steed in '01 and '05.

Having watched son Oliver qualify their AC Cobra on pole with a stellar 1m25.251s lap (0.008s inside 2012 winner Adrian Newey's lap record),

Grahame Bryant was understandably cautious as he started the ex-Roy Salvadori/Roger Mac car — which left without racing following Gerhard Berger's and Martin Brundle's practice shunts in '11 and '12 — and settled down 10th. His task was to keep GPG 4C safe and the snarling peloton in sight. On a similar strategy was Friedrichs, whose metallic green Aston was 14th at the end of lap one.

Pearson moved up menacingly to second on lap four, darting inside Alesi at Woodcote, but Harris — driving superbly in top company — was in the ascendant. After an early safety car interlude (for the chicane 'wall' to be reinstated) reunited the field, Chris kept his focus, calmly picking off first Pearson then Hart to take the lead majestically.

Bryant Sr pitted as the window opened (after 12 laps), and Friedrichs was among a trio to stop next time around, relaying Hadfield from a still quiet pitlane. Joaquin Folch and Mark Clubb also took advantage, sending Michael Schryver and Oliver Gavin off smartly in their Jaguars.

Hadfield's progress was spectacular. Within eight laps the number 27 Aston was back in the top 10 (he'd qualified it eighth), but a huge moment on lap 19 almost derailed his charge. Tom Kristensen, who had taken over the E-type that Young had established in fourth three laps earlier, ►



Hadfield scored sensational TT win in Project 212



Newey/Brack topped impressive Ford GT40 encounter



Freddie March enduro kicked things off on Friday



Reid explains late spins that cost him chance of TT win



Le Mans legend Kristensen's off (32) delayed winning Aston



Smithies had to fight back to take Fordwater Trophy

LAT

LAT

S BLOXHAM / LAT

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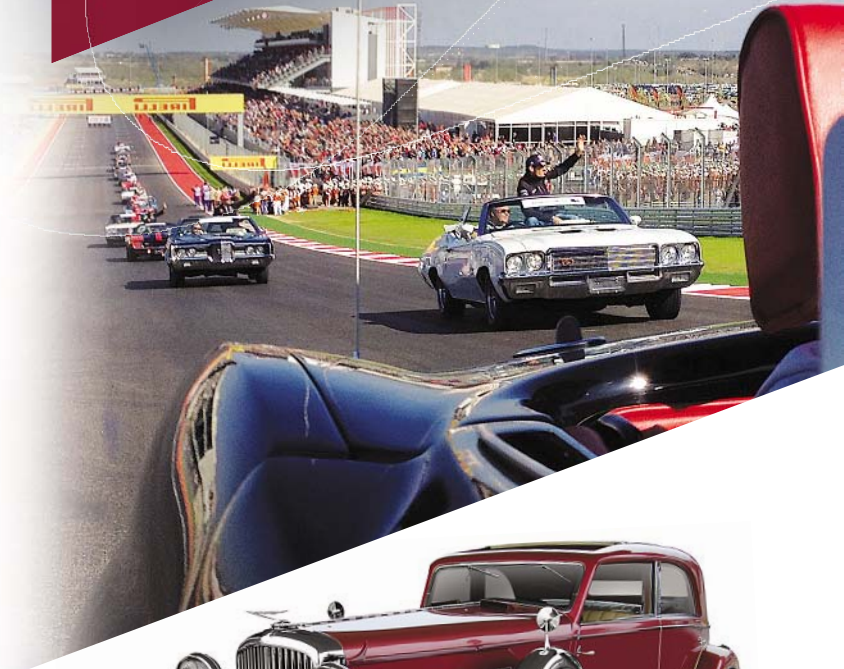


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Morris was top ERA in Goodwood Trophy

LAT



Canberra jet bomber added to airborne exotica

LAT



Ex-Lotus crew and racing legends paid homage to Clark

LAT

◀ skated backwards into the gravel at Lavant. "There was grip at St Mary's, but suddenly there was none," said the nine-time Le Mans winner.

"Either Tom's car had something let go or he hit the oil on which I went off," said Hadfield. "I'd gone in a little slower because I saw him spinning, but went onto the grass. Michael [Schryver] just managed to miss me. It was a lucky escape."

Harris pitted on lap 20, as the yellow Ferrari 275 GTB safety car was despatched to cover the tractor retrieving Kristensen's car. Darren Turner moved the Henderson family Cobra ahead for a lap under caution before he too had to stop.

Reid immediately picked up where his impressive cohort had left off. With drizzle becoming rain of increasing intensity within a few laps, he was extending his lead over the Cobras of Tom Coronel (in for Hart), Ollie Bryant and Nic Minassian (in Caron's). Hadfield was 20 seconds adrift of the leader on lap 27, but clearly flying.

He halved the gap in four laps, then gained almost five seconds in one. Drenched onlookers became more animated as the chase threw up the possibility of a surprise result (Friedrichs's face was a picture) and they went wild when Hadfield passed Reid in front of the main grandstand with time for two more laps. "The Aston suddenly appeared from nowhere, but I thought he was a lap down so I let him past," said Anthony.

"I soon realised I didn't have the same grip as Simon – in a heavier, softer car on narrower tyres – but I thought it's not over." Reid shadowed Hadfield for a lap, discovering where he was finding grip, but the Lister got away from him at Woodcote and kissed the belting. "I put it back in first and got going immediately, but wished I'd gone first as Chris [Harris]'s car control is a hell of a lot better than mine..."

Reid: 'The Aston suddenly appeared from nowhere, but I thought he was a lap down so I let him past'

Hadfield thus slithered round the final lap alone, taking the flag almost 14 seconds clear of Reid. Before finding his "unbelievably happy" car owner and the jubilant Aston Engineering team, Simon leapt deliriously onto the bank opposite the pits and shook hands with spectators: "I wanted to give something back, thank them for staying."

How did he pull off the surprise of the century at Goodwood? "As soon as I saw P2 on the board I kept it smooth. When I started to see the Lister on the big screens I knew we had a chance. As Senna always said, use long gears and don't accelerate too hard – it works!"

The Bryants finished a splendid third, just two seconds behind Reid, with the resurgent Coronel in his slipstream after the shadowing Minassian spun off. "The first safety car helped me, but Ollie lost out," said Bryant Sr.

"We had a great dry set-up and were praying the [forecast] rain wouldn't come. Apart from anything, the wipers weren't working," added Jr. Ironically, Hadfield found out how to work his on the slowing-down lap.

The best of the E-types, piloted by Schryver and Gavin, finished fifth and sixth, nose to tail, with Gregor Fiskens's ex-Dick Protheroe CUT 8 just ahead of Karun Chandhok in Pearson's car. The first Ferrari home was the Alesi/Andy Newall car in ninth, ahead of the 250 SWB of Jackie Oliver/Christian Horner.

Billed as a world first, an all-Ford GT40 race – at the circuit where Roy Salvadori developed a prototype in 1964 and raced Colonel Ronnie Hoare's P1002 the following year – took on the Whitsun Trophy mantle. Twenty-five svelte coupes, plus an open roadster and a MkIV, made a magnificent sight on Saturday afternoon, particularly since after half a dozen laps just 1.3 seconds spanned a glorious six-car lead battle.

David Hart, Emanuele Pirro, Adrian Newey, early leader Steve Soper, James Cottingham and Diogo Ferrao jostled mightily before Pirro, who had passed Newey audaciously on the outside of the Lavant Kink, established a 21-second cushion in TES 1E before owner Shaun Lynn took over at the mandatory stops.

Alas it took too long to slacken his lap belts, and ▶

Jim Clark celebration

Special parade marked great's career

March 19 1960 was a red-letter day for Jim Clark. He scored his first single-seater win at Goodwood in a Formula Junior Lotus 18, beating sensational four-wheel debutant John Surtees in Ken Tyrrell's Cooper. Three years later – having lost out to BRM's Graham Hill in the '62 finale – the Scot was F1 world champion. Clark repeated in '65 and won 25 GPs.

Half a century later, Hazel Chapman (widow of marque founder Colin) and period Team Lotus personnel Bob Dance, Billy Cow, Dick Scammell, Cedric Selzer, Derek Wild and Leo Wybrott celebrated the landmark. Sir Jackie Stewart, Surtees, Sir Stirling Moss, Tony Brooks, Dario Franchitti and Lord March added gravitas.

Jimmy's stellar career was spotlit with daily cavalcades of cars – from Ian Scott-Watson's Porsche 356A to Gemini Mk2, DKW 3-6 to ERA R5B 'Remus', tested at Rouen in 1965. Pride of place, though, went to the Lotus 43 which, confounding all odds, he nursed to '66 US GP victory at Watkins Glen. Andy Middlehurst's epic labour of love to reunite chassis and BRM H16 engine was justified.

Triple Indianapolis 500 victor Franchitti nestled into his idol's 1965-winner, the Lotus 38 replete with 4.2-litre quad-cam Ford V8 engine, offset suspension looking bizarre. Kenny Brack, Brickyard victor in '99,



Middlehurst's Lotus 43 starred in Clark parade

JELOXHAM / LAT

demoed the STP Pratt & Whitney gas turbine-powered Type 56 that Jimmy tested at Indy shortly before his death in '68.

Stewart saddled one of two monocoque F1 Type 25s present, their shrill 1500cc Coventry-Climax V8 engines evoking memories of Clark's dominant summer of '63. His Springbok and Tasman Cup-winning 21 and 32B, plus Cosworth DFV-powered Type 49s and F2 48 also starred. The Border Reivers Lister-Jaguar 'flat-iron' (cosmetically restored by CKL for Spitfire aviator Steve Boulbee Brooks), Ecurie Ecosse Tojeiro-Jaguar, Aston Martin DBR1 – in which Brooks chauffeured Moss – and hairy Ford V8-powered Lotus 30 attracted comment, as did Elite, ex-Clark Elans, Lotus Cortinas and a Galaxie in the magical throng.



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Delane on his Lotus 18:
'I'm getting the hang of
it now – I've only been
racing it for 28 years'

◀ Newey's partner Kenny Brack blasted past – "I just went balls-out" – as Lynn left the pits. The Swede went away to the chequer, Lynn keeping second, clear of Martin Stretton in Ferraro's car. Fastest man on the track was Alex Buncombe, who converted '88 Le Mans winner Andy Wallace's start to fourth place. Philip Walker started from pole, courtesy of Mike Jordan, but spun early on.

Sunday's opening Fordwater Trophy GT race was a real crowd-pleaser. Poleman David Smithies got his ex-works Austin-Healey 100/6 to St Mary's first, but "just overcooked it". Jochen Mass (Mercedes-Benz 300SL 'Gullwing') narrowly avoided him, but as Smithies recovered Mass's team-mate Hans Kleissl squeezed him onto the grass hairily at Fordwater.

Again Smithies regrouped, charging past Kleissl, the impressive Max Girardo (Ferrari 275 TdF) and Malcolm Paul (Morgan) before usurping Mass at Madgwick. David then powered away, dedicating the victory to Tim Rogers who died last autumn before his dream of seeing the car he owned for many years compete at Goodwood could be fulfilled. Smithies's Spirit of the Event award was well deserved.

Friday evening's Freddie March Memorial enduro featured a wonderful lead battle between young guns Alex Buncombe and Sam Hancock in Jaguar C-types. Hancock, in Stefan Ziegler's Ecurie Ecosse car (and driving a C for the first time) held sway under enormous pressure as conditions became wetter, but Buncombe's greater experience and more grunt told. Ben Cussons/Patrick Blakeney-Edwards completed a clean sweep.

The race was curtailed after Nick Wigley – driving the ex-Tony Crook Cooper-Bristol in which John Ure had led Buncombe's partner John Young initially – was unsighted by spray during



Stippler (left) and Kristensen enjoyed their duel

lappery and crashed backwards into the bank at Fordwater. The Silverstone Classic promoter was taken to hospital with cracked vertebrae in his neck. "The car now has greater patination," commented owner Peter Mann dryly.

Switching horses from Mary Smith's ERA R3A to its stablemate R2A – the ex-Nicky Embiricos/George Abecassis car raced by George Nixon at Goodwood's inaugural meeting in September 1948 – was not another winning ticket for polesitter Mark Gillies, who retired from third place with an oil leak.

Two more '48 veterans, ERAs R11B and R10B, squabbled for victory, David Morris trumping Irishman Paddins Dowling to land his first Goodwood Trophy. "It wasn't the extra 500cc but his extra half-litre of skill that made the difference," beamed Dowling. Event debutant Calum Lockie was overjoyed with third in Sean and Laura Danaher's Maserati 6CM, but Julian Bronson ran out of fuel in Mac Hulbert's ERA R4D.

Bristol power dominated the Madgwick Cup sportscar race, Adrian van der Kroft's ex-Sir Clive Edwards Cooper having the legs on the ex-Archie Scott Brown/Stirling Moss Lister of Tony Wood – runaway poleman in Friday's damp qualifying session – in a straight line, but losing out in the corners in a battle of wits.

After numerous exchanges, the Dutchman

lapped Simon Duffey's Lotus IX at Fordwater, but then collected it as he found Tony Bailey's slowing OSCA-Alfa Romeo in his path. Both cars retired. "I feel sorry for Adrian," said Wood, who thus won by a distance from Gareth Burnett in John Ruston's supercharged Alta, which Tony Gaze used to plot the circuit in '48. Ron Gammons's 1500cc Lotus-MG IX was a gallant third.

Despite Chris Drake's 3.6-second advantage in practice, the Chichester Cup drum-braked Formula Junior race was a thriller, embroiling the former UK champion's Elva 300 and Andrew Wilkinson's very pretty Australian-built Lynx. Their order changed constantly until Drake made a late break, but he had a huge fright when David Woodhouse's Dolphin spun in his path, forcing him off track leaving the chicane.

In a charismatic 22-marque field, multiple FIA champion John Delane was third in his Lotus 18. "I'm getting the hang of it now – I've only raced it for 28 years," said the American. Although sparring partner Robin Longdon retired his Lola Mk3, Charles Cook (Envoy Mk1) finished a fine fourth, having got the better of Andrew Robertson's Crossle and Robert Barrie's Lotus.

Julian Bronson snatched defeat from the jaws of victory in the Richmond Trophy race for Pre-'61 Grand Prix cars. In his angst to escape the clutches of Gary Pearson (ex-Jo Bonnier BRM P25), the Scarab driver put his right-rear wheel on the ▶

St Mary's Trophy

The sound and the Furiani: Alfa beats V8s

Jochen Mass and Tom Kristensen's mastery of massive seven-litre Ford Galaxies – in the company of Frank Stippler's agile Alfa Romeo GTA – had Revivalists cheering during Saturday's opening leg of the St Mary's Trophy tournament.

With BMW 1800 TISAs, Jaguar Mk2s, Mini Cooper Ss and Lotus Cortinas peppering the pre-'66 mix, this was the event's finest Touring Car action yet. Oliver Gavin timed his qualifying run perfectly, scrabbling Nick Swift's Cooper S onto pole in damp conditions.

The 'Beemers' of Jackie Oliver, Johnny Cecotto and Steve Soper – split by Mass – were quickest away in the dry though. Gavin, Anthony Reid (Jaguar), Kristensen and Stippler headed the chase. The Alfa started 15th – Alexander Furiani having worked all hours to build a new engine following a blow-up at Paul Ricard – but Stippler was third inside three laps, with Kristensen on his tail. Frank took the lead from Mass on lap nine, whereupon the Galaxie duo redoubled their efforts.

Mass kept second until a plug lead came adrift and the Dane broke the 'magic' 1m30s barrier to home in on Stippler, growling round him at Fordwater. Tom beat Frank by half a second, with Jochen a further 20 adrift. "I did a hopeless first lap, but that was awesomely fun," grinned Kristensen.



Galaxie and Alfa put on great tin-top tussle

Derek Bell's race wasn't. His Cortina GT was rudely assaulted by Nic Minassian's Renault 8 Gordini at Lavant.

A safety car interlude – after Andy Ruhan's Mini flipped at St Mary's, tagged by pal Ben Shuckburgh's Alfa Ti – derailed Bill Shepherd's intent to make up the deficit in the Mass car. All Furiani had to do was get ahead of Kristensen's partner Steele to secure overall victory. He did, leaving Steele in Oliver's teamster John Clark's clutches, with Swift in hot pursuit. "This is the best event ever," said Furiani, overjoyed.

Rarities on track at the 2013 Revival

As ever, there was some unusual exotica at Goodwood...

ALTA GP

One of Geoffrey Taylor's rare post-war products, Francesco and Julia de Baldanza's pretty 1953 machine was built in twin-supercharged form for Roberta Cowell. It featured in the '54 film *The Mask of Dust* – partially filmed at Goodwood – then was sold to Australia. Raced in the '56 and '57 Australian GPs by Julian Barrett and Syd Anderson respectively, it spent 27 years in the Perth Motor Museum. Alta expert Paul Jaye was on board in the Richmond Trophy set.



Jaye steers Alta through chicane in Richmond Trophy

CISITALIA 202 MM NUVOLARI SPIDER

Industrialist Piero Dusio's Cisitalia concern was behind the first one-make single-seater series, building a run of small Fiat-engined cars to the design of Dante Giacosa in 1946. Tazio Nuvolari put the artisan marque on the map by leading the '47 Mille Miglia in one of its stylish lightweight Giovanni Savonuzzi-penned 1100cc sportscars. Ian Dalglish brought his to Goodwood for the Madgwick Cup race, but couldn't match the pace of the MG specials.



Madgwick Cup featured Cisitalia in Dalglish's hands

COOPER-BRISTOL T25

Based on the familiar single-seaters' running gear, this handsome full-bodied two-seater was debuted in the 1953 Goodwood Nine Hour race by motor traders John 'Noddy' Coombs and Tommy Sopwith. Coombs (who died last month) crashed it heavily on oil, but had it rebuilt for the '54 Mille Miglia. It was later raced by the Hon Edward Greenall and (in the US) by Roy Winkelmann. Current owner Malcolm Harrison and Patrick Watts finished fourth in the Freddie March Trophy race.



Cooper-Bristol was strong contender in Freddie March Trophy



Hayden raced Envoy to ninth in Chichester Cup

ENVOY Mk2

Brighton garagiste Ian 'Puddle Jumper' Raby designed the first Envoy Formula Juniors but success eluded the cars built by Sewell & King in Essex. By the time the unique Mk2 – debuted by Andrew Hayden at the Revival post-Hibberd Racing restoration – appeared in 1961, Raby was out of it. He became an F1 privateer while mechanic David Martin went on to build the title-winning FF1600 Martlet in what is now Goodwood Circuit's ticket office.



Glorious 1512 Ferrari appeared in hands of Joe Colasacco

FERRARI 1512

Second of three 1500cc flat-12-engined 1512s constructed in 1964, chassis 0008 was first raced by John Surtees – who won the World Championship in V8-powered 158s – in the following season's German GP at the Nurburgring. Lorenzo Bandini finished second in the '65 Monaco GP in a 1512, but they were not reliable until the late summer. Joe Colasacco – a previous winner at the Revival – raced Fratelli Auriana's example to 12th place in the Glover Trophy race at Goodwood.



Traber's Talbot-Lago in Goodwood Trophy

TALBOT-LAGO MONOPLACE DECALEE

Raced by Frenchman Philippe Etancelin in 1939 grands prix, this car boasts an intriguing dual life. Shipped to the US pre-war, it contested the Indianapolis 500 three times, initially with Jean Trevoux up and twice subsequently in the hands of Zora Arkus-Duntov, father of the Chevrolet Corvette. Franco-American Harry Schell brought it back to Europe to race, before 'Raph' took it to South America. Versatile Swiss Christian Traber was aboard at Goodwood.

grass entering St Mary's and was flicked into Wolfgang Friedrichs's lapped Aston Martin, to the detriment of the DBR4's front corner.

"It was a good old dust-up until he made a mistake," said Pearson, who went on alone to net his 12th Revival race win. Despite his Lotus 16's gear lever snapping off at the first corner, Roger Wills held off Tony Wood (TecMec-Maserati) in a tough scrap for second. Bronson recovered to finish fourth.

The contemporary rear-engined Grand Prix car field contested a separate Gordon Trophy race this year, poleman Miles Griffiths leading throughout for an accomplished victory in John Bond-Smith's ex-Harry Schell BRP/Yeoman Credit Cooper T51 tended by Tony Marsh's period mechanic Mick Mobberley.

Jonathon Hughes and Will Nuthall (T53s) tracked Griffiths initially. Hughes – with a sticking throttle – had one too many adventures, from which he recovered well, but was stuck in gear when Rod Jolley (T45/51) zapped him round the outside at Woodcote on the last lap to grab second. Nuthall slowed, then baled out pronto having bravely finished fourth in a fuel bath!

The track was exceedingly wet and slippery for Sunday's Glover Trophy 1500cc Formula 1 race in

Cars were spinning everywhere so Middlehurst chose to bring the Lotus – damaged on its Italy 1961 debut – home safely



Van der Kroft led, but Wood won Madgwick Cup



Reid prepares to take D-type to victory

Middlehurst splashed
to Glover Trophy
win in Lotus 25



LAT

which — after Classic Team Lotus had the Climax V8 engine of the John Bowers-owned Type 25 out overnight to fix a holed water pipe — Andy Middlehurst completed his event hat-trick.

Rob Hall shot Tony Best's ex-Jim Clark four-cylinder Lotus 21 from 10th to second, then made inroads into Middlehurst's lead, but as cars were spinning everywhere decided to bring the car — badly damaged on its debut in the 1961 Italian GP — home safely for its first race finish.

Nick Fennell (Lotus 25) staved off Mark Piercy (Lola Mk4) for fourth, while Dan Collins, who

rotated and was gently T-boned by fast-starting Roy Walzer's Brabham at St Mary's, recovered well to pip Sid Hoole (Cooper T66) for fifth.

The Sussex Trophy finale for '50s sportscars wasn't quite as combative as in previous years, due to the treacherous surface. Last year's victor Julian Majzub qualified his raucous Sadler-Chevrolet top, but a detached plug lead banished him to a pitlane start, so Anthony Reid (Jaguar D-type) and Emanuele Pirro (Lister-Jaguar) set off with intent.

Knowing where to seek grip from the previous race, Rob Hall hurtled Martin Halusa's Maserati

300S through from 19th — where his indisposed dad Rick had qualified it — to fifth on lap one and had eroded Reid's 5.7-second lead by half-distance.

Hall stormed ahead, but Reid refused to be shaken off and capitalised after the leader tagged Malcolm Gammons's Devin-Chevrolet as they accelerated out of Lavant abreast. "I wish I could have driven that well in the TT," said Anthony having taken the chequer 1.6s clear of the Maser. Richard Kent drove his father's Lister-Jaguar very neatly to third, claiming quintuple Le Mans winner Pirro's scalp en route. ❖

RAC TT CELEBRATION: CLOSED-COCKPIT GT CARS IN THE SPIRIT OF THE GOODWOOD TT RACES 1960-64 (35 LAPS)

1 Wolfgang Friedrichs/Simon Hadfield (Aston Martin Project 212); 2 Chris Harris/Anthony Reid (Lister-Jaguar coupe) +13.854s; 3 Grahame & Oliver Bryant (AC Cobra); 4 David Hart/Tom Coronel (AC Cobra); 5 Joaquin Folch/Michael Schryver (Jaguar E-type); 6 Mark Clubb/Oliver Gavin (Jaguar E-type); 7 Peter Hardman/Gregor Fiskien (Jaguar E-type FHC); 8 Gary Pearson/Karun Chandhok (Jaguar E-type); 9 Jean Alesi/Andy Newall (Ferrari 250 GT0/64); 10 Jackie Oliver/Christian Horner (Ferrari 250 GT SWB). **Fastest lap** 0 Bryant 1m26.222s (100.20mph).

WHITSUN TROPHY: FORD GT40s 1964-66 (32 LAPS) 1 Adrian Newey/Kenny Brack; 2 Emanuele Pirro/Shawn Lynn +13.704s; 3 Diogo Ferrao/Martin Stretton; 4 Andy Wallace/Alex Buncombe; 5 Steve Soper/David Cuff; 6 David Hart/John Hugenholtz; 7 Oliver Mathai/Frank Stippler; 8 Philip Walker/Mike Jordan; 9 Joaquin Folch-Rusinol/Simon Hadfield; 10 John

Young/Andy Newall. **FL** Buncombe 1m21.755s (105.68mph).

FORDWATER TROPHY: PRODUCTION-BASED SPORTS & GT CARS 1955-60 (16 LAPS)

1 David Smithies (Austin-Healey 100/6); 2 Jochen Mass (Mercedes-Benz 300SL) +5.740s; 3 Max Girardo (Ferrari 275 GT Tour de France); 4 Malcolm Paul (Morgan +4); 5 Hans Kleissl (Mercedes-Benz 300SL); 6 Malcolm Verey (Jensen 541R). **FL** Smithies 1m37.429s (88.67mph).

FREDDIE MARCH MEMORIAL TROPHY: SPORTS RACING CARS IN THE SPIRIT OF THE GOODWOOD 9 HOUR RACES, 1952-55 (32 LAPS)

1 John Young/Alex Buncombe (Jaguar C-type); 2 Stefan Ziegler/Sam Hancock (Jaguar C-type) +26.071s; 3 Ben Cussons/Patrick Blakeney-Edwards (Jaguar C-type); 4 Malcolm Harrison/Patrick Watts (Cooper-Bristol T25); 5 Lukas Huni/Gary Pearson (Maserati A6GCS); 6 Martin Melling/Rob Hall (Aston Martin DB3); 7 John Clark/Nick Finburgh (Jaguar C-type); 8 John Ure/Nick Wigley (Cooper-Bristol T24/5); 9 Barry & Tony Wood (RGS Atalanta-Jaguar); 10 Spike Milligan/Alec Poole (HWM-Jaguar). **FL** Ure 1m34.862s

(91.07mph).

GOODWOOD TROPHY: GP CARS & VOITURETTES 1930-50 (13 LAPS)

1 David Morris (ERA R11B); 2 Paddins Dowling (ERA R10B) +6.575s; 3 Calum Lockie (Maserati 6CM); 4 Michael Gans (ERA R1B); 5 Nick Topliss (ERA R4A); 6 Patrick Blakeney-Edwards (Frazer Nash Monoposto). **FL** Dowling 1m31.844s (94.07mph).

MADGWICK CUP: SPORTS RACING CARS UP TO 2700cc 1948-55 (15 LAPS)

1 Tony Wood (Alta Sports) +26.889s; 3 Ron Gammons (Lotus-MG 9); 4 Alexander McQueen Quattlebaum (Leco-MG); 5 Nick Fennell (Lotus-Climax 9); 6 John-Paul Mason (Cooper-MG T21). **FL** Adrian van der Kroft (Cooper-Bristol T23/25) 1m38.863s (87.39mph).

CHICHESTER CUP: REAR-ENGINEED DRUM-BRAKED FORMULA JUNIOR CARS 1958-62 (13 LAPS)

1 Chris Drake (Elva 300); 2 Andrew Wilkinson (Lynx T3) +9.321s; 3 John Delane (Lotus 18); 4 Charles Cook (Envoy Mk1); 5 Andrew Robertson (Crosse 4F); 6 Robert Barrie (Lotus 18). **FL** Drake 1m30.401s (95.57mph).

RICHMOND TROPHY: FRONT-ENGINEED GP CARS 1952-60 (17 LAPS)

1 Gary Pearson (BRM Type 25); 2 Tony Wood (TecMec-Maserati) +17.345s; 3 Roger Wills (Lotus 16); 4 Julian Bronson (Scarab-Offenhauser); 5 Max Werner (Maserati 250F V12); 6 Michael Steele (Connaught C8). **FL** Bronson 1m26.202s (100.22mph).

GORDON TROPHY: REAR-ENGINEED INTER-CONTINENTAL & F1 CARS 1956-62 (18 LAPS)

1 Miles Griffiths (Cooper-Climax T51); 2 Rod Jolley (Cooper T45/51) +24.134s; 3 Jonathon Hughes (Cooper-Climax T53); 4 Will Nuthall (Cooper-Climax T53); 5 Sam Wilson (Cooper-Climax T45/51); 6 Paul Smeeth (Lotus-Climax 18). **FL** Griffiths 1m24.705s (102.00mph).

GLOVER TROPHY: 1.5-LITRE GP & TASMAN CARS 1961-65 (14 LAPS)

1 Andy Middlehurst (Lotus-Climax 25 R4); 2 Rob Hall (Lotus-Climax 21) +4.022s; 3 Nick Fennell (Lotus-Climax 25); 4 Mark Piercy (Lola-Climax Mk4); 5 Dan Collins (Lotus-Climax 21); 6 Sid Hoole (Cooper-Climax T66). **FL** Hall 1m51.911s (77.20mph).

SUSSEX TROPHY: WORLD CHAMPIONSHIP & PRODUCTION

SPORTS RACING CARS 1955-60 (14 LAPS)

1 Anthony Reid (Jaguar D-type); 2 Rob Hall (Maserati 300S) +1.607s; 3 Richard Kent (Lister-Jaguar Costin); 4 Emanuele Pirro (Lister-Jaguar Knobbly); 5 Nick Leventis (Ferrari 246S Dino); 6 Julian Majzub (Sadler-Chevrolet Mk2). **FL** Hall 1m49.790s (78.69mph).

ST. MARY'S TROPHY: PRODUCTION SALOON CARS 1960-66 (17+15 LAPS)

1 Frank Stippler/Alexander Furiani (Alfa Romeo GTA); 2 Tom Kristensen/Michael Steele (Ford Galaxie 500) +9.114s; 3 Jochen Mass/Bill Shepherd (Ford Galaxie 500); 4 Jackie Oliver/John Clark (BMW 1800 TiSA); 5 Oliver Gavin/Nick Swift (Morris Cooper S); 6 Darren Turner/Henry Mann (Ford Lotus Cortina).

SATURDAY 1 Kristensen;

2 Stippler +0.580s; 3 Mass; 4 Oliver; 5 Steve Soper (BMW 1800 TiSA); 6 Gavin. **FL** Kristensen 1m29.876s (96.13mph) **record.**

SUNDAY 1 Shepherd; 2 Furiani +6.593s; 3 Steele; 4 Clark; 5 Swift; 6 John Haugland (Ford Lotus Cortina). **FL** Shepherd 1m31.354s (94.57mph).

BTCC
Rockingham (GB)
September 15



Round 8/10

RESULTS

RACE 1: 19 LAPS, 36.86 MILES

1	ANDREW JORDAN (GB)	Eurotech Racing Honda Civic	33m42.513s
2	MAT JACKSON (GB)	Motorbase Performance Ford Focus	+3.379s
3	ROB AUSTIN (GB)	Rob Austin Racing Audi A4	+9.071s
4	GORDON SHEDDEN (GB)	Honda (Dynamics) Honda Civic	+9.271s
5	JASON PLATO (GB)	MG (Triple Eight) MG6	+14.803s
6	COLIN TURKINGTON (GB)	WSR BMW 125i M Sport	+19.462s
7	ROB COLLARD (GB)	WSR BMW 125i M Sport	+22.542s
8	DAVE NEWSHAM (GB)	Speedworks Motorsport Toyota Avensis	+23.939s
9	JACK GOFF (GB)	Team Hard Vauxhall Insignia	+24.395s
10	FRANK WRATHALL (GB)	Dynojet Toyota Avensis	+25.319s
11	NICK FOSTER (GB)	WSR BMW 125i M Sport	+26.175s
12	JEFF SMITH (GB)	Eurotech Racing Honda Civic	+29.083s
13	ARON SMITH (IRL)	Motorbase Performance Ford Focus	+29.358s
14	MATT NEAL (GB)	Honda (Dynamics) Honda Civic	+34.337s
15	OLLIE JACKSON (GB)	Speedworks Motorsport Toyota Avensis	+41.183s

Winner's average speed: 65.60mph. Fastest lap: Austin, 1m36.605s, 72.29mph.
 Pole: Plato, 1m22.350s, 84.80mph. Jack Sears Trophy: Lea Wood (Vauxhall Vectra).
 (S) = Soft tyre.

RACE 2: 16 LAPS, 31.04 MILES

1	AUSTIN	Audi	22m52.302s
2	SHEDDEN	Honda	+3.351s
3	TURKINGTON	BMW	+8.983s
4	M JACKSON	Ford	+10.569s
5	SAM TORDOFF (GB)	MG (Triple Eight) MG6	+10.696s
6	PLATO	MG	+14.784s
7	NEWSHAM	Toyota	+17.290s
8	JORDAN	Honda	+20.076s
9	TOM ONSLOW-COLE (GB)	Motorbase Performance Ford Focus	+21.273s
10	J SMITH	Honda	+26.154s
11	ADAM MORGAN (GB)	Ciceley Racing Toyota Avensis	+27.349s
12	FOSTER	BMW (S)	+38.318s
13	WRATHALL	Toyota	+38.979s
14	GOFF	Vauxhall	+44.232s
15	A SMITH	Ford (S)	+45.976s

Winner's average speed: 81.42mph. FL: Shedden, 1m24.183s, 82.96mph.
 Pole: Jordan. Jack Sears Trophy: Wood. (S) = Soft tyre.

RACE 3: 19 LAPS, 36.86 MILES

1	JORDAN	Honda (S)	28m49.860s
2	TURKINGTON	BMW (S)	+3.180s
3	PLATO	MG (S)	+4.076s
4	M JACKSON	Ford (S)	+10.327s
5	SHEDDEN	Honda (S)	+12.587s
6	TORDOFF	MG (S)	+15.076s
7	NEAL	Honda (S)	+20.831s
8	NEWSHAM	Toyota (S)	+21.539s
9	AUSTIN	Audi (S)	+23.277s
10	J SMITH	Honda (S)	+25.044s
11	MORGAN	Toyota (S)	+25.441s
12	ONSLow-COLE	Ford (S)	+27.155s
13	A SMITH	Ford	+28.474s
14	FOSTER	BMW	+28.930s
15	O JACKSON	Toyota (S)	+39.651s

Winner's average speed: 76.70mph. FL: Jordan, 1m23.861s, 83.28mph.
 Pole: Jordan. Jack Sears Trophy: Wood. (S) = Soft tyre.

CHAMPIONSHIP

1	JORDAN	338	6	TORDOFF	218
2	SHEDDEN	308	7	MORGAN	190
3	TURKINGTON	305	8	M JACKSON	162
4	NEAL	304	9	AUSTIN	150
5	PLATO	276	10	A SMITH	133

JACK SEARS TROPHY

1	WOOD	13	3	KAYE	2
2	GRIFFIN	6	4	GIRLING/NYE/HILL	1

POINTS SYSTEM EXPLAINED

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

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Double winner Jordan makes case for title

The privateer Honda ace got two over on his factory rivals – and the rest of the field – at Rockingham. **BEN ANDERSON** reports



THIS WAS A WEEKEND WHERE PRIVATEERS CAME TO the fore in the British Touring Car Championship. For the second round in a row, neither the two works Triple Eight-run MGs of Jason Plato and Sam Tordoff nor the factory Team Dynamics-fielded Honda Civics of Matt Neal and Gordon Shedden scored a win.

Instead, Andrew Jordan took command of the championship by scoring his first double success of the season in his Eurotech-run Civic, either side of a maiden win for Rob Austin and his Audi.

Austin is a popular figure with BTCC fans and he rewarded their enthusiasm with a breakthrough success in the second race of a blustery, wet-dry weekend at Rockingham. The Audi has improved since switching to the Swindon-built TOCA engine

for the Oulton Park round in June, and got better still after what Austin described as a “breakthrough with dampers” at Snetterton in August.

“For one reason or another” it didn’t come together for Austin in Norfolk, but he took pole at Knockhill and converted that into two podiums, despite “tightening up” while leading the first race. After qualifying a strong third at Rockingham (and adding a third rostrum result in race one), Austin felt he could relax and go on the attack in race two, and he duly took that all-important first win after slicing between Jordan’s polesitting Civic and the Motorbase Ford of Mat Jackson at the start.

“I’m really chuffed,” said Austin, whose last major race win came in British Formula 3 in 2003. “It makes the blood, sweat and tears we’ve put into

Austin took a hugely popular maiden BTCC win in his Audi



EBREVIL/AT



Jordan floored the opposition

this project over the last three years so worth it.

"I wanted to prove that Knockhill wasn't a one-off and we did that in the first race, so I had no pressure or expectation in race two. I don't think this is a rear-wheel-drive circuit, but it has a very abrasive surface that works the tyres hard and the front-wheel-drive cars drop off quicker. I did qualifying laps for the first six and then it was just down to looking after my tyres.

"To beat the works teams with a quarter of their budget is amazingly satisfying."

Reigning Independents champion Jordan was also a happy man after taking a firm grip of the race for the overall title. He has matured as a driver this season, generally keeping out of trouble and scoring heavily, where in the past he might have got caught up in a costly scrape while battling at the front. Indeed, he remains the only driver to have scored in every single one of the 24 races held so far this season – a remarkable record in a series where a bit of rough and tumble is par for the course.

Jordan has had his fair share of luck along the way, drawing reversed-grid pole in the past two events, but crucially he's taken full advantage of those opportunities. So it was again at Rockingham, as he capitalised on a weekend of misfortune for erstwhile leader Neal to open up a 30-point lead at the top of the standings.

Jordan was delighted to outqualify Shedden's Honda with extra weight in his own car (on account of his success last time out at Knockhill) and he made a demon start from row two to leapfrog Austin's Audi and the MGs through the opening

sequence of turns in race one. Going around the outside of Plato at the Deene hairpin set Jordan up for a measured drive to his fifth win of the season.

Race two was a lesson in damage limitation for Jordan (something that is also critical to successful title campaigns). With the field all on slicks, Eurotech gambled on a compromised wet set-up in anticipation of rain that never came, so Jordan struggled home eighth with maximum success ballast in his car. But luck was with him for the reversed-grid draw for race three, and he duly converted pole into win number six of 2013.

"It's been a fantastic weekend – my first win in the wet and the first time I've won two races in one day," said Jordan. "I had an awesome start from P4 in the first race and just got my head down. The car was so good on an important weekend.

"We had the extra weight for race two and it looked like it was going to rain so we went for a halfway house on set-up and struggled. But we got pulled for pole in race three and I know I can look after the soft tyres really well – our car is really good on them. Tordoff looked really racey early on but I could see he was using his tyres and I knew it would only be a couple of laps before he fell back.

"Coming from six points behind to 30 in front is nice, but there's still six races to go so I don't want to get too excited. Silverstone will be crap for the Hondas and it can all turn around. Matt's had a bad day today and that could be us at Silverstone."

Jordan's Eurotech team boss father Mike left behind battles with Kenny Brack at the Goodwood Revival to see Andy star at Rockingham. He has



Neal reflects on his exit from second race



Shedden couldn't match Jordan, but he got a podium

watched his son grow from a fast-but-occasionally-wild frontrunner to a genuine title contender.

"You've got to perform when you've got these opportunities," said Jordan Sr. "Andy spends a lot of time with his engineer Adam Hardy, reviewing data – and they're massive on track walks. The track walk they did for this race took nearly two and a half hours! At the beginning of the year we believed we should be able to win the championship, but it's probably only two meetings ago that we really started to think it was a realistic possibility.

"Andy's making very few mistakes, managing the weight well and not getting too excited. He's always been fast, but now he's tied up the rough edges."

For the works team the weekend was all about rough edges. Champion Shedden admitted the team never "quite hit the sweet spot" with its Civics. He kept the scoreboard ticking over with a trio of top-five finishes (including second in race two) to move up to second place in the points, but team-mate Neal endured his worst weekend of the season, scoring just 11 points across the three races and slipping from first to fourth in the standings.

Neal spun away fifth place under the safety car in race one, then suffered steering failure while battling Rob Collard's WSR BMW for fourth in race two. He charged from the back of the grid to salvage seventh in race two, but was left to rue what might have been after a trying weekend.

"Qualifying seventh was OK with the weight, but the half-spin on oil in race one was down to me and I have to admit that," Neal said. "The car felt awesome in race two with the weight out and I thought the podium would be a piece of cake. I was following Rob and then he had a puncture; I went down the inside of him and the steering broke – the splines just sheared.

"We have to be realistic about the championship. Andy is strong and has finished every race, which is amazing, but I'm definitely not giving up. I'm going to Silverstone light – even though I hate the National Circuit with a passion – and we'll see what we can do. There's still everything to play for."

Shedden was in similarly philosophical mood after a weekend in which he felt the works Hondas had not quite delivered. ▶



EBREV/LAT

Polesitter Plato pushed hard

◀ “It’s reasonable points but frustrating in a lot of ways,” said Shedden, who suffered a fuel pick-up problem in free practice and qualified outside the top four for the first time this season. “It’s so competitive that you need to be perfect and we haven’t quite done that.”

“Matt has not had a great weekend and it’s been difficult for us to do our lap times tucked up behind people in the pack. Andy’s been out in front and able to drive to the strengths of the car.”

“He’s doing a good job at the moment, but we’re getting to the business end of the season and luck can turn. Matt had a shocker at Silverstone last year and scored no points without doing a great deal wrong.”

Now splitting the Honda drivers in the points table is 2009 champion Colin Turkington. The WSR BMW driver has been playing himself into contention as the season has gone on and, although the 125i wasn’t the most competitive proposition in Corby, Turkington kept his nose clean and stayed in the hunt by adding two more podiums to his tally.

“It’s been hard work this weekend,” he conceded. “Saturday was the first time we’ve run the car at Rockingham and it’s been tricky without stable conditions. Sometimes you hit the ground running in free practice and sometimes you need to work at it. We’re trying to be methodical with the car and not get lost.”

Lost is probably how the Triple Eight MG team is feeling after another unsatisfying weekend. Plato and team-mate Sam Tordoff were baffled by how their cars failed to respond to set-up changes at

Knockhill last time out, but things appeared to be looking up when they dominated dry qualifying at Rockingham to go one-two on the grid.

But the mixed conditions of Sunday brought some familiar struggles. The MGs were both in the mix in all three races, but lacked a cutting edge compared to their chief rivals.

Tordoff battled back from a misfiring engine in race one to record top-six finishes in races two and three, while Plato was inside the top six in all three races (including a podium in race three), but team boss Ian Harrison conceded it wasn’t enough to keep Plato in with a realistic shout of a third title.

“Mediocre,” was Harrison’s post-event summary. “We’ve still got this issue where we’re quick in the dry – we know that – and OK if it’s fully wet, but in greasy conditions we just haven’t got the car right. We’re throwing stuff at it like you wouldn’t believe. We’ve put more parts on the car this weekend than you would normally do in a whole season and it’s just not giving us what we want.”

“The championship has gone now. We’re going to be fighting for crumbs from the table.”

Sitting atop that particular table now is Jordan, who will have to deal with the added pressure of becoming title favourite as the season enters what former Manchester United manager Sir Alex Ferguson always described as ‘squeaky bum time’.

“I’ve just got to keep cool and keep finishing,” said Jordan. Easier said than done in the BTCC, but if he can keep his word then he stands a great chance of becoming British Touring Car champion for the first time. 🏆



Collard would end up in the barriers after this clash

EBREV/LAT

IN THE PADDOCK

Ben Anderson



CONGRATULATIONS TO LEA WOOD, WHO HAS built an unassailable lead in the inaugural race for the Jack Sears Trophy after scoring another hat-trick of victories at Rockingham.

Wood’s wins were in keeping with the theme of a weekend that was all about privateer success. With Motorbase-run chief rival Liam Griffin suffering a nightmare weekend of three non-finishes, the destination of the Sears Trophy is now beyond doubt.

Wood only just won the first race, after pitting his Vauxhall Vectra on the green-flag lap to switch to slick tyres. He struggled for a long time in the greasy conditions, but eventually got the better of David Nye’s Ford Focus on the final lap.

Griffin also pitted on the green-flag lap, but for mechanical problems with his Focus.

“When Griffin came in I had to react,” said Wood, who was unaware the Ford was retiring rather than pitting to change tyres. “I didn’t think it was going to work and think I went off about three times, but the car came on strong in the last two laps.”

The final two races were more straightforward for Wood, who has now taken 13 wins in the Trophy and cannot be caught. We wait to see whether he can find the budget to graduate to an NGTC car for 2014.

DRIVER BY DRIVER



1 GORDON SHEDDEN

Qualifying: 5 Race: 4/2/5

Not entirely happy with his Honda’s handling, but three strong results keep him in the title hunt.



2 MATT NEAL

Qualifying: 7 Race: 14/R/7

Charging drives after spin in race one and steering failure in race two, but 11 points was a meagre reward.



8 ARON SMITH

Qualifying: 17 Race: 13/15/13

Carried six-place grid penalty over from Knockhill. Went forward in the races but took damage on the way.



66 LIAM GRIFFIN

Qualifying: 25 Race: NS/R/NS

A nightmare weekend. A retirement sandwiched by two non-starts means Jack Sears Trophy is lost.



14 WILL BRATT

Qualifying: 10 Race: R/NS/R

Qualified inside the top 10 for the first time, but crash with Morgan in R1 ruined his weekend.



39 WARREN SCOTT

Qualifying: 21 Race: 19/18/17

HARD boss Tony Gilham’s new business partner is still learning and “loving it” in the BTCC.



44 ANDY NEATE

Qualifying: 22 Race: R/NS/NS

A throttle and ECU problem held him back in qualifying. Innocent victim of R1 midfield melee.



33 ADAM MORGAN

Qualifying: 16 Race: R/11/11

Terrible qualifying after going fifth quickest in practice. Salvaged points after R1 collision with Bratt.

Motorbase's fluctuating fortunes

TOM ONSLOW-COLE ENJOYED A MIXED DEBUT

for Motorbase at Rockingham, while new team-mate Mat Jackson delivered his best showing of 2013.

Onslow-Cole signed a late deal to drive Motorbase's third NGTC Ford Focus after parting with the Team Hard VW Passat in which he had twice made the podium.

Motorbase blamed Onslow-Cole being 15bhp down (on account of being reset to base boost) for qualifying 18th on Saturday – his worst result of the season (though he was less than a tenth adrift of Aron Smith and within half a second of Jackson). A collision with Dan Welch's Proton took him out of race one with failed brakes, but he charged from the back to ninth in race two, and looked set for another top-10 result in the finale until a tap from Jeff Smith's Honda dropped him back. He finished 12th.

"It's very different to the Passat," said Onslow-Cole, who reckons he will be stronger when his car's boost is adjusted for October's Brands finale. "This car is further along in its development and it seems well sorted."

Jackson, meanwhile, was delighted to recover from a lowly 12th spot in qualifying to finish inside the top four in all three races. Only Andrew Jordan and Rob Austin scored more points across the weekend.

"It's been a really good weekend, by a long way our strongest of the year," he reckoned. "Qualifying didn't go our way – we made some changes to the car that put us on the back foot for race one. If we could have won that race it would have been a different story, but we made big progress and I'm looking forward to Silverstone where hopefully we can produce a [winning] performance similar to last year."



Megane on display at Rockingham

Renault set for BTCC return

RENAULT IS HEADING FOR A RETURN TO the British Touring Car Championship next season for the first time in over a decade.

Welsh engineer Philip Morgan, whose son Alex races in the Renault Clio Cup, has commissioned the build of two Renault Megane 3 NGTC cars. He intends to lease the cars to teams on a customer basis. He hopes to emulate Honda squad Team Dynamics (which built NGTC Civics for customers) with support from Renault.

Morgan Sr said: "I bought the ex-Triple Eight Vauxhall Astra VXRs for Alex to do white-knuckle rides in with his mates and from that got the bug for touring cars.

"When I looked at the NGTC regs I realised we could do a car. We will have two customer cars on the grid next year and we're talking to several teams about running them. If we do a good job and our cars run sensibly then we hope to emulate the job Team Dynamics has done."

Morgan expects the first car to be ready in November.



Onslow-Cole has another new team



99 JASON PLATO
Qualifying: 1 Race: 5/6/3
Will be disappointed not to have won a race having qualified on pole. Combative drives in troublesome car.



88 SAM TORDOFF
Qualifying: 2 Race: 16/5/6
Engine misfire ruined his first race. Great charge to beat Plato in R2, but shot his soft tyres in R3 so fell back.



77 ANDREW JORDAN
Qualifying: 4 Race: 1/8/1
Drove like a champion-in-waiting on a weekend where his Eurotech Honda outshone the Dynamics Civics.



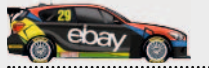
55 JEFF SMITH
Qualifying: 6 Race: 12/10/10
A stunning effort to qualify sixth having not sat in the car since Croft. Too many wild moments in the races.



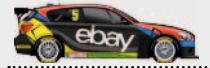
8 TOM ONSLOW-COLE
Qualifying: 18 Race: R/9/12
Accomplished debut for Motorbase. Lost brakes in R1 midfield melee, but mega charge from the back in R2.



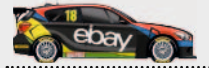
7 MAT JACKSON
Qualifying: 12 Race: 2/4/4
Disappointing qualifying having been third fastest in free practice, but was superb in all three races.



29 COLIN TURKINGTON
Qualifying: 9 Race: 6/3/2
The BMW wasn't quite on-song at Rockingham, but typically classy drives kept him in title contention.



5 ROB COLLARD
Qualifying: 11 Race: 7/R/R
Less than a tenth off Turkington, but two incidents not of his own making ruined an otherwise strong weekend.



18 NICK FOSTER
Qualifying: 14 Race: 11/12/14
A couple of tenths off his team-mates in qualifying and couldn't escape the midfield. Penalised in R3.



17 DAVE NEWSHAM
Qualifying: 8 Race: 8/7/8
Went fastest in free practice and was strong early on in the races, but struggled to hang onto tyre life.



48 DILLIE JACKSON
Qualifying: 23 Race: 15/16/15
Similar problems to Newsham but without the underlying pace. Much better in R3 but too far back.



13 ROB AUSTIN
Qualifying: 3 Race: 3/1/9
Breakthrough weekend. Carried over Knockhill form and seized chance to win R2. Clashed with Newsham in R3.



21 ANDY WILMOT
Qualifying: 26 Race: 18/20/18
Team boss Gilham felt ex-Fiesta racer Wilmot had done a "solid job living his dream" on BTCC debut.



31 JACK GOFF
Qualifying: 13 Race: 9/14/R
Impressive stuff from the reigning Clio champ in R1, but contact spoiled his chances later on.



22 HOWARD FULLER
Qualifying: 20 Race: 17/17/R
Returned to scene of his BTCC debut in 2012 and almost passed Plato in R2 but outbraked himself at Deene.



10 DANIEL WELCH
Qualifying: 15 Race: R/NS/NS
Replaced driveshaft after practice. Onslow-Cole clash at Gracelands in R1 broke both car and driver.



12 DAVID NYE
Qualifying: 27 Race: 21/21/19
Unhappy with his Focus's steering so changed the rack after practice. Pipped to R1 Sears win by Wood.



11 FRANK WRATHALL
Qualifying: 19 Race: 10/13/R
Off ruined qualifying but charged into top 10 in wet R1. Got squeezed off in R2 before damage put him out of R3.



43 LEA WOOD
Qualifying: 24 Race: 20/19/16
Hat-trick of class victories means Wood has won the inaugural Jack Sears Trophy for \$2000 cars.



P44
ALL THE ACTION FROM THE BTCC SUPPORTS

GINETTA JUNIOR ROCKINGHAM (GB), SEPTEMBER 14-15

Woodhead champ; duo break ducks

FOR ONLY THE SECOND TIME THIS SEASON HARRY Woodhead failed to win a race, but he did win the big prize as he was crowned champion.

Woodhead's caution enabled James Kellett and Will Palmer to take their maiden victories.

Kellett claimed pole for the opener after a chaotic session that resulted in every driver having times disallowed for exceeding track limits. His hard work was seemingly undone at the start as he had a terrible getaway, dropping to fifth. This meant fellow front-row starter Palmer took the lead, but he went too deep into Deene and fell to seventh, handing Woodhead the advantage.

Both Kellett and Palmer quickly started climbing the order, and by mid-distance Kellett had caught Woodhead. With Woodhead aiming just for sufficient points to claim the title, he didn't make it too difficult for Kellett when he dived up the inside at the Tarzan right-hander.

Kellett stayed ahead for the remaining laps and took his first car win, but second was enough for Woodhead to seal the title. Kellett enthused: "It's good enough to take the Rookie Cup win but it was unbelievable to win overall. I was so nervous in the final laps but I just concentrated on going as quick as I could as I knew Woodhead was very fast."

Behind the front two, Palmer and Ollie Chadwick were continually swapping positions. In the end it was Chadwick who prevailed, with Jack Mitchell and Keith Donegan closing right in. Chadwick was happy with a podium after suffering a broken driveshaft in qualifying.

Mitchell started on pole for the second thrash, but he didn't make a good start. It was Palmer who took the lead from second on the grid, with



A brace of podium finishes secured Woodhead the title

Woodhead and Donegan also overtaking Mitchell.

Woodhead ran wide at Deene on lap four and Donegan got ahead. Palmer's life was made more difficult as rain arrived and he was fortunate not to lose the lead when he went straight on at Brook.

He had just enough of an advantage to take the spoils from Donegan, with Woodhead third. A delighted Palmer said: "It was amazing to take my first win. It was very slippery out there though!"

It was a harder race for Kellett, who finished eighth. He explained: "My bumper got stuck under

my car and that slowed me down. By the time it freed itself, I was too far back."

● Stephen Lickorish

RESULTS – Race 1 (10 laps) 1 James Kellett; 2 Harry Woodhead +1.549s; 3 Ollie Chadwick; 4 Will Palmer; 5 Jack Mitchell; 6 Keith Donegan. **FL** Mitchell 1m39.648s (70.08mph).

Race 2 (8 laps) 1 Palmer; 2 Donegan +0.438s; 3 Woodhead; 4 Tom Jackson; 5 Chadwick; 6 Mitchell. **FL** Chadwick 1m43.776s (67.29mph). **Points** 1 Woodhead, 549; 2 Palmer, 381; 3 Donegan, 379; 4 Jackson, 308; 5 Kellett, 298; 6 Chadwick, 287.

44



Cammish celebrates his title success

BRITISH FORMULA FORD ROCKINGHAM (GB), SEPTEMBER 14-15

Dominant Cammish wraps up the title

YET ANOTHER CLEAN SWEEP FOR DAN CAMMISH wrapped up a British Formula Ford title that has looked destined for the Yorkshireman since the early rounds of the season.

Having secured his 22nd, 23rd and 24th successes of the season, he will bow out of the series with an undefeated record from 2013. "I'm really grateful to the team," the JTR racer said. "Together we've been unstoppable.

"There's a plan to put somebody else in the car for the final two rounds. It has a lot to live up to!"

Falcon Motorsport's Harrison Scott and Jamun Racing's Jayde Kruger were his most earnest pursuers, although Scott was limited to third behind Sam Brabham in the opener after suffering a fuel-surge problem on the penultimate lap.

Scott gave chase to Cammish in a damp second race as well, rising from fifth to second, but spun into the Tarzan gravel on lap four. The error

crowned Cammish as champion and lifted Jamun pair Kruger and Juan Rosso onto the podium.

The third encounter proved Cammish's toughest. As the JTR Mygale's tyres faded, Kruger mounted a late charge, but ultimately fell 0.361s short at the flag. Scott completed the podium.

● Scott Mitchell

RESULTS – Race 1 (16 laps) 1 Dan Cammish (Mygale M12-SJ);

2 Sam Brabham (Mygale M13-SJ) +1.847s; 3 Harrison Scott (M13-SJ); 4 Juan Rosso (M12-SJ); 5 Jayde Kruger (M12-SJ); 6 Camren Kaminsky (M12-SJ). **FL** Cammish 1m17.760s (89.81mph). **Race 2 (13 laps)** 1 Cammish; 2 Kruger +3.697s;

3 Rosso; 4 James Abbott (M13-SJ); 5 Kaminsky; 6 Brabham. **FL** Cammish 1m32.397s (75.58mph). **Race 3 (16 laps)** 1 Cammish; 2 Kruger +0.361s; 3 Scott; 4 Rosso; 5 Brabham; 6 Kaminsky. **FL** Kruger 1m18.508s (88.95mph).

Points 1 Cammish, 739; 2 Scott, 495; 3 Nico Maranzana, 448; 4 Rosso, 422; 5 Brabham, 366; 6 Abbott, 352.

PORSCHE CARRERA CUP GB ROCKINGHAM (GB), SEPTEMBER 14-15

Meadows falters as Butcher wins

WET CONDITIONS CONSPIRED AGAINST championship leader Michael Meadows as Jonas Gelzinis cut his advantage to just four points.

Meadows made a good start to race one, grabbing the lead from poleman Daniel Lloyd, with Rory Butcher third. Rain arrived after Butcher passed Lloyd at Deene on lap six. Four laps later, Meadows spun at the exit of Gracelands into the barriers, necessitating the safety car.

"It's a shame," said Meadows. "I was still pushing but was caught out as – because I was leading – I was first to reach that corner."

There were no such problems for Butcher as he took his first win of the season, ahead of Gelzinis and Victor Jimenez, after Lloyd also spun out.

For race two everyone started on wets. Meadows made a poor getaway and Butcher passed Lloyd for the lead into Yentwood. Lloyd slipped back but retained second, with Gelzinis third after Meadows and the rest of the seven-car field pitted for slicks but lost too much time.

● Stephen Lickorish

RESULTS – Race 1 (17 laps) 1 Rory Butcher; 2 Jonas Gelzinis +4.531s; 3 Victor Jimenez; 4 Dan de Zille; no other finishers.

FL Butcher 1m21.629s (85.55mph). **Race 2 (16 laps)** 1 Butcher; 2 Daniel Lloyd +1.576s; 3 Gelzinis; 4 Michael Meadows; 5 Jimenez; 6 de Zille. **FL** Meadows 1m26.632s (80.81mph).

Points 1 Meadows, 256; 2 Gelzinis, 252; 3 Lloyd, 185; 4 Butcher, 180; 5 Dean Stoneman, 176; 6 Jimenez, 164.



RENAULT CLIO CUP UK ROCKINGHAM (GB), SEPTEMBER 14-15

Vittoria victorious as title fight twists

JOSH FILES IS ON THE BRINK OF SECURING THE Renault Clio Cup UK title despite conceding victory to Scuderia Vittoria pair Stefan Hodgetts and Ant Whorton-Eales in each encounter.

Poleman Hodgetts led all the way in race one after he fought off the first-corner attentions of Jake Giddings. Ignas Gelzinis moved into second as Giddings was turned around and dropped to 17th, while Whorton-Eales rose to third from 12th on the grid as Files slotted into fourth.

Files dropped behind Devon Modell at Gracelands on the second lap, but fought back into Tarzan, bringing Alex Morgan with him. A safety car was then required to deal with Paul Rivett, whose car lay stricken at Yentwood after contact with Josh Cook. He subsequently claimed his championship had been "wrecked".

Racing resumed on the sixth lap with Whorton-Eales, Files and Morgan swiftly demoting Gelzinis, who tumbled to seventh.

The top three were unchanged to the flag while Morgan, Modell and Lee Pattison squabbled over fourth. Modell emerged on top, despite an error

into Deene on lap 13 nearly throwing away a career-best result. James Colburn claimed sixth having fought his way up from 17th on the grid.

Whorton-Eales, again starting 12th, drove sensationally around the outside of everyone to lead out of Deene at the start of race two.

"I have no idea how he did that," said team boss Danny Buxton. His driver happily had the answer: "They all sort of backed off round the banking. My car just stuck to the track."

Though it did squirm mid-corner, it was without consequence, though others were less fortunate. A safety car was deployed to deal with Gelzinis' stricken Jura car. It appeared at the end of lap two, as Hodgetts pitted with a puncture.

One lap after the restart, Rivett (up to second after this and lap-two contact between Giddings and Pattison) ran wide at Deene.

Files thus took up the baton and challenged Whorton-Eales, though with the leader defending astutely at Deene and Tarzan, he refrained from making a serious passing attempt.

Behind, Ash Hand earned his first Clio rostrum

in third, while Colburn produced yet another stirring drive, this time claiming fourth from 16th, ahead of Giddings and the recovering Rivett.

Files earned a two-point deduction for a first-lap incident at Brook in which he spun Morgan, now effectively out of the title fight.

He still holds a 38-point lead on dropped scores, with 68 to play for, but insists he will not play the percentages in the final round.

"If we do that we'll lose focus on what we want to do," said Files. "It's best if we just keep going as we are. I'm in a strong position, if we consider points all we're going to think about is coming 15th. Who wants to think about that?"

● Scott Mitchell

RESULTS - Race 1 (16 laps) 1 Stefan Hodgetts; 2 Ant Whorton-Eales +0.417s; 3 Josh Files; 4 Devon Modell; 5 Alex Morgan; 6 James Colburn. **FL** Files 1m31.372s (76.43mph).

Race 2 (15 laps) 1 Whorton-Eales; 2 Files +0.495s; 3 Ash Hand; 4 Colburn; 5 Jake Giddings; 6 Paul Rivett. **FL** Files 1m32.167s (75.77mph). **Points** 1 Files, 352; 2 Rivett, 304; 3 Morgan, 289; 4 Colburn, 264; 5 Hodgetts, 251; 6 Josh Cook, 235.

GINETTA GT SUPERCUP ROCKINGHAM (GB), SEPTEMBER 14-15

Unstoppable Ingram blitzes his rivals

GINETTA GT SUPERCUP POINTS LEADER TOM INGRAM is now tantalisingly close to the crown after another dominant display at Rockingham.

Ingram made a perfect start from pole position to lead the field into Deene hairpin for the first time, emerging ahead of Rob Boston and Matt Nicoll-Jones, who leapt from eighth to third.

Andrew Watson spun exiting the hairpin and was out on the spot after being collected by the helpless Pepe Massot, necessitating a safety car. The Spaniard, along with a delayed Carl Breeze and Jamie Orton, headed straight for the pits.

Ingram gradually eased clear from JHR teammate Boston after the restart, while Nicoll-Jones held on for third. Sean Huyton's impressive rise from 13th to fourth was ended by a Fergus Walkinshaw-enforced spin at Deene on lap six.

On-off showers throughout the day made tyre choice a tough call for the second race early on Sunday afternoon. "It was awful," noted Ingram, "For the warm-up lap it was all over the place. I thought, 'we don't have a chance here'. But we got heat into the tyres and suddenly the car was mega."

Ingram duly matched the performance of his car and waltzed away from the chasing pack at a rate as impressive as two seconds per lap at times.

While he romped to victory, the battle raged behind. Davies eventually inherited second when Breeze ran wide at Deene and dropped to seventh, which also elevated Huyton to third.

Huyton had stormed through from 13th after "messing up" qualifying, though had to fend off a late charge from Andrew Watson.

● Scott Mitchell



RESULTS - Race 1 (17 laps) 1 Tom Ingram; 2 Rob Boston +5.596s; 3 Matt Nicoll-Jones; 4 Mark Davies; 5 Reece Somerfield; 6 Marcus Hoggarth. **FL** Ingram 1m22.377s (84.78mph).

Race 2 (18 laps) 1 Ingram; 2 Davies +30.861s; 3 Sean Huyton; 4 Andrew Watson; 5 Pepe Massot; 6 Boston. **FL** Ingram 1m23.257s (83.88mph). **Points** 1 Ingram, 690; 2 Breeze, 518; 3 Nicoll-Jones, 431; 4 Davies, 426; 5 Boston, 372; 6 Massot, 368.

FR3.5

Hungaroring (H)

September 13-15

Round 7/9



RESULTS

RACE 1: 22 LAPS, 59.888 MILES

1	NICO MULLER (CH)	47m59.721s
International Draco Racing; Grid: 2nd-2m05.825s		
2	KEVIN MAGNUSSEN (DK)	+26.200s
DAMS; Grid: 16th-2m13.485s		
3	SERGEY SIROTKIN (RUS)	+30.078s
ISR; Grid: 6th-2m07.365s		
4	STOFFEL VANDOOORNE (B)	+31.265s
Fortec Motorsports; Grid: 11th-2m10.716s		
5	MIKHAIL ALESHIN (RUS)	+34.482s
Tech 1 Racing; Grid: 3rd-2m06.059s		
6	NIGEL MELKER (NL)	+37.447s
Tech 1 Racing; Grid: 9th-2m09.656s		
7	CARLOS SAINZ JR (E)	+38.828s
Zeta Corse; Grid: 20th-no time (best lap deleted for causing red flag)		
8	WILL STEVENS (GB)	+50.125s
P1 by Strakka Racing; Grid: 5th-2m07.164s		
9	ARTHUR PIC (F)	+51.440s
AV Formula; Grid: 24th-no time		
10	MATHIAS LAINE (FIN)	+58.962s
P1 by Strakka Racing; Grid: 10th-2m10.669s		

Winner's average speed: 74.875mph.

Fastest lap: Sainz, 1m59.123s, 82.269mph.

RACE 2: 28 LAPS, 76.222 MILES

1	ANTONIO FELIX DA COSTA (P)	45m40.876s
Arden Caterham; Grid: 2nd-1m29.596s		
2	MAGNUSSEN	+6.547s
Grid: 1st-1m29.412s		
3	VANDOOORNE	+7.230s
Grid: 3rd-1m29.689s		
4	MELKER	+18.802s
Grid: 10th-1m30.350s		
5	MULLER	+19.128s
Grid: 8th-1m30.230s		
6	ANDRE NEGRAO (BR)	+22.016s
International Draco Racing; Grid: 6th-1m30.158s		
7	MARLON STOCKINGER (PHI)	+24.252s
Lotus (Gravity-Charouz); Grid: 14th-1m30.504s		
8	CARLOS HUERTAS (COL)	+29.469s
Carlin; Grid: 9th-1m30.331s		
9	MARCO SORENSEN (DK)	+29.864s
Lotus (Gravity-Charouz); Grid: 4th-1m29.777s		
10	OLIVER WEBB (GB)	+31.073s
Fortec Motorsports; Grid: 11th-1m30.391s		

Winner's average speed: 100.102mph. Fastest lap: da Costa, 1m31.419s, 107.186mph.

CHAMPIONSHIP

1	MAGNUSSEN	199	6	STEVENS	105
2	VANDOOORNE	163	7	SORENSEN	85
3	DA COSTA	120	8	SIROTKIN	61
4	MELKER	120	9	PIC	60
5	MULLER	112	10	NEGRAO	36

TEAMS

1	DAMS	220	4	TECH 1	145
2	FORTEC	188	5	ARDEN CATERHAM	132
3	DRACO	148	6	P1 BY STRAKKA	108

POINTS SYSTEM EXPLAINED

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

Muller dominated wet first race



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forix.autosport.com



Da Costa beat FR3.5's top two in a straight fight

Perfect timing for da Costa's salvage job

JUST 24 HOURS IN HUNGARY SEPARATED ANTONIO Felix da Costa wanting the ground to swallow him up and him seemingly getting back on target to land a Formula 1 drive in 2014.

After a two-month summer break for Formula Renault 3.5, da Costa and his Arden Caterham team had more than enough time to pore over the reasons for their stuttering campaign up to that point. But da Costa let his enthusiasm get the better of him on the first racing lap of the weekend on Saturday, and an ambitious move on Mikhail Aleshin at Turn 5 resulted in front suspension damage and another retirement. As ever, the 22-year-old didn't hold back in giving himself a scathing assessment – "I shouldn't have done it, it was absolutely unnecessary" – but that honesty will only get you so far with Red Bull.

As da Costa climbed out of his stricken car in the pouring rain, he "just wanted to disappear". But the beauty of FR3.5 is that race two carries another qualifying session as well, and with the pressure on in the closing stages he was the last man to start a timed lap. He was lying fifth at that time, and despite his race-one foe Aleshin going off in front of him at Turn 1, he put in a lap good enough to get onto the front row alongside championship leader Kevin Magnussen. With title contender Stoffel Vandoorne in third, the scene was set for da Costa to take on 2013's big guns in a straight fight and prove a point. After making a sluggish start on the dirty side of the track and dropping behind Vandoorne, he sat on the tail of the leaders and waited for them to pit. Two hot laps and a stunning pitstop from Arden were enough to get him into the lead, and after robustly defending from Magnussen for a couple of corners he was gone. It's no secret that da Costa's F1 hopes with Toro Rosso could slip through his fingers if he doesn't finish this year well, and in that regard it was a spectacular piece of timing to take a dominant victory on Sunday.

"So many things were going through my head in that race," he said. "It's just a relief, to be honest. We're back, and today we won in style."

Magnussen held off Vandoorne to extend his championship lead, having taken a brace of second

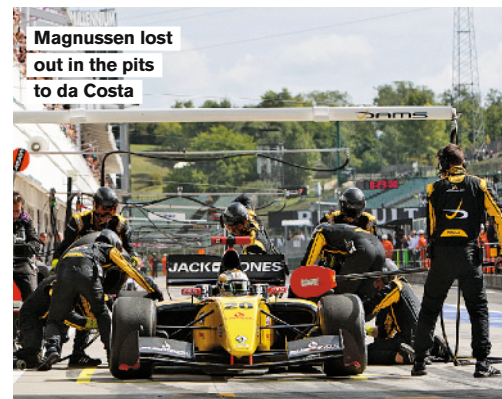
places over the weekend. While he was disappointed to lose to a "deserving winner" on Sunday, he had been the star of a wet first race by charging to the podium from 16th on the grid. Thinking about points rather than going all out for wins clearly doesn't sit well with the Dane, but any disappointment at not taking a win this weekend will surely wear off when he takes a look at the points table.

"We're consistent, but I'm slightly disappointed," he said. "It's more podiums and more points, and that's what we need to focus on. We have to be happy with this, and we have to keep focused on the job, which is winning this championship."

Magnussen's form made Vandoorne's weekend look less impressive than it really was, and the Belgian admitted on Sunday that "the championship is Kevin's to lose".

"Overall it was a good weekend, but we wanted to get some points back on Kevin," said Vandoorne, whose own race-one charge from 11th to fourth was put in the shade by his title rival.

While Magnussen rightly took the plaudits for his Saturday drive, he still came home the best part of half a minute down on race winner Nico Muller. Yet again the Swiss delivered when he had a capable car underneath him, and once his pole-sitting Draco team-mate Andre Negrao ran into electrical troubles he was off like a shot. No-one could touch him – and it was the same for da Costa on Sunday.



Magnussen lost out in the pits to da Costa

IN THE PADDOCK

Glenn Freeman



KEVIN MAGNUSSEN IS BECOMING THE MASTER of the understatement as he continues to tighten his grasp on this year's Formula Renault 3.5 championship. A perfect example came after his charge from 16th on the grid to second in race one, meaning he remarkably *extended* his lead despite a disastrous qualifying.

"It wasn't any spectacular driving," he calmly said afterwards. "I was just the only one who didn't make any mistakes. I knew I had pace so I tried to keep my head."

That doesn't really do justice to a drive that screamed 'championship material'. On the first racing lap after the safety car start, Magnussen went from 16th to ninth, with only the clash between Antonio Felix da Costa and Mikhail Aleshin doing him any favours. A lap later he was eighth, and already on the tail of title rival Stoffel Vandoorne, who had started five places ahead of him on the grid. Imagine the psychological effect that would have had on the rookie, who was making reasonable progress of his own up to that point. Vandoorne was quickly dealt with, and from there Magnussen took his time to pick his way through the remaining contenders. Vandoorne followed his lead, but in the end a decisive couple of passes in quick succession on Andre Negrão and Sergey Sirotkin put Magnussen up to second and in the clear. Vandoorne made his way to fourth by the finish, but his fellow McLaren junior had dealt a hammer blow in the title race in very classy fashion.



Vandoorne couldn't stop Magnussen's race-one charge

BIG NUMBER

100

2010 Formula Renault 3.5 champion Mikhail Aleshin celebrated his 100th race in the series last weekend. However, he has 98 starts to his name having non-started at Spa in 2007 and at the Nurburgring in 2008.

FORMULA RENAULT EURO CUP HUNGARORING (H), SEPTEMBER 13-15, RD 5/7

Brits' clash dents Rowland's title bid

OLIVER ROWLAND'S CHAMPIONSHIP LEAD IN the Formula Renault Eurocup was slashed from 17 points to one last weekend, a turnaround in which Racing Steps Foundation stablemate Jake Dennis had an unfortunate helping hand.

With Pierre Gasly running away with things in a wet first race and set to reduce Rowland's lead in the standings, the two RSF hotshoes found themselves scrapping over third.

After several corners spent side-by-side, with various lunges and minor off-track excursions already in the books, the inevitable happened. As the two blue, white and red cars tried to go through the fast Turn 10 left-hander side-by-side, Dennis had the slightest of wobbles on the inside of Rowland. With the cars running in such close quarters it was enough to clip the championship leader and send his car spinning through the gravel. Rowland rejoined the track but would eventually slump to eighth, resulting in a 21-point swing to Gasly.

Rowland described the clash as "needless", while Racing Steps chiefs took a particularly dim view of Dennis's part in the clash. While the stewards were correct to call it a racing incident, it later emerged that both drivers had been instructed to take care around each other, with particular

emphasis placed on Dennis as Rowland is chasing a championship that comes with a €500,000 contribution from Renault towards an FR3.5 drive.

When Gasly – who had his best three laps taken away in qualifying for race one but still did a lap fast enough for pole – could only qualify on the fourth row for race two, Rowland seized his chance to make some ground back and took pole. But a sluggish start left him third after the opening sequence of corners, and the dry race produced little drama after that. Gasly salvaged fifth place thanks to a strong start, which meant that Rowland left Hungary with just a one-point lead.

While there was little worth recording from the second affair, there was a first victory for McLaren protege Nyck de Vries, who snatched the lead from Rowland at the start and controlled proceedings all the way to the chequered flag.

RESULTS Race 1 Pierre Gasly, 12 laps in 27m08.197s; 2 Esteban Ocon, +3.405s; 3 Nyck de Vries; 4 Egor Orudzhhev; 5 Jake Dennis; 6 Luca Ghiotto. **Race 2** De Vries, 16 laps in 27m47.705s; 2 Oscar Tunjo, +4.851s; 3 Oliver Rowland; 4 Ocon; 5 Gasly; 6 Ignazio D'Agosto. **Points** 1 Rowland, 138; 2 Gasly, 137; 3 Ocon, 101; 4 Tunjo, 89; 5 Dennis, 88; 6 Matthieu Vaxiviere, 57.



Rowland (l) and Dennis had a costly collision

Cost-saving plans revealed

RENAULT WILL EXTEND THE LIFE OF THE

current Formula Renault 3.5 car by an extra year as part of cost-cutting measures presented to teams last weekend.

The decision to use the current car until the end of 2015 is the most eye-catching of the attempts to make savings, as Renault Sport believes that it does not have much scope to reduce costs that it believes are already competitive.

Renault Sport Technologies sporting manager Benoit Dupont told AUTOSPORT: "It's nothing spectacular, but it's a little bit from everywhere to keep our momentum in the market. We are searching for as many cost reductions as possible without damaging the strengths we have gathered over the past two years which has increased driver interest."

Other changes include revisions to the off-season testing schedule, the removal of one set of tyres per race weekend compared with 2013, and a potential limit on staff numbers.

Teams welcomed the efforts to cut costs (estimated to be around €50-60,000 per car), but some have called for a drop in the price of spare parts, something Renault says it is working on with suppliers.



Renault looks for savings



Sainz in Red Bull colours

TWO RED BULLS BACK ON THE GRID

The FR3.5 field featured two Red Bull-liveried cars for the first time since Daniel Ricciardo and Jean-Eric Vergne raced in the series in 2011. Carlos Sainz Jr, making his third appearance for Zeta Corse, joined Antonio Felix da Costa in running the colour scheme.

107 PER CENT RULE WAIVED

After a heavily disrupted first qualifying session of the weekend thanks to torrential rain, 11 drivers – including championship leader Kevin Magnussen – failed to register a lap time or qualify within 107 per cent of pole position. All were allowed to race.

MULLER'S SINGLE-SEATER FOCUS

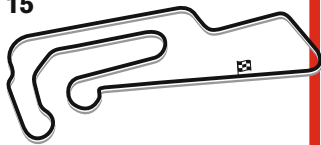
First-race winner Nico Muller insists that his single-seater career remains his priority amid speculation surrounding his recent Audi DTM test. "For now I have to concentrate on the remaining World Series races," he said. "We can wait to think about what's next."

BORTOLOTTI MADE TO WAIT

Mirko Bortolotti's hopes of sealing the Eurocup Megane Trophy title last weekend were scuppered by a problem in the pits in race two. The Italian, who won the first race, could only recover to fourth, and Mike Verschuur's victory kept the title race alive.

DTM Oschersleben (D)

September 15



Round 8/10

RESULTS

51 LAPS, 117.13 MILES

1	AUGUSTO FARFUS (BR)	1h11m40.894s
	RBM BMW M3; Grid: 2nd-1m20.442s	
2	MIKE ROCKENFELLER (D)	+6.298s
	Phoenix Racing Audi RS5; Grid: 3rd-1m20.444s	
3	JAMIE GREEN (GB)	+6.912s
	Abt Sportsline Audi RS5; Grid: 1st-1m20.263s	
4	FILIPE ALBUQUERQUE (P)	+10.837s
	Team Rosberg Audi RS5; Grid: 5th-1m20.306s	
5	TIMO SCHEIDER (D)	+13.325s
	Abt Sportsline Audi RS5; Grid: 9th-1m20.761s	
6	GARY PAFFETT (GB)	+14.707s
	HWA Mercedes C-coupe; Grid: 12th-1m20.333s*	
7	MATTIAS EKSTROM (S)	+21.980s
	Abt Sportsline Audi RS5; Grid: 13th-1m21.277s	
8	MIGUEL MOLINA (E)	+22.692s
	Phoenix Racing Audi RS5; Grid: 3rd-1m23.451s	
9	ADRIEN TAMBAY (F)	+23.109s
	Abt Sportsline Audi RS5; Grid: 10th-1m21.161s	
10	EDOARDO MORTARA (I)	+23.977s
	Team Rosberg Audi RS5; Grid: 17th-1m21.077s	
11	PASCAL WEHRLEIN (D)	+24.136s
	RSC Mücke Mercedes C-coupe; Grid: 14th-1m21.351s	
12	MARCO WITTMANN (D)	+29.004s
	MTEK BMW M3 DTM; Grid: 15th-1m21.489s	
13	DIRK WERNER (D)	+36.997s
	Schnitzer Motorsport BMW M3; Grid: 19th-1m24.198s	
14	ROBERTO MERHI (E)	+38.620s
	HWA Mercedes C-coupe; Grid: 21st-1m21.517s	
15	TIMO GLOCK (D)	+48.244s
	MTEK BMW M3 DTM; Grid: 16th-1m21.540s	
16	JOEY HAND (USA)	+48.756s
	RBM BMW M3; Grid: 18th-1m21.173s	
17	DANIEL JUNCADELLA (E)	+49.751s
	RSC Mücke Mercedes C-coupe; Grid: 22nd-1m21.258s*	
18	CHRISTIAN VIETORIS (D)	+58.626s
	HWA Mercedes C-coupe; Grid: 20th-1m21.400s	
19	ANDY PRIAULX (GB)	+1m10.973s
	RMG BMW M3; Grid: 19th-1m21.181s	
20	MARTIN TOMCZYK (D)	49 laps-brakes
	RMG BMW M3; Grid: 6th-1m23.617s	
R	BRUNO SPENGLER (CDN)	40 laps-accident damage
	Schnitzer Motorsport BMW M3; Grid: 6th-1m20.140s*	
R	ROBERT WICKENS (CDN)	38 laps-accident
	HWA Mercedes C-coupe; Grid: 11th-1m21.185s	

Winner's average speed: 98.04mph. Fastest lap: Hand, 1m21.255s, 105.48mph.
* - five-place grid penalty

CHAMPIONSHIP

1	ROCKENFELLER	124	6	PAFFETT	65
2	FARFUS	91	7	EKSTROM	44
3	VIETORIS	71	8	WITTMANN	39
4	WICKENS	70	9	GREEN	35
5	SPENGLER	67	10	WERNER	26

MANUFACTURERS

1	BMW	276	3	MERCEDES	237
2	AUDI	267			

POINTS SYSTEM EXPLAINED

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



RMG: Better pace, luckless race

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Farfus leads Audi duo Green and Rockenfeller

Farfus delays Rocky's title march – for now

THE FIGHT FOR THE DTM TITLE CONTINUES, FOR A few weeks at least. That's the theory, anyway, following a dominant victory at Oschersleben by Augusto Farfus that lifted him up to second place in the standings.

The reality, however, is that Mike Rockenfeller's largely controlled (and at times frighteningly fast) drive to the runner-up spot has left him as even more of a sure-fire favourite for the championship than when he arrived in the Saxony-Anhalt region.

Rockenfeller, and indeed most of the Audi clan, hit top form at Oschersleben, a circuit renowned for its succession of double-apex corners and unappealing, flat, switchback layout. Six of the Ingolstadt machines started from the first five rows of the grid and all eight scored.

But ahead of them all was a Brazilian in a green-and-blue RBM BMW. This was a hard-fought and well-earned victory.

"But I probably can't say it's my best," Farfus explained. "The car was stable on both types of tyre and when I was able to pick up the pace in the last stint, Rocky couldn't go with me. I thought I could win only once I got in front."

Such thoughts were far away from the minds of Bart Mampaey's team the previous night. Farfus's M3 spent several hours under official investigation after an aerodynamic flap on the front of car was found to be rather too flappy.

RBM argued that the offending item had been damaged when Farfus overran a kerb at Turn 8 during qualifying, leading to its reduced structural rigidity, and race officials agreed that this was indeed the likely cause.

With news of the investigation filtering out of the BMW hospitality unit at around about the same time at which polesitter Bruno Spengler was being docked five spots on the grid for using the wrong tyres at various stages of qualifying, the atmosphere was one of tension.

Whatever the aero flicks did, or didn't do, there was no denying Farfus's early pace as he and Jamie Green – who inherited his first pole for seven years – drew away from Spengler's



Paffett's was best Merc in P6

Schnitzer M3 and Rockenfeller, who had been passed by the Canadian as the final gambit in a rocket first half-lap.

Rockenfeller, who started on standards, led a gaggle of cars into the pits on lap four and, employing an alternate strategy, found himself second – ahead of a co-operative Green and plenty of others before the fast-fading Spengler arrived on the scene.

"It was a nice race, all apart from not having the pace to beat Augusto," said Rockenfeller.

Whispers from the Abt team suggested that Green's pace had been sufficient to have allowed him to beat Farfus to victory, had he not been prepared to play the Audi game. A swift analysis of his sector times, which suggested a theoretical best lap almost 0.3s faster than Rockenfeller's, seemed to back up this theory. So did the fact that his lap times dropped off suddenly by 0.6s on his 18th tour on options, and never recovered. Rockenfeller, by contrast, steadily lost pace as the wear built up on his Hankooks.

When asked whether he had helped Rockenfeller out by not challenging the German for the honour of best Audi driver, Green's answer was a simple "yes".

Green still finished third, but dutifully stayed well off the back of Rockenfeller, whose series lead was cut from 35 points over the anonymous Christian Vietoris to 33 over Farfus. Second place at Zandvoort would make the Phoenix driver – who hasn't finished off the podium there since 2010 – champion with a round to spare.

IN THE PADDOCK

Jamie O'Leary



IT WAS ALWAYS GOING TO TAKE JAMIE GREEN A little while to adapt to not only a new car in the shape of the Audi RS5, but to the Ingolstadt way of doing things – he admitted as much in AUTOSPORT's DTM season preview back in April.

But his performance at Oschersleben was proof that the Monaco-domiciled Brit has really got things together of late.

Yes, the Audis were uber-strong last weekend and yes, he did inherit pole (his first for seven years) only as a result of a BMW tyre infraction – but that is to overlook some of the finer points of his weekend.

Green's race pace was stunningly good – when it was allowed to be.

It's a fact that when big manufacturers are involved in motorsport and big prizes are on the line, the team game overrules the wants of the drivers involved, so when championship leader Mike Rockenfeller lurked, Green did his duty of falling into line behind, just as Abt team-mate Mattias Ekstrom had at Moscow Raceway.

But think about this. Had Audi allowed Green to 'support' Rockenfeller's title campaign by winning – and beating Rocky's main rival Augusto Farfus – then Rockenfeller's series lead would be 36 points instead of the 33 it is now.

While I'm sure this won't hamper Rockenfeller's hopes of winning the championship, it has probably denied one of the DTM's top drivers a morale-boosting victory. It's also cost Audi manufacturers' points.

Seems like a tactical blunder to me.



Green took his first Audi podium

MILESTONE

Jamie Green's podium finish was his first in the DTM since moving to Audi last winter. His first for Mercedes also came at Oschersleben, in 2005.



GERMAN F3 CUP SEPTEMBER 14-15, RD 8/9

Kirchhofer seals crown with double win

MARVIN KIRCHHOFFER SEALED THE TITLE WITH a near-perfect weekend at Oschersleben as the Motopark-run Lotus team – based within the circuit boundaries – dominated proceedings once more.

After winning the championship with victory in race one, he added an 11th win of the year and a second place across the remainder of the weekend.

His British Lotus team-mate Emil Bernstorff won race two, climbing from fifth to second and then inheriting the lead when Matteo Cairoli ran wide exiting the quick Turn 8 chicane and dropped back to third.

Bernstorff moved up to 10 points adrift of second in the standings thanks to Artem Markelov (Lotus), who crashed at Turn 2 in near-identical accidents in races one and two, but finished fourth in race three after Bernstorff ran wide at the penultimate turn and ceded position.

Performance Racing's John Bryant-Meisner passed front-row qualifier Gustavo Menezes for second in the opener. The Van Amersfoort driver reversed things in the third encounter.



Kirchhofer (3) about to pass Markelov

RESULTS

Race 1 1 Marvin Kirchhofer (Dallara F311-Volkswagen), 22 laps in 30m19.528s; 2 John Bryant-Meisner (DV), +11.845s; 3 Gustavo Menezes (DV); 4 Emil Bernstorff (DV); 5 Tomasz Krzeminski (DV); 6 Nabil Jeffri (DV). **Race 2 1 Bernstorff**, 15 laps in 20m46.312s; 2 Kirchhofer, +1.155s; 3 Matteo Cairoli (DV); 4 Bryant-Meisner; 5 Jeffri; 6 Krzeminski. **Race 3 1 Kirchhofer**, 20 laps in 27m30.896s; 2 Menezes, +13.852s; 3 Bryant-Meisner; 4 Markelov; 5 Bernstorff; 6 Krzeminski. **Points** 1 Kirchhofer, 450; 2 Markelov, 301; 3 Bernstorff, 291; 4 Menezes, 207; 5 Bryant-Meisner, 189; 6 Thomas Jager, 117.

Spengler falls out of title fight

BRUNO SPENGLER'S HOPES OF WINNING A second consecutive DTM title were ended at Oschersleben following a late-race collision with Canadian countryman Robert Wickens.

Spengler had already suffered a setback on Saturday. After securing pole position, he was docked five places on the grid for a tyre infringement during qualifying (see left).

A rocket-like start got him up to third, which was where he spent the opening stint. But issues with the balance of both his and Schnitzer team-mate Dirk Werner's cars caused each to slide down the field as the race went on.

Spengler's collision with Wickens came as the pair disputed 11th and ended both drivers' races, Spengler's after losing his bonnet.

"I'd passed him at Turn 2," Wickens said. "And he kept turning in on me, and then at Turn 3 I guess he braked too late because I saw him, stayed wide, braked later than normal and he still came into me."

Spengler, who was also given a two-place grid penalty for Zandvoort after being found guilty of causing the collision, said: "It's an unfortunate incident."

"He was a bit slow into the corner so there was space. It's a shame to end the championship push like this."

Wickens, the off-form Christian Vietoris and Gary Paffett all entered the race with a mathematical chance of becoming champion. The events of the weekend left Augusto Farfus as the only driver who can now deny Mike Rockenfeller over the final two races of the season at Zandvoort and Hockenheim.



Spengler lost bonnet in clash



Albuquerque finished fourth

ROSBERG SQUAD TURNS CORNER

Filipe Albuquerque, the DTM's unofficial king of free practice, took his and Team Rosberg's best result of 2013 by running strongly all race to finish fourth. His team-mate Edoardo Mortara stalled on the line and was last into the opening corner, but maximised his strategy to run in clear air for most of the afternoon and finish 10th, just 2s off seventh spot.

GRID PENALTIES FOR MERC MEN

Mercedes drivers Gary Paffett and Daniel Juncadella were both given five-place grid penalties for using tyres in practice that were not allocated to their respective Mercedes for that session. Paffett, who used six unallocated tyres, dropped from seventh to 12th while Juncadella fell from 20th to 22nd.

MORTARA MACAU RETURN LIKELY

Edoardo Mortara is "99 per cent likely" to contest the Macau Grand Prix-supporting GT3 race for a third straight year, according to Audi head of DTM Dieter Gass. The Italian won the Formula 3 GP in 2009-'10 and the GT event in R8 LMS machinery in 2011-12.

ZANDVOORT FUTURE IN DOUBT

Zandvoort's place on the DTM calendar is under threat for next year, according to senior figures in the paddock. An ITR source told AUTOSPORT that track facilities were in need of upgrading. Barcelona has been linked to a spot on the 2014 schedule should the Dutch circuit be dropped.

TOUGH RACE FOR RMG TEAM

Andy Priaulx was on course for a point for only the second time in 2013 when he was spun at Turn 2 by Daniel Juncadella during his second stint. Priaulx's RMG BMW team-mate Martin Tomczyk was given a drive-through penalty after being found guilty of a jumped start.

NASCAR SPRINT CUP CHICAGOLAND (USA), SEPTEMBER 15 RD 27/36

Kenseth wins Chase opener

ELEVEN HOURS AFTER ITS SCHEDULED start time, the first Chase race of the 2013 NASCAR Sprint Cup ended with top seed Matt Kenseth beating Joe Gibbs Racing team-mate Kyle Busch to victory at Chicagoland.

At the end of a scandal-hit week, in which the Chase line-up photo had to be shot three times to keep up with the developing controversy, persistent rain in Chicago first delayed the green flag by nearly three hours, then forced a mid-race break of over five hours.

NASCAR was determined to get the full distance in on the scheduled day though, and the fans' patience was rewarded as those who stuck it

out until 11pm saw what had been a tepid, pre-race live-up in the night-time temperatures.

The Gibbs Toyota duo led most of 'part two', with Busch ahead at the final yellow and chasing a triple after his Truck and Nationwide wins earlier in the weekend.

But with the help of a push from Kevin Harvick, Kenseth surged ahead on the last restart and managed to keep Busch at bay over the remaining 22 laps.

Harvick's Richard Childress Chevy fended off Kurt Busch, Jimmie Johnson, Jeff Gordon and reigning champion Brad Keselowski in a tough battle for third place. Keselowski's

Penske team-mate Joey Logano took pole but was one of several drivers to blow an engine.

● Connell Sanders Jr

RESULTS

1 Matt Kenseth (Toyota Camry), 267 laps in 3h10m56s; 2 Kyle Busch (Toyota), +0.749s; 3 Kevin Harvick (Chevrolet SS); 4 Kurt Busch (Chevy); 5 Jimmie Johnson (Chevy); 6 Jeff Gordon (Chevy); 7 Brad Keselowski (Ford Fusion); 8 Ricky Stenhouse Jr (Ford); 9 Clint Bowyer (Toyota); 10 Ryan Newman (Chevy). **Points** 1 Kenseth, 2063; 2 Kyle Busch, 2055; 3 Johnson, 2052; 4 Harvick, 2048; 5 Carl Edwards, 2040; 6 Kurt Busch, 2040; 7 Gordon, 2039; 8 Newman, 2035; 9 Bowyer, 2035; 10 Kasey Kahne, 2032.



ADAC FORMEL MASTERS

Belgian Alessio Picarriello (above) wrapped up the title, the Mucke Motorsport driver taking a win and a second at the Slovakia Ring. Marvin Dienst and Ralph Boschung each took their maiden series wins, Neuhauser Racing's Dienst also snatching two seconds.

V8 STOCK CARS

Red Bull Mattheis Chevrolet driver Daniel Serra won at Velopark, inheriting the lead when a first-corner collision eliminated Atila Abreu and sent series leader Caca Bueno to last. Ricardo Mauricio and Marcos Gomes completed the podium.

GERMAN CARRERA CUP

Frenchman Kevin Estre led Attempto team-mate Nicki Thiim home in both Oschersleben races to increase his championship advantage over the Dane. Jaap van Lagen and Philipp Eng had a third place each.

VW SCIROCCO-R CUP

American Dennis Trebing took his first series win after nipping inside Britain's Ross Wylie midway through race two at Oschersleben, Wylie finishing a career-best second. Kasper Jensen won race one from points leader Kelvin van der Linde.

VLN

Lucas Luhr, Jorg Bergmeister and Jochen Krumbach took Porsche's 500th win in the Nordschleife-based series, the trio beating Manthey Racing team-mates Wolfgang Kohler/Christian Menzel. Brit Richard Westbrook was fifth in another Porsche.

ITALIAN GT

Stefano Comandini and Stefano Colombo took the series lead with a win and a second in their ROAL BMW at Vallelunga. A rain-shortened race two went to Giorgio Sanna/Giacomo Barri (Imperiale Lamborghini).

NASCAR NATIONWIDE

Kyle Busch led all but five laps at Chicagoland to take his 10th win of 2013 in his Joe Gibbs Racing Toyota ahead of Joey Logano's Penske Ford. Sam Hornish Jr (Gibbs) was third and increases his series lead over Austin Dillon.

NASCAR TRUCKS

Busch (below) also took a Gibbs Toyota to victory on Friday night. He beat Brad Keselowski's family-run team's Ford and Ryan Blaney to the flag. Points leader Matt Crafton was fourth.



Kenseth (20) holds off Johnson (48)

ADAC GT MASTERS SLOVAKIA RING (SK), SEPTEMBER 14-15 RD 7/8

Corvette duo back in front

CALLAWAY CORVETTE MEN Diego Alessi and Daniel Keilwitz retook the lead of the championship with a round to go thanks to victory in the second race at the Slovakia Ring.

The duo had dropped behind Robert Renauer in the points after the first race. Keilwitz made a rocket start from the fifth row to lead into the first corner, but then ran wide halfway round the lap, allowing Maxi Buhk's HTP Mercedes in front.

Keilwitz was back ahead before the mandatory driver changes and watched as co-driver Alessi took a narrow victory. Second went to Christopher Mies/Rene Rast, despite their Prosperia C Abt Audi losing time with faulty ignition in the pits. Buhk/Maxi Gotz were third and remain in close title contention ahead of next weekend's title finale.

The previous day's race had started behind the safety car while rain fell. Frank Kechele took his Lambda Ford GT into the lead immediately on the wet track, but lost his advantage to Simon Knap at quarter-distance, the Dutchman's BMW Z4 displaying its usual grip advantage in the damp.

Jeroen den Boer relieved Knap of driving duties and drove the car home to its second win of the season.



Keilwitz was quick at start of race two

Christer Jons/Markus Winkelhock were second in their Audi while Claudia Hurltgen/Dominik Baumann (Schubert BMW) placed third.

Kechele/Dominik Schwager were 14th after a time penalty in the pits. ● Rene de Boer

RESULTS

Race 1 Jeroen den Boer/Simon Knap (BMW Z4 GT3), 25 laps in 1h01m34.613s; 2 Markus Winkelhock/Christer Jons (Audi R8 LMS ultra),

+9.274s; 3 Dominik Baumann/Claudia Hurltgen (BMW); 4 Maxi Buhk/Maxi Gotz (Mercedes SLS AMG GT3); 5 Rene Rast/Christopher Mies (Audi); 6 Martin Ragginger/Robert Renauer (Porsche 911 GT3-R). **Race 2** 1 Diego Alessi/Daniel Keilwitz (Chevrolet Corvette Z06.R GT3), 27 laps in 1h00m02.323s; 2 Rast/Mies, +1.747s; 3 Buhk/Gotz; 4 Jorg Muller/Max Sandritter (BMW); 5 Winkelhock/Jons; 6 Rahel Frey/Christopher Haase (Audi). **Points** 1 Alessi/Keilwitz, 161; 2 Buhk/Gotz, 147; 3 Renauer, 147; 4 Baumann/Hurltgen, 136; 5 Rast/Mies, 128; 6 Ragginger, 127.



The 2014 Porsche Carrera Cup GB Scholarship Programme

Porsche Cars GB is delighted to announce the 2014 Porsche Carrera Cup GB Scholarship Programme.

This autumn, a talented young driver will win £80,000 per year towards their 2014 and 2015 Porsche Carrera Cup GB budgets. The 2014 Scholarship is open to drivers aged between 17 and 22 who are looking for a superb opportunity to build a career as a professional sports car racer.

The 2014 Carrera Cup GB season will mark the next exciting chapter in the Carrera Cup story when the latest 991-model 460bhp 911 GT3 Cup is introduced into the championship.

The all-new car will set a new standard for UK single-make racing and will offer new drivers the perfect opportunity to be in the very start of a new era for the Carrera Cup GB.

In 2014, the Carrera Cup GB will have a sensational date as a support race to the

Le Mans 24-hours. A couple of hours before Porsche returns to the marathon race with a factory-entered LMP1 car, drivers in the Carrera Cup GB will race on the famous French track in a special tie-up with Carrera Cup France.

How to enter

Any driver wishing to apply for the 2014 Carrera Cup GB Scholarship Programme should send a C.V. to: carreracupgb@porsche.co.uk, along with the reasons why they think they should be selected. There is no charge for drivers entering the scholarship.

Applications are now open and will close on 30 September 2013.

The four finalists will be evaluated at Silverstone during October 2013.

The 2014 Carrera Cup GB Scholar will be announced in early November 2013.

Please turn the page for more details of the 2014 Carrera Cup GB Scholarship Programme.

PORSCHE

**CARRERA
CUP
GREAT BRITAIN**





The 2014 Porsche Carrera Cup GB Scholarship Programme

Building on the runaway success of the first four Carrera Cup GB Scholarship Programmes, the search is now on to find the new rising star for the 2014 Scholarship.

Created and run by Porsche Cars GB, the 'Carrera Cup GB Scholarship Programme' will provide £80,000 per year to a driver to use as a significant element of his or her budget for both the 2014 and 2105 Carrera Cup GB seasons.

To enter the scholarship, drivers must be aged between 17 and 22 at 1 January 2014, already have a National A race licence and have not previously registered as a competitor in the Carrera Cup GB. They must also be able to demonstrate that they can secure the balance of the required budget for a full season of racing.

Four finalists will be selected for assessment at Silverstone, including evaluation at the Porsche Experience Centre and track tests in a 911GT3 Cup car.

The winner will be the driver who shows the best mix of natural talent, potential, presentation and people skills and overall drive and commitment.

What does it mean to be a Carrera Cup Scholar?

Dan Lloyd, the Carrera Cup GB Scholar for 2012 and 2013 reflected on what the programme has meant to him.

"The Scholarship gave me the step up to get into the Carrera Cup, which was the most important thing.

"It is a huge deal to have a two-year Scholarship and that was a dream come true for me, because we had a two-year plan and we knew what we were doing for the second year. We could put things in place early on, which makes an incredible difference. Having a two-year plan is such a great thing in motor sport.

"It is a fantastic programme. I've developed massively over the two years, both on and off the track. The people I have met through Porsche and the events we go to are remarkable: even doing things like new car launches at Porsche Centres.

"Going to the Goodwood Festival of Speed for two years was an amazing experience – words can't describe it. That was a dream come true. They are experiences that will improve my career but it was also just amazing to be part of that event.

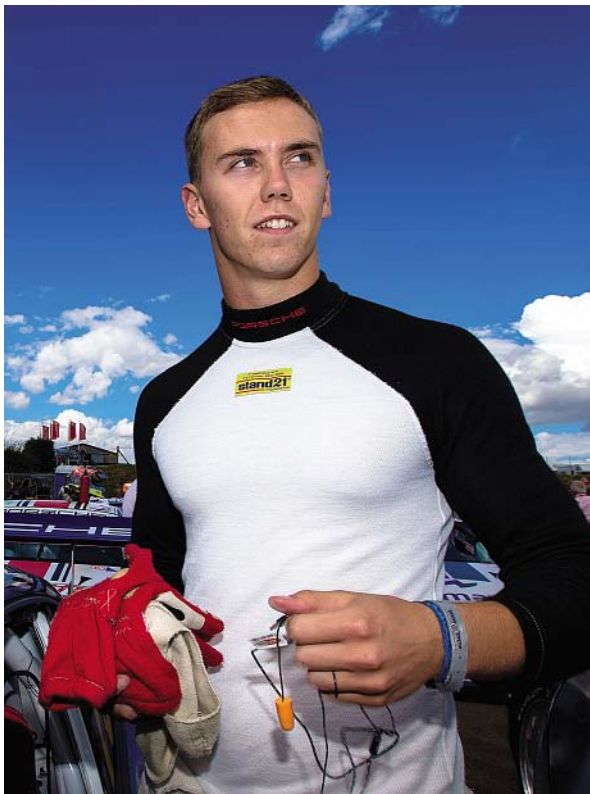
"The fitness support at Porsche Human Performance has moved me forward massively and that will stick with me for the rest of my racing career.

"The Porsche Scholarship has brought me so many different things that I just didn't expect when I won."

PORSCHE

**CARRERA
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The former Carrera Cup GB champions; where are they now?



Barry Horne

Carrera Cup GB champion in 2003; now a senior driving consultant for Porsche Cars GB



Richard Westbrook

Carrera Cup GB champion in 2004; went on to be a double Porsche Supercup champion and a leading factory driver in international sports and GT racing



Damien Faulkner

Carrera Cup GB champion in 2005 and 2006; went on to be a race winner and runner-up in the Porsche Supercup



James Sutton

Carrera Cup GB champion in 2007; raced in Carrera Cup Italia in 2010 and took a second Carrera Cup GB title in 2011



Tim Harvey

Carrera Cup GB champion in 2008 and 2010; was also a race winner in British GT and expert ITV commentator for the BTCC



Tim Bridgman

Carrera Cup GB champion in 2009; graduated to the Porsche Supercup and contested the 2012 British GT Championship in a Porsche 911GT3R



Michael Meadows

Carrera Cup GB champion in 2012; chasing back-to-back titles in 2013 as a springboard to the Porsche Supercup

PORSCHE

**CARRERA
CUP
GREAT BRITAIN**





The winning car survived this off-track excursion

V8 SUPERCARS SANDOWN 500 (AUS), SEPTEMBER 15 RD 10/14

Whincup heads a Triple Eight one-two

A ONE-TWO FINISH IN ANY

endurance race is a result to be celebrated and that is what Triple Eight did after a dominant showing at Sandown's traditional 500km enduro, to mark the team's 10th anniversary in V8 Supercars.

Jamie Whincup extended his championship advantage by winning with Paul Dumbrell, ahead of the sister Triple Eight Holden of Craig Lowndes and Warren Luff. Both pairs of drivers had to overcome setbacks

during the race, Whincup serving a drive-through penalty after Dumbrell forgot to put the car in neutral during a pitstop, and Lowndes having to queue behind Dumbrell during a stop under caution. Both cars overcame their losses, but it took a rear-end slide from Lowndes on lap 150 to determine the race result. Whincup took the lead and pulled away to win by more than eight seconds.

"I have been on the receiving end three times – 2009, 2010 with Steve

Owen and 2012 – where I have been done in the last stint of the 500, so it was certainly nice to get one back," said a delighted Whincup.

The lead Falcon, in third, was the polesitting Ford Performance Racing car of Will Davison and Owen. For the last 10 laps the car was weeping oil from its transmission, and Davison was a relieved man when it made it to the flag, although he was upset that his team also 'queued' him at the same stop as Lowndes – in

spite of him having almost a full tank. In a surprise result, Lee Holdsworth and Craig Baird took fourth, securing the best result in an otherwise difficult debut season for the Erebus Motorsport Mercedes team.

On Sandown's long straights the works Nissan Altimas struggled, with Todd Kelly/David Russell taking the marque's best result in 11th, while the Holden Racing Team had a nightmare day, both cars looking like they had been in the wars.

James Courtney/Greg Murphy fought back to take fifth place after early delays, while Garth Tander and Nick Percat had a collision at the first corner and things only got worse from there. By the end of the race, the 2011 Bathurst victors were back in 22nd place.

● Phil Branagan

RESULTS

1 Jamie Whincup/Paul Dumbrell (Holden Commodore VF), 161 laps in 3h22m54.620s; 2 Warren Luff/Craig Lowndes (Holden), +8.187s; 3 Steve Owen/Will Davison (Ford Falcon FG); 4 Craig Baird/Lee Holdsworth (Mercedes E63 AMG); 5 Greg Murphy/James Courtney (Holden); 6 Steven Richards/Mark Winterbottom (Ford). **Points** 1 Whincup, 2147; 2 Lowndes, 2051; 3 W Davison, 2050; 4 Winterbottom, 1981; 5 Courtney, 1909; 6 Fabian Coulthard, 1901.

EUROPEAN RALLYCROSS GREINBACH (A), SEPTEMBER 14-15 RD 8/9

Hvaal wins as title fight goes to wire

ALEXANDER HVAAL TOOK HIS CITROEN to an emphatic, if fortunate, victory in the season's penultimate round at Greinbach in Austria.

The Norwegian benefited at the start of the final when an electrical fault prevented Petter Solberg's Citroen from moving off the line, and was then on hand to take the lead when polesitter Liam Doran's DS3 stopped in a plume of flames with a lap and a half to go.

Hvaal immediately took his joker lap and his DS3 just held off Timur Timerzyanov and Davy Jeanney's larger C4 Citroen to win. Jeanney did not qualify for the final by rights, but

took his place on the grid when Tord Linnerud was disqualified for aggressive driving in his semi.

Title contenders Timmy Hansen and Andreas Bakkerud failed to make the final.

● Hal Ridge

RESULTS

1 Alexander Hvaal (Citroen DS3), 6 laps in 3m37.335s; 2 Timur Timerzyanov (Citroen DS3), +0.640s; 3 Davy Jeanney (Citroen C4); 4 Stig-Olov Walfridson (Renault Clio); 5 Liam Doran (Citroen DS3); 6 Petter Solberg (Citroen DS3). **Points** 1 Timerzyanov, 161; 2 Jeanney, 141; 3 Timmy Hansen, 138; 4 Andreas Bakkerud, 119; 5 Hvaal, 98; 6 Liam Doran, 98.



Kajetanowicz beat Bouffier

EUROPEAN RALLY RALLY POLAND (PL), SEPTEMBER 14-15 RD 9/12

Kubica hits rock, but Pole still wins

KAJETAN KAJETANOWICZ MADE THE most of the broken rear damper that slowed Bryan Bouffier's Peugeot to win his home round of the European Rally Championship for a third time and hand M-Sport's Ford Fiesta R5 its first major outright victory.

Bouffier completed the opening leg, held in awful conditions, in the lead by 16.8 seconds. But when the damper failed midway through Sunday's first stage, Kajetanowicz seized the initiative to win with ease ahead of Bouffier and Jan Kopecky, who is champion in all but name on the back of seven straight podiums.

Craig Breen, meanwhile, couldn't explain his Peugeot's lack of pace.

Robert Kubica was second when high-speed contact with a rock knocked a wheel off his Citroen. Engine damage then made him a non-starter on day two.

● Graham Lister

RESULTS

1 Kajetan Kajetanowicz/Jaroslaw Baran (Ford Fiesta R5), 1h58m40.6s; 2 Bryan Bouffier/Xavier Panseri (Peugeot 207 S2000), +23.3s; 3 Jan Kopecky/Pavel Dresler (Skoda Fabia S2000); 4 Michal Kosciuszko/Maciej Szczepaniak (Fiesta R5); 5 Krzysztof Holowczyc/Lukasz Kurzeja (Fiesta RRC); 6 Michal Solowow/Sebastian Rozwadowski (Fiesta RRC). **Points** 1 Kopecky, 248; 2 Bouffier, 129; 3 Craig Breen, 121; 4 Francois Delecour, 75; 5 Kajetanowicz, 50; 6 Vaclav Pech 49.



Exuberant Hvaal took surprise win

Rally Australia



Coffs Harbour (AUS), September 12-15
World Rally Championship
Round 10/13

RESULTS

22 STAGES, 218.956 MILES

1	SEBASTIEN OGIER (F)/JULIEN INGRASSIA (F)	
	VW Motorsport Volkswagen Polo R WRC #8	3h19m55.0s
2	THIERRY NEUVILLE (B)/NICOLAS GILSOUL (B)	
	Qatar WRT (M-Sport) Ford Fiesta RS WRC #11	+1m32.1s
3	MIKKO HIRVONEN (FIN)/JARMO LEHTINEN (FIN)	
	Citroen Total Abu Dhabi Citroen DS3 WRC #2	+2m02.1s
4	JARI-MATTI LATVALA (FIN)/MIKKKA ANTTILA (FIN)	
	VW Motorsport Volkswagen Polo R WRC #7	+2m57.4s
5	MADS ÖSTBERG (N)/JONAS ANDERSSON (S)	
	Qatar M-Sport WRT Ford Fiesta RS WRC #4	+3m17.2s
6	ANDREAS MIKKELSEN (N)/PAUL NAGLE (IRL)	
	VW Motorsport Volkswagen Polo R WRC #9	+3m37.6s
7	EVGENY NOVIKOV (RUS)/ILKA MINOR (A)	
	Qatar M-Sport WRT Ford Fiesta RS WRC #5	+7m31.2s
8	NATHAN QUINN (AUS)/GLENN MACNEAL (AUS)	
	Nathan Quinn Mini Cooper John Works WRC #22	+13m10.2s
9	KHALID AL-QASSIMI (UAE)/SCOTT MARTIN (GB)	
	Abu Dhabi Citroen Total Citroen DS3 WRC #10	+15m17.6s
10	ABDULAZIZ AL-KUWARI (QAT)/KILLIAN DUFFY (IRL)	
	Seashore Qatar Rally Team Ford Fiesta RRC #48	+17m27.7s

OTHERS

R KRIS MEEKE (GB)/CHRIS PATTERSON (GB)
Citroen Total Abu Dhabi Citroen DS3 WRC #3 **SS22-acc damage**

DRIVERS' CHAMPIONSHIP

1	OGIER	212	6	ÖSTBERG	77
2	NEUVILLE	129	7	LOEB	68
3	LATVALA	110	8	PROKOP	49
4	HIRVONEN	103	9	NOVIKOV	47
5	SORDO	96	10	MIKKELSEN	34

MANUFACTURERS' CHAMPIONSHIP

1	VW MOTORSPORT	299	4	QATAR M-SPORT	142
2	CITROEN TOTAL	251	5	JIPOCAR CZECH NATIONAL	51
3	QATAR WORLD RALLY	145	6	ABU DHABI CITROEN	41

STAGE TIMES

SS1 COFFS 1 (0.99 miles)
Fastest: Mikkelsen 1m22.1s
Leader: Mikkelsen

SS2 COFFS 2 (0.99 miles)
Fastest: Ogier 1m23.1s
Leader: Mikkelsen

SS3 TUCKERS NOB 1 (5.24 miles)
Fastest: Ogier 5m27.9s
Leader: Ogier

SS4 BELLINGEN 1 (6.66 miles)
Fastest: Ogier 6m26.1
Leader: Ogier

SS5 NEWRY 1 (15.47 miles)
Fastest: Ogier 15m10.1s
Leader: Ogier

SS6 TUCKERS NOB 2 (5.24 miles)
Fastest: Ogier 5m20.8s
Leader: Ogier

SS7 BELLINGEN 2 (6.66 miles)
Fastest: Ogier 6m15.4s
Leader: Ogier

SS8 NEWRY 2 (15.47 miles)
Fastest: Ogier 14m36.8s
Leader: Ogier

SS9 COFFS 3 (0.99 miles)
Fastest: Ogier 1m20.8s
Leader: Ogier

SS10 COFFS 4 (0.99 miles)
Fastest: Latvala 1m19.8s
Leader: Ogier

SS11 NAMBUCCA 1 (31.00 miles)
Fastest: Ogier 28m19.7s
Leader: Ogier

SS12 VALLA 1 (9.22 miles)
Fastest: Ogier 8m47.3s
Leader: Ogier

SS13 NAMBUCCA 2 (31.00 miles)
Fastest: Ogier 27m41.3s
Leader: Ogier

SS14 VALLA 2 (9.22 miles)
Fastest: Ogier 8m34.3s
Leader: Ogier

SS15 COFFS 5 (0.99 miles)
Fastest: Ogier 1m23.3s
Leader: Ogier

SS16 COFFS 6 (0.99 miles)
Fastest: Ogier 1m21.4s
Leader: Ogier

SS17 BUCCA 1 (6.76 miles)
Fastest: Hirvonen 6m19.5s
Leader: Ogier

SS18 WEDDING BELLS 1 (13.81 miles)
Fastest: Ogier 11m29.0s
Leader: Ogier

SS19 SHIPMANS 1 (18.29 miles)
Fastest: Ogier 15m08.7s
Leader: Ogier

SS20 BUCCA 2 (6.76 miles)
Fastest: Ogier 6m07.7s
Leader: Ogier

SS21 WEDDING BELLS 2 (13.81 miles)
Fastest: Ogier 11m11.2s
Leader: Ogier

SS22 SHIPMANS 2 (18.29 miles)
Fastest: Ogier 14m44.9s
Leader: Ogier

Rally route Based out of Coffs Harbour, mid-way between Sydney and Brisbane, all but three of the stages were new or run in a new formation this year. The longest test, Saturday's 31-miler through Nambucca, was a combination of two 2011 stages. Central service moved from the outskirts into the centre of Coffs for this year.

Ogier wins again, but he still has a point to prove

The VW ace's sixth win of 2013 looked good enough for the title, but a last-stage drama means he'll have to wait. By **DAVID EVANS**



56

DID THAT REALLY JUST HAPPEN? SERIOUSLY? In fairness, if you're going to travel around the world to tell a story, it's best to come home with a story worth telling. And Rally Australia certainly provided that. Or at least the final stage did. Sebastien Ogier drove the perfect rally. There simply aren't the superlatives to describe how worthy a world champion he is. Or will be. With 10 miles remaining, he was absolutely on target. Then Mikko Hirvonen got a puncture, allowing Thierry Neuville to move into second place and ruin Volkswagen's party. Ogier was short of a point.

LEG ONE (56.75 miles) Overcast – ambient temperature range on stages 12-24C

After a couple of blasts around the Coffs Harbour Superspecial on Thursday night, Volkswagen was already looking strong. But it was the Polo with the Norwegian and Irish flags on its flanks out front as Andreas Mikkelsen and Paul Nagle made a stage-winning start to their new partnership.

Once onto the dirt, the tricolored Polo pressed on and moved ahead. The oddly named Tuckers Nob test (it runs through Tuckers Nob forest), south-west of Coffs Harbour provided a horrible wake-up call for the crews. With no rain for the past three months, the New South Wales roads were baked hard, covered in fine gravel and treacherously slippery. Tuckers might only have been five miles long, but it offered no respite in its twisting, technical nature. Jari-Matti Latvala spun and the rest seemed to agree with Thierry Neuville's appraisal that it was a "shit" start.

But Ogier was fastest. And then he was fastest again in the second gravel stage and then, he ended

the first Rally Australia morning since 2011 by being fastest again. He wasn't streaking ahead, 2.9 second quicker in SS3, then half a second up on Citroen pair Kris Meeke and Mikko Hirvonen in four and five respectively. But his consistency at the top of the timesheets was enough to send him back to service 8.8s ahead of Meeke.

"It wasn't a big push," said Ogier. "I was validating the notes and just taking a little bit of care in some places."

Oh dear. This was the leader saying, in the nicest possible way, that he'd just completed a third recce run. Stages scoped, he was ready to put some time on the boys in the afternoon.

There was delight and concern at Meeke's early second place. This being a rally where all the potential prizes would be at the finish, wasn't he going a bit too fast? Meeke grinned. "If you'd been in the meeting with Yves [Matton, team principal] last night, you'd know how I was driving. Yves came with the big finger to remind me about being at the finish."

Meeke's great start had been made possible by a quite brilliant run through the qualifying stage, where he had been fastest by four tenths of a second. He then decided to run as far back on the road as possible in the cleanest conditions. The best part of Meeke's morning was the first two splits through Newry, where he was quicker than anybody. Unfortunately, he dropped time in the final sector after a big impact with a rock near the end of the test.

Running five cars ahead of Meeke on the road, Hirvonen was quite happy with his early third, just 0.2s behind his team-mate. The Finn was

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Ogier did all he could, but the title must wait...



... after Hirvonen's last-stage puncture

because the day-two running order was set before the Superspecials, ensuring Meeke would remain third on the road.

Latvala was fifth at the end of day one. A rear suspension set-up change to his Polo hadn't worked. Combined with Michelin's new, softer soft tyre, the Finn found the rear of his VW far too wayward in qualifying and it took him much of the next morning to get comfortable with the car.

Latvala wasn't worried about trying to fight with Neuville ahead; VW wanted him at the finish for more points and, anyway, Norwegians Mads Ostberg and Mikkelsen were in close attendance.

Evgeny Novikov departed M-Sport's naughty step for long enough to grab an end-of-day eighth, very much in touch with the battle for fifth and looking considerably calmer than on recent rallies.

POSITIONS AFTER DAY ONE

1 Ogier/Ingrassia	58m46.6s
2 Hirvonen/Lehtinen	+20.0s
3 Neuville/Gilsoul	+38.1s
4 Meeke/Patterson	+38.6s
5 Latvala/Annttila	+58.2s
6 Ostberg/Andersson	+1m01.7s

LEG TWO (82.44 miles)

Sunny - ambient temperature range on stages 14-28C

The difference between VW men Ogier and Latvala couldn't have been more marked on Saturday morning. Both were engaged in conversation with their engineers, but the Finn's brow was furrowed. His concerns were centred on tyres. Would his hard Michelins last the distance through the morning's 30-miler? Ogier, by comparison, was a man without a worry.

"The tyre? In the long one?" he said. "It won't be a problem."

Predictably, it wasn't a problem and, predictably, Ogier was fastest.

The leader had been waiting for this moment, the moment when this rally escaped the trees and carved its way deep into the heart of the NSW countryside. And as the roads opened up, Ogier did the same with the throttle on his Polo.

Twice Hirvonen had sent split times green, but both times Ogier took more back.

"He's playing with us," said the thin Finn thinly at the finish. "We dropped three seconds to him in one split and then I had quite a moment - a near-miss."

Fastest again in the Valla stage that followed, Ogier's lead was almost half a minute over Hirvonen and building towards the full minute over his title 'rival' Neuville. Was he starting to dream the dream?

"No. My spirit is the same as on every rally," smiled the leader. "I am focused on the rally, nothing else is affecting my mind." ▶

quick to praise Meeke's morning, though.

"He's been brilliant," said Hirvonen. "this is just what we need for the team. My morning has been good - but now I really need to stay in touch with Ogier this afternoon. The stages are so technical and we know he's going to get quicker."

He wasn't wrong.

Ogier locked out the next three stages, 6.9s faster than anybody else through the afternoon. It wasn't the demolition job some had feared, but when you added in another quickest time on one of the two Coffs Superspecials, he was 20s ahead at the end of day one.

"Today's stages were really quite tricky," said Ogier. "But tomorrow another rally starts when the stages are faster and wider. I like these roads."

Another message sent and received.

Hirvonen had moved past Meeke on the first afternoon stage, but both Citroens were doing what had been asked of them - holding positions which offered another chance to nibble at Volkswagen's lead in the makes' race.

As the afternoon progressed Meeke began to come under pressure from a fourth-placed Neuville. The M-Sport driver had spent the morning all at sea as he struggled with pace notes that were too fast and a mindset that was still back chasing a win in Trier.

After making around 25 changes to his notes in the morning, Neuville found confidence in his Fiesta and settled down to chase Meeke through the afternoon. Stalling on the line in Coffs cost Meeke 10s and allowed Neuville through. Nobody was too concerned in the French team - not least



A late second place for Neuville irked VW

MCKEIN.DE



Good set-up was a bridge too far for Latvala

◀ His plight was helped by the fact that he was seriously enjoying driving arguably the best rally car in the world right now on some hugely entertaining roads.

Hirvonen's frustration was writ large. He was stuck fast between a rock and a hard place. "We have some points for the manufacturers' title in this position," he said. "And we are still in this race. If I push hard to try to catch him and then go off, we lose them all. It's a fine line."

The good thing for Hirvonen was that his advantage over Neuville was growing – but his decision to settle for second was cemented when he got news of the sister DS3 WRC rolling seven times down a hill 12 miles into Nambucca 2. It made it even more important for him to make the finish – Meeke was out.

Sliding wide in a second-gear right-hander, the car dropped onto an access road. For a nanosecond everything was alright. Then gravity took hold.

"Slow as you like," Meeke admitted, "it rolled and rolled."

That crash moved Latvala up to fourth, the Polo driver also elbowing Ostberg aside. That was looking as good as it would get for Latvala, given the 36.2s gap between him and Neuville in third.

Neuville's day had been quietly exceptional, save for that Valla moment. Through the afternoon, he was second quickest to Ogier on three of the four stages. Neuville's team-mate Ostberg went off the road on SS14, spending 20s in a ditch and dropping to sixth place behind Mikkelsen.

POSITIONS AFTER DAY TWO

1 Ogier/Ingrassia	2h14m53.9s
2 Hirvonen/Lehtinen	+45.9s
3 Neuville/Gilsoul	+1m11.4s
4 Latvala/Anttila	+1m47.6s
5 Mikkelsen/Nagle	+2m10.8s
6 Ostberg/Andersson	+2m13.4s

LEG THREE (77.76 miles)

Sunny – ambient temperature range on stages 17-24C

Nothing. Nothing happened of any real intrigue or interest for almost 70 miles on Sunday. And then, in Australia's self-styled banana town, the world went bananas. With nothing to gain and plenty to lose, everybody made sensible progress through the first loop of stages.

And the final-day roads provided a real chance to roll the dice if anybody wanted to race. The fastest of the fast was Wedding Bells, with its mind-bendingly quick downhill straights and a surface shorn of anything remotely resembling good grip. These were for the brave, but it was common sense not courage that was the order of the day.

Going into the Powerstage, everything was set. Half the world congregated at the end of Shipmans, while the other half decamped in VW's corner of the service park.

Let the madness begin... Meeke was the first to go. He ran wide and swiped the right-rear wheel from his Citroen. There were no excuses. Just as well, because robbing Citroen of two points after all that had gone on the day before was inexcusable.

Take a breath. Then Latvala slowed, mid-stage. Puncture, front-right. Conspiracy theories are go... This is *definitely* Volkswagen working to slow Neuville down to further boost Ogier's already gilt-edged title chances. No it's not; the Michelin's sliced and delaminating.

Six minutes later, Hirvonen slowed in the same section of the stage. Another puncture. In an instant, the relaxed atmosphere in VW's mission control is gone. The maths is being done as quickly as the best-laid plans are being undone.

At split section five, with just three miles to go, the news is not good. Hirvonen is 40s down on Neuville. Agonisingly, it's not going to be enough. The championship that has looked certain for three days is slipping through Ogier's fingers.

Latvala is philosophical at the end, Hirvonen furious, Neuville bewildered and Ogier disbelieving.

Hirvonen: "When will my fucking luck change?" For Ogier there was no bursting out of the car this time. For a moment, he and co-driver Julien Ingrassia sat where they were and tried to take in the news that just came in from the team.

Ogier emerged and smiled thinly. "I tried my best," he offered, climbing on the roof to celebrate amid the most topsy-turvy emotions possible. He'd missed out on the championship by a single point, the smallest possible margin.

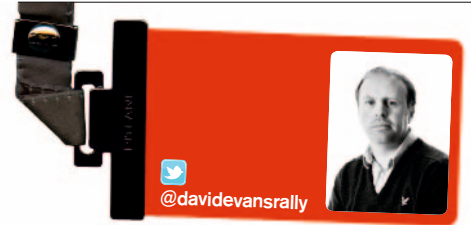
So, to France, with Neuville his sole remaining title rival. Make no mistake, Ogier will win his first championship in Alsace, but the title will almost be a secondary consideration for him there. There's another scalp waiting at home. It's Seb versus Seb one more time. ☘



Mikkelsen/Nagle won first stage together

IN THE SERVICE PARK

David Evans



IN TYPICAL VOLKSWAGEN FASHION, everything was planned perfectly. Bang on queue, the plane flew overhead dragging the big banner proclaiming that 'Others drive, but Volkswagen flies! Ouch.

Sebastien Ogier's Polo R WRC certainly flew in Australia last week. And he certainly deserved to take the world title (the same one he *will* win in France next month) on the long flight home, but the fact was that the plane, the balloons and the big party plans suddenly looked a little bit elaborate in the New South Wales backwater that is downtown Coffs last Sunday.

It made little sense that a driver, co-driver and team could get everything so perfect and still not take the title they all deserved. That it will come made little difference to Ogier after the finish. Sitting alone outside the media centre waiting for the questions, he momentarily cut a forlorn figure. This wasn't what he had planned.

Even Thierry Neuville, the only man who could deny him the crown he so richly deserves, apologised for the inconvenience he'd caused. Neuville knows, however, the odds on him being champion are longer than a six-time lottery winner being struck by lightning a dozen times.

Last weekend was Ogier's moment in the sun. Unfortunately, a Mikko Hirvonen puncture ensured the final Australian act was cast into the shade. For now.



Neuville apologised for denying Ogier – briefly

We got to the end and I said... 'Oh fuck!'

Sebastien Ogier on not being a world champion. For now...



Ogier (r) and Loeb
have one more fight

Ogier relishes final fight with Loeb

SEBASTIEN OGIER SAYS HE RELISHES THE chance to take Sebastien Loeb's world title and victory over the outgoing World Rally Champion when the pair compete together on next month's Rally of France.

The Alsace event will be Loeb's final WRC appearance and, following the bizarre events of the final stage on Rally Australia that robbed Ogier of his chance of the championship, the last opportunity that France's finest rally drivers will go head-to-head.

Ogier said: "I will have the same approach in France as for this rally [Australia] – I will go there for the victory. The only point that would make the bad situation for me, of course, is if Seb Loeb wins the rally and I get trouble or something. Then it will be a bit of a shadow on my championship against his victory again and I think I don't deserve it. I did everything this weekend to get it with style. Unfortunately I don't get it. Now, definitely, I know I am able to and I will go for the victory in France and I will love to take

another win there. But I just hope there's no trouble [with the car], because I don't deserve that."

Ogier is expected to take the world title on the first stage in France, following the organiser's decision to move the Powerstage from the last to the first stage on the evening of Thursday October 3. He needs a single point, so if his only rival Thierry Neuville doesn't win the stage or Ogier finishes at least third, then he will win.

"In my head," Ogier said, "I think it's done already. It will be OK. At the end of the final stage in Australia, I was so frustrated, but what could I do? When I figured out what happened, I took it with a smile on my face. We dominated the rally, winning the Powerstage as well. Now there will be another celebration in France."

Ogier said he expected nine-time world champion Loeb to be quick, despite him not competing in the WRC since winning Rally Argentina in May. "He will be at the right level," said Ogier. "I know he will."

Al-Kuwari has
assumed control

KUBICA CRASHES – AND LOSES

As if crashing on Rally Poland wasn't bad enough, Robert Kubica also lost his WRC 2 lead on Rally Australia. Qatar driver Abdulaziz Al-Kuwari took his third series win of the season to move to the top of the WRC 2 table with three rounds remaining.

WRC 2014 CALENDAR READY

Next year's World Rally Championship calendar will be announced at the September 27 meeting of the World Motor Sport Council. The events included will be Monte Carlo, Sweden, Mexico, Portugal, Argentina, Poland, Italy, Finland, Germany, Australia, France, Spain and GB.

CITROEN SNUBS PRIVATEERS

Citroen team principal Yves Matton has confirmed the French team's 2014 WTCC commitments will preclude them from running any privateer DS3 WRCs in next year's World Rally Championship. Citroen will run two or three factory cars on every WRC round next season.

SYDNEY FOR AUSTRALIA ROUTE

Next year's Rally Australia will include competitive mileage in Sydney for the first time, with the event organisers planning a final-day Superspecial, most likely at the Homebush street circuit close to the Olympic Park.

PADDON TURNS BACK ON WRC 2

Leading WRC 2 competitor Hayden Paddon has called time on his 2013 programme following another luckless outing in Australia last week. The Kiwi suffered alternator failure on his Fabia, forcing him out before the first Friday stage. He returned over the weekend and dominated the support-series timesheets. He will now focus his attentions on landing a World Rally Car for next year.

QUINN STARS IN HOME DEBUT

Coffs Harbour driver Nathan Quinn finished eighth overall on his World Rally Car debut in Australia last week. The Mini man said: "I can't believe it. So many people have worked so hard to put a Quinn family member in this position. I also can't believe I was such a fairy, crying at the finish! It's just amazing."

Quinn took eighth
on his WRC debut

Meeke Citroen future uncertain

KRIS MEEKE'S FUTURE WITH THE CITROEN

team hangs in the balance following two accidents on last week's Rally Australia.

Ahead of the start of the event, the British driver had been told he would be back in the car for November's Rally GB if he made it to the finish in one piece. Unfortunately, he rolled out of fourth place on Saturday and then tore a wheel off his DS3 WRC on the final stage on Sunday.

"If you ask me for a decision on his future right now, it won't be a good outcome for him," said Citroen team principal Yves Matton. "He knew what he had to do, he

knew he would be in the car for GB if he did it and he did the opposite to what I ask. For sure, I am not happy and it seems difficult, after he went off on two rallies, to let him score points for a manufacturer. I don't say he won't be in the car for GB. We have to see what happens here and what happens in the manufacturers' championship."

Meeke said: "The team knows what I'm capable of, they know my potential and they have to make a decision. They have given me two incredible opportunities, but one-offs are a risky business and unfortunately we have made a mistake both times and fallen foul of the risk side of those opportunities."

Meeke blotted his
copybook again

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Ragues was the star turn in Alpine-badged ORECA



DREW GIBSON

EUROPEAN LE MANS SERIES HUNGARORING (H), SEPTEMBER 14 RD 4/5

Alpine rallies into title contention

VICTORY FOR THE SIGNATECH

Alpine squad at the Hungaroring propelled the team and its drivers into championship contention heading into the Paul Ricard season finale later this month.

The commanding performance from Pierre Ragues and Nelson Panciatici, combined with a disastrous day for the Thiriet by TDS Racing squad in Hungary, blew the title fight wide open as well as giving the iconic Alpine name its first win since it was brought back into competition for this season.

Much of Signatech's success was owed to the work Ragues put in before handing over to Panciatici after nearly an hour and 50 minutes with a lead of 90 seconds over Brendon Hartley in the Murphy Prototypes

ORECA-Nissan.

Ragues had been relentless when the track went from wet to damp, putting him in a performance window where his Michelin wets – nursed by the Frenchman, he insisted – were staying alive while the Dunlops on the rest of the LMP2 cars were falling away. Not that it was handed to Ragues on a plate – he didn't put a wheel wrong. He was also one of the first to make a success of switching to slicks, which required him to remain calm for the first few laps as the stone-cold tyres struggled to come in and he started to lose chunks of time to his pursuers. When Panciatici jumped in, he just had to keep his head while Hartley hacked away at his mammoth lead.

There was little disappointment

from either of the teams that joined Signatech on the podium. Hartley and co-driver Jonathan Hirschi clearly felt they had got the most out of their race, and Jota Sport was satisfied with its lot in third after Oliver Turvey had charged the team's Zytek through from a lowly grid slot – and recovered from having to do a whole lap with a puncture – to take third after a brief flirtation with second place. Turvey estimated that the puncture had cost him a minute, but co-driver Simon Dolan was honest enough to admit that even without that setback he was unlikely to have been able to put up much of a fight against Hartley.

The GTE race was a Porsche battle for supremacy, as the 911s seemed to have a better balance in the tricky conditions than the Ferrari 458s. Jean-Karl Vernay controlled the race throughout his opening stint, but his Imsa Performance team's hopes of a good result were wiped out by a one-minute stop-go penalty Vernay earned for overtaking under yellow flags, and the fact that Patrice Milesi was unable to carry on his good work once they swapped over.

Vernay's race started to unravel just as Nick Tandy got into his stride in the Proton Competition Porsche. With an unflappable final stint from Klaus Bachler – despite pressure from experienced chasers Emmanuel Collard and Johnny Mowlem in the latter stages – that was enough to

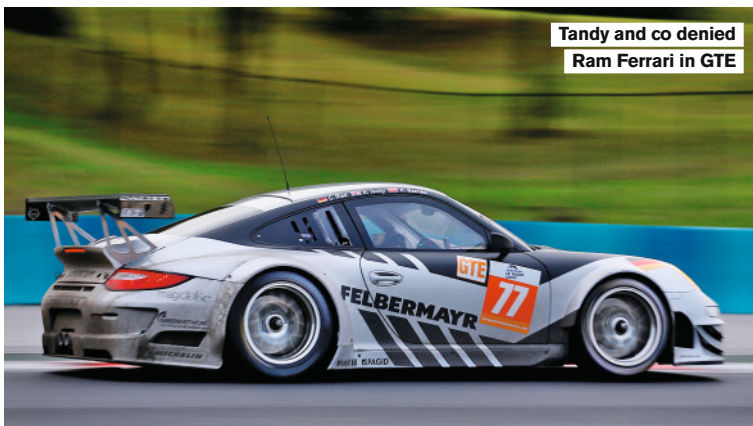
keep the Proton Porsche ahead to the flag and prevent Mowlem and Matt Griffin from sealing the GTE crown in their Ram Racing Ferrari. Ram could have put Bachler under more pressure, but Mowlem was forced to make an unscheduled stop for a new wing mirror after an air hose ripped one off when he left the pits.

That title is still likely to be settled without many fireworks at the Paul Ricard finale, but the same cannot be said for the LMP2 crown. Panciatici and Ragues are now tied on points with Pierre Thiriet, who endured an incident-packed race in Hungary from the very start and only just got ahead of the GTE winner for sixth overall in the closing stages.

● Glenn Freeman

RESULTS

1 Pierre Ragues/Nelson Panciatici (ORECA-Nissan O3), 99 laps in 3h01m18.622s; **2** Brendon Hartley/Jonathan Hirschi (ORECA-Nissan), +38.268s; **3** Simon Dolan/Oliver Turvey (Zytek-Nissan Z11SN); **4** Maurizio Mediani/Sergey Zlobin (ORECA-Nissan O3); **5** Natacha Gachnang/Christian Klien (Morgan-Judd); **6** Pierre Thiriet/Mathias Beche (ORECA-Nissan O3). **LMPC** Paul-Loup Chatin/Gary Hirsch (ORECA-Chevrolet FLM09). **GTE** Christian Ried/Nick Tandy/Klaus Bachler (Porsche 911 GT3-RSR). **GTC** Fabio Babini/Viktor Shaitar/Kirill Ladygin (Ferrari 458 Italia GT3). **Points** **1** Thiriet, 73; **2** Panciatici/Ragues, 73; **3** Beche, 58. **GTE** **1** Johnny Mowlem/Matt Griffin, 88; **2** Ried, 65; **3** Tandy, 55.



Tandy and co denied Ram Ferrari in GTE



Speed has been living
at the wrong end
of the NASCAR grid

FROM F1 TO START-AND-PARK

Six years ago he lost his grand prix drive to a young German named Sebastian Vettel. Now

Scott Speed ekes out a living trying to qualify for NASCAR races. By **ANDREW VAN DE BURGT**

On Sunday July 22 2007, Scott Speed lined up his Toro Rosso STR2 on the ninth row of the grid at the Nurburgring. It was that infamous soaking-wet race, where a brave tyre gamble by Spyker allowed Markus Winkelhock to briefly lead his only grand prix, and Lewis Hamilton sat idling in the gravel waiting for his McLaren to be craned back on-track.

Speed, like team-mate Vitantonio Liuzzi, ended the race in the gravel trap on lap two. It led to bitter repercussions within the team, with the post-race press release simply reading: "Nothing to say". But behind the scenes it was even more fraught, with Speed physically assaulted by team boss Franz Tost as he returned to the garage.

Nine days later, Speed was relieved of his drive, replaced by a spotty-faced young German with just a single F1 start called Sebastian Vettel. It was an inauspicious end to the sole graduate of Red Bull's programme to discover an American F1 driver.

But Red Bull kept faith with the Californian, and placed him in its new-and-ambitious NASCAR team in 2008.

Expectations were high, but results were disappointing, and to no great surprise he was released from his contract at the end of 2010. Since then, the driver who fought Nico Rosberg and Heikki Kovalainen for the inaugural GP2 title has been making up the numbers in a series of NASCAR's smallest teams, usually retiring with a spurious technical issue before the first round of pitstops, a uniquely NASCAR contrivance known as start-and-park.

It's one of motor racing's more unlikely career

paths, yet Speed, currently out of a drive after parting ways with Leavine Family Racing in the time between this interview taking place and its publication, remains determined to pursue his dream of being a professional racing driver.

"I'm making a living as a race-car driver," he says. "It's very difficult to put food on the table by driving race cars and I've been lucky enough that I've been able to do that, but it's hard to go anywhere without a bunch of money or a big sponsor behind you."

Although Conor Daly and Alexander Rossi are doing their best to end the run, Speed remains the last American to race an F1 car. It's something he remains immensely proud of, but something that carries no cache as he tries to scratch out a career in stock car racing.

"It's the greatest achievement I will ever have in my motor racing career in my eyes and no-one here has any idea about it!" he reckons. "Obviously, I was in the wrong place at the wrong time. I was about a year and a half early."

There's a perception in the US that American drivers are unwanted on the European racing scene. It's a perhaps paranoid reflection of the way they feel they are viewed by those they characterise as 'cheese-eating surrender monkeys'; but Speed feels that the hardest thing for any young American to overcome is being so far from family and friends.

"I'd spent five years in Europe, and it's not that people are not that pro-American," he says. "A lot of guys racing over here say, 'Oh, everyone doesn't like us over there. It's so tough.' And it is tough, but not because people don't like you."

"It's not that anyone does you any disservices but you don't have any favours either. For example, Tonio was Italian so naturally he had a bit more of a connection and at least some people with some

fingers pulling some strings helping, whereas with me there were zero people on any strings because of my nationality."

"Red Bull had their strings, so I was still in a good spot for opportunities, but there was nothing extra on top, whereas someone who was English or Italian or German, there's some people in the hierarchy of Formula 1 that can help. For us there's zero. And it would be the same thing if they came over to NASCAR – no one has done Juan [Pablo Montoya] any favours. I thought everyone treated me super-fair."

But if Speed is sanguine about how his F1 dream died, he remains less enamoured with the way the Red Bull NASCAR project imploded around him. "Obviously the way the NASCAR thing ended was pretty terrible," he says. "If they'd have just sponsored someone like [Brad] Keselowski, they would have saved 75 per cent of the money and gotten 5000 per cent more return. But that's not how Red Bull does it."

Without the support of a mega-bucks sponsor, Speed has taken whatever drives are on offer. And when the finances are in place he gets to race. Occasionally that can bring its own rewards, such as at Talladega, where he picked his way through the wreckage to take ninth, or at Watkins Glen in 2012, when he outraced a number of much better-funded cars to take 17th.

But most weeks, the challenge is simply to make the field of 43 cars so the team can collect the start money, pay the bills and carry on to the following race.

"It's like a time trial," he says. "You miss the race and the team is out of a ton of money and it's hard to come back from that. For me it's the same kind of thrill – it's not the same as racing obviously – but it's not totally like you're going to the track with nothing to do. There's certainly a lot of responsibility on my shoulders for one lap."

But there may be a new direction for Speed. Earlier this year he received a one-off invitation to compete in the X-Games event in Brazil. Despite never having raced a rallycross car before, Speed ended up winning. He's since raced for Ford in the Global Rallycross series, and a career on the loose (and sealed) stuff could be on the cards.

"It looks like some good things could happen with that next year," he reckons. "That's a sport that's growing a ton; it's getting such good exposure, it's got a lot of merit to it. It looks like there are some bigger teams that may come into the sport, so if that's the case then that could be something I can mix and match with this as well next year. And hopefully I'll be able to run more races rather than start and park." ❧



Trying to hustle his Ford Fusion into the show, here at Phoenix

The Kansas chief

NASCAR Chase contender Clint Bowyer was at a career crossroads two years ago, but a lifeline in the shape of Michael Waltrip Racing has reignited his fire, as he tells **ANDREW VAN DE BURGT**

There's a common mistranslation that in Chinese the word crisis also means opportunity. And you can understand how the notion caught on; that somewhere there's a belief that, in life, what appears to be a dead end can in fact be a junction to pastures new.

Towards the end of 2011 Clint Bowyer felt he was on the road to nowhere. His NASCAR career with Richard Childress Racing, which began so promisingly in 2005 in the Nationwide series, was petering out. He'd failed to make the Chase, and the outfit that enjoyed extraordinary success with Dale Earnhardt had lost the backing to run Bowyer's #33 entry on a full-time basis.

Crisis time for the 2008 Nationwide series champion, but one he turned into an opportunity that has catapulted him from occasional race-winner to genuine title challenger. The saviour came in the unlikely shape of Michael Waltrip, the two-time Daytona 500 winner, whose eponymous team has made the breakthrough into becoming one of the leading outfits in stock car racing's top level.

CLINT BOWYER NASCAR CUP STATS & CV

Races 278 Wins 8 Poles 2

Top 5s 49 Top 10s 131

Born Emporia, Kansas (USA) May 30, 1979

1984-1992 Motocross

1996-1999 Street Stock Thunderhill Racing

2000 Modified Street Stock Thunderhill Champion

2002 NASCAR Midwest division Champion

2004 Busch Series debut with Andy Petree Racing

2005 Nextel Cup debut with Richard Childress

2007 First Nextel Cup win

2008 Nationwide Series Champion

2012 Joins Michael Waltrip Racing



"If you look at the first few years of my career they're kinda really good and y'know then I had about a three-year span where I just couldn't hit my butt with either hand," drawls the Kansas-born Bowyer.

"It feels good to be back and wind up with an organisation that believes in you, a crew that believes in you. The programme works the way I feel like it should. The trust is there."

One of the keys to sustained success in NASCAR is the relationship between the driver and his race engineer. Conditions around the variety of oval tracks they race on vary throughout the races, and the various set-up tweaks that are made through communication between the two are essential to keep the car in the sweet spot. At Michael Waltrip Racing, Bowyer has been paired with Brian Pattie, the man who engineered Dario Franchitti during his brief NASCAR career at Chip Ganassi Racing.

"You hear us all talk about that driver/crew chief relationship and communication, the bond between a driver and a crew chief and you feel it – I feel it with Brian and Dax [Gerringer] and all of our engineers – they work so well together," he says. "It really is a good programme and a good package that we have with MWR and obviously that's a big part of this success."

Yet before the deal could be sealed, Bowyer had to make peace with his new team boss. It all stemmed back to an incident at the Bristol night race in 2008, where Bowyer was taken out in an incident triggered by Waltrip colliding with Casey Mears.

Over the team radio Bowyer let his frustration show: "Michael Waltrip is the worst driver in NASCAR. Period."

It's a pretty unequivocal statement, and one his new employer wasted no time in addressing.

"That was the first thing that was brought up!" says Bowyer of the initial contract negotiations. "You still think I'm the worst driver in NASCAR?" he asked. I said, 'Yes, but I think you could be the best owner now!' It was a good way to break the ice. It was all a huge misunderstanding, obviously," he adds with a knowing smile.

During the 2012 season, Bowyer emerged as the third-party candidate in the title fight between Brad Keselowski and Jimmie Johnson until his hopes were ended when Jeff Gordon

A promotional banner for the 2013 NASCAR Sprint Cup Series Chase. On the left is the Chase logo. In the center, a red and white number 14 Toyota Camry (Clint Bowyer) is shown racing. On the right is the Premier Sports logo and contact information: "0871 663 9000" and "WWW.PREMIERSPORTS.TV".

64

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deliberately took him out in the penultimate race of the season at Phoenix for what the multiple ex-champ perceived as a series of on-track indiscretions throughout the season. It was a disappointing end to a great year.

To European oval ignoramuses, the differing skill requirements for the different tracks are lost. Yet the technique and approach required differs hugely from the Superspeedways, to the 1.5-mile 'cookie cutters' to the short-track races where for 500 laps the drivers are permanently in traffic.

All of this makes Bowyer's three wins in 2011 especially impressive. They came at the Sonoma road course, the three-quarter mile Richmond International Raceway and the 1.5-miler at Charlotte. A restrictor-plate superspeedway aside, they could hardly be more diverse.

"They are probably some of my most proud wins just because you never know when your day is over and certainly after those three years that I had at RCR it felt like it was rapidly approaching," he says.

The most surprising of those wins was the Sonoma performance, where Bowyer out-raced the fancied road-course runners, beating Tony Stewart to the flag in a straight fight. It was a remarkable change in fortune for Bowyer, who started his racing career on motocross dirt bikes before graduating to modified stock cars.

Before last year, Bowyer's best result at Sonoma had been fourth, while at the series' other road course, Watkins Glen, he'd never finished higher than ninth. But for the past two seasons he's been a constant contender for road-course wins, backing up his Sonoma success with fourth at the Glen in 2012, and taking a fifth and sixth in this year's events. So what happened?

"I've no idea!" he says. "The first time I ever went to Sonoma I ran pretty well, I was relatively comfortable on the race track, and everybody knows on those road courses getting settled in and getting comfortable is a huge part of your success. But obviously you have to have a fast car; you have to have a good team and a good strategy.

Fuel mileage comes into play, but nonetheless as a driver, you've got to get out there and hit your marks and not make mistakes.

"I sucked at Watkins Glen every time I went there. I was miserable, I was a fish out of water. I think the biggest part of me getting better at Watkins Glen was them paving the run off areas! I spent most of my time in the sand bar at the end of the straightaway. Paving the run off was a huge part of my success there."

So far this season, Bowyer has been the most constant challenger to points leader Jimmie Johnson, although victory has so far eluded him. He should have won in Atlanta three weeks ago, but a blown motor took him out of a comfortable lead. However, with a place in the Chase secure

it's wins in the final 10 outings that are crucial.

"Obviously, the wins are very important, it doesn't matter if it's the Daytona 500 or California," he says. "However, they are extremely hard to win, all the stars have to line up, everything has to happen correctly. I think the Chase has always had really good racetracks for me and we've always been able to learn from our mistakes from the spring races and put it forward for the fall race in the Chase and usually be able to elevate our game and improve and compete for the championship. I'm definitely with the best group I've ever had, I've got the best opportunity for the championship I've ever had and if we can win some races and share this consistency that we've had this year I think we could be a threat." ❧



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- Sam MacLEOD
- Chris MIDDLEHURST
- Seb MORRIS
- Raoul OWENS
- Matt PARRY
- Alice POWELL
- Charlie ROBERTSON
- Harrison SCOTT
- Cameron TWYNHAM

FR 2.0 NEC/ALPS



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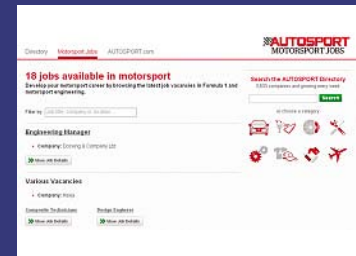
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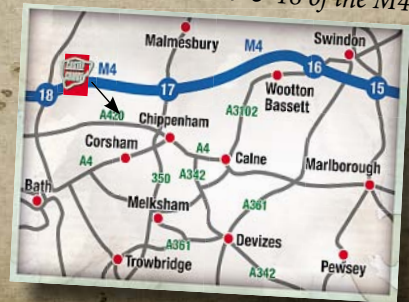
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Goodwood will host a second race meeting from next season

Goodwood launches new event

Revival venue to host extra historic meeting for its members in 2014

THE GOODWOOD ROAD RACING Club is to expand its motorsport programme in 2014 with an exclusive new event for members and their guests at the motor circuit on March 29-30 to augment its 22nd Festival of Speed and 17th Revival Meeting.

Lord March and his team have devised the 72nd Goodwood Members' Meeting to evoke memories of the popular BARC Members' Meetings – which comprised almost two-thirds of those run at the Chichester track from 1948-'66 – and look forward to what might have been had it stayed open.

Following the success of the experimental event in September '48, and the first Easter Monday

spectacular the following season, the inaugural Members' Meeting took place on August 13, 1949. Many star drivers emerged through these clubbies, notably Jim Clark, who notched up his first single-seater victory in a Formula Junior Lotus 18 at Goodwood in 1960.

Since Lord March was granted planning permission to restart racing at the venue – which he achieved with period event organiser the BARC in 1998, 50 years to the day after his grandfather opened the circuit – all focus has been on the three-day Revival Meeting. Five days of racing usage per year was sanctioned, however, leaving two days available.

"The basic theme is to make it the 72nd British Automobile Racing Club

meeting at Goodwood, open to members and guests only," said historian and consultant Doug Nye at last weekend's Revival Meeting.

A Bugatti race will top the bill, supported by others for single-seaters and sportscars of the '50s and '60s.

One race for machinery beyond the scope of the Revival's period – for Group 1 saloons and championed by long-time Goodwood collaborator Julius Thurgood – is also proposed. Practice will take place on the Saturday morning, with racing on Saturday afternoon and all day Sunday.

The event will also reach beyond racing. Celebration parades will include Formula 1 cars of the turbo era, Le Mans cars of the '70s & '80s and Group B rally cars of the mid-'80s.

Fun and games for all the family are promised in a relaxed atmosphere, echoing the period motto: "The right crowd and no crowding."

Ex-BTCC ace Anthony Reid, who set Best Time of the Day at the 2012 Festival of Speed and is a two-time Revival race winner, is looking forward to the event.

"That the Revival sold out weeks ago, on all three days, shows the demand is there for this type of event," he said. "It makes sense to satisfy that demand. A lot of the buildings are pretty much permanent, so that infrastructure should certainly be used to its full capacity."



Members' Meeting will be designed to evoke period Goodwood '60s clubbies

BEN ANDERSON
NATIONAL EDITOR

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MOTOR RACING AT GOODWOOD

is a rarity. Indeed, but for the immensely popular Revival meeting (inaugurated in 1998) there hasn't been any circuit racing at the former RAF airfield since the summer of '66!

Goodwood operates under strict noise limits. As a result, it is only permitted to run for five unlimited 'noisy' days per year. That means only five days of racing (a limit even Croft and Thruxton would wince at), but the Revival only uses up three, which means there are two spare days that Goodwood hasn't been utilising.

That will change next season, when the circuit runs its 72nd Members' Meeting. In keeping with traditions of the Revival, the March 2014 event will focus on largely on historic 'period' racing (pre-war, '50s and '60s) with special demonstrations and an enforced dress code.

But unlike the Revival (which is a public event), this will be an exclusive meeting for Goodwood members, so no riff-raff! Plans for turbo F1 and Group C demos, plus a race for Group 1 touring cars of the 1970s, suggest this will have a slightly different flavour to the Goodwood events race fans have come to know and love.

There was certainly no love lost between Renault Clio Cup UK rivals Josh Cook and Josh Wakefield at Rockingham last weekend.

On-track clashes are par for the course in this series, but it's rare they spill over into physical confrontations. Wakefield was excluded for abusing Cook in parc ferme (see page 82), while Cook was also penalised for the on-track incident that lit Wakefield's fuse. The lesson for all young racing drivers here is that no matter how let-down you feel by a rival's actions behind the wheel, taking the law into your own hands is not the answer.



Wakefield was punished for parc ferme scuffle



Wakefield and Cook had altercation off-track as well as on it

EBREY/LAT

Clio Cup UK

Wakefield excluded after Clio spat

RENAULT CLIO CUP UK DRIVER Josh Wakefield was excluded from the results of both last weekend's races at Rockingham for an off-track altercation with rival Josh Cook.

The Scuderia Vittoria driver was also handed a six-point deduction from his championship total, and received six penalty points on his licence for the incident.

Cook attempted to pass Wakefield for eighth into Deene hairpin on lap

five of race two, but misjudged the move and the resultant contact ended Wakefield's race. Wakefield sought out Cook, who continued to finish 12th, after the race in parc ferme, and officials deemed Wakefield demonstrated abusive behaviour towards the JHR Developments driver.

Scuderia Vittoria director Danny Buxton believes the incident was blown out of proportion, and was more concerned by the number

of on-track incidents.

"It was handbags, to be honest," he said. "It was made to be much worse than it was. But our Josh was the instigator and as soon as you do something like that you've got to be looking at a penalty."

"Wakefield's shell is written off and I think the driving standards in general were appalling. Ronnie [Klos] got battered at the hairpin in both races and nothing was done about it."

Cook has been handed a five-place grid penalty for Brands Hatch and received three penalty points on his licence for driving into Wakefield.

He believes what happened on-track was a racing incident.

"I tried to back out of the move, but it wasn't enough," he admitted. "[In parc ferme after the race] I tried to back away but he kept coming at me. I pushed him back to get him away and he fell over a fence."

British GT

Ellis set for British GT return in Team Parker GT4 Ginetta G50

LEADING PORSCHE CARRERA CUP

GB squad Team Parker Racing will contest the final round of this year's British GT Championship with former champion Bradley Ellis.

Ellis, who won the British GT3 title in 2007 in an RPM Dodge Viper, will partner Caterham racer Adrian Barwick in a GT4 Ginetta G50. The pair will use the outing at Donington's season finale in October to prepare for a full campaign in 2014.

Team Parker, which has run four Carrera Cup GB champions since the series began in 2003, has not contested British GT since '05, when Julian Westwood and Martin Rich raced a Porsche as an invitational entry.

Team boss Stuart Parker said: "GT racing is expanding enormously and this is



Ellis raced G50 in British GT in 2008

EBREY/LAT

a great way to get our foot in the door."

Ellis, 26, added: "British GT has grown enormously since I was last in it. I've been coaching Team Parker's Caterham drivers since the start of 2011, including Adrian.

"He is very easy to coach - he listens, takes everything on board and applies what you tell him."

Carrera Cup GB

Porsche relaunches two-year Carrera Cup GB scholarship

PORSCHE IS RELAUNCHING ITS

Carrera Cup GB scholarship. The scheme will provide the winner with £80,000 towards a budget for the next two seasons, and is open to drivers aged between 17 and 22.

The scholarship was introduced in 2008 and originally provided two drivers with £50,000 each for a single season.

Daniel Lloyd, the 2012 scholar, made his series debut last season and took his first win at Thruxton. He continued for '13 and currently lies third overall.

Applications close on September 30. Four finalists will be assessed at Silverstone in October. The winner will be announced in early November.

Porsche also confirmed the UK series will run as a support race to next year's Le Mans 24 Hours. The invite will extend to drivers signed up for a full campaign, as well as GT3 Cup Challenge racers.

The event will join nine races on the BTCC support package, with the Oulton Park TOCA meeting omitted to keep the calendar at 10 rounds.



Lloyd is current scholar

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Formula Renault Eurocup

RSF racers clash in Hungaroring Formula Renault Eurocup race

FORMULA RENAULT EURO CUP points leader Oliver Rowland saw his lead in the title race slashed in Hungary after contact with Racing Steps Foundation stablemate Jake Dennis.

Rowland held a 17-point lead over Pierre Gasly heading to the Hungaroring, but that has been cut to one.

He trailed the Frenchman in the standings after the first race, in which Fortec driver Dennis hit the Manor MP racer while attempting to pass him for third.

The contact sent Rowland into the gravel, damaging his wing. Although he was able to rejoin sixth, he slumped to eighth as Gasly won.

Rowland reclaimed the points lead in race two, finishing third with Gasly fifth, but was unhappy with Dennis's actions. "It was very frustrating," he said. "He had been told before the race to be careful, but I guess he felt he had something to prove. It was only a small mistake, but maybe he shouldn't have got that close beforehand."

A statement to AUTOSPORT from the RSF said: "Jake's point of view is that he hit the rumble strip and lost control, despite doing everything he could to avoid contact. The stewards accepted that and dismissed it as a racing incident. It's regrettable, but however much we would like to turn back the clock, that is not possible."



Dennis (right) got too close to Rowland

EBREY

Formula Ford

Formula Ford champ Cammish eyes British Touring Car move

BRITISH FORMULA FORD TITLE winner Dan Cammish believes he will be able to secure a place on the 2014 British Touring Car Championship grid.

Cammish has dominated Formula Ford this season, winning all 24 races so far on his way to wrapping up the title with two rounds remaining. He will miss the final two events as he prepares to move away from single-seaters in 2014, with a test in a Motorbase NGTC Ford Focus lined up as part of his prize for winning the BTCC-supporting series.

On his hopes of graduating to the BTCC, Cammish said: "Absolutely, we've got an opportunity now. The test will be a fantastic experience.

"I'd like a bit more time in the car, but let's see what comes out of it. It's going to be a difficult winter getting a budget but I've got some good people behind me now and I'd like to think you'll see me on the BTCC grid next year."



Cammish wants a 2014 BTCC drive

EBREY/LAT

Clio Cup Series

Renault offers Autumn Cup Clio drive as Surtees karting prize

RENAULT IS OFFERING A FULLY-funded Clio Roadsport drive in the Clio Cup Series' Autumn Cup as a prize for this year's Henry Surtees Karting Challenge.

The winner will use the car, developed



Surtees winner will get Clio drive

by Monster Sport Europe, in the Road Series class for the races at Rockingham on November 16-17.

Michelin, the club series' backer, will supply tyres for the weekend and pre-event testing will also be included.

The prize may also be extended into 2014 as a scholarship, when the series becomes a fully-fledged championship.

Although it is yet to be confirmed, AUTOSPORT understands Renault is considering options such as including free or subsidised use of the car for a year, paid up race entries, and Michelin supplying a free set of tyres for each of the six rounds.

HUMBLE PYE

The voice of club racing



The Revival again produced some fantastic racing

The Goodwood Revival keeps on getting better and better

I am privileged to have worked at all 16 Goodwood Revival Meetings, but lost count of the number of times I heard people say last weekend that the variety of the 2013 entry was unprecedented. Despite disappointment that a stunning summer had abandoned us too soon (after the hottest September day in 67 years), constantly changing conditions didn't hinder the quality of racing, which was exceptional.

Sadly, Sunday afternoon's weather put paid to the Battle of Britain Memorial Flight's flypast. The Avro Lancaster, Hawker Hurricane and Supermarine Spitfire would have been a wonderful focal finale to Goodwood's spine-chilling tribute to the Dambusters raid of 1943. As it was, the presence of Squadron Leader 'Johnny' Johnson DFM – at 91, 617 Squadron's last surviving crew member – and Mary Stopes-Roe, daughter of bouncing bomb designer Sir Barnes Wallis, was deeply appreciated by the silent audience.

Lord March does tributes brilliantly and, by all accounts, Squadron Leader Tony Gaze DFC's 'last sortie' was spectacular. The Australian air and race ace, whose idea to turn RAF Westhampnett into a racetrack post-WW2 found favour with the Duke of Richmond & Gordon, died in July, aged 93. Watched by family members, his ashes were looped in a Spitfire over Thursday's cricket match at

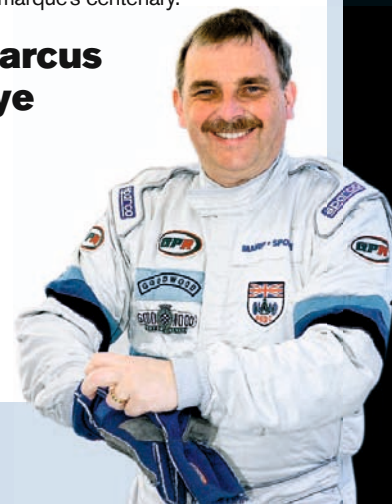
Goodwood House and subsequently interred in the circuit's memorial garden.

Half a century after the first of Jim Clark's two Formula 1 world championships – as historian Doug Nye reminded, it was so nearly four on the trot – the Scot's legacy was explored with a grid of cars in which he expressed his extraordinary gift. For me, the onboard footage of Jimmy lapping Oulton Park in an F1 Lotus (with trees instead of barriers, vast water tower demanding blinkers at the crest of Clay Hill, and uber-scary Druids corner) was a stunning reminder of the man I saw win the 1967 British Grand Prix at Silverstone.

Outside modern F1 it's great that the motor racing for which we share a love is still full of surprises. Ranged against hot Jaguar E-types, AC Cobras and Ferraris (plus the unique Lister coupe), Aston Martin hasn't had a prayer of winning recent Revivals' RAC TT Celebration.

But safety cars, torrential rain and a phenomenal driver brought the hallowed Project 212 – in which Graham Hill led the opening lap at Le Mans in 1962 – home victorious. For Aston chairman David Richards and fans watching live on YouTube worldwide, the feat may have made the marque's centenary.

Marcus Pye



"Outside modern F1, it's great the motor racing for which we share a love is still full of surprises"

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Freke will join Team LNT for Britcar 1000Km at Silverstone

Freke to race works Ginetta in Britcar 1000Km

GINETTA CUSTOMER TEAM BOSS

Nathan Freke will race a factory-entered G55 GT3 in this weekend's Britcar Silverstone 1000Km.

Freke, whose Century Motorsport outfit runs cars in the Ginetta GT Supercup and British GT, will join the works Ginetta pairing of company chairman Lawrence Tomlinson and Mike Simpson, which has won the past three British Endurance Championship races it has contested.

"I'd have to be dead to miss it," said Freke, who raced an older version of the G55 GT3 alongside Ian Stinton in May's Silverstone British GT Round.

"It's completely unexpected. The GT3 is something Century has not been involved with much so I'm pleased to get a go in it."

BEC leaders Paul Bailey and Andy Schulz will be joined by Scuderia Vittoria director Tom Ferrier in their SV-prepared Aston Martin Vantage GT3 for the race,

which has been cut from 24 hours to just shy of six for this year to cut costs.

Their Class 1 rivals Javier Morcillo, Manuel Cintrano and Paul White will drive a Neil Garner Motorsport Mosler MT900R. Mike Millard's SR2, shared by him and Fun Cup racers Nigel Greensall and Karsten Le Blanc, is also on the list.

British GT duo Richard Abra and Mark Poole, who won last year's 24 Hours in a BMW, will race their Aston Martin Vantage.



Walsh Trophy race first ran in 2003

Formula Ford 1600 Walsh Trophy race to return

THE JIM WALSH TROPHY RACE for Formula Ford 1600 cars will be revived for next season.

The Silverstone Grand Prix Circuit event last ran in 2004, but SuperSeries organiser James Beckett wants to bring it back. He aims to tie in with the BRSCC Triple Crown to ensure a strong grid.

Beckett said: "The Silverstone Grand Prix Circuit is one of the sport's ultimate challenges. It is only right that it hosts a major Formula Ford 1600 trophy race.

"The Jim Walsh Trophy will be one of the highlights of the season and will allow

many people to race on the track for the first time. Recently, only Historic Formula Ford drivers have had that opportunity.

"I have been long thinking of re-introducing this race and recently had a discussion with Drew Furlong at the BRSCC and discovered he had been thinking along similar lines."

Jim Walsh was regarded as the 'King of Silverstone' having won multiple races in Formula Ford events at the circuit. Walsh will be invited to attend the meeting and to present the trophy that carries his name.

Historic F1

Padmore gets Williams F1 shot

SPORTSCAR RACER NICK

Padmore will race a Williams FW05 in the Historic F1 support race to this weekend's Spa Six Hours event.

Padmore has helped develop the ex-Walter Wolf Racing car for owner Max Hilliard Smith, who raced it at July's Silverstone Classic and will drive his ex-Gunnar Nilsson Lotus 77 at Spa.

"I have to say a huge thank you to Max for giving me this fantastic opportunity," said Padmore. "It's going to be an amazing feeling to actually be racing a Grand Prix car at my favourite circuit."



Padmore has tested FW05



Ahmed was WHT semi-finalist in '12

Formula Ford 1600

Geva to enter Walter Hayes event

DUTCH FORMULA FORD TEAM

Geva Racing will make its Walter Hayes Trophy debut this season.

The multiple title-winning squad, which has focused on Duratec-engined cars in recent years, will run a Van Diemen RF89 for ex-British Formula Ford racer Abdul Ahmed in the Silverstone event on November 2-3.

Geva's Nelson Valkenburg confirmed the strength of Kent-engined FFord was one of the reasons behind the move.

"We have seen which way the wind is blowing," he said. "I've never been to the event, but we'll see how we get on."

The RF89 is being rebuilt. Valkenburg hopes Ahmed will test at Zandvoort and Brands Hatch prior to the WHT event.



Maranzana quits FFord...

Nico Maranzana will not complete the British Formula Ford season after skipping last weekend's round at Rockingham. Jamun Racing boss James Mundy said Maranzana (above) had returned home to Argentina for "personal reasons". Jamun will look to fill his seat for the final races at Silverstone and Brands Hatch.

...But Reade wants more

Luke Reade will continue with Falcon Motorsport after making his British Formula Ford debut at Rockingham last weekend. Team boss Nick Streatfield confirmed the 19-year-old, who achieved a best finish of 10th in race two, will race at Silverstone and Brands Hatch. Fellow debutant Andy Chang will also race at Silverstone but will miss October's Brands finale.

Wylie is a Rising Star

Volkswagen Scirocco Cup racer Ross Wylie has been awarded Rising Star status by the British Racing Drivers' Club. He has won twice during his debut season in the UK-based VW Cup, in which he lies sixth overall. The Scot celebrated by claiming his maiden Scirocco Cup podium, finishing second at Oschersleben last Sunday, on his 22nd birthday.

White 'wants to race'

Ashley White will make his Ginetta GT5 Challenge debut at Donington Park next month after winning the Ginetta-backed want2race competition. He has earned a fully funded G40 drive in the finale on October 5-6, a prize that includes testing fees, team support and insurance. White gave up karting at the start of 2013.

Cornelius to BRDC F4

Former AUTOSPORT Young Guns runner-up Max Cornelius will make his BRDC F4 debut at this month's Donington Park finale with Chris Dittmann Racing. The 19-year-old was beaten to the 2010 Young Guns title by Porsche Supercup racer Patryk Szcerbinski. He has not raced in three years, but tested for CDR recently at Snetterton (below).





Sinclair claimed a lights-to-flag win in the second race

OPEN SPORTSCARS DONINGTON PARK, SEPTEMBER 14-15 BRSCC

Sportscars star in hectic trio of races

THREE ACTION-PACKED RACES GAVE us three different winners, with Greg Hart, Tony Sinclair and Craig Fleming sharing the victory spoils.

The first race was restarted after Darren Nelson's Chevron got stuck at the chicane. Duncan Williams passed poleman Sinclair on lap two to lead after the resumption.

Heading onto the pit straight for the second time, fifth-placed Jonty Hair got a little sideways in his Mallock Beagle, was T-boned by

Mike Jenvey and piled heavily into the pitwall. Hart made it past Fleming before the yellow flags for third, before a more dubious move on Sinclair gave him second a lap later. Fleming also passed Sinclair, before Williams went off at Redgate after contact with an errant Radical.

Hart thus inherited the win ahead of Fleming, with the virtually brakeless Sinclair third.

Sinclair led race two from start to finish, but a terrific scrap for second

between Graham Cole's Jade, Hart and Fleming ensued until Cole started to struggle with a misfire and Hart with his tyres.

Hart ended the wet third race in the McLeans gravel on lap one. Sinclair led but pulled off with water in the electrics, so Fleming won from Smith and Cole.

● Peter Scherer

RESULTS (12 LAPS) 1 Doug Hart (Chiron Hart 2012); 2 Craig Fleming (Juno TR250) +4.613s; 3

Tony Sinclair (Jade 3 V6); 4 Darcy Smith (Radical SR4); 5 Steve Griffiths (Jade Chrysler); 6 Graham Hill (Radical Prosport). **Class winners** Sinclair; Hill. **Fastest lap** Duncan Williams (Juno Sports) 1m04.884s (109.80mph). **RACE 2 (19 LAPS) 1 Sinclair; 2 Fleming +13.436s; 3 Hart; 4 Smith; 5 Hill; 6 Chris Enderby (Radical SR4). CW** Fleming; Hill; Darren Nelson (Chevron GR8). **FL** Sinclair 1m05.181s (109.30mph). **RACE 3 (15 LAPS) 1 Fleming; 2 Smith +52.948s; 3 Graham Cole (Jade Trakstar); 4 Hill; 5 Enderby; 6 Ginger Marshall (Bowlby Mk2). CW** Cole; Hill; Nelson. **FL** Fleming 1m22.687s (86.16mph).



Sherrington was let off the hook by this Oldershaw spin

SPORTS 2000 DURATEC DONINGTON PARK, SEPTEMBER 14-15 BRSCC

Oldershaw mistake lets off "relaxed" Sherrington

PATRICK SHERRINGTON LED IN HIS polesitting MCR from the start, but his sizeable lead was reduced greatly in the second half of the race.

"I just relaxed too much," he said after Robert Oldershaw's Gunn closed in to make a challenge. The leader responded, but Oldershaw came back again. He was almost alongside at the chicane with three laps to go, but spun and left Sherrington in the clear again.

Craig Mitchell had started his Lola T88/90 down in 11th but soon began to make progress. His cause was aided as Peter Needham, Tom Stoten and David Houghton ran in close contention for third.

Mitchell took fifth into the chicane on lap seven, and two laps later claimed fourth at the same spot, before taking third into Redgate and consolidating the place.

Needham fell back in the closing laps and left Stoten clear in fourth, while Nick Bates snatched a late fifth from Nick Bacon.

● Peter Scherer

RESULTS (26 LAPS) 1 Patrick Sherrington (MCR Sportscar); 2 Robert Oldershaw (Gunn TS11) +7.225s; 3 Craig Mitchell (Lola T88/90); 4 Tom Stoten (Gunn TS8B); 5 Nick Bates (Lola B07/90); 6 Nick Bacon (Gunn TS11). CW Mitchell; Mike Turner (MCR Sportscar); Roger Donnan (Crosste 9S). **FL** Sherrington 1m09.505s (102.50mph).

FORD FIESTA ST DONINGTON PARK, SEPTEMBER 14-15 BRSCC

Patient Holland claims his first victory in car racing

DANIEL HOLLAND TOOK HIS FIRST win in car racing at Donington Park, but only after David Grady had won the opener.

Grady led race one after ousting Andrew Foley at the chicane on the sixth lap. The brief loss of momentum for Foley also gave Simon Horrobin a run. Horrobin exited Redgate second but wouldn't make it to the end.

Nicholas Bowers had tried to follow through too, before Foley pitted with damaged steering.

Holland emerged to clinch second after a battle with Bowers in the closing laps. Lee Napolitano claimed a late fourth.

Grady led from the start of race two, with Holland and Napolitano

hot on his heels. The lead grew as the battle for second intensified, which also allowed Matthew Foley to close in.

As the track dried Holland reeled in the leader, and after running side-by-side at the Old Hairpin he led from Schwantz Curve and secured the win with three laps to spare.

● Peter Scherer

RESULTS (15 LAPS) 1 David Grady; 2 Daniel Holland +4.418s; 3 Nicholas Bowers; 4 Lee Napolitano; 5 Elliot Stafford; 6 Charlie Ladell. FL Holland 1m22.735s (86.11mph). **RACE 2 (14 LAPS) 1 Holland; 2 Matthew Foley +2.022s; 3 Grady; 4 Napolitano; 5 David Ellesley; 6 Shaun Clay. FL** Andrew Foley 1m28.952s (80.09mph).



A daring move in the closing laps earned Holland victory

**MAZDA MX5 DONINGTON PARK,
SEPTEMBER 14-15 BRSCC**

Roche brace nets a third Mazda crown

A DOUBLE WIN FOR TOM ROCHE made it three successive Mazda titles, but he didn't have it all his own way at Donington Park.

Starting from pole, Roche led into Redgate as Brett Smith and James Blake-Baldwin disputed second. Smith briefly nosed ahead, but once Roche regained the advantage he went clear and Smith was left secure in second after Blake-Baldwin had an early spin.

Charlie Charman was on his own in third as three cars fought over fourth, which then became six as they reeled Charman in. Blake-Baldwin emerged from this group to reclaim third again on the last lap, as Charman lost out to Simon Goddard and Daniel Rogers.

Race two started with a four-car break as Roche headed Smith, Blake-Baldwin and Goddard. Smith got the best of the battle for second but Roche escaped. Blake-Baldwin pitted after six laps, leaving Goddard to beat Charman in



Roche has now won three Mazda titles in a row

the duel for third.

The big entry necessitated two 'B' races as consolations. In the first Callum Edwards was being challenged for the lead by Matt Robinson at the chicane on lap two.

Robinson then spun down the order, but he mounted a remarkable comeback to finish second, only 0.6s behind at the flag. Sam Smith headed Richard Collins and John Kinghorn for third.

Wayne Le Montais came from the third row of the grid to take a lead into Redgate he would not lose in the second consolation race.

● Peter Scherer

RESULTS (13 LAPS) 1 Tom Roche;

2 Brett Smith +1.500s; 3 James Blake-Baldwin; 4 Simon Goddard; 5 Daniel Rogers; 6 Charlie Charman. **FL** Smith 1m26.553s (82.31mph).

RACE 2 (14 LAPS) 1 Roche; 2 Smith +6.918s; 3 Goddard; 4 Charman; 5 Rogers; 6 Alexander Preston. **FL** Charman 1m26.241s (82.61mph).

CONSOLATION RACE 1 (14 LAPS)

1 Callum Edwards; 2 Matt Robinson +0.600s; 3 Sam Smith; 4 Richard Collins; 5 John Kinghorn; 6 Simon Woods.

FL Robinson 1m27.821s (81.12mph).

CONSOLATION RACE 2 (13 LAPS)

1 Wayne Le Montais; 2 Adam Craig +6.955s; 3 Gary Hufford; 4 William Phillips; 5 Clive Powles; 6 Nick Dougill. **FL** Le Montais 1m30.745s (78.51mph).

ROUND 31 1 Alex Summers (1.3s DJ-Suzuki Firehawk)

40.78s BTD; 2 Trevor Willis (3.2 OMS-Powertec 28) 41.59s; 3 Scott Moran (3.5 Gould-NME GR61X) 42.91s; 4 Jos Goodyear (1.6 GWR Raptor Extreme) 42.94s; 5 Roger Moran (3.5 Gould-NME GR61X) 43.92s; 6 Paul Haines (1.3t Gould-Suzuki GR59) 44.29s; 7 David Uren (1.6 Force-Suzuki PC) 44.38s; 8 Richard Spedding (1.6 Force-Suzuki PC) 44.72s; 9 Will Hall (3.5 Force-Nissan WH) 45.01s; 10 Alastair Crawford (2.8 Gould-NME GR55) 45.52s; 11 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 45.74s; 12 Tom New (4.0 Gould-Judd GR55) DNF.

ROUND 32 1 Summers 42.30s; 2 Willis 43.54s; 3 Goodyear 43.92s; 4 R Moran 44.26s; 5 Spedding 45.38s; 6 S Moran 45.73s; 7 Pat Roche (1.6 OMS-Suzuki) 46.87s; 8 Hall 47.66s; 9 New 48.03s; 10 John Bradburn (3.5 Gould-Cosworth HB GR55) 48.52s; 11 Uren 49.64s; 12 Haines 53.34s.

CW Peter Locke (1.3r Mazda RX-8) 59.74s; David Finlay (2.0t Vauxhall Astra VXR) 59.01s; Craig Nicol (2.2 Caterham Super 7) 51.12s; Brian Beverley (1.4 Vauxhall Nova) 60.11s; Aonghus Drummond (1.8 Honda Integra) 52.08s; John Stevenson (2.4 Subaru Impreza) 53.58s; Stuart Dow (1.3 Caterham-Suzuki) 52.84s; Les Mutch (2.5 Dax-Rover) 48.67s; David Seaton (5.0 Pilbeam-BMW MP43) 54.40s; Steve Owen (0.6 OMS Hornet) 52.95s; Gary Dixon (1.0 Force-Suzuki) 47.63s; Goodyear 43.56s; Summers 42.16s; Willis 44.60s.

POINTS 1 S Moran, 256 (261); 2 Willis, 249 (260); 3 Menzies, 187; 4 R Moran, 163 (165); 5 Summers, 160; 6 Hall, 126 (127); 7 Bradburn, 112; 8 Goodyear, 96; 9 New, 55; 10 Deryk Young, 52.



Outgoing champion Willis (right) congratulates Moran

BRITISH HILLCLIMB CHAMPIONSHIP DOUNE, SEPTEMBER 14-15

Moran secures fourth title

SCOTT MORAN SEALED HIS FOURTH championship victory, but he was almost overshadowed by Alex Summers who took his first ever twin run-off victory, best time of the day, plus the class-based MSA Hillclimb Leaders title.

Summers, at 22 the youngest double victor since Adam Fleetwood – who was 23 when he scored his first double at Harewood during his 2003 title-winning season – said after his second win: "I really felt the wet conditions gave me a chance. I had a big moment after bogging down at the start, and almost

understeered off at East Brae."

Jos Goodyear's fine 15-point haul was the third highest of the weekend, but even though he closed in on John Bradburn – who only scored one – the 16-point difference is probably too much to overcome.

Determined despite losing his title, Trevor Willis even tried slicks as the rain fell, but was second to Summers in both run-offs. Scott Moran's father Roger is at risk of losing fourth in the standings, despite scoring 13 points at Doune. Not out of the top four since 1997, he is behind Summers on dropped scores.

Although still in a safe third overall, Wallace Menzies could not manage the changeable conditions on a dismal meeting at his home hill, failing to score in the first run-off and later missing the cut altogether.

Richard Spedding got to within five points of absent Deryk Young and may move up to 10th overall with a similar run at Loton Park.

Tom New is also only three points ahead of Young, so there is all to play for in what may be the last battle to be settled at the finale.

● Eddie Walder



Alfa Romeo

There were four different leaders as Neil Smith's World Touring Car 156 came from the back of the grid at Donington to win on the road, but he was penalised for taking Ian Stapleton's GT V6 by going over the gravel at the chicane (above). Stapleton reclaimed the win from early leader Guy Hale, with Smith fourth behind Graham Seager.

Alfa Romeo Pre-'91

Stapleton was also present in the Pre-'91 race, one of only seven cars that made the start. In a wet race, it was Stapleton who claimed a late win from Anthony George's 33. It was an unsurprising result given he had qualified 2.7s clear of George, who was 'chased' home by Jon Billingsley's 147, 1m38s behind.

Sports 2000 Pinto

It was lights-to-flag for Chris Snowdon's Tiga SC80 at Donington Park. After Mike Johns' Royale had slipped past Mike Fry's Lola into the Chicane on the first lap, he briefly consolidated before Fry took it back a lap from home. Colin Feyerabend's Lola completed the top four.

Ford Fiesta A, B & D

David Abbott spent most of race one at Donington shadowing James Appleby, but made the winning move exiting the chicane on the penultimate lap, while Ian Scruton won the equally close duel for second over Alan Donnelly. Abbott dropped back in race two after an early lead and left Scruton to take the victory spoils over Appleby and Andrew Mitchell.

Fiesta Junior

Robert Cox and James Ross (below) had one win apiece in changeable conditions at Donington. Cox led most of race one, and was only briefly headed by Ross, with Ben Wilcox third. Cox led the first seven laps of race two, although Ross was never far behind and went ahead at the Old Hairpin on lap 11, with Wilcox snatching second when Cox went wide.



Haggerty stars as title fight heats up

WHILE MICHAEL GRAY'S MIDSUMMER winning streak might have felt like a long time ago in last Sunday's gale-force winds and autumnal rains, he continued to lead the championship as Formula Ford began its 'featured series' billing on the SMRC programme. In such conditions it was no surprise to see Ciaran Haggerty come to the fore and race one was a perfect demonstration of his talents.

Despite only taking his first driving lesson on the road last week, Haggerty went from student to teacher as he clocked a fastest lap in atrocious weather almost a second faster than his rivals could manage for much of the race. The only blemish on his race's storyboard was his slow getaway from the grid. His pursuit of fellow ex-karter Jordan Gronkowski allowed him to reel in the August race winner methodically by three tenths per lap.

Haggerty made his move as the leader tackled backmarkers and the 17-year-old was through at Duffus Dip at the start of the penultimate lap. He immediately secured a

comfortable gap and, with it, his second career win.

"It took me a few laps to get into a rhythm but I was quicker than him in the second half of the lap and I was able to catch him," said Haggerty.

The wet and windy conditions continued into race two and this time it was Gronkowski who made the poor start and dropped to fourth. Haggerty looked set to dominate as he pulled a few seconds clear of Stuart Thorburn.

Gronkowski was soon close behind the Border Reivers driver and made his move for second at the hairpin on lap three. Then Adrian Hamilton's stranded Van Diemen brought out the safety car on lap five, which changed the complexion of the race.

Although Haggerty has performed well on restarts in the past, Gronkowski was more alert to the danger and managed to keep pace with the leader before taking the lead at Scotsman a lap later.

As the laps ticked away Gronkowski pulled steadily clear and left Haggerty to manage



Haggerty (4) struck first before Gronkowski scored a double success

understeer on the drying track.

Gronkowski put on another fine display in the finale as he sealed the David Leslie Trophy with victory. Haggerty had to fight back after he stalled on the grid, grabbing third in the closing stages.

A consistent weekend from Thorburn's Van Diemen RF92 netted him three podium finishes and thus moved him up the standings to tie on points with Gray with only October's two races to go.

On account of their recent winning runs, Gronkowski and Haggerty have also brought themselves into

contention meaning a four-way title shootout awaits.

● Jonathan Crawford

RESULTS (ALL 12 LAPS) 1 Ciaran Haggerty (Ray GRS09); 2 Jordan Gronkowski (Van Diemen RF92) +0.584s; 3 Stuart Thorburn (RF92); 4 Michael Gray (Vector); 5 Paul Kopec (Ray GRS08); 6 Matthew Chisholm (RF92).

Fastest lap Haggerty 1m03.900s (71.62mph).

RACE 2 1 Gronkowski; 2 Haggerty +0.101s; 3 Thorburn; 4 Gray; 5 Kopec; 6 Chisholm.

FL Haggerty 1m02.487s (73.24mph).

RACE 3 1 Gronkowski; 2 Thorburn +3.615s; 3 Haggerty; 4 Gray; 5 Kopec; 6 Chisholm. **FL** Gronkowski 57.202s (80.01mph).

SCOTTISH SALOON & SPORTSCARS KNOCKHILL, SEPTEMBER 15 SMRC

Brydon and Shuttleton splash to tin-top victories

THE SALOON AND SPORTSCAR GRID has returned to fine health in recent meetings, so much so that it can stand alone without the strong BMW Compact and Mazda MX5 Cup entries.

Paul Brydon's BMW M3 was the class of the field in the wet race one. His lead over Robert Drummond's Ford Escort Cosworth was over two seconds by the end of the first lap and this domination continued. The SEAT Cupra of Andrew Morrison was well suited to the conditions and he enjoyed a fine battle for second but couldn't make it past the Ford.

Race two was a wild encounter as hail, combined with heavy rain, doused the track. Furthermore, oil was put down by cars damaged by

off-track moments. The race became one of survival and Joe Shuttleton was a surprise but no less deserved winner in his Subaru Impreza.

● Jonathan Crawford

RESULTS (BOTH 12 LAPS) 1 Paul Brydon (BMW M3); 2 Robert Drummond (Ford Escort Cosworth) +19.380s; 3 Andrew Morrison (SEAT Leon Cupra); 4 Ryan Magennis (GTR002); 5 Joe Shuttleton (Subaru Impreza); 6 Barry Riddell (Renault Clio). **Class winners** Drummond; Alister Robertson (VW Corrado); Douglas Hannah (ProComp LA Gold). **FL** Brydon 59.685s (76.68mph). **RACE 2** 1 Shuttleton; 2 Riddell +1.446s; 3 Paul Bell (Vauxhall Nova); 4 Mark Robson (Subaru Impreza); 5 Stuart Watt (SEAT Ibiza); 6 Robertson. **CW** Riddell; Bell; Robson. **FL** Shuttleton 1m07.253s (68.05mph).



Marshall had to battle the 911s in both encounters

SCOTTISH CLASSICS KNOCKHILL, SEPTEMBER 15 SMRC

Marshall overcomes the challenge of the Porsches

RAYMOND BOYD SPRUNG TO AN early advantage as he made good use of his Porsche's wet-weather prowess in race one, but he could not defeat Robert Marshall's Ford.

The 911 initially held off Marshall, whose Escort danced on the slippery surface. Fellow Porsche runner Stan Bernard was also near the sharp end and hounded Marshall.

The three cars were nose to tail for the whole race until Marshall managed to unsettle Boyd on lap 10 of 12. The move came in two parts. First, Marshall ran side-by-side with the Porsche on the downhill run through Butchers. This compromised both drivers for the chicane but it was the Porsche that struggled more on the exit and

Marshall stole ahead at Clark.

Marshall dropped behind the 911s once again in race two but overtook them both around the outside of the hairpin in a typically audacious move from the reigning champion.

● Jonathan Crawford

RESULTS (BOTH 12 LAPS) 1 Robert Marshall (Ford Escort); 2 Raymond Boyd (Porsche 911) +2.513s; 3 Stan Bernard (911); 4 Tommy Gilmartin (Morgan +8); 5 Jimmy Crow (Escort); 6 Harry Simpson (Ginetta G4).

CW Boyd; Gilmartin; Steve Uphill (Ford Fiesta). **FL** Marshall 1m07.047s (68.26mph).

RACE 2 1 Marshall; 2 Boyd +13.765s; 3 Bernard; 4 Alex Montgomery (MGB GT V8); 5 Gilmartin; 6 George Leitch (Fiesta).

CW Boyd; Montgomery; Leitch. **FL** Marshall 1m09.135s (66.20mph).

Brydon won first race before conditions got even worse





Head (right) won typically close Caterham bouts

CATERHAM R300 SUPERLIGHT OULTON PARK, SEPTEMBER 14 BRSCC

Head by a nose in Caterham encounters

AFTER A SEASON OF TRYING, AARON Head found his way to the top of the Caterham Superlight R300 podium at Oulton Park last Saturday, despite the best attempts of Caterham newcomer Danny Winstanley.

Head missed out on pole by just 0.001 seconds for race one, but dashed to the front early on, trailed by polesitter Terry Langley. The fight at the front was abruptly neutralised when the safety car was released to rescue a stricken James Needham.

At the restart, Head and Langley resumed their battle, but both were overcome by Winstanley, who

negotiated his way from third into the lead. Before long championship pretender Ollie Taylor joined in the fun too, making his way through the order to second place, before a late squabble again reshuffled the order.

By the final lap, Head had made his way back into the lead with nothing but dust between him, second-placed Winstanley, Taylor and Langley, 0.8s covering the top four at the line.

Head rose to the challenge again in race two, as he, Winstanley and Langley wrestled for supremacy.

Separated by less than half a second, the top three traded positions, but it

was Head who muscled back to the front before the action was stopped.

In the closing stages, a heavy impact at Druids for Flick Haigh and Mark Farmer caused an immediate stoppage. In the wake of the incident Head was crowned a double winner.

● Leanne Fahy

RESULTS (15 LAPS) 1 Aaron Head; 2 Danny Winstanley +0.046s; 3 Ollie Taylor; 4 Terry Langley; 5 Craig Currie; 6 Trevor Carvey.

FL Mark Shaw 1m50.235s (87.91mph).

RACE 2 (14 LAPS) 1 Head; 2 Winstanley +0.319s; 3 Langley; 4 Taylor; 5 Currie; 6 Stuart Leonard. **FL** Winstanley 1m50.242s (87.90mph).



A first and a third gave Clarkson SuperCup title

MAZDA MX5 SUPERCUP OULTON PARK, SEPTEMBER 14 BRSCC

Clarkson's crown as Eaton snatches win

THE FINAL LAP OF THE DAY AT OULTON Park decided the 2013 Mazda MX-5 SuperCup, with Andrew Clarkson crowned amid the drama.

A steady getaway from championship contender Paul Sheard in race one allowed Mike Comber to take the reins from pole. But a swift charge by Clarkson and the resurgent Sheard dropped Comber down the order.

The top two soon found themselves harried by the chasing Abbie Eaton, as the trio headed over Clay Hill three abreast. Unfazed by the pressure,

Clarkson again sprinted forward to win, ahead of Eaton and Sheard.

The upper hand fell to Eaton in race two, when a well-executed launch gave her a brief commanding lead before Sheard galloped past. With Sheard out in front, Clarkson wrestled his way into second as Eaton was muscled back to 11th. As Sheard led, a sudden red flag flew for the race to give way to the air ambulance.

As the curfew neared, the grid was reformed for a three-lap dash to the flag. Clarkson had the edge over Sheard on the final tour but, as they

exited Lodge, a last attempt to pass sent the pair into a slide, once again reshuffling the order. With four cars virtually side-by-side it was Eaton who sneaked ahead, while third place secured Clarkson the 2013 title.

● Leanne Fahy

RESULTS (10 LAPS) 1 Andrew Clarkson; 2 Abbie Eaton +0.163s; 3 Paul Sheard; 4 Matt Davies; 5 David Chapman; 6 Clint Bardwell.

FL Bardwell 2m03.508s (78.46mph).

RACE 2 (3 LAPS) 1 Eaton; 2 Mike Comber +0.012s; 3 Clarkson; 4 Chapman; 5 Sheard; 6 Will Chappell. **FL** Eaton 2m03.295s (78.60mph).



Compact Cup/MX5 Cup

After his domination of the Scottish series, Alan Kirkaldy (above) was crowned the winner of the BMW Compact Cup at Knockhill. The Mazda of Paul Curtis won race one as the MX5s enjoyed a handling advantage in the heavy rain. Kirkaldy later reasserted himself ahead of fellow ex-Formula Ford racer Craig Brunton.

Scottish Legends

Ross Mickel's potentially season-ending crash at the series' away round has set up a five-driver battle for the title. John Patterson, Duncan Vincent and David Newall all took victories at Knockhill. David Allan was hampered by gearbox problems in race one although he scored two podiums later in the day.

Scottish Minis

The title will go to the wire after erstwhile points leader Ken Thirlwall was spun down the order in the first Knockhill race. He could only manage fifth in race two but fought back with a win in the finale. Fellow title rivals David Sleight and Joe Tanner both took wins.

Caterham Roadsport

Pete Fortune defeated title rival Stephen Nuttall in race one at Oulton after a gripping tussle. Nuttall and Fortune resumed battle in race two but, when they were each given 30-second penalties for missing a stop-go penalty, Tony Mingoia inherited the honours.

Caterham Supersport

David Robinson tightened his grasp on the Supersport title at Oulton. Robinson finished ahead of Mike Hart in race one, while Jonathan Mortimer and Lee Wiggins each received 10s penalties. A multi-car collision on lap one of race two caused an immediate red flag, before another victory for Robinson from Mortimer and Wiggins.

Caterham Tracksport

Michael Gazda (below) controlled the pace in the opening race at Oulton to aid his title bid. After a close start, Gazda stretched out a comfortable lead over second-placed Matt Dyer. It was closer in race two, Gazda winning by 0.06s over Oliver Jarratt.



Rabbitt (right) drove
a feisty race to grab
Leinster Trophy glory



FORMULA SHEANE MONDELLO PARK, SEPTEMBER 14-15 LMC

Rabbitt hops to Leinster Trophy win

"I'M A SALOON CAR DRIVER AND I'VE won the Leinster Trophy. How did that happen?" These were the words of Barry Rabbitt having won the most prestigious trophy in Irish motor racing. Rabbitt now gets to add his name to a roll call that includes Ayrton Senna, Mika Hakkinen, Eddie Jordan and Mike Hawthorn.

The saloon specialist only made the move to single-seaters this season and is the only driver other

than championship regulars Kevin Sheane and Brian Hearty to climb the top step of the podium.

His win at the feature race of the Leinster Trophy weekend came after a 'win-it-or-bin-it' statement and that is how the Meath man drove; around the outside of the pack early on to hustle early leader Sheane, before banging wheels while overtaking for the lead.

Sheane put up a good fight but soon had title rival Hearty to

contend with and stuck two wheels onto the grass after running wide, allowing Hearty to take the fight to Rabbitt. But even the nine-time champion could not overhaul Rabbitt, whose victory brought tears of joy to his FCR Media team.

Before the Leinster Trophy there was the little matter of the Sheane championship round.

Hearty needed to take victory and hope that Sheane finished third or worse to secure the title.

He fulfilled his end of the bargain, but was followed over the line by Sheane, who claimed the crown.

● Paul Healy

LEINSTER TROPHY (9 LAPS) 1 Barry Rabbitt; 2 Brian Hearty +0.274s; 3 Enda O'Connor; 4 Kevin Sheane; 5 Tristan Quinn; 6 David Parks. **Fastest lap** Sheane 1m47.876s (72.64mph). **CHAMPIONSHIP RACE (5 LAPS)** 1 Hearty; 2 Sheane +0.776s; 3 Keith Hogg; 4 Robbie Allen; 5 John Linnane; 6 O'Connor. **FL** Sheane 1m48.300s (72.36mph).

FORD FIESTA ZETEC MONDELLO PARK, SEPTEMBER 14-15 LMC

Rookie champ Lillis shows the old hands how to do it

SEAN LILLIS IS THE STAR ROOKIE of the Fiesta Zetec championship, but he drives like he's been racing for many seasons.

A rookie would not be expected to be battling it out at the thick end of the field but that is exactly where the inaugural rookie champion can be found, alongside John Boland and John Denning – the two drivers fighting for the overall title.

Third place behind the more-

experienced drivers in race one was enough for Lillis to secure the Rookie title with Denning's second place securing him overall honours.

Freed from the championship shackles in race two, Lillis put in an impressive performance to show he will be vying for top honours next season.

Boland did have the opportunity to pass Lillis when the leader got out of shape at Tarzan but backed out of it, a decision he would regret



Rookie champ Lillis
beat established aces

as Lillis later dealt with a safety car period to perfection to take victory.

● Paul Healy

RESULTS (5 LAPS) 1 John Boland; 2 John Denning +0.315s; 3 Sean Lillis; 4 Barry Hallion;

5 Shane Roe; 6 Keith Dawson. **FL** Denning 2m14.107s (58.44mph).

RACE 2 (7 LAPS) 1 Lillis; 2 Boland +0.775s; 3 Philip Lawless; 4 Denning; 5 Hallion; 6 Richie Faulkner. **FL** Lawless 2m15.439s (57.86mph).

FORMULA FORD 1600 MONDELLO PARK, SEPTEMBER 14-15 LMC

Daly and McMullan share spoils in Formula Ford fights



McMullan's Mondiale
won the second race

CHESTER

STEPHEN DALY HAD THE GOOD SENSE to get out of the way early on and let the rest of the field squabble over the lesser places in race one, and a lightning start put him into an unassailable lead.

Ivor McCullough came closest but Daly was never truly pressured. The same cannot be said of Niall Murray who, having made a quick start himself, was forced to defend his third position constantly. Jonny McMullan was a thorn in Murray's side but Murray held on.

The second outing was a much closer affair, with Sean Doyle shooting away to lead and McMullan in close attendance.

Doyle was confident enough not to defend, instead leaving McMullan to deal with Murray, but when Daly tagged onto the leading pack his presence freed McMullan to concentrate on the race leader.

A better run through Mazda and then Lola gave McMullan the chance to stick his car down the inside into Tarzan; a chance he

grasped with both hands.

A last-lap push from Doyle failed to unseat McMullan.

● Paul Healy

RESULTS (BOTH 9 LAPS) 1 Stephen Daly (Ray); 2 Ivor McCullough (Van Diemen RF00) +1.459s; 3 Niall Murray (Van Diemen RF00); 4 Jonny McMullan (Mondiale M89S); 5 Kevin O'Hara (Van Diemen); 6 Sean Doyle (Van Diemen RF90). **FL** Daly 1m48.825s (72.01mph). **RACE 2** 1 McMullan; 2 Doyle +0.148s; 3 Murray; 4 Daly; 5 O'Hara; 6 David McCullough (Van Diemen RF00). **FL** Murray 1m49.229s (71.74mph).

FORMULA VEE MONDELLO PARK, SEPTEMBER 14-15 LMC

MacAulay tops Delaney in title battle

ANY OTHER WEEKEND, THE FORMULA Vee title decider would be the main draw, but Adam MacAulay and Trevor Delaney had to play second fiddle to the Formula Sheanes.

The duo tried to grab headlines by tangling off the line in the final race of the weekend, but the crown was already MacAulay's by then.

In the title decider (race two), MacAulay blocked Delaney to head the field early on. Needing to pass to keep his hopes alive, Delaney kept MacAulay guessing at every turn before finally getting the run into Tarzan corner to take the lead.

Delaney then went defensive, backing his rival into Jimmy Furlong, but the move backfired. His mirrors full of two cars, Delaney missed his braking point at Ford, dropping to third. Furlong took the challenge to MacAulay but fell away after putting two wheels on the grass.

The MacAulay/Delaney tangle in the final race should have brought both drivers' weekends to an end,



MacAulay triumphed in tense title decider

but MacAulay extricated himself and stormed from the back to fourth behind Kevin Grogan.

Grogan made a move for second on Furlong, and MacAulay snuck past both to claim an unlikely second behind winner Ray Moore.

● Paul Healy

RESULTS (8 LAPS) 1 Stephen Morrin (Leystone JH004); 2 Colm Blackburn (JH004) +8.877s; 3 Justin Costello (Leystone JH002); 4 Damian Murphy (JH002); 5 Jack Byrne (Sheane);

6 Morgan McCourt (Leystone). **FL Morrin 1m55.169s (68.04mph). RACE 2 (8 LAPS)**

1 Adam MacAulay (Sheane FV01); 2 Jimmy Furlong (Sheane) +2.574s; 3 Trevor Delaney (Sheane); 4 Morrin; 5 Kevin Grogan (JH002); 6 Dan Polley (Sheane). FL Delaney 1m53.144s (69.26mph). RACE 3 (7 LAPS) 1 Ray Moore (Leystone); 2 MacAulay +1.834s; 3 Delaney; 4 Polley; 5 Furlong; 6 Blackburn. FL Moore 2m18.394s (56.62mph). RACE 4 (8 LAPS)

1 Moore; 2 MacAulay +0.975s; 3 Grogan; 4 Furlong; 5 McCourt; 6 Polley. FL MacAulay 1m52.824s (69.45mph).

SALOON & SPORTS BRANDS HATCH, SEPTEMBER 15 SEMSEC

Buckmaster goes back-to-front for first win

FORMER MINICROSS CHAMPION PAUL Buckmaster survived a frightening spin during the first race, but after hasty repairs to his Mazda RX7 he started race two from the back and then put in a daring drive to clinch his maiden victory on asphalt.

A sharp shower shortly before the start made for a lively first race.

Paul Sibley's Lotus Elan held a narrow lead throughout, holding off a strong challenge from Mike Chittenden's BMW. Mark Garner was the first to spin and then feisty Nick Charlier lost third place when his Saxo swapped ends.

Buckmaster had just passed

Chittenden when his car aquaplaned on the top straight and spun into the pitwall by the startline.

Reluctant-to-race Mary Grinham drove well to finish third ahead of Andy Banham's Subaru.

Banham led race two from the start, but his road-tyre-shod Scooby was no match for the Elan and Sibley soon seized the advantage. Chittenden passed Banham as well, but then a spin dropped him down to sixth.

Meanwhile, Buckmaster was romping past his rivals, and on the penultimate lap he seized the lead from Sibley. The Elan driver fought

back and drew alongside at Druids but he spun on the exit. He still finished second ahead of Banham, Grinham and Chittenden.

● Kerry Dunlop

RESULTS (BOTH 11 LAPS) 1 Paul Sibley (Lotus Elan); 2 Mike Chittenden (BMW M3) +1.872s; 3 Mary Grinham (Maguire Mini); 4 Andy Banham (Subaru Impreza); 5 William Hornsey (Peugeot 106); 6 Stuart Gibbons (Ginetta G20).

Class winners Chittenden; Hornsey.

FL Paul Buckmaster (Mazda RX7) 1m08.531s (63.45mph). RACE 2 1 Buckmaster; 2 Sibley +7.404s; 3 Banham; 4 Grinham; 5 Chittenden; 6 Gibbons. CW Sibley; Gibbons; Hornsey. FL Buckmaster 1m03.609s (68.36mph).



Buckmaster crashed his RX7 then won race two in it



Stryker Sportscars

Alan Watkins (above) was again the star of the Strykers show as he took double victory at Mondello. This was despite twice starting behind Andy O'Brien on the grid. O'Brien was the driver to push Watkins closest but a spin took him out of race one while Alan Auerbach got the better of him second time out.

Irish Touring Cars

With the championship already secured you would think Erik Holstein would take it easy, but the former show jumper knows nothing but flat-out and broke the will of the field early in both races at Mondello. John Whelan said the Dunboyne Trophy was his but it went home in Holstein's BMW.

Irish Ginetta Junior

Dylan Curley's cause was helped early on by title rival Jack Finlay being passed by team-mate Sophie Byrne at Mondello. This allowed Curley to open up an unassailable lead, even after Byrne spun at Dunlop and released Finlay. A straight fight between the two in race two was again won by Curley.

Mondello GTs

Even starting from the pitlane due to electrical gremlins during qualifying could not keep Connaire Finn from claiming victory at Mondello. The Ginetta G50 driver did have to work harder than usual, including coming together with Pat McBennett, but his victory was no less emphatic. Finn bettered his margin of victory in the second race.

SEMSEC Sports Racers

Marcus Bicknell's Mallock (below) was just too quick for the Radical of first-race runner-up Charles Harvey-Kelly at Brands. But the Clubmans driver stopped in race two so CH-K went on to win. Lee Bailey chased him home each time. Former champion Mark Burton struggled on the wrong tyres. "I couldn't start, steer or stop," he said.



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*International Draco Racing
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Nico Muller for the great win
in Budapest and thanks all
our partners to follow us in
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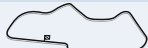


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NATIONAL RESULTS ROUND-UP

DONINGTON PARK BRSCC, SEPTEMBER 14-15



ALFA ROMEO (14 LAPS) 1 Ian Stapleton (GT V6): 2 Guy Hale (147 GTA) +3.572s; 3 Graham Seager (GTV); 4 Neil Smith (156 WTC); 5 Roger Evans (147 GTA); 6 Ray Foley (GTV). **Class winners** Seager; James Ford (156 Twin Spark); Darelle Wilson (GT Diesel); Bryan Shrubbs (33); David Lambourn (33). **Fastest lap** Smith 1m20.382s (88.63mph).

PRE-'91 ALFA ROMEO TROPHY (13 LAPS)
1 Ian Stapleton (GT V6): 2 Anthony George (33) +3.836s; 3 Jon Billingsley (147); 4 Tom Herbert (33); 5 Richard Leggett (GTV); 6 Simon Holmesmith (GTV Bertone). **FL** Stapleton 1m30.366s (78.84mph).

SPORTS 2000 PINTO (16 LAPS) 1 Chris Snowdon (Tiga SC80): 2 Mike Fry (Lola T86/90) +9.575s; 3 Mike Johns (Royale S2000M); 4 Colin Feyerabend (Lola T90/90); 5 Colin Peach (Tiga SC84); 6 Damian Griffin (Lola T598). **CW** Fry; Feyerabend. **FL** Snowdon 1m15.104s (94.86mph).

FORD FIESTA CLASSES A, B & D (14 LAPS)
1 David Abbott (Zetec S): 2 James Appleby (Zetec S) +0.381s; 3 Ian Scruton (Si); 4 Alan Donnelly (Si); 5 Al Daly (Zetec S); 6 Andrew Mitchell (Si). **CW** Scruton; Andrew Mollison (Zetec). **FL** Abbott 1m26.641s (82.23mph).

RACE 2 (13 LAPS) 1 Scruton: 2 Appleby +1.181s; 3 Mitchell; 4 Daly; 5 Abbott; 6 Donnelly. **CW** Appleby; Mollison. **FL** Mitchell 1m30.800s (78.46mph).

FORD FIESTA JUNIOR (BOTH 14 LAPS) 1 Robert Cox: 2 James Ross +0.290s; 3 Ben Wilcox; 4 Alex Reed; 5 Michael Higgs; 6 Thomas Grundy. **FL** Cox 1m26.148s (82.70mph). **RACE 2 1 Ross;** 2 Wilcox +2.999s; 3 Cox; 4 Rory Collingbourne; 5 Higgs; 6 Geri Nicosia. **FL** Cox 1m25.856s (82.98mph).

KNOCKHILL SMRC, SEPTEMBER 15



SCOTTISH BMW COMPACT AND MXS CUP (10 LAPS)

1 Paul Curtis (Mazda MX5): 2 Alan Kirkaldy (BMW Compact) +18.327s; 3 Craig Brunton (Compact); 4 Cameron Ritchie (MXS); 5 Garry Muir (Compact); 6 Olly Ross (MXS). **CW** Kirkaldy. **FL** Stuart Haston (MXS) 1m11.381s (64.12mph). **RACE 2 (8 LAPS) 1 Kirkaldy;** 2 Brunton +9.265s; 3 Ritchie; 4 Muir; 5 Ross; 6 Haston. **CW** Ritchie. **FL** Kirkaldy 1m11.688s (63.84mph).

SCOTTISH LEGENDS (8 LAPS) 1 John Patterson; 2 David Hunter +5.058s; 3 David Newall; 4 Robbie Burgoyne; 5 Duncan Vincent; 6 Daniel McKay. **FL** David Allan 1m10.291s (65.11mph). **HEAT 2 (8 LAPS) 1 Vincent;** 2 D Allan +3.241s; 3 Patterson; 4 Gerard McCosh; 5 Scott Hynds; 6 Paul McKay. **FL** P McKay 1m02.107s (73.69mph).

FINAL (10 LAPS) 1 Newall; 2 D Allan +2.947s; 3 Warren Allan; 4 Paul O'Brien; 5 D McKay; 6 Hunter. **FL** D Allan 1m00.749s (75.34mph).

SCOTTISH MINIS (ALL 9 LAPS) 1 David Sleigh; 2 Vic Covey Jr +1.552s; 3 Joe Tanner; 4 Aiden Moffat; 5 Tim Sleigh; 6 Malcolm McNab. **FL** Kenneth Thirlwall 1m08.381s (66.93mph). **RACE 2 1 Tanner;** 2 D Sleigh +0.634s; 3 Covey; 4 Moffat; 5 Thirlwall; 6 T Sleigh. **FL** Covey 1m08.005s (67.31mph). **RACE 3 1 Thirlwall;** 2 Tanner +2.226s; 3 Moffat; 4 T Sleigh; 5 McNab; 6 Greg Barnard. **FL** Covey 1m03.717s (71.83mph).

SCOTTISH FIESTAS (BOTH 12 LAPS)
1 Aiden Moffat (ST): 2 Oliver Mortimer (ST) +1.711s; 3 Wayne MacAuley (ST); 4 Scott Robertson (ST); 5 Dave Colville (ST); 6 Peter Cruickshank (ST). **FL** Moffat 1m08.272s (67.04mph). **RACE 2 1 Moffat;** 2 Mortimer +0.318s; 3 MacAuley; 4 George Orr (ST); 5 Robertson; 6 Cruickshank. **FL** Moffat 1m06.824s (68.49mph).

OULTON PARK BRSCC, SEPTEMBER 14



CATERHAM ROADSPORT (10 LAPS)

1 Pete Fortune; 2 Stephen Nuttall +0.120s; 3 Andres Sinclair; 4 Scott Lawrence; 5 Zoltan Csabai; 6 Tony Mingoia. **FL** Michael Coulten 1m59.766s (80.91mph). **RACE 2 (8 LAPS) 1 Mingoia;** 2 Sinclair +0.188s; 3 Coulten; 4 Lawrence; 5 Csabai; 6 Tristan Judge. **FL** Nuttall 1m59.863s (80.85mph).

CATERHAM SUPERSPORT (16 LAPS)
1 David Robinson; 2 Mike Hart +2.900s; 3 Rowan Williams; 4 Jonathan Mortimer; 5 Wesley Fox; 6 Lee Wiggins. **FL** Fox 1m54.464s (84.66mph). **RACE 2 (13 LAPS) 1 Robinson;** 2 Mortimer +2.182s; 3 Wiggins; 4 Hart; 5 John Saunders; 6 Sean Byrne. **FL** Wiggins 1m54.122s (84.92mph).

CATERHAM TRACKSPORT (15 LAPS) 1 Michael Gazda; 2 Matt Dyer +8.851s; 3 Oliver Jarratt; 4 Paul Lewis; 5 Mark Lewis; 6 Adrian Barwick. **FL** Gazda 1m57.715s (82.32mph). **RACE 2 (13 LAPS) 1 Gazda;** 2 Jarratt +0.065s; 3 Dyer; 4 P Lewis; 5 JJ O'Malley; 6 Paul Thacker. **FL** Jarratt 1m57.475s (82.49mph).

MONDELLO PARK LMC, SEPTEMBER 14-15



STRYKER SPORTSCARS (7 LAPS) 1 Alan Watkins; 2 Alan Auerbach +16.834s; 3 Brian Kingston; 4 Andrew Dalton; 5 Roger Weltrane; 6 Cormac Galvin. **FL** Andy O'Brien 2m18.379s (56.63mph). **RACE 2 (8 LAPS) 1 Watkins;** 2 Auerbach +2.677s; 3 O'Brien; 4 Kingston; 5 Galvin; 6 Weltrane. **FL** Auerbach 1m55.409s (67.90mph).



Saunders won RAFMSA Challenge at Brands Hatch

IRISH TOURING CARS (BOTH 8 LAPS) 1 Erik Holstein (BMW M3); 2 John Whelan (Peugeot 306) +12.366s; 3 Eoghan Fogarty (Honda Integra); 4 Garrett Hayden (Integra); 5 Robert Savage (Integra); 6 Owain Drought (Integra). **FL** Holstein 1m52.634s (69.57mph).

RACE 2 1 Holstein; 2 Whelan +4.775s; 3 Fogarty; 4 Savage; 5 Hayden; 6 Drought. **FL** Holstein 1m53.902s (68.80mph).

GINETTA JUNIOR (BOTH 8 LAPS)

1 Dylan Curley; 2 Jack Finlay +2.958s; 3 Johnnie Mulholland; 4 Sophie Byrne; 5 Max Sheane; 6 Charlie Linnane. **FL** Finlay 2m06.335s (62.03mph).

RACE 2 1 Curley; 2 Finlay +1.913s; 3 Mulholland; 4 Byrne; 5 Sheane; 6 Linnane. **FL** Curley 2m05.621s (62.38mph). **MONDELLO GTs (9 LAPS) 1 Connaire Finn (Ginetta G50);** 2 Pat McBennet (Lotus Elise) +25.322s; 3 Pat O'Sullivan (Porsche GT3); 4 Noel Collins (Ford Escort); 5 John Cardoo (Austin Mini); 6 Vincent O'Reilly (SHP T Car). **FL** Finn 1m47.975s (72.57mph). **RACE 2 (8 LAPS) 1 Finn;** 2 McBennet +27.089s; 3 Hugh McEvoy (Lotus Elise); 4 Alan Kessie (Porsche GT3); 5 Peter Murray (Porsche 993); 6 Collins. **FL** Finn 1m57.449s (65.01mph).

HRCA HISTORICS (6 LAPS) 1 David Kelly (Crossle 95); 2 Bernard Foley (MGB GT V8) +4.130s; 3 Clive Brandon (Lotus 47); 4 Wolfgang Schmittger (MG Midget); 5 Paul Gray (Porsche 911 RS); 6 Liam Ruth (MG Midget). **FL** Kelly 2m19.902s (56.01mph). **RACE 2 (8 LAPS) 1 Kelly;** 2 Michael Doyle (Chevron B8) +33.063s; 3 Foley; 4 Gray; 5 Schnittrig; 6 Ruth. **FL** Kelly 1m56.577s (67.22mph).

GLOBAL LIGHTS & LEGENDS (7 LAPS)
1 Jake Byrne (GT Light); 2 Paul Fitzpatrick (GT Light) +3.267s; 3 Peter Drennan (GT Light); 4 Mark Braden (GT Light); 5 Mark Twomey (GT Light); 6 Richard Finlay (GT Light). **FL** Fitzpatrick 2m06.455s (61.97mph). **RACE 2 (9 LAPS) 1 Byrne;** 2 Drennan +2.079s; 3 Fitzpatrick; 4 Braden; 5 Twomey; 6 John Murphy

(GT Light). **FL** Byrne 1m48.934s (71.93mph). **FORMULA LIBRE (10 LAPS) 1 Paul Dagg (Dallara F304);** 2 Fergus Faherty (Tatuus Formula Renault) +33.936s; 3 Cian Carey (Tatuus FR); 4 Martin Daly (Tatuus FR); no other finishers. **FL** Dagg 1m37.769s (80.15mph). **RACE 2 (9 LAPS) 1 Dagg;** 2 Daly +27.292s; 3 Faherty; 4 Michael Roche (Dallara F301); no other finishers. **FL** Dagg 1m39.453s (78.79mph).

BRANDS HATCH SEMSEC, SEPTEMBER 15



SEMSEC SPORTS RACING (13 LAPS)

1 Marcus Bicknell (Mallock Mk35B); 2 Charles Harvey-Kelly (Radical SR3) +22.085s; 3 Lee Bailey (Radical SR3); 4 Bruce Wilson (Caterham CSR Superlight); 5 Ian Conibear (Caterham 7); 6 Peter Hargroves (Caterham SLR). **CW** Wilson; Gerry Fincham (Caterham R400); Derek Hambly (Radical SR3). **FL** Bicknell 56.705s (76.68mph). **RACE 2 (12 LAPS) 1 Harvey-Kelly;** 2 Bailey +0.514s; 3 Matt Carter (Radical PR6); 4 Mark Burton (Jade Trackstar); 5 Fincham; 6 Wilson. **CW** Fincham; Wilson; Hambly. **FL** Bailey 58.658s (74.13mph).

RAFMSA CHALLENGE (11 LAPS)
1 Mark Saunders (Ford Sierra Cosworth); 2 John Davies (Tiger Super 6) +21.680s; 3 Ian Fletcher (Fletcher Hornet Mk2); 4 Stewart Ross-Cumming (Ford Focus RS); 5 Daniel Murphy (Mitsubishi Evo 4); 6 Trevor Hancock (Peugeot 206). **FL** Saunders 1m05.804s (66.08mph).

SOUTH EAST CHALLENGE (21 LAPS) 1 Aaron Bailey (Radical SR3); 2 Matt Carter (Radical PR6) +23.715s; 3 Charles Harvey-Kelly (Radical SR3); 4 Mark Burton (Jade Trackstar); 5 Brad Fincham (Caterham R400); 6 Peter Hargroves (Caterham SLR). **CW** Fincham; Hargroves. **FL** Bailey 57.848s (75.17mph).

Teenager Michael Gibbins leads an S2000 peloton at Donington before retiring his father's Lola



P SUPER PLUS



GOLDEN JUNIORS

Formula Junior played a crucial role in the development of junior single-seater racing in the late 1950s and early '60s. Category aficionado **IAN TITCHMARSH** looks back at the GP2 of its day

Imagine, if you will, a single-seater category just one step away from Formula 1, recognised throughout Europe, US and Australasia, using fundamental components (engine, gearbox, brakes) from production touring cars, devoid of aerodynamic appendages, and eminently affordable. These are just some of the ingredients that made Formula Junior 50 years ago.

It was an Italian creation, largely devised by Count 'Johnny' Lurani, sometime racing driver, motoring writer and passionate visionary. He saw the need to devise a category for racing, as opposed to sports and touring cars, that would uncover a new generation of grand prix drivers. Almost by accident, 500cc Formula 3 had partly served this purpose in the UK but had limited international appeal, and by the late 1950s was losing support in favour of small-



Fangio (in car, right) was a big fan of the FJ concept

capacity sports-racing cars.

Lurani had the clout to push his ideas through first in Italy, where the concept captured the imagination of several sportscar manufacturers (led by Stanguellini) and the Fiat engine was readily available. He soon gained

an ally in the person of reigning, five-time F1 world champion Juan Manuel Fangio, whose astute manager Marcello Giambertone saw the commercial possibilities and through his Scuderia Madunina offered the kind of 'arrive-and-drive' service that

Enzo Ferrari had provided at grands prix in the 1930s with Alfa Romeos. Although the FIA did not grant international status to Formula Junior until 1959, it had already made its presence felt as a supporting event at the '58 Portuguese GP. But it was the decision of the Automobile Club de Monaco to promote the first Grand Prix de Monaco Formule Junior, in conjunction with the 1959 F1 Grand Prix, which launched the category on the international stage. That first race was won by the Stanguellini-Fiat of Swiss engineer/driver Michael May who, two years later, qualified to start the F1 GP, starting a trend that all subsequent Prix Junior winners maintained. Concerned about safety, in 1958 the FIA announced that from '61 Formula 1 would be limited to 1500cc unsupercharged cars, in effect what had been Formula 2 since 1957, when



TOP 5 DRIVERS

1 Peter Arundell
1962 and '63 British champion.

2 Jo Siffert
1961 European champion (jointly with Tony Maggs).

3 Trevor Taylor
1960 (jointly with Jim Clark) and '61 British champion.

4 Tony Maggs
1961 European champion (jointly with Siffert).

5 Denny Hulme
Arundell's main rival in 1963.

TOP 5 RACES

1 Enna-Pergusa, August 1963

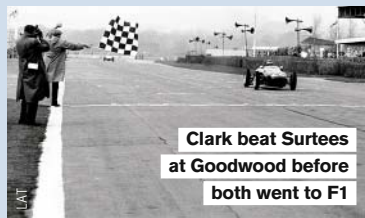
Jo Schlesser (Brabham-Ford BT6) v Peter Revson (Cooper-Ford T67). Fastest ever FJ race at 127.28mph. Fastest lap to Revson at a remarkable 130.50mph.

2 Lake Garda, April 1961

Jo Siffert (Lotus-Ford 18) v Colin Davis (Taraschi-Fiat). The last hurrah for a front-engined car as Davis finishes only six seconds behind Siffert after nearly an hour's racing on the tortuous 10-mile road circuit.

3 Goodwood, March 1960

Jim Clark (Lotus-Ford 18) v John Surtees (Cooper-Austin T52). Clark's second-ever race in a single-seater and Surtees's first car race. Within weeks both would be in Formula 1 for Team Lotus.



4 Monaco, May 1963

Richard Attwood (Lola-Ford Mk5A) v Frank Gardner (Brabham-Ford BT6). Attwood emerges as a new star as Gardner sets a lap record that would have qualified for the '63 F1 GP.

5 Silverstone, May 1961

Jim Russell (Lotus-Ford 20) v Team Lotus (Trevor Taylor/Peter Arundell/Mike McKee) and the Tyrrell Twins (Tony Maggs/John Love). At the age of 41 Russell comes out of retirement, sees off all the young guns of the day, then retires again to run his racing school.



the 2.5-litre F1 was in force. From '58, grand prix duration had been reduced to a maximum of two hours, which brought lightweight Cooper and Lotus cars, powered by Coventry-Climax engines, to the fore.

Initially, Colin Chapman of Lotus declared he would never build a Formula Junior car but, by 1960, he was sharing John Cooper's enthusiasm for the category, producing the multi-purpose Lotus 18 for F1, F2 and FJ, the first Lotus design to place the engine behind the driver. Just as Cooper and Lotus were overrunning traditional, front-engined Maserati 250Fs, Ferrari Dinos, Vanwalls and BRM P25s in F1, so the Italian FJ Stanguellini, Taraschi and Volpinis were rendered obsolete by the British cars. And if the superiority of the Lotus and Cooper chassis was not enough, the availability of the Austin A40 BMC A series and new Ford Anglia 105E engines ensured the Brits dominated the category for the rest of its life, and also the 1000cc F2 and F3 that followed from '64.

In the same way that Formula Ford caught on in the late 1960s (in many cases using chassis that had been first conceived for Formula Junior, such as the Lotus 22 FJ, 31 F3 and 51 FE,

Merlyn and Alexis), so drivers and constructors saw FJ as a means of going racing in the early '60s at relatively modest cost. Probably the most expensive Formula Junior car was the monocoque Lotus 27 of 1963, which, ready to race with Cosworth-tuned Ford engine, cost around £2000 (£35,500 at today's values), while a one-year-old Brabham BT2 could be acquired for £1250 (£22,200 today). One set of Dunlop R6s could be made to last the season, and there was starting money to be had of at least £75 to £100 (£1300 to £1800 today) from most race organisers in Europe. The cars were not complex and many were run by the owner/driver without a mechanic, while even the works-supported, three-car teams tended to have only two full-time bolters.

And the racing was superb, with slipstreaming and wheel-to-wheel racing the norm on any kind of circuit between drivers who ranged from grand prix racers to novices. In the five years of its international life (from 1959 to '63), Formula Junior offered future world champions Jim Clark, John Surtees and Jochen Rindt their first opportunities to race in single-seaters. The '67 world

champion Denny Hulme had raced a little in F2 in '60, but it was in FJ in '63 that he really came to prominence with his self-prepared Brabham BT6. Fulfilling its original purpose for Italy, Formula Junior produced Giancarlo Baghetti and Lorenzo Bandini, the former performing the extraordinary feat of winning his first three F1 races for Ferrari in 1961 culminating in the French Grand Prix. Trevor Taylor, Peter Arundell, Mike Spence, Tony Maggs, Richard Attwood, Jo Siffert and Peter Revson all went on to become works drivers in Formula 1 after winning in Formula Junior.

Although 1500cc F1 would continue until the end of 1965, the FIA decreed that from '64 FJ should give way to 1000cc F2 using purpose-built racing engines and 1000cc F3 using less-powerful, production-based engines. But both categories were very much children of FJ, with the same or similar chassis. F2 admitted grand prix drivers so rising stars could show their capabilities in a way that had not been permitted in Formula Junior, while F3 continued the privateers' tradition from Formula Junior of travelling around Europe in search of starting money, road circuits, great racing and fun. ❧

TOP 5 CARS



1 Lotus 22

The dominant car of 1962, which was still winning a year later.

2 Brabham BT6

The state-of-the-art spaceframe, user-friendly chassis.

3 Lotus 27

Monocoque, mini-Lotus 25, but it only won with Arundell.

4 Lotus 18

Everyone's choice for 1960. The first mid-engined Lotus.

5 Stanguellini

A scaled-down '50s grand prix car, which dominated at first.



silverstoneclassic.com



Michael Hibberd leads monster pack at Silverstone Classic

EBREY

STILL GOING STRONG

It's 50 years since Formula Junior ceased to be a stepping stone on the path to Formula 1, but the little single-seater category is booming in historic racing. **BEN ANDERSON** takes a look

Half a century has passed since Formula Junior finished its brief stint as the world's premier Formula 1 training ground, but the discipline still lives on as one of the planet's strongest historic racing categories.

In 1975, just over a decade after the contemporary concept came to an end (replaced by Formula 2 and F3), Formula Junior became the first category to be revived for historic racing. It ran within the Monoposto Racing Club until the early '90s, but almost died out again when Brands Hatch Leisure (under Nicola Foulston) decided it no longer wanted to host minor club single-seater races.

Formula Junior split from the MRC and took shelter under the wing of

the Historic Sports Car Club, which tagged the handful of remaining cars onto its Formula Ford and Pre-'65 grids. One of those cars was the orange Alexis HF1 'flying carrot' of Duncan Rabagliati.

Already Registrar of the 500 Owners Association (for the little bike-engined cars that preceded Formula Junior in period), Rabagliati formed the Formula Junior Historic Racing Association, which now presides over one of historic motorsport's great success stories.

"A meeting was called at the Rosso Bianco Museum at Aschaffenburg, near Frankfurt, in February 1994," recalls Rabagliati, a practising solicitor and dedicated motorsport statistician, whose daughter Sarah

now runs the FJHRA from an office in Lithuania. "Alan Putt, who was involved with the FIA, was invited to represent us but couldn't attend, so I went in his stead.

"Myself; Joos Tollenaar, Heinz Stege and Peter Knofel from Germany; Oskar Christen and Franco Rainoni from Switzerland; and Guido Romani from Italy, formed Formula Junior Historic Racing Europe. The following year we ran the first FIA Lurani Trophy [named for Formula Junior founding father Count Giovanni Lurani] with events at Monza, Nurburgring, Zandvoort and Salzburgring."

Rabagliati started a six-race series for Formula Junior in the UK in 1996 – "I basically bankrolled the whole thing, fortunately I didn't lose too much money!" This morphed into a championship under the auspices of the Aston Martin Owners' Club in '98 – the same year, incidentally, that the FJHRA took over the Lurani Trophy. FJHRA joined up with the HSCC in 2006, following one of AMOC's periodic internal upheavals.

"We'll have had 32 standalone races in the UK and Europe this year," says Rabagliati, proudly. "All our cars are original – we don't allow FIA replicas. In Europe there are 500 complete cars that could be out racing; we reckon there are about 1000 worldwide;

and there were 1500 built. We're still discovering cars today."

Variety is certainly what strikes AUTOSPORT when we are invited to participate in Formula Junior's special non-championship races at July's Silverstone Classic, held in honour of category legend Peter Arundell to mark 50 years since his victory in the British GP support race. Single-seaters of all shapes and sizes fill the garages behind the National pits, including a front-engined U2 driven by RML boss Ray Mallock.

"Formula Junior is fantastic because you can see the evolution of racing cars," says Mallock, whose father Arthur designed the U2. "It was just after the Second World War and there was a great sense of adventure among people building and racing cars.

"Unfortunately in modern racing you have a lot of one-make series and the rules are very restrictive, so cars tend to be very similar. Back then, people didn't yet have all the answers so you saw lots of different solutions."

Mallock is not the only person impressed by what he sees. Neil Arundell, son of the 'King of Formula Junior'; is also at Silverstone to witness the historic version of the category that made his family name famous.

"I was six months old when my

Prime mover Rabagliati pedals his 'flying carrot' Alexis HF1



WALKER

JUNIOR PARTNER: AUTOSPORT JOINS IN

I'd never heard of an Ausper until I found out I'd be racing one at the Silverstone Classic. But my car's owner – Scottish enthusiast Vernon Williamson – has written an entire history on them! (Available at byways11.com)

The Ausper T3 is an unusual car with an unusual name, typical of the enterprising period from which it came. "I've not bought any cars that are common," says Williamson, who also races the later T4 version. "I tend to go for ones that are

interesting or unusual."

Williamson used to participate in sprint events with a Formula Ford, but decided to look for something else to do when his daughter gave up. "I phoned Duncan [Rabagliati], who suggested I buy an Ausper," recalls Williamson. "He said: 'You're never going to win a race but you'll enjoy it.'"

The Ausper proved tricky to move quickly around Silverstone's high-speed sweeps, despite excellent trackside support from Dan Setford's Setford Racing concern. The car

(running a spare engine 15bhp down on its regular motor) felt a bit breathless on the straights, and slightly unwieldy in the corners owing to oversized front wheels (left over from Williamson's Tasman Revival exploits in New Zealand).

AUTOSPORT qualified 35th out of 60 cars and managed two top-30 results in the races. But we did not experience the kind of slipstreaming thrills that make Formula Junior races so popular at the Classic.



Anderson borrowed unusual Ausper T4 for his FJ debut

EBREY



Peter Arundell's son Neil with category ace Sam Wilson at Silverstone

EBREY

dad had his accident [a collision while racing in Formula 2 at Reims]," says Neil, 50. "He never spoke about racing and never allowed me to do it myself, so everything I know I've learned through research. I was gobsmacked by how well presented the formula is. To see 50 to 60 cars come round to the grid for the start was amazing."

Formula Junior has been a real hit at the Classic in recent seasons, largely down to some frenetic wheel-to-wheel dicing at the front. Jon Milicevic and Sam Wilson are two drivers typically involved in making the category so compelling.

Wilson is a former TKM kart racer, who restores Formula Junior cars and

engines. He normally races a Cooper T59 (similar to Milicevic's), but won in a recently built Lotus 20/22 at Silverstone. "I've done 30 or 40 races since 2008 and only finished off the podium twice," he says. "I've finished second to Jon a few times, but had wins at Goodwood and the Silverstone Classic."

"It's always been very close racing, but it's getting really good now. The races over the past couple of seasons have been great and more drivers are coming in because they want some of it. Half a second covering the top six in qualifying on a 2m20s circuit is amazing. Previously, you had to have a Lotus or a Brabham to be at the front, but now you have good drivers

"To see 50 to 60 cars come round for the start was amazing"
Neil Arundell

in other cars and there's very little difference between them on pace."

Aside from the close racing on offer, one of the big appeals of Formula Junior is the opportunity to race all over the world, at some of the grandest circuits going, for relatively little money compared with some other historic series. Consequently, the value of cars that were once a cheap route into historics is rising rapidly.

"We picked up our Alexis Mk2 for three grand as a heap of bits in 1995," says Keith Roach, whose son Stuart battled for front-engined honours with Mallock's U2 at this year's Classic. "Now the car is worth £78-80,000!"

Fifty years ago, the sport's governing body stepped in to replace Formula Junior with F2 and F3, ending what had been a great success story for single-seater racing. The historic version is approaching its 40th birthday in 2015, and shows no signs of slowing down just yet. ❧

CLASS STRUCTURE

There are five basic splits within Historic Formula Junior, depending on the type and age of your car:

Class A: Front-engined Pre-'61 cars with Italian engines



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Class B: Front-engined Pre-'61 cars with other engines (two splits for 1000cc and 1100cc)



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Class C: Rear-engined Pre-'61 cars (with two splits for 1000cc and 1100cc engines)



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Class D: Post-1960 cars with drum brakes (with two splits for 1000cc and 1100cc)



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Class E: Post-1960 cars with disc brakes (with two splits for Ford engines and other makes of engine)



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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



In 2014 you'll be able to use all the kerbs. But not *this* much

In defence of track-limit rules

Ed Moore's letter (September 12) demonstrates the problem I warned of.

Ed asserts: "We'll have to try desperately hard to stay within the white lines to avoid a penalty." No Ed, you will not have to.

In my *Inside Line* column (September 5) I stated: "The track limit should either be the white lines edging the circuit, or where one exists, the outer edge of any kerb, and this is indeed what the 2014 MSA regulation for track limits now states."

You do, however, correctly quote my statement: "Some competitors will no

doubt bemoan the introduction of the new rule, generally due to a lack of full understanding." And you go on to do just that!

Having to keep within the white lines would indeed be absurd. But this is not the regulation. In 2014 you can use all the kerbs too. If you read information carefully and don't jump to conclusions you will avoid embarrassing gaffs and might then be the sensible racing driver you claim you are.

Jonathan Palmer

Does Charles Bradley really not understand that Vettel is loathed for good, solid reasons?

However much Red Bull attempts to explain or reverse the situation, nothing will change now. Vettel is a human example of what's wrong with F1.

Perhaps Red Bull will eventually realise that a widely disliked driver doesn't help marketing very much. But then if they wanted to be popular they'd have hired Kimi, wouldn't they?

Dr Vernon Coleman
By email

Anyone with any common sense (even the anti-Vettel fans) would have said it's a nonsense and would have totally devalued Seb and Red Bull's efforts.

I understand that some find Vettel's dominance boring, but he can't go less fast just to satisfy the crowd. And as to the Red Bull cars being 'so fast I bet it's illegal', no-one forbade other teams from building a car like that.

Brigitta Gyimesi
By email

NASCAR has recently acted to clamp down on artificiality in its racing. Really? The Chase still exists, and will their new rule regarding 'intentionally causing a caution' be applied to NASCAR officials and TV companies

In my opinion a NASCAR-style Chase season-end for F1 is a ridiculous idea (Debrief, September 12). Let's take 2011: Button as world champion?

upset at the leader's gap to the chasing pack? Shall we expect to see less 'debris on the track' next year?

Paul Irwin
Bexleyheath

I read with interest Mark Hughes' column last week regarding Alonso airing his views on his team.

Like it or not, I don't think it ever goes down well to criticise the team in public. In private, yes, but not in public.

I know drivers are highly motivated individuals, but sometimes they believe they are above all else. They'd do well to remember the words of Frank Williams: "They're only employees, after all."

Andy Maclean
Churchill, Oxon

In pictures

Top images from around the globe, from New South Wales to West Sussex



DARIO DRIVES A LEGEND
You couldn't wipe the grin off Dario Franchitti's face at Goodwood as he drove Jim Clark's Lotus 38 Indycar in the celebration parade



A QUINTESSENTIAL QUARTET
John Surtees, Tony Brooks, Stirling Moss and Jackie Stewart lined up on the Goodwood grid to remember their fallen comrade Jim Clark

ASH TO ASHES
Ashley Walsh was the first retiree in the Sandown 500 Australian V8 Supercar event when he shunted the Ford Falcon he shared with Tim Blanchard after 33 laps



WOE IS MEEKE
When he's stayed on four wheels, Kris Meeke has shown stunning pace in his outings for Citroen in the WRC. Sadly, the wheels came off again in Australia last weekend



In the shops

Desirable new releases

ASTON MARTIN RACEWEAR

From £19.99 – autosport.com/shop

The latest range of official Aston Martin racewear is available, so now you can show your support of the Prodrive-run GTE-class-leading World Endurance Championship team in this, the famous British marque's centenary year. You can choose from the team cap (£19.99), T-Shirt (£24.99), polo shirt (£49.99) and sweat shirt (£79.99).



66

CHAPMAN COMIC BIOGRAPHY

£19.99 – haynes.co.uk

Haynes's unique re-enactment of the life of the man behind the legendary Lotus name revisits Colin Chapman's career – from his early years with Vanwall, to his death in 1982 – in full-colour comic-strip form. Let's hope other historic figures get this refreshing biography treatment.



CORGI LOTUS E20 1:43 MODEL

£29.99 – autosport.com/shop

Long-standing diecast firm Corgi has branched out into modern F1 cars (remember how cool its 1970s racers were? See eBay if not...) and the detail of the 2012 Lotus E20 is impressive. This is a 1:43-scale replica of the car Kimi Raikkonen took to seven podium finishes last season, including victory in the Abu Dhabi GP.



BLOXHAM/LAT

ROONEY/BETTY

MCKEIN

WHAT'S ON

ON TRACK IN THE UK

SILVERSTONE

BRSCC/BRITCAR

September 21-22

silverstone.co.uk

Britcar has downsized its annual blue-riband Silverstone 24 Hours race to a 1000km event for this season to cut costs. This year's enduro, which will combine British Endurance Championship and Production Cup grids, will kick off at midday Sunday and run for just shy of six hours. Three races for Porsche Club provide support.

A bumper schedule includes races for all its regular categories: 750 Formula, 750 Trophy, Bike-Sports, Classic Stock Hatch, Compact Cup, Formula Vee, Locost, MR2, RGB, Roadsports, Sports Specials, SR & GT and Stock Hatch.

BRANDS HATCH

BARC

September 21-22

brandshatch.co.uk

An 18-race programme over two days for this BARC clubbie in Kent, featuring Mini Sevens, Mini Miglias, Renault Clio Trophy Series, Clubmans, Kumho BMWs, Quaife MN Saloons, Saxmax, and the Honda VTEC Challenge on Saturday, before the Porsche GT3 Cup Challenge joins in on Sunday.

DONINGTON PARK

750MC

September 21-22

donington-park.co.uk

The 750 Motor Club's home circuit hosts the organisation's penultimate championship race meeting of the season.



Clio Trophy series heads to Brands

EBREY

CADWELL PARK

BRSCC

September 21

cadwellpark.co.uk

The BRSCC is cramming 12 races into a single day in Lincolnshire this Saturday, so plenty of bang for your buck. Formula Jedi (the quickest things around Cadwell these days), Porsche Boxsters and 924s, Mighty Minis, Super Mighty Minis, Irish Global Lights and the Euro Saloons and Sportscars provide the spark.

OULTON PARK

CSCC

September 21

ouiltonpark.co.uk

The Pirelli Formula Ferrari Classics support the CSCC's Swinging Sixties, Future Classics, Modern Classics, Tin Tops and Magnificent Sevens series.

Yorkshire this weekend.

This meeting is also 18 races, including all the regular CTCRC classes, plus Legends, Classic FF1600 and Classic FF2000.

PEMBREY

British Rallycross Championship

September 22

rallycrossuk.com

Reigning champion Julian Godfrey holds a commanding lead over Pat Doran heading into the penultimate round of the season in South Wales.

CROFT

BARC/CTCRC

September 21-22

croftcircuit.co.uk

The Classic Touring Car Racing Club is in North



Britcar at Silverstone is truncated this year

RENO

ON TRACK AROUND THE WORLD

SINGAPORE GRAND PRIX

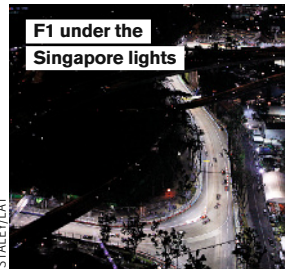
Formula 1 World Championship

Rd 13/19

Marina Bay, Singapore

September 22

formula1.com



F1 under the Singapore lights

STALEY/LAT

GP2 SERIES

Rd 10/11

Marina Bay, Singapore

September 21-22

gp2series.com

WORLD TOURING CAR CHAMPIONSHIP

Rd 10/12

Suzuka, Japan

September 22

fiawtcc.com

NASCAR SPRINT CUP

Rd 28/36

New Hampshire Motor Speedway, USA

September 22

nascar.com

BLANCPAIN ENDURANCE SERIES

Rd 5/5

Nurburgring, Germany

September 22

blancpain-endurance-series.com

BRITISH FORMULA 3 INTERNATIONAL SERIES

Rd 4/4

Nurburgring, Germany

September 21-22

formula3.co



King leads British F3 title fight

EBREY/LAT

EUROPEAN RALLYCROSS CHAMPIONSHIP

Rd 9/9

Estering, Germany

September 21-22

rallycrossrx.com

SCANDINAVIAN TOURING CAR CHAMPIONSHIP

Rd 8/8

Mantorp Park, Sweden

September 21

stcc.se

SUPER TC2000

Rd 9/12

General Roca, Argentina

September 22

super-tc2000.com.ar

SPA SIX HOURS

Spa-Francorchamps, Belgium

September 20-22

roadbook.be/spasixhours

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY SEPTEMBER 19

1100-1145 Sky Sports F1 LIVE
F1: Drivers' Press Conference

FRIDAY SEPTEMBER 20

0700-0945 Sky Sports F1
F1 Classics: 2008 Singapore GP
0945-1020 Sky Sports F1 LIVE
GP2: Singapore practice
1045-1255 Sky Sports F1 LIVE
F1 Singapore GP: Free Practice 1
1210-1415 Motors TV
V8 Supercars: Sandown Highlights
1255-1340 Sky Sports F1 LIVE
GP2: Singapore Qualifying
1415-1615 Sky Sports F1 LIVE
F1 Singapore GP: Free Practice 2
1615-1700 Sky Sports F1 LIVE
F1: Team bosses' Press Conference
1830-1930 Sky Sports F1 LIVE
The F1 Show

SATURDAY SEPTEMBER 21

0355-0420 Channel 5
Motorsport Mundial
0700-0750 ITV4
Motorsport UK
0705-0730 Channel 4
The Grid
0730-0815 Eurosport LIVE
WTCC: Suzuka Qualifying
0900-1025 Sky Sports F1 LIVE
GP2: Singapore Feature Race
0925-1025 ITV4
WRC: Rally Australia Highlights
1020-1050 Eurosport 2
WTCC: Suzuka Qualifying
1025-1055 ITV4
DTM: Oschersleben Highlights
1045-1210 Sky Sports F1 LIVE
F1 Singapore GP: Free Practice 3
1300-1545 Sky Sports F1 LIVE

F1 Singapore GP: Qualifying
1545-1830 Sky Sports F1
F1 classics: Singapore GP 2009
1715-1830 BBC1
F1 Singapore GP: Qualifying Highlights
2130-0050 Motors TV LIVE
ALMS: Austin

SUNDAY SEPTEMBER 22

0545-0615 Eurosport LIVE
WTCC: Suzuka Warm-Up
0615-0715 Eurosport LIVE
WTCC: Suzuka Race 1
0715-0815 Eurosport LIVE
WTCC: Suzuka Race 2
0905-1010 Sky Sports F1 LIVE
GP2: Singapore Sprint Race
1030-1230, 1430-1650
Motors TV LIVE
BES: Nurburgring 1000Kms
1130-1615 Sky Sports F1 LIVE
F1 Singapore Grand Prix
1650-2340 Motors TV LIVE
WEC: Austin
1700-1830 BBC1
F1 Singapore GP Highlights
1900-2300 Premier Sports LIVE
NASCAR Cup: New Hampshire
1900-2000 Sky Sports F1
F1 Singapore GP Highlights
1900-2000 BBC2
Hunt vs Lauda: F1's Greatest Rivals

MONDAY SEPTEMBER 23

0700-0800, 1200-1300 ESPN
NASCAR Sprint Cup: New Hampshire Highlights
1620-1825 Motors TV
ALMS: Austin Highlights
2235-0040 Motors TV
WEC: Austin Highlights

ONLINE

HOT ON THE WEB THIS WEEK

YouTube KENNY BRACK'S FORD GT40 GOODWOOD MASTERCLASS



SEARCH FOR: Goodwood Revival 2013: Kenny Brack in the wild Ford GT40 (4:55)
SuperSwede Kenny Brack wrestles Adrian Newey's Ford GT40 around a greasy Goodwood during qualifying for the Whitsun Trophy. Like all sublime talent, the former Indy 500 winner makes it look oh-so-easy. Note the position of his hands exiting this right-hander!

AUTOSPORT+

Exclusive content coming up in our premium website this week

Why Lotus should sign Hulkenberg

With Kimi Raikkonen moving to Ferrari, Edd Straw argues that the best move Lotus could now make is to sign Nico Hulkenberg for 2014 and beyond. Plus, AUTOSPORT's F1 team heads to Singapore to bring you the latest news and events from the paddock.

GET AUTOSPORT ON THE MOVE

- IN THE IPAD ISSUE THIS WEEK...
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- ON SALE ALL OVER THE WORLD FOR ONLY £2.99



Download it now from autosport.com

Revved up over what's on the box



It looks great, but Rush action scenes are film's weak link

LIKE OIL AND WATER, MOTOR racing and the movies don't mix. John Frankenheimer's beautifully shot *Grand Prix* is shallow and cliché-ridden. Steve McQueen's *Le Mans* is a self-indulgent, jazz odyssey mess with barely a narrative worth mentioning. And the less said about Sylvester Stallone's *Driven* the better. However, the critical and commercial success of the *Senna* documentary – though far from flawless given its one-eyed, hagiography of the eponymous star – once again roused interest in racing films. There are Amazonian tribes that have never had contact with the outside world

who are aware that *Rush* – the story of James Hunt's and Niki Lauda's fight for the 1976 championship – came out last week. The hype has been overwhelming and it's refreshing to see motor racing debated by people whose knowledge and interest is fleeting at best. And it's those people who'll determine whether the film is a success. Hardcore AUTOSPORT readers will indulge in 'spot the flaw'. "Is that a '75-spec Penske PC3 at Fuji?" "The drivers are wearing modern helmets." "That bit of track is Brands Hatch not Watkins Glen." Perfect for identifying who to avoid at parties. Unlike Frankenheimer, director Ron

Howard had access to sophisticated CGI technology, rather than relying solely on live race footage. So it's perhaps strange that the on-track set pieces are the film's weak link. What's key is its human-interest story. Hunt and Lauda are caricatures, but their opposite-side-of-the-same-coin mentality is well played – especially by Daniel Bruhl as Lauda – and keeps the film ticking along at a healthy pace. Like *Senna*, it's a somewhat dewy-eyed take on a simpler, more hairy-chested time, but it's entertaining and engaging. Fast but flawed, a bit like Hunt. **Revved Up**

Thierry Boutsen

“I remember to this day the feeling of rhythm and serenity in the car”

■ Eifelrennen F2 ■ Nurburgring ■ April 26, 1981 ■ March 812-BMW ■ ‘Perfect’ victory at tough track



Boutsen won by almost a minute in the works March-BMW

I SUPPOSE A LOT OF PEOPLE would expect me to choose one of the three grand prix victories I achieved during my 10-year career in F1. All of them were very memorable of course: the first in tough, wet conditions in Montreal and a return to victory for Renault power, the second in much worse conditions in Adelaide later that year; then that famous day at the Hungaroring in 1990, when I held off my friend Ayrton Senna who put me under massive pressure for most of it.

Although they were all great days for me, I must choose a race at the most challenging of all the circuits I raced on – the Nurburgring Nordschleife. I had a special relationship with the track because I won there in 1980 with an F3 ORECA Martini. It always gave a heightened sense of satisfaction and achievement to race there, let alone win.

But it was the European F2 Eifelrennen event in early 1981 that I look back most fondly upon. It was as close to perfection as you could get in

a race car. It was probably quite boring for those watching but things were so good for me that day that I found a new level of concentration on a track that truly rewards precision and courage at the same time.

I was in a works March-BMW and team-mate to Corrado Fabi who got pole position with me alongside him. I remember waking up that morning

and knowing that I was going to win. You sometimes get that feeling but it's very rare. I am at a loss to explain why I felt that way or anything about the technical set-up, but the driver and car were perfectly synchronised!

I can't exactly recall what happened at the start but I just pulled away from the rest at a very rapid rate. I remember that my team gave me a

pitboard at the end of the second lap telling me I had a 25-second lead over the second-placed guy and it went on like this until the end of the nine-lap race. I finished just over a minute ahead of Eje Elgh in the Maurer, who beat Fabi for second.

The race seemed to go by in a flash but at the same time I remember to this day the feeling of rhythm and serenity in the car. I was totally in the moment and in my own special world, with so much confidence.

Then, I went back there a year later with the works Spirit-Honda and I was thinking there was no way I could repeat the '81 performance. Well, it wasn't quite the same but I still won, this time only just from Fabi, who was still with the works March team.

I will always remember the '81 race for that feeling of complete perfection in a racing car. It doesn't get much better than that and it was a privilege to be a racing driver that day.”

Thierry Boutsen was talking to Sam Smith

PROFILE



BELGIAN THIERRY BOUTSEN finished runner-up in European F3 on 1980 and repeated the feat in F2 a year later. He made his F1 debut with Arrows for '83 and stayed until moving to Benetton for '87. A switch to Williams for '89-'90 netted three wins. Boutsen completed his F1 career with Ligier and Jordan before racing for Porsche and Toyota in sportscars. Now 56, he runs Boutsen Aviation in Monaco.



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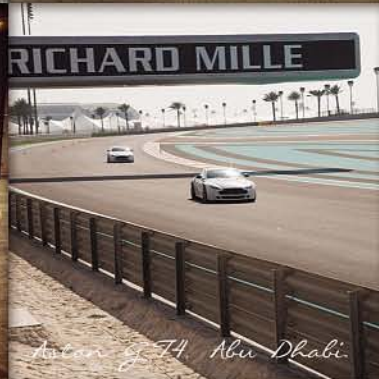
24 Heures du Mans



Classic Grantour



Supercar Sunday Lunch



Abu Dhabi F1, Abu Dhabi



Dune Buggies, Dubai



Italian Grantour



Spa Francorchamps



Italian Grantour



Ice Driving, Sweden

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