

F1 JACKIE STEWART ON BRITAIN'S FIRST CHAMPS

AUTOSPORT

SPECIAL ISSUE

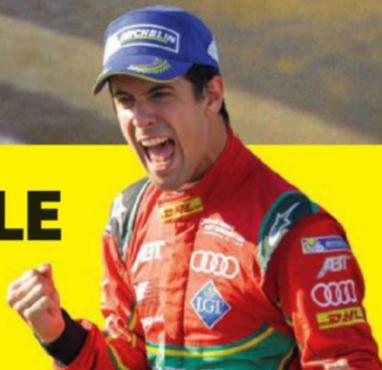
RAINMASTERS

Secrets of the best wet-weather racers



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The greatest drivers who shone in the rain

AYRTON SENNA? MICHAEL SCHUMACHER? JIM CLARK?

Who is the greatest wet-weather racer of all time?

Statistically, Schumacher has the most rain-affected wins, Senna has the best strike rate, and Lewis Hamilton is currently on a path to join them at the top of the debate. In truth, any one of those named above, along with triple world champion Jackie Stewart would be worthy of the accolade, but what are the secrets to being quick in the wet?

Despite the fact it is F1's 'summer' break, we decided to talk to some of the best wet-weather drivers to find out, and they gave us more insights and interesting stories than we expected.

We also took on the challenge of selecting the best wet-weather drives in F1 history. After many hours spent in the archive, looking at old footage and speaking to some of those involved, we settled on the list that starts on page 22. We're sure your list will be different, so please tell us which races you'd include by emailing: autosport@autosport.com.

Jenson Button was one of the best F1 drivers in changeable conditions and he'll be taking on a new challenge at the end of this month. Although Super GT has nothing like the profile of the Indianapolis 500 that Button's stablemate Fernando Alonso took on in May, it should not be underestimated. As Button's old friend and current Super GT points leader James Rossiter tells us on page 6, there will be plenty of challenges and obstacles to overcome in the Suzuka 1000Km. It will be fascinating to see how the 2009 F1 champ gets on.



KEVIN TURNER EDITOR

kevin.turner@autosport.com

[@KRT917](https://twitter.com/KRT917)



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NIGEL ROEBUCK

Power for the people?

NO-ONE NEEDS TO BE REMINDED OF the continuing debate about what the next Formula 1 engine should be, and by common consent – and sense – it needs to be both simpler and cheaper than the maze-like hybrid monsters of today.

In a perfect world, many would side with Sebastian Vettel and his wistful dream of going back to V12s, but that's not the world we live in, as Toto Wolff reminded us last week. "I strongly believe," he said, "that Formula 1 stands for high technology and innovation. If you try to crawl back in time to the famous 1980s and '90s, just because you liked it so much, it is the wrong strategy.

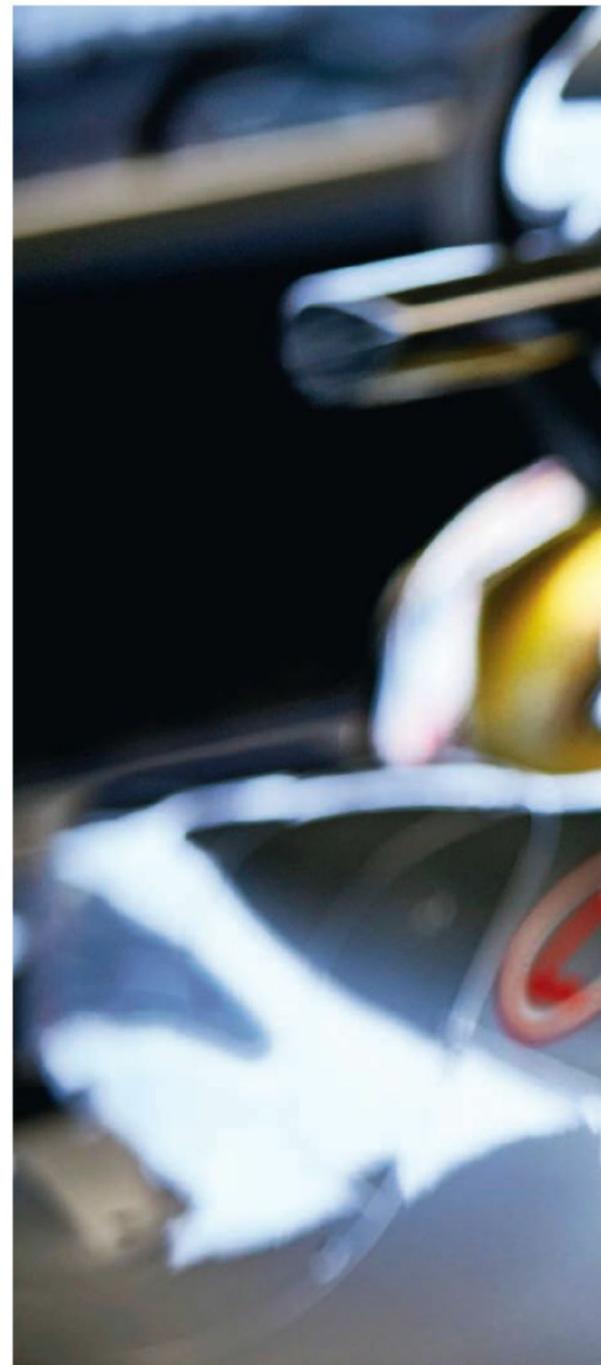
"The new engine needs to have cost of development under control, it needs to be high-tech, it needs to be hybrid, to have a better power-to-weight ratio than now, and we need to look at the quality of the sound."

This is the real world and in that context the points made by Wolff are unarguable, but the one phrase that chimes false with me is "just because you liked it so much" – as if that were something of no account. If in recent years the level of interest in Formula 1, as in IndyCar, as in NASCAR, has plummeted, high on the list of reasons – apart from routine 'dumbing down' – is that the interests of *real* fans have for too long been ignored.

As Niki Lauda reminded us, while railing against the coming of the halo: "Fewer people are watching these days, because gradually the DNA of Formula 1 has been changing, and in the end we need to remember that it's not only the drivers who are involved with this sport..."

Liberty Media, as we know, are hell-bent on increasing the popularity of Formula 1, aware of the need to attract new fans – and also, one hopes, to entice back many of those who have deserted it in recent years. That being so, it seems to me that Wolff's throwaway line is something to be seriously borne in mind, rather than thrown away. These people – and there are a *lot* of them – well knew what they "liked so much", and if it were still there so, too, would they be: for them rock concerts and 'celebs' are no kind of answer.

Ross Brawn, fortunately for us, is aware of that. Whatever the ultimate specification of the next engine, to retain the interest of the manufacturers it needs must be a hybrid of some kind, but Brawn understands fans' frustration with those in current use: "A lot want to go back to normally aspirated engines, because they create more emotion with the noise and the revs, so can we create a hybrid engine that has that appeal? I think the manufacturers know that's a key element, and they need to have a successful Formula 1



Schumacher set Hungary lap record in 2004

– there's no point in an engineering exercise that demonstrates your technology if nobody is watching it."

Whatever else, the next engine, as well as being less complex and costly, must surely also be significantly *lighter*. Who would ever have believed that in 2017 a grand prix car would weigh about the same as the lumbering Mercedes W125 campaigned by such as Rudolf Caracciola 80 years ago? If that unsurprisingly appals people like Gordon Murray, what Colin Chapman would have thought of it I cannot begin to imagine.

Occasionally, be it at the Goodwood Festival of Speed or wherever, current drivers take the wheel of a Formula 1 car from the 1960s or '70s, and I'll confess that it irks me when some say afterwards that it felt like an F3 car. All right, it didn't have much – if any – downforce, and produced about half the horsepower of today's behemoths, but it

Hybrid F1 engines have increased weight and complexity



LAT IMAGES

was also *vastly* lighter: if the minimum weight limit in 2017 is 728kg, in 1970 it was 530.

The rules have, of course, substantially changed this year, with great emphasis placed on speeding up the cars, which had been markedly slower than those of a dozen years ago, when the three-litre V10 era was at its apogee – as I mentioned the other week, the Hungaroring lap record still stands to Michael Schumacher, and was set in 2004.

Although the best of today's hybrid engines now produce more power than the V10s, they are hugely heavier, so any significant increase in overall car performance had to come from cornering speeds – in part from much wider tyres, but more from increased downforce, which of course also meant increased 'dirty air'. Hence, Valtteri Bottas had to be asked to move over for his faster team-mate in Hungary because Lewis Hamilton – even with DRS – was otherwise unable to get by him.

“Who would ever have believed that a 2017 GP car would weigh the same as the Mercedes W125 of 80 years ago?”

Not rocket science, any of this – Lewis and others predicted it as soon as the rule changes were announced, and they were right. Racing drivers always want to go quicker, and they are relishing this year's cars, compared with those that went before, but when they talk in terms of “It's not really a corner any more”, this is not necessarily what fans want to hear. Eau Rouge – described by Keke Rosberg as “these days just a sandpit for kids” – was infinitely more exciting when it was *just* flat for an ace, rather than easy flat for everyone.

As they consider the future of Formula 1, therefore, Brawn and his colleagues have much to weigh up, and it goes beyond engines. Brute downforce – and the numbing cost of increasing it even minutely – may be to the taste of drivers and designers, but they are not the ones paying to watch.

There is a reason why those who were there still shiver at the memory of Jochen Rindt or Ronnie Peterson through the old Woodcote: it was spectacle pure and raw, and yes, Toto, we just liked it so much. ❁



Button faces tough task

NEXT WEEKEND, JENSON BUTTON WILL take on the showpiece round of Japan's Super GT series, the Suzuka 1000Km, in a Honda NSX-GT. But the nuances that make Super GT arguably the world's most under-rated championship in terms of difficulty will mean it will not be easy to dive in and star – even for a world champion.

There are obvious differences between the GT500 Button will drive and what he is used to from 17 years of Formula 1 racing – a heavier car, one that moves around more than a single-seater, with less braking performance and acceleration. A modern Super GT car has relatively high downforce and good grip, though, so the corner speeds are pretty high. Button has already tested the NSX-GT and found the experience tougher than expected.

Current Super GT championship leader James Rossiter, who has raced in the category since the start of 2013, knows Button of old. The two tested extensively alongside one another at BAR and Honda in 2005 and '06.

"I've been speaking to Jenson a lot about Super GT and he came out a few times last year," says Lexus driver Rossiter. "I spoke to him a bit [after his first test] and he said it was much

more challenging than he was expecting.

"They are super-fast cars, with super-high grip, and in qualifying with the new tyres you get one shot, and if you don't do it on lap one you look a bit silly and you don't get lap two.

"The other thing Jenson found interesting is sharing a car. Compromising set-up and seating position, there are so many different things he's going to experience."

These nuances are what make it a particularly tough ask. It's not quite in Fernando Alonso at the Indianapolis 500 territory, but it's a very different challenge to what Button is used to, and will require significant preparation and dedication if he is to go there and excel. Particularly as his racing exploits since the 2016 Abu Dhabi Grand Prix extend to a Race Of Champions outing and his substitute appearance for Alonso in this year's Monaco Grand Prix, which ended in retirement.

Button has driven the GT Honda more than once, but he is making up for a massive deficiency in experience. Rossiter says the tyre competition is one area where Button's lack of series-specific knowledge – a weakness he has not had since his early years in F1 over a decade



2016 SUZUKA POLES	
SERIES	TIME
Super GT	1m47.456s
Formula 1	1m30.647s
Button (Q17)	1m32.851s



in Super GT

and a half ago – could count against him. In addition to Honda’s works effort, Lexus (read: Toyota) and Nissan are also represented by factory entries, while there are four tyre suppliers in Bridgestone, Yokohama, Michelin and Dunlop.

“You can choose your tyre compounds for every race and take multiple ones to each race,” explains Rossiter. “In terms of getting in the window there’s the car and the set-up, but when you’ve got tyres thrown in and a tyre war it changes the whole dynamic.

“There are so many options. You’ve got to be very decisive and have a very close relationship with the team and the engineer. If you’re coming in for one race, that is a challenge.”

Button faces an overwhelming learning experience, especially given the level of competitiveness of the category and the fact that he will not be part of a line-up that will be considered anywhere near favourite – Team Mugen has not won a race this season.

“If you are missing two tenths, you are nowhere”

And it’s not just the tyres. The local drivers are circuit specialists and the ‘expats’ that consider the series home these days have spent a long time adapting. Rossiter’s team-mate is Kazuki Nakajima, title contender Nick Cassidy has been out in Japan since 2015, and multiple champion Ronnie Quintarelli has raced there for 14 years. Former McLaren F1 driver Heikki Kovalainen won the title last season with Kohei Hirate, but in his first year he failed to finish on the podium.

Button’s current McLaren stablemate Oliver Turvey raced in Super GT with Honda in 2015 and ’16, first with Takashi Kogure and then with Hideki Mutoh, who will be one of Button’s team-mates at Suzuka this year. Turvey claimed pole for the 2016 edition of the 1000Km, a rare high for Honda in a troubled recent spell in Super GT – it has only won one race since September 2015.

“It’s a really high level of drivers,” says Turvey. “I’m sure he’ll find it an interesting experience. It’s very different. Driving a GT

for him may be new – racing through the traffic is a challenge, especially at Suzuka, and overtaking GT300 cars isn’t easy.

“There are a lot of differences from what Jenson’s used to. But he’s super-experienced and I’m sure he’ll get on top of it quickly.”

What Button really needs to do is approach it with the same professionalism adopted by Alonso for his Indy 500 bid. While the Suzuka 1000Km is not the same challenge, and certainly is a far less personally emotive race for Button than Indy was for Alonso, the motivation should still be the same. If he is going there without a chance to win, he has to deliver the best possible result. Button is a professional going to represent Honda and he owes that effort and application to himself, his employer and the people who will follow the race.

“It’s a championship where if you’re missing two tenths you’re really nowhere,” says Rossiter. “He’s going to really enjoy it as long as he welcomes it with open arms.

“If he gets his head around sharing a car and all the other things we’ve mentioned, he’s going to have a great time.”

SCOTT MITCHELL



FORMULA 1

F1 BOSS CONFIRMS STANDARD PARTS BEING DISCUSSED

FORMULA 1 COULD introduce standard parts to address the huge spending disparity across the grid, CEO Chase Carey has said.

The budgets of F1 teams vary wildly. Ferrari spent an estimated £330million last year while the likes of Force India and Sauber got by on £90m and £95m respectively.

McLaren executive director Zak Brown has backed a budget cap in the past, and also claimed “there are some that think we should standardise some parts”.

Carey has now confirmed that F1 has considered standard parts among the cost-cutting options. But he reiterated Liberty’s sporting chief Ross Brawn’s claim that technology should not be “dumbed down”.

“There are many paths to get there, whether it’s cost caps, or other ways to address key components of the car,” said Carey.

“We’re not looking to standardise the car – we think it is very important to continue to have a sport that is competition married to state-of-the-art technologies.

“We’re not looking to dumb the cars down, but I think we can standardise components of it. We are certainly looking for ways to address what some of the teams in particular spend.

“That would improve the overall economics of the business and enable everybody in it to benefit, as well as improving the competition.”

It is not known what F1 would seek to standardise, although Brown suggested it should be parts that “don’t improve the show and the fans don’t recognise the difference”, such as the suspension.

Carey has also revealed “preliminary meetings” have been held with teams regarding cost cutting, although the objective was not to equalise team budgets.

“One of the challenges we have today is there are a handful of teams that clearly spend at a level that’s much different from the others, and you can see the results,” said Carey.

“So if we can bring the costs into an area where they are more comparable – not equal – to each other, it can enhance competition and would make the economics of the business much better.

“There are some big components to it, like addressing the engine, which is probably the most complicated part of the car as a whole. It is certainly our goal to address those costs, and we think the sport will benefit on many levels.”

ADAM COOPER

FORMULA 1

Stewart slams halo criticisms

Safety crusader of the 1960s and ’70s hits out at the animosity towards frontal cockpit protection in F1

JACKIE STEWART HAS CRITICISED COMPLAINTS about the halo cockpit protection device that Formula 1 will introduce for the 2018 season. Stewart, who in the 1960s and ’70s led a safety campaign to improve standards that caused a backlash among fans and paddock observers at the time, explained that he did not have a negative view on the device. “I think they can’t afford not to do it because preventative medicine is considerably less painful and less expensive than corrective medicine,” he said.

“There’s no point in us waiting for more fatalities before it is introduced. That is for sure the right way to look at it.”

When responding to critics of the halo who feel that its aesthetics will diminish F1 as a spectacle, or who argue that it will destroy the category’s sporting DNA, Stewart was unequivocal.

He said: “There’s such a lot of criticism – even in the correspondence columns in Autosport magazine, [saying] ‘that’s the end of Formula 1 for me, I’ll not want to watch it any more’. People said that when I was doing safety and we were closing race tracks and we were demanding things because they were so utterly wrong on the basis of safety.

“There’s still considerable animosity about it, and I don’t think the people who are criticising it fully understand the elements that you’re competing against – particularly on the basis of preventative medicine rather than corrective later on.”

Stewart’s only caveat about the halo was that the device must allow drivers to be easily rescued from their wrecked cars after accidents, such as Fernando Alonso’s multiple roll in Melbourne in 2016.

“What [the FIA and halo’s designers] have to be sure of is that in the case of a serious accident, it must be capable of allowing marshals to quickly evacuate a driver from the cockpit,” he said. “In the event of such an accident occurring, the halo still should allow the driver to be easily evacuated from the car either personally or by marshals.”

The FIA has already clarified that Alonso would have been able to climb out of the wreckage of his McLaren if a halo had been fitted to his car. It recreated the aftermath of the crash with the assistance of Global Institute for Motor Sport Safety research consultant Andy Mellor.

While the logic of Stewart’s argument for including the halo is sound, the protective capability of the structure only amounts to a relatively small advancement in safety compared with the wholesale changes made to tracks in previous decades. The wider reaches of the halo debate extend to questions over whether drivers should be totally enclosed, which would dramatically improve protection levels against projectile debris.

ALEX KALINAUCKAS



SUTTON

FORMULA 1

Why Paul Ricard has a chicane

FRENCH GRAND PRIX ORGANISERS chose to place a chicane on Paul Ricard's Mistral Straight to boost overtaking opportunities and stop Formula 1 engines having to run at full speed for 1.12 miles.

F1 will return to France after a 10-year hiatus in 2018, and the June 24 race will form the first leg of the championship's first triple header, followed by the Austrian and British Grands Prix on subsequent weekends.

Organisers have chosen the full 3.6-mile circuit configuration for the race, but with a chicane to break up the long Mistral Straight.

"The FIA did some research and the speed before the chicane will be 343km/h [213mph], so the chicane is useful," French GP managing director Gilles Dufaigneux told Autosport.

"The chicane has been added to prevent the engines from running at full speed on a straight uphill line of 1.12 miles.

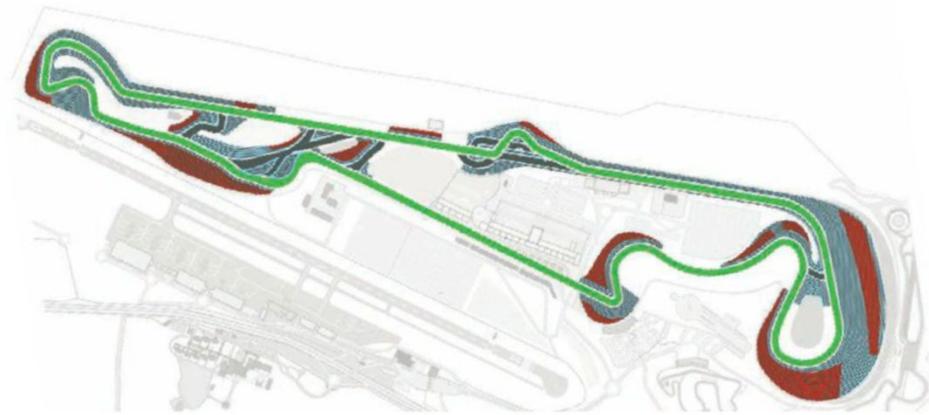
"We also wanted to facilitate the creation of an additional overtaking area. It will provide three straight lines where the cars can go at full speed before two massive decelerations - Turn 1 and Turn 8 and a flat-out turn, Signes.

"According to the FIA, cars will reach 343km/h before the chicane and 343km/h at the apex of Signes. The drivers have told us the chicane will probably be an opportunity for non-DRS overtakes during the race.

We presented the new configuration of the circuit to several drivers including Lewis Hamilton, Sebastian Vettel and Fernando Alonso. They liked it and said the 5.8km configuration was a nice option."

Paul Ricard, which has a five-year deal to run the event, last hosted the French Grand Prix in 1990 before Magny-Cours took over until 2008.

LAWRENCE BARRETTO



TOP 3

F1 venues we want back

Paul Ricard held its last GP in 1990. Here are three other previously lost venues we'd like to see back on the calendar



#1 NURBURGRING

Whether it's the Nordschleife or, more realistically, the modern Nurburgring GP track, this is a venue that needs to be back on the calendar after holding its last grand prix in 2013.



#2 KYALAMI

Not only is it ridiculous that a continent the size of Africa doesn't have a single world championship race, the original Kyalami was a mighty challenge for the drivers.



#3 ISTANBUL PARK

Hermann Tilke's modern masterpiece proves that lots of runoff and modern standards don't mean a circuit has to be boring. Worth a place for the never-ending Turn 8 alone.

IN THE HEADLINES

F1 HAS ELIMINATED \$1BILLION DEBT

Formula 1 CEO Chase Carey has claimed \$1 billion of debt has been "eliminated", as owner Liberty Media revealed its financial results for the second quarter of 2017. In April to June this year F1 recorded a 3% increase in revenues year-on-year, earning \$616 million, but operating income fell from \$90m to \$45m.

HONDA PONDERING ENGINE UPGRADES

Honda has found further improvements for its Formula 1 engine, but is yet to decide which elements it is confident enough in, according to project leader Yusuke Hasegawa. "We know the direction and we know some elements to achieve that performance," he said, "but we still have not concluded what element to introduce."

HUNGARORING REVAMP TO BEGIN

The £103 million facelift of the Hungaroring's facilities will get under way next year. The main grandstands and public areas will be rebuilt, with a stadium section being created around the final corner.

RAIKKONEN TIPS LECLERC TO STAR

Kimi Raikkonen has hailed Ferrari junior Charles Leclerc as a star of the future following the 19-year-old's impressive performances in Formula 2 and the post-Hungarian Grand Prix Formula 1 test. "He has time on his side, he's shown good progress and for sure in the future he will do good things," said Raikkonen.

FERRARI PRIZE FOR ASI FANS

Motorsport fans who buy Autosport International 2018 tickets this month will be automatically entered into a Ferrari Racing Days prize draw. Taking place at Silverstone on September 23-24, Ferrari Racing Days includes on-track activities featuring the F1 Clienti and XX Programmes.

OSTBERG WITHDRAWS FROM GERMANY

Mads Ostberg has withdrawn from the World Rally Championship's German round after running out of time to fix a power-steering problem on his Ford Fiesta R5.

THIRD WTCC LADA FOR CHINA AND JAPAN

The third ex-factory Lada Vesta World Touring Car will make further appearances in the championship at the Chinese and Japanese rounds in October. RC Motorsport will run Macanese Filipe de Souza in the car.

ALESHIN PARKS INDYCAR PROGRAMME

Mikhail Aleshin and the Schmidt Peterson Motorsports IndyCar outfit have parted ways, and the Russian is set to focus on developing BR Engineering's World Endurance Championship LMP1 car. Sebastian Saavedra and Oriol Servia are among the contenders for the seat.



Q&A

FORMULA E CHAMPION LUCAS DI GRASSI ON...



FE's growth for drivers

There's not one seat available in the field where people are not just looking for the best driver to put in there. When Formula E started, it was a GTE salary, but now it's already bigger than LMP1 or DTM. On the financial side,

FE is established as the best option for making a living out of motorsport for someone who doesn't have the clear direction of Formula 1.

The technology and driver input balance

They will diverge; you will not develop technology in motorsport that is good for motorsport and for commercial cars. You can keep FE raw with regulations. Manufacturers don't have to have an impact on how the championship evolves. There are ways of pushing the boundaries of technology and keeping the driver in control.

What to expect from the 2018/19 car

The new car will be massively different; it will look very cool. It has to be a little stronger so we can touch more and race more and the aero has to be basic. The car has to be efficient, strong and safe; if they come up with something like this, but the car looks different, modern, not following F1's preconceived ideas, that would be a success.

FE's freedom compared to F1

Nokia a long time ago was working and selling a lot of phones – it died. You have to do a roadmap that defines the boundaries, then let designers and the market come up with something within those boundaries. FE has to be, and can be, much more aggressive in changing how it can lead compared to F1, which is well established.

SCOTT MITCHELL

LAT IMAGES

FORMULAE

2018/19 car set to have 'surprises'

FORMULA E CARS WILL TAKE ON a very different form in 2018, with FIA president Jean Todt suggesting "surprises" on the next-generation electric racer that will move it away from conventional single-seater design.

The 2018/19 Formula E car programme has been spearheaded by the FIA – the first time it has had a direct influence on the design and management of creating a car for a series it sanctions.

While Todt would not be drawn on specifics of the car, which was shown to some key Formula E partners at Montreal last month, the futuristic-looking design could feature a radical departure from the classic single-seater shape, especially around its rear.

A venturi rather than a traditional rear wing is believed to be part of the design, which is also thought to embrace the halo cockpit protection device set to be adopted by Formula 1 in 2018.

The car is expected to be tested privately this October before one car per manufacturer is supplied early in 2018 for further testing.

"We like to make some good surprises and this will be a good surprise with new safety and technology on the car," said Todt.

Another change expected for 2018/19 is Formula E's race day programme, with an electric touring car support series close to being firmed up. An announcement from the series could come as early as October. It is not yet clear if such a support race would be a one-make or multi-make initiative.

Formula E showcased both the

Roborace prototype and development cars in the three-hour slots between qualifying and races last season, and the Hong Kong 2016/17 ePrix had an electric all-Volkswagen Golf support event.

The 2018/19 season will feature a fully fledged BMW entry, and potentially a proxy Mercedes team (fielded as HWA) in preparation for Mercedes' full works arrival in 2019/20. That season will also be the debut campaign for Porsche, which is ditching LMP1 for Formula E.

BMW, Mercedes and Porsche will join an already strong list of nine existing manufacturers, including Renault, Audi and Jaguar. While other elements of the series are changing, current teams have urged the championship to avoid deviating from its technical roadmap in the wake of the new manufacturers that have committed. One of the biggest fears among the existing teams is how the eventual plan to allow manufacturers to build, develop and supply their own batteries will affect the field.

"The bigger costs that could come in the future is definitely a concern," said Renault technical chief Vincent Gaillardot. "We don't want to open [development of] the chassis, the aero, the battery."

DS Virgin Racing Team Principal Alex Tai said: "it's up to the stakeholders to battle against" an excessive rise in budgets, because he believes the increase in competition and prestige "will drive more interest for all our partners to drive innovation harder".

SCOTT MITCHELL AND SAM SMITH

Initial designs, released in February, are likely to be updated



SPARK CONCEPT



NASCAR Chevrolet has unveiled the Camaro ZL1 its teams will use in the NASCAR Cup series from 2018. The car, which will make its competition debut next February during the Daytona Speedweeks events, is named after the all-aluminum racing engine Chevrolet introduced in the 1960s. “The new Camaro ZL1 is a great-looking race car with a lot of heritage behind it, which will make it a big hit with fans,” said seven-time Cup winner Jimmie Johnson. The Camaro ZL1’s predecessor, the Chevrolet SS, has been taken to 70 Cup Series victories so far since being introduced for the 2013 season. **Photograph by Chevrolet**

WORLD RALLY CHAMPIONSHIP

Citroen goes all out in test

CITROEN COMPLETED ONE OF THE “most intense” test sessions in its history in a bid to end its Rallye Deutschland win drought, which stretches back to 2013, after winning the previous 11 editions.

Kris Meeke, Craig Breen and Andreas Mikkelsen completed six days of running in Germany ahead of this week’s Bostalsee-based event. Once they were done, Sebastien Loeb, a nine-time WRC winner in Germany, stepped into the test C3 for a day and completed close to 200 miles in Alsace.

Citroen Team principal Yves Matton said: “We set up one of the most intense test sessions in the history of Citroen Racing. Sebastien Loeb did an additional day’s work. The heavy rain that fell in the morning wasn’t ideal but it helped us gather valuable information on driving in such specific conditions. In the dry, Seb’s impressions matched those of Kris, Craig and Andreas and we compared the different technical feedback.”

Loeb found the car a handful in the wet

and mirrored season-long comments about its unpredictability and nervousness when the grip level was changeable and limited. But once it dried out, he was happy.

“The first feeling is that it was a bit of a racing car on a rally stage,” he said. “When it’s full dry, it’s fast and efficient, but in tricky conditions it would be nice to improve the driveability and make it easier to drive.”

Asked if he would be back for more, Loeb replied: “Making kilometres and kilometres of testing is not the most exciting. I don’t see myself doing tests all year, but a day from time to time, why not? My motivation was to find the potential of these new cars and I have to admit I did not expect such a difference in the speed.”

Loeb was pleased to report he hadn’t lost his touch, adding: “When I was driving, I had the feeling that nothing has changed and that I’m still as fast.”

DAVID EVANS

BRITISH RALLY CHAMPIONSHIP

Rally GB on 2018 BRC calendar

WALES RALLY GB WILL form part of the British Rally Championship next season.

The BRC drivers will compete on the same roads as the World Rally Championship frontrunners over the three-day, 180-mile, International event.

The series hasn’t been a round of the BRC since 2008 when Guy Wilks sealed the title.

“GB is the biggest event in the UK,” said BRC championship manager and Rally GB clerk of the course, Iain Campbell.

“It is the World Championship round for Great Britain so why shouldn’t the premier BRC be part of that?”

Reaction to the move has been mixed. Despite the BRC dropping an event for 2018, the cost of Rally GB is a worry for clubmen competitors.

The RSAC Scottish Rally, a May-based gravel event, and July’s Nicky Grist Stages in Wales – which has gravel on Saturday and asphalt on Sunday – have been dropped from the calendar.

JACK BENYON



Barriers to entry

F1's owners are keen to increase the number of entrants, but where are the new teams going to come from?

By Dieter Rencken, Special Contributor

[@RacingLines](#)

ALTHOUGH LIBERTY MEDIA'S SHORT-TERM PRIORITY is to ensure the ongoing health of Formula 1's 10 teams and 20-odd grands prix, the umbrella company for F1's commercial rights holder Formula One Management harbours a stated desire to increase both the number of entrants and rounds.

Indeed, Ross Brawn, FOM's sport managing director admitted that "our goal is that in the future we have 12 or even 13 teams," while FOM CEO Chase Carey's objective of adding more rounds is well documented. Paddock consensus has calendars eventually growing to 25 rounds – the only realistic option Liberty has of boosting income, given the pressures on race hosting and broadcasting fees.

As things stand, it will be easier to build a sustainable 25-round championship than to grow grids to 24 cars, let alone 26 entrants, for the number of venues able to willingly stage a grand prix – whether on street courses or race circuits – comfortably exceeds the number of aspirant team owners with the resources to mount serious and sustainable F1 challenges.

Folk speak wistfully of the late 1980s, when grands prix programmes listed 20 teams, and at some events 13 cars vied for pre-qualifying slots in early Friday morning sessions, with the successful quartet going through to 30-car qualifying and the fastest 26 getting on the grid. However, any designs FOM may harbour of attracting two or three teams within the next decade will prove difficult to realise.

The reasons have as much to do with economics as with the evolution of international motorsport. Where once a structured staircase took ambitious, able team bosses from junior classes through feeder formulas to F1, the sport's various spec racing categories and one-make series no longer permit aspirant team bosses to build their own cars. So tightly controlled are the spec series that F2 championship leader Charles Leclerc was stripped of his record-setting pole for using a differential fitted with (non-performance-enhancing) shims that "did not comply with the material requirements laid out in the Dallara user manual".

Not only do such tight regulations kill all technical creativity, but they reduce the attraction of motor racing as a breeding ground for graduate engineers. They also remove any incentives current F2 (or lower) team bosses have to expand their facilities by incorporating fabrication and composite departments, let alone windtunnels or tools such as simulation rigs and CFD computers. Without those, F1 operations cannot exist.

Where 1980s F2 grids featured 11 different chassis makes –

five, namely Toleman, AGS, Merzario, Minardi and Spirit at some stage graduated to F1 – the current premier feeder formula specifies Dallara chassis. Toleman, of course, became the 1994/5 world championship-winning Benetton outfit with Michael Schumacher and, as Renault, the team (still based in Enstone) won the 2005/6 titles with Fernando Alonso, while Minardi mutated into the Italian GP-winning Toro Rosso.

F2's then-three engine suppliers – Hart, BMW and Honda – made it to F1 off the back of their F2 engagements, with only the first-named failing to win a grand prix (or championship), although Hart F1 engines came close to winning a grand prix, and bagged podiums and pole positions. Current F2 engines are single-make, being aging 4000cc Mecachrome V8s.

Spec chassis, engines and tyres did not make F2 more affordable, either. In 1980, no fewer than 55 drivers contested at least one race; in Hungary, a month ago, 20 cars lined up.

Of the current F1 entry list, several successful teams graduated to F1 from other categories: Enzo Ferrari managed Alfa Romeo's (outsourced) race team before designing his own cars based on

Fiat chassis, sportscars followed before F1; Bruce McLaren's first own-label car was a Can-Am racer, with income from sportscars and sales keeping the company afloat for many years.

Frank Williams raced in F3 and traded in racing cars as he

built up his management skills before acquiring a used Brabham chassis to go Tasman and F1 racing; ditto Sauber and Force India (Jordan), which were successful in other series before joining F1.

Contrast that with the last five teams to enter F1: USF1, HRT, Caterham, Virgin and Haas. The first four were start-ups attracted by then-FIA president Max Mosley's stillborn budget cap concept; the first one was abandoned and the next two were gone within four years. Virgin (Manor), the only outfit based on a junior team, collapsed last year.

Haas seems set to stay – machine tool magnate Gene Haas's support permitting – but was founded upon his experiences in NASCAR. Still, the team needed to strike costly partnership deals with Ferrari and Dallara, the last-named boasting impressive facilities courtesy of spec racing contracts. But how many billionaires are prepared to make such a commitment?

History teaches that the only way of attracting sustainable grids is to encourage existing teams to 'grow' into F1, and the only way of achieving that is to revert to opening junior categories to aspirant team owners. The problem is Liberty owns both GP3 and F2... ❄

“Folk speak wistfully of 1980s GP programmes that listed 20 teams”

FEEDBACK

Don't forget about Jolyon Palmer

While the potential return of Robert Kubica is to be welcomed, you must feel for Jolyon Palmer, who now has yet another layer of pressure to bear.

Yes, he has made mistakes but his talent hasn't vanished overnight and wherever his future lies, if not with Renault, I hope potential employers take into account the car given to him by Renault in which to ply his trade.

The points made regarding the ugliness of current F1 cars become even more relevant when viewing the photographs in the 1984 retrospective in the August 10 issue. The '84 cars look different from team to team, rather than the 'painting by numbers' look of the current cars. Even better looking were the F1 cars of the 1970s, even as wings started to get more complex. The sprouting of these ever more complex appendages of current cars make them look like aerodynamic test beds rather than racing cars.

Neil Davey
Ivybridge, Devon

The downforce conundrum

Nigel Roebuck suggests, in an attempt to make it easier for a car to follow closely and thus improve its chance of overtaking, an increase of underbody aero and a reduction of, shall we say, conventional aero (ie wings) is necessary (Autosport, August 3). The problem, of course, is how do you

restrict conventional downforce without using smaller wings and thus losing valuable advertising space?

Essentially this is a problem of restricting lift coefficient (C_L). Simply put, C_L is a measure of lift (or downforce) per unit area that is independent of velocity and density. In order to produce a large downforce from a restricted area, a large C_L is necessary.

Downforce is essentially produced by bending the flow, and the limit to how far you can bend the flow to the benefit of downforce is separation. Slotted foils are the aerodynamicists' solution to keeping the flow attached beyond where it would normally separate, and thus increasing the achievable C_L .

A rule that not only restricted the area of wings but also banned slots or holes from one surface to the other would restrict conventional downforce and would perhaps make following a car somewhat easier.

Moving on to Lewis Hamilton's sporting handing back of his position to Valtteri Bottas, it contrasts to Sebastian Vettel's stealing a position from Webber when ordered to hold position. The late famous Danish sailor Paul Elvstrom once said: "If, in the process of winning, you lose the respect of your fellow competitors, you have won nothing." Right on, Lewis.

Dave Hollom
Via email



Palmer has had a tough year. Reader Davey believes he should get another chance

IndyCar shows the way

What a refreshing new motorsport viewpoint is put forward in your article about the proposed changes to the cars for the 2018 IndyCar Series (Autosport, August 10).

In particular, the statement that "the new kit generates between 25% and 30% less downforce than the current aero packages". The drivers love it because they are being tested more. The fans will love it because they can see the drivers "hustling the car", in Juan Pablo Montoya's own words.

As reported by Oriol Servia, the other tester, the cars will accelerate more because there is less drag and should create more overtaking.

It is to be hoped that Ross Brawn will take note.

Dennis Ashmore
Via email

No track limits?

Was that a round of British Rallycross Championship I saw at Knockhill last weekend?

Surely the clerk of the course should have disqualified the entire Ginetta Junior field for exceeding track limits!

God help us when some of these young lads get to F1...

Jonathan Moorhouse
York

HAVE YOUR SAY, GET IN TOUCH

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SECRETS OF THE RAINMA

The greatest drivers tend to excel in the wet, but there's a lot more to it than 'natural' talent

By Kevin Turner, Editor

[@KRT917](#)

Ability in the rain is one of the main criteria by which racing drivers are judged. For fans, a wet track seems to place the emphasis on driving skill, and some of the most famous performances by the sport's greatest exponents have come when rain has arrived.

It means something to drivers too. Lewis Hamilton values success in the wet, not least because his hero, Ayrton Senna, was considered such a master.

"His ability in the rain is something I've aspired to since I've been racing," says Hamilton. "I've always tried to utilise the opportunity to shine, and that's what he was able to do. My wet record is pretty good in Formula 1, so I take great pride in that, knowing that Ayrton was like that too."

But being quick in the wet is more complicated than simply having more 'talent' than other drivers. Even Senna, widely regarded as one of the greatest wet-weather aces in F1 history, once admitted to being uncompetitive the first time he found himself in a wet kart race. His answer was to head out onto a wet track whenever he had the chance, to learn what was required.

So what *is* required? Autosport talked to some of motor racing's top wet-weather drivers to try to unlock the secrets of their success. >>



MASTERS



DRIVING STYLE

The image of a sideways car in the rain is impressive, but it can be misleading. Just as in the dry, pushing too hard can be counter-productive, potentially wasting momentum and making mistakes more likely. But being *comfortable* when the car is moving around is often the mark of the top drivers in the wet.

“It’s easy to overdrive,” says Andrew Jordan, one of the British Touring Car Championship’s rainmasters. “With traction you’re squeezing the throttle and maybe short-shifting. It feels so slow, but normally if it feels neat and tidy it’s quicker. Finesse and feel are very important, keeping the forward momentum.”

“But if the car does move around you’ve got to let it, just a little bit, to the edge of the tyre’s grip without going over it on too many occasions. It’s in and out of the grip.”

GT ace Markus Palmtala, who won the wet 2015 Spa 24 Hours, says something similar: “The key is to feel the grip and calm driving helps. Using calm steering inputs and keeping the rolling speeds high to not upset the car is the key. When I say calm, I don’t mean the car is going around on rails, because the car is on the edge, but the driver can help it by being easy on the inputs on the steering and the pedals.”

Being willing, and able, to experiment with different lines is another important wet-weather attribute. This was one of the key differences between Hamilton and Nico Rosberg when they were battling it out for the F1 world title. When it rained, Hamilton’s improvisation usually enabled him to find more grip. At last year’s Brazilian GP, only he and Max Verstappen committed to significantly different approaches, such as the wide line at Turn 3 that allowed Verstappen to pass Rosberg.

Stephane Ortelli, who once lapped the entire GT2 field



Top: Hamilton starred and used different lines at the Brazilian GP last season; **Above:** Jordan is one of the BTCC’s top performers in the wet and believes drivers need to be comfortable with the car moving around underneath them

at Estoril in the wet, believes this reveals a fundamental difference in approach. “You have two kinds of driver,” he says. “You have one driver who repeats what he does every race. The other driver is the one who can repeat everything every lap but if there is another driver who finds a better line, a better braking point, or perhaps uses a kerb they haven’t used before, they will adapt very quickly. You have to anticipate if a change will help.”

Porsche’s Nick Tandy, who won the wet Petit Le Mans in 2015 in a GT car against the prototypes, believes this is particularly important when the weather changes, from dry to wet or vice versa. “You’ve got to be willing to vary things,” he says. “It’s about finding where the grip is changing, and it can do so from lap to lap.”

“You’ve got to use your vision a lot more – in certain conditions you can see where there is standing water and where there are darker, non-shiny patches where there is likely to be more grip.”

“One of the stints I was most pleased with was in the European Le Mans Series at Silverstone in 2013, a really wet day. Our main opposition, like us, was on Michelins. But there was one [JMW] Ferrari on Dunlops and when it was really wet the Dunlops were better. I came out just behind it and because there was so much standing water I could stay in his wheeltracks. We were several seconds per lap faster than the other Michelin runners and it helped win the race. You’ve got to take the opportunities when they arrive.”

Once again, preparation can also be key. Jordan believes, for example, that a track walk while the surface is wet can be revealing: “In 2013 we did a track walk at Rockingham on the Saturday evening when it was pissing it down and I was feeling where all the grip was [by sliding his feet across the surface] and made notes.”

“In the race, we went from fourth around the outside at Turn 1, round the outside at the hairpin and then



Sideways looks great, but it's usually slow

SUTTON

SUTTON

SNAPSHOT



JACKY ICKX
1974 Race of Champions

“To pass Niki Lauda on the outside of Paddock Bend at Brands Hatch, not many people have done it. And yes, it was a *wet* day. It's nice to pass Niki on the outside because he was one of the most talented drivers of that generation and it meant something. But I was lucky. One lap before I made an attempt, but I was too short and I knew the next time I would have to try a little bit harder. He didn't see me because it's not an easy corner and he was busy. The next attempt was a better result.”

disappeared into the distance. A lot of that was because I was using all those whacky lines. But you've got to trust to use it, even if no-one else is doing it.”

CONFIDENCE

To do these things in the wet, drivers need confidence, which can have other benefits.

“I really enjoyed driving in the wet because other people hated it so much,” says Stirling Moss, who scored some of his greatest successes in the rain. “I'd go round saying, ‘This is fabulous! You've got to have confidence with what you're doing in the wet.’”

Jacky Ickx, who won both F1 and sportscar races in appalling conditions, agrees: “I don't know anybody who likes the rain, frankly. But if someone feels you are good in the rain you can take advantage of that psychological effect. I think that's what Jim Clark did from time to time. It's no fun, but you shouldn't have any fear.”

Although top drivers tend to be well-equipped when it comes to self-belief, one of the best ways of gaining confidence is through familiarity. Like Senna, many of the drivers we spoke to revealed experiences or backgrounds that gave them extra knowledge in slippery conditions.

“As soon as it rained, I'd go out and practice,” says Moss. “You'd find where the aquaplaning was and what lines to use to minimise it.”

Ickx: “I did a lot of trials [before racing cars]. It's something you do in winter when it's slippery or icy, and I think that was one of the reasons I was reasonably good – I was smooth enough, my style suited the wet.”

Gordon Shedden, another wet-weather BTCC ace, says: “Growing up in Scotland helps! Living in the UK you're going to have to race in the wet at some stage.

“A lot of it is being comfortable on the edge of

being out of control – I probably learned a lot from instructing at Knockhill, doing rally schools. I think a lot of people get a bit spooked by the wet – the car moves a little bit and they tense up.”

Pushing on in the wet can also create a virtuous circle when it comes to things like tyre and brake temperatures. One of the reasons Jenson Button was so successful in intermediate conditions was that he would keep pressing when the rain first arrived, maintaining heat in the tyres and therefore grip. Backing off can let the temperatures drop outside the optimum. That's one reason why lap times often vary more than in the dry.

“The faster you go, the more energy you put into the tyre and it stays in the right window,” explains Marcel Fassler, who starred on his way to Spa 24 Hours victory in 2007 and stood out in the wet for Audi at Fuji in the '15 World Endurance round.

“In a GT you don't have so much downforce to heat up the tyres, but in a prototype when you can't push enough the tyres get cooler. You can't go through the fast corners so quickly and therefore you are putting even less energy in; it is a downward spiral. It's much more critical in the prototype than the GT, because the prototype lives on its aero, so the more trust you have, the faster you go.”

Ortelli agrees, though he points out that it is possible to go too far the other way and damage the wet rubber in certain conditions. ‘Feel’ for grip is important.

“You have to force yourself to keep the tyres in the temperature window that suits the amount of water there is on the track,” says the Le Mans winner. “You can easily oversaturate the tyres in the rain and feel secure, but if you feel secure by oversaturating the tyres, you have to open the steering earlier so you don't damage them. Don't forget it is a very soft compound – you might think it is safe, but it's not.” ➤

“If it feels neat and tidy, it's quicker. Finesse is important”

Button's deft touch made him an ace on slicks in damp conditions



LAT IMAGES



Fassler, Fuji, 2015: pace kept tyres in right window



HOW IMPORTANT IS THE CAR?

There is an idea that the wet is a great leveller, that driving talent is more important than the machinery. While such conditions certainly give top drivers a bigger window to make a difference, the car is still important. A good car is a good car, though the wet can sometimes minimise a mediocre machine's deficiencies, such as a lack of power or stiffness.

Fassler and Palttala both believe the car's relevance has more to do with the messages it sends the driver in the wet than it has with raw performance. "The balance is important, but confidence in the car is more important," says Fassler.

"At Spa in 2007 there was a lot of rain and a lot of aquaplaning, but I was so sure of what I was doing in that Corvette. It didn't feel like I was taking risks, but I could still do a much better pace than everyone else. It is all about the trust you have in the car, especially at Eau Rouge and Blanchimont, these high-speed corners where you can really make a difference. Trust in the car is maybe even bigger than the set-up."



Trusting the car was crucial for Fassler at Spa

SNAPSHOT



GORDON SHEDDEN
Rockingham BTCC 2012

"Probably my best wet race was Rockingham in 2012, when I had the enormous slide around Turn 1, which lasted for 200 metres, sideways. Even having almost wrecked the car, I ended up winning that race. It probably clinched the championship for me. If I'd have stuck it in the wall I'd have written the car off and wouldn't have scored any points for the day. I'd gone in in sixth gear and lost it and started to lose revs because I was going up the hill backwards, so I ended up having to downshift and I was down into fourth gear by the time I got to the exit to keep the wheels spinning fast enough to keep it out of the wall. There was a lot going on!"

Tandy agrees that the arrival of rain doesn't miraculously transform a bad car into a good one, but "it gives the driver more opportunity to make a difference because there are more variables".

"You want more rear grip and more rear stability than in the dry, so you've got less risk of a mistake on corner entry and to get more traction.

"In endurance racing it's just a matter of putting on wets and tyre development is focused on making the balance the same as the dry."

OVERTAKING IN THE WET

Wet races are invariably more dramatic than dry ones. Not only do they often mix up the competitive order, overtaking tends to increase, partly because of the lower cornering speeds and longer braking distances. The wet also creates extra opportunities.

"On the outside line you've got more chance of an overtake," says Tandy, "or you can get a run by giving up a lot on entry to really find good grip to maximise traction. A lot of the time going across the normal racing line gives you more grip."

"Normally in the dry there is most likely only one line," explains Fassler. "In the rain you have a lot more variety. You can change the line for better traction or go faster into the corner and have a poor exit – this you can take for an overtaking opportunity. There are many more possibilities than there are in the dry. It is easier to do mistakes so it is also easier to push someone into a mistake."

Of course, that means making a mistake while trying to overtake is easier too, particularly if



Silverstone '08:
Hamilton slices
past Kovalainen



Schumacher
puts a move on
Alesi, Spa 1997

SNAPSHOT



NICK TANDY 2015 Petit Le Mans

“Petit was the best drive I’ve ever done because of the duration and the conditions. I was in the car for two or three hours at a time and at any point, even on the straights, you could have crashed. The concentration was massive. All the drivers [Tandy, Patrick Pilet and Richard Lietz] and the team went through the race without a mistake, which was quite something. It was also nice to beat the prototypes – from the first hour I had it in the back of my mind, it was something extra to go for.”



Aquaplaning and lack of
visibility are perennial problems

the circuit is wetter off the normal line.

“In the wet it’s a finer line,” reckons Jordan. “For example, into Turn 2 at Rockingham, if you just chirp a wheel in the dry, there’s a bit more scope to pump the brake pedal and even run in a bit deep. In the wet, it feels like if you lock that wheel for a split second you’ve lost so much braking capability, it’s harder to get it back.”

THE SAFETY FACTOR

Safety in motorsport has been a hot topic recently, particularly with the announcement that the halo will be part of F1 from 2018. Wet races often produce controversy if starts are postponed or safety cars deployed.

It is not unusual for some fans to lambast the current safety-conscious approach by pointing to the appalling conditions past races have run in, but it is also true that F1’s most recent driver fatality (Jules Bianchi’s 2014 Japanese GP crash) came in tricky weather conditions.

Ickx sums up this tension. “You see these sort of questions [on the danger] were never on the table in the past,” he says. “The philosophy of motor racing has changed a lot. The danger was a reality, with the race courses, the cars. Rain or no rain, you were starting. We had no option and we didn’t even think about it.” Yet, as the man who stopped the atrociously wet 1984 Monaco GP, Ickx is one of those who has helped move safety forward in this area.

And it may surprise some that the issue of the danger of racing in the wet *has* been around for a long time. When a heavy downpour hit the 1963 Belgian GP, Lotus

“In the dry there’s one racing line. In the wet there’s more variety”

Mika Hakkinen’s McLaren kicks up a storm of spray in the 1998 British Grand Prix



boss Colin Chapman and BRM’s Tony Rudd called for the race to be stopped. Their request was refused and Autosport made its position clear: “To continue the race in conditions, which were not only appalling but highly dangerous, was a vexing problem for the organisers. The sight of the unfortunate survivors touring round almost blinded by spray, and vanishing in the murky mists that descended on the Ardennes, was not Autosport’s idea of a sporting contest.”

There are plenty of other examples, including even Senna gesticulating for the 1985 European GP to be stopped (see page 26) and the debate surrounding the 1994 Japanese GP.

The main dangers, which have never changed, are aquaplaning and lack of visibility. It was the latter that Alain Prost objected to, and was why he withdrew from the 1989 Australian GP, a race in which Senna crashed into Martin Brundle, who was hidden by spray. Didier Pironi’s career had been ended by a similar accident when his Ferrari struck the back of Prost during practice at the 1982 German GP.

Even in cars that don’t move as much water as F1, spray is an issue. “I remember a race in the streaming wet at Thruxton,” says Shedden. “We were flat in sixth and there was so much spray, I was looking out of the side window to look for a marker, something to give you a clue when to brake.”

In such extreme situations, skill, confidence and experience become less important than luck, though judging when things are *too* wet is always tricky. Which is why safety in the rain will continue to be an important and controversial subject.

But what we do want is for racing in the rain to remain a part of the sport. The challenge it represents should continue to captivate fans and test drivers, even if being successful is more complicated than it looks. 🌧️

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Again, because the cornering forces are reduced, this allows the driver to have a little more feel from the car and improves the traction.

5 INCREASED REAR DOWNFORCE OR, IF THAT WASN'T POSSIBLE, DECREASED FRONT DOWNFORCE

All to increase the rear-end stability; the driver needs a little understeer to get confidence in the car.

6 LITTLE BIT SOFTER FRONT AND REAR SPRINGS

Because of the reduced braking and cornering forces, this allows a little more car movement to give the driver more feeling.

7 SOFTER FRONT AND REAR BUMP AND REBOUND DAMPING

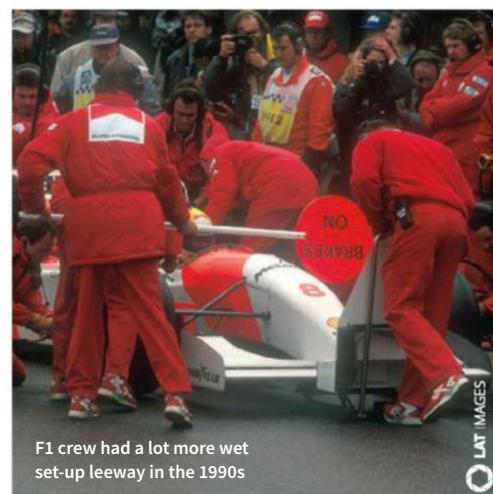
This allows the car a little more movement and reduces the dead feeling from the car being over-damped for the conditions.

8 BRAKE BALANCE MOVED TO THE REAR BY AROUND 2%

Because of the reduced braking forces, and with its weight transfer, if the balance was left the same the driver would regularly lock the fronts.

9 ENGINE COOLING TO SUIT THE CONDITIONS

Engines have always been built to work in a fairly small temperature window, so optimising the cooling optimises performance.



F1 crew had a lot more wet set-up leeway in the 1990s

LAT IMAGES

SETTING UP A WET-WEATHER WINNER

Making a car better for the wet essentially boils down to making the driver confident and trying to improve traction. If a good balance has been found in the dry, then the aim is to maintain that when grip and speed drop.

“The changes are all about matching the set-up to the braking and cornering forces,” says our technical expert, Gary Anderson. “Most teams will be able to simulate this by just altering the track surface grip level in their simulation tools. They can then come up with a set-up that, in theory, gives the driver the same balance and car compliance feeling that they would have in the dry.”

The increasingly restrictive parc ferme regulations in Formula 1 – limiting the changes that can be made between qualifying and the race – have severely reduced the amount that engineers can do to help the drivers when it rains.

Previously, several key things could be done to the cars, changes that are still possible in certain series. Anderson identifies nine tools F1 engineers used as late as the 1990s (see table, left).

But now, many of these options are not available for F1, or are considered too much of a risk to commit to before qualifying unless teams are sure the whole weekend will be wet.

“Post-qualifying set-up changes are basically limited to front-wing angle and, if declared by the FIA, climatic condition changes,” adds Anderson. “In other words, if the ambient temperature has changed by a certain amount, the teams will be able to alter their requirement for engine, gearbox and brake cooling, and that’s it.”

“The wet tyres themselves are now a slightly bigger diameter than the slicks, so that in effect moves the car up out of the standing water and it also reduces the front grip so gives a better wet-weather balance. All the rest is done in the ‘magic’ black box – differential settings, torque maps, etc – which can all be adjusted as required to give the driver what he needs.”

Former McLaren head of vehicle development Mark Williams also points to the importance of the rubber in wet conditions. “It’s important that tyre suppliers provide wet tyres that give as close a grip balance as possible to the slicks, albeit with a little more understeer,” he says. “If there is standing water on the circuit, then increasing tyre pressure can help disperse the water.”

LAT IMAGES

Formula 1's greatest wet-weather drives

It's one of those classic motorsport debates, so here are our picks for the top 10 wet performances in F1 history

By Kevin Turner, Editor

🐦 @KRT917



10

1994 JAPANESE GP

DAMON HILL
Williams FW16

Hill had a fine record in the wet. The often-forgotten 1996 Brazilian Grand Prix, in which he lapped Michael Schumacher's Ferrari, is one example, but the race at Suzuka in '94 is the event the man himself picks out as his greatest drive.

"It was the most intense race of my life," recalls Hill.

Not only were the conditions around one of the world's greatest circuits challenging, Hill also went up against Schumacher as their title fight approached its climax. The Williams driver arrived in Japan five points behind his Benetton rival and needed to beat Schumacher to have a realistic chance of the crown in the Australian finale.

"That race demanded more commitment than any other I'd driven"

Schumacher beat Hill to pole and held the lead at the start. After just two laps they were nine seconds clear of third-placed Johnny Herbert. As the rain intensified, cars started sliding off, including Herbert's Benetton.

"It was questionable if the race should have been allowed to start," wrote Autosport Editor Bruce Jones. "And even more questionable if it should have been allowed to continue after cars started to skate off left, right and centre."

A safety car slowed the pack for a few laps before Schumacher led the field once more, and this time he started to pull away from Hill. Then Martin Brundle's McLaren went off and hit a marshal. Finally the race was red-flagged, with Schumacher holding a 6.9s advantage to take into the second part of the aggregated event.

At the rolling restart, Hill stayed with Schumacher and took the lead when the Benetton pulled in for the first of two pitstops. At half-distance Hill made his only stop and took on three new tyres, as his right-rear refused to come off.

The Williams returned in the lead and initially extended it. But by lap 36 (of 50), Schumacher was back in the lead on aggregate, though Hill still led on the road. The race looked settled, but then Schumacher came in for a second stop – Benetton's strategy for once making his life more difficult and he had to charge again.

Down came the gap, but it didn't come down fast enough. Despite his much older rubber (particularly on the right-rear), Hill dug deep. With one lap to go he still led by 2.5s on aggregate and he extended it on the final tour to score the ninth win of his career, and his best.

"What had to be done in the name of keeping the title alive demanded more commitment from that race than any other I'd driven," says Hill.

"There should be more like this," wrote Nigel Roebuck in Autosport's report. "Far and away the most exciting race of 1994."

As a final act of class, Hill dedicated the victory to former team-mate, wet-weather ace and two-time Suzuka winner Ayrton Senna, killed at Imola just six months before.



Hill held his nerve in a tense and crucial race

9

1983 MONACO GP

KEKE ROSBERG

Williams FW08C

By 1983, the turbo tide had all but overwhelmed the normally aspirated Cosworth DFV. Keke Rosberg had triumphed in a dramatic and bizarre '82 campaign, but turbo power was more and more what was required.

Street circuits offered the DFV runners hope, but Monaco qualifying didn't look promising. Despite driving at his flamboyant best, Rosberg could only qualify fifth, 1.5 seconds behind Alain Prost's polesitting Renault. That was, however, three places and 1.4s faster than the next DFV, team-mate Jacques Laffite.

Morning rain left the track wet but drying for the race, leaving a classic slicks-or-wets conundrum. Most of the turbo runners chose wets. Williams went for slicks, but would Rosberg be able to stay with the leaders in the early laps?

The Finn answered the question by rocketing off the line and into second by Ste Devote. The Williams passed Prost on lap two, coming through 1.7s ahead, with the Renault 9.2s clear of the rest!

"Such was his aggression and control that, on a very damp track, he left the turbos behind. And they were on wets," said Nigel Roebuck. "This was a world champion showing his worth."

As others peeled into the pits to change to slicks, Rosberg continued to drive away, and Laffite rose to second. Just over 30s separated the two Williams at one-third distance, with the next-best almost three-quarters of a minute behind.

Then Rosberg's engine started cutting out and Laffite now seemed a threat. But the Frenchman was still nearly 20s adrift when gearbox trouble forced him out after 53 of the 76 laps.

That left the #1 Williams over a minute ahead of Nelson Piquet's Brabham and Prost, but Rosberg was struggling. "He had been weakened by a virus infection, and his hands were appallingly blistered by kickback through the steering wheel," said Roebuck.

But Rosberg held on to take his second GP win by 18.5s through "daring and courage".



LAT IMAGES

8

2008 ITALIAN GP

SEBASTIAN VETTEL

Toro Rosso STR3

"Introducing a new F1 star," said Autosport after Vettel's first grand prix victory, which came in his 22nd start.

Toro Rosso's 2008 season was certainly one of its best, but even so the team formerly known as Minardi was a points scorer rather than a podium contender.

Rain during qualifying at Monza allowed Vettel to exploit the Ferrari-engined STR3 and he took a sensational pole. It was still wet come race day, but the expectation was that the quicker cars – such as Heikki Kovalainen's McLaren starting on the front row – would prove too strong over the 53 laps.

The race began behind the safety car and Vettel held the lead from Kovalainen when things got properly underway. And he pulled clear. It was "a case study in wet-weather brilliance in the beautifully balanced Toro Rosso", according to Autosport's Mark Hughes. "Vettel was driving with a great uninhibited abandon, as if he had nothing to lose, sliding around just as he had in qualifying."

Vettel survived a wild moment early on and still led after the first round of stops. Kovalainen looked beaten, but his team-mate was another matter. At half-distance, Vettel had the yet-to-stop Lewis Hamilton in his mirrors, the McLaren man charging from 15th.

Then Hamilton pitted and put on another set of 'extreme wets', McLaren anticipating more rain. This was a crucial moment. If it rained again, Hamilton could stay on those tyres to the end while Vettel needed another stop.

But the rain stayed away, forcing Hamilton to pit again for intermediates. That left Vettel to make his scheduled second pit visit without losing the lead. He came home 12.5 seconds clear of Kovalainen to become F1's youngest winner at that time. >>





7 1962 GERMAN GP
GRAHAM HILL
BRM P57

The 1962 German GP at the Nurburgring is something of a forgotten gem, and was the scene of one of Graham Hill's greatest drives. Autosport described it as "one of the finest races ever seen on the famous German circuit".

There was drama in practice when Hill's new BRM was wrecked in an accident caused by an onboard TV camera falling off Carel Godin de Beaufort's Porsche. "The camera dropped off on the very fast Fuchsrohr section," wrote Autosport's Gregor Grant. "Coming up behind at around 140mph, Hill could not avoid hitting the camera, which sliced an oil pipe and caused the BRM to crash into a ditch."

Hill escaped unscathed but had to switch to an older P57 for the rest of the weekend.

Come race day, the start was postponed by over an hour due to the conditions causing minor landslides. Polesitter Dan Gurney led initially, but on lap three of 15 Hill moved ahead. John Surtees (Lola) stole second two tours later, but all three remained in contention.

"Hill, Surtees and Gurney produced race-driving of the highest order, all three giving an immaculate exhibition of driving on wet roads," wrote Grant.

As well as pressure from behind, Hill had to contend with a loose fire extinguisher, while Gurney's battery also broke off its mountings and moved around the cockpit. The Porsche lost ground but, once he was happy a conflagration was not about to begin, Gurney charged again and caught the leading duo.

The BRM had more straightline speed than the Lola, but Surtees believed he had worked out a way to win approaching the closing stages. "I reckoned I could get through the fast right-hander leading onto the main straight better than Graham," said Surtees in 2014. "I thought I could get through on that bend and then make my car very wide."

"On the last lap I was there and I pulled out, and in front of me was another bloody Porsche! I had to back off and that was it."

After almost 2h40m, Hill beat Surtees by 2.5 seconds, with Gurney just 1.9s further back.

In an interview with Autosport at the end of the year, Hill said: "I think one mistake would have lost me the race. It was an extremely hard race mentally and physically."

6

1972 MONACO GP
JEAN-PIERRE BELTOISE
BRM P160B

"Surprise win for BRM and Beltoise at Monaco," said Autosport's cover, and that could be considered something of an understatement when describing the 1972 race.

Prior to round four of the championship, BRM's best 1972 result had been ninth. Even after it, Beltoise would manage no better than eighth for the rest of the campaign. The Frenchman had shone in the wet before – most notably rising from 16th to second in the 1968 Dutch GP for Matra – but there is little doubt this was one of the greatest one-hit wonders in F1 history.

Beltoise was one of five BRMs entered and was the top qualifier in fourth, albeit 1.1 seconds slower than title contender Emerson Fittipaldi's polesitting Lotus. The Ferraris of Jacky Ickx and Clay Regazzoni completed the top three in a dry session.

But it was Beltoise who shot through into the lead at the start of the appallingly wet GP. And then the BRM disappeared into the distance, 5s ahead after three laps.

When Regazzoni and Fittipaldi both made minor errors on lap five, Ickx jumped to second. He seemed more capable of matching the leader's pace, but the gap seesawed as the frontrunners made their way through backmarkers in the low-visibility conditions.

"Beltoise continued to drive with inspired confidence," wrote Patrick McNally in Autosport's

report. "Any thoughts that it was a sprayless road that enabled him to pull away were quickly dispelled by the way JPB handled traffic."

Jackie Stewart, who had qualified eighth, was beginning to show signs of the medical problems that would prevent him from starting the next GP in Belgium, but he was the quickest Goodyear runner on a day Firestone had the edge. The Tyrrell reached third around the halfway mark and caught Ickx, but a spin while trying to pass the Ferrari curtailed his challenge. Stewart

"Beltoise drove with inspired confidence"

eventually fell to fourth with engine problems.

Despite a wild moment at Portier, Beltoise remained in the lead and took the flag 38.2s clear of Ickx. Everyone else was lapped and Beltoise's best lap was 0.6s faster than anyone else.

Beltoise would only score one more podium in his F1 world championship career, but that only adds to the feeling that his inspired Monaco victory was his day of days.





5 **2008 BRITISH GP**
LEWIS HAMILTON
McLaren MP4-23

“It’s performances of that calibre that make legends,” said Autosport after what remains Hamilton’s most dominant win.

After a couple of poor races – including his infamous pitlane gaffe in Canada – Hamilton had slumped to fourth in the points and needed a good weekend.

He struggled in the dry qualifying session, but made a strong start from row two and nearly overtook team-mate and polesitter Heikki Kovalainen at Copse, the two McLarens briefly touching.

While experienced hands like Mark Webber and Felipe Massa rotated on the wet first lap, Hamilton pressured his team-mate. Clearly quicker, Lewis made it by on lap five into Stowe as Kovalainen made things easy for him.

Hamilton, who was having trouble with a misting visor he kept having to clear, was faster and kinder to his tyres. He drew away, but faced a new challenge when Kovalainen spun and Kimi Raikkonen’s Ferrari moved into second and started closing.

The top two came in together. Ferrari kept Kimi on the same set of inters, McLaren gave Hamilton a new set and gave him a bit more fuel but still got its man out ahead. As they exited, the rain

returned, playing into Hamilton’s hands: new intermediates were better than old ones when water levels increased. Raikkonen was 22 seconds behind just five laps after the stops.

That was the last anyone saw of Hamilton, despite a brief off at Abbey when the rain intensified again.

At the second stops, McLaren fitted new intermediates at a time when the fastest on track were on extreme wets. For a while, Hamilton was 3s slower than the best on the extreme rubber but much faster than others on intermediates. He didn’t have to stop again to change back to inters as the track dried, so his lead grew and grew.

The result was that Hamilton lapped everyone up to and including reigning champion Raikkonen in fourth, finishing 1m08.6s ahead of second-placed Nick Heidfeld’s BMW Sauber.

“Picking my favourite race is not that easy, but that was an unbelievable weekend,” said Hamilton in a Mercedes interview at the end of 2016. “People were spinning off left, right and centre.

“I could see the fans standing up cheering me on. That was one of the biggest highlights of my career.”

4 **1963 BELGIAN GP**
JIM CLARK
Lotus 25

Clark had several candidates for this list, but his victory by nearly five minutes on a track he didn’t like gets the nod. It’s true he had the best car in the Lotus 25 and the 1500cc regulations of the time were not F1’s most monstrous, but the original 8.8-mile Spa circuit was still a fearsome challenge.

Practice didn’t go Clark’s way either and he uncharacteristically lined up eighth. But he made a fantastic start, one so good that team personnel and spectators standing next to the track had to move as he jinked right. “Clark made one of those picture starts: from the third row he was in first spot long before the end of the pits,” reported Autosport’s Gregor Grant.

Graham Hill’s BRM initially stayed with Clark, but the Lotus soon started to disappear in the damp conditions. After five laps he was eight seconds ahead. When gearbox troubles ended Hill’s

race just after half distance of the 32-lapper, Clark’s lead became a minute and a half.

On lap 24 the Belgian GP became a fully wet race when the heavens opened, complete with lightning. Lap times went from four minutes to six and Clark’s lead grew yet further.

Conditions were so bad that Lotus founder Colin Chapman and BRM tech boss Tony Rudd called for the race to be stopped. Their request was refused.

At one stage, Clark lapped second-placed Bruce McLaren, but the Cooper got back ahead before the flag so that the Lotus’s winning margin was ‘only’ 4m54s.

To put the conditions into perspective, Clark’s winning speed was just 113.8mph, the slowest Belgian GP since 1953, when the world championship was run to Formula 2 regulations. >>

Even Clark’s own team boss felt the race should have been stopped



3

1996 SPANISH GP

MICHAEL SCHUMACHER

Ferrari F310

“Ferrari’s miracle man,” reckoned Autosport after Schumacher scored his first win for the Italian team in Barcelona.

With a lack of dry pace – Schumacher was almost a second slower than the Williams of poleman Damon Hill – Ferrari opted for full-wet settings – maximum downforce and softer springs. Even so, the F310 had proved tricky in wet weather previously; Schuey had crashed out at Monaco the race before.

Williams and Benetton opted for compromise set-ups in case conditions improved, but Schumacher made an appalling start. He was sixth at the end of the first lap, despite having started to recover ground.

“I went for the clutch and there was nothing,” said Schumacher. “I nearly stalled, then tried it again – I just had an on/off clutch for some reason.”

Thereafter, however, he “settled into a pace utterly beyond any of his rivals”, according to Nigel Roebuck in Autosport’s report.

Eddie Irvine went off on lap two, and Hill had the first of three excursions two laps later. Schumacher overtook Gerhard Berger’s Benetton on lap five to take third, then hunted down the other B196 of Jean Alesi, who he dived past at Turn 5 on lap nine. On lap 12 Schumacher overcame early leader Jacques Villeneuve at the same place, and after just two and a half tours was more than 10 seconds clear.

Schumacher never lost the lead during two pitstops. Even the V10 Ferrari intermittently dropping onto eight or nine cylinders failed to give anyone else a chance.

More than any other driver, Schumacher experimented with different lines and was happy searching for grip at the very edges of the circuit. He took victory by 45s on a day when more than half the field spun or crashed.

“It was one of the great wet weather drives in history, worthy of comparison with Ayrton Senna’s performances at Estoril in 1985 or Donington in 1993,” said Autosport.

Even then Williams engineer James Robinson was impressed by Schumacher: “Watching the Ferrari, I don’t think the car was brilliant. It looked like it was on ice. The guy is just something else. He was pretty amazing.”



SUTTON



LAT IMAGES

2

1985 PORTUGUESE GP

AYRTON SENNA

Lotus 97T

The 1993 European GP is more famous, but Senna himself rated his first F1 world championship victory more. Given his inexperience at the time, the lack of traction control and the difficult nature of the turbocharged 1985 Lotus-Renault, we are inclined to agree.

Senna had already demonstrated his wet-weather prowess in the 1984 Monaco GP and at Estoril he started in the ideal place: pole position, the first of his career. He duly led from the off in appalling conditions, completing the first lap 2.7 seconds clear of team-mate Elio de Angelis.

The two Lotuses pulled away in the opening laps, with Senna edging clear of de Angelis, before Alain Prost’s McLaren moved forward to challenge for second.

Just before half-distance, the rain got so bad that even Senna – now 37s ahead – started gesticulating that the race should be stopped. It wasn’t and Prost – still trying to pass de Angelis – simply aquaplaned into retirement on the main straight.

“The big danger was that conditions changed all the time,” said Senna. “It was difficult even to keep the car in a straight line sometimes and for sure the race should have been stopped.

“It was much worse than Monaco last year. Once I nearly spun in front of the pits, like Prost, and I was lucky to stay on the road.”

Only nine of the 26 starters were classified, around half of the retirements due to spins or crashes, and Senna lapped everyone except Michele Alboreto’s Ferrari, which finished 1m03s behind.

“Senna’s victory will be remembered as a classic. It was a

Schumacher takes the first of his 72 Ferrari wins



“Senna had been in a different class right from the green light”

mesmeric performance,” wrote Nigel Roebuck. “Just occasionally comes a race when one driver makes the rest look ordinary, and this was one such. He had been in a different class right from the green light.” >>



THE PEOPLE'S CHAMP

WITH 136 RAIN-AFFECTED WORLD championship grands prix to choose from, selecting the races for this list was no easy task and involved extensive research, as well as speaking to some of the people involved.

We also decided to use social media to find out what you think and the results were interesting.

The only rule for our main list was that each driver could only appear once. That meant choosing between the 1985 Portuguese GP and Ayrton Senna's most famous win on UK soil, the 1993 European GP at Donington Park.

Predictably, the latter topped our reader poll (see right). In our view, the earlier success was achieved in a more difficult car. Senna's main opposition at Donington, chiefly the tricky (in those conditions) Williams FW15Cs of rookie Damon Hill and Alain Prost (who made seven pitstops), was also weaker than that which Senna faced eight years before. But there is no doubting

Donington was one of the great F1 drives of all time and is one of the most well-known wins in the wet.

Second on the reader poll was Jensen Button's 2011 Canadian GP win. If it had been a list of the most dramatic wet-weather races, this

would have been on it, but Button required a little bit too much luck – surviving two clashes and benefiting from a safety car period – to make our list. Indeed, his 2010 Chinese GP success, after a

duel with team-mate Lewis Hamilton, was more impressive and very nearly made our main piece.

Perhaps the most surprising entry is Max Verstappen's 2016 Brazilian GP drive, likely scoring well due to it being recent and the Dutchman's popularity. While the drive was clearly a signal of intent, even the man himself wasn't convinced Hamilton was beatable on the day, and Verstappen was slightly flattered by his fresher rubber in the closing stages. We expect a stronger entry from him in the years to come.

There were many other impressive candidates suggested, and the only race in our main list not mentioned at all was the 1962 German GP.

Thanks to all those who took part and, finally, hats off to the individual who suggested the 1926 German GP, a race won by perhaps motorsport's first rainmaster, Rudolf Caracciola. If we were selecting one of the great German's wet-weather masterpieces, it would be the 1936 Monaco GP.

READER TOP 10

- 1 **Senna**
1993 European GP
- 2 **Button**
2011 Canadian GP
- 3 **Schumacher**
1996 Spanish GP
- 4 **Verstappen**
2016 Brazilian GP
- 5 **Hamilton**
2008 British GP
- 6 **Stewart**
1968 German GP
- 7 **Senna**
1984 Monaco GP
- 8 **Senna**
1985 Portuguese GP
- 9 **D Hill**
1994 Japanese GP
- 10 **Schumacher**
1997 Monaco GP
- 10 **Schumacher**
1997 Belgian GP
- 10 **Alonso**
2006 Hungarian GP

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Stewart uses the concrete for more grip at the start

LAT IMAGES

1

1968 GERMAN GP

JACKIE STEWART

Matra MS10

To beat Senna and Schumacher on this list required something special and Stewart's domination of this atrociously wet race on F1's all-time greatest circuit, the 14.2-mile Nurburgring, was just that. He had a tyre advantage over his leading rivals and the Matra MS10 was a fine car, but the challenge of the track and the circumstances of Stewart's success earn it our number-one slot.

"An F1 car round the 'Ring was a monster – you were travelling so fast and you took off something like 13 times, and it was narrower than today," says Stewart. "It was definitely the daddy of them all, there was no race track in the world that was even close."

Stewart lined up on row three after a disjointed and delayed practice during which few drivers set representative times due to the wet and foggy conditions, and electrical problems on the Matra. But he stormed up to third at the start.

"I went down the concrete pitlane – there was more grip than on the Tarmac and I had hardly any wheelspin at all," recalls Stewart. He then passed Chris Amon's Ferrari at Adenau – "I don't think he expected that one" – and overcame the Lotus of Graham Hill to lead by eight seconds at the end of the first tour.

"By the second lap Stewart had pulled a further 25s ahead, the blue Matra looking solitary but secure at the head of the field," said Autosport's report, which also described the conditions as "unbelievably bad" and "probably the worst at the 'Ring since before the war".

On lap eight Stewart set what would be the race's fastest lap – 9m36s, which was a full 15s faster than anyone else managed for the 14-lapper. In the closing stages, second-placed Hill spun and stalled before recovering, increasing Stewart's advantage yet further. The final winning margin was 4m03.2s.

"I made one mistake, just after the Karussell. It was so wet



Stewart had to wait a long time for the podium ceremony

the rivers weren't the same every lap and I hit one," remembers Stewart. "I didn't go round it but I went real slow."

As if the conditions weren't challenging enough, Stewart was driving with his right wrist in a plastic support, having broken his scaphoid in an accident at Jarama. "If it had been a dry race I wouldn't have won," explains the Scot, who was forced to miss the Spanish and Monaco GPs that year. "It might have been too much for me, but in the wet it didn't really worry me at all."

Even by Stewart's standards – the 1968 Dutch and 1971 Canadian GPs were also candidates for this list – the drive was remarkable, and worthy of the top spot. 🏆

The finest masterpiece of all?

Michael Schumacher, Ayrton Senna and Jackie Stewart could each make strong claims to the ultimate rainmaster title, but the best single drive might have come outside of Formula 1

By Kevin Turner, Editor

🐦 @KRT917



Finesse. His precision and sensitivity were fantastic. A day like that was made for him.”

So said David Yorke, famed team manager at the JW Automotive/Gulf sportscar team, about Pedro Rodriguez’s drive in the 1970 BOAC 1000Km at Brands Hatch.

Even outside of Formula 1, there have been many performances that could be considered the finest wet-weather drive of all time. Stirling Moss’s domination of the 1950 Dundrod Tourist Trophy and ’56 Daily Herald International Sports Car race at Oulton Park, JJ Lehto at Le Mans in ’95, Mark Blundell’s dramatic CART Indycar victory at Portland in ’97, and both Allan McNish and Tom Kristensen at Le Mans in 2008 were just some of those mentioned when Autosport asked journalists and fans for suggestions. But none is quite as legendary as Rodriguez’s magnum opus.

Although the Porsche 917 would go on to dominate the International Championship of Makes, as the equivalent of the World Endurance Championship was known, that wasn’t yet clear when the teams arrived for round three. Porsche and Ferrari had won a round each and the Italian 512S qualified

A motorsport legend was created at a soaking-wet Brands Hatch in 1970

one-two (in the dry) courtesy of Chris Amon and Jacky Ickx. Vic Elford’s Salzburg-entered 917 completed the front row, but Rodriguez lined up only seventh in his JWA version.

In conditions Autosport described as “really diabolical”, Elford grabbed the lead at the start. Then Barrie Smith crashed his Lola along the start/finish straight and brought out yellow flags. Rodriguez, who later claimed not to have seen the yellows, overtook cars right in front of the furious clerk of the course, Nick Syrett, earning the Porsche driver a black flag. After a quick spin, Rodriguez came in to receive his grilling – and returned having lost nearly a lap.

Now Rodriguez began his charge. At the end of lap seven he was fifth, and he climbed further when Ickx, who had taken the lead from Elford, pitted with windscreen-wiper issues.

It appeared the combination of his own wet-weather ability – along with Ickx and Jackie Stewart he was the best of his generation – and the anger from his reprimand put Rodriguez on an entirely different level.

“The black-flag incident had made Rodriguez drive all the faster,” reckoned Autosport. “He was tackling the treacherous track, the poor visibility and the troublesome traffic with incredible panache.”

Autosport’s Nigel Roebuck, a spectator that day, later wrote: “Only rarely do you appreciate something of legend as it happens before you.”

Rodriguez overcame team-mate Jo Siffert, Amon and Elford with audacious moves into Paddock and then headed off into the distance, the 917 dancing and drifting across the shiny surface. Ferrari’s challenge crumbled as Ickx continued to experience wiper trouble and Amon had to change a punctured tyre after contact with a backmarker.

Rodriguez kept extending his lead and after three and a half hours –having built a two-lap lead – the Mexican finally

Elford/Hulme 917 soon succumbed to fired-up Rodriguez; the Mexican ace was driving on another level





LAT IMAGES



#10 Porsche was five laps clear at the flag

handed over to Leo Kinnunen. But the Finn's driving was kept to a minimum before Rodriguez climbed back aboard. As the track dried, the delayed Ickx matched Rodriguez's pace, but the Porsche's overall lead continued to grow. After 6h45m of racing – and around 5h30m with Rodriguez at the wheel – the #10 917 crossed the line *five* laps clear of Elford/Denny Hulme.

In the end-of-season film, *A Year to Remember*, JWA boss John Wyer said: "It was a virtuoso performance. On that day in those conditions he was completely unbeatable."

Adding to the legend was the reputation of the 917, which had been something of an animal when it first appeared in 1969. But Elford points out that the revamped, short-tailed K version had turned the 4.5-litre Porsche into a jewel.

"If there were any doubts about the 917, Pedro and I answered the question," says Elford. "It wasn't a monster at all. People get the 917 wrong – the short tail was a fantastic car; it was balanced and inspired confidence. Its limits were so high most drivers couldn't get to them."

But Rodriguez could. His handling of the 550bhp icon on that soaking day in Kent remains an outstanding example of the art of wet-weather mastery. ❄️

STUCK PICKS HIS BEST

HANS STUCK HAS A RICH SEAM TO MINE when picking the best wet-weather performance of an international career that spanned more than 40 seasons. The acknowledged *rainmeister* picks a triple stint in mixed conditions on the way to his second Le Mans 24 Hours victory with Porsche in 1987.

"It was during the night and there was a lot of rain in different amounts on different parts of the circuit," recalls Stuck, who was seeking a second consecutive victory at Le Mans with Derek Bell and Al Holbert Jr at the wheel of a Rothmans Porsche 962C.

Stuck pitted slightly early at the end of the first part of the triple stint as the rain

intensified and he went onto wet tyres. He then completed a second stint of 60 minutes – more than 10 minutes longer than a regular dry run on a tank of fuel – before coming into the pits in the expectation of handing over to Bell.

"Peter Falk [Porsche's team manager] asked me to do a third stint, saying that I knew the conditions and where the wet patches were and where the dry patches were," says Stuck. "I said 'no problem' without really thinking."

"It was tough, but it was the right decision. If Derek had gone out, he would have had to learn the conditions, so it made sense to leave me out."

Stuck drove for a shade under three hours, during which time the Porsche moved into a lead it would never relinquish.

"It was an important time of the race because we'd been chasing the Jaguars when I got in the car," he says. "That triple set us on target for victory."

"It was hard but I enjoyed it! I always enjoyed driving in the rain. That was the key to racing in the wet for me – not to be afraid of it and to look forward to it."

GARY WATKINS



Triple stint sealed win

How di Grassi stole Buemi's title

Sebastien Buemi seemed a certainty for a second championship, but Lucas di Grassi beat the odds

By Scott Mitchell, Formula E Correspondent

 @ScottAutosport





Blessed with the god-like ability to turn whatever he touched to gold, King Midas will live forever in folklore. But as the son of a goddess, the king of Pessinus had a very real immortality.

He swiftly realised his gift was a burden and over the centuries gold lost its appeal. It brought less income, and cost more money to store. Midas could turn whatever he wanted into the yellow metal, but its value diminished, and it was never as fun as the first time he performed alchemy on an oak twig.

Midas had to bide his time, but immortality breeds patience. He waited almost three millennia, and then the man who could turn anything to gold finally found another use for his gift. Midas, now going by the name Alejandro Agag, built Formula E.

The electric single-seater series appears to be able to do no wrong, and its 2016/17 campaign ended in a whirl of major announcements and a thrilling title showdown. Completing a successful third season is not bad for a series that barely made it to the end of its first...

For a long time this appeared the least likely FE title battle to go the distance. Reigning champion Sebastien Buemi won the first three rather different opening races, but the outcome was the same. His lead over Lucas di Grassi was already 29 points, and would have been a lot more had di Grassi not salvaged a disastrous opening race by swapping cars very early under a safety car and vaulting from the back (after damaging his front wing on the opening lap and pitting) to second.

Di Grassi repeated his 'stop very early and execute an improbable energy management strategy' trick in Mexico City, where an early safety car kept him on the lead lap and another allowed him to swap cars early again. This time his shock back-to-front turnaround earned him his first win of the season and, coupled with Buemi needlessly spinning out of the lower points-paying positions, put the rivals almost on an even tally. "In Hong Kong we were clever, in Mexico we had more luck," concedes di Grassi. "But in the race we also had very good pace in Mexico, even with the energy strategy."

That didn't knock Buemi off his stride, though. The Renault e.dams driver won from pole in Monaco, where di Grassi chased him home relentlessly, and Paris, where di Grassi qualified poorly, had an early shunt and then crashed out for good late on. Buemi's lead was 43 points at the halfway stage, with five wins to di Grassi's one. And while that advantage was cut to 32 points by the end of the Berlin double-header – a sixth victory of the season on the Sunday helped offset a Saturday disqualification for illegal tyre pressures – it was still a nice advantage to have >>

with two-thirds of the season complete.

But Buemi's season had a cloud hanging over it from the start. Instead of travelling with Renault to New York – for a double-header, no less – Buemi would be on Toyota LMP1 duty at the World Endurance Championship's Nurburgring round. The issue dragged on from August pre-season testing until the start of July, as Buemi desperately sought permission to take part in at least one race in Brooklyn. He was denied. Di Grassi had two free shots at Buemi's points lead.

"We tried to find a solution for the clash," says Buemi. "On one side I feel what we achieved was already unbelievable – winning six races and still being in contention to win the championship even though I didn't do New York. On paper that sounds good. Starting the championship knowing I might miss Mexico and would miss New York, I would have signed that deal to still be in contention..."

An off-colour weekend in New York for the Abt Audi Sport team meant di Grassi scored a fourth and a fifth; enough to cut Buemi's lead to 10 points but not exactly blowing it apart. Buemi, against all odds, went to Montreal in front. Yet he conspired to leave it a distant second in the points, as di Grassi stole an unlikely crown.

A crash in second practice obliterated Buemi's car and meant his team had to build up a replacement around a new tub. This included a battery change that, thanks to Renault already playing its free joker change a couple of races before, meant Buemi had a 10-place grid penalty for the race. Di Grassi smelled blood and beat Buemi to pole (earning three points in the process), and then put in his best performance of the season in the race to earn victory number two and steal the championship initiative.

He called it the "crucial" moment in the championship, but arguably it was what followed that evening that made a bigger difference. Buemi's recovery drive had been impressive, despite an overly cautious opening lap that included a whack from Robin Frijns that damaged Buemi's steering. He dropped as low as 17th, but fought back to fourth – only to get disqualified for being underweight.

"The accident triggered the change of chassis and battery," Buemi explains. "We added 7kg just to be safe, and still had a car that was 10kg lighter than it should have been. We didn't have time to go to the scale because the accident was so massive the weighbridge was closed by the time the car was rebuilt. But we felt with 7kg extra we would compensate any kind of surprise on the battery weight."

Renault claimed it was caught out by the significant variance that can occur in the weight between different Williams Advanced Engineering batteries, but the reason didn't really matter. What did was Buemi now facing an 18-point deficit with one race to go. And he continued his awful final weekend with an error in qualifying that left him 13th on the grid.

First-lap contact followed again, which caused bodywork damage and prompted an early pitstop. Race ruined, championship over.

"Out of 12 races, I missed two and got disqualified twice," says Buemi. "That's four times I scored zero points. When you are against someone like Lucas, who is so consistent, you need to win a lot of races to compensate for this kind of loss."

"I could have done better, but I don't have many regrets. I had a massive handicap, I've never missed two races or had two disqualifications in a season before! If I'd have had that in the previous two seasons I would never have finished second in the championship."

Di Grassi claimed the title with a >>



Victory in Monaco came from Buemi's first pole, but di Grassi chased him hard

ROUND BY ROUND

Hong Kong

- 1 Buemi
- 2 Di Grassi
- 3 Heidfeld

Piquet crashes near the end of the first stint while leading, triggering a safety car. Di Grassi goes aggressive on energy to steal a shock second from last as Buemi wins, helped by leader Bird's second car not starting.



Buenos Aires

- 1 Buemi
- 2 Vergne
- 3 Di Grassi

Buemi overcomes Vergne and di Grassi, who both start ahead of him on the road, to claim his third win in a row. Vergne gets the better of poleman di Grassi and secures his new Techeetah team's first podium in second.



Marrakech

- 1 Buemi
- 2 Bird
- 3 Rosenqvist

Rosenqvist takes pole but struggles with energy in the second stint. Buemi is allowed into second when Vergne serves a drivethrough penalty, then catches and passes Rosenqvist with ease to win.



Mexico City

- 1 Di Grassi
- 2 Vergne
- 3 Bird

A safety car before mid-distance allows for improvisation and di Grassi launches himself from last, after losing his front wing early on, to victory. Lopez spins away his victory challenge, and Buemi loops out of the points as well.

Monaco

- 1 Buemi
- 2 Di Grassi
- 3 Heidfeld

A first pole of the season sets Buemi on his way to an immediate recovery from Mexico's disappointment. Di Grassi runs second throughout and piles on the pressure in the closing laps, but ends up half a second adrift.



Paris

- 1 Buemi
- 2 Lopez
- 3 Heidfeld

Back-to-back poles and victories for Buemi, fending off Vergne (who crashes with a failure on the front-right corner) and then Lopez for the win. After an early accident with da Costa, di Grassi later crashes out altogether.



**“I don’t have many regrets.
I had a massive handicap”
Sebastien Buemi**



A shunt in practice in Montreal proved very costly for Buemi



Buemi and di Grassi were the title contenders again

Berlin 1
1 Rosenqvist
2 Di Grassi
3 Heidfeld

Rosenqvist claims a superb first win for himself and the Mahindra team after nailing poleman di Grassi before the car swaps. Buemi charges to fifth from 14th, then gets disqualified for illegal tyre pressures.



Berlin 2
1 Buemi
2 Rosenqvist
3 Di Grassi

From pole position, Rosenqvist fends off Buemi throughout – but loses the win thanks to a time penalty picked up for exiting his garage too hastily and almost collecting team-mate Heidfeld. Keeps second ahead of a lonely di Grassi.

New York 1
1 Bird
2 Vergne
3 Sarrazin

Debutant Alex Lynn takes a surprise, stunning pole position but retires from the race and his DS Virgin team-mate Sam Bird comes to the fore to win in Buemi’s absence. Di Grassi nets solid points in fourth.



New York 2
1 Bird
2 Rosenqvist
3 Heidfeld

Bird takes a clean sweep of Brooklyn’s double-header from pole. Rosenqvist beats team-mate Heidfeld to second, as Buemi’s stand-in Gasly finishes fourth despite hitting the wall at the final corner trying a bold pass for third.

Montreal 1
1 Di Grassi
2 Vergne
3 Sarrazin

An FP2 shunt forces Buemi into a battery change and a grid drop of 10 places. Di Grassi wins from pole as Buemi rises from 12th to fourth – then gets chucked out for being underweight, after his team ran out of time to weigh his hastily rebuilt car.



Montreal 2
1 Vergne
2 Rosenqvist
3 Lopez

Buemi starts 13th after a qualifying error, then finishes 11th following an early pitstop thanks to first-lap contact. Di Grassi claims the title with seventh. Vergne takes his first win, hunting down poleman Rosenqvist in the second stint.



FINDING THE POSITIVES IN JAGUAR'S UNDERWHELMING MOTORSPORT COMEBACK

THERE ARE THREE LAYERS OF SILVER LINING to Jaguar's disappointing first season back in major international motorsport. The first is rather simple: Formula E's relatively small audience means the poor campaign is going to fly under most people's radar. It finished last of the 10 teams, and was defeated by small (by comparison) brands like Venturi, Faraday Future and NextEV, as well as the independent (for argument's sake) Andretti. The bigwigs may feel like the squad still underdelivered despite being the first new team in FE's three-year history, and by consequence being hugely underprepared. But at least it's not faced a pie-in-the-face on the scale of a dreadful Formula 1 programme.

The second silver lining is how much it has learned in the last year or so. If you compare how it started the season – Autosport makes no apologies for suggesting it was the worst team on the grid after two races – then operationally it has come on leaps and bounds this year. A car that looked nowhere near scoring points at the start of the season ended up with points hauls from six of the last nine races. That means this season has been hugely beneficial, so the short-term pain has been worthwhile.

The final one is Mitch Evans. While Felix Rosenqvist took the main rookie plaudits for winning a race and finishing third in the championship, Evans emerged as another star-in-waiting. He scored Jaguar's first points with a shock fourth in Mexico City (the result was boosted by a little luck, but points were very much on the cards already), and Jaguar could so easily have finished seventh in the championship had the final few races played out a little differently. Without Evans the British manufacturer would have been cut adrift.

Evans qualified in the top 10 four times, smashed team-mate Adam Carroll in the points and defeated him 9-3 in the qualifying battle. His reward should be a second season, whereas the future looks less encouraging for Carroll, who seemed to struggle enormously to get to grips with Formula E machinery, particularly under braking.

Carroll's woes were exacerbated by the I-type 1 not being up to the standard of Formula E competition in the series' third season. But in reality it was never likely to be, thanks to a relatively short lead time compared to the rest of the grid.

That said, if the job since then has been done correctly, any pain inside Jaguar caused by the 2016/17 FE season is not going to last for very long. Even if it results in a few personnel changes, Jaguar's baptism is finished now. It has had plenty of time to properly plan and develop an all-singing, all-dancing powertrain in conjunction with Williams Advanced Engineering for 2017/18. So when other big manufacturers join in and more eyes are on Formula E, Jaguar will be in position to show what it's really capable of. Then there will be no excuses.

seventh-place finish that had all the hallmarks of a driver only doing what he needed to in order to secure the title. The rest of his season was nowhere near as conservative. Di Grassi has a habit of delivering immensely consistent performance and has built two consecutive title challenges from wringing every available point out of a weekend. There were times this season when the Abt team was fourth or fifth quickest on raw pace, thanks to improvements from DS Virgin Racing and Mahindra, and the Renault-powered Techeetah team. Di Grassi's headline results weren't as consistent as the previous season, but seven podiums and just one race outside the points (Paris) point to a driver who pushed his car and team to the limit.

"This year we had the most unlikely chance to win the championship," says di Grassi. "Season one we were very competitive. Last season was us and Renault. This year we had four Renaults, us and DS and Mahindra. Ten drivers could have scored pole or won a race.

"It was extremely difficult for us to come back with Buemi winning six races in the first half. A lot of people talk about New York, but we didn't have a good weekend: take it out the equation and I

still win the championship. It proves that again, consistency is key, scoring points and podiums every time we could."

The effort from di Grassi and Abt to defeat Renault in a season when three other teams all won races was mighty. It says a lot that while Sam Bird (DS Virgin), rookie sensation Felix Rosenqvist (Mahindra) and Jean-Eric Vergne (Techeetah) all tasted victory, it was only di Grassi who pieced together a season-long run good enough to steal in when Buemi and Renault faltered. But a clean season – "We didn't have any problems with disqualifications or mechanical failures or reliability," notes di Grassi – will not be enough for repeat successes.

Formula E's competition is ramping up. Rosenqvist claimed three poles – equal to di Grassi – as Mahindra shot from plucky perceived underdog to genuine frontrunner this season. DS Virgin and NextEV had potent but inefficient powertrains that left them serious qualifying contenders but ones that faded in the race. Vergne, at last, won in Formula E (at the 31st attempt) in the final race of the season, as Techeetah grew from a shambolic mess of a Renault customer team to one that looked like it (and its driver) had finally cracked the code of Formula E competition.

This suggests it has a very good chance of repeating its run of fascinating title battles, which indicates a bright short-term future for a category that has a lot to look forward to in the medium-term as well. The final weeks of the season were boosted by the news that Mercedes and Porsche will be fielding works entries from 2019, joining Renault, Audi, DS, Jaguar (see left), BMW (ditto), Mahindra and the rest.

The main problem Agag and Formula E face now is becoming dependent on the manufacturers that have given it such rapid credibility, or allow their financial muscle to be flexed too much. Fail to stop that and Agag's power could turn into a curse. It happened to Midas before. ❗

TEAMS' CHAMPIONSHIP

POS	TEAM	PTS
1	Renault.e.dams	268
2	AbtAudiSport	248
3	MahindraRacing	215
4	DSVirginRacing	190
5	Techeetah	156
6	NextEV	59
7	Andretti	34
8	FaradayFutureDragonRacing	33
9	Venturi	30
10	JaguarRacing	27



Buemi's absence from New York was not the decisive title moment for di Grassi

AUTOSPORT'S TOP 10 DRIVERS

**1 SEBASTIEN BUEMI**

Buemi won six races, obliterated his team-mate and very nearly claimed a second title despite zero-point hauls from a third of the races. His Montreal DSQ can be traced to his error, but his Berlin one can't – and nor can skipping New York. This is why he didn't win the title.

**2 FELIX ROSENQVIST**

Mahindra's growth meant Rosenqvist's stellar performances weren't exactly him manhandling a shed to shock results. And he was not perfect. But second from pole in the finale capped an excellent rookie campaign in appropriate fashion. An outrageously good season.

**3 LUCAS DIGRASSI**

Di Grassi made more mistakes than before and was rescued by good fortune in two races. But he had arguably the fourth-best powertrain (which makes Abt the fifth-fastest team given Techeetah uses a Renault). So, it says a lot that it was di Grassi who stole in as Buemi faltered.

**4 SAM BIRD**

Misfortune and an inefficient powertrain conspired to limit Bird to two victories, but he is the only driver other than Buemi and di Grassi to win races in every season. One of precious few consistent top performers in a series that loves to catch people out.

**5 NICK HEIDFELD**

Heidfeld's experience and feedback was crucial in Mahindra's steady development. The points table and the German's deficit to Rosenqvist betray the quality of Heidfeld's campaign. Five podiums showed his class, even if he didn't quite achieve a victory.

**6 JEAN-ERIC VERGNE**

Sometimes Vergne was hamstrung by his team's immaturity and incompetence. Sometimes he was ragged, or inefficient. But when he finally won, he did it emphatically. If Montreal proves to be Vergne's breakthrough weekend in mastering the craft of FE, then he should fight for a title.

**7 JOSE MARIA LOPEZ**

One of the toughest campaigns to judge. As a rookie, Lopez adapted extremely well and had high peaks, but made too many errors. Proving he could be that fast immediately was impressive, but it was a little disappointing he strung it all together so infrequently.

**8 MITCH EVANS**

Evans led Jaguar's effort with surprising assuredness for a rookie. He qualified in the top 10 four times and smashed team-mate Carroll by every measure. Jaguar finished last of 10 in the teams' table, but Evans saved its return from being a total nightmare.

**9 ROBIN FRIJNS**

Frijns had the beating of team-mate da Costa on pace and points, but Andretti was such an uncompetitive proposition that making true comparisons is extremely difficult. If the BMW-affiliated American team loses his services because of his Audi GT activities, it will be a big blow.

**10 OLIVER TURVEY**

Higher peaks for the McLaren test and development driver, who claimed his first pole in Mexico but suffered a cruel retirement while leading. Turvey was a more consistent points finisher than team-mate Piquet too, and edged him for speed over the season as well.

DRIVERS' CHAMPIONSHIP

POS	DRIVER	TEAM	CAR	1	2	3	4	5	6	7	8	9	10	11	12	PTS
1	Lucas di Grassi (BR)	AbtAudiSport	AbtSchaefflerFE02	2	5	3	1	2	DNF	2	3	4	5	1	7	181
2	Sebastien Buemi (CH)	Renault.dams	Renault Z.E.16	1	1	1	13	1	1	EX	1	-	-	EX	11	157
3	Felix Rosenqvist (S)	Mahindra Racing	Mahindra M3 ELECTRO	15	3	18	16	6	4	1	2	15	2	9	2	127
4	Sam Bird (GB)	DSVirginRacing	Virgin DSV-02	13	2	DNF	3	NC	16	7	7	1	1	5	4	122
5	Jean-Eric Vergne (F)	Techeetah	Renault Z.E.16	DNF	8	2	2	DNF	DNF	8	6	2	8	2	1	117
6	Nicolas Prost (F)	Renault.dams	Renault Z.E.16	4	4	4	5	9	5	5	8	8	6	6	DNF	93
7	Nick Heidfeld (D)	Mahindra Racing	Mahindra M3 ELECTRO	3	9	15	12	3	3	3	10	DNF	3	DNF	5	88
8	Daniel Abt (D)	AbtAudiSport	AbtSchaefflerFE02	DNF	6	7	7	7	13	6	4	14	NC	4	6	67
9	Jose Maria Lopez (RA)	DSVirginRacing	Virgin DSV-02	DNF	10	10	6	NC	2	4	5	-	-	DNF	3	65
10	Stephane Sarrazin (F)	Venturi/Techeetah	VM200-FE-02/Z.E.16	10	12	12	15	15	10	11	14	3	12	3	8	36

11 Nelson Piquet Jr (NextEV TCR002) 33; 12 Oliver Turvey (NextEV TCR002) 26; 13 Robin Frijns (Andretti ATEC-02) 24; 14 Mitch Evans (Jaguar I-type 1) 22; 15 Loic Duval (Faraday Future Dragon Racing Penske 701-EV) 20;

16 Pierre Gasly (Renault.dams Renault Z.E.16) 18; 17 Maro Engel (Venturi VM200-FE-02) 16; 18 Jerome d'Ambrosio (Faraday Future Dragon Racing Penske 701-EV) 13; 19 Tom Dillmann (Venturi VM200-FE-02) 12;

20 Antonio Felix da Costa (Andretti ATEC-02) 10; 21 Esteban Gutierrez (Techeetah Renault Z.E.16) 5; 22 Adam Carroll (Jaguar I-type 1) 5; 23 Alex Lynn (DS Virgin DSV-02) 3; 24 Mike Conway (Faraday Future Dragon Racing Penske 701-EV) 0;

25 Ma Qing Hua (Techeetah Renault Z.E.16) 0.

Jackie Stewart

on Britain's first F1 champions

The three-time world champion talks about some of the aces he faced or admired during his life in racing

By Alex Kalinauckas, Assistant Editor

🐦 @nauckas

During the days following the death of John Surtees earlier this year, it occurred to us that one consequence of John's passing was a startling reality: Sir Jackie Stewart is now the oldest surviving Formula 1 world champion.

The great Scot is celebrated elsewhere in this issue for his peerless wet-weather prowess. Today, the man who won the first of his three world titles 48 years ago remains a ubiquitous figure in F1 paddocks thanks to his continuing commercial interests in a sport from which he has earned a great deal – but given back so much more.

This month he is back on our TV screens thanks to UK channel Yesterday compiling a series of documentaries on motor racing legends. 'Jackie Stewart: The Flying Scot' is

among the films to be broadcast, and at an event at his home in Geneva, Autosport took the opportunity to catch up with the 78-year old to quiz him on some of the great figures with whom he battled wheel-to-wheel, and others who inspired and impressed him during the world championship's history.

GREAT BRITISH RACING DRIVERS SEASON

YESTERDAY Freeview 19 | Sky 537 | Virgin 245 | Youview 19 | Freesat 159

A documentary on Sir Jackie Stewart is among a series compiled and broadcast by the Yesterday channel this month celebrating motor racing's legends. Check out listings for the following:

Jackie Stewart: The Flying Scot

Rallying: The Killer Years

John Surtees: One Of A Kind

Graham Hill: Driven

Mike Hawthorn: On The Limit



LAT IMAGES



Mike Hawthorn 1958 world champion

“ He was charismatic, more ‘British’ than probably any driver we’ve ever known. He would certainly have been considered upper-middle class, if not upper class. He wore a bow tie when he was driving, always dressed well. He wouldn’t have been called posh – but he had that very British persona that was very much of that time.

He was an exciting racing driver. I was at Silverstone the day he spun his Ferrari at Woodcote corner [the 1953 British GP], which was in those days one big, fast corner, and he never hit a thing. He spun on the grass right in front of the main grandstand, which was not only servicing Woodcote but the starting grid and the pit area – a huge thing. He just went round and

round, and then went on. My brother Jimmy was in the same race and was sitting sixth with 10 laps to go when he stuck it straight into Copse in a Cooper-Bristol, and took himself out.

Hawthorn was certainly good enough to race against the best, with the best equipment. His Reims race [the 1953 French GP] with Fangio was fantastic. Fangio was the master, the total maestro, and Mike Hawthorn was sitting up to go faster – you thought he was trying to push the car. He was up nearer the steering wheel than he would have been normally and it was because Fangio was alongside him. There was a spirit there that was un-British in a way – but there was nothing more British than Mike Hawthorn. ”

Graham Hill BRM team-mate, 1962 and '68 world champion

“Graham was completely open, with a special sense of humour. But at the same time there was a seriousness about him, which was quite severe at times. Socially he was probably the most versatile of us, whether it was with royalty or mechanics, the man in the street, the fans or the team.

He had a huge sense of humour and yet there was a severity about him that people – particularly some of the mechanics – could not accept or understand. But he was so personally driven, in almost everything he did, that he wasn't being nasty or awkward, it was just that he was very demanding of people to reach a standard that he, personally, set for himself.

He had this book that had every gear ratio, roll-bar stiffness, rideheight and damper rebound measurement he had tried. He was the only driver that I ever met, raced against or knew who did that to such a degree.

Obviously, he was very fast, but he had the

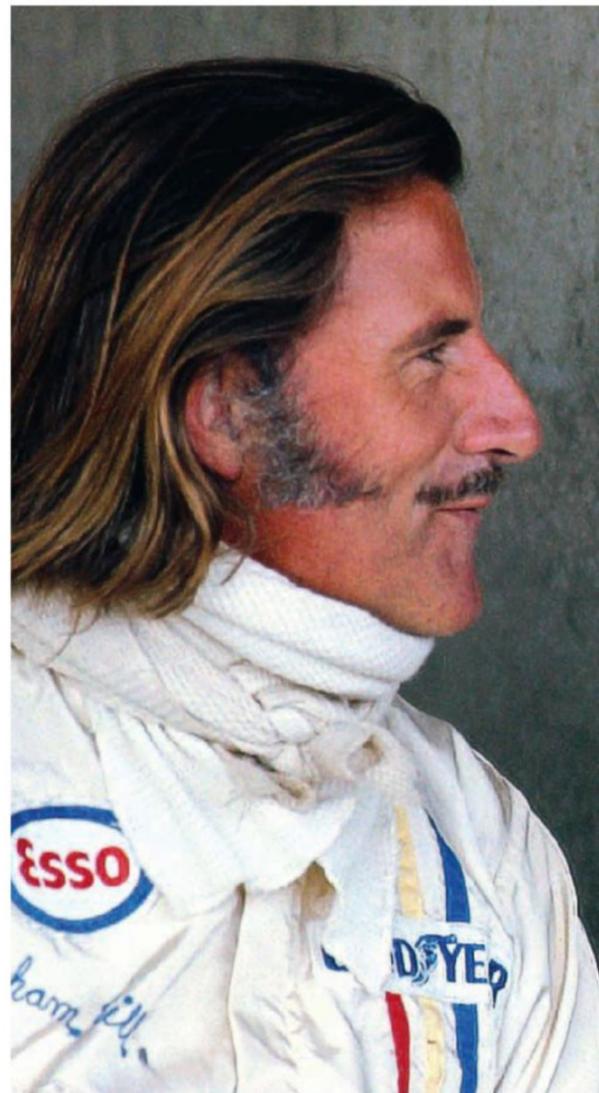
tremendous disadvantage of being around when Jim Clark was there. Jimmy was just this supreme racing driver. But to say Graham was a journeyman driver wouldn't have been fair at all, or accurate, because when he was quick, he was very quick.

He taught me how to speak publicly, he taught me how to dress – if I was in shorts and sneakers, Graham would have been frowning had I done an interview under those circumstances. When I went to BRM I thought I was OK, but Graham was dressed in Savile Row suits. So I had to have a Savile Row suit, the right shoes, shirts and ties. All that started with Graham Hill – he's to blame. But I'm very happy with it. He did me a fantastic favour.

His only weakness he ever really had that showed up was that he didn't leave a correct structure in place for his family or for his team when he died. That would be my only negative opinion about Graham Hill. ”



Hill and Stewart were great on-track rivals



Jim Clark Close friend, 1963 and '65 world champion

“Certainly the best racing driver I ever competed against. I've never driven against anybody like Jim Clark. He was the best. And I would say he's the best racing driver, in my opinion, that's ever been – aside from Fangio.

It was the manner in which he drove. A corner starts when you take your foot off the gas pedal, touch the brake pedal, turn the steering wheel, then take your foot off the brake pedal and get back on the gas pedal. The steering is working in three different spots [during that process] – and

Jim Clark had that down to a fine art.

He was a different kind of man altogether than Graham or anybody else for that matter – he was at home at a sheep sale or farmyard just as he was behind the wheel of a racing car. There's two parts of his life – for the rest of it, he was somewhat out of place sometimes, and he was so shy because of that.

Jimmy was the best friend you could have; he was so loyal. He was very cautious, introverted. He had no fingernails: they were bitten down

and two fingers would be bleeding – not just before a race, all the time.

I couldn't have faulted any of his driving. He probably didn't earn as much as he should have done. I'm not saying he didn't make a lot of money – he did – but he could have made more.

Still to this day people talk about Jim Clark and if you go to Indianapolis [he won the 500 in 1965] he's still one of the heroes of all time. And a lot of other people have won Indianapolis more times than Jim Clark. ”



Jim Clark ranks among F1's all-time greats



Stewart says he learned a great deal from Graham Hill

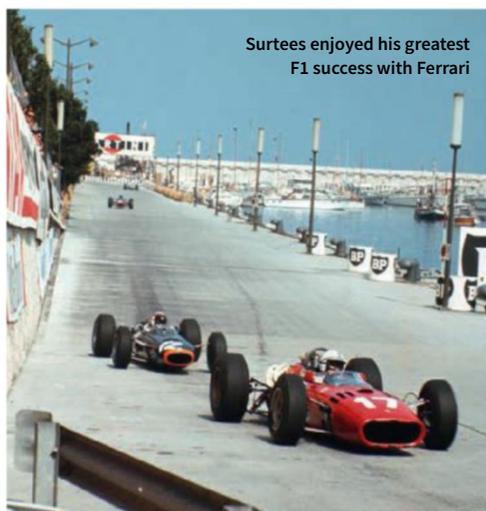
John Surtees 1964 world champion

“I didn’t know John very well at all. John was a more private person than any of us. I don’t think there will ever be another John Surtees – in the sense of being both F1 world champion and motorcycle world champion. But clearly he was considerably more successful as a motorcyclist, as a seven-time world champion, than he was as a driver by winning only one title in Formula 1.

He was a tough man. You would probably get more out of mechanics about John Surtees than you would fellow drivers, actually.

He was as quick as Jimmy right at the very beginning. But you have to ask why he didn’t win more than one world championship. To be honest, it’s pretty easy to win a world championship – it’s not a very difficult thing to do if you’re driving the right car. If that car is really good, and you’re not making too many mistakes, you’re going to win the world title because it’s not just one race.

Probably at that time the Ferrari was as good as you got, and John had a lot to do with that. There have only been three people I can think of that really dominated Ferrari – and one was John Surtees. The others were Jody Scheckter and Michael Schumacher. They drove against Ferrari’s culture and won.



Surtees enjoyed his greatest F1 success with Ferrari

John, I think, did it to a degree, and was successful. But he probably saw that he couldn’t continue to have that amount of authority and have it all his own way at Ferrari. And therefore he left. His racing career really didn’t flourish after that in a way that others have.

But he was a clean driver, to drive against. The good drivers were never less than clean. Like Jimmy, John had great integrity in doing the right thing – or not doing the wrong thing.”

OTHER MOTORSPORT GREATS



JYS ON Juan Manuel Fangio

“I still put Fangio as the greatest racing driver that’s ever been. Fangio was the greatest for me in every respect. He became president

of Mercedes-Benz Argentina, for example, maybe an honorary role but he carried Mercedes-Benz to his deathbed. And one of the most important things I’ve done in my life is carry him to his last resting place. He was just the ultimate to me.”



JYS ON Michael Schumacher

“Only Michael would have been a serial winner [at Ferrari] because he had earned such respect that he could choose the

best mechanics from every team, the best aero guys, the best electronics guys, the best sensor guys, and so on. He did it at Benetton, he learned it from Benetton and then took it to Ferrari, like no other driver has ever done in the history of the sport. He was the most powerful influence that Ferrari has ever had.”



JYS ON Denny Hulme

“Back then, the camaraderie was fantastic – Graham Hill got on really well with Jim Clark, and Denny and I would sit [together] going to Cam-Am races.

Denny never unbuttoned his jacket from when he got on to the plane to when he got off, and we all flew economy – and all he had [to read] was Autosport the whole way. And Denny never got up to go for a pee. He was one of a kind. But his daddy was awarded the Victoria Cross in WWII and something of that mentality was there.”



JYS ON Jack Brabham

“Jack Brabham didn’t do anything nasty, but he would use more road than he needed to and you’d get boulders thrown at you in those days because

that’s what was out there – big stones. Jack would do it [and] know exactly what he was doing.”

Plato back to the top as Subaru dominate

The race for the title hots up, as Ash Sutton gets a little help from his team-mates

By Matt James, BTCC Correspondent

[@MattJMNews](#)

Ash Sutton's chase for this season's British Touring Car Championship shows no signs of slowing down – and his quest received a timely boost at Knockhill last weekend in the shape of his Team BMR Subaru Levorg team-mate Jason Plato.

The old master returned to top form in Scotland and, as he has stated publicly before, is prepared to play wingman in Sutton's quest for a maiden crown. Plato won the opener on the 1.3-mile track – ending a victory drought that stretched back 12 months – before following Sutton home in race two.

More points in race three for both men, well inside the top 10, meant they left the track as the joint highest points scorers and there is a genuine feeling of optimism. Tom Ingram reminded fans what he is all about, too, with a superb victory in the final race of the weekend in his Speedworks Motorsport Toyota Avensis to consolidate his lead at the top of the Independents Trophy standings (see page 44).

In the Subaru camp, while Sutton had ripped up the track and taken four wins before the circus headed north, Plato had been all at sea in a poorly handling car that he had been unable to fathom. Even after taking pole in a damp-but-drying qualifying, Plato still wasn't 100% happy. "I still have understeer, but we think we have found something in the differential,"

he said. A change overnight was ordered, and everyone in the paddock wondered whether this could at last be the magic bullet to reignite his charge.

As he held firm at the head of race one throughout the 24 laps, it looked like it was. This was Plato back to his best, sleeves rolled up and right in the mix. He even gifted the following Sutton the lead in the hope of giving the sister machine an extra point for heading a lap, but the pair mixed up where the timing line was and narrowly failed – by 0.053 seconds.

Plato led race two but Sutton slipped by as the leader felt the pain of carrying 75kg on the softer tyres – something, remember, that he has not had the privilege of this year. Still, second place put a smile on his face.

He moved aside in the reversed-grid encounter to help promote Sutton's cause further, but still banked sixth spot.

The 96-time race winner was buoyant after the final chequered flag. "There is still work to be done, but now I can feel the front of the car," said Plato. "I have got some elasticity to the grip it offers, rather than nothing, like I had before. I can ask the car to do something and it is giving me the right answers. I can get the car stuck into corners.

"I have had the worst year of my life: it has been a struggle. We have found it. If I am honest, I am a bit race-rusty because I have not been used to racing with drivers of this calibre for most of the season. I have been driving a different way to how I normally drive, I have been passive, I have not been aggressive."

Plato was the highest scorer, tied with



Plato and Sutton led the way as the BMR Subaru outran the opposition

Sutton. The Bishop's Stortford man has gone from fourth in the title race to second, and now he has his team partner with him for the run-in, things look very good indeed.

Both Plato and team-mate James Cole moved aside to help Sutton to fourth in race three. He even survived a scare when his power-steering started playing up in race three after the second of two mid-race safety cars.

"What the boys did for me in race three was fantastic – it is those little points that will add up at the end of the season. It means so much to me."

The meeting also meant a lot to Cole, who scored a weekend total of three top five finishes to underline the progress the former British Formula Ford champion has made in recent meetings.

Even given the upbeat mood at Team BMR, Sutton wasn't the one on the top of the points pile when all the engines had died down. That honour went to Colin Turkington in his WSR BMW – a man who collected three podiums without ever truly being in the hunt for



“I can ask the car to do something and it is giving me the right answers”

wins against the Subaru steamroller.

He collected two thirds as Plato and Sutton performed and repeated that when his team-mate Rob Collard, also in the title hunt, made an expensive slip in race three with a late run through the chicane gravel trap that dropped him to 11th.

It was a weekend below the radar, the likes of which Turkington is expert at. Despite the fact he was happy with his points haul, he knows the title run-in has got a lot harder with the Subaru pace.

“I think it is clear that we have work to do,” said Turkington at the end of the weekend. “We need to find something – some more speed for the remaining three events. The only thing we can do is work hard.

“My car improved over the course of the races today. If we can start the weekends ahead with the best possible package then we can get a leg-up right from the get-go. The Subaru has some of the same dynamics as our car in terms of its rear-wheel-drive handling, so it is going to be a battle to the end.

“There is a group of us up there in the points table who are all well capable of winning the title. All I can do is work harder than anyone else to make it come to me. There could be a few very long phone calls with engineers going on between now and [the next round at] Rockingham...”

Collard is deep in the title hunt as well. He was third in the points coming to >>



It's been a long wait, but Plato took BTCC win number 96 after set-up changes

ALL PICS: EBREVILAT

INGRAM ENDS HIS DROUGHT

WHILE THE REAR-WHEEL-DRIVE CARS stretched their legs on a track that really suited them, the rest were left to pick up the scraps.

The biggest scrap was dropped in race three, in the reversed-grid encounter, when the leading rear-drive car started down in sixth place. For Speedworks Motorsport Toyota Avensis driver Tom Ingram, this was all the invitation he needed. After an awful run of luck, with just nine points from two meetings, he needed a reset. He was sixth in race one, the leading front-wheel-drive car, and took eighth in race two.

But that gave him third place on the line-up for the showdown. Even in race three, he lost a nine-second lead midway through when the safety car came out, stretched it back to 1.8s and then lost it again when the caution car reappeared. He then set about putting the race out of reach in the final two-lap dash.

“My engineer Geoff Kingston was superb on the radio,” explained a jubilant Ingram afterwards. “He made my life so much easier. I knew exactly the split times on each sector and I knew exactly the gaps. That meant I knew the pace we had over everybody else. At the restarts, I just had to make that initial jump, and then I knew I was out of lungeable distance, if you like. That was because there are two things you don’t want: Gordon Shedden in your mirrors, and particularly not here at Knockhill, and I had them both.”

It didn’t fluster him, and he took a fourth career win. Despite being out of the title fight, he and Speedworks Motorsport still have plenty of targets.

But they needed to get the ball rolling. It hasn’t been that Ingram hasn’t had the pace. He has been fast everywhere, but the results have remained tantalisingly hard to come by. He needed to get back to the crest of the wave that he had been on when he took victories at Brands Hatch and Donington Park at the start of the year. That is just what Knockhill provided.

“The plan for this weekend was to score as many points as possible and if any opportunity to get on the podium came, we wanted to be in a position to grab it with both hands,” explained the 23-year-old. “It has worked perfectly. I don’t think we could have done anything better in the first race, and in the second there were maybe a couple of things, but eighth place was good. In race three, I think we took everything that was on offer for us, so this has been a strong weekend.

“I know that we probably won’t move forwards anywhere in the overall points – that is going to be tough – but results like this mean we certainly will have increased our gap in the Independent Trophy standings, which is good. Going to Rockingham, I can feel quite positive. The vibe is back.”



Turkington (4) now leads the title race

Scotland, right on the coattails of Turkington, and was right on his bootlid in races one and two as well. He beat his qualifying bogey by lining up on row two, but just couldn’t do anything about the sister car.

Nevertheless, he was looking like he would leave the track within 10 points of the title lead, until race three. He battled hard but dropped out of third place with a couple of tours remaining. He was honest about it, and has only lost a few points to the other title chasers, but this battle is so tight that it is bound to hurt.

“After the final restart in race three, I made a mistake at the chicane and it just spat me off,” explained the Hampshire man. “I came through unsighted, right on Colin’s bumper and it was just unlucky. I don’t make mistakes normally, but this one was 100% down to me. I can’t blame the car – I can’t say there was a haggis on the track or anything. It was a simple error.”

The third WSR car of Andrew Jordan was one that was caught out in the wet qualifying, and his weekend fell apart from there. He only scored six points in a weekend that included precipitating a multi-car shunt that stopped race two after the opening turn, a slip for which he was later fined £1000 and given three penalty points on his race licence.

As far as he was concerned, Team Dynamics Honda racer Gordon Shedden didn’t make any mistakes last weekend. Ironically, his home circuit has never been that kind to him. It is a rear-wheel-drive track, and Shedden has a front-wheel-drive Honda.

He knew it would be an uphill struggle, particularly with 75kg aboard because he was leading the points coming to the meeting. However, a drive to 11th on the harder rubber was followed by a battle to sixth in race two on the preferable softer tyres. It meant he was in with a shout in the reversed-grid race, for which he started fifth. Shedden rose to second with a performance that included a

robust repass on Collard towards the end.

Standing on the podium at home should have made him happy but, in truth, he was not pleased at all.

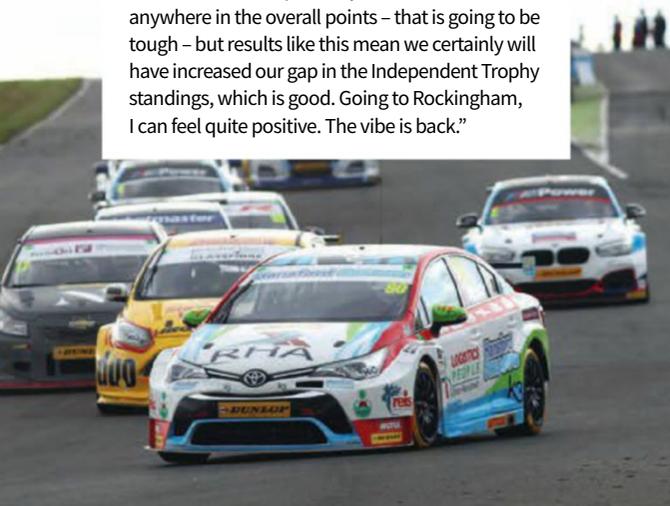
“We are not racing on genuine pace at the minute – we are miles away. I think we are a second a lap off the pace,” said the Scotsman, who is now 12 points behind Turkington. “The car is good – don’t get me wrong – but we need to look internally and try and do everything we can to get the most from it. In race two, I had zero ballast and had the softer tyre – which was the tyre to have today – and we were nowhere near [the pace].”

“When the Subaru can go and set the fastest lap of the race with 75kg in it four laps from home [Plato in race two], that just shows you what we are up against. I am not sure it is going to turn around, either. I know what performance is. What I see out of my front window in the car doesn’t lie. I think we pretty much maxed out this weekend, like we did in race three at Snetterton. That is all we can do right now.”

Shedden’s team-mate Matt Neal, who is sixth in the points, also had a tough weekend – but for different reasons. He spent too long on the wet tyres in the drying qualifying session and was consigned to starting 21st.

With only 33kg of ballast on and the softer tyre, he charged up the order to an impressive ninth in race one. Race two should have offered more points but he and the Team BMR Subaru of Josh Price tripped over each other as they battled on the way into Duffus Dip on lap 15. “I had a piece of Tarmac and he wanted it,” said the Honda man afterwards. “I had nowhere to go.”

It was his sixth non-score of the season. Neal started 22nd and finished eighth in the finale to show that his racecraft is right up there but it is too late for him to mount a title bid himself. While Plato is content to play wingman to Sutton, this is the role Neal will find himself in now as Shedden scraps for the next three meetings. ❀



RESULTS ROUND 7/10, KNOCKHILL, AUGUST 13 RACE 1 (24 LAPS – 30.511 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Jason Plato (GB)	Team BMR · Subaru Levorg	21m06.158s
2	Ash Sutton (GB)	Team BMR · Subaru Levorg	+0.216s
3	Colin Turkington (GB)	WSR · BMW 125i M Sport	+0.902s
4	Rob Collard (GB)	WSR · BMW 125i M Sport	+1.580s
5	James Cole (GB)	Team BMR · Subaru Levorg	+11.188s
6	Tom Ingram (GB)	Speedworks Motorsport · Toyota Avensis	+16.492s
7	Senna Proctor (GB)	Power Maxed Racing · Vauxhall Astra	+21.946s
8	Adam Morgan (GB)	Ciceley Motorsport · Mercedes-Benz A-Class	+28.348s
9	Matt Neal (GB)	Team Dynamics · Honda Civic Type R	+29.167s
10	Dave Newsham (GB)	BTC Norlin Racing · Chevrolet Cruze	+29.991s
11	Gordon Shedden (GB)	Team Dynamics · Honda Civic Type R	+33.318s
12	Josh Cook (GB)	Triple Eight Racing · MG6	+33.606s
13	Andrew Jordan (GB)	WSR · BMW 125i M Sport	+33.693s
14	Jack Goff (GB)	Eurotech Racing · Honda Civic Type R	+35.046s
15	Aron Taylor-Smith (IRL)	Triple Eight Racing · MG6	+35.497s
16	Tom Chilton (GB)	Power Maxed Racing · Vauxhall Astra	+35.963s
17	Ant Whorton-Eales (GB)	AmD Tuning · Audi S3 Saloon	+37.352s
18	Josh Price (GB)	Team BMR Racing Academy · Subaru Levorg	+41.054s
19	Chris Smiley (GB)	BTC Norlin Racing · Chevrolet Cruze	+45.002s
20	Stephen Jelley (GB)	Team Parker · Ford Focus	+45.206s
21	Jake Hill (GB)	Team Hard · Volkswagen CC	+45.409s
22	Matt Simpson (GB)	Team Dynamics · Honda Civic Type R	+46.865s
23	Rob Austin (GB)	Handy Motorsport · Toyota Avensis	+48.125s
24	Michael Epps (GB)	Team Hard · Volkswagen CC	+49.114s
25	Rory Butcher (GB)	Motorbase Performance · Ford Focus	+51.457s
26	Aiden Moffat (GB)	Laser Tools Racing · Mercedes-Benz A-Class	+52.138s
27	Martin Depper (GB)	Motorbase Performance · Ford Focus	+53.066s
28	Ollie Jackson (GB)	AmD Tuning · Audi S3 Saloon	+56.011s
29	Will Burns (GB)	Team Hard · Volkswagen CC	-1 lap
30	Brett Smith (GB)	Eurotech Racing · Honda Civic Type R	-1 lap
R	Mat Jackson (GB)	Motorbase Performance · Ford Focus	0 laps-water pump belt
R	Stewart Lines (GB)	Team Parker/Maximum · Ford Focus	0 laps-gearbox

Winner's average speed 86.75mph. **Fastest lap** Turkington 52.112s, 87.82mph.



Shedden pushed forward despite struggling for pace



Jordan apologised for his role in multi-car shunt in race two

QUALIFYING

1 Plato 52.579s; 2 Sutton 52.668s; 3 Turkington 52.912s; 4 Collard 53.204s; 5 Ingram 53.273s; 6 Cole 53.360s; 7 Proctor 53.371s; 8 Newsham 53.476s; 9 Shedden 53.487s; 10 Morgan 53.507s; 11 Cook 53.637s; 12 M Jackson 53.639s; 13 Whorton-Eales 53.643s; 14 Taylor-Smith 53.736s; 15 Goff 53.776s; 16 Hill 53.836s; 17 Jordan 53.843s; 18 Chilton 53.857s; 19 Price 53.859s; 20 Jelley 53.949s; 21 Neal 53.957s; 22 Simpson 54.056s; 23 Austin 54.260s; 24 Smiley 54.284s; 25 Butcher 54.494s; 26 Burns 54.498s; 27 Moffat 54.639s; 28 Epps 54.730s; 29 Smith 54.935s; 30 O Jackson 55.170s; 31 Depper 55.439s; 32 Lines 57.039s.

RACE 2 (22 LAPS – 27.969 MILES)

1 Sutton 19m25.761s; 2 Plato +0.238s; 3 Turkington +3.198s; 4 Collard +5.063s; 5 Cole +6.831s; 6 Shedden +9.401s; 7 Newsham +25.803s; 8 Ingram +25.954s; 9 Butcher +26.361s; 10 Whorton-Eales +28.889s; 11 Depper +30.959s; 12 Chilton +31.841s; 13 Simpson +36.074s; 14 Smiley +39.823s; 15 Moffat +44.428s; 16 M Jackson +44.685s; 17 Epps +45.215s; 18 Smith +47.572s; 19 O Jackson +49.314s; 20 Burns +51.406s; 21 Lines +51.944s; EX Price +24.099s; R Neal 14 laps-accident; R Taylor-Smith 9 laps-accident damage; R Goff 6 laps-damage; R Hill 4 laps-steering; R Morgan 4 laps-power-steering; R Proctor 0 laps-accident; R Cook 0 laps-accident damage; R Jordan 0 laps-accident; R Jelley 0 laps-accident; R Austin 0 laps-alternator.

Winner's average speed 86.37mph.

Fastest lap Plato 52.457s, 87.24mph.

GRID RACE 2

Decided by result of Race 1.

RACE 3 (27 LAPS – 34.325 MILES)

1 Ingram 26m33.852s; 2 Shedden +1.167s; 3 Turkington +1.556s; 4 Sutton +4.172s; 5 Cole +4.463s; 6 Plato +5.179s; 7 M Jackson +5.538s; 8 Neal +5.784s; 9 Butcher +6.333s; 10 Newsham +7.193s; 11 Collard +7.614s; 12 Depper +9.215s; 13 Jordan +9.316s; 14 Simpson +9.775s; 15 Moffat +10.407s; 16 Goff +10.730s; 17 Morgan +11.091s; 18 Chilton +12.152s; 19 Smith +12.890s; 20 Austin +13.059s; 21 Jelley +16.267s; 22 Hill +17.095s; 23 Epps +18.503s; 24 Taylor-Smith +18.727s; 25 Proctor +24.014s; 26 Smiley -1 lap; 27 Whorton-Eales -2 laps; 28 Lines -2 laps; 29 Cook -3 laps; R Burns 19 laps-accident; R O Jackson 15 laps-gearbox; R Price 8 laps-overheating.

Winner's average speed 77.52mph.

Fastest lap Ingram 52.045s, 87.93mph.

GRID RACE 3

Decided by result of Race 2, with top 10 reversed.

CHAMPIONSHIP

1 Turkington 265; 2 Sutton 261; 3 Shedden 253; 4 Collard 248; 5 Ingram 204; 6 Neal 172; 7 Jordan 158; 8 M Jackson 142; 9 Goff 130; 10 Plato 111.



Marquez (93) was held off by Dovizioso (04)

Dovizioso defeats Marquez at final corner

MOTOGP
RED BULL RING (A)
AUGUST 12-13
ROUND 11/18

AFTER THREE RACES OFF THE PODIUM, Andrea Dovizioso arrived at the Austrian Grand Prix at the Red Bull Ring – a circuit where Ducati had dominated last year – under a certain amount of pressure to revitalise a title bid that was in danger of stalling.

The Italian duly delivered the goods, scoring his third win of 2017, but not in a style anybody expected, as he narrowly overcame points leader Marc Marquez in a mesmerising duel that went down to the race's very final corner.

On Saturday, it looked like the Marquez steamroller, which had kicked into gear with victories at the Sachsenring and Brno, was destined to continue after the Honda man romped to a fourth pole of the year on a track that was not meant to suit the RC213V. The acceleration deficit that plagued Honda during MotoGP's return to Austria in 2016 had seemingly been eliminated, at least for Marquez.

Meanwhile, the Ducati riders – both now riding bikes sporting the new-look fairing the Italian marque had first introduced at Brno – seemed a shadow of their former selves around a point-and-squirt track layout apparently tailor-made to suit the Desmosedici.

But higher temperatures on race day changed

the competitive picture again, helping to keep Dovizioso firmly in contention during what turned out to be one of the most memorable scraps in recent premier class history.

At first, it was the second Ducati of Jorge Lorenzo that held the top spot after the three-time champion had surged ahead of Marquez on the opening tour, but once the Honda rider and Dovizioso demoted him on lap 12 of 28, the Italian fell out of contention in the battle for the lead. Instead, Marquez led until he ran wide on lap 18, after which he and Dovizioso began to frantically trade positions in a fight that wasn't finally resolved until the very final lap.

Marquez threw caution to the wind when he lunged down the inside of his rival at the last corner, having got a better turn through the fast downhill right-hander of Turn 9. But, wise to the Spaniard's ploy, Dovizioso left the door wide open and allowed his adversary to run wide, picked up the throttle sooner and powered to win number five of his premier class career by a margin of just 0.176 seconds.

The second works Honda of Dani Pedrosa threatened to get in on the act at one point when he passed Lorenzo for third and closed right up on Dovizioso and Marquez out front. But he soon began to experience a loss of rear grip and eventually faded to third, 2.6s down.

Lorenzo was fourth, a further 4s back, and while he failed to repeat the podium finish he scored at Jerez earlier in the year, he was



LAT IMAGES

considerably closer to the leaders than he was in Spain, prompting him to hail the weekend (with a certain amount of justification) as his best yet in Ducati colours.

But for Lorenzo's former team, Yamaha, Austria proved to be a weekend of frustration, as, not for the first time this season, factory riders Maverick Vinales and Valentino Rossi both trailed home behind the satellite Tech3 bike of Johann Zarco and ended up sixth and seventh.

Rossi ran fourth in the early laps and seemed well-placed to advance later in the race with his choice of hard rear tyre. But from lap 12 onwards the Italian began to fade dramatically, dropping behind Pedrosa and Zarco in the space of a lap before running wide and falling victim to team-mate Vinales a couple of tours later.

Both Yamaha riders blamed their subdued showing on the M1's poor treatment of the rear tyre, an affliction that didn't extend to Zarco's year-old machine – a state of affairs that will, no doubt, prompt plenty of head scratching in Lesmo and Iwata in the coming weeks. It's a situation Yamaha will need to address quickly if Vinales and Rossi are to stay in the title hunt, with the pair now sitting 24 and 33 points respectively behind Marquez.

Dovizioso's victory puts him up to second in the standings, 16 points adrift of Marquez, and, at 31 years of age, the Forlì native is undoubtedly riding as well as he has ever done – more than repaying the faith Ducati showed when it chose to retain him alongside the incoming Lorenzo last year at the expense of Andrea Iannone.

Whether this form can carry him all the way to a championship remains to be seen, but, however the remaining seven rounds of this memorable championship play out, Dovizioso can rest assured that has proven he's a match for MotoGP's very best.

JAMIE KLEIN



Dovizioso has now won three times in 2017

RESULTS ROUND 11/18, RED BULL RING, AUGUST 13 (28 LAPS – 75.126 MILES)

POS	DRIVER	TEAM	TIME
1	Andrea Dovizioso (I)	Ducati	39m43.323s
2	Marc Marquez (E)	Honda	+0.176s
3	Dani Pedrosa (E)	Honda	+2.661s
4	Jorge Lorenzo (E)	Ducati	+6.663s
5	Johann Zarco (F)	Tech3 Yamaha	+7.262s
6	Maverick Vinales (E)	Yamaha	+7.447s
7	Valentino Rossi (I)	Yamaha	+8.995s
8	Alvaro Bautista (E)	Aspar Ducati	+14.515s
9	Loris Baz (F)	Avintia Ducati	+19.620s
10	Mika Kallio (FIN)	KTM	+19.766s
11	Andrea Iannone (I)	Suzuki	+20.101s
12	Scott Redding (GB)	Pramac Ducati	+25.523s
13	Alex Espargaro (E)	Aprilia	+26.700s
14	Karel Abraham (CZ)	Aspar Ducati	+27.321s
15	Cal Crutchlow (GB)	LCR Honda	+28.096s
16	Alex Rins (E)	Suzuki	+32.912s
17	Hector Barbera (E)	Avintia Ducati	+34.112s
18	Bradley Smith (GB)	KTM	+36.423s
19	Tito Rabat (E)	Marc VDS Honda	+42.404s
20	Sam Lowes (GB)	Aprilia	+52.492s
R	Jack Miller (AUS)	Marc VDS Honda	19 laps-accident
R	Daniilo Petrucci (I)	Pramac Ducati	6 laps-engine
R	Jonas Folger (D)	Tech3 Yamaha	3 laps-brakes
R	Pol Espargaro (E)	KTM	2 laps-brakes

Winner's average speed 113.477mph.

Fastest lap Zarco 1m24.312s, 114.563mph.

QUALIFYING 2

1 Marquez 1m23.235s; **2 Dovizioso** 1m23.379s; **3 Lorenzo** 1m23.621s; **4 Vinales** 1m23.754s; **5 Petrucci** 1m23.780s; **6 Zarco** 1m23.879s; **7 Rossi** 1m23.982s; **8 Pedrosa** 1m23.985s; **9 Crutchlow** 1m24.024s; **10 Iannone** 1m24.185s; **11 Abraham** 1m24.220s; **12 Baz** 1m24.483s.

QUALIFYING 1

1 Petrucci 1m23.754s; **2 Pedrosa** 1m23.849s; **3 Folger** 1m24.015s; **4 Barbera** 1m24.036s; **5 Redding** 1m24.037s; **6 Espargaro** 1m24.101s; **7 Bautista** 1m24.202s; **8 Kallio** 1m24.261s; **9 Miller** 1m24.321s; **10 A Espargaro** 1m24.447s; **11 Rins** 1m24.448s; **12 Smith** 1m24.530s; **13 Lowes** 1m24.852s; **14 Rabat** 1m24.900s.

RIDERS' CHAMPIONSHIP

1 Marquez 174; **2 Dovizioso** 158; **3 Vinales** 150; **4 Rossi** 141; **5 Pedrosa** 139; **6 Zarco** 99; **7 Lorenzo** 79; **8 Folger** 77; **9 Crutchlow** 76; **10 Petrucci** 75; **11 Bautista** 52; **12 A Espargaro** 43; **13 Miller** 43; **14 Baz** 38; **15 Redding** 37; **16 Iannone** 33; **17 Abraham** 25; **18 Rabat** 23; **19 P Espargaro** 21; **20 Barbera** 21; **21 Rins** 12; **22 Smith** 8; **23 Pirro** 7; **24 Kallio** 6; **25 Lowes** 2; **26 Guintoli** 1; **27 Tsuda** 0.

MANUFACTURERS' CHAMPIONSHIP

1 Yamaha 211; **2 Honda** 211; **3 Ducati** 187; **4 Aprilia** 45; **5 Suzuki** 45; **6 KTM** 29.



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STCC/TONY WELAM

Dahlgren's double extends lead

SCANDINAVIAN TOURING CAR CHAMPIONSHIP
KARLSKOGA (S)
AUGUST 12-13
ROUND 5/7

ROBERT DAHLGREN CAME AWAY FROM the Karlskoga weekend with two wins and an extended championship lead.

The PWR Racing driver beat his nearest championship challenger Fredrik Ekblom to the win in race one — after World Rallycross star Johan Kristoffersson went off while leading.

In race two, Ekblom led home team-mate Fredrik Blomstedt with Dahlgren third, as mechanical issues thwarted Kristoffersson, who is not expected to feature in the series again this season due to his WRX commitments.

Dahlgren battled eventual fourth-place finisher Kristoffersson in the early stages of the finale before coming home ahead of Daniel Haglof and Ekblom to establish a 40-point standings lead.

RESULTS

Race 1 Robert Dahlgren (SEAT Leon TCR) 11 laps in 12m24.400s; 2 Fredrik Ekblom (Volkswagen Golf GTI TCR) +0.523s; 3 Mattias Andersson (Honda Civic TCR); 4 Joonas Lappalainen (Audi RS3 LMS TCR); 5 Albin Warnelov (Volkswagen); 6 Nicklas Oscarsson (Kia Cee'd TCR). **Race 2 Ekblom** 15 laps in 16m51.281s; 2 Fredrik Blomstedt (Volkswagen) +1.913s; 3 Dahlgren; 4 Daniel Haglof (SEAT); 5 Andersson; 6 Tobias Brink (Audi). **Race 3 Dahlgren** 18 laps in 20m15.829s; 2 Haglof +0.563s; 3 Ekblom; 4 Johan Kristoffersson (Volkswagen); 5 Lappalainen; 6 Blomstedt. **Points 1 Dahlgren 281**; 2 Ekblom 241; 3 Kristoffersson 217; 4 Blomstedt 151; 5 Haglof 133; 6 Brink 84.

Larson leaves it late for third win

NASCAR CUP
MICHIGAN (USA)
AUGUST 13
ROUND 23/36

KYLE LARSON WAS UNWILLING TO SETTLE for second last Sunday. After a career-high second-place finish in the Knoxville Nationals sprint car finals on Saturday night, the 25-year-old collected his third consecutive NASCAR Cup Series win at Michigan International Speedway.

Larson took Furniture Row Racing team-mates Martin Truex Jr and Erik Jones three-wide on the restart at the close of the overtime period that had been set up when Michael McDowell and Paul Menard crashed with five of the scheduled 200 laps remaining. Following that incident, NASCAR

officials then red-flagged the event for nearly six minutes due to oil on the track.

Entering Turn 2 on the eventual final lap, Larson, who had lined up ninth and made a poor getaway at the start, muscled his way past both Truex and Jones and held on during the dash to the line to secure his third win of 2017 and the fourth of his Cup career.

Asked how he made the pass for the lead at the end, Larson said: "I have no idea. I was running a few options through my head and what to do if I got a good jump. I can't believe that just happened. We were struggling all day, [things were] definitely not as good as the last time we were here."

Jones ended up third, followed by Ryan Newman, Trevor Bayne, Chris Buescher, Austin Dillon, Chase Elliott, Jamie McMurray and Kyle Busch.

JIM UTTER

RESULTS

1 Kyle Larson (Chevrolet SS) 202 laps in 2h40m38s; 2 Martin Truex Jr (Toyota Camry) +0.310s; 3 Erik Jones (Toyota); 4 Ryan Newman (Chevy); 5 Trevor Bayne (Ford Fusion); 6 Chris Buescher (Chevy); 7 Austin Dillon (Chevy); 8 Chase Elliott (Chevy); 9 Jamie McMurray (Chevy); 10 Kyle Busch (Toyota). **Playoff qualifying 1 Truex 933/4 wins**; 2 Larson 804/3; 3 Jimmie Johnson 592/3; 4 Brad Keselowski 720/2; 5 Ricky Stenhouse Jr 505/2; 6 Kyle Busch 797/1; 7 Kevin Harvick 787/1; 8 Denny Hamlin 710/1; 9 Ryan Blaney 592/1; 10 Kurt Busch 554/1; 11 Newman 536/1; 12 Kasey Kahne 438/1; 13 Dillon 436/1; 14 Elliott 685; 15 McMurray 675; 16 Matt Kenseth 654.



Larson moves up in the playoff standings

LAT IMAGES

IN BRIEF

MOTO2

Franco Morbidelli extended his points advantage atop the Moto2 standings to 26 with a seventh win of the year in a tense battle at the Red Bull Ring. The Italian staved off a challenge from Marc VDS team-mate Alex Marquez and nearest title rival Thomas Luthi, who completed the top three. KTM rider Miguel Oliveira also threatened to get involved in the podium battle before he suffered a violent crash late in the race.

MOTO3

Moto3 points leader Joan Mir sauntered to a seventh win of the season in dominant fashion in Austria. Starting 10th, the Spaniard took the lead six laps in and was unstoppable thereafter. German rider Philipp Ottl grabbed second ahead of Jorge Martin, who returned from a two-race injury layoff to claim third. Britain's John McPhee failed to finish after being wiped out by Bo Bendsneyder in a Turn 1 crash.

NASCAR XFINITY

Sam Hornish Jr earned his fifth career NASCAR Xfinity Series win in just his third start in the championship in 2017. Hornish led 61 of the 75 laps and avoided the multiple wrecks that marred the race at the Mid-Ohio Sports Car Course. Rookie Daniel Hemric was second, Matt Tiffet ended up third, while James Davison finished fourth and Andy Lally completed the top five.

NASCAR TRUCKS

Darrell Wallace Jr made his first Truck Series start in three years at the Michigan International Speedway last weekend and scored his first victory since he won the 2014 Homestead event. Wallace, who led 11 laps during the 100-lap race, resisted late attacks from Austin Cindric and Christopher Bell to score his sixth career-win in the category. Bell ended up second ahead of Kyle Busch and Ryan Truex, with Cindric coming home fifth.

US FORMULA 4

Brendon Leitch, Skylar Robinson and championship leader Kyle Kirkwood shared the wins at Mid-Ohio, with New Zealander Leitch scoring his first win in the category. In race one, Leitch recovered from a pitlane start to win the rain-affected event after long-time leader Austin Kaszuba went off as the weather intensified, while Jordan Sherratt and Raphael Forcier completed the podium. In race two — wet throughout — Robinson and Kirkwood fought for first, with the former coming out on top as Leitch finished third. The finale featured another tight scrap as Kirkwood held off Leitch, who recorded three podiums from the weekend, to score a lights-to-flag victory, his seventh of the 2017 campaign. Justin Sirgany was third ahead of Robinson.

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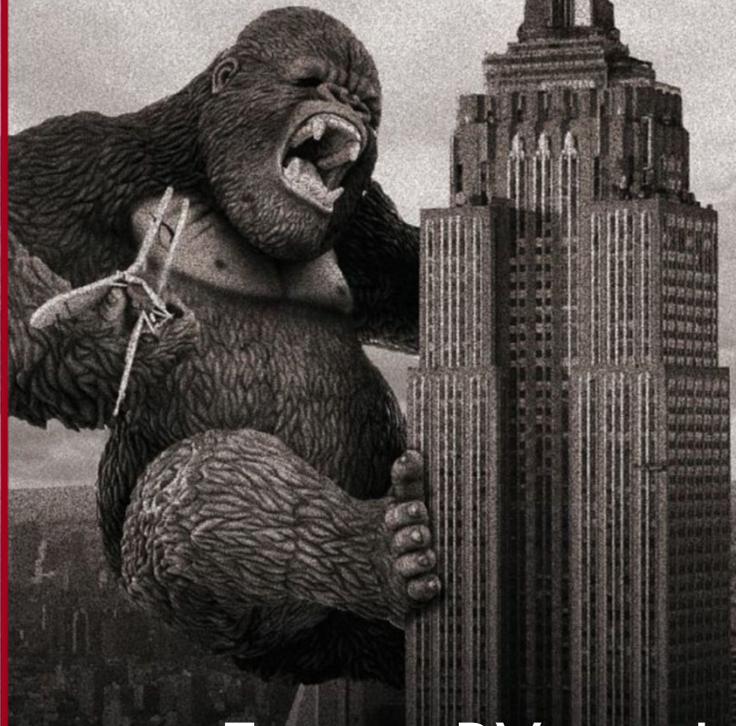
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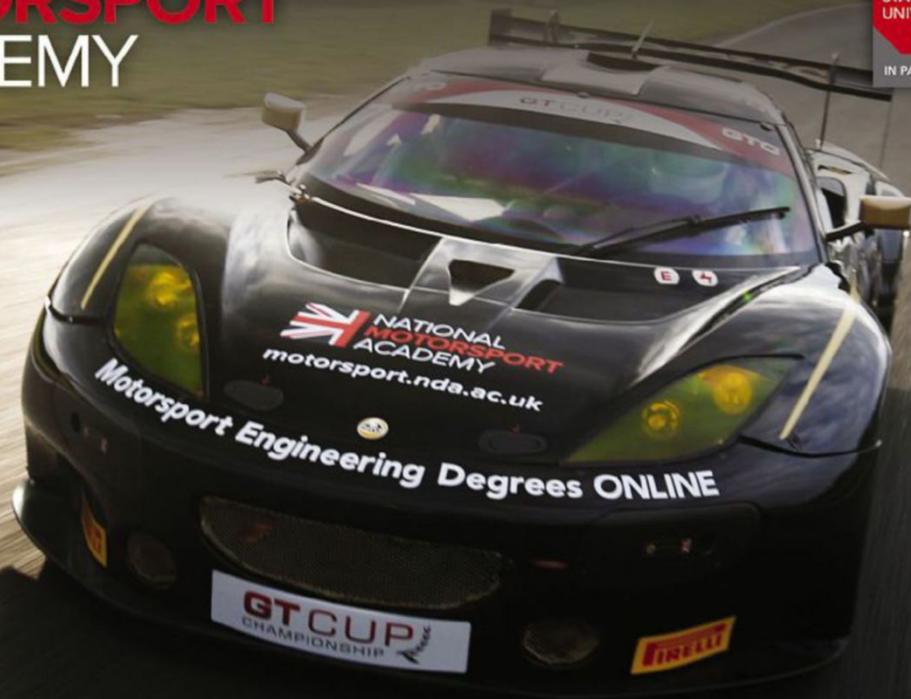
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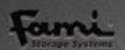
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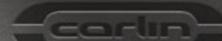


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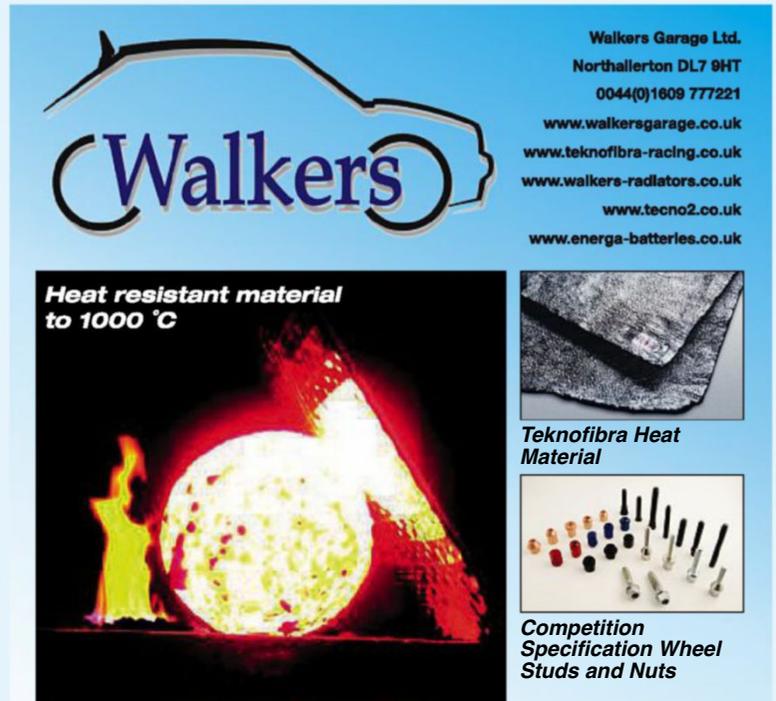
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GINETTA

JHR suspended by Ginetta

LEADING GINETTA TEAM JHR DEVELOPMENTS has been suspended from competing in Ginetta categories for the remainder of the season while its conduct is investigated by the British manufacturer.

Three of the team's Ginetta Junior drivers – including points leader Seb Priaux – were excluded from the Thruxton meeting for engine irregularities. JHR successfully appealed the decision at the MSA National Court, but Ginetta feels the court's findings were not "sufficiently comprehensive with regards to the conduct of the team in question".

A championship bulletin read: "Safeguarding the good sportsmanship that underpins our championships is our top priority. Ginetta is suspending JHR Developments' participation in our championships, pending a further investigation into the conduct of JHR and their employees. The investigation will consider whether their actions met our regulatory standards of fairness and were in accord with the principles of good sportsmanship.

"We believe that allowing JHR to continue participating in our championships for the remainder of the season, during the investigation, would unfairly reflect onto their drivers and unreasonably bring into

question the veracity of their results."

The team ran eight cars in two Ginetta series last weekend and, with all of those drivers now needing new teams, many changes are likely over the coming weeks.

JHR's drivers aren't being investigated and may remain in the categories with other teams. They include the top two in the Junior points, Priaux and Tom Gamble, and George Gamble in the GT4 Supercup.

Autosport understands that Priaux is close to a move to another Ginetta Junior team. He was unavailable for comment as Autosport went to press.

One popular location for frontrunning juniors will likely be HHC. Team boss Charlie Kemp refused to be drawn on any names linked with the team. "It [the news of JHR's suspension] was a surprise to us all and we are in conversations with a number of JHR drivers," said Kemp.

Ginetta Junior scholarship winner Adam Smalley – who is subsidised by Ginetta, is also with JHR in the Junior series. But Ginetta confirmed to Autosport that Smalley will have a seat by the next round at Rockingham on August 26-27.

JHR boss Steve Hunter was unavailable for comment when Autosport attempted to contact him.

AFTER THE INVESTIGATION into JHR's engines at Thruxton was over and the team free of any ramifications from the MSA, it sounded like it could move on.

How wrong we were, and how big the consequences are for the drivers run by JHR in Ginetta championships.

Unfortunately, Autosport has only had the chance to scratch the surface as we go to press, and many driver moves are likely to happen in the coming days.

What we can be certain of is that this is a massive blow to JHR, a team responsible for running some of the UK's brightest stars, both past and present.

The overriding hope is that the drivers who've worked hard to put themselves in championship positions are able to find seats at other teams and that JHR's staff are safe in their jobs, including the staff at the F4 team, which may also be hit by this news.

In the meantime, we watch with bated breath. This must be the biggest team story to hit the TOCA supports paddock for a long time.

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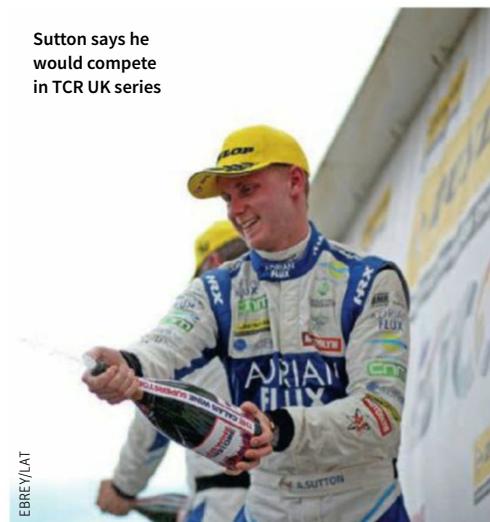
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National TCR series have grown quickly

Sutton says he would compete in TCR UK series



EBREY/LAT

TCR UK

Motorbase eyes expansion into TCR

REIGNING BRITISH TOURING CAR Championship Independent Teams' title holder Motorbase Performance is among the outfits considering an expansion into the new-for-2018 TCR UK championship.

The team, which runs three Ford Focus machines in the BTCC, has recently scaled back its GT operations and boss David Bartrum said he was evaluating the saloon series.

"I am in the saloon car racing business, so I have to be interested in it," explained Bartrum. "We are at a point in our business where there is a vacant spot in Motorbase for a project."

"I watched the German [TCR] series recently, it was a very busy grid, with lots of exciting racing. With TCR, there is a business model

there, just like a GT car. You can use a TCR car anywhere else in the world. If you want to do Asia, or race in Germany, Spain, Portugal, you can. Cost-wise, from what I have seen, it makes strong commercial sense."

Bartrum said that any expansion into TCR UK would take place alongside his existing British Touring Car Championship commitments.

"We have got the manpower – we have the trucks, the facilities, the workshop and the paintshop – to put a second saloon car series into Motorbase quite nicely, actually."

Fellow team bosses and drivers have also supported the arrival of the TCR concept. Ash Sutton, who is third in the BTCC with Team BMR, said he would consider racing in the series.

"It seems to be working around the globe, doesn't it?" said Sutton. "I think the only thing is that British Touring Cars has a worldwide reputation for its quality. It would be a struggle to try and take its spot."

"But it has got potential from what it has done in other countries. The UK is a tougher nut to crack. If someone offered me a drive, I wouldn't let it take over what I do in the BTCC. If it was a sideline then maybe."

- Tony Gilham of BTCC outfit Team Hard has confirmed his team will be in TCR next year: "One hundred per cent, we will be involved with TCR next year," said Gilham. "We will have a minimum of three cars."

PORSCHE CARRERA CUP GB

Cammish furious with Eastwood after on-track collision

DAN CAMMISH BELIEVES REDLINE Racing team-mate Charlie Eastwood should have been disqualified from the second Porsche Carrera Cup GB race at Knockhill after the pair collided in the closing stages.

From pole, Eastwood had been leading but slipped into the clutches of Cammish and Dino Zamparelli late on. After Cammish pulled alongside exiting Clark's on the penultimate lap,

Eastwood moved to defend his position and forced Cammish onto the grass.

From there, Cammish was unable to avoid hitting the barriers, and his car was too badly damaged to continue. He was forthright in his response.

"What he did was just stupid," Cammish fumed. "He was defending for his life at the end and he made a mistake at Clark's. Then he drove straight into me and pushed me off

the road. He deserves to be disqualified and everyone who saw it would agree."

Cammish admitted to "losing faith in the system" despite Eastwood receiving a 10-place grid penalty for the next round of the championship at Silverstone in September.

Eastwood saw things differently, saying: "I was in the lead and on exiting the corner I moved over to defend my position like any driver would. As the

onboard footage showed, I actually turned away from him to give him room before the point that any contact was made. As far as I'm concerned the stewards have made their decision and I am now focusing on Silverstone."

The incident is a blow to Cammish's hopes of taking an historic third title. He is third in the points, 31 behind Eastwood with just 80 available at Silverstone and Brands Hatch.

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Mitchell will drive the United Autosports Ligier

STYLES

LMP3 CUP CHAMPIONSHIP

Mitchell wins LMP3 prize drive

BRITISH GT4 RACE WINNER SANDY Mitchell will contest the final round of the LMP3 Cup at Donington in September after he was announced as the winner of the LMP3 Young Driver Initiative last weekend.

The 17-year old beat nine other candidates in a public vote on social media to earn a seat in the third United Autosports Ligier JS P3.

He will be joined by fellow Scot, multiple Olympic gold medallist Sir Chris Hoy, who won the LMP3 title in the European Le Mans

Series in 2015 in a Ginetta. Hoy tested the car at Snetterton last week.

“I am so pleased to win the Sports Insure Young Driver initiative, it is an incredible prize,” said Mitchell. “To have this opportunity to drive the United Autosports LMP3 car alongside Sir Chris Hoy is truly special. I would like to thank every single person that voted for me, the support has been amazing. I can’t wait to race at Donington – I’ll be giving it 100 per cent.”

IN BRIEF



EBREY/LAT

MAHADIK BACK TO DOUBLE R IN BRITISH F3

Returning BRDC British Formula 3 driver Krishnaraaj Mahadik will remain with the Double R squad for the next round at Snetterton later this month. The 19-year old took his maiden F3 win on his comeback to the series last time out at Brands Hatch, triumphing in race two after on-the-road winner Toby Sowery was excluded for a gearbox irregularity.

MURRAY RELEASED FROM HOSPITAL

Classic Sports Car Club racer Ross Murray was taken to hospital following a first-lap collision during the Open Series race at Castle Combe last weekend. He spent the night at Royal United Hospital in Bath after his Caterham C400 was hit by Jasver Sapra’s BMW M3 E92. Murray was released from RUH the next morning following a CT scan. The race was abandoned after the accident.

ENGINE FAILURE HALTS HISTORIC DEBUT

Cumbrian school teacher Jono Baines failed to make his planned Historic FF2000 debut at Croft recently after a major engine failure in qualifying. Baines has already sourced a replacement block for his Royale RP30 and now plans to have his first slicks-and-wings race at Snetterton in late September.

MSV TAKEOVER OF DONINGTON APPROVED

MotorSport Vision’s putative takeover of Donington Park has been approved by the Competition and Markets Authority, enabling the deal to be finalised. The agreement to purchase the circuit between Jonathan Palmer’s MSV and Kevin Wheatcroft was announced in January. The company’s portfolio already includes Brands Hatch and Oulton Park, among others, hence the referral to the Competition Authority.

F1 DEMO RUNS CELEBRATE DFV ENGINE

The 50th anniversary of the Cosworth DFV engine was marked at Shelsley Walsh by demonstration runs of the ex-Keegan/Cheever Hesketh 308E owned by Graham Williams. The engine has a rich history in the British Hillclimb Championship – Alistair Douglas-Osborn took the first DFV-powered title in 1977.



LAWRENCE

GINETTA JUNIOR

Jewiss breaks duck, targets title

GINETTA JUNIOR RACER Kiern Jewiss is confident of launching a title challenge after finally taking his maiden win in the series at Knockhill last weekend.

The 15-year-old Douglas Motorsport driver has taken nine second places during his rookie year, and finally broke

his winning duck with a last-lap pass on team-mate Daniel Harper to win race two in Scotland.

After taking second in the opener, he is now up to third in the standings – just 17 points behind championship leader Seb Priaulx.

“I’ve been waiting a long

time to finally get a win,” he said. “We scored good points this weekend for the championship and I can’t wait for Rockingham now to try and close the gap.”

Jewiss is aiming to become the first driver since Nigel Moore in 2007 to take the title in their rookie season.



Jewiss (87) finally won at Knockhill

EBREY/LAT

CATERHAM

Caterhams light up Oulton Park

LEE WIGGINS PRODUCED A BRILLIANT recovery drive to take a pair of second places at Oulton Park in the Caterham Seven 420R championship.

After failing to obtain a slipstream from other cars in qualifying he could only manage 10th, but drove back to second with a strong fightback. Championship leader Danny Winstanley won both races.

Pete Walters won the first Roadsport race by an un-Caterham-like 23 seconds. Tom

John took the second encounter.

Supersport leader Mike Evans extended his championship lead with a win and a second place, while Lee Bristow made the most of being back on slicks after being forced to use wets, despite it being dry, on his 310R at the last round. He also took a win and a second.

For the first time this season, Russ Olivant and Daniel Quintero failed to secure any podium finishes in the 270R championship. Andrew Perry took two wins.



HISTORIC F1 Britain's Martin Stretton had mixed fortunes at the 45th AvD Oldtimer GP on the Nurburgring, after taking one FIA Masters Historic F1 victory and losing another due to failing a ride height check in his Tyrrell 012. Micheal Lyons was awarded the weekend's first win after Stretton's exclusion, despite his Williams FW07B finishing with a cracked gearbox casing. It was a straightforward victory for Stretton in the second race after starting from pole, finishing ahead of Belgian Loic Deman (Tyrrell 010). **Photograph by Eric Sawyer.**

BRITISHGT

McLAREN TEST FOR JONES AND MALVERN

BRITISH GT4 RACERS NICK Jones and Scott Malvern had their first test in a Tolman Motorsport McLaren 570S at Donington with an view to changing their current car in the future.

The McLaren, raced by Joe Osborne and David Pattison in the British GT Championship, was put through its paces by Jones and Malvern last week.

"We have been trying to get the Porsche Cayman to work for two years now, and I have been close to giving up racing altogether due to the problems we have had," said Jones. But I tried a McLaren day at Hockenheim and decided to have a try on a real test."

"Donington was a circuit I knew and I loved it. It was good to drive and closest I have ever been to Scott's time in the same car. I think it's easier for an amateur to drive than the Cayman, so after two years of problems, it's time for a change."

● FOLLOWING SIX YEARS of racing in the F3 Cup, Louis Hamilton-Smith is switching to sportscars, having bought the ex-Manhal Allos Radical SR8, which was used in Radical European Masters. "The test at Donington was my first time in the car, but I wanted to change as the F3 Cup was getting too expensive for me," said Hamilton-Smith.

CASTLE COMBE FORMULA FORD

Protest as title rivals collide

CASTLE COMBE FORMULA FORD 1600 Championship leader Josh Fisher is subject to an engine investigation after his title rival, Michael Moyers, lodged a protest following an on-track collision between the pair.

Prior to last weekend's meeting at the Wiltshire circuit Fisher – who had taken three wins from four races compared to a single victory for Moyers – was leading the standings by two points ahead of the race.

Their battle came to a head when the pair clashed going into Avon Rise, with the Spectrum of Moyers hitting the barrier and bringing out the red flags.

Moyers said: "The protest has nothing to do with the

accident today, I am protesting the fact that we believe his engine is illegal effectively because it just seems that he can just drive past everyone, and it doesn't add up to me.

"We need to do it now, otherwise if we move forward we are not going to stand a chance in this championship.

"If it comes back and the engine is legal, then fair play to his engine builder, he has done a good job."

Fisher, who claimed the restarted race win from sixth, said: "The race was fine, really good. The car was good, the engine was good and I was driving good.

"When you put those three things together you are fast and some people don't like that."

LYDDEN HILL

Richards dashes home after car woes

FORMER LYDDEN SALOON Car champion Bill Richards suffered a fraught return to his home circuit on Saturday.

Richards put his new, NASA-inspired, wind-cheating Minivan – with a two-litre Duratec motor – on the front row for the Allcomers race but discovered that a hydraulic pipe buried deep within the gearbox had burst.

After borrowing a trailer, he drove back to his workshop in Ashford to collect his more reliable, but considerably less potent, Mini Clubman.

He returned to the circuit in time to take his place on the back of the grid, fighting back to finish third in both races.

● LYDDEN HILL CIRCUIT continues to make

improvements to the track and its surroundings.

The latest part of the plan is to embark upon a stage-by-stage programme to resurface the track. The first section, on and around the Devil's Elbow, was completed just in time for Saturday's race meeting – the first time circuit racing has taken place at the venue for two years.



Bill Richards with his Minivan



Hillclimbing is turning full circle

By Marcus Pye, the voice of club racing

[@autosport](#)

WATCHING SUNDAY'S SECOND BRITISH HILLCLIMB Championship run-off – the climax of a two-day, four-round extravaganza to celebrate its 70th anniversary – at Shelsley Walsh's Bottom 'S' with national champions Chris Cramer, David Grace and Martin Groves, as well as 19-time champion constructor David Gould, updated me with the sport I fell in love with during the 1960s.

Comparing champions is as invidious as assessing Tazio Nuvolari, Juan Manuel Fangio or Stirling Moss against Ayrton Senna, Michael Schumacher or Lewis Hamilton. Each new order's skill-set is honed to maximise the performance of the era's machinery.

Those techniques do not always translate. Today's bespoke uphill racers bear little resemblance to the lightly customised circuit designs of my youth. The current set marks a sea change from even a decade ago. Smaller, lighter, with greater downforce and more electronic gizmos, some showcase drag bike engine technology to beat the long-dominant V8s and V6s.

In the paddock, the spectrum of class-contending machinery commanded attention, too.

Eric Morrey's pristine turbocharged Hillman Imp and Keith Bristow's F2 Ralt RT1 caught my eye, as did David Boshier-Jones's triple RAC title-winning Cooper-JAP, the sizzling Pilbeam-Hart MP50 turbocar and unique Gould 84, indelibly my favourite of the champions' set.

The display demonstrated that hillclimbing is turning full circle. Bike engines, initially 500cc JAPs then 1100cc V-twins in featherweight Coopers, reigned for a decade to 1961, when David Good completed the era started by Birmingham's Ken Wharton. He also used a pre-war ERA, the R4D in which

marque founder Raymond Mays had won the first two national titles in '47 and '48. Spectators in June '47 watched Mays climb Worcestershire's most famous 1000 yards in 41.50s to win the second of the championship's five rounds.

Density of trees, track surface and safety barriers notwithstanding, the stunning view down from Bottom 'S' is essentially as it was in 1905 when Ernest Instone's Daimler, replete with passengers, chugged to the first BT.D. Wallace Menzies' twin Saturday wins – 112 years to the day later – saw the Scot's 3.3-litre Gould-Cosworth GR59M clock well over 150mph through the finish.

The quickest cars cover the first 64 feet in under 1.9 seconds from stationary then, still accelerating, burst into view like missiles, apparently untroubled by the kinks.

If Sean Gould firing the latest 1585cc Suzuki Hayabusa-powered GR59 through Kennel and Crossing flat was ballsy, Moran's 144mph approach speeds to Bottom 'S' defied belief.

Scott Moran is the smoothest operator. The six-time champ's precision and immaculate lines, reminiscent of Martyn Griffiths' and the late Roy Lane's, netted a 156th round win in Sunday's first points chase in the staggering 3.5 Gould-NME GR61X.

Will Hall's curiously angular Force XT, its 2.2-litre 700bhp turbocharged AER-based XTEC engine popping and banging behind him, was quickest to us by 0.08s from points leader Trevor Willis (3.2 OMS-Powertec), and finished with the weekend's final and quickest ascent.

It was an emotional victory for Hall, for his father (Morgan hillclimb ace) Mike's ashes are scattered at the summit. 🌿



SHELSLEY WALSH OUTING FOR TITLE-WINNING F2 RALT

The F2 Ralt-BMW RT1 in which versatile Frenchman Christian Debias won the first of his three national hillclimb titles in 1977 turned heads at Shelsley Walsh. Owned by Keith Bristow, who ran it in the 1972-85 class, RT1-53 was last raced in Historic F2 events by Christian Million. Rescued from a period in hibernation, it was restored for Bristow by Matthew Watts's Retro Track & Air team in Dursley.



DE LA ROCHE WINS ABOARD LOLA-FORD Mk2 AT MALLORY

Young Cheshire hotshoe Peter de la Roche won the 16th running of the FJHRA's John Taylor Memorial Trophy Formula Junior race within Saturday's entertaining VSCC programme at Mallory Park. The 500cc F3 ace, who usually pilots a US-built rear-engined BMC Mk2 in FJ events, started Pat Barford's immaculate Lola-Ford Mk2 from pole position and won ahead of fellow 500cc graduates Ian Phillips and Mike Fowler.

BRITISH F4 AUGUST 12-13

Caroline maintains status quo

THERE MAY HAVE BEEN FOUR Formula 4 races at Knockhill, but at the end of them the standings remained the same as after Snetterton, as Jamie Caroline and Oscar Piastrì enjoyed differing fortunes across the weekend.

Since the postponed Oulton Park finale had been added to the Scottish schedule, both drivers knew this meeting could have a big impact on the title battle and it was Piastrì who struck first.

He converted pole into a win in the opening race and also headed an Arden podium lockout in a tame finale.

But on Saturday, Caroline also showed the kind of form that propelled him to his early championship lead – and it was necessary, too, since the Carlin driver has endured some tough weekends since his all-conquering Thruxton effort in May.

He stormed up from fifth on the grid to second in the opener, with an excellent dive down the inside of Alex Quinn at the hairpin to net the position. He then set about catching Piastrì and looked likely to pass him until he ran wide at the hairpin and lost vital time.

Caroline then delivered a masterclass in race two as he blitzed the opposition to win comfortably from pole. Piastrì, meanwhile, could only manage sixth after a grassy moment mid-race.

But Caroline's Sunday was less rewarding. He was unable to make



Caroline, here defending fifth from Lundqvist in race four, has now scored 10 wins this season

progress from sixth on the partially reversed grid in race three after sustaining damage running wide a couple of times early on, and it didn't get much better in the finale as a poor getaway meant he spent the rest of the race defending fifth from Linus Lundqvist.

Despite that, Piastrì was only able to take one point out of Caroline's advantage, which now stands at 45.5.

When the title rivals became mired in traffic in race three, it presented a chance for others to shine and it was Fortec's Oliver York who stepped forwards.

He passed polesitting team-mate Hampus Ericsson early on through the Arnold Clark chicane and built a commanding lead, only for it to evaporate with a safety car caused by Piastrì – who went on to finish a lowly eighth – punting Lundqvist out at the hairpin. But York was able to make a break on the restart and swept to his maiden win ahead of Logan Sargeant.

"It's great to finally win," he beamed. "I knew Hampus is very good at defending so I needed to pass him early and it's difficult to overtake here."

A driver who certainly wasn't happy was Lundqvist, who has now effectively dropped out of the title race after a disastrous weekend that started with him being caught out by a red flag in qualifying, thereby failing to set a quick time, and ended with him taking just 12 points from a possible 100.

STEPHEN LICKORISH

RESULTS

RACE 1 (21 LAPS) 1 Oscar Piastrì; 2 Jamie Caroline +0.321s; 3 Ayrtton Simmons; 4 Alex Quinn; 5 Logan Sargeant; 6 Oliver York. **Class winner** Hampus Ericsson. **Fastest lap** Caroline 49.970s (91.59mph). **Pole** Piastrì. **Starters** 19. **RACE 2 (22 LAPS) 1 Caroline;** 2 Sargeant +1.893s; 3 Karl Massaad; 4 York; 5 Simmons; 6 Piastrì. **CW** York. **FL** Caroline 49.905s (91.71mph). **P** Caroline. **S** 13. **RACE 3 (22 LAPS) 1 York;** 2 Sargeant +0.800s; 3 Ericsson; 4 Quinn; 5 Simmons; 6 Caroline. **CW** Ericsson. **FL** Sargeant 49.957s (91.61mph). **P** Ericsson. **S** 19. **RACE 4 (21 LAPS) 1 Piastrì;** 2 Quinn +1.334s; 3 Simmons; 4 Sargeant; 5 Caroline; 6 Linus Lundqvist. **CW** Harry Webb. **FL** Piastrì 50.014s (91.51mph). **P** Piastrì. **S** 19. **POINTS 1 Caroline 334;** 2 Piastrì 288.5; 3 Sargeant 234; 4 Quinn 216; 5 Lundqvist 204.5; 6 York 169.5.

GINETTA GT5 CHALLENGE AUGUST 12-13

Brown chips into Stoney's lead

TWO PODIUMS WERE ENOUGH for Lewis Brown to keep the Ginetta GT5 Challenge title fight alive heading into next month's finale at Donington, as Geri Nicosia claimed both wins.

For a moment during a chaotic second race, things looked decidedly bleak for Brown, having followed leader Ryan Hadfield – who spun – into the gravel trap at McIntyre's approaching half-distance.

But a superb recovery to third, aided by a five-second penalty for points leader Shane Stoney, leaves Brown just 17 points adrift.

"I'm massively relieved to come away with two trophies and to claw some points back on Shane," said

Brown. "I knew I had to rejoin the track as soon as possible and keep my cool."

A daring, late-braking move on Brown into the Hairpin was the key to Nicosia's opening win. On his first Challenge outing since Thruxton, he pulled clear amid torrential rain to take the flag, while Stoney grabbed second from Brown with five laps remaining.

Stoney inherited the lead after Hadfield's race-ending error at McIntyre's but could not contain the rapid Nicosia for long; the pair brilliantly ran side-by-side from Clark's through to the Hairpin.

Race one polesitter Simon Traves followed Nicosia home in second, ahead of the charging Brown.

STEPHEN BRUNSDON



Nicosia, chased by Brown, won both races on his series return

RESULTS

RACE 1 (20 LAPS) 1 Geri Nicosia; 2 Shane Stoney +1.218s; 3 Lewis Brown; 4 Ryan Hadfield; 5 Simon Traves; 6 Katie Milner. **FL** Stoney 57.741s (78.99mph). **P** Traves. **S** 22. **RACE 2 (21 LAPS) 1 Nicosia;** 2 Traves +3.187s; 3 Brown; 4 Nick Zapolski; 5 Oliver Wilkinson; 6 Stoney. **FL** Nicosia 57.519s (79.29mph). **P** Nicosia. **S** 22. **POINTS 1 Stoney 417;** 2 Brown 400; 3 Wilkinson 313; 4 Traves 279; 5 Zapolski 279; 6 Max Bird 270.

Eastwood wins amid controversy

PORSCHE SCHOLAR CHARLIE Eastwood maintained his 13-point Porsche Carrera Cup Championship lead in controversial fashion with a win and a third at Knockhill.

The 22-year old collided with Redline Racing team-mate Dan Cammish while disputing the lead at the end of a frantic race two, sending the reigning champion backwards into the barriers and retirement.

Eastwood was a distant third behind nearest championship rival Dino Zamparelli and race winner Cammish in the opening encounter before leading from start to finish in race two to leave Scotland with the same points margin over Zamparelli as he had coming into the weekend.

“It’s been a good weekend points-wise,” said Eastwood. “But we need to keep our nose clean and

pick up as many points as possible in the last two rounds.”

Although Eastwood was handed a 10-place grid drop at Silverstone for his actions, Cammish’s post-race frustrations were clear.

“[Charlie] had a poor exit from the corner and then basically didn’t bother turning left, and he drove me straight off the road,” he said.

Until that moment, the weekend had been going swimmingly for Cammish. Despite missing the official mid-week test, he converted pole position into a comfortable race one victory after a robust defensive move on Eastwood into Duffus Dip on the first lap.

This allowed Zamparelli to jump Eastwood at Leslie’s but neither could mount a serious challenge to Cammish, who survived a brief scare while lapping Matt Telling at the Hairpin.



Eastwood has a healthy margin over Cammish after controversial moment

The start of race two was marred by an incident that sent Ross Wylie spearing into John McCullagh, which brought out the Safety Car.

Once racing resumed, Eastwood led until the closing stages when both Cammish and Zamparelli reeled him in. After several attempts, Cammish finally got his nose alongside at Hislop’s with less than a minute left to run, but Eastwood moved wide, leaving Cammish to slide off at speed for his first non-finish of the season.

STEPHEN BRUNSDON



Cammish (1) and Eastwood clashed

RESULTS

RACE 1 (32 LAPS) 1 Dan Cammish;

2 Dino Zamparelli +2.366s; 3 Charlie Eastwood; 4 Lewis Plato; 5 Tom Oliphant; 6 Tio Ellinas.

FL Plato 50.401s (90.81mph). P Cammish. S 20.

RACE 2 (31 LAPS) 1 Eastwood; 2 Zamparelli

+1.290s; 3 Oliphant; 4 Ellinas; 5 Plato; 6 Tom Wrigley. FL Eastwood 50.225s (91.12mph).

P Eastwood. S 20. POINTS 1 Eastwood 183;

2 Zamparelli 170; 3 Cammish 152; 4 Oliphant 141; 5 Plato 113; 6 Euan McKay 112.

King storms to victory as Jewiss finally breaks his duck

SEB PRIAULX, TOM GAMBLE AND Daniel Harper have been almost unstoppable in Ginetta Junior this year, taking the majority of wins. But at Knockhill it was time for some different faces to top the podium.

Harry King was one of a trio of race-winning rookies last year (with Priaulx and Harper), but the Elite Motorsport driver had struggled in 2017 until a brilliant drive to win the opener.

King didn’t get off to a very good start as he ran wide at the Albert Clark chicane to run fifth. But he quickly recovered to third and a storming sixth tour gave him the victory. First he passed Gamble into Duffus Dip before using the grass on the run out of Clark’s to displace Harper into the hairpin.

That move shuffled Harper down the pack, while Kiern Jewiss eventually stole second from Gamble at the chicane. Points leader Priaulx had a disappointing day as a track limits penalty dropped him from third to seventh.

Race two was just as thrilling. Poleman Jewiss looked set for his maiden win until Harper went around the outside of his Douglas Motorsport team-mate at the chicane to steal the lead brilliantly with two laps to go.

But Jewiss wasn’t finished, and on the last tour he boldly dived ahead of Harper at Clark’s to finally take his first win, after a season filled with second places.

“I’ve always been good at late lunges down the inside,” he smiled.

STEPHEN LICKORISH



King rallied from a poor start for his first win of 2017

RESULTS

RACE 1 (16 LAPS) 1 Harry King; 2 Kiern Jewiss

+2.975s; 3 Daniel Harper; 4 Tom Gamble; 5 Adam Smalley; 6 Tom Wood. FL King 1m01.621s (74.27mph).

P Harper. S 18. RACE 2 (18 LAPS) 1 Jewiss; 2 Harper

+0.242s; 3 Gamble; 4 Jordan Collard; 5 Wood; 6 Seb Priaulx.

FL Harper 1m01.897s (73.94mph). P Jewiss.

S 18. POINTS 1 Priaulx 411; 2 Gamble 408; 3 Jewiss 394; 4 Harper 382; 5 Wood 358; 6 King 287.



CASTLE COMBE
CSCC AUGUST 12-13

Fisher escapes Moyers clash to win

THE CASTLE COMBE FORMULA FORD Championship fight took a dramatic turn in favour of Josh Fisher after he clashed with title rival Michael Moyers.

However, Fisher now has an engine investigation hanging over his title aspirations, following a protest from Moyers. After clashing at Avon Rise on lap two, the pair tangled at the same point only three tours later, with Moyers' Spectrum exiting the race across the grass at Quarry and Fisher's Van Diemen delayed.

After a brief red flag period, with a barrier requiring attention, Fisher was sixth at the restart but within two and a half laps had carved his way past reigning double champion Roger Orgee's Ray and into a lead he wouldn't relinquish.

Both Swinging Sixties races were Jekyll and Hyde affairs. Group 1 was dominated by the Mini Cooper of Combe specialists Julian and Matthew Howell – their first race in two years. Clive Tonge/Vaughn Winter and Sam Polley were embroiled in a Mini dice for second, ahead of Tim Cairns in his Austin-Healey Frogeye Sprite, Ian Everett (BMW 1502) and Max Whitehouse (Healey Frogeye) in an intense battle for fourth. But after the mandatory pitstops, Tonge and Cairns had pulled out their own respective margins, meaning the drama fizzled out.

Likewise, Group 2 honours could have gone to any one of Ben Gough/Iain Daniels (Marcos 3 litre), Peter Thompson (TVR Griffith) or the fast-starting Paul and James Keevill (Lotus Elan S3). Again, the contest dissipated after the round of stops as Mike Dowd belted himself into the Elan 26R he was sharing with Jeremy Cooke and then won courtesy of consistently lapping three seconds faster than anyone else.

In Modern Classics, Stuart Daburn made a better start than Combe regular Charles Hyde-Andrews-Bird, and was

able to steal the lead in his TVR Tuscan. Bird made swift work of retaking the lead at Camp in his Nissan 200SX, but his early efforts would be in vain after an oil pressure issue forced him to retire.

Daburn was handicapped during the mandatory pitstops by a 30s penalty incurred after his victory at Silverstone, but reclaimed the lead from Karl Weaver on the Dean Straight with three laps to go. Weaver held second in the BMW M3 he shared with David Marcussen, having headed the contest after the pitstops.

A sluggish getaway for reigning champion Tom Butterfield from second concertinaed the Jaguar Saloon and GT pack, allowing polesitter James Ramm to claim victory in race one. Ramm then repeated the feat in race two while championship leader Colin Philpott endured another eventful outing. Starting 16th after clashing with Butterfield at Quarry in race one, he made a perfect start and climbed as high as second before snapping the gear lever clean off while battling with Butterfield. Stuck in neutral, Philpott coasted into retirement, where he was joined soon after by Butterfield with engine trouble.

Bouncing back from a post-race penalty

Fisher (81) escapes the contact as Moyers spins out of the FF1600 encounter

that denied him at Croft, Bill Hardy took his first outright Tin Tops triumph from 17th on the grid. After Hardy's Vauxhall Corsa tapped the Renault Clio of Tom Mensley into a spin, Hardy was left clear at the front. Colin and Steven Simpson's Peugeot 206 finished third, only 6s behind Hardy, despite being another victim of a time penalty for previous success.

With long-time championship leader Tony Hutchings once again failing to complete a racing lap as his Audi TT had a turbo failure, Chris Southcott claimed victory in the GT contest in his MG Midget after overcoming polesitter Tony Bennett's Caterham.

The Castle Combe Saloons contest was marred by an accident for Nigel Marsh's Mini, after contact with 2003 champion Tony Dolley sent him into a spectacular roll at Avon Rise. Gary Prebble then dominated after a red flag restart in his SEAT Leon.

John Spiers overcame his own 30s time penalty, mandated after his victory at Thruxton, claiming Classic K success in his TVR Griffith by more than 45s.

Bill Lancashire was the victor in the Future Classics race, despite receiving a 5s track limit handicap. The Magnificent Sevens event was won by Gary Bate.

New Millennium victory was comfortable for Dominic Malone (BMW M3 E36) as early race leader Peter Challis served a 30s winner's penalty for his Snetterton Porsche 997 Cup success.

A nasty collision between Ross Murray (Caterham C400) and Jasver Sapra's BMW M3 E92 meant the Open Series was red flagged on lap one. Combe's curfew meant the race was abandoned while Murray was hospitalised.

LEE BONHAM AND MATT KEW



Ramm won both Jaguar Saloon and GT races

Savage's day of dominance

RYAN SAVAGE'S LOTUS 2-ELEVEN might have won both combined Lotus Cup and Elise Trophy races at Donington Park fairly easily, but in the Elise class – which Savage's 2-Eleven wasn't part of – it was a battle to the flag twice over.

Championship leader William Stacey headed Craig Denman initially, but their swap at the chicane early on was the first of many before Denman finally sealed it, with Jason McNulty a distant third.

Savage had to wait until the third lap to wrest the race two lead from David McNulty's Exige, but from there it was plain sailing and he won by nine seconds.

Stacey led the Elise class again before being hauled in by Jason McNulty, but Denman began to close on them both and split their duel, before taking the lead. As McNulty began to lose touch, Stacey rallied and finished just 0.120s behind.

SR1 Cup leader Jerome de Sadeleer had a fight on his hands to keep his title campaign on track with the new Radical SR1s occupying the front of the grid. Poleman James Pinkerton led from the start, but de Sadeleer managed to get ahead of Rob Courtneidge into Redgate for second on the opening lap.

The gap stayed relatively stable, until David Thompson spun out of fourth at the



Old Hairpin and brought out the safety car. At the restart, de Sadeleer squeezed inside Pinkerton at Redgate. It remained close to the end, but de Sadeleer's defence held, while Andrew Ritchie took third behind Pinkerton after Courtneidge lost drive.

Pinkerton led from the start of the second race, as de Sadeleer edged out Courtneidge for second into the chicane on the first lap. Another safety car intervention gave him a chance to challenge Pinkerton too, but de Sadeleer wasn't able to capitalise and Pinkerton pulled away to victory.

The Swiss instead fell back into the clutches of Courtneidge, and he was through past de Sadeleer at the chicane at the halfway point. Then, into Redgate, they swapped again, with de Sadeleer's defence being strong enough to secure second.

There was a double win for Phil Jenkins

Savage (l) swept to a brace of Lotus Cup victories

Pinkerton edged de Sadeleer for SR1 Cup win in new car

in the Toyo Tires 7 Race Series. Jonathan Mitchell led race one until the safety car stemmed his flow and left Jenkins to take victory. Steve Day escaped from the chasers to secure second, and Gary Weatherill led home a four-car train for third as Mitchell slumped to fifth.

Jenkins had to work hard initially for his second win, but went clear after reclaiming the advantage from Day on lap 12 of 23. Chris Lay and Mitchell disputed third over the closing laps, which only consolidated the lead pair's advantage; Lay finally got the verdict by just 0.08s.

Despite a poor start, James Janicki's Nissan Skyline had closed right onto the heels of Nippon Challenge/Tricolore Trophy winner Lee Gillard's Subaru Impreza at the end of race one, but Gillard held on. A late slip cost Rob Horsfield's Toyota MR2 Speedster dearly, handing third to Rich Hockley's Honda Civic.

Gillard was never headed in race two, with Hockley chasing in vain. After the Renault Clios of Tony Hunter and Nick Gwinnett had a brief duel for third, Horsfield claimed the place.

James Clink's Clio held onto the MSVT Trackday Trophy spoils from Andy Tate's rapidly closing similar car as the red flag brought a premature end. Early leaders Steve Hewson/Matt Nossiter completed the top three in their BMW E36.

PETER SCHERER



RESULTS

LOTUS CUP & ELISE TROPHY

(22 LAPS) 1 Ryan Savage (2-Eleven);

2 Simon Atkinson (Exige V6 Cup R) +15.182s; 3 David McNulty (Exige V6 Cup R); 4 Bob Drummond (Exige V6 Cup R); 5 Craig Denman (Elise 111R); 6 William Stacey (Elise S2 K-Series).

Class winner Denman. **Fastest lap** Savage 1m14.648s (95.44mph). **Pole** Savage. **Starters** 25. **RACE 2 (23 LAPS)**

1 Savage; 2 D McNulty +9.16s; 3 Drummond; 4 Denman; 5 Stacey; 6 Jason McNulty (Elise S3 Cup R). **CW** Denman. **FL** Savage 1m14.858s

(95.17mph). **P** Drummond. **S** 25.

RADICAL SR1 CUP (14 LAPS)

1 Jerome de Sadeleer; 2 James Pinkerton +0.121s; 3 Andrew Ritchie; 4 Nigel Paine; 5 David Tagg; 6 Peter Devlin. **FL** Pinkerton 1m13.588s (96.81mph). **P** Pinkerton. **S** 9.

RACE 2 (16 LAPS) 1 Pinkerton;

2 J de Sadeleer +6.507s; 3 Rob Courtneidge; 4 David Thompson; 5 Ritchie; 6 Stanislas de Sadeleer. **FL** Pinkerton 1m13.031s (97.55mph). **P** Pinkerton. **S** 9.

TOYO TIRES 7 (19 LAPS) 1 Phil Jenkins (R300); 2 Steve Day (R300) +3.054s; 3 Gary Weatherill (R300);

4 Chris Lay (R300); 5 Jonathan Mitchell (R300); 6 Gary Bate (R300). **CW** Lucy Redding (Supersport).

FL Jenkins 1m16.240s (93.45mph).

P Mitchell. **S** 28. **RACE 2 (23 LAPS)**

1 Jenkins; 2 Day +2.157s; 3 Lay; 4 Mitchell; 5 Carl Nairn (R300); 6 Carl Woodwiss (R300). **CW** Mark Johnson (Supersport). **FL** Jenkins 1m16.269s (93.41mph). **P** Jenkins. **S** 28.

NIPPON CHALLENGE & TRICOLORE TROPHY (11 LAPS) 1 Lee Gillard

(Subaru Impreza); 2 James Janicki (Nissan Skyline) +0.499s; 3 Rich Hockley (Honda Civic); 4 Tony Hunter (Renault Clio); 5 Don Hughes

(Peugeot 306 XSi); 6 Nick Gwinnett (Clio). **CW** Hockley; Hunter; Ty Luffarelli (Peugeot 106 GTI); Robert Williams (Honda Integra); Richard Williams (Clio); Andrew Mitchell (Peugeot 205 GTI); Andy Roberts (Civic); Andy Ibberson (Clio); David Hemingway (Toyota MR2). **FL** Janicki 1m17.706s (91.68mph). **P** Gillard. **S** 40. **RACE 2 (9 LAPS) 1 Gillard;** 2 Hockley +6.091s; 3 Rob Horsfield (MR2 S'ter); 4 Nerijus Zabotka (Impreza); 5 Gwinnett; 6 Luffarelli. **CW** Hockley; Gwinnett; Luffarelli; Robert Williams; Richard Williams; Mitchell; Ibberson; Roberts; Hemingway. **FL** Gillard

1m17.789s (91.58mph). **P** Gillard. **S** 37.

MSVT TRACKDAY TROPHY

(24 LAPS) 1 James Clink (Renault Clio 182); 2 Neil House/Andy Tate (Renault Clio 172) +1.527s; 3 Steve Hewson/Matt Nossiter (BMW E36); 4 Keith Issatt (Mini Cooper S); 5 Richard Clarke/Mark Steward (Honda Civic Type R); 6 James Gunn-Carter/David Mennie (BMW Compact). **CW** Hewson/Nossiter; Ronan Quinn (Ford Fiesta ST); Ron Linn/Stewart Linn (Ginetta G40); Tom Murphy (Ford Puma). **FL** Issatt 1m22.112s (86.76mph). **P** Hewson/Nossiter. **S** 36.

SNETTERTON
MSVR AUGUST 12-13

Sebastiani takes control of F3 title race

JACOPO SEBASTIANI MIGHT NOT have been familiar with the old adage about waiting around all day for a bus then two come at once, but having taken a first Formula 3 Cup win of the season in race one, he certainly knew how it felt after completing a hat-trick last Sunday.

The Italian's title tilt has been founded on consistency thus far, but that all changed in Norfolk as he extended his points advantage to 54, before dropped scores are applied.

After a fast-starting Robbie Watts slipped to fifth with a spin on lap two, Sebastiani was relatively untroubled as he guided his Dallara F311 to victory from his first pole of the season and set the fastest lap to boot.

He then repeated the feat on Sunday morning, despite misjudging a safety car restart and allowing championship rival Shane Kelly to draw level into Riches. Kelly had to settle for second, while defending champion George Line took his first podium of the season.

"Now we're just waiting for the third bus to come!" joked Sebastiani.

Sure enough, he once again led from lights to flag ahead of Wade Eastwood. The South African's run of five consecutive wins was ended by a gearbox failure in qualifying that forced him to miss race one, but he recovered well thereafter, taking sixth from the back of the grid in race two, then passing Stuart Wiltshire for second at Nelson late in the finale.

Alasdair McCaig and Colin Noble were confirmed as the inaugural LMP3 Cup champions with a round to spare after a four-way battle for victory in race two, in which only five cars started. The Nielsen Racing-Ecurie Ecosse pair took their sixth win of the year in an uneventful opener after main rivals Matt Bell and



Sebastiani turned on the style with three comfortable wins

Tony Wells were forced out by a suspected engine oil pump failure on lap one, which meant they only had to finish ahead of the United Autosports car in the second encounter to seal the title.

McCaig tracked Wells for third and used the lapped car of Mike Newbould to make the pivotal move on lap seven. Bell frantically sought to get back on terms with Noble after the stops, but his efforts were undermined by splitter damage sustained at the first corner, which caused the status quo to remain until the flag.

Despite serving a one-second stop/go penalty for a fractionally short pitstop during the handover from polesitter Christian England, Andrew Evans clung on to secure his first win ahead of Jack Butel and series debutant Devon Modell, who had also taken the runner-up spot in race one.

The GT Cup produced three different winners from as many races, but it was Graham Davidson who came away happiest with a win and two second places in his Jetstream McLaren. The Scot admitted he was still not operating at 100% after sustaining concussion in a testing accident at Donington last month, and could only qualify fourth for race one after skipping Friday testing, but was close enough to Gareth Downing

to take full advantage when the Mosler slowed with gear-selection problems.

Race two ought to have been simpler with Downing out of the picture, but Davidson spun coming on to the Bentley Straight. This allowed Matt Manderson through to win, albeit only after contact with fellow Aston Martin runner Nigel Hudson at Agostini, which earned him two points on his licence.

Davidson knew a victory in the pitstop race would be an uphill task with 30 seconds of success penalties, but still came within a second of denying Hudson and Adam Wilcox their third win of the season. Davidson sits 44 points clear atop the standings from Dominic Paul, who took a hat-trick of GTA class wins.

"A few more times in the car and I'll be fine again, it's just taken a bit of time to retrain my head to the aero," he said.

Scottish FF1600 championship leader Ross Martin was denied a dominant double in the SuperSeries by a black and orange flag for a 'phantom' oil leak in race two. After showing Formula 1 TV commentator Ben Edwards the way in the opener, Martin was already five seconds to the good when he was ordered to pit three laps in. When nothing was found amiss, he was sent on his way again, but could only salvage fourth.

That left Edwards to battle Adam Quatermaine up front. Quatermaine took the lead at Brundle before spinning at Riches, handing Edwards victory in the oldest car in the field.

"It was a lot of fun," said Edwards. "It's such a shame what happened to Ross because he was way in front."

Saturday-only entry Andrew Krimpton dominated Allcomers races one and two in his Radical SR4. Keith Mizen's MCR Sports 2000 and Ian McDonald (SR1) shared the spoils in his absence.

JAMES NEWBOLD



Evans/England were new winners in LMP3 Cup

➔ P75 RESULTS

Twelvvetrees won
Dick Baddiley
Trophy by 51s

COX



MALLORY PARK
VSCC AUGUST 12

Wolseley storms Dick Baddiley

ROGER TWELVETREES AND HIS rakish Wolseley 16/20 surprised handicappers to win the VSCC's annual Edwardian race for pre-1918 hardware.

Gifted a lap over Jack Bond in Alasdair Lockhart's Vauxhall A/D Type and two over Richard Scaldwell (de Dietrich) and Ben Collings (Mercedes 60HP), Twelvvetrees won by 51.31s, Saturday's greatest margin.

Andrew Howe-Davies, perched high on his 9.5-litre SCAT Targa Florio racer, hammered through from fourth to second on the last lap, overhauling Rob Hubbard in 'Hicky' Hickling's Sunbeam 16/20 and Tom Walker's Hispano-Suiza. Circulating four seconds per lap quicker than anyone else, Scaldwell placed ninth, while Collings was 12th.

The Bob Gerard Memorial Trophy Pre-'61 feature was very close-fought, as Duncan Ricketts held on to beat Steve Russell's 1953 Cooper-Bristol by 0.73s in David Baldock's gallant pre-war Alta. Amid high attrition, Julian Wilton finished third in another Cooper-Bristol.

Tighter still was past VSCC president Tim Kneller's Mallory Mug victory over Sue Darbyshire's Morgan, although the cheeky 'trike' twice briefly dived past the Riley. John Guyatt growled his Talbot-Lago from 13th to fourth, behind Robert Moore's Frazer Nash Supersports.

The 500cc F3 race was also decided by less than a second. Xavier Kingsland (Staride) chased Stuart Wright until the leader's engine 'leaned-out' and holed its piston, whereupon Mike Fowler and Darrell Woods hounded Kingsland down, Woods finishing in his slipstream. Classic motorcycle ace Gordon Russell (Mackson) netted fourth ahead of Andy Turner, more overjoyed to have made his Cooper Mk6 reliable than to have beaten father John to JAP honours.

With Edwina's and the post-hairpin

chicanes installed, Bill and Maggie Tuer battled past Chas Reynolds (with Sue Darbyshire riding shotgun) and Hamish Bibby/Mia Weston to win an entertaining Morgan three-wheeler round by 1.38s. Nigel and Sarah Challis recovered to third from a first lap spin, ahead of Austin Smith/Julia Perry's modern version.

Tom Walker snaked his Hispano-Suiza Amilcar special from row two to a narrow Vintage Racing Cars victory from the Frazer Nash Supersports of Charles Gillett and Patrick Blakeney-Edwards, astonishingly making his Mallory debut. The Cognac Special of Tony Lees was a distant fourth. Later, Gillett's protégé Eddie Williams triumphed, repelling PB-E brilliantly.

Julian Grimwade (Frazer Nash-Alvis) pipped Rod Seber's supercharged Wolseley Hornet in another Pre-War scratch race, but having lost four seconds at Gerards in traffic came up just short of Richard Iliffe (Riley Elf) in a handicap. Tony Seber saddled the Wolseley to third.

Christian Pedersen and his blown Austin 7 single-seater 'Miss Green' had a victory to show for a busy four-race afternoon, after Michael James (Riley) was penalised for passing the Dane under yellows while Alan Harpley's Avon Alvis Special was parked abutting the Stebbe Straight. Mike Painter (MG Kayne) was awarded second and shaded son Harry's similarly bodied MG PA by 0.12s for another second in the final handicap, won by George Parkinson's Chummy-based A7 Tourer.

Peter de la Roche thrashed a small front-engined Formula Junior posse to win the John Taylor Trophy in Pat Barford's pristine Lola Mk2. Mike Fowler (Gemini) was suppressed to third by Ian Phillips (BMC) in a clean sweep for Historic 500cc F3 graduates.

MARCUS PYE

RESULTS

DICK BADDILEY & EDWARDIAN RACING TROPHIES HANDICAP

(8 LAPS) 1 Roger Twelvvetrees (Wolseley 16/20); 2 Andrew Howe-Davies (SCAT Racer) +51.31s; 3 Rob Hubbard (Sunbeam 16/20); 4 Tom Walker (Hispano-Suiza Alfonso 2-seater); 5 Jack Bond (Vauxhall A/D Type); 6 Hugh Mackintosh (Hudson Super Six). **Fastest lap** Richard Scaldwell (De Dietrich 130HP Course) 1m09.03s (70.32mph). **Pole** Twelvvetrees. **Starters** 16.

BOB GERARD MEMORIAL, ROBERT ASHLEY, BROOKLANDS & GODDARD TROPHIES FOR PRE-'61 RACING CARS (16 LAPS) 1 Duncan Ricketts

(Alta 2-litre); 2 Steve Russell (Cooper-Bristol Mk2) +0.73s; 3 Julian Wilton (Cooper-Bristol); 4 Stephen Shoosmith (Bugatti T51); 5 Christian Pedersen (Austin 7 Spl); 6 Rupert Mann (Riley Spl). **FL** Ricketts 55.77s (87.04mph). **P** Russell. **S** 13.

MALLORY MUG FOR STANDARD & MODIFIED PRE-WAR SPORTS CARS (9 LAPS) 1 Tim Kneller (Riley TT Sprite)

; 2 Sue Darbyshire (Morgan Super Aero) +0.56s; 3 Robert Moore (Frazer Nash Supersports); 4 John Guyatt (Talbot Lago T150C); 5 Simon Edwards (Morgan Aero Supersport); 6 Ross Keeling (Delahaye 135Ms). **FL** Darbyshire 1m03.67s (76.24mph). **P** Kneller. **S** 30.

500cc F3 (15 LAPS) 1 Xavier

Kingsland (Staride-Norton Mk3); 2 Darrell Woods (Cooper-Norton Mk12) +0.83s; 3 Mike Fowler (Cooper-Norton Mk5); 4 Gordon Russell (Mackson-Norton); 5 Andrew Turner (Cooper-JAP Mk6); 6 John Turner (Cooper-JAP Mk9). **Class winner** Woods. **FL** Woods 1m00.54s (80.32mph). **P** Kingsland. **S** 13.

MORGAN THREE-WHEELERS (10 LAPS) 1 Bill & Maggie Tuer (1932 JAP 8/80)

; 2 Hamish Bibby/Mia Weston (1933 8/80) +1.38s; 3 Nigel & Sarah Challis (1935 Super Sports JAP); 4 Austin Smith/Julia Perry (2013 S&S); 5 Tom Cowley/Maggie Bridge (1930 Super Aero Matchless); 6 Iain Stewart/Gracia Cardoso-Stewart (1929 Super Aero JAP). **CW** Smith/Perry; Nicholas Clegg/Annette Gray (1934 F2 Ford E93A). **FL** Tuer/Tuer 1m07.29s (73.14mph). **P** Tuer/Tuer. **S** 13.

VINTAGE RACING CARS (16 LAPS) 1 Tom Walker (Amilcar-Hispano Spl)

; 2 Charles Gillett (Frazer Nash Supersports) +1.70s; 3 Patrick

Blakeney-Edwards (Frazer Nash Supersports); 4 Tony Lees (AC/GN Cognac Spl); 5 Chris Hudson (Bugatti T35B); 6 Iain Stewart (Morgan Super Aero). **FL** Walker 58.36s (83.18mph). **P** Gillett. **S** 11.

PRE-WAR SCRATCH 1 (13 LAPS) 1 Eddie Williams (FN Supersports)

; 2 Patrick Blakeney-Edwards (FN Supersports) +1.46s; 3 Michael James (Riley 12/4 TT Sprite Rep); 4 Richard Iliffe (Riley Elf); 5 Tim Kneller (Riley TT Sprite); 6 James Whitmore (Riley 12/4 Spl). **FL** Blakeney-Edwards 1m00.03s (80.96mph). **P** Blakeney-Edwards. **S** 16.

PRE-WAR SCRATCH 2 (12 LAPS) 1 Julian Grimwade (Frazer Nash Norris Spl)

; 2 Rodney Seber (Wolseley Hornet Spl) +2.81s; 3 Harry Painter (MG PA 2-seater); 4 Mike Painter (MG Kayne); 5 Robert Middleton (Aston Martin Lewis Model 'Red Dragon'); 6 David Lewis (Alvis Firebird Speed 25). **FL** Grimwade 59.82s (81.15mph). **P** Grimwade. **S** 11.

PRE-WAR HANDICAP 1 (6 LAPS) 1 Richard Iliffe (Riley Elf)

; 2 Julian Grimwade (Frazer Nash Norris Spl) +3.31s; 3 Tony Seber (Wolseley Hornet Spl); 4 Michael James (Riley 12/4 TT Sprite Rep); 5 Dougal Cawley (GN/Ford Piglet); 6 Malcolm Hills (Austin 7 Single-Seater). **FL** Grimwade 57.87s (83.88mph). **P** Graham Paddick (McDowell Ford Track Racer). **S** 19.

PRE-WAR SCRATCH 3 (12 LAPS) 1 Christian Pedersen (Austin 7 Monoposto)

; 2 Mike Painter (MG Kayne) +5.44s; 3 Michael James (Riley 12/4 TT Sprite Rep); 4 Nick Hayward-Cook (Riley 9 Monoposto); 5 Angus Frost (Austin/MG LA Spl); 6 John Skeavington (Austin 7 Ulster Rep). **FL** Pedersen 1m00.48s (81.38mph). **P** James. **S** 18.

PRE-WAR HANDICAP 2 (6 LAPS) 1 George Parkinson (Austin AD Tourer)

; 2 Mike Painter (MG Kayne) +30.49s; 3 Harry Painter (MG PA 2-Seater); 4 David Asplin (Austin 7 Ulster Rep); 5 Matt Shepherd (Austin 7); 6 Simon Mackson (MG PB 'Cream Cracker'). **FL** Rodney Seber (Wolseley Hornet Spl) 1m01.55s (78.87mph). **P** Robert Moore (Austin 7). **S** 22.

JOHN TAYLOR MEMORIAL FORMULA JUNIOR (16 LAPS) 1 Peter de la Roche (Lola Mk2)

; 2 Ian Phillips (BMC Mk1) +18.82s; 3 Mike Fowler (Gemini Mk2); 4 Robin Lackford (Elva 100); 5 Mark Haynes (Nota FJ); 6 Hans Ciers (U2 Mk3). **FL** de la Roche 54.94s (88.36mph). **P** de la Roche. **S** 9.



Duncan Ricketts
Alta (r) won Bob
Gerard Memorial



HAWKINS

BRANDS HATCH
MSVR AUGUST 12-13

Culver (r) jumps Cook at the start of Ferrari Classic

Culver doubles up at Festival Italia

GARY CULVER WON BOTH FERRARI Formula Classic races at the second Brands Hatch Festival Italia, twice beating fastest qualifier and double 2016 winner Richard Cook.

The Festival again drew a big crowd for half a dozen races and a host of demonstration runs, plus off-circuit attractions that included Italian food and wine, and live music.

Culver's 328 led throughout race one, helped by some inattentive backmarkers hampering his rivals. Tim Mogridge (355) was one of the worst delayed and Nigel Jenkins retired after an adventure at Druids, promoting Cook's 355 to second.

Cook took the lead from Culver soon after half-distance in race two, but handed the place back with a brief visit to the gravel. Behind these two, Peter Fisk was starting to lose touch with third-placed man Mogridge, who obligingly made a mistake at Clearways to promote the former's heavy 550 Maranello.

Tony Jones in his Ferrari 430 was fastest qualifier among the Allcomers, but Ian Stapleton in his Alfetta overtook with a neat move at Druids in race one. Jones's response was affected by backmarker traffic, and a trip through the Clark Curve gravel removed chunks of diffuser and left him well behind. Late entry Rod Birley (Ford Escort) was a long way back in third but easily headed the home team class in what was billed as an Italy-versus-England competition.

Stapleton won again in race two as Jones spun away second at the start, but recovered to third after hunting down Nicky Paul-Barron's 430. Birley was a lonely second.

Runaway Alfa Romeo winner Vincent Dubois lapped the contest among the top four Twin Spark cars including championship leader Andrew Bourke. Invitation class brothers Chris and Simon McFie (Fiat Puntos) caught and passed Paul Plant, struggling for grip in the closing stages, for second and third overall, but Chris was excluded for his driving standards after an incident at Clark Curve.

Plant was an easy second in race two, but Dubois was well in charge and the Twin Sparks were again lapped, James

Browning taking class honours in both outings.

MSVR also ran a poorly supported separate five-race programme on behalf of the Aston Martin Owners Club on Saturday. Gavan Kershaw (Lotus Evora) trounced limited opposition in the feature GT Challenge, a lap clear of the closely matched Robin Marriott and Tom Black in their GT4 Astons.

Edward Leigh's BMW dominated the AMOC Intermarque Challenge in a solo drive without co-driver Tom Houlbrook, who was resting after crashing another BMW in qualifying for a later race. Peter Mangion (Porsche 968) took second after the David Norton/James Guess 968 was forced into survival mode when running low on fuel.

The Coopers of Anthony Ditheridge and Robi Bernberg sandwiched Steve Watton's Turner in the 1950s sportscar race until the Turner stopped with a loose plug lead. Ditheridge finished well ahead, but Bernberg had Stephen Bond's Lister Bristol and the MGA of Mark Ellis in very close company by the end.

Son and father Stuart and Clive Morley steered their Bentleys to first and third in the Pre-war handicap, with Peter Dubsy's Aston Martin in-between.

Stephen Bond's Lotus Elan overcame engine bothers in qualifying to win the Innes Ireland Cup, which had five starters and four finishers.

Dubois ruled the roost in Alfas and lapped the field



HAWKINS

BRIAN PHILLIPS

RESULTS

FERRARI FORMULA CLASSIC (22 LAPS) 1 Gary Culver (328 GTB); 2 Richard Cook (355 Challenge) +1.082s; 3 Tim Mogridge (355 Challenge); 4 Peter Fisk (550 Maranello); 5 Chris Butler (328 GTB); 6 Nick Cartwright (328 GTB). **Class winners** Cook; Butler; Christopher Compton-Goddard (308); William Moorwood (308 GT4). **Fastest lap** Cook 54.678s (79.53mph). **Pole** Cook. **Starters** 20.

RACE 2 (22 LAPS) 1 Culver; 2 Cook +1.836s; 3 Fisk; 4 Mogridge; 5 Butler; 6 Peter Everingham (328 GTB). **CW** Cook; Butler; Cameron-Goddard; Moorwood. **FL** Cook 54.724s (79.46mph). **P** Cook. **S** 19.

ALLCOMERS (18 LAPS) 1 Ian Stapleton (Alfa Romeo Alfetta GTV); 2 Tony Jones (Ferrari 430) +8.689s; 3 Rod Birley (Ford Escort WRC); 4 Nicky Paul-Barron (Ferrari 430); 5 John Cowen (Ferrari 430); 6 Matthew Wilton (Ferrari 360). **CW** Birley. **FL** Jones 50.088s (86.81mph). **P** Jones. **S** 20.

RACE 2 (18 LAPS) 1 Stapleton; 2 Birley +15.277s; 3 Jones; 4 Paul-Barron; 5 Cowen; 6 Wilton. **CW** Birley. **FL** Jones 50.966s (85.32mph). **P** Stapleton. **S** 16.

ALFA ROMEO CHAMPIONSHIP (22 LAPS)

1 Vincent Dubois (156); 2 Simon McFie (Punto) +36.855s; 3 Paul Plant (156); 4 James Browning (147); 5 Simon Cresswell (156); 6 Andrew Bourke (GTV). **CW** McFie; Plant; Browning. **FL** Dubois 54.780s (79.38mph). **P** Dubois. **S** 18.

RACE 2 (22 LAPS) 1 Dubois; 2 Plant +12.165s; 3 McFie; 4 Browning; 5 Bourke; 6 Cresswell. **CW** Plant; McFie; Browning. **FL** Dubois 54.672s (79.53mph). **P** Dubois. **S** 16.

ASTON MARTIN GT CHALLENGE (55 LAPS)

1 Gavan Kershaw (Lotus Evora GT4); 2 Robin Marriott (Aston Martin GT4) -1 lap; 3 Tom Black (Aston Martin GT4); 4 Peter Montague/Zack Mercer (Aston Martin GT4); 5 Chris and Ross Everill (Ginetta G50); 6 Rob Young/Matt Le Breton (Ferrari 458 Challenge). **CW** Marriott; Everill/Everill; Young/Le Breton. **FL** Kershaw 49.289s (88.22mph). **P** Kershaw. **S** 8.

AMOC INTERMARQUE CHAMPIONSHIP

(44 LAPS) 1 Edward Leigh (BMW M3); 2 Peter Mangion (Porsche 968) +40.515s; 3 David Norton/James Guess (Porsche 968 CS); 4 Vance Kearney/Lee Moulden (Ferrari 355 Challenge); 5 Matthew Dietz/James Hilliard (Porsche 968 CS); 6 Gavin Dunn/Tim Mogridge (BMW E36). **CW** Mangion; Kearney/Moulden; Steven Routledge (Ferrari 355). **FL** Leigh 53.447s (81.36mph). **P** Leigh. **S** 14.

1950s SPORTSCARS/JAGUAR XK CHALLENGE

(31 LAPS) 1 Anthony Ditheridge (Cooper Monaco); 2 Robi Bernberg (Cooper T39) +32.829s; 3 Stephen Bond (Lister Bristol); 4 Mark Ellis (MGA) 5 Andrew Wenman (Jaguar XK120); 6 Rob Newall (Jaguar XK120). **CW** Bond; Wenman; Paul Kennelly (Jaguar XK150S); Steve Watton (Turner). **FL** Ditheridge 58.075s (74.87mph). **P** Ditheridge. **S** 10.

PRE-WAR TEAM CHALLENGE (17 LAPS) 1 Stuart

Morley (Bentley 4.5 litre); 2 Peter Dubsky (Aston Martin 15/98) +3.560s; 3 Clive Morley (Bentley 3 litre); 4 Chris Lunn (Talbot 105); 5 Guy Northam (Bentley 4.5 litre); 6 Keith Piper (Aston Martin International). **FL** Dubsky 1m 05.220s (66.67mph). **P** Piper. **S** 7.

INNES IRELAND CUP (45 LAPS) 1 Stephen Bond

(Lotus Elan); 2 Allan Ross-Jones (Triumph TR4) +9.256s; 3 Mike Thorne/Sarah Bennett-Baggs (Austin-Healey 3000); 4 Oliver Harris/Richard Knight (Austin-Healey 100/4); no other finishers. **CW** Ross-Jones; Thorne/Bennett-Baggs. **FL** Bond 57.797s (75.23mph). **P** Thorne-Bennett-Baggs. **S** 5.



Primett on top on Lydden return

DOUBLE WINNER STEPHEN PRIMETT and his Group One Touring Car rivals proved the highlight of a cracking meeting, which delivered exactly what was needed to Lydden fans starved of proper motor racing for more than two years.

The defending champion and his plain white Ford Escort Mk1 faced strong opposition from plenty of Pre-'83 rivals who formed up on the freshly resurfaced grid. Primett was pipped to pole by Mark Cholerton and it was the latter's Escort Mk2 that made the best start, chased by Primett, Jason Christie, Steve Cripps and Pete Winstone in an all-Escort lead group.

Cholerton's advantage began to evaporate as Primett hunted him down and soon they were nose to tail. With only three minutes to go, Cholerton made an unsuccessful attempt to dive under a backmarker at the Devil's Elbow. Primett swept around the outside of them both and seized a lead he never lost. Christie edged Cripps and Winstone to the final podium position.

That result determined the grid positions for the second race and, from there, Primett led all the way. Cholerton could only settle for second place, but Cripps put in a sustained effort to pass Christie and Winstone to finish third.

David Hall and his well-sorted Lotus Cortina dominated the two Pre-'66 races. In the first, Michael Sheraton finished a solid second, chased by Neil Bray. The

one-armed wonder's throw-it-in-sideways style worked well with the ex-Phil Manser Mini and when Sheraton's Ford Anglia stopped soon after the start of race two, Bray was able to finish a strong second. Andy Messham twice chased him home.

Simon Ward's Vauxhall Astra GTE proved too quick for his rivals in the amalgamated Pre-'93, '03 and '05 Saloons. The first was blighted by some over-aggressive driving from both Luke Allen and AJ Owen, who started from pole.

Owen's Honda Civic Type R seemed down on power as Ward seized the lead, then Allen began to threaten his second place. Owen's resolute defence incited Allen to nudge his Civic into the tail of Owen's similar car and when Allen eventually squeezed past, Owen retaliated by pushing his rival through Paddock Bend until he slewed sideways. Owen was subsequently excluded from the meeting.

Ben Griffiths was runner-up each time, ahead of Ross Craig and Neil Bray.

Both BOSS/Classic VW/VTEC races were won by Neil Argrave – a remarkable achievement as he had never before raced any kind of car, or kart. He claimed pole position with his ex-Steve Dance Escort Mk2, but made a slow getaway because the car was geared for rolling starts.

Nevertheless, he put his head down, reeled in initial leader Nigel Craig and then seized the lead, despite a huge moment through the gravel trap at Paddock. In each race, Argrave was chased all the way by Craig and Chris Brown.

Tom Carey and his spaceframe, BDG-powered Honda CRX claimed pole position for the Allcomers race with a big margin, so it was no surprise when he romped home to win each time from Andy Banham and Bill Richards.

KERRY DUNLOP



➔ P75 RESULTS



CHESTER

MONDELLO PARK

CCC AUGUST 13

Starting fourth was no impediment for Blackburn

V day for Blackburn in FVee

COLM BLACKBURN DOMINATED the Formula Vee race with a 3.5-second winning margin at Mondello Park over title rival and polesitter Dan Polley, despite only qualifying fourth.

Blackburn made a storming getaway, jumping up to second at the first corner and taking the lead from Polley by the end of the second lap. Shortly afterwards, Polley dropped to fifth spot, leaving Blackburn to cruise home to an unchallenged victory. Undeterred, Polley began a great recovery drive, picking off Gavin Buckley and Jack Byrne before meeting sterner resistance from second-placed Anthony Cross, who withstood the pressure for four laps. When Polley finally found a way through, he was too far behind to catch the runaway leader Blackburn.

Shane McFadden won the first of the Fiesta ST races, well clear of Dave Maguire and veteran Michael Cullen, with early second-place man Darragh McMullen slipping to fourth. There was a surprise victor in race two, when Tom Fahy started from pole on the reversed grid, and led all the way despite the efforts of John Denning and Cullen. McFadden started sixth but could only gain two positions by the finish.

Owen Purcell scored a double in the Fiesta Zetec races, leading from lights to flag each time. However, he wasn't allowed to relax for a moment, as 17-year-old William Kellett started race one from pole and, although he lost out at the green light, harried Purcell all the way. Second time out, Kellett was again slow off his mark and spent the opening laps in fourth, behind Philip Lawless and Mark O'Donoghue, before gradually picking them off. The youngster finally disposed of Lawless at three-quarter distance,

but, by then, Purcell was gone.

As usual, close racing was the order of the day among the Legends, with two of the three races having winning margins of less than 0.1s. Niki Meredith took the first outing from Paul O'Brien and Ian Conroy. Next time out, Meredith's hopes of a repeat disappeared when he ground to a halt, leaving O'Brien repelling all Conroy's assaults until a dramatic drag race to the finish swapped their positions by mere inches — 0.023s, to be exact. Meredith again looked the favourite in race three, leading until half-distance, but again, to his huge frustration, his car expired, leaving O'Brien and Conroy again duelling. This time, Conroy didn't leave it to the last few yards and took charge on the penultimate lap.

Cameron Fenton and Patrick Dempsey continued their rivalry in Ginetta Junior, swapping places several times in race one, with Fenton coming out the better by a car's length, ahead of Christopher Grimes in third. Their second outing seemed to be heading for a repeat performance, until leader Dempsey spun on lap two and dropped three places, two of which he recovered by the end, with Grimes again completing the podium. A post-race enquiry reversed the top two positions, leaving the honours once again equal between the pair.

Small grids for Irish Touring Cars and Future Classics led to an amalgamation of these, and Shane Rabbitt's noisy, fire-breathing rotary-powered Mazda once again won, from Keith Campbell's VW Corrado. Ger Byrne's BMW 323 held off the Toyota Celica of Aidan Byrne among the Classics.

PAUL PHELAN

RESULTS

CASTLE COMBE CSCC

CCRC FORMULA FORD 1600

(7 LAPS) 1 Josh Fisher (Van Diemen JL14); 2 Roger Orgee (Ray GR17) +1.265s; 3 Nathan Ward (Spectrum 011c); 4 Michael Eastwell (Spectrum); 5 Rob Hall (Ray GR16); 6 Thomas Capezzone (Swift SC16). **Class winners** Steve Bracegirdle (Van Diemen RF89); Paul Barnes (Swift SC92). **Fastest lap** Fisher 1m10.924s (93.90mph). **Pole** Fisher. **Starters** 13.

SWINGING SIXTIES GROUP 1 (27 LAPS)

1 Julian Howell/Matthew Howell (Austin Mini); 2 Clive Tonge/Vaughn Winter (Mini Cooper) +27.570s; 3 Max Whitehouse (Austin-Healey Sprite); 4 Tim Cairns (Austin-Healey Froggy Sprite); 5 Ian Everett (BMW 1502); 6 Charles Tippet (BMW 2002ti). **CW** Everett; Glenn Canning (NSU TT5). **FL** Howell/Howell 1m20.519s (82.71mph). **P** Tonge/Winter. **S** 32. **GROUP 2 (24 LAPS)**

1 Mike Dowd/Jeremy Cooke (Lotus Elan); 2 Peter Thompson/Charles Allison (TVR Griffith) +33.844s; 3 Ben Gough/Iain Daniels (Marcos 3 litre); 4 Jon Crayston (Elan); 5 Simon James (Sunbeam Tiger); 6 Philip Rothwell (Elan). **CW** Thompson/Allison; Gough/Daniels; Mike Flewitt/Mia Flewitt (Elan). **FL** Dowd/Cooke 1m18.360s (84.99mph). **P** Dowd/Cooke. **S** 20.

MODERN CLASSIC WITH PUMA CUP (30 LAPS)

1 Stuart Daburn (TVR Tuscan); 2 David Marcussen/Karl Weaver (BMW M3) +8.551s; 3 Richard Hayes (Toyota Celica GT4); 4 Paul Livesey (Porsche 968); 5 Tim Bates (Porsche 911 SC); 6 Michael Russell (BMW M3). **CW** Livesey; Nicholas Olson (Lotus Esprit); Marcus Dudley (Ginetta G20); Jon Attard (Ford Puma). **FL** Charles Hyde-Andrew-Bird (Nissan 200SX) 1m13.668s (90.40mph). **P** Charles Hyde-Andrews-Bird/Kevin Bird. **S** 27.

JAGUAR SALOON AND GT CHAMPIONSHIP (13 LAPS)

1 James Ramm (Jaguar XJS); 2 Thomas Butterfield (XJS) +13.363s; 3 Alasdair

McGregor (X300); 4 Rodney Frost (XJS); 5 Tom Robinson (XJR); 6 Lawrence Coppock (XJS).

CW Butterfield; Robinson; Ian Drage (XJS). **FL** Ramm 1m17.996s (85.38mph). **P** Ramm. **S** 20.

RACE 2 (16 LAPS) 1 Ramm; 2 Frost +19.397s; 3 McGregor; 4 Robinson; 5 Chris Boon (XJS); 6 David Howard (XJ12). **CW** Frost; Robinson; Drage. **FL** Ramm 1m17.725s (85.68mph). **P** Ramm. **S** 16.

TIN TOPS (30 LAPS) 1 William Hardy (Vauxhall Corsa); 2 Tom Mensley (Renault Clio) +2.244s; 3 Carl Simpson/Steven Simpson (Peugeot 206); 4 Carl Chambers (Peugeot 306); 5 Toby Harris/Lisa Selby (Ford Puma); 6 Steve Papworth (Ford Fiesta ST).

CW Mensley; Simpson/Simpson; Selby/Harris; Papworth; Stephen Johnson (Peugeot 106). **FL** Simpson/Simpson 1m16.242s (87.35mph). **P** Simpson/Simpson. **S** 18.

CCRC GT CHAMPIONSHIP (15 LAPS)

1 Chris Southcott (MG Midget); 2 Bradley John (Mitsubishi Evo) +2.922s; 3 Simon Smith (Caterham CSR); 4 Tony Bennett (Caterham R300); 5 Oliver Bull (Vauxhall Tigra Silhouette); 6 Ilsa Cox (SEAT Leon Cupra). **CW** Cox; Bal Sidhu (BMW M6). **FL** Southcott 1m08.371s (97.41mph). **P** Bennett. **S** 17.

CCRC SALOON CAR CHAMPIONSHIP (7 LAPS)

1 Gary Prebble (SEAT Leon Cupra); 2 Will Di Claudio (Peugeot 106 GTi) +5.461s; 3 Geoffrey Ryall (106 GTi); 4 Simon Thornton-Norris (Mitsubishi Colt Ralliart); 5 Hadyr King (106 GTi); 6 James Keepin (MG ZR). **CW** Di Claudio; Thornton-Norris; Michael Good (Vauxhall Corsa). **FL** Thornton-Norris 1m13.412s (90.72mph). **P** Prebble. **S** 23.

CLASSIC K (44 LAPS) 1 John Spiers (TVR Griffith);

2 Rob Fenn (Lotus Elan) +46.234s; 3 Peter Thompson/Charles Allison (Marcos 1800 GT); 4 Allen Tice/Chris Conoley (1800 GT); 5 Peter Chambers (Ford Lotus Cortina); 6 David Holroyd (Lotus Elan). **CW** Fenn; Chambers; David Beresford/David Morrison (MGB



Multi-coloured Mini won in Swinging '60s

JONES

ROUND-UP

Roadster); Peter Tognola (Porsche 911); Steve Chapman (Triumph TR4 SLR); Peter Aylett/Steven Farrall (Diva GT). **FL** Spiers 1m17.337s (86.11mph). **P** Spiers. **S** 24.

FUTURE CLASSICS (23 LAPS)

1 Bill Lancashire (TVR Tuscan); 2 Stuart Daburn (TVR Tuscan Challenge) +1.066s; 3 Mark Chilton (Porsche 928); 4 Josh Sadler/Mark Henderson (Porsche 911 RS); 5 Aston Blake (Porsche 944); 6 Trevor Taylor/Alex Taylor (Mazda RX-7). **CW** Sadler/Henderson; Blake; Taylor/Taylor; John Hammersley/Adam Brown (Vauxhall Astra GTE); Sam Smith (Mazda MX5); Brian Rides/David Mears (Lotus Eclat). **FL** Daburn 1m14.568s (89.31mph). **P** Lancashire. **S** 25.

MAGNIFICENT SEVENS (33 LAPS)

1 Gary Bate (Caterham CSR); 2 Tim Davis (C400) +16.131s; 3 Simon Smith (CSR); 4 Jonathan Mitchell (CSR); 5 Jonathan Pittard (Superlight R); 6 Mike Aikens (CSR). **CW** Davis; Simon Oliphant (R300); Stephen Storey/Andrew Tidy (Blackbird); Simon Lanyon/Mark Lanyon (7 Superlight R); Eddie Powell/Nick Powell (Supersport); Will Rayson (Supersport); Michael Moss (Westfield SEIW). **FL** Smith 1m09.572s (95.72mph). **P** Pittard. **S** 21.

NEW MILLENNIUM (32 LAPS)

1 Dominic Malone (BMW M3 Evo E36); 2 Jamie Sturges +13.378s; 3 Lee Frost (M3 Evo E36); 4 Peter Challis (Porsche 997); 5 Mark Smith (M3 Evo E36); 6 David Marcussen/Karl Weaver (M3 Evo E36). **CW** Sturges; Challis; Iain Wilson/Ben Seyfried (Mini Cooper S). **FL** Challis 1m13.291s (90.87mph). **P** Malone. **S** 14.

SNETTERTON

MSVR

F3 CUP (9 LAPS) 1 Jacopo

Sebastiani (Dallara F311); 2 Stuart Wiltshire (Dallara F308) +1.301s; 3 Shane Kelly (F308); 4 George Line (F308); 5 Robbie Watts (F308); 6 Gino Ussi (Dallara F312).

FL Sebastiani 1m43.468s (103.29mph). **P** Sebastiani. **S** 13.

RACE 2 (8 LAPS) 1 Sebastiani;

2 Kelly +1.790s; 3 Line; 4 Wiltshire; 5 Watts; 6 Wade Eastwood (Dallara F311). **FL** Sebastiani 1m42.705s (104.06mph). **P** Sebastiani. **S** 13.

RACE 3 (12 LAPS) 1 Sebastiani;

2 Eastwood +2.454s; 3 Wiltshire; 4 Line; 5 Watts; 6 Cian Carey (Dallara F311). **FL** Eastwood 1m42.709s (104.06mph). **P** Sebastiani. **S** 13.

LMP3 CUP (BOTH 33 LAPS)

1 Alasdair McCaig/Colin Noble

(Ligier JSP3); 2 Jack Butel/Devon Modell (Ligier) +30.487s; 3 Christian England/Andrew Evans (Ligier); 4 Mike Newbould/Thomas Randle (Ligier); no other finishers. **FL** Randle 1m44.296s (102.47 mph). **P** England. **S** 5.

RACE 2 1 England/Evans;

2 Butel/Modell + 1.304s; 3 McCaig/Noble; 4 Tony Wells/Matt Bell (Ligier); 5 Newbould/Randle; no other finishers. **FL** Randle 1m44.754s (102.03mph). **P** England. **S** 5.

GT CUP (10 LAPS) 1 Graham

Davidson (McLaren MP4-12C GT3); 2 Gareth Downing (Mosler MT900) +6.631s; 3 Nigel Hudson (Aston Martin Vantage GT3); 4 Mike Brown (Aston Martin); 5 Bonamy Grimes (Ferrari 458 GTC); 6 Tom Webb (BMW M3 E46 GTR). **CW** Grimes; Webb; Dominic Paul (Ginetta G55 GT4). **FL** Downing 1m50.154s (97.02mph). **P** Brown. **S** 19.

RACE 2 (13 LAPS) 1 Matt

Manderson (Aston Martin); 2 Davidson +15.247s; 3 Grimes; 4 Hudson; 5 Neil Huggins (Lamborghini Gallardo Super Trofeo LP570-4); 6 Warren Gilbert (Marcos Mantis). **CW** Grimes; Huggins; Paul. **FL** Manderson 1m50.328s (96.87mph). **P** Downing. **S** 19.

RACE 3 (26 LAPS) 1 Hudson/

Adam Wilcox; 2 Davidson +0.856s; 3 Grimes/James Little; 4 Downing; 5 John Saunders/Patrick Scharfegger (Ginetta G50); 6 Paul. **CW** Grimes/Little; Saunders/Scharfegger; Paul. **FL** Davidson 1m50.261s (96.93mph). **P** Davidson. **S** 18.

SUPERSERIES FF1600 (BOTH

8 LAPS) 1 Ross Martin (Ray GR17); 2 Ben Edwards (Van Diemen RF92

+19.585s; 3 Adam Quatermaine (Van Diemen); 4 Adam Fathers (Van Diemen RF93); no other finishers. **FL** Martin 2m02.123s (87.51mph). **P** Martin. **S** 5.

RACE 2 1 Edwards;

2 MacPherson +1.846s; 3 Quatermaine; 4 Martin; 5 Fathers. **FL** Martin 2m01.790 (87.75mph). **P** Martin. **S** 5.

MSVR-ALLCOMERS (11 LAPS)

1 Andrew Krimpton (Radical SR4);

2 Keith Mizen (MCR Sports 2000) +36.424s; 3 Steve Owen (Caterham 7); 4 Ian McDonald (Radical SR1); 5 Nick Starkey (Caterham C400); 6 Bradley Burns (Renault Clio). **FL** Krimpton 1m54.794 (93.10 mph). **P** Krimpton. **S** 12.

RACE 2 (11 LAPS) 1 Krimpton;

2 McDonald +1m08.435s; 3 Mizen; 4 Owen; 5 Burns; 6 Starkey. **FL** Krimpton 1m54.516 (93.33 mph). **P** Krimpton. **S** 13.

RACE 3 (10 LAPS) 1 Mizen;

2 McDonald +9.746s; 3 Owen; 4 Joe Jackson (Vauxhall Tigra Silhouette); 5 Starkey; 6 Colin Whitmore (BMW M3). **FL** Mizen 2m00.265s (88.87mph). **P** Mizen. **S** 11.

RACE 4 (10 LAPS)

1 McDonald;

2 Mizen +14.785s; 3 Jackson; 4 Whitmore; 5 Andy Wilkins (Renault Clio Cup X98); 6 Shaun Fleming (Ginetta G40R). **FL** Mizen 2m01.747 (87.78mph). **P** Mizen. **S** 9.

LYDDEN HILL

CTCRC

PRE-1983 GROUP 1 TOURING CARS

(BOTH 19 LAPS) 1 Stephen Primett

(Ford Escort Mk1); 2 Mark Cholerton (Escort RS2000 Mk2) +2.08s;

3 Jason Christie (Escort RS2000); 4 Steve Cripps (Escort RS2000); 5 Pete Winstone (Escort Mk1); 6 Stuart Caie (Ford Capri). **CW** Caie; Malcolm Jeffs (Alfa Romeo Alfusud); Mike Haynes (Capri); Samuel Goodwin (Ford Fiesta). **FL** Cholerton 48.40s (74.37mph). **P** Cholerton. **S** 23.

RACE 2 1 Primett;

2 Cholerton +20.087s; 3 Cripps; 4 Winstone; 5 Christie; 6 Caie. **CW** Caie; Jeffs; Kevin O'Brien (Jaguar XJ6); Goodwin. **FL** Primett 48.77s (73.80mph). **P** Primett. **S** 24.

PRE-1966 CLASSIC SALOONS

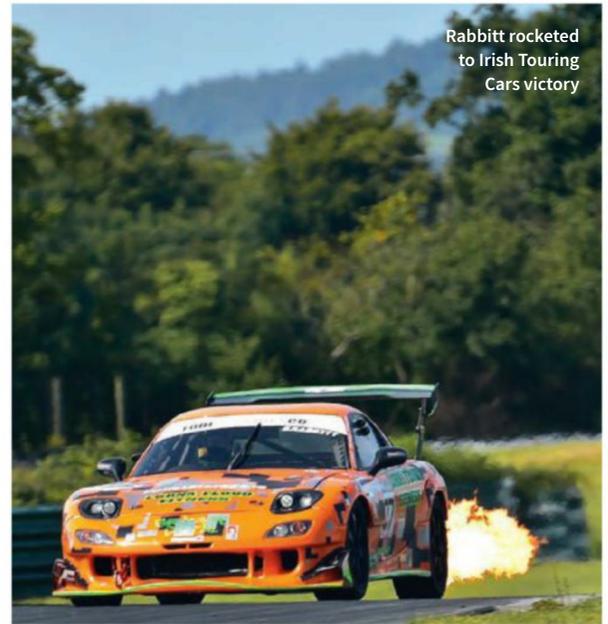
(18 LAPS) 1 David Hall (Ford Lotus

Cortina Mk1); 2 Michael Sheraton (Ford Anglia) +10.33s; 3 Neil Bray (Morris Mini); 4 Andy Messham (Austin Mini Seven); 5 Tony Preston (Morris Minor); 6 Luc Wilson (Austin A40). **CW** Preston; Freddie Brown (Hillman Imp); Andrew Davenall (Austin A105). **FL** Hall 51.81s (69.48mph). **P** Hall. **S** 14.

RACE 2 (17 LAPS) 1 Hall;

2 Bray +15.33s; 3 Messham; 4 Jim Burrows (Mini Cooper S); 5 Preston; 6 Wilson. **CW** Preston; Brown; Davenall. **FL** Hall 51.75s (69.55mph). **P** Hall. **S** 14.

PRE-1993/2003/2005 SALOONS



Rabbitt rocketed to Irish Touring Cars victory

CHESTER

(BOTH 19 LAPS) 1 Simon Ward

(Vauxhall Astra GTE); 2 Ben Griffiths (Honda Accord Type R) +14.33s; 3 Ross Craig (Civic Type R); 4 Neil Bray (MG ZR160); 5 Stephen Field (Saab 9000 T16); 6 Steve Barber (Renault Clio 182). **CW** Bray; Barber; Mario Neophytou (Peugeot 106 GTI); Alistair Lindsay (VW Golf). **FL** Ward 47.804s (75.30mph) record.

P AJ Owen (Civic Type R). S 22.

RACE 2 1 Ward;

2 Griffiths +42.968s; 3 Bray; 4 Field; 5 Yusuf Osman (BMW E20); 6 Barber. **CW** Bray; Barber; Simon Arthrell (VW Golf GTI). **FL** Ward 48.46s (74.28mph). **P** Ward. **S** 14.

CLASSIC VW/BLUE OVAL/VTEC

SALOONS (BOTH 19 LAPS)

1 Neil Argrave (Ford Escort Mk2);

2 Nigel Craig (Escort RS2000) +14.88s; 3 Chris Brown (Ford Fiesta); 4 Chris Baker (Escort RS1600i); 5 Steve Cripps (Escort RS2000); 6 Brad Kaylor (SEAT Supercopa). **CW** Craig; Brown; Kaylor. **FL** Argrave 47.14s (76.35mph). **P** Argrave. **S** 14.

RACE 2 1 Argrave;

2 Craig +17.39s; 3 Brown; 4 Baker; 5 Robert Gilham (VW Golf); 6 Kaylor. **CW** Craig; Brown; Gilham. **FL** Argrave 47.42s (75.91mph). **P** Argrave. **S** 14.

ALLCOMERS SALOONS (BOTH

20 LAPS) 1 Thomas Carey (Honda

CRX-BDG); 2 Andy Banham (Subaru Impreza) +28.27s; 3 Bill Richards (BL Mini Clubman); 4 Nigel Craig (Impreza); 5 Mike Scott (Vauxhall Cavalier Grand National); 6 Robert Knox (Maguire Stiletto). **CW** Banham; Craig; Richards; Knox. **FL** Carey 44.90s (80.17mph). **P** Carey. **S** 12.

RACE 2 1 Carey;

2 Banham +26.57s; 3 Richards; 4 Knox; 5 Craig; 6 Scott. **CW** Banham; Richards; Knox; Craig. **FL** Carey 44.8s (80.28mph). **P** Carey. **S** 12.

MONDELLO PARK

CCC

FORMULA VEE (15 LAPS) 1 Colm

Blackburn (Leastone); 2 Dan Polley (Sheane) +3.540s; 3 Anthony Cross (Sheane); 4 Jack Byrne (Sheane); 5 Justin Costello (Leastone); 6 Luke O'Faolain (Sheane). **FL** Polley 1m01.435s (67.36mph). **P** Polley. **S** 17.

FIESTA ST (14 LAPS) 1 Shane

McFadden; 2 Dave Maguire +6.155s;

3 Michael Cullen; 4 Darragh McMullen; 5 John Denning; 6 Tom Fahy. **FL** McFadden 1m06.719s (62.03mph). **P** McFadden. **S** 17.

RACE 2 (12 LAPS) 1 Fahy;

2 Denning +0.457s; 3 Cullen; 4 McFadden; 5 McMullen; 6 Brendan Fitzgerald. **FL** Fahy 1m07.592s (61.23mph). **P** Fahy. **S** 16.

FIESTA ZETEC (BOTH 13 LAPS)

1 Owen Purcell; 2 William Kellett

+0.145s; 3 Philip Lawless; 4 Mark O'Donoghue; 5 Mark Johnston; 6 Thomas Mulready. **FL** Lawless 1m11.667s (57.74mph). **P** Kellett. **S** 17.

RACE 2 (8 LAPS) 1 Purcell;

2 Kellett +1.968s; 3 Lawless; 4 O'Donoghue; 5 Johnston; 6 Roy Tobin. **FL** Kellett 1m11.661s (57.75mph). **P** Purcell. **S** 17.

LEGENDS (8 LAPS) 1 Niki Meredith;

2 Paul O'Brien +0.072s; 3 Ian Conroy; 4 Richard Kearney; 5 Gordon Brown; 6 Jonathan Taylor. **FL** O'Brien 1m04.062s (64.60mph). **P** Taylor. **S** 8.

RACE 2 (8 LAPS) 1 Conroy;

2 O'Brien +0.023s; 3 Brown; 4 Kearney; 5 James Holman; 6 Ken Elliott. **FL** Conroy 1m04.342s (64.32mph). **P** Holman. **S** 8.

RACE 3 (10 LAPS)

1 Conroy; 2 O'Brien +2.367s; 3 Taylor; 4 Kearney; 5 Brown; 6 Elliott. **FL** Conroy 1m04.341s (64.32mph). **P** Taylor. **S** 8.

GINETTA JUNIOR IRELAND

(14 LAPS) 1 Cameron Fenton;

2 Patrick Dempsey +0.145s; 3 Christopher Grimes; 4 Megan Campbell; no other finishers. **FL** Fenton 1m07.598s (61.22mph). **P** Dempsey. **S** 5.

RACE 2 (14 LAPS)

1 Dempsey; 2 Fenton +4.575s; 3 Grimes; 4 Campbell; 5 Ethan Cooke; no other starters. **FL** Dempsey 1m07.325s (61.47mph). **P** Dempsey. **S** 5.

IRISH TOURING CARS & FUTURE

CLASSICS (15 LAPS) 1 Shane

Rabbitt (Mazda RX-7); 2 Keith Campbell (VW Corrado) +4.651s; 3 Robert Savage (Honda Integra); 4 Alan Healy (Honda Civic); 5 Daniel Faherty (Civic); 6 Ger Byrne (BMW 323). **FL** Rabbitt +0.839s (66.92mph). **P** Rabbitt. **S** 16.



Quatermaine spin handed Edwards SuperSeries win

STYVES

Up the hill, but not over it

A visit to Shelsley Walsh helped the British Hillclimb Championship turn 70 over the weekend. But what makes both so special?

By Paul Lawrence, Special Contributor

[@autosport](#)



From Raymond Mays and ERA R4D in 1947 to Scott Moran's Gould GR61 in 2016, the British Hillclimb Championship has endured and thrived for 70 years.

The unique and absorbing sport of competing uphill against the clock was celebrated in style at Shelsley Walsh last weekend with a unique quadruple-header for the 2017 contest and a remarkable gathering of champions spanning four decades of the discipline.

The stars on hand at the famous 1000-yard Worcestershire hill included six-time title winner Scott Moran, five-time champions Martyn Griffiths and David Grace, four-time champion Martin Groves and triple victor Martin Bolsover. Mike Pilbeam and David Gould represented the manufacturers,

between them having taken all but four titles across the past four decades.

"In the early days it was all about suspension, but it rapidly became about aerodynamics as well as electronics and data systems," says hillclimb design guru Pilbeam. "Technically, the top level of hillclimbing is as good as anything."

The weekend also marked 112 years to the day of the inaugural event at Shelsley Walsh, a venue in constant peace-time use since 1905. In the first event, Ernest Instone took the fastest time of the day in 77.6s, while Mays broke the 40s mark in the late 1930s. After the war, Mays set FTD during the venue's inaugural BHC event in June 1947 at 41.5s. Today the nine-year-old record stands to Groves at 22.58s, while Will Hall took this weekend's FTD on the final run of the meeting in a feisty 23.21s attack.

On Sunday, six-time champion Moran took his 156th BHC victory in the first of two top-12 run-offs (see right).

Fans flocked to Shelsley to celebrate the BHC, and the venue that has been part of the championship since the beginning

"There is no other motorsport that gives you that performance without getting to F1 or drag racing," says Moran. "It is 0-60mph in two seconds and 100mph in four seconds. Hillclimbing is very intense. It is maximum concentration and maximum fun. Every run is like a qualifying lap."

From just five rounds in 1947, the current BHC covers 17 double-headers at 11 venues, taking in Scotland, Northern Ireland and the Channel Islands. The BHC is Britain's oldest national-level championship and easily pre-dates the BTCC, British F3 and the British Rally Championship.

While high-tech single-seaters deliver fierce competition at the head of the sport, hillclimbing remains an incredibly accessible branch and plenty of the cars on the weekend's packed entry list were driven to Shelsley Walsh. The British Hillclimb Championship is in remarkably good health at 70 years of age.

SHELSLEY STARS



MARTYN GRIFFITHS

Between 1975 and 1991, Martyn Griffiths was right at the top of the sport. He won the title five times and was runner-up seven times in 16 seasons of top-flight hillclimbing. "I wouldn't have missed hillclimbing for the world," he says. "It was a fantastic time. A lot of the credit goes to Mike Pilbeam for the cars he built."



HEPWORTH 4WD Though he died 25 years ago, aged just 52, David Hepworth really made a mark in the sport and won the title twice in his fearsome five-litre Hepworth 4WD. He was BHC champion in 1969 and 1971 in his own car using a Ferguson four-wheel-drive system, and last weekend the car ran with son Stephen and grandson Ryan driving.



MIKE PILBEAM The man who pioneered the use of purpose-built single-seaters in hillclimbing, Mike Pilbeam (left) built his R22 for Alister Douglas-Osborn to win the 1977 BHC title and his cars took 17 titles in the next 21 years. "When Alistair commissioned the car I thought it would just be a one-off," says Pilbeam, who has now built around 100 hillclimb cars.



SCOTT MORAN One of only two drivers, along with Tony Marsh, with six titles to his name, Scott Moran has been the sport's benchmark for the past decade. "It would be nice to have for a seventh title one day," he said during this year's limited programme in his all-conquering Gould GR61X. "I think the car's still got a championship or two in it."



Hall triumphs at home at last

WALLACE MENZIES CAME AWAY from an eventful weekend of four run-offs with a double win on Saturday – making it three in a row after his Wiscombe Park victory.

On Sunday, six-time champion Scott Moran took the first encounter but in the final round of the meeting Will Hall finally overcame a plethora of challenges to secure a maiden Shelsley victory and the best time of the whole weekend.

Hall had suffered a front wing break-up, a fire underneath the car and gear selection problems. Despite that he had still taken a fifth, second and fourth place before his long-awaited home win. He said: "I've been trying for this since 2008."

Double winner Menzies (above) looked comfortable all weekend and

paid tribute to his support team, saying: "We've been working towards getting the car into a winning position since its debut in April, and I now feel fully confident in its attributes."

Moran will only appear in one more event this season – the finale at Loton Park – but he is one of six drivers already guaranteed a top 10 number for 2018, although it's not possible to be certain which one it will be at this stage.

Series leader Trevor Willis might not have posted a win, but 30 points from the weekend brings him ever closer to a second championship. Alex Summers suffered a driveshaft failure in Saturday's first encounter, but scored three consecutive fifth spots to sit in fourth overall.

EDDIE WALDER

RESULTS

BRITISH HILLCLIMB ROUND 23 1 Wallace

Menzies (3.3 Gould-Cosworth GR59M) 23.69s; 2 Scott Moran (3.5 Gould-NME GR61X) 23.80s; 3 Trevor Willis (3.2 OMS-RPE 28) 24.03s; 4 Sean Gould (1.6 Gould-Suzuki GR59) 24.78s; 5 Will Hall (2.0 Force-AER/XTec WH) 24.81s; 6 Jason Mourant (4.0 Gould-Judd GR55) 24.89s; 7 Richard Spedding (1.6 GWR-Suzuki Raptor) 25.19s; 8 Tina Hawkes (1.6 Force-Suzuki PC) & Graham Wynn (3.5 Gould-Cosworth GR55) 27.03s; 10 Steve Owen (1.0 OMS-Suzuki 28) 27.23s.

ROUND 24 1 Menzies 23.77s; 2 Hall 23.83s; 3 Moran 24.01s; 4 Willis 24.22s; 5 Alex Summers (2.5 DJ-Cosworth Firestorm) 24.51s; 6 Gould 24.87s; 7 Spedding 24.92s; 8 Mourant 25.02s; 9 Wynn 26.32s; 10 Tony Hunt (3.5 Gould-Cosworth GR55) 26.81s; 11 Martin Jones (1.0 Force-Suzuki PT) 27.14s; 12 Owen 27.14s.

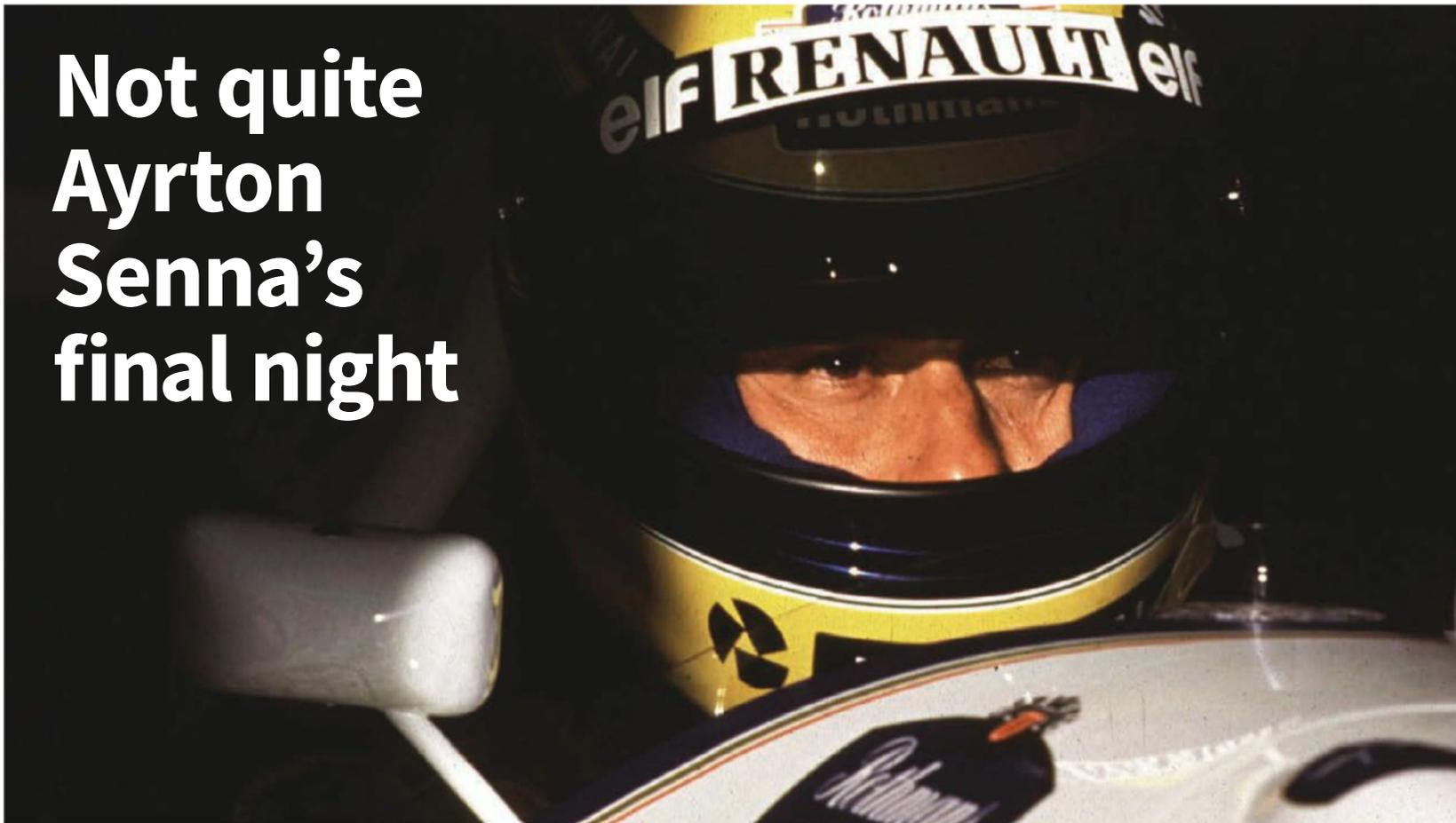
ROUND 25 1 Moran 23.42s; 2 Menzies 23.44s; 3 Willis 23.55s; 4 Hall 23.86s; 5 Summers 23.99s; 6 Mourant 24.43s; 7 Gould 24.79s; 8 Spedding 24.97s; 9 Oli Tomlin (4.0 Pilbeam-Judd MP97) 25.47s; 10 Paul Haimes (1.3t Gould-Suzuki GR59) 25.50s; 11 Hunt 26.45s; 12 Wynn 26.78s.

ROUND 26 1 Hall 23.21s BTD; 2 Moran 23.50s;

3 Menzies 23.66s; 4 Willis 23.72s; 5 Summers 24.04s; 6 Spedding & Mourant 24.47s; 8 Gould 24.59s; 9 Tomlin 25.13s; 10 Wynn 25.72s; 11 Haimes 26.48s; 12 Hunt 26.51s. **Class winners** Steve Darley (2.4t Subaru Impreza) 30.62s **record**; John Palmer (1.7 Westfield-Ford SE) 31.77s; Nigel Elliott (4.6t Triumph TR7) 32.12s; Allan McDonald (2.4t Morris-Mini-Mitsubishi-Evo) 28.99s; Robert Kenrick (1.0 GWR-BMW Raptor) 25.76s **record**; Spedding 25.13s; Tim Elmer (2.0 Dallara-TKD F399) 27.54s; Kelvin Broad (1.3s Pilbeam-Suzuki MP101) 26.57s; Moran 23.95s; Dave West (1.8 Peugeot 106) 34.69s; Darley 29.68s **record**; Johnny Mackenzie (2.5 Dax-Rover Rush IRS) 31.57s; Paul Jones (1.9 Lotus Exige) 31.52s; Darley; Graham Godfrey (1.8t Audi TT) 36.08s; George Newrick (Westfield-Ford SEiW) 35.69s; Eric Morrey (1.0t Hillman Imp) 32.67s **record**; Tim Brown (2.4 Datsun 240Z) 37.76s; Dave Bickley (1.0 Sylva Phoenix) 33.16s; Duncan Andrews (3.9 Porsche Cayman) 31.52s; Andy Griffiths (1.6 Caterham-Suzuki) 28.33s **record**; McDonald 28.14s; Kenrick 25.48s **record**; Gould 24.70s; Tim Davies (2.0 Pilbeam Millington MP88) 26.88s; Haimes 24.92s; Hall 23.68s. **POINTS 1 Willis 188;** 2 Menzies 153; 3 Spedding 134; 4 Summers 130; 5 Hall 125; 6 Moran 122; 7 Mourant 91; 8 Dave Uren 77; 8 Gould 69; 10 Ed Hollier 48.

WHAT'S ON

Not quite Ayrton Senna's final night



AYRTON SENNA WAS DEFINED NOT just by his great speed, but also by his intense, enigmatic personality.

Indeed, as the foreword to *The Last Night* – written by editor Giorgio Terruzzi – puts it, “telling the story of Ayrton Senna is not easy.” This book attempts to retrace Senna’s career through the medium of photographs taken by veteran Formula 1 photojournalist Ercole Colombo.

Although it isn’t a linear look at Senna’s career from karts to F1, *The Last Night* does pictorially run through some of the key moments of his career. For example, very near the beginning, readers are greeted with shots of the classic Marlboro-liveried McLaren MP4/4 along with some pictures of the Lotus 98T.

It also wouldn’t be a book about Senna without a chapter dedicated to his rivalry with Prost. The respect they showed each other in the early days is juxtaposed with the political aftermath of the 1989 Japanese Grand Prix. There

is also a nice shot of the pair after the crash at Suzuka in 1990, walking back to the pits while keeping their distance, presumably wondering what they were going to say to the media waiting with microphones at the other end.

It would be easy to focus solely on those elements of Senna’s career, but thankfully the book is complemented by photographs from outside his time in F1. Shots from the 1983 British Formula 3 season in which Senna

Despite its title, the book does not add extra details to the story of the final hours of Senna’s life

had his relentless battle with Martin Brundle are included, but not many – three pictures barely do justice to what was one of Senna’s breakthrough years. His personal life is also touched on, chiefly through the people he brought to races and photos of his family, who remained largely out of the spotlight during his career.

The most powerful, shocking shot is actually one taken of Roland Ratzenburger at Imola in 1994. It shows him bloodied and lying on a stretcher after he was extracted from the cockpit, alongside what remains of his Simtek on the opposite page.

In fact, the whole Imola final section is rather thought provoking, as it also shows images of a contemplative Senna moments before he started what would turn out to be his last race. There are no photos of the crash itself, however, just a poignant image of the tyre-marked wall where the accident occurred.

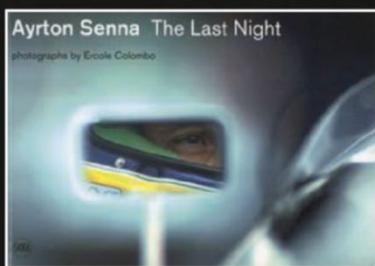
But while Colombo has done well to capture the classic and candid moments



Final images of Senna show him in contemplative mode

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New book features
the photography
of Ercole Colombo

LAT IMAGES

of Senna's career, some of the photos are somewhat bland and generic 'side-on' car shots. The descriptions are also generally too brief, with a lot of white space where even a little more context would have been preferable. There's also an issue with the book's title, which might tempt fans with the prospect of the hitherto unreported story of Senna's final night. Really it's just a collection of photos from his career.

This feels like a missed opportunity for Colombo to make this more than a coffee table book. With the help of Terruzzi there was certainly scope to turn this into a first-hand account of what the F1 paddock was like at that time, as well as the details of Senna's final hours, which would have allowed a fuller portrait to emerge.

Instead *The Last Night* comes off as a personal collection of pictures Colombo captured while following F1, rather than a "breath of romanticism and melancholy" as the early words suggest.

RORY MITCHELL



HOT ON THE WEB THIS WEEK

YouTube **AUSTRIAN MOTOGP HIGHLIGHTS**

Search for **#AustrianGP: All of the Best Action**

MotoGP's visit to the Styrian mountains produced a delightfully tight race between Andrea Dovizioso and Marc Marquez that went right down to the final corner. Relive all the action in this video – complete with snappy super slow-motion shots and angry rider clashes.

NEXT WEEK

ON SALE THURSDAY

**THE KIMI
RAIKKONEN ENIGMA**
We talk to Ferrari's
last world champion



INTERNATIONAL MOTORSPORT

RALLY GERMANY

World Rally Championship

Rd 10/13a

Saarbrücken,
Germany

August 17-20

WATCH ON TV

Live BT Sport 2,

Saturday 1100.

BT Sport 1, Sunday 1100.

Highlights Motorsport.tv,

Friday 2235, Saturday

2140, Sunday 2235

INDYCAR SERIES

Rd 13/16

Pocono, USA

August 20

WATCH ON TV

Live BT Sport ESPN,

Sunday 1900

EUROPEAN FORMULA 3

Rd 7/10

Zandvoort, Netherlands

August 19-20

WATCH ONLINE

Live fiaf3europe.com

DTM

Rd 6/9

Zandvoort, Netherlands

August 19-20

SUPER FORMULA

Rd 4/7

Motegi, Japan

August 20

NASCAR CUP

Rd 24/36

Bristol, USA

August 19

WATCH ON TV

Live Premier Sports,

Sunday 0000

AUSTRALIAN SUPERCARS

Rd 9/14

Sydney Motorsport Park

August 19-20

UK MOTORSPORT

SNETTERTON BARC

August 18-20

2CV 24-Hour, MGOC, Karts

OULTON PARK MSVR

August 19

Mini Challenge, Mini Miglia,
Mini Se7en

BRANDS HATCH MSVR

August 19-20

FF1600, Quaife/MN

Saloons, VAG Trophy,

Kumho BMW, Racing

Saloons, VW Racing,

Tin Tops, BMW M3 E30

SILVERSTONE

**INTERNATIONAL
750MC**

August 19-20

Club Enduro, BMW 330,

Formula Vee, Roadsports,

Historic 750 Formula,

Bikesports, Civic Cup,

Classic Stock Hatch, Hot

Hatch, M3 Cup, Super

Cooper, Bernie's V8s/
Classic Allcomers

SILVERSTONE NATIONAL BRSCC

August 19-20

FF1600, Fiesta, Fiesta

Junior, F1000, MG Metro,

Toyota MR2, BMW Compact

CROFT DDMC

August 19-20

Porsche Club, Northern

Sports/Saloons, Cockshoot

Cup, Motorbikes

KNOCKHILL SMRC

August 20

Mini Coopers, Fiestas,

FF1600, Classic Sports and

Saloons, Legends, Sports

and Saloons, BMWs





FROM THE ARCHIVE

Left to right: Dan Gurney, Jack Brabham, Bruce McLaren, Richie Ginther, Denny Hulme, Jochen Rindt and Graham Hill in relaxed mood before the start of the 1967 Race of Champions at Brands Hatch. John Surtees can be spotted amid the crowd on the grid. Gurney (Eagle-Weslake) won both 10-lap heats and the 40-lap final.



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INTRODUCING



SACHA FENESTRAZ

FRENAULT EURO CUP POINTS LEADER HAS AN EYE ON THE FUTURE

Few young drivers have a three-time World Touring Car champion and Toyota LMP1 ace in their corner. Even fewer have Jose Maria Lopez as part of what they call their 'racing family'. Formula Renault Eurocup points leader Sacha Fenestraz does, and he's learning as much as he can from his successful compatriot.

"He has a lot of experience, he's made a lot of mistakes, so he's trying to help me to not do the same mistakes as him," says Fenestraz of Lopez. "He's been helping me with how to work with the team, communicate, learn more about the car."

The Franco-Argentinian, whose sister has been in a relationship with Lopez for five years, moved to France in 2012 in search of a higher level of karting competition.

While Fenestraz's 'racing family' description holds true – his mother, Stephanie, twice contested the Dakar Rally – he's the first to attempt to build a career behind the wheel. When he first tried his brother's kart at the age of three, Fenestraz cried when he had to stop and was soon bought his own kart.

He won the 2012 French national championship after his move, but ahead of the 2015 season he was struggling to decide whether to continue in karting with Tony Kart or make the step into cars. He didn't have his first test in a car until February, finalising his deal to race in French F4 in March.

After defying his own expectations, finishing as runner-up having originally targeted the top 10, Fenestraz graduated to the Formula Renault Eurocup the following year. He finished as the second-best rookie (behind champion Lando Norris) and fifth overall, then moved to Josef Kaufmann Racing with a view to winning this year's title. After a good but unspectacular start, failing to win in the first seven races, he has now hit his stride and won three of the last seven.

Fenestraz leads the championship with three rounds to go, the next being at Paul Ricard at the end of this month. And if he wins the title, the natural move is a step up.

"For now, I'm really thinking of this year, trying to focus to try to win this championship," he says. "If everything goes right, why not GP3 or F3?"

HAYDN JEAVONS AND BEN ANDERSON



ALL PICS: DPPI



- Age** 18
- 2017** 1st in Formula Renault Eurocup with Josef Kaufmann Racing
3 wins, 11 podiums, 4 poles
- 2016** 5th in Formula Renault Eurocup with Tech 1 Racing
2 wins, 3 podiums, 2 poles
- 2015** 2nd in French Formula 4
3 wins, 10 podiums, 2 poles



Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1EF
Tel +44 (0) 20 3405 8100 **Email** autosport@autosport.com
Individual email firstname.surname@motorsport.com
Website www.autosport.com **Twitter** @autosport

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British GT ahead!



Middleton/Tregurtha



Stuart Middleton

1	S Middleton	British GT4 PRO	76.39
2	W Tregurtha	British GT4 PRO	73.94
3	C Noble JR	LMP3 Cup	71.85
4	A Reed	British GT4 PRO	67.83
5	D Pittard	British GT4 PRO	67.83



Noble Jnr/McCaig



Parfitt Jnr/Morris



Minshaw/Keen



Jessica Hawkins

In its 9th season the two Sunoco Challenges continue to be unpredictable as long-time Sunoco Whelen Challenge leader Noble Jr was finally overtaken by HHC Ginetta racer Stuart Middleton.

Sunoco 240 Challenge leader Jessica Hawkins was topped by Team Parker Bentley racer Rick Parfitt Jr. This means that for the first time this year both Sunoco Challenges are lead by two British GT racers.

Although the season end is getting close the leader boards can change many times but what is certain is that we will have two very worthy winners at the end of the season. They will each win a fully paid race seat at Daytona Motorspeedway to compete at the Rolex 24 At Daytona weekend in January 2018.

Follow the challengers on www.sunocochallenge.com



Rick Parfitt Jr

1	R Parfitt Jr	British GT3 AM	99.00
2	J Hawkins	Mini Cooper	95.45
3	J Minshaw	British GT3 AM	93.50
4	M Hammond	Mini Cooper	92.73
5	B Smith	JCW	91.48

Points correct as of 14.08.17

Next eligible races

Sunoco Whelen Challenge

2-3 Sep Radical Euromasters – Silverstone
23-24 Sep British GT – Donington

Sunoco 240 Challenge

19 Aug Mini Cooper – Oulton
26 Aug Radical – Snetterton

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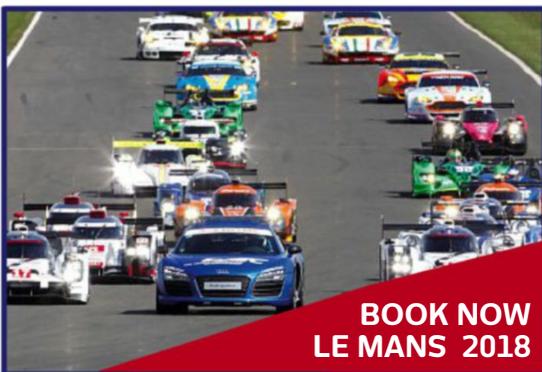
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