

WOMEN IN MOTORSPORT SPECIAL

AUTOSPORT

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**GUEST EDITOR
SUSIE WOLFF**

WHEN WILL A WOMAN RACE IN F1 AGAIN?

FEATURING

Danica Patrick
Michele Mouton
Claire Williams

PLUS

Engineering: why it's
not just a man's world



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POLE POSITION

Perception is the biggest barrier

THIS ISSUE IS NOT ABOUT OUR COVER STAR, SUSIE WOLFF.

While she has been invaluable in creating this special issue on women in motorsport in her role as guest editor, Wolff is representative of a far bigger story than simply that of one driver.

The objective of this issue is simple, and one that was crystallised in early discussions with Wolff. Much of the public debate on this topic in recent times has been conducted by soundbite and counter-soundbite, but what we wanted to create is something more nuanced and in-depth.

That is why much of the content is based on interviews with significant female motorsport figures such as Michele Mouton, Danica Patrick, Claire Williams and Audi race engineer Leena Gade. With Wolff's active involvement in shaping the content, the hope is that this unique issue of AUTOSPORT offers an honest, unpatronising and enlightening read from multiple perspectives.

What is clear is there are no real barriers in motorsport, save perhaps for that of perception. With luck, hitting a still-sensitive topic like this full-on will get people talking and, more importantly, encourage even more women to get involved.



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COVER STORY



“I feel I have a responsibility to pass on the lessons I have learned”

Susie Wolff, p16

FIND US ON



Cover image: Malcolm Griffiths

PIT & PADDOCK

- 6 THIS WEEK IN F1
- 9 BEN ANDERSON: IN THE PADDOCK
- 10 THIS WEEK IN MOTORSPORT
- 13 DIETER RENCKEN: POLITICAL ANIMAL

WOMEN IN MOTORSPORT SPECIAL



- 14 WOMEN IN MOTORSPORT SPECIAL
- 16 GUEST EDITOR: SUSIE WOLFF
- 18 DANICA PATRICK INTERVIEW
- 22 THE PHYSIOLOGICAL CHALLENGE
- 24 THE BOSS: CLAIRE WILLIAMS
- 26 AUDI ENGINEERING ACE LEENA GADE
- 30 FEMALE PARTICIPATION IN MOTORSPORT
- 33 NATIONAL FOCUS: ABBIE EATON
- 34 MICHELE MOUTON AND THE FIA
- 36 CONCLUSION: WHY IT MATTERS

REPORTS

- 38 INDYCAR MID-OHIO: MONTOYA FURY
- 40 DTM RED BULL RING: RADIO SCANDAL
- 42 F3 EUROPEAN CHAMPIONSHIP



- 44 LATVALA WINS AGAIN IN FINLAND
- 50 INTERNATIONAL RESULTS
- 52 BRITISH GT BRANDS HATCH
- 54 V8 SUPERCARS, INDY LIGHTS

CLUB AUTOSPORT

- 65 INDY SHOT FOR FF1600 RACER
- 66 FF CORSE TO RUN NEW-SPEC FERRARIS
- 70 NATIONAL REPORTS

THE BACK STRAIGHT

- 90 THIS WEEK
- 92 FROM THE SOFA
- 94 ROML: CHRIS SCLATER

THE BIG PICTURE

Striking an unseen rock on this flat-out right-hander broke Hayden Paddon's steering and pitched him into this scary roll, which left his i20 brutalised but both occupants unhurt





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This week in F1

HONDA: OUR SEASON HAS NOW STARTED



6

Given McLaren's illustrious history, a fifth and a ninth place in a grand prix should not be a result to proclaim from on high. But in light of McLaren's season so far, those positions secured by Fernando Alonso and Jenson Button in the recent race in Budapest were a minor cause for celebration. For Honda chief Yasuhisa Arai, in particular, you could sense the relief that his company's troubled power unit had finally yielded a respectable result.

"We got two cars in the points for the first time this season, so our season has now really started," said Arai. Although McLaren is on holiday, as per the regulations that call for a mandatory two-week factory shutdown, for Arai and everyone at Honda there is no such relief. With power circuits Spa and Monza up next, where the car is expected to again struggle, Arai maintains that no one at Honda will be having time off. "On the control side, things are very good, so we will apply more power output for Spa and Monza," he said.

McLAREN-HONDA'S SEASON SO FAR

DRIVERS	AUS	MAL	PRC	BRN	E	MC	CDN	A	GB	HUN
Alonso	-	RET	12TH	11TH	RET	RET	RET	RET	10TH	5TH
Button	11TH	RET	14TH	DNS	16TH	8TH	RET	RET	RET	9TH
Magnussen	DNS	-	-	-	-	-	-	-	-	-
POINTS	0	0	0	0	0	4	0	0	1	12

"We want to compete at the top so we have to chase. We don't have a holiday. We have a good summer, but

no vacation. Although the teams shut down, we still have to work. We will still be pushing hard."

STALEY/LAT

No design flaw with B-spec - Force India

Force India is confident there is no inherent flaw with the design of its B-spec car following the two spectacular incidents in Hungary two weeks ago.

A rear wishbone breakage during first practice led to Sergio Perez crashing and rolling, followed by Nico Hulkenberg suffering a front-wing failure during the race.

Asked as to his confidence that there will be no repeat of such



incidents this season, deputy team principal Bob Fernley said: "Reliability and design integrity are two of the key strengths of Force India, and I don't think

that has been compromised. "It's just unfortunate it was a weekend when we had a couple of incidents that were high profile."

XPB IMAGES

Rosberg: race focus is hurting quali

After out-qualifying team-mate Lewis Hamilton in 2014 by a score of 12 to seven, but only converting 11 of his poles into three wins, Nico Rosberg claims he switched focus from qualifying to race speed this year – compromising his pace on Saturdays.

"Part of it is that I worked on my racing," said Rosberg. "I wanted to improve that, and that's definitely been better so I'm pleased with that.

"Of course that has slightly compromised qualifying; some of it but not most of it is explainable for me."

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XPE/IMAGES

BAKU AWAITING APPROVAL

Organisers of the first F1 race in Azerbaijan next July are awaiting FIA circuit homologation. "We're quite sure it should be OK," said event CEO Arif Rahimov. "Even if there are a few tweaks in some of the corners, that won't affect the general layout."

DID YOU KNOW?

Baku will become the sixth track to host the European GP proper (although many other races took the name as an honorary title).

Nurburgring	12
Valencia Street Circuit	5
Brands Hatch	2
Jerez	2
Donington Park	1

New investment set to hand Monza a lifeline

Monza's hopes of doing a deal to continue to host the Italian Grand Prix from 2017 onwards have been boosted by possible investment

through a regional financial package. "We're happy and we want to continue at Monza, but we want to do so on the same sort of terms

other people pay in Europe, because there are no concessions," said Bernie Ecclestone of a potential deal.



BIG NUMBER

65 The number of world championship grands prix staged at Monza, a record.

XPE/IMAGES

Vettel not giving up on drivers' championship



COATES/LAT

Sebastian Vettel believes it is still possible to fight for the championship, despite being 43 points behind leader Lewis Hamilton.

"We will try absolutely everything, and try to make the impossible possible," said Vettel. "The best way of doing that is to remain calm, to try to do your best, and then we will see where the journey takes us."

No rush over Renault future

Speculation continues to swirl around Renault and its options beyond the expiry of its current power unit supply contract at the end of next season.

Behind the scenes, numerous meetings are taking place as Renault deliberates whether to continue building engines, quit F1 altogether,

or – as is more likely – again becoming a works team by taking over Lotus.

At present, with deals in place with Red Bull and Toro Rosso through to the end of 2016, Renault has a degree of time on its side, which is why it has been reluctant to expedite the decision.

"It's a long-term process because anything to be decided is a long-term decision, so we are not going to rush anything," confirmed managing director Cyril Abiteboul.

"We will not make further comments before September at the earliest. We are far from the conditions required to make the right decision."

RENAULT IN F1

1977-2015 Years **34**
(1977-1986, 1989-1997, 2001-present day)

GP's contested 548

Wins 168

P1 Pole positions 213

Constructors' championships 12

Drivers' championships 11



S BLOXHAM/LAT

Renault recently confirmed its intention to withdraw from its 11-year support of the Formula Renault 3.5 series, potentially instead looking into a tie-in with the new FIA-backed F2. Abiteboul added: "I would say also what we are working on at Renault is

not just Formula 1.

"There are a lot of very exciting projects we are working on, and I'm looking forward to these.

"Clearly Renault has every intention to remain committed, and to remain a very big player in motorsport."

RICK KELLY
Photo by: Rick Kelly



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Ben Anderson

From the paddock

As rumours swirl over his future, Kimi Raikkonen is demonstrating a worrying tendency to blunder at critical points

Maurizio Arrivabene must be thoroughly enjoying Formula 1's summer shutdown, if for no other reason than it affords the Ferrari team principal a temporary break from incessant questioning regarding Kimi Raikkonen's future as an F1 driver.

Raikkonen's current Ferrari contract expires after this season, though the team has an option to extend that deal into 2016. Meanwhile, speculation has swirled all summer that the Scuderia will replace Raikkonen with Williams driver Valtteri Bottas next year, which means Arrivabene must field constant enquiries about his team's future driver line-up.

Ferrari is certainly interested in Bottas; why wouldn't it be? I'm sure the Scuderia is also interested in Red Bull's Daniel Ricciardo, and keeping an eye on Force India's Nico Hulkenberg too. It's the job of a top team to constantly assess its options, and to try to make sure it has the best drivers available driving its cars. Contracts are contracts, but nothing is ever set in stone...

Should Ferrari decide it wants Bottas to line up alongside Sebastian Vettel on next year's grid it will have to buy the 25-year-old from Williams, which has an option to keep him in one of its cars for at least one more season. Current team-mate Felipe Massa reckons Bottas holds the key to unlocking this year's driver market, but in actual fact it's Kimi Raikkonen and Ferrari who have their hands all over the padlock and chains.

Ferrari could well decide to stick with Raikkonen after

31 points worse off than he should be in the title race through no fault of his own, depending on whether he was responsible for the 'rogue' Montreal engine setting.

Credit those points back to him and his record against Vettel rises to a more acceptable 67 per cent of the German's total. The big question mark concerns the continual underperformance and errors in qualifying, which are making the life of the second Ferrari much harder than it needs to be.

Austria was the classic example. There Raikkonen showed during practice that he had the pace to challenge for a podium, but for the second time this season (Malaysia being the other) he got himself bumped out at the first stage of qualifying in changeable conditions. Unlike in Malaysia, Raikkonen then crashed out on the first lap of the race. Ferrari can count that as at least 12 points (the amount awarded for a fourth-placed finish) un-scored solely through driver error.

Looking at the other races, you could reasonably argue Raikkonen has cost his team a further six points because of mistakes he's made in qualifying (for the Spanish and Monaco Grands Prix), and perhaps another eight if you feel a driver of his experience should have made a smarter call when timing his pitstop for wet tyres during the closing stages of the British GP.

Therein lies the rub with Raikkonen. As technical director James Allison alluded ahead of Hungary, Kimi is capable of being as fast as Vettel, but Vettel simply isn't

“Vettel isn't making mistakes. Kimi is, and these errors tend to come at the crucial moments”

all, giving it an extra year to assess its future options in detail. The big question is *should* it stick with him?

Looking at his contribution to the constructors' championship this year, the answer is emphatically 'no'. Raikkonen has scored less than 50 per cent of the total points accrued by Vettel over the first 10 races, and he is actually one point worse off than Bottas in the drivers' standings, despite driving a faster car and competing in one extra race (on account of the back injury that sidelined Bottas from the Australian Grand Prix).

When the competitive spread is tighter than it is right now, that sort of underperformance could be very expensive indeed.

Raikkonen can rightly point towards some bad fortune for exaggerating this gap. Thanks to a pitstop problem in Australia (where he would likely have finished fifth), the torque-setting malfunction in Canada (where he should have finished third), and the MGU-K failure that robbed him of second place in Hungary, Raikkonen is arguably

making mistakes. Kimi is, and worryingly these errors tend to come at the crucial moments, running counter to Arrivabene's assertion that Raikkonen performs better when he's under pressure...

He will no doubt go down as one of the greatest drivers in the history of F1, but in terms of pure performance Raikkonen is no longer operating at the level demanded by a top team consistently enough. For that reason alone Ferrari should probably look elsewhere for the identity of Vettel's 2016 team-mate.

But it's not so simple as that, of course. Ferrari has to weigh up Raikkonen's performances in the car against his enduring popularity and marketing cachet as a world champion, and the balance he brings to the team through a healthy working relationship with Vettel.

Bottas, for all his talent, is still relatively unproven at the highest level. That, and the inherent conservatism of top F1 teams, may mean Ferrari eventually decides that it's better the Finn you know – for now... ❧

This week in motorsport

PIQUET GETS PENSKE INDYCAR TEST

Newly crowned Formula E champion and ex-Formula 1 driver Nelson Piquet Jr is set to test an IndyCar with Team Penske at Sonoma next week.

The Brazilian will follow up his one-off Indy Lights appearance in Toronto with Carlin by driving an IndyCar for the first time in a special rookie test day.

Piquet's test opportunity comes as teams look to take advantage of rule 6.2.3 of the regulations.

This rule grants teams two additional test days, as long as a Lights driver completes at least 50 per cent of the running.

He will be joined by current Lights title contender Spencer Pigot, running Penske's Chevrolet-powered Dallara.

Current Lights championship leader Jack Harvey will run with Schmidt Peterson Motorsports.

Ed Jones and Matthew Brabham are also taking part in the test, driving for Rahal Letterman Lanigan and Andretti respectively, while Mid-Ohio Lights winner Sean Rayhall will be on duty for Ganassi.



Ganassi gets NASCAR boost

Chip Ganassi Racing could expand to a three-car operation for the 2016 NASCAR Sprint Cup season, after Michael Waltrip Racing co-owner Rob Kauffman purchased a stake.

Kauffman said the move is about 'consolidating' his interests, though it raises question marks over MWR.

GP2/GP3 add Bahrain date

The GP2 and GP3 series will add an extra round to their respective calendars in Bahrain in November.

Series officials have been working to organise a replacement round since the cancellation of the German Grand Prix.

The two series support the World Endurance Championship's six-hour race at Sakhir on November 19-21. The Bahrain round will run back-to-back with the series finale in Abu Dhabi.

The current GP2 season kicked off in Bahrain earlier this year, while GP3 will race in the country for the first time.

10

BIG NUMBER

89

points' lead for Sebastien Ogier over Jari-Matti Latvala in the WRC, meaning he could be crowned champion before the end of August



IndyCar boss Walker resigns

Derrick Walker will leave his role as president of operations and competition in IndyCar, after two and a half years in charge.

After taking up the position during the 2013 season, long-time team owner Walker was tasked with focusing on several areas of IndyCar racing, including the introduction of the manufacturer aero kits in 2015.

"I have appreciated the opportunity to work closely with the team owners, drivers and the team at IndyCar," said the outgoing boss.

"After two and a half racing seasons, I believe the timing is right to move on to other opportunities."

Walker's resignation comes during a season marked by a number of airborne crashes, most notably during preparation for May's Indy 500, where three separate flips occurred.



Loeb set for Supercup return at Spa

Nine-time World Rally champion Sebastien Loeb will make his Porsche Supercup return at the Formula 1-supporting Belgian Grand Prix. He will race a car entered by his own Sebastien Loeb Racing team

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FR3.5 handover talks continue

Renault says talks are ongoing with Formula Renault 3.5 joint-organiser RPM, as it continues to negotiate a handover.

The French marque announced last month that it would be ending its support for the category, which it has promoted within its World Series bill since 2005.

Bosses from RPM and Renault Sport met with team representatives in Barcelona last week regarding the future of the championship.

Renault also confirmed that it would continue to support the Formula Renault 2.0 and Renault Sport Trophy categories.

A statement from Renault said: “[A] meeting took place in Barcelona together with all the Formula Renault 3.5 series teams representatives, RPM and Renault Sport in order to study the conditions and the feasibility of the handover of the series to RPM from 2016.”



GT World Cup field building

All but one of the major manufacturers involved in the GT3 category have expressed an interest in competing in the inaugural FIA GT World Cup in Macau.

Blancpain GT Series boss Stephane Ratel, who has been contracted to put together the grid for the November World Cup, explained that so far only Ferrari had said no to taking part in an event that the FIA is billing as a “showcase for GT manufacturers”.

He is not expecting firm commitments until the manufacturers’ points-scoring system, the Balance of Performance and the one-make tyre supplier are set.



F3 racer Maisano quits Prema

Former Ferrari protege Brandon Maisano quit Prema Powerteam mid-way through the Red Bull Ring round of the European Formula 3 Championship last weekend.

The Frenchman was enduring a difficult season in which he has failed to finish on the podium, with a best result of fourth all year, while

team-mates Felix Rosenqvist and Jake Dennis have won races.

“Brandon decided to stop racing because he didn’t have the motivation to race for 15th or 16th position anymore,” said Prema manager Rene Rosin.

“It was not our decision. It was a decision made on performance.”



Zanardi scores gold medal hat-trick

Alex Zanardi won a hat-trick of gold medals at the 2015 UCI Para-cycling Road World Championship in Nottwil in Switzerland. The two-time CART champion is focusing on cycling this year ahead of his next Olympics bid

In brief



ROAD AMERICA BACK?

Road America appears set to return to the IndyCar schedule next year as part of a revised calendar that could also include Phoenix and Mexico City. NOLA is expected to be dropped after just one year. However, series boss Mark Miles has confirmed that the 2016 calendar will be longer and feature more events than the current one.

LMP1 BALANCE SET

The Equivalence of Technology between petrol and diesel power in LMP1 for the remainder of this year’s World Endurance Championship has been set. The fuel allocation and tank capacity has been slightly decreased for petrol machinery and increased for diesel cars.

STROLL VERDICT

Lance Stroll was officially excluded from 10th in the third Monza F3 race by the FIA last week, having competed under appeal. He followed the verdict up with his first podium at the Red Bull Ring.

McRAE TO OZ RALLY X

Former WRC driver Alister McRae has signed up to race in the new Extreme Rallycross Championship in Australia. The Scottish driver will drive a Supercar Lite in the series, which gets under way in September.

MOSTERT’S NEW DEAL

2014 Bathurst 1000 winner Chaz Mostert will remain with Prodrive Racing Australia in V8 Supercars until at least the 2019 season. Mostert joined the team back in 2011 when it was known as Ford Performance Racing.



KALUSZ/LAT

Vanthoor subs for Brazilian Stock Car champ



HORS

Audi GT racer Laurens Vanthoor was called up to race in the Brazilian V8 Stock Car series at Curitiba last weekend.

Vanthoor was a stand in for five-time Brazilian champion Caca Bueno at the Shell Racing squad.

Bueno was suspended after he offended marshals via comments on

team radio at the previous round.

Vanthoor battled former F1 star Rubens Barrichello in the opening race before losing his bonnet, and he retired from race two.

Vanthoor raced in the two-driver season-opener at Goiania earlier this year alongside Valdeno Brito.

Sims back on top!

British GT was out on tracks again last weekend for the Brands Hatch round with an epic two hour race which ended up with Alexander Sims bringing his #1 car home safely and achieving a perfect Sunoco Whelen Challenge score of 140 points - pole, win and fastest lap! This has pushed his average to an impressive 99 points, knocking Johnny Adam off his top spot which he held for just a couple of weeks, but what excitement will the rest of the season bring?

In the Sunoco 200 Challenge Radical Sprint's Paddy McClughan is still leading the standings over 6 points ahead of MINI Challenge's Neil Newstead. Radical's Ben Dimmack is in 3rd position, whilst results from British GT4 at the weekend have kept Ross Gunn in top 5 (now in 4th) and moved team-mate Jamie Chadwick into 5th place. With just a few rounds left for the season it will be a nail-biting wait to see who can take the prize drive in Daytona in January 2016!



www.sunocochallenge.com



1	A Sims	British GT3	99.00
2	J Adam	British GT3	87.08
3	M Attard	British GT3	84.33
4	S Malvern	Radical Enduro	74.94
5	T Woodward	Radical Masters	74.50



www.sunocochallenge.com



1	P McClughan	Radical Sprint	104.17
2	N Newstead	MINI Challenge (JCW)	97.96
3	B Dimmack	Radical Sprint	89.44
4	R Gunn	British GT4	88.92
5	J Chadwick	British GT4	85.25

Points correct as of 3.08.15



Next eligible races

Sunoco Whelen Challenge

British GT3 22-23/8
 Britcar 29-30/8
 Radical 4-6/9

Sunoco 200 Challenge

MINI Challenge 8-9/8
 GT Cup & F3 Cup 15-16/8
 British GT4 22-23/8

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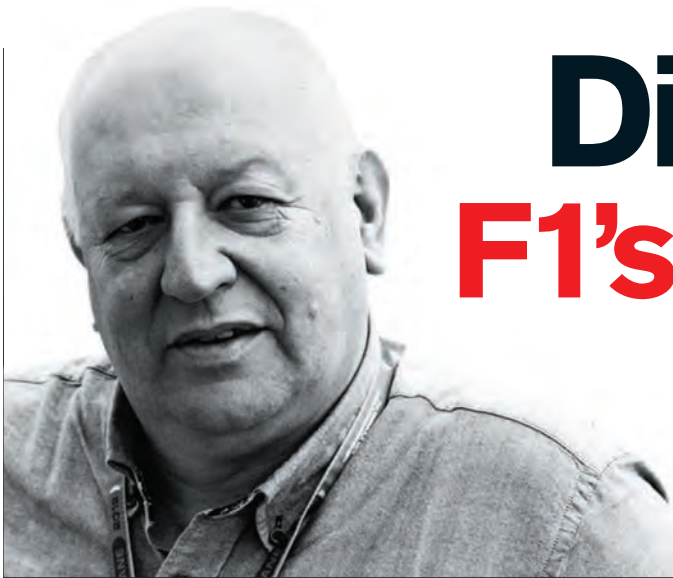


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Dieter Rencken

F1's political animal

The battle between subservient Pirelli and the more powerful Michelin to win F1's tyre-supply contract is set to rage

Think Formula 1's most-recent tyre war was fought in 2006, when Bridgestone and Michelin went head-to-head before the latter withdrew from F1 ahead of the Japanese company being appointed sole tyre supplier from 2008 to 2010 by the FIA? Think again.

A war every bit as ferocious as the previous on-track battle is ramping up as current incumbent Pirelli and rival Michelin persuade the sport's major players of their bona fides and that their respective approaches will prove to be of greatest benefit to F1.

Last time around FOM and Pirelli struck a long-term marketing agreement that deterred challengers (which competitor brand would tender for the F1 supply in the knowledge that Pirelli logos would be plastered across all circuits?). Now the FIA has refined procedures and calls for expressions of interest 18 months before the end of the current contract. Thereafter it evaluates candidates on safety, technical and sporting criteria.

A shortlist is sent to FOM for negotiations, with the commercial rights holder advising the FIA of its preference. The FIA World Motor Sport Council then ratifies the successful candidate after vetting contracts. The FIA approved the only two applicants in July, with an announcement expected following the WMSC's meeting on September 30, failing which the decision could fall via fax vote or its next session in December.

As is the case with any real-life struggle, there exist both striking similarities and fundamental differences

by keeping the CRH and teams (essentially) sweet. Sure, the teams jib about coughing up a million quid each for a year's supply of rubber, but are only too aware that in 2010 F1 came perilously close to being tyre-less after Bridgestone withdrew, giving a year's notice. Pirelli saved the situation.

F1's revenue-distribution structure – inequitable as it may be for independent teams – is such that the tyre bills of major teams are effectively covered by their respective shares of Pirelli's 'bridge and board' / race title/hospitality spends, which amount to an estimated £30million per annum. So the majors are powerful allies, and, of course, hold sway at Strategy Group level.

The Italian company – potentially, though, coming under Chinese majority ownership – has as its strategy to serve the sport, and supplies whatever its 'customers' demand, within safety parameters, of course. Should teams demand hard compounds capable of lasting all season, Pirelli strives to deliver. Equally, if the call is for 10 stops per race, again it will do its utmost. Red sidewalls? No problem.

Contrast that with Michelin's non-negotiable philosophy, which is founded on low-profile technology – with motorsport director Pascal Couasnon recently stating that if Michelin was the successful applicant but was forced into run the present (antiquated) 13-inch wheel-rim dimensions, it would not be interested in F1. A harsh attitude, indeed, but then Michelin can afford

“Michelin has four times the financial firepower of Pirelli, and can outspend it if it so wishes”

between the warring factions. The conflict, as always, is over rights and territory – in this case the right to solely supply tyres to all entrants contesting the FIA Formula 1 World Championship (the property) for 2017-19.

That the period is out of kilter with the validity of FOM's bilateral agreements with teams and the originally-agreed engine-stability window (both the end of 2020) seems to have been taken into account. So it could be that a new supplier coming in from 2020 may be called upon to produce tyres to a certain specification for a single season, then revise its products for onward regulations.

Better, surely, to have stipulated a four-year window for this tender to enable synchronisation between commercial deals and Formula 1's tyre/chassis/engine regulations, but that is seemingly too logical an attitude for an extremely rare entity – a global business that thrives on obfuscation and confusion...

Pirelli has the advantage of being sitting supplier, having played F1's politics superbly during both tenures

to be choosy.

Ranked the world-number-two tyre producer (after Bridgestone) with annual revenues of £20billion, it has four times the financial firepower of Pirelli, and can comfortably outspend the present incumbent if it so wishes. Thus it could offer FOM double the going rate, provide gratis tyres (possibly contribute to team budgets), cover the costs of test sessions and support any number of FIA safety initiatives – if F1 accepts its terms.

Put this to Pirelli's motorsport boss Paul Hembery, and he shrugs: “We hope to stay in F1, but not at any cost...”

Therein lies the essence of the battle between two competing companies. The FIA's remit is to ensure F1's sporting and technical health, with FOM likely to select the highest bidder on behalf of its investment fund owners. Michelin knows only too well those objectives are not mutually exclusive, while being compatible with its stated philosophy. Pirelli surely has a fight on its hands to stay in F1. ❧



WOMEN IN MOTORSPORT SPECIAL



- 16 Susie Wolff guest editorial
- 18 Danica Patrick meets Susie Wolff
- 22 The physiological challenge
- 24 The boss: Claire Williams
- 26 Women in engineering
- 30 Participation and statistics
- 33 Abbie Eaton, club champion
- 34 Michele Mouton and the FIA
- 36 Why it matters



DUNBAR/LAT

When will a woman race in F1 again? It's a bold question to ask on the cover of AUTOSPORT – and a strong statement from the editor Edd Straw to dedicate this special issue to women in motorsport. Kudos to him for doing so and thank you, Edd, for the opportunity to guest-edit the magazine.

The way I look at it, our sport is just one small part of the wider story of female participation in all sports. There is momentum behind women's sport right now – just look at the success of the recent Women's World Cup football tournament in Canada – and there is no doubt that times are changing in motorsport too.

In the past, we have seen pioneers such as Divina Galica and Lella Lombardi, who were trailblazers for women in Formula 1. In my role as test driver with Williams, I am on the verge of breaking through the glass ceiling. But the sustainable progress will be made when it's no longer unusual to see women racing and winning in motorsport.

Ultimately, it all comes down to opportunity – giving talented girls the chance to prove themselves in the lower categories. There's no question that, as a woman, you have to work harder to earn the respect initially, as there is the slight doubt from many people that you're capable.

But once you do that, it's all about performance – and in motorsport, performance is power. The stopwatch doesn't see gender, race or any other factor; it just says whether you're quick or slow. And that's what you're judged on.

When I look at the steps I have taken in my career, they have been all about getting a foot in the door and grasping that opportunity. My time in DTM started with a chance to test the Mercedes car – from there, I got a race seat, learned German and immersed myself in the programme. With the machinery at my disposal, I did a solid job.

It was the same with Williams: my gender opened the door to test the car, but it was my performance that justified my continued involvement. I'll never forget the young driver test at Silverstone in 2013, when the engineers couldn't put together a definitive run plan for me because they didn't know how many laps I could manage. So I prepared well, did my training and I completed the full day.

Of course, there is a physiological aspect to the debate, because on average women have 30 per cent less muscle than men. But I did a full race distance in the pre-season test at Barcelona and showed it could be done. I am 100 per cent convinced that there is no physical impediment to women racing in F1.

Now, I am right on the cusp of breaking onto that starting grid. I can't speak highly enough of Williams and

my experience working with them, beginning with Sir Frank and Claire and going all the way through the company. It's a team that knows about grasping opportunities and making your own luck – that racing spirit runs through the whole place and it's something I've drawn on many times.

I make no apology for having used gender as a USP in my career. Why should a woman deny her femininity just to conform with the expectations of the racing world? I'm a woman, I drive racing cars and if there's an advantage in terms of finding sponsorship or support, then I will make the most of it.

That's what racing is all about: finding competitive advantage and exploiting it. That can open new doors for me and other female racers, which is great. But then we have to stand or fall based on our ability.

I am realistic about where I find myself right now. Unless the rules change to make it easier for less-experienced drivers to test and get themselves on the grid, it will be hard to make the next step. But if I can't be the woman to break through the glass ceiling, then I want to be involved in making it happen for the person who does.

When I started out in racing, I wasn't comfortable with the idea of being a role model, because I still had everything to prove as a driver. Now, social media connects me with people around the world and the positive response is amazing. There are little girls in onesies who want to be F1 drivers "like Susie Wolff" and young women hunting for career opportunities in engineering schemes with F1 teams.

I feel I have a responsibility to pass on the lessons I have learned, to help young women avoid some of my mistakes and to provide inspiration for them to chase the same dream. Female participation in F1 is changing mindsets in a positive way. The more little girls and young women who start racing, the more opportunities they will have at the top level.

We need to make sure girls know motorsport is an option for them. When I feel the time is right, I want to dedicate my energies to a project that can attract young women to the sport and help open doors for them. But it's early days yet.

We all have a duty to nurture our sport. It has given us so much and we have to put something back to help it evolve in a positive way. In the long term, a more diverse sport will be even richer, healthier and more competitive than it is today.

We need to encourage participation and make opportunities happen for the young drivers and engineers who are the future of motorsport – and that includes the women who make up 50 per cent of the population. It's great that AUTOSPORT recognises that need as well.

Susie



Wolff has played an active role in work on this special issue



Wolff: 'Off you go Edd, I'm in charge now'





DANICA PATRICK

American role model

As part of her duties as guest editor, SUSIE WOLFF found herself on the other side of a dictaphone interviewing the NASCAR star

DANICA PATRICK CV

Age: 33

1998

Car debut in Formula Vauxhall Junior

1999

9th in FVauxhall Junior



2000-2001

Formula Ford, finishing second in 2000 Festival

2002

Barber Dodge Pro Series

2003-2004

Toyota Atlantic, finishing third in 2004

SUSIE WOLFF: In most of the interviews I give, my gender always comes up. Do you get frustrated that, after everything you've achieved, gender is still such a big issue for people?

DANICA PATRICK: It comes up less and less all the time. It used to be a big part of the questioning I would get and a big part of the point of the interview. But now there are not so many direct questions. Because I'm a girl, I do still get the attention and the interviews, but gender-specific ones happen less than ever. But when I do get them, I'm not frustrated. I understand it's part of what's got me to where I am today, and it will be a part of what gets me to where I'm going as well. The thing that frustrates me the most is a person asking dumb questions that they could have figured up by looking it up on the internet! At this point in my career, that's what most frustrates me — ignorant people.

SW: I understand that completely! You said something very intriguing: that you get those questions because it's still a big talking point in the media and it's helped you get to where you are. Do you feel you had to play that game to get where you are and that you had to push more on the marketing side because you're something different? Was your USP your gender?

DP: I understand that the questions will come, I understand the criticism. I wouldn't say that's me playing the game, it's just knowing that it's part of why I'm here. You have got to feed it and not run away from it or get mad about it. It would be a bad idea to get frustrated by being pointed out for being a girl because it's part of why I'm getting the interview. Sometimes you have to be patient and have more tolerance for the angle sometimes, or the criticism that comes along with it. But I also get a lot of praise. When I have a great race and finish sixth, I'll get a lot more attention than others do. So I also get a plus side that others don't. ▶



Patrick (10): P9 in April's Bristol Sprint Cup race

SW: You have a huge fanbase and profile, and you've made a big success commercially. Do you think you get resentment from other drivers because of the fact that when you finish sixth you get a lot more attention?

DP: I don't know; I'm sure there are some. It's understandable and I believe some probably do, but I don't know that; they don't say that to me. There are people I don't get along with, but I think there are always people in our lives we just don't get along with!

SW: I spoke to Juan Pablo Montoya last year and he said he felt that you got treated pretty harshly by some of the other drivers. Do you feel that way, or is that only his perception?

DP: I think if he said it, it's probably true! I don't think that he would say that just to say it. Yeah, I probably, at times, find it harder to get by some people than others. I have definitely watched it go down that way – as in I worked very hard to pass a car, and then looked in my mirror and saw them move over for another one. Or let's say, if I try to pass somebody, they won't be professional about it, and then somebody else comes up behind me because I've wasted so much time trying to get by and then all of a sudden they literally move over for the car that caught them.

SW: I know that feeling! On a more positive note, you have a huge fanbase. Do you see yourself as a role model who can have a positive impact on more girls starting to race because they see you?

DP: Yes, I do. I still feel I have a lot to learn and I always feel there are people with more experience than me, and who have been around a long time, so it's funny to be in a position where somebody looks up to you and what you're doing and feeling, when you are just trying to figure it out yourself. As time has gone on, I've become comfortable in that role and I hope that through interviews, and being asked about being a role model, that it has forced me to think about it, and think about where I stand and exactly what got me to where I am. It's a cool role to be in and

WOMEN IN INDYCAR



ANA BEATRIZ



SIMONA DE SILVESTRO



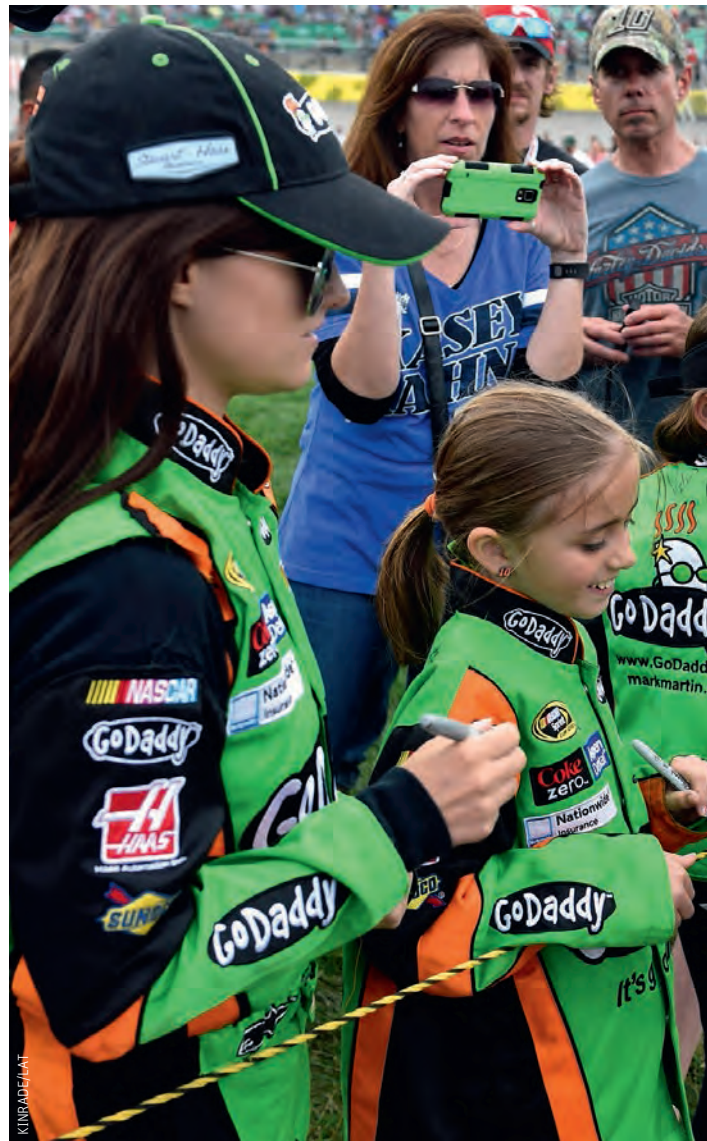
SARAH FISHER



KATHERINE LEGGE



PIPPA MANN



there's a lot of good that can be done. Recently, I went to a boys'-and-girls' club, where kids can go after school in the summertime to play sports and do activities. It's cool to be able to go and be friendly with them, and colour, and laugh, and joke, and sit with them. But then to also have those kids see me on TV and have seen this larger-than-life view, they realise that I'm just like them. Hopefully that inspires them to know that if they set their mind to something, they can do anything. But I don't really do anything different because I didn't do anything different to get to that position. It comes down to being yourself, being honest about things,

20



THE VIEW FROM THE USA

Here in the US, you can bump into Danica Patrick – or at least, her image – at any time. Turn on the TV, she's advertising insurance. Open a fitness magazine, and there she is in workout gear plugging a nutritional supplement. Look in a publication targeted at women, and you might see her advertising a watch, or nail polish. Go to the ESPN website to catch up on some baseball news, and you'll also see that her recent flame-out against Dale Earnhardt Jr has inspired a 'Danica Patrick's Five Biggest Blow-ups' piece. She's closer to ubiquity than any other driver, and she's transcended the sport more than any of her rivals. Non-motorsport fans might not know Patrick's name, but they'll still ask about 'that pretty girl who races cars'.

That her fame is disproportionate to her results has been part of the story every since she was in the ascent at IndyCar. Now that she's 33, with six top-10 finishes from

100 Cup starts and a highest championship position of 27th, there are the first hints of acceptance that, even if there is a win or two in her future, she is not going to be Jimmie Johnson with long hair.

But history may yet show that her real impact is still to come. The expanse of her profile has saddled Patrick with the job of role model whether she wants it or not, and there are already signs that her example has lit a fire under a new breed of female drivers in this part of the world. Ayla Agren, who won last year's F1600 title and is currently trying to establish herself on the Road To Indy ladder, has said that she was motivated to take up racing when she saw Patrick on the Indy 500 grid in 2005, and she's not alone. Whatever Patrick goes on to achieve, her real impact might not be felt for another generation.

Mark Glendenning



The 33-year-old is a role model for female fans

2005
12th in IndyCar; 3 pole positions; 4th Indy 500

2006
9th in IndyCar

2007
7th In IndyCar;
3 podiums



2008
6th in IndyCar: 1 win

2009
5th in IndyCar;
3rd Indy 500

2010
10th in IndyCar;
makes NASCAR
Nationwide debut

2011
10th in IndyCar;
12 starts in NASCAR
Nationwide

2012
10th in NASCAR
Nationwide; 10 Sprint
Cup starts



Racer first, brand ambassador second



She lies 22nd in the Sprint Cup standings



Celebrating 2008 Motegi IndyCar win

like who you are – sometimes it's ugly, sometimes it's pretty. If you can just be comfortable to be yourself it will take you a long way. So it forced me to be those things. I don't do anything different as a role model, outside of just perhaps showing kids a bit more attention here and there.

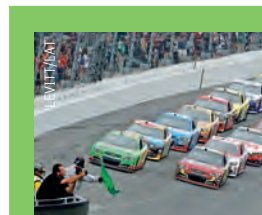
SW: Even in Europe, you have a positive impact. The next point is, for me in Formula 1 there are more and more women coming through into prominent positions on the pitwall. In the racing team, one of my bosses is a woman, Claire Williams. Is the trend the same in America?

DP: Probably, yeah. I remember going to my go-karting track where I raced growing up, and there were a couple of girls doing it when I first started. But many years later there were probably about 40 per cent girls racing go-karts. So, there are a lot more. They're probably a little young still but they're coming!

SW: Bernie Ecclestone suggested the idea of a Formula 1 series just for women earlier this year, which I was quite vocal about being against. What are your thoughts on championships just for women?

DP: Well, I think I would share the same view as you do! Whoever employs drivers should look at drivers objectively to give them a fair chance; that is the only thing you want. You don't have to have an all-woman series to do that. It starts at a young age really, that's probably what differentiates me from other girls. My dad used to race when he was younger, and we would always be at the dirt tracks on Sunday night. So, we were looking for things to do together as a family. We started racing go-karts when my sister was eight, and I was 10. It was a way to spend time

“Asked about being a role model has forced me to think about it”



2013
27th in NASCAR
Sprint Cup: Daytona
500 pole

2014
28th in NASCAR
Sprint Cup

2015
Currently 22nd in
NASCAR Sprint Cup

together. It was an option, as my dad knew how to do it and my sister wanted to do it, so I did it. But most kids are probably not put in a position where they could drive a go-kart. You have to have the opportunity and the knowledge to be able to work the go-kart, knowing how to run an engine and set a carburettor. I would probably start girls at a younger age rather than trying to get them involved when they are old enough to drive a car.

SW: If you could look back at the younger Danica when she was starting out in IndyCar, what advice would you give your younger self?

DP: Hmm... I'm not one to look back and change anything. I'm happy where I am today, and none of it would have happened without the events which have occurred. So, I'm grateful for the faults along the way; they've taught me things. And I'm grateful for the good things that have happened, the near-misses, and the near-successes. I don't look back and wish I could change anything. I guess I would just say continue to be yourself, be confident, and just know that working hard pays off. ☺

THE PHYSIOLOGICAL CHALLENGE

LUKE BENNETT, *medical and sports performance director for HINTSA, on male/female contrasts*

With any discussion of gender differences, it is crucial to keep in mind that there is no high-quality scientific evidence relating specifically to motorsport. Any conclusions will be speculative and based on inferences from other sports, particularly those in the Olympic arena. So what clues do we have?

PHYSICAL DIFFERENCES

Females have lower muscle mass and so generate lesser muscle forces, especially so where sudden explosive efforts are concerned. Upper-body strength and shoulder diameter is, on average, reduced. There are also differences – less important in motorsport – in heart and lung function and fluid and electrolyte physiology, which can further vary with menstruation and pregnancy.

On the plus side, for motorsports – and particularly F1 – women are likely to be smaller with a lower centre of gravity (a delight for car designers and engineers), and potentially do relatively better in longer endurance efforts.

As an interesting aside, there are well-studied gender variations in symptoms both before and after a concussion episode, which need to be taken into account for the protocols that the FIA and motorsport medics use when evaluating the timing for a return to competition.

COGNITIVE DIFFERENCES

There is strong evidence that males are simply more motivated in individually competitive situations,

HINTSA PERFORMANCE AG

Hints Performance AG was founded by Dr Aki Hints, Finnish trauma surgeon and McLaren team doctor for over 10 seasons. Hints Performance programmes produced their ninth Formula 1 World Champion in 2014 and currently work with around 20 drivers across F1 and related junior categories. Dr Luke Bennett is the Medical and Sports Performance Director for Hints, and current team doctor for Mercedes AMG Petronas F1 and McLaren-Honda F1. Hints has worked with numerous female drivers and Olympic athletes over the past two decades.

especially where status and risk-taking is involved. In simple terms, this is a consequence of brain structure and male hormones, as well as cultural conditioning.

Some long-term observers of F1 believe that this is potentially the greatest obstacle to female success in the sport. Male athletes also consistently outperform their female counterparts in spatial tasks.

But the gender differences are not completely one-sided. Women excel in verbal memory, object location and recognition (great for complex communications from the pitwall and intricate steering-wheel interfaces) and are generally more adapted to a social, team environment.

CAN WOMEN COMPETE WITH MEN?

All of these generalities are just that. There are many outlier individuals, many women who may defy these population averages to be very competitive.

The problem is, in its essence, a statistical one. There are far fewer girls in grassroots motorsport, which greatly reduces the likelihood of such an exceptional female talent pursuing the sport in the first place.

And then, unfortunately, the entry-level categories of open-wheel racing in particular play to the strengths of young males (power, strength and aggression), where women who might do better in the power steering-assisted, technically and socially complex world of F1 have already fallen by the wayside.

Are there women out there who could win F1 races? Undoubtedly, such an individual exists. But it must be observed that the odds are stacked firmly against her. ❏

22

SUSIE WOLFF *My training regime*

I do have to train hard to be able to drive the F1 car. The high g-forces are the toughest under braking and for high-speed cornering. But I am lucky in that I started racing at the age of eight, so I developed strength in all of the relevant places over the course of my career.

I know when I will be testing by the start of the year, so I can plan my training regime around this. For the six weeks leading up to driving, I have use of the neck machine that Michael Schumacher developed for his comeback to F1. This is very specific and you are able to make progress quickly. Aside from this, I have specific exercises but only ever do these under the supervision of my trainer.

For general training, the advantage of the current F1 regulations for me is the fact that the driver cannot afford to be bulky due to the tight cockpits and the increasing importance of driver weight. Training has to increase muscle stamina and endurance but pure strength is not relevant. Women have 30 per cent less muscle than men, so I know that on this I can't compete.

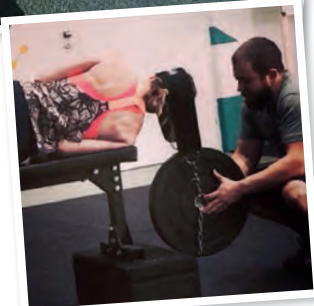
I focus on HIT training (High Intensity Training – lifting heart rate high for short spells and recovering between).

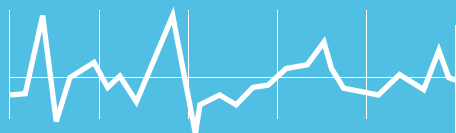
I also use kettle bells as they work the whole body, particularly the core and back, which is also of importance in an F1 car.

Circuit training, exercises using my own body weight so as not to build bulk, is also important. Coordination and balance work – for example using a medicine ball – keeps my eye in and activates all the small muscles around the main muscles, leading to greater stability and balance.

Generally, one of the disadvantages of restricted testing is the fact that I only get a limited number of opportunities to drive. As a race driver, simply being in the car for pre-season testing and then as the season develops allows your body to get stronger in the right places, as no amount of training or specific training is the same as actually being in the car. This is why I need to be focused and diligent.

I 100 per cent believe that there is no physical reason a woman can't compete in F1. If the technical regulations change, this may change, but current F1 is manageable if you train and prepare correctly.





THE PHYSICAL DEMANDS

Susie Wolff has driven the 2015 Williams at three circuits this year – Barcelona, the Red Bull Ring and Silverstone. The data from her fastest laps at each reveals the physical demands of driving.

TIMES

Barcelona: 1m29.710s (hard tyre)
Red Bull Ring: 1m13.251s (soft tyre, damp track)
Silverstone: 1m37.250s (hard tyre)



MAX LONGITUDINAL G UNDER BRAKING

Barcelona: -4.5g
Red Bull Ring: -4g
Silverstone: -4.5g



MAX LATERAL G

Barcelona: 3.3g (T3)
Red Bull Ring: 2.9g (T8)
Silverstone: 3.5g (T9)

MAX SPEED

Barcelona: 202.6mph (T1)
Red Bull Ring: 197.2mph (T1)
Silverstone: 202.6mph (T15)

MAXIMUM BRAKE-PEDAL LOAD

Barcelona: 120kg
Red Bull Ring: 115kg
Silverstone: 105kg

23

XPBIMAGES

The Williams deputy team principal has risen to prominence in F1 in recent years, taking a key role in the operation of the famous squad. This gives her a unique view of the cause of women in motorsport. By EDD STRAW

The team boss CLAIRE WILLIAMS

24

“It’s extraordinary that there is this massive movement about it; I thought Emmeline Pankhurst got rid of this ages ago...”

Claire Williams, deputy team principal of the team that bears the family name, has a good point. It’s been 87 years since the passing of the Representation of the People (Equal Franchise) Act of 1928 in this country. This was the act that, for the first time, gave men and women equal standing when it came to the vote thanks in no small part to Pankhurst’s campaigning. So why is the lack of women in motorsport such a big issue?

Speaking to Williams lays bare the two conflicting positions. In F1, staff are employed because they are the best available, with gender not something anyone can afford to worry about. But at the same time, there is still a need to be active in encouraging women not to see it as a closed shop to ensure that representation grows.

“I have always believed that it’s about proving yourself,”

says Williams, who did so in more junior roles in the team to earn her current position. “At Williams we have never had gender discrimination, but it has happened in other industries that men have had to change their attitude.

“I don’t think I go through one interview without being asked about what it’s like to be a woman in motorsport, which I

find unbelievable. But it does highlight the issue. Because women are now in these positions, the media has taken it in a positive way and is shining a spotlight on it. The conversation about female integration in F1 and motorsport seems to be louder than in other sports.”

Williams is not keen to push herself as a role model, but not through anything other than a lack of ego. “I don’t see myself as a role model; it’s for others to judge whether I am,” she says. “But I do use my position to encourage girls into motorsport in whatever discipline. There are a lot of people who could act as role models better than me. We have some amazing engineers who are females and they have had to work really hard. And Susie Wolff is a trailblazer, so there are many more suitable people!”

“You have to be good at what you do in F1, male or female”





XPB IMAGE

25

Williams cites eight per cent of the Williams technical team as female, whereas four years ago the figure was zero. There's no question that Williams has become a focal point for the whole storyline of women in motorsport thanks in no small part to Wolff's presence at the team.

Since first testing a Williams F1 car in October 2012 after being signed as a development driver, AUTOSPORT's guest editor has made four appearances in Friday practice and completed a quartet of test days.

"We are serious about who we put in our cars and would never make a decision based on marketing strategy," says Williams of Wolff's role. "We started her on a small remit and that has grown because she has shown her abilities. The fact that this has inspired a gender conversation and we've tapped into that from a marketing point perspective is a significant bonus, we aren't going to deny that."

When pressed, Williams concedes that the marketability of Wolff's gender was "a little bit" of the reason behind her initial involvement. But the team wouldn't waste precious seat time on her if it was solely a publicity stunt.

That said, there is no sign of Wolff being in serious contention for a race seat (no surprise in that, given the strength of current duo Felipe Massa and Valtteri Bottas). But Williams does believe that when a female driver gets a full-time race seat and becomes the first woman to race in the world championship since Lella Lombardi in 1976, there will be a big impact. "You just have to look at the interest that arises when Susie is doing one of the Friday sessions or a test," says Williams. "If F1 had a female on the grid, it would create a massive buzz around F1. But we shouldn't just be putting females in race cars to create that buzz. Gimmickry does not work because people are too smart."

"But I find it extraordinary that we have these conversations in the 21st century and that some people are still amazed that a woman can do a job in F1. It's bizarre."



Massa and Bottas now have eight per cent female techies

XPB IMAGES

"Having a female on the grid would create a massive F1 buzz"

From speaking to Williams, what becomes very clear is that there is a disconnect from F1 to outside it. As she puts it, there is a technical-personnel "skills shortage". It's difficult to get qualified people, and even harder to keep hold of them. In such a competitive arena, to ignore half the world's population on the basis of gender would be the height of folly. Teams do not have the time to be ideological, for good or ill.

And yet, there is still the very clear need for this to be made clear to those on the outside and ensure that young girls and their families recognise that there are no roadblocks to working in F1 and no glass ceiling when they get there.

That is the message F1, and motorsport as a whole, needs to communicate. The playing field is level, but you have to be good enough – male or female.

"Just because you're female, you don't automatically get the job," says Williams. "You have to be good at it and F1 is a good platform for that attitude. The people doing the recruitment are only looking for the best."

"You have to be good at what you do and should not be employed just because you're female. And that goes whether you're the boss of the family business or anything else. You have to prove your worth." ❧

“In the UK in general, engineering *isn't* something that's sexy for anybody – male or female”

Audi Sport race engineer Leena Gade has won the Le Mans 24 Hours three times. She spoke to SCOTT MITCHELL about being a woman in motorsport engineering

26

LEENA GADE CV

Age: 39
Born: India; grew up in UK
Lives: Ingolstadt, Germany
Occupation: Audi Sport Team Joest's lead engineer

RACING

2015
Audi Sport engineer in WEC

2014
Audi Sport engineer in WEC (Le Mans 24H win)

2013
Audi Sport engineer in WEC

2012
Audi Sport engineer in WEC (Le Mans 24H win)

2011
Audi Sport engineer in WEC (Le Mans 24H win)

Being the lead engineer for one of world motorsport's most successful marques brings plenty of highs – and, at around 3pm on the second Sunday of June, some crushing lows. For Leena Gade, it also provides something else: media training. Because Gade, Audi Sport Team Joest's three-time Le Mans 24 Hours-winning engineer, has been asked about the building blocks of her career so many times, the answer could start before the question's finished being asked. Born in India, Gade and her sister were fascinated by the (de- and re-) construction of their toys as children, a fascination helped by her parents “always encouraging us to prepare our toys, let's put it that way”. Both Leena and Teena were raised as Formula 1 fans, picked out motorsport engineering as a career that was as open to them as any other, and eventually made it right to the top – Leena with Audi's World Endurance Championship programme, Teena with the Force India Formula 1 team.

Leena Gade's story is well known, because she's one of world motorsport's best-known engineers.

That's largely down to her gender, although she's aware she's bloody good – you don't guide Audi to three Le Mans wins unless you're anything less, and “I never wanted anyone to judge my ability on the basis that I was a girl”. Her success, though, is down to determination and desire, because female participation in motorsport boils down to a numbers game and it's no different in engineering: only six per cent of the UK engineering workforce is female.

“Teena, I think at one stage, wanted to be a racing driver,” says Gade, who has a degree in aerospace engineering; her sister one in mechanical engineering with a Masters in aerospace. “My parents put a stop to that immediately by saying, ‘This costs too much

money, don't even think about. We'll supply you with money for your education, but that's about it.’

“I got onto a course with 100 people and there were only five girls on it. In the first two weeks I phoned my mum up and said I wanted to leave, and she said, ‘This is what you wanted to do, you're just going to have to deal with it’ and hung up the phone.

“It was the best advice she could have given me at that point. I stuck it out. By the time the course finished and I went straight into a Masters [in material science], there were 20 of us on the course and I was the only girl left.”

Gade reckons engineering is a career path you need to have your sights set on early because it's one that's misdefined – at least in Britain, where she was based for most of her life before her Audi role took her to Germany. “In the UK in general, engineering isn't something that's sexy for anybody, male or female,” she propositions. “A lot of it is to do with the education of the teachers and parents; if they don't see engineering as a full-time career full-stop they're not going to show it as a career to the kids.

“It's a bit more basic than just a stereotype ‘it's just not a job for women’. The perception of what an engineer does is wrong really in some ways. I can only talk about the perspective of how people view engineers in the UK versus Germany, which is where I live now. If you say you're an engineer in Europe, you're held in really high regard alongside accountants, doctors and lawyers.

“You just don't get that over here. It's more, ‘Oh you're the person who repairs boilers’: ‘Well, yes there are some engineers who repair boilers, but that's not what we do. We are mechanical engineers, or aero-engineers, and this is what we create and the technologies that we're involved in. It's a different concept to that.’ ►



► Part of the Michele Mouton-led, FIA-backed Women in Motorsport Commission, Gade has accidentally ended up as a role model for her gender. She openly admits it's not something she was immediately comfortable with – “Yeah, that's definitely not the reason I did it!” she laughs – but she has embraced a role with the Formula Student operation too because she recognises the need to change the perception of engineering.

“I've been involved in a couple of things with Michele and there is quite a big push to get women in general more motivated and involved in motorsport in all aspects: driving, engineering, mechanicking, being marshals, all that kind of thing,” she says.

“I think they still hit the same walls that I probably did, which is you get to a certain stage and then get the impression people are saying, ‘No this isn't for you, you don't need to be doing this, you should be doing something else’. And if they don't have the want to do it as much as I guess Teena and I did, they're not going to pursue it any further.”

Here Gade touches on something we broach regularly during this conversation. Sexism exists everywhere – it would be far too utopian a view to suggest otherwise.

But does it exist to a point – and in high enough places – where barricades are put up against women in terms of pursuing an engineering career? Gade's not convinced.

“Not directly in engineering,” she answers when asked if there had been any obstacles specifically due to her gender. “People welcome you in engineering more than in anything else, because you come with a different perspective and that is irrespective of age. I worked for Jaguar when I left university and I was working with people my age, or ones that were closer to retirement. And not one gave me a negative impression that they didn't want me there because I was a girl.

“The first time I said I wanted to be engineer, and Teena said she wanted to be an engineer, our parents said, ‘Yeah, great, we're going to have a couple of electrical engineers.’ I said we wanted to work in motorsport and they were like, ‘Yeah, we're going to have knock this one out of them.’ And it never worked. But they were also the first to say that as girls, we can do the same things that boys can do.

“We were incredibly lucky that we had that support, but I don't think that a lot of people have that support network around them. So I think that's where the core of the problem lies. I'm sure there are places where you do get some negative attitudes as such, but if you go in already believing that you're less capable because you're female, then you will make sure that that happens and people will say, ‘Well, maybe you made that decision, because it's wrong, because you're a girl.’”

Perception is at the centre of everything we discuss regarding female involvement in motorsport, which is why Gade's actively against anything that separates men and women. “I don't understand why you need to segregate it – all it does is highlight the issue but in all the wrong ways,” she says. It also explains why she's surprised whenever people think anything other than hard work is good enough.

“A lot of people who ask me how I got into this expect that there was a written procedure that you had to follow

to get there,” she points out. “You have to take some steps in order to be able to get there in the first place, get the work experience, get the knowledge. If I were to give advice to people it would be go off and find out what that means because you might not like it, and there's more than just what I do as an engineer available in motorsport. You've got aerodynamicists who work back in the factory, you've got design engineers, mechanical engineers, electrical engineers, system engineers – all different facets of motorsport that come together to make a race car and a race team. You need to find out what those things are.

“There's no formula for this unfortunately; it might not be such a traditional route but it's closer to how engineering used to be, when you had apprenticeships and you learnt the ropes as you went along. Motorsport can be a bit like that – you need to learn how club racing works, before you can step up to a position that I guess is the position I'm in, where you're a race engineer for a really complicated car. It doesn't happen overnight.”

And that's the bottom line. The path to the top wasn't tough for Gade because she's a woman, it's because of the nature of the engineering beast. The reward, to bring it full circle, is monumental success with a world-beating

manufacturer – and until the numbers shift, Audi's lead engineer (who just so happens to be a woman) will remain in the spotlight as a trendbucker.

“I can understand that attention if there is that perception of women not doing this,” she accepts. “It's just a case of educating people and saying, ‘It's not really such a big deal.’ I'm just doing a job that it just so happens not a lot of people in the world do.

“My peers view me as part of the team. They don't view me as a girl first, and then a colleague, and then she happens to be the lead engineer on the car. It's the other way round.

“It's all about whether you want it as a person. I decided that's what I wanted to do and I was going to try to get the best advice about how to do it. And I was told, ‘Go and get work experience’ so no one can turn round to you and say, ‘Well you don't have it.’ Then it was, ‘Go and make contacts’, which meant I had to go and talk to people I had never met before and say, ‘I can do this.’

“Women in general don't tend to say what they can do, they tend to focus on what they have done in the past. It's the total opposite to how men can be, but sometimes you have to put yourself out there and say, ‘I can do that.’ You haven't got the faintest idea of how to go about it, you just know that once you get there you can give it a good go. I did that bit as well.

“There is a perception of what's not possible and that holds people back – and it will hold women back coming into engineering. They'll be told that they can't do things by people who aren't in that industry or they feel they don't have the right qualifications for it, or the right attitude towards it.

“I think it's a twofold thing: if you don't know anything about engineering, you would think that women can't do it. But no one opened any doors for me, I went and found them and opened them for myself.” ❧

“There is a perception of what's not possible that will hold women back as engineers”



Debriefing with, l-r, Benoit Treluyer, Marcel Fassler and Andre Lotterer



Gade practises what she preaches to youngsters





Part of the Team Lebanon A1GP engineering squad

2010

Audi Sport assistant race engineer in WEC; race engineer, Matech Racing (Ford GT in FIA GT1 Series)

2009

Audi Sport assistant race engineer in WEC; data engineer for Carlin in FR3.5; data engineer in Superleague Formula (Corinthians, Atletico Madrid, Flamengo); race and data engineer in BTCC for Clyde Valley Racing

2008

Audi Sport assistant race engineer in ALMS and LMS; data engineer for A1GP Team Lebanon

2007

Audi Sport assistant race engineer in ALMS; data engineer for A1GP Team Lebanon

2006

Data engineer in Grand Prix Masters; data engineer for Chamberlain Synergy

2005

Data engineer for A1GP Team Japan; data engineer for Team Filself in Formula BMW

2004

Data engineer for Soper Sport (VLR Ltd) in Formula BMW; mechanic in Formula Vee

2003

Mechanic in Formula Vee

AUTOMOTIVE ENGINEERING

2005-2006

NVH Senior Engineer, MIRA Ltd, contracting to TATA Motors Ltd in Pune, India & UK **January 2005** NVH Senior Engineer, MG Rover

1998-2004

NVH Senior Engineer, Jaguar Cars Ltd

1994-1998

University of Manchester, attaining a degree in Aerospace Engineering with Materials Science

"I think a female championship is a really bad idea."

ADDRESSING A KEY ISSUE

Bernadette Collins doesn't mince her words. Here, the Force India Formula 1 strategy engineer is speaking as part of a panel discussing female participation in motorsport. Her blunt remark follows a question about Formula 1 tsar Bernie Ecclestone's suggestion of an all-female World Championship.

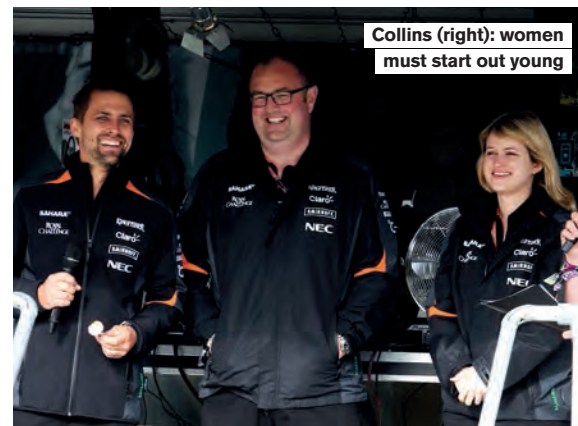
"I'm all for equality, all for girls being given the same opportunity as guys. An all-female championship is inequality in the other direction," she says.

Most of the people AUTOSPORT spoke to – or heard speak – when putting together this special report referred to an issue of perception, which leads to a shortfall in the number of women getting involved from the beginning. That has a knock-on effect. So one area to assess is inspiring women to take up motorsport as a viable career from the beginning.

That's why Collins – alongside Audi Sport Team Joest's Leena Gade and Support our Paras Racing's Gemma Hatton – was at the Institution of Mechanical Engineers in London in June, speaking as part of a National Women in Engineering Day event. From how they got into motorsport to challenges faced (or not faced) because of their gender, the panellists covered a range of topics. It followed a brief period in the spotlight for young women who are currently involved in university engineering courses and entry-level competition via Formula Student and similar competitions.

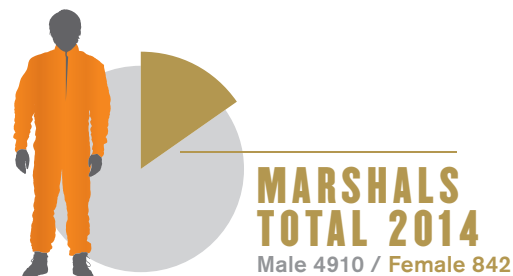
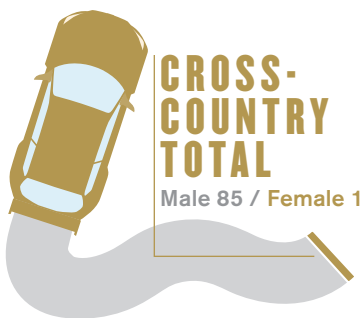
By and large, the event is all about inspiration and advice. But the question from host Jennie Gow does spark something else in Collins. If women think themselves unequal, why should anyone else think differently?

"The reason we don't have more female drivers is historic," she insists, reigniting the perception debate. "It's because enough girls aren't being put into go-karts when they're four years old by their fathers because it's not the done thing. It's not because they're not good enough. It's reality. It will take a few years for that change."



Collins (right): women must start out young

COMBINED LICENCE TOTAL
Male 21951 / Female 899

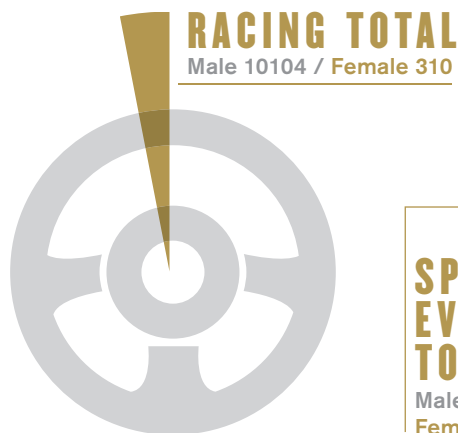


How many women are

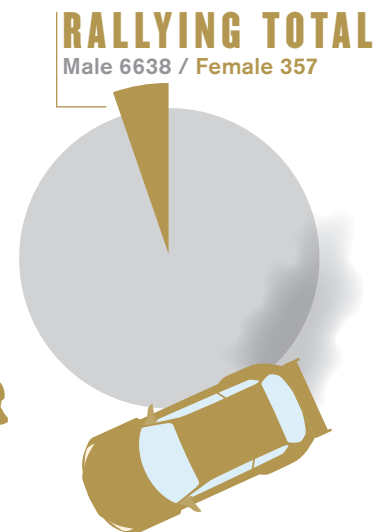
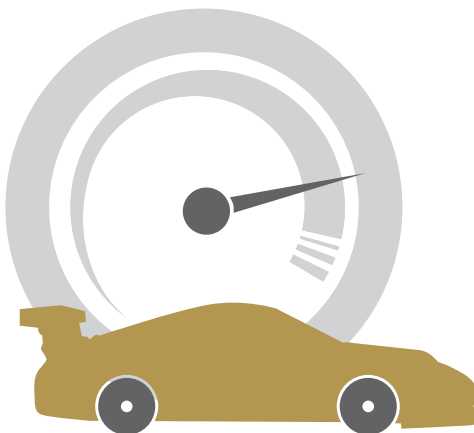
COMPETING IN BRITAIN?

In order to get a clear picture of the number of female participants in British motorsport, it's necessary to look at the last completed season – 2014. The figures below, supplied by the Motor Sports Association, give the most accurate representation possible

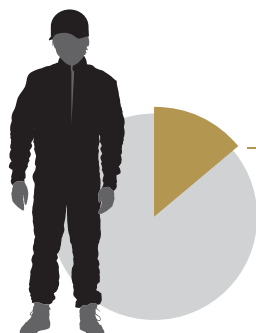
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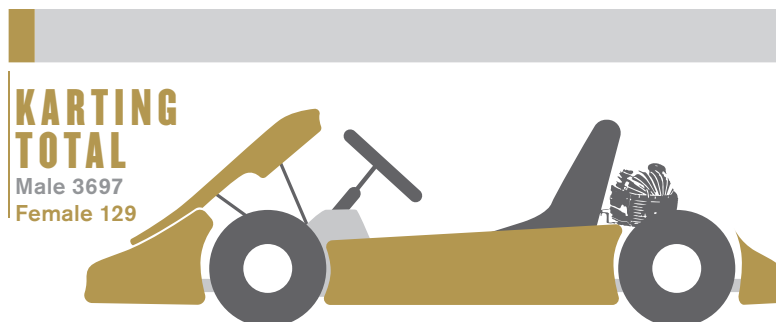
SPEED EVENTS TOTAL
Male 1353
Female 91



DRAG RACING TOTAL
Male 74 / Female 11



TOTAL 2014 OFFICIALS
(excluding ARKS, ARDS, BARS & AHASS Instructors)
Male 2604 / Female 418



WHAT THE CLUBS SAY

We asked three of Britain's major organising clubs about levels of female participation. Here's how they responded.

BARC

"It's difficult to know how many lady members we have as quite often they apply for joint membership with their partner, of which we have several hundred. As for actual female racers, we only have a few, but again, we don't have an actual number as the 'sort' in the database doesn't differentiate between male and female membership."



WALKER

750MC

"We can't segregate our membership by sex and the figure would be skewed as among our 2200 strong membership, 300-400 of them are Austin 7 and Vintage Car enthusiasts. We do have a number of women competitors, probably around 16 registered so far in 2015, which probably represents approximately 2-3 per cent of active drivers."



JONES

BRSCC

"Having looked through our system, we currently have 808 current racing members on our records. Among those there are 21 lady drivers. We do have more ladies on the system, but they are not current members of the club."



WALKER



Swiss de Silvestro has raced in IndyCar and Formula E this season

FEMALE PARTICIPATION ACROSS THE WORLD

With no women currently racing in Formula 1, representation in the categories immediately below grand prix racing in the ladder is low. Since starting in 2005, GP2 has never had a female driver, while in FRenault 3.5 there is only one: 20-year-old Beitske Visser. The ex-Red Bull Junior is 18th in the championship for AVF, although her pace has meant she is consistently on the fringes of the top 10.

In the F3 European Championship, Colombian Tatiana Calderon has endured a character-building season, but finished 15th in last year's championship and has a British F3 podium to her name.



Tatiana Calderon races in the European F3 series

Venezuelan Samin Gomez is also racing at the same level in GP3, but has yet to emulate Alice Powell, who scored a point in the category. Powell is a BRDC Rising Star, who won last year's FRenault Asia title alongside taking UK F3 Cup race victories.

In America, Pippa Mann and Simona de Silvestro have made selected appearances in IndyCar this year. De Silvestro, who is rebuilding her career after plans for her to appear more regularly for the Sauber F1 team after testing in 2013 fell apart, also appeared in Formula E at the end of the season, a category in which Michela Cerruti and Katherine Legge have also appeared.

In sportscars, Dane Christina Nielsen stands second in the United SportsCar Championship's GTD-class points driving for The Racers' Group Aston Martin squad. Sportscar racing is a sphere in which women have had significant success in the past, with Desire Wilson (who became the only woman to win an F1 race in the British-based Aurora F1 series at Brands Hatch in 1980) winning at world level. Lella Lombardi, the last woman to race in F1, also won at endurance racing's top level.

A number of women have also appeared in the World Rally Championship, including Magda Andersson, Jessica Bayard, Mara Bariani, Marine Delon and Vanessa Dessi. Notably, Michele Mouton won four WRC events in the early 1980s, which arguably stands as the greatest achievement for a female competitor in motorsport alongside Jutta Kleinschmidt's victory in the 2001 Dakar Rally.

THE BRITISH WOMEN RACING DRIVERS' CLUB

Since being formed in 1962, the BWRDC has promoted and supported female competitors in motorsport. Among the famous members over the years have been Pat Moss-Carlsson, winner of the 1960 Liege-Rome-Liege Rally, F1 non-qualifier and sportscar racer Divina Galica, American Le Mans Series runner-up Liz Halliday,

former GP3 racer Alice Powell and AUTOSPORT guest editor Susie Wolff.

As well as supporting established competitors, the BWRDC actively encourages women to get involved in racing, be it as competitors or marshals, making it a good point of enquiry for any women inspired to get involved.

For further information on the British Women Racing Drivers' Club, visit:

www.bwrdc.co.uk

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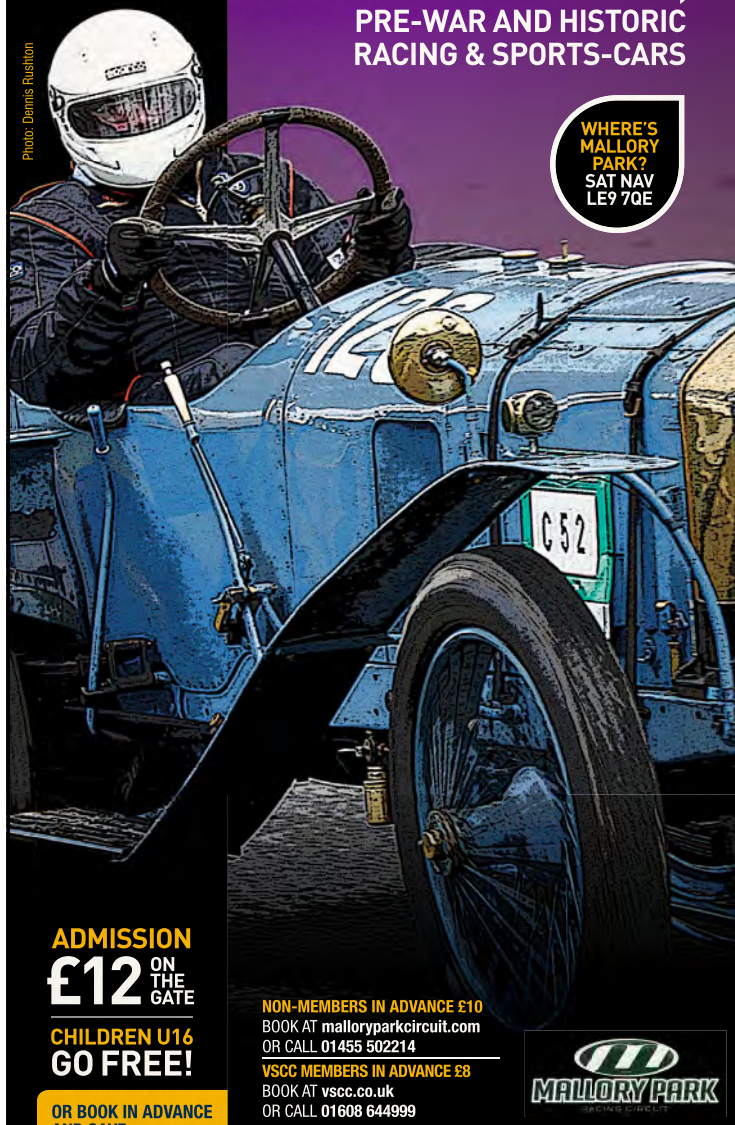


Photo: Dennis Rushon

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The club racer
**ABBIE
EATON**

Plenty of women tackle club racing. STEPHEN LICKORISH spoke to one of the most successful

**ABBIE
EATON CV**

Age: 23

2001-2005
Karting

2007
First season in car racing, in Saxmax

2008
4th in Saxmax Championship

2009
Production Touring Car Trophy Class B champion (15 wins)

2010-13
Selected MX-5 outings

2014
Mazda MX-5 Supercup champion (5 wins)

2015
Currently sixth in GT Cup GTB-class standings driving a BMW M3 V8 GTR

For reigning Mazda MX-5 Supercup champion Abbie Eaton, her gender is not important. Some female drivers in club racing advertise their gender, but Eaton has never wanted to do that, preferring to focus on her driving.

“I want to be a racing driver who just happens to be female,” says the 23-year-old.

That shows the determined attitude of Eaton, who mostly raced against boys during four years in karts.

“Karting was quite brutal,” she says. “But in terms of racing against men it was hard as I had to work twice as hard [physically]. But this made me into a better driver. I would never dream of racing against just girls.”

Eaton doesn’t consider her gender as a limiting factor to her career, instead – and as is quite the norm – money has been much more of a problem.

She came very close to securing a drive in the British GT Championship when she was still a teenager in 2010 but the promised money never materialised.

“In a male-dominated sport, you would think a female doing it would get a lot of investment but I’ve never had a big investment from a sponsor,” she says.

Finance is still an issue for Eaton this year after moving into the GT Cup, driving a BMW M3 E46. She

has to take each weekend as it comes, ensuring she has the budget to race, but felt she had to progress after several seasons in Mazdas, so made the switch to GTs.

“I wanted to move up because I got a bit comfortable in MX-5s,” she explains. “It’s a brilliant championship, the car is great fun to drive but I never got that feeling of being nervous. I wanted something to push me and challenge me. I think that GT racing is a very sensible way of trying to create and build a career and that’s the route I’m trying to go down.”

Having grown up around motorsport, there was never any question that she would compete herself. Her father Paul raced in the Eurocars series (and found fame for crashing into the Mallory Park lake!) so being in a motorsport environment became natural.

“I was at tracks from when I was two months old; it was a lifestyle,” Eaton points out. It didn’t enter my head that I was in a man’s world as I had always been a bit of a tomboy so I felt at home.”

However, she does feel there was a slightly different attitude towards her in karting.

“Then you would get people saying, ‘I got beaten by a girl’, but when you grow up it doesn’t affect you quite as much,” she says. “There was one guy who couldn’t take it in the Supercup and pushed me off.”

Despite that, and a final-round technical drama, Eaton bounced back to take the MX-5 title by a single point last season - the peak of her car-racing career.

Since she started competing in 2001, Eaton has noticed an increase in the number of female drivers with most club championships now featuring at least one woman racer. However, she has reservations about the growing female contingent.

“There are a lot more young girls coming up who have the passion to do well. Getting more girls is good but it’s got to be the right ones. If they’ve got the drive to win then I have a lot of respect for them. But there are some just doing it for the title of being a racing driver.”



The Commissioner

MICHELE

MOU

TON

Michele Mouton was the perfect choice to head up the FIA's Women in Motorsport Commission when it was created in 2009. By EDD STRAW

Michele Mouton is living proof, if any were still needed, that women can excel at the top of international motorsport. The Audi legend narrowly missed out on the 1982 World Rally Championship title and tamed fearsome Group B cars on her way to four wins. Debate over. So when Jean Todt created the FIA Women in Motorsport Commission and installed her as its president in 2009, the initiative gained instant credibility. But what, exactly, does it do?

"The objective is to encourage, support and facilitate the participation of women in all areas of motorsport," says Mouton. "That means not only competition, but also engineering, the volunteers and marshals – every sector of the sport. It's also to demonstrate that women are recognised by the highest body in motorsport, the FIA, that motorsport is open to all and to develop a social and educational programme for getting more participation."

The commission's first task was to attempt to quantify the level of female participation in motorsport. Mouton insists this is an inexact science, but believes that, currently, the overall level is "four, less than five per cent women". But her Mouton, the success of the initiative is measured less in numbers than in opportunity equalisation.

"Today, we have more girls involved in all disciplines," says Mouton. "And some are doing very well, especially in karting. It's true that a lot of women are involved in karting when they are young, and do well – as well as the boys – but when they reach the age of 15 or 16, they disappear. Maybe that's because they don't see a future in motorsport? This is something the commission is trying to address."

Already, the commission has been involved in programmes to improve participation in karting, car racing and rallying – on top of its educational and promotional remit. It is already supporting Marta Garcia, a 14-year-old Spanish karter, and she won the opening two rounds of the CIK-FIA Karting Academy Trophy against a field mostly comprising boys.

"Still, there are not enough women," continues Mouton. "We have 20 drivers in F1, so if you look at the proportion of men who make the top, how many starting get there? And if you look at that proportion compared with the proportion of women, it's maybe normal that there is no one at the top. It's not a problem of not having enough women, but what is important is that the women trying to



Mouton is there to facilitate opportunity

get to the top have the same possibilities to get there. The same number is not important, the same opportunity is. But we do also need more quantity to get more quality."

To increase that quantity, the commission works hard to promote the opportunities. The appointment of high-profile ambassadors, including AUTOSPORT guest editor Susie Wolff, plays a big part in that. That makes outreach – encouraging those women outside of motorsport who might aspire to get involved but have justified concerns about whether there will be opportunities – an important part of the commission's work.

There's no question there is more work being done to attract more women into motorsport worldwide.

Programmes such as the mooted all-female Grace Autosport IndyCar team has gained commission support, with ambassador Katherine Legge set to drive. The Mazda Women in Motorsport programme, fronted by ex-British F3 driver and three-time Le Mans 24 Hours starter Keiko Ihara, was launched in Japan in February. This has invited applications for training and participation not only for

KATHERINE LEGGE

The IndyCar racer is set to front all-new team in 2016





Mouton won in Portugal in '82, but narrowly lost the WRC title

drivers, but also for off-track personnel.

There is also the QMMF Cross Country Rally project, which will place a female driver and co-driver (drawn from 16 worldwide candidates for each place) next year in an FIA World Cup event with significant support from the Qatari federation. That's an example of how the commission is engaging with the FIA's individual ASNs (national sporting authorities) to grow participation. Volkswagen Motorsport has also been a great supporter for the past four years offering a seat for one woman in its touring car series – the Scirocco R-Cup.

As part of a scheme to engage the ASNs, the commission has also hosted a series of events, such as the first women in motorsport regional seminar in Qatar last year, designed to create more such schemes. The fact such initiatives are having an effect confirms they genuinely are necessary.

But over three decades on from Mouton's rallying peak, is she surprised at the fact that female participation, or the lack thereof, is still a problem?

"The mentality has improved a lot," says Mouton. "It's more a question of giving the opportunity and the possibility to make women aware that, if they want to succeed in this sphere, they can. Perhaps it's just a question of promotion.

"You don't have to prove or show that it's possible because the past has proved it is possible. That's why we are aiming to find ways to give opportunities. Probably very few parents outside the sport encourage their children into motorsport, a lot that we see are the next generation of those already competing. We have to demonstrate it doesn't have to be like this."

The question remains: what future the commission is working towards?

"I don't think it's a question only for women, it's a question for men, too," she suggests. In 20 years, what will motorsport be? Are boys even as attracted to motorsport as they once were? I am not sure, with all of the computers, games and various ways time is now spent.

"Before, when you got your licence driving could be fun. Today, there are not so many opportunities to drive fast and have fun: everything is more restricted because we live in a much safer world. So it's not a question only for a woman.

"But if we can demonstrate through our ambassadors the message to inspire people, that is very important. To have women competing, as drivers, engineers – like Leena Gade, who has engineered three Le Mans victories



The original ambassadors included the late Maria de Villota (right)

“We must make women aware that if they want to succeed they can...”

with Audi Sport Team Joest, or a woman as a team boss in F1, like Monisha Kaltenborn, even if there is no driver racing – is important. That's not to prove that it's possible, but to push more women to get the confidence to come into motorsport. That's what we have to do.

"Our ambassadors are the proof that when there is a desire there is possibility to succeed. Today, we could have more women in motorsport. We could have had Simona de Silvestro in F1. Or Danica Patrick, if she came to F1, could do well. But it's not easy to get to the top and that's the same for the boys as well."

The Women in Motorsport Commission aims for women to have the same opportunities (using the same criteria) as men; no special treatment, just equal chances.

The next ambition for Mouton and the commission is to create a scheme to place a female driver with serious potential in racing in Europe. Mouton stresses the need for this to be very much at the grassroots level, most likely placing a promising driver in karting with a view to a later graduation into car racing.

Perhaps that could be the driver who goes on to become the next woman on the F1 grid, if someone else doesn't get there first? ❧



SO WHEN WILL A WOMAN RACE IN F1 AGAIN?

It's the question we ask on the cover of this issue of AUTOSPORT. EDD STRAW attempts to answer, and draws some conclusions

The question is impossible to answer. The last woman to start a grand prix was Lella Lombardi, 39 years ago to the month, driving a RAM-run Brabham in the Austrian Grand Prix. It has been 23 years since Giovanna Amati became the last female to attempt to qualify for one, missing the cut at Interlagos in a Brabham BT60. In recent years, there have only been AUTOSPORT guest editor Susie Wolff's four free-practice outings for Williams, Simona de Silvestro's Sauber runs, the late

LELLA LOMBARDI
The last woman to start a grand prix, 39 years ago



Maria de Villota's tragic straightline test for Marussia, and Carmen Jorda's role as a Lotus development driver.

The easy answer to the question of when a woman will race in F1 again is simply to say 'when there is a female driver good enough to merit one of only 20 seats on the grid'. That's a very fair answer and, at heart, is absolutely correct. While the progress made by Wolff means it now seems closer than at any point in the past two decades, it could just as easily be another 40 years before the breakthrough happens. This is why the topic is so important.

The opportunity is there. For while it is incredibly difficult for any driver to get to F1, the fact is that there will be 20-24 drivers every year who get the chance, be it through their own hard work and ability behind the wheel, or commercial backing. So statistically, one will eventually be female. But with female participation numbers floating below the 10 per cent mark (in the recent *F1 Racing* fan survey in association with AUTOSPORT and *Motorsport News*, only 7.8 per cent of the respondents were women – and the unreleased figure for the GPDA-run survey is understood to be a bit lower), and such a low percentage reaching the top, it is far from a foregone conclusion.

The other important question is why it matters. After all, you could legitimately argue that motorsport has done pretty well for itself over the past century or so with female participation at a relatively low level. But this is a cause that has significance not just for motorsport, but the automotive industry as a whole.

Mercedes-Benz is a company that is at the forefront of the drive to increase female participation. As



explained by Dr Thomas Weber, member of the board of management of Daimler with a responsibility for research and car development, the importance of this stretches beyond the question of competition.

“We have a huge issue in our whole organisation that the rate of females is too low, especially on the technical side,” he says. “We decided that we wanted to do as much as possible to improve this. We know there are only a few experienced female engineers on the market, so it’s not possible to improve this rate fast, and this situation will only change if we can start in schools and convince them that this area is interesting, is fascinating.

“If motorsport can transfer some messages and there’s a chance for a female race driver in Formula 1, then it helps to send these positive messages to the outside world. That’s the big story because it’s also marketing.”

This extends to Mercedes AMG High Performance Powertrains at Brixworth, which produced the all-conquering 1.6-litre turbocharged V6 F1 engine. Around 18 per cent of engineering graduates in the UK are female, and Brixworth is at the same rate with placements and graduate programmes. This compares to an employment rate reckoned to be around the 4-5 per cent mark for the whole of F1.

Weber also makes a second, vital point. Namely, that “it is not only men who are responsible for which car to buy”. From a commercial perspective, it’s important to engage women in the wider world with marketing strategies. As F1 and motorsport are a key part of the Mercedes portfolio, it’s necessary for it to talk to all of

Dr Weber: more female engineers required



the world’s population, not just a gender-defined half of it. As former DTM driver Wolff admits, gender is her USP and that’s played a part in her racing activities with Mercedes over the past decade.

What Weber says is entirely in line with the messages of the other interviewees in this special issue: it’s not about positive discrimination, it’s not about achieving a 50/50 gender split or achieving any other arbitrary quota. It’s about making clear to the outside world that there are opportunities, that motorsport is a viable option for women regardless of societal pressure that might suggest otherwise to some. Then, the interest level will dictate participation rates.

Plenty have recognised that already, and you will have read about some of the highest-profile ones in this issue. They are all playing a part in inspiring the next generation by setting an example of excellence, which is what really matters in this sport.

But motorsport, like the rest of the world, still has a responsibility to fight to break down the boundaries that remain, whether they are real or simply perceived as existing from the outside. You only have to look at the statistics, at the pay divide and the well-documented glass ceilings that continue to exist in the wider world for evidence that this is an ongoing process. From everything that has been said in this issue it’s clear that, once into motorsport, the opportunities are equal – so the challenge is one of effective outreach.

If that happens and participation continues to rise, the whole sport will be the richer and healthier for it at a time when the future is uncertain. That’s why it matters. ❧

Rahal wins as Montoya suffers Sage rage

Graham Rahal grabbed victory in his home state after a late-race caution, slashing Juan Pablo Montoya's title lead. **MARK GLENDENNING** reports



38

INDYCAR

Mid-Ohio (USA)

August 2

Round 13/15



NELSON PIQUET JR DOES NOT DESERVE TO HAVE his career defined by something that happened seven years ago. The now-30-year-old's act of crashing deliberately in the 2008 Singapore Grand Prix to help Renault team-mate Fernando Alonso win ultimately cost him his place in Formula 1, and he has spent the time since gracefully rebuilding both his career and his reputation from the ground up.

So it was an unfortunate coincidence that on the day we learned that Piquet will be testing an IndyCar for Team Penske at Sonoma next week, the IndyCar race at Mid-Ohio was defined in part by a spin that might have some parallels to his indiscretion from long ago.

On this occasion the man in the spotlight is Ganassi's Sage Karam, although IndyCar's infuriatingly prolonged system for handling post-race investigations means that this issue of AUTOSPORT closed for print before any

announcements had been made regarding whether the rookie has a case to answer.

The visual evidence can only be ambiguous, but his timing was extraordinary. Right at the end of the second-to-last stint, championship leader Juan Pablo Montoya was in control of the race. His main opposition was Graham Rahal, who is second in the standings and was running closely behind him on the track; and Scott Dixon, who is also within striking range of the title, and who dominated the opening phase of the weekend and led the first stint before being short-changed by a caution period.

Dixon and Rahal had made their final stops and Montoya was just preparing to follow suit when Karam, running in relative isolation on the track, somehow managed to squeeze himself wide, drop two wheels into the dirt, and then complete a lazy spin into the middle of the track. It was an



ABBOTT/LAT

obvious yellow, and it could not have fallen at a worse time for Montoya — or a better one for Karam's Ganassi team-mate Dixon. If the spin was deliberate, Rahal was just a lucky beneficiary.

And if it was a mistake, then it was a pretty silly one. When you're a rookie trying to force yourself into the Ganassi line-up full-time, you're not going to impress anyone by driving into the weeds while under no pressure. And Montoya certainly suspected that something sinister was afoot: his response to a post-race question about the spin prompted a lengthy gripe culminating in "karma's a bitch".

Then again, his outburst might also have been about letting off some steam after a day in which his season-long championship lead was slashed from 42 points to just nine, with only two races — including the double-points finale at Sonoma — to go. The good fortune that has helped carry the Colombian through his 2015 campaign deserted him last time out at Iowa, where he suffered a suspension failure that put him into the wall just a handful of laps into the race, but early signs were that his stars were realigning themselves on Sunday.

He caught a huge break with the timing of the second caution, which was prompted by a coming-together between Takuma Sato and Stefano Coletti. That came at a time when Dixon was in complete control of the race, and Montoya was in the lower half of the top 10. By a stroke of luck, Montoya was the last to stop before pitlane closed for the caution, while Dixon — and those immediately behind him — were still preparing



Karam spin opened the way for Rahal win

“Of all the races, this would be the one to me that means the most, this is the one I want to win the most

GRAHAM RAHAL

list. The Brit was the main threat to Rahal when they faced a restart with seven laps to go, and he leaned on his final push-to-pass to briefly pull ahead of the RLL driver before relinquishing the spot again a couple of corners later.

“I braked so late that I couldn’t start to bend it in,” Wilson said. “I was threshold braking. I couldn’t physically bend it in to take the line away from [Rahal].”

“I wanted to pass Graham, but I knew I couldn’t turn in unless I was clear,” he said. “He braked so late, I can’t believe he actually made that stick. Speaking to him, he doesn’t believe it either. It’s just impressive how much grip was out there today and how late you could brake into some of these corners.”

So Rahal was fortunate to be battling someone with some common sense at that point in the race, but he was even more lucky that Wilson – like Rahal, a Honda driver – had an eye on the bigger picture.

“In the back of my mind, Graham is going for the championship,” Wilson explained. “He’s the lead Honda guy. That’s definitely playing in your mind.”

Along with his second place, Wilson left Mid-Ohio with some extra kudos for a passing manoeuvre that immediately goes on to the shortlist for the best of the season: around the outside of Turn 6 just after an early restart, claiming the scalps of both Montoya and Rahal.

But for all of the drama elsewhere, this was Rahal’s day, and in the final reckoning it could prove to be a watershed victory. The Rahal family is proudly Ohioan, to the point where Graham recently changed his helmet design to match that used by the Ohio State gridiron team. His father Bobby won at Mid-Ohio twice back in the day. This track has been his backyard since he was small, and now it could be the springboard for what would have seen a tremendously unlikely championship run a few months ago.

“Of all the races, and the [Indy] 500, this would be the one to me that means the most, the one I’d want to win the most,” he said. “To be in this position, to get a win here in central Ohio, with the Buckeye helmet, all the hometown fans... This is special to me.

“This means more than any of the others. Only three [wins] in IndyCar, but anything that I’ve ever accomplished before, the Daytona 24 [Hours, which he won in 2011], included, this is the best thing for me.”

The potential ramifications run deeper than the mere prospect of Graham Rahal winning the 2015 title. Honda, in a year where its aero kit has been famously shaded by Chevrolet’s, may actually carry one of its drivers to the championship. Say what you like about IndyCar, but it never loses its capacity to surprise.



Rahal savoured home state victory

to come in. In a blink, all of those who were yet to make their stop were sitting ducks, and Montoya cycled through to P1 when the pits reopened and the leaders all filed in a few laps later.

When the situation was reversed during the final stops, neither time nor circumstance were in Montoya’s corner: he probably didn’t have enough laps to fight his way back, and could not afford to risk having a lunge go wrong and put him out of the race. Consequently, his final run to the flag looked mostly to be an exercise in self-preservation. He didn’t put up much of a fight when Marco Andretti came sniffing, and eventually crossed the finish line a disappointed 11th.

The caution that sunk Montoya’s afternoon flipped Rahal and Justin Wilson up to the front, and if Rahal does indeed go on to claim the championship this year then you’d have to think that Wilson will be high on his Christmas card



SATO’S CENTURY

Takuma Sato marked his 100th career IndyCar start at Mid-Ohio. His mother Akiko, who travels to one race per year, was on hand for the occasion, along with 27 members of his Japanese fan club. Unfortunately, his race ended after an off-track excursion on lap 60.

KIMBALL PUNTED

Charlie Kimball had an eventful race: the Ganassi driver and former Mid-Ohio winner was punted off the track on three separate occasions following contact with Will Power, Ryan Briscoe and Stefano Coletti respectively. He finished three laps down.

NEWGARDEN: PASTURES NEW

CFH Racing faces a struggle to retain the services of Josef Newgarden next year after interest from several other teams, including Penske and Ganassi. The 24-year-old is in the midst of a breakthrough season that has included a maiden win at Barber backed up with a second victory in Toronto.

DIXON BREAKS RECORD

Scott Dixon broke the qualifying record at Mid-Ohio, which had stood for 15 years, with his pole lap of 1m04.581s on Saturday. Both of the New Zealander’s last two flying laps were faster than the previous benchmark of 1m05.347s, which Dixon ultimately lowered by just over 0.7s.

POSITION DISPLAY DEBUT

IndyCar’s car-mounted LED position display panels made their race debut last weekend. The panels, mounted on the engine cover of each car, updates the car’s position each time it crosses one of the three timing lines on the track, as well as displaying the length of pitstops and usage of push-to-pass.



FOR FULL RESULTS, PAGE 50

Scheider shove taken as a declaration of war

Wins for Audi's Edoardo Mortara and Mattias Ekström were marred by a controversial accident further down the order. By MITCHELL ADAM



40

DTM Red Bull Ring (A)

August 1-2

Round 5/9



AUDI SHOULD HAVE BEEN SMILING ON ITS journey home from Austria. Edoardo Mortara and Mattias Ekström won at the Red Bull Ring, with the latter moving into the DTM championship lead as the manufacturer returned to form convincingly following two lean events.

As the final lap of Sunday's wet race began, it became clear that Audi would leave with a swag



Scheider was focus of post-race ire

XPB/IMAGES

bag of trophies. This would, though, be tempered by the fallout from a major controversy.

Audi's Timo Scheider was seventh, looking to pass Robert Wickens, while another Mercedes, that of Pascal Wehrlein, loomed large. At Turn 2, Wickens defended on the inside, with Scheider on the outside, and Wehrlein capitalised, passing both drivers. On the run to Turn 3, Wickens slotted in behind Wehrlein, but was tagged in the braking area by Scheider, sending both C-Coupe drivers gravel-bound.

Not a great outcome at the best of times. But Audi's headache was amplified by three little German words, "schieb ihn raus", from a radio message to Scheider, broadcast on live TV just moments before the contact.

In English, "push him out". And Scheider appeared to follow what could easily be interpreted as an order. Post-race, he said he didn't hear the call, but stewards excluded him from the race, while a separate investigation into Team Phoenix and Audi Sport was sent straight to the DMSB's court of appeal.

The source of the message raised further eyebrows. With its DTM chief Dieter Gass absent through illness, Audi motorsport boss Wolfgang Ullrich steered the ship. Initially, he seemed to take responsibility for the call, only to deny any possible involvement shortly afterwards.

"It can't be from my side, because I'm not linked to any of the drivers directly," he said during Sunday's press conference. "I only talk to the heads of the teams, so it can't be me."

Several hours later, Ullrich took ownership. "What was done with Timo was not the proper way to go about things," he said in an Audi statement, alluding to defensive Mercedes tactics.

We've had a look at the replay and he got the radio call 'push them out', and that's so obvious

PASCAL WEHRLEIN

"But it was most definitely not my intention that Robert and Pascal end up in the gravel trap.

"I'm sorry that I shouted, 'Timo push him out' in my initial emotion at the command post. I do not communicate with the drivers by radio during the race and did not know that the radio was open.

"This was not an instruction for Timo by any means. I can only apologise to Mercedes for this remark. An expression like that does not reflect my idea of motorsport, but was strictly due to the adrenaline at that moment."

Wehrlein started the day as the championship leader, and would have lost it regardless of whether he stayed on track, but was livid.

"Already when I jumped out of my car, my engineer told me that it was on purpose from Scheider, so it wasn't Robert," he told AUTOSPORT. "Now we've had a look at the replay and he got the radio call 'push them out', and that's so obvious.

"If Audi has to win a championship like this, I would say they've started a big war today.

Ekstrom moved into
championship lead



Wehrlein said Audi
has "started a big war"

"I hope they will have big consequences. I hope everyone is writing about this situation, what Audi was starting and I hope that no-one is buying an Audi next week."

The incident took the spotlight off what was perhaps Mortara's best DTM weekend.

He won from pole on Saturday, benefiting from a gearbox problem for Jamie Green on lap two, when the then-championship leader was ahead. Mortara – with a left thumb broken five days earlier in what he would only call a "stupid accident" – cruised to his third victory ahead of Wehrlein and Paul di Resta.

He backed it up with third on Sunday, moving into second place in the championship.

"I was not even sure about coming here to compete," he said of the injury, sporting a cover and brace. "And actually when I did the roll-out [session on Friday] I was not sure if I could drive. For me it's not real, what happened this weekend."

Sunday belonged to a couple of veterans, Ekstrom and Gary Paffett, who mastered treacherous conditions. Ekstrom took his first

pole since 2012 and led from start to finish. With the pair tied on 20 DTM wins, Paffett kept coming, and cut the lead from six seconds to two during a late charge, but Ekstrom eventually had enough pace to stay ahead.

"I don't know what happened to Gary," he admitted. "He started driving crazy fast, and when I realised that it came down to 2.5 seconds, it left me with no choice but to drive flat out, with full risk myself."

Ekstrom, who had never been on the podium at his sponsor's circuit, left with the championship lead on 111 points, ahead of Mortara on 98, Wehrlein on 94 and Green on 81.

While Audi and Mercedes filled podiums and headlines, BMW crashed down to earth following its Zandvoort domination. Augusto Farfus and Marco Wittmann picked up minor points on Saturday, before the late drama helped Antonio Felix da Costa nab a single point on Sunday.



FOR FULL RESULTS, PAGE 50



THE HALF-TIME CHAMP

Saturday's race was the ninth of the 18 to be contested this year. Pascal Wehrlein, the youngest driver to lead the DTM standings, was on top at the halfway mark with 94 points, ahead of Mattias Ekstrom on 86, Edoardo Mortara on 83 and Jamie Green on 81.

GREEN'S WET MYSTERY

While pragmatic about his lean run of five races without a points finish, Green admits his wet-weather form is a concern, after finishing 18th from 17th on the grid on Sunday. "Last year we had a few wet stints or races where I was very quick," he said. "And this year, we've had a few wet sessions where we've been off the pace. I think we're clearly doing something wrong and not getting the tyre working in the wet. We've still got some weaknesses that we need to work on."

BESTS AND A FIRST

Timo Scheider's exclusion was good news for Mercedes' rookies. Lucas Auer was promoted to sixth, his best DTM result, while Maxi Gotz's first points finish became seventh, meaning all 24 drivers have now recorded a top-10 finish. It also elevated Christian Vietoris and Paul di Resta, who both had offs, while Antonio Felix da Costa inherited 10th.

KERBED ENTHUSIASM

Miguel Molina started 20th on Saturday, having missed half of the day's qualifying session due to damage on his Audi. After a wild run over the sausage kerb on the exit of Turn 1, his front-right brake at Turn 3.

RAIN THREATENED

Sunday's programme was in doubt owing to heavy rain. With rivers running across the circuit at various points, an Audi TT Cup support race was red flagged following a multi-car accident, and the DTM warm-up abandoned after seven minutes. However, the conditions improved enough for the race to start, albeit 20 minutes late and behind the safety car for the first five laps.

BMW APPEAL REBUFFED

An appeal against Tom Blomqvist's Norisring disqualification has been rejected. The rookie's BMW was fitted with a new, electronically managed cooling system that stewards deemed performance-enhancing. The system fed air from above the rear wheel arches and to the driver's seat, then released it above the rear diffuser. The appeal board endorsed the original verdict.



Rosenqvist leads from Giovinazzi

FORMULA 3 EUROPEAN CHAMPIONSHIP RED BULL RING (A), AUGUST 1-2 RD 8/11

Giovinazzi and Rosenqvist move clear in Austria

ANTONIO GIOVINAZZI AND FELIX

Rosenqvist reinforced their status as European Formula 3 Championship title favourites with a win apiece at the Red Bull Ring.

An inspired victory for Jake Dennis in the opener aside, the two championship hopefuls dominated the headlines in Austria by splitting the fastest times in practice, sharing the poles and taking a win each, then rounding out the podium in the other race.

The opener was all about Prema Powerteam racers Rosenqvist and Dennis. The pair were split by just 0.007s in qualifying, with team-

mate Lance Stroll completing a 1-2-3. It was Dennis who made the better start, jumping poleman Rosenqvist into Turn 1.

Rosenqvist, who claimed all three wins at this track in 2013, harried Dennis throughout. With two laps to go, he closed in and even made minor contact, as Dennis deployed some karting-style moves to hold off the fired-up Rosenqvist.

"I had one good moment when I was going for the undercut on Jake into Turn 2, but he stopped on the exit and I drove into him," said Rosenqvist. "I lost all my traction and had to defend from

Antonio as well."

Try as he might, Rosenqvist could find no way through as Dennis crossed the line to claim – narrowly – win number five of the season. Giovinazzi settled for the final step on the podium for the Jagonya Ayam-backed Carlin team

With Dennis down in 10th on the grid, the battle for honours in the second race of the weekend was purely a Rosenqvist-Giovinazzi affair. Rosenqvist, again on pole, held off Giovinazzi into the first corner to set up a race-long duel.

In a league of their own, the duo traded fastest lap times, dropping third-place man Lance Stroll by seven seconds before the safety car was deployed late on after Ryan Tveter beached his car in the gravel at Turn 4.

That bunched up the field, but Rosenqvist showed his experience to manage the restart and record his seventh win of 2015 ahead of Giovinazzi and Ferrari protege Stroll, who claimed a first overall European F3 podium finish for third.

"I was very much on the limit," said Rosenqvist. "It was like qualifying, pushing all the time every corner, open up the gap and make no mistakes. It was fun



Rain put paid to racing on Sunday

to be able to push like that."

After two absorbing, if not exactly action-packed races, the weekend's finale proved to be an underwhelming washout as heavy rain on Sunday morning delayed the start time by two hours.

When the race did eventually get underway, the field trundled around behind the safety car for just over five laps before it was called off indefinitely. That put paid to any hopes of seeing another fight between Giovinazzi and Rosenqvist.

The Italian, on pole, therefore claimed win number five of the campaign, and an easy 12.5 points to stretch his championship lead over Rosenqvist to a 20.5 advantage with three rounds remaining.

Despite slipping to third in the standings, rookie Charles Leclerc kept his championship hopes alive, 29 points adrift of Giovinazzi after a solid weekend, by securing a fourth-place finish and a pair of sixth places.



Stroll (r) took his first podium

[FULL RESULTS, P50](#)

Kenseth celebrates his second 2015 win



NASCAR SPRINT CUP POCONO (USA), AUGUST 2 RD 21/36

Kenseth benefits as rivals run dry

THE SEEMINGLY ENDLESS STRING OF accidents and yellows in the first half of the Pocono 400 hinted at a race that was going to be decided by a wild green-white-chequered finish sometime deep into the evening. In the event, it was the lack of incidents late on that triggered a bizarre conclusion, as the three drivers that had dominated all day tried to stretch their fuel loads too far on the long green-flag run to the finish and all ran dry.

First Joey Logano's Penske Ford spluttered with two and a half laps to go, then Kyle Busch's Joe Gibbs

Toyota did likewise starting the last lap, just when he looked set to secure his Chase place with a fourth straight win. With long-time third-place man Martin Truex Jr also short on fuel, it was Busch's team-mate Matt Kenseth who swept through from a distant fourth place to an unlikely victory, ahead of Brad Keselowski and Jeff Gordon.

The bemused Logano and Busch both said they had no idea they were in such jeopardy on fuel, having pitted for the last time on lap 123 of 160, and would've taken more care had they been warned.

It was a suitably odd end to a race that had also included a red flag for the wall inside the pitlane to be repaired after Kasey Kahne spun off the final corner and slammed into it (sending pit equipment and crew members' helmets flying), champion Kevin Harvick's engine erupting and Keselowski bowling over three of his mechanics. Along with a big hit for Ricky Stenhouse Jr and shunts for Dale Earnhardt Jr and Kurt Busch, it all added up to eight cautions in the first 97 laps before the long, smooth final stints that proved to be the leaders' undoing.

RESULTS

1 Matt Kenseth (Toyota Camry); 160 laps in 3h01m36s; 2 Brad Keselowski (Ford Fusion), +9.012s; 3 Jeff Gordon (Chevrolet SS); 4 Dale Earnhardt Jr (Chevy); 5 Greg Biffle (Ford); 6 Jimmie Johnson (Chevy); 7 AJ Allmendinger (Chevy); 8 Clint Bowyer (Toyota); 9 Tony Stewart (Chevy); 10 Carl Edwards (Toyota). **Chase grid 1 Jeff Gordon, 3 wins/872 points**; 2 Kevin Harvick, 2/780; 3 Earnhardt, 2/717; 4 Kenseth, 2/662; 5 Kurt Busch, 2/620; 6 Joey Logano, 1/734; 7 Martin Truex Jr, 1/694; 8 Keselowski, 1/681; 9 Denny Hamlin, 1/614; 10 Edwards, 1/553; 11 Jamie McMurray, 0/631; 12 Gordon, 0/617; 13 Paul Menard, 0/591; 14 Ryan Newman, 0/584; 15 Bowyer, 0/574; 16 Kasey Kahne, 00/559.

FORMULA RENAULT NEC ASSEN (NL), AUGUST 1-2 RD 5/7

Vanthoor takes first win

WHILE BLANCPAIN GT CHAMPION Laurens Vanthoor (right) was guesting in Brazilian Stock Cars, his 17-year-old brother Dries took his maiden car racing victory in Formula Renault NEC at Assen.

Vanthoor's title-chasing team-mates Kevin Jorg and Louis Deletraz had dominated much of the season so far, and he had yet to finish above sixth before Assen.

Polesitter Jorg's slow getaway put Ukyo Sasahara into the lead initially, before Vanthoor took advantage of a mistake by the ART Junior driver, who hit a bump at the chicane, to get ahead.

Championship leader Deletraz was only fifth after a battle with Harrison Scott, but he made amends on Sunday by leading throughout. Despite admitting his race pace wasn't outstanding, he took advantage of the difficulty of overtaking to keep the potentially faster Callan O'Keeffe, Jorg and

Sasahara at bay. The start undid Vanthoor this time, as a penalty for jumping it left him 16th.

RESULTS

Race 1 1 Dries Vanthoor, 16 laps in 26m10.146s; 2 Ukyo Sasahara, +0.665s; 3 Kevin Jorg; 4 Callan O'Keeffe; 5 Louis Deletraz; 6 Harrison Scott.
Race 2 1 Deletraz, 16 laps in 26m03.937s; 2 O'Keeffe, +0.874s; 3 Sasahara; 4 Jorg; 5 Scott; 6 Dennis Olsen. **Points 1 Deletraz, 253**; 2 Jorg, 200; 3 Sasahara, 192; 4 O'Keeffe, 168.5; 5 Max Defourny, 130; 6 Jehan Daruvala, 124.5.



BRAZILIAN V8 STOCK CARS CURITIBA (BR), AUGUST 2 RD 6/12

While the Caca's away, Gomes plays

MARCOS GOMES DOMINATED THE main race from pole position, leading from start to finish and setting fastest lap for good measure.

With title contender Caca Bueno absent thanks to a ban (and replaced by Laurens Vanthoor, who spun in qualifying and started down the order), Gomes capitalised by taking the lead at the start from fast-starting Allam Khodair. But Thiago Camilo moved up into second to chase Gomes before he lost power and was hit heavily from behind by Felipe Fraga. The accident also took out Raphael Matos and Felipe Lapenna.

At the restart, Gomes reclaimed the lead but was jumped in the pitstop by Khodair, who took less fuel and changed only one tyre. It took Gomes four laps to get back ahead.



In the second race, Sergio Jimenez started from reversed-grid pole. He held off initial pressure from Galid Osman to give the new C2 team its maiden V8 victory.

Ricardo Mauricio, who finished fifth in both races, was subsequently excluded for being underweight.

● Lito Cavalcanti

RESULTS

Race 1 1 Marcos Gomes (Peugeot 408), 4 laps in 49m12.679s; 2 Allam Khodair (Chevrolet Sonic), +6.260s; 3 Daniel Serra (Chevy); 4 Atila Abreu (Chevy); 5 Julio Campos (Peugeot); 6 Ricardo Zonta (Chevy). **Race 2 1 Sergio Jimenez (Chevy)**, 20 laps in 27m09.325s; 2 Campos, +1.406s; 3 Diego Nunes (Chevy); 4 Serra; 5 Gomes; 6 Max Wilson (Chevy). **Points 1 Gomes, 140**; 2 Campos, 115; 3 Serra, 113; 4 Caca Bueno, 113; 5 Rubens Barrichello, 107; 6 Mauricio, 96.

LATVALA REACHES HIGHER AT HOME

Jari-Matti eclipsed his world champion Volkswagen team-mate Sebastien Ogier to take his third win in the 'Finnish Grand Prix' – at record-breaking speed. **DAVID EVANS** reports from Jyvaskyla

Photography McKlein.de





Ogier admitted he had no answer to Latvala's speed



46

Rally Finland

World Rally Championship
Jyväskylä (FIN)

July 30-August 2
Round 8/13



THIRTY SECONDS BEFORE THE START OF ARGUABLY the biggest rally of Jari-Matti Latvala's career, he sat with his eyes closed.

Opening them, he looked up, fixed a stare on the road ahead, tightened his belts and thumped himself on the chest. Then on the legs. With the countdown looming, there appeared to be some sort of haka going on in the number two Volkswagen Polo R WRC.

Lights out. He was gone, launched into the city streets of Jyväskylä on a mission to save his soul. And possibly his career.

A minute or so later, live telly showed Latvala's team-mate Sebastien Ogier on the start line. The Frenchman fiddled with the roof vent, pulled first, engaged launch and did one.

Twelve months ago, the Polo pair put on one of the most amazing spectacles in the history of the World Rally Championship, with Latvala winning by 3.6 seconds.

Now, it was time for round two.

HEROES, TREES AND SHAKEDOWN SHUNTS

Never short on inspiration at home, the organiser's creation of a Champions' Park in Jyväskylä meant Rauno Aaltonen, Markku Alen, Marcus Gronholm, Simo Lampinen, Hannu Mikkola, Tommi Makinen, Harri Toivonen and Ari Vatanen coming to town. That worked.

Latvala understands the heritage and history of Rally Finland (nee 1000 Lakes) better than anybody and seeing those faces and hearing those voices fired him up like never before.

On a more prosaic level, he was bolstered by the news that the team had identified two areas of the car that hadn't worked for him in Poland. Those two reasons went some way to explaining his lack of pace on the previous round.

Did he feel inclined to share the reason?

"No, this time I am keeping this one for myself," he smiled. "But, for sure, it made a difference for me. Poland didn't come together for me. I felt I was flat out everywhere, but I couldn't keep the car in a straight line because of this thing with the set-up."

Ogier needed no such news. His inspiration came from touching down in Helsinki with a 78-point advantage ahead of the event.

And from the gathering gloom. Staring skywards on the morning of shakedown, Ogier raised his eyebrows. "It looks like more rain," he said, "I think this can be good for me..."

A couple of hours later, he was dismayed to find the shakedown road was getting faster the more cars that passed. That wasn't part of the plan.

"The surface is quite strange," he offered. "It

was definitely more slippery than I expected."

Ogier had come within inches of slapping the Polo against one of Finland's bigger trees on the event's warm-up. Thierry Neuville did just that. Caught out by a fifth-gear corner, the Belgian threw his Hyundai into the woodwork at 100mph. He and Nicolas Gilsoul both admitted they were lucky to emerge unscathed.

THE HERO-MAKER

Friday on Rally Finland is traditionally about Ouninpohja. In the old days it would run in the evening, but this time, back to its full length for the first time since 2002, it was run twice.

Last year's stage was chopped in half (reportedly because agreement couldn't be found with farmers for the price of casting their crop aside in favour of corporate hospitality), but the year before it had run to almost its full length. And world champion Ogier had been sensational, blitzing the record for that configuration.

He arrived at the start of the one they all want to win 4.4s up on Latvala after the Finn had scared himself, running wide on the first left-hander in the previous stage. Twenty-one miles and 77 jumps later, Ogier emerged bathed in sweat, eyes on stalks. His efforts had netted him another four tenths of a second. And another record, this time besting Harri Rovanpera's 13-year benchmark by five seconds.

"I love this stage, every time we drive it," he said.

Latvala wanted to love the stage that everybody seemed to love, but he was just too uptight with the fabled Finnish run.



On the second loop, he nailed it, fully 5.4s up on Ogier. The lead and the label of King of Ouninpohja was Jari-Matti's. And he loved it.

"I was thinking too much about it this morning," he said. "I was nervous about it. I knew I had to perform well and I did that this afternoon. I must admit I did get scared in a couple of places. When you are carrying so much speed between the rocks and the trees, you sometimes think: 'What if it doesn't turn?' Fortunately, it did."

And so did the event. From that point on, Latvala was never headed.

SATURDAY SUPERSTAR

Last year, Latvala's stunning Saturday turned into a near-disaster after a cavernous hole in Jukojarvi smashed the right-front brake disc on his Polo. He fought back brilliantly to effectively win the 2014



Paddon threw his Hyundai off the road...

event twice.

The issue of running order is rarely a major problem in Finland. The super-quick roads are generally harder and less prone to cleaning. Added to that is the sheer speed that means less braking and accelerating, which is where the time is lost. The only issue comes when the whole field passes through – including a national rally – cutting the surface up and spreading stones across the line.

Ogier admitted this had been a problem on Friday afternoon and when Robert Kubica was the only Rally 2 runner ahead of him on Saturday, he feared the edge could be taken off his day-two afternoon as well.

He put the hammer down through the morning's batch of stages and trimmed Latvala's lead from six to two seconds. Jukojarvi might have come close to ruining J-ML's rally 12 months ago, but the second



... and VW's Mikkelsen soon emulated him



Latvala (right) prepares to charge

run through on Saturday provided another major step towards the first back-to-back win for a Finn since Marcus Gronholm in 2006-2007.

Ogier wasn't giving up, but the frustration was writ large on his face when he came out of Mokkipera for the second time.

"I drove the perfect stage," said the defending champion, "and I took a tenth of a second."

Sitting at the start of the next stage, the heavens opened. This was Ogier's chance; the road would only deteriorate as more and more rain fell. He went for it. Arriving at the end of the test, there was a small shake of the head.

"I had an impact," he said, "and I damaged the rear of the car. The wheel was bent and touching the caliper. It was so noisy I thought I had more damage, so I backed off to try to feel. I realised it was OK, but then I was not committed enough in the extreme conditions."

He dropped 3.3s to Latvala. And a whopping 5.2s in the next one. "I thought I'd done a good drive," he says, "but I couldn't match him. Well done to him."

Latvala was all smiles when he arrived in service. "This has been my best day of the year so far," he said. "Just like Saturday was on last year's event."

THE HEAD'S IN GEAR

The change in Latvala's demeanour was remarkable from 12 months ago. Last year he was in a tunnel, so focused and fixed on what he was doing, he barely showed any emotion.

Not this time. And that's all part of his mental restructuring. Latvala's head coach, Christoph Treier, said: "I'm glad you noticed that, this is something we are working on. We changed to stop analysing everything and tried to make him show the emotions more, to trust in the emotions. He is doing that."

While he was there, I asked for a quick explanation of the trance-like state at the start.

"He is clearing the mind and thinking the positive thoughts," he said, "And then you see him beating his legs and everything – every stage it's the same routine, this gets the adrenalin going and raises the fighting spirit."

Crikey.

The fighting spirit kicked ass on Saturday afternoon, leaving him with a 13.2s advantage that would be more than enough for Sunday's brace of runs through Myhinpaa.

Crossing the finish line, Latvala raised his arm in the car. He'd done it. His first Finland double. He and Miikka Anttila were straight on the roof as ▶



Latvala's third Finland win was suitably celebrated

► soon as they'd crossed the line. Celebrations done, Latvala immediately started thumping the roof from the inside to try to straighten the kinked panel.

His attention to detail is second to none. Latvala himself was second to none on Sunday.

When Ogier was last beaten by his team-mate in Portugal, he unleashed a bunch of barbed comments, born out of the frustration of playing on what he felt was a distinctly sloping pitch.

This time, there was none of that. Ogier was magnificently magnanimous. Absolutely full of wholehearted and sincere praise, he said: "Sometimes you just have to admit that you can't win every time. I couldn't do anything about him. He was too quick."

CITROEN'S MIXED BAG

Two years ago Kris Meeke landed his big chance with a debut with the Citroen team. He impressed hugely before rolling out on the final stage. Last season, he came back and played himself into the fight with the top two. He was the only driver capable of keeping pace with the Polos and had the temerity to elbow Ogier aside on Saturday afternoon, retaking second place. But when the going got rough, Meeke settled for third and the chance to lay the Finnish ghost to rest.

Last Friday morning, the Dungannon driver and his recently married co-driver Paul Nagle went one better. They were leading after Pihlajakoski. A minor transmission glitch robbed the DS 3 of stability coming off the throttle, but he was still



Kris Meeke's co-driver Nagle was crestfallen

able to go fastest through Pajjala.

Only out of the top-three times once on Saturday morning, Meeke was pleased with the car. A pre-event test and improved suspension set-up were paying dividends.

The good mood disappeared the moment he hit the mud in a sodden Jukojarvi. Lock, more lock, brakes, throttle, handbrake, anything. Nothing. Nothing could stop him slithering into a tree. The impact was nothing. But it was nothing at just the wrong angle for the left-front suspension. It was broken.

Meeke got out and stared at the stricken car in disbelief. The podium was gone.

Mads Ostberg ensured a DS 3 would be on the podium. The Norwegian never looked like troubling the leaders, but equally, always looked a fairly safe bet to be at the finish. Like Meeke, Ostberg had found more confidence with the car after the chance to test ahead of the event.

THE BEST OF THE REST

Thierry Neuville overcame a shakedown roll to finish fourth. In the immediate aftermath of the shunt, the Belgian tried to claim his confidence was fine. But when it came to lighting up the i20 WRC again on Friday morning, the edge had disappeared. He spent the next couple of days finding it again and was rewarded with fourth.

Had Hayden Paddon kept the sister car dirty-side down and out of the trees on Friday, he would have been challenging for fourth – if not more. M-Sport's challenge for the podium was over by lunchtime on Friday after Elfyn Evans and Ott Tanak both hit solid-looking Finnish rocks, damaging their Ford Fiestas, but continuing. Tanak was fifth while Evans recovered to 13th.

Up at the front, it had been a record-breaking rally for Latvala, who broke the average-speed record for the fastest ever round of the World Rally Championship.

The Finn averaged an astonishing 77.9mph between the trees in some of the trickiest and most testing conditions yet on Rally Finland. No wonder, with debrief done, Latvala smiled at the question of what lay in store for the rest of Sunday.

"Time," he said, "to see Jyvaskyla by night..."

➔ FOR FULL RESULTS, PAGE 50

IN THE SERVICE PARK

DAVID EVANS
RALLIES EDITOR
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ARI VATANEN WAS IN HIS ELEMENT. "LOOK AT this," he said, fishing out his iPhone and finding a picture of a caravan alongside the Pajjala stage. "This," smiles AV, "is Finland. We have the caravan where the fans are sleeping and we have the portable sauna – right next to the most incredible piece of road."

Seriously, a portable sauna. It was a tent with a chimney sticking out of the top.

"And," the 1981 world champion continues, "we had the music, of course we had the music. Some noisy man singing about putting the knife into his wife. He was joking, of course!"

And that really was Finland. Bits of it make sense, but bits of it are from another world. Having sat in the car with Ott Tanak at his pre-Finland test, former winner in these parts Markko Martin described the experience as "mental violence".

It was much the same from the side of the road. At times, the brain struggled to compute the messages the eyes were sending. How could a car go sideways on full opposite lock, so, so fast and three feet in the air.

Another world.

And then there's the poor chap who was grumbling at being loaded into the back of an ambulance in the early hours of Sunday morning. His consternation wasn't caused by a fairly sore-looking head injury, more by the fact that he was being made to leave his can of Karjala on the pavement. The same pavement he'd argued with moments earlier.

Finland never changes. Long may that continue.



Did we really go that fast?



Mikko Hirvonen finally appreciates the speed of Rally Finland



Makinen (l) joins VW's Jost Capito as a WRC team boss

Hirvonen targets Toyota test-driver role for 2016

MIKKO HIRVONEN HAS ADMITTED

he's interested in joining the returning Toyota effort as a test driver next season.

The Finn, who retired from the WRC at the end of last season, is contracted to contest next year's Dakar with Mini, but is ready to talk to new Toyota team boss Tommi Makinen about a deal.

Hirvonen, who already works as driver coach to two young Japanese drivers on Toyota's books, said: "I would be interested to work with Tommi on the WRC project. It's still very early, but let's see how it's going

to evolve. We are nearly neighbours, I live just three kilometres from the workshop and Tommi, so if stuff is going on over there, it's easy for me to go and do the work – let's see when it gets started."

The new car, which Makinen is sure will be ready by the end of the first quarter next season (end of March) is likely to be born in Makinen's own factory based close to his farm in Puuppola, Finland.

M-Sport's Malcolm Wilson said he was surprised Makinen wasn't moving to Cologne, adding: "I'm amazed. What Toyota

has in Cologne is the envy of most folk in motorsport – it's an incredible facility with the best windtunnel. I just don't really understand how you could say no to that."

Hirvonen's co-driver Jarmo Lehtinen and two engineers Michael Zotos, who worked with Makinen at Subaru until the end of 2003, and Tom Fowler, who was with M-Sport before moving to work in the nuclear energy industry, accompanied Makinen as part of the Toyota team last week. The marque is returning to the WRC for the first time since the 1999 season.

Three-year deal for Rally GB

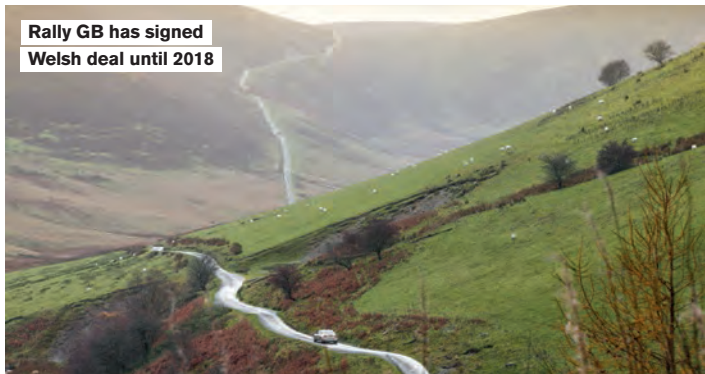
RALLY GB'S FUTURE HAS BEEN confirmed via a three-year deal with the Welsh Government and confirmation that the event is now on the proposed 2016 WRC calendar.

Britain's WRC round had been cast into doubt by the desire to see China coming in at the likely cost of one European round. WRC Promoter's Oliver Ciesla said: "I can confirm it is our intention to propose Rally GB for 2016 to this calendar."

The deal with Wales is thought to be worth more than £4m over the next three years. Rally GB managing director Ben Taylor said he would spend the next three years further developing what he hopes will become the series' benchmark.

He said: "This agreement with Wales gives us a really strong platform to push on and develop the event. We really want to build on what we've achieved in north Wales in the past two years."

Rally GB has signed Welsh deal until 2018



VW boss: I'd sign Meeke

VOLKSWAGEN TEAM PRINCIPAL

Jost Capito has tipped Kris Meeke as a future World Rally champion – and admitted he would like him in his team.

Despite Meeke sliding off the road and out of third place in last weekend's eighth round of the WRC in Finland, Capito remained resolute in his praise.

He said: "I am absolutely convinced Kris can do it. He is a good friend of mine and I know he could be world champion.

"Kris is the guy who can challenge this team on the stages and he is also the guy challenging Seb when they are talking about the road-position regulations. We need guys like Kris. If we had a fourth car, I'd want his name on it."

OGIER'S TITLE MATHS

Sebastien Ogier can take his third title in Germany, although it's a very long shot. If practically everybody else fails to finish in Trier and the Frenchman wins and takes the powerstage in his Volkswagen he would be crowned with four rounds left.

LAPPI LAPS IT UP

Esapekka Lappi moved to the top of the WRC2 standings with a superb win in his factory Skoda Fabia R5. The Finn charged through the opening day to build a 60s lead over team-mate Pontus Tidemand (who damaged his suspension in a ditch) and held it until the finish.

HANNINEN AT HOME

Juho Hanninen has admitted Rally Finland could be his one and only World Rally Car outing of the season. The former Hyundai factory driver stepped into an M-Sport Ford with no test, but built his speed to finish sixth. "It's so expensive to do my home rally," he said, "doing any overseas will be difficult."

CAVE'S BIG SCORE

Britain's Tom Cave took maximum Drive DMACK Fiesta Trophy points last week. The Welshman was fastest on half of the 20 stages to take his first win of the DDFT season, a result that moves him up to second in the series standings.

VATANEN JR FOR BRC

Drive DMACK competitor Max Vatanen will contest next year's British Rally Championship in a DMACK-backed Ford Fiesta R5. The 24-year-old son of world and two-time British champion Ari Vatanen will be joined by a second Fiesta, which will be run for a British crew.

RETRO: MIKKO V J-ML

Former Rally Finland winner Mikko Hirvonen appeared at last week's Jyväskylä event. Hirvonen, who is now working towards a Dakar entry with Mini next year, will go head-to-head with Jari-Matti Latvala at this week's Lahti Historic Rally. Hirvonen runs his Ford Escort, while Latvala (who won Lahti last year) will be in his Audi Quattro.

GILBERT IS TOP JUNIOR

Quentin Gilbert (below) took another Junior WRC win in Finland. The Frenchman was pressured by Henri Haapamaki after the Finn recovered from an early puncture. A co-driver mistake slashed Gilbert's lead to 2.4s going into the final test, but he won by 0.5s.



RESULTS ROUND-UP

INDYCAR SERIES

ROUND 13/15 MID-OHIO (USA), AUGUST 2 (90 LAPS – 203.220 MILES)

1 Graham Rahal (USA) Rahal Letterman Lanigan Racing Dallara-Honda	1h55m20.0864s
2 Justin Wilson (GB) Andretti Autosport Dallara-Honda	+3.4049s
3 Simon Pagenaud (F) Team Penske Dallara-Chevrolet	+4.5706s
4 Scott Dixon (NZ) Chip Ganassi Racing Teams Dallara-Chevrolet	+5.0293s
5 Tony Kanaan (BR) Chip Ganassi Racing Teams Dallara-Chevrolet	+10.5943s
6 Tristan Vautier (F) Dale Coyne Racing Dallara-Honda	+11.4414s
7 Ryan Hunter-Reay (USA) Andretti Autosport Dallara-Honda	+13.8958s
8 Jack Hawksworth (GB) AJ Foyt Enterprises Dallara-Honda	+15.0372s
9 Carlos Munoz (CO) Andretti Autosport Dallara-Honda	+15.6116s
10 Marco Andretti (USA) Andretti Autosport Dallara-Honda	+16.0094s
11 Juan Pablo Montoya (CO) Team Penske Dallara-Chevrolet	+16.1321s
12 Gabby Chaves (CO) Bryan Herta Autosport Dallara-Honda	+16.4962s
13 Josef Newgarden (USA) CFH Racing Dallara-Chevrolet	+18.0350s
14 Will Power (AUS) Team Penske Dallara-Chevrolet	+18.4290s
15 Helio Castroneves (BR) Team Penske Dallara-Chevrolet	+19.1285s
16 James Jakes (GB) Schmidt Peterson Motorsports Dallara-Honda	+20.1010s
17 Sebastien Bourdais (F) KVSH Racing Dallara-Chevrolet	+20.5091s
18 Ryan Briscoe (AUS) Schmidt Peterson Motorsports Dallara-Honda	+20.8331s
19 Stefano Coletti (MC) KV Racing Dallara-Chevrolet	+21.5426s
20 Rodolfo Gonzalez (YV) Dale Coyne Racing Dallara-Honda	+24.9667s
21 Luca Filippi (I) CFH Racing Dallara-Chevrolet	-1 lap-spin
22 Sage Karam (USA) Chip Ganassi Racing Teams Dallara-Chevrolet	-1 lap
23 Charlie Kimball (USA) Chip Ganassi Racing Teams Dallara-Chevrolet	-3 laps-spin
24 Takuma Sato (J) AJ Foyt Enterprises Dallara-Honda	60 laps-damage

Winner's average speed 105.719mph.
Fastest lap Power, 1m06.3487s, 122.516mph.

Q3 1 Dixon, 1m04.5814s; **2** Power, 1m04.6782s; **3** Bourdais, 1m04.9965s; **4** Castroneves, 1m05.0625s; **5** Newgarden, 1m05.0728s; **6** Kimball, 1m05.0784s.

Q2 Kimball, 1m04.7637s; Dixon, 1m04.7780s; Power, 1m04.8814s; Bourdais, 1m04.9267s; Newgarden, 1m04.9416s; Castroneves, 1m04.9796s; **7** Hunter-Reay, 1m05.0455s; **8** Kanaan, 1m05.0647s; **9** Filippi, 1m05.1616s; **10** Montoya, 1m05.2081s; **11** Hawksworth, 1m05.2291s; **12** Andretti, 1m05.3931s.

Q1 - GROUP 1 Dixon, 1m04.8950s; Kimball, 1m05.1653s; Montoya, 1m05.4062s; Hunter-Reay, 1m05.4280s; Castroneves, 1m05.4958s; Hawksworth, 1m05.5340s; **14** Wilson, 1m05.5886s; **16** Sato, 1m05.5933s; **18** Coletti, 1m05.6204s; **20** Briscoe, 1m05.7053s; **22** Gonzalez, 1m05.9698s; **24** Vautier, 1m06.0814s.

Q1 - GROUP 2 Bourdais, 1m05.3377s; Filippi, 1m05.4519s; Newgarden, 1m05.5624s; Power, 1m05.6176s; Kanaan, 1m05.6483s; Andretti, 1m05.8398s; **13** Rahal, 1m05.9650s; **15** Pagenaud, 1m05.9877s; **17** Jakes, 1m06.0671s; **19** Karam, 1m06.0688s; **21** Chaves, 1m06.2195s; **23** Munoz, 1m06.9891s.

CHAMPIONSHIP

1 Montoya, 465; **2** Rahal, 456; **3** Dixon, 431; **4** Castroneves, 407; **5** Power, 406; **6** Bourdais, 379; **7** Andretti, 378; **8** Newgarden, 370; **9** Kanaan, 354; **10** Pagenaud, 329.

DTM

ROUND 5/9 RED BULL RING (A), AUGUST 1-2, RACE 1 (29 LAPS – 77.954 MILES)

1 Edoardo Mortara (I) Abt Sportsline Audi RS5	41m41.536s
2 Pascal Wehrlein (D) HWA Mercedes C63	+1.7925s
3 Paul Di Resta (GB) HWA Mercedes C63	+11.200s
4 Christian Vietoris (D) HWA Mercedes C63	+17.958s
5 Mattias Ekstrom (S) Abt Sportsline Audi RS5	+19.300s
6 Augusto Farfus (BR) RBM BMW M4	+19.902s
7 Gary Paffett (GB) ART Grand Prix Mercedes C63	+23.272s
8 Mike Rockenfeller (D) Team Phoenix Audi RS5	+23.534s
9 Marco Wittmann (D) RMG BMW M4	+29.879s
10 Adrian Tambay (F) Abt Sportsline Audi RS5	+30.368s
11 Daniel Juncadella (E) Mücke Motorsport Mercedes C63	+31.966s
12 Nico Muller (CH) Team Rosberg Audi RS5	+37.797s
13 Antonio Felix da Costa (P) Team Schnitzer BMW M4	+38.532s
14 Maxime Martin (B) RMG BMW M4	+39.350s
15 Bruno Spengler (CDN) MTEK BMW M4	+39.925s
16 Timo Scheider (D) Team Phoenix Audi RS5	+40.422s
17 Tom Blomqvist (GB) RBM BMW M4	+45.267s
18 Miguel Molina (E) Abt Sportsline Audi RS5	+45.684s
19 Timo Glock (D) MTEK BMW M4	+46.800s
20 Maximilian Gotz (D) Mücke Motorsport Mercedes C63	+47.375s
21 Lucas Auer (A) ART Grand Prix Mercedes C63	+49.453s
R Martin Tomczyk (D) Team Schnitzer BMW M4	10 laps-accident damage
R Robert Wickens (CDN) HWA Mercedes C63	7 laps-accident damage
R Jamie Green (GB) Team Rosberg Audi RS5	3 laps-gearbox

Winner's average speed 112.184mph.
Fastest lap Mortara, 1m25.632s, 113.006mph.

QUALIFYING 1

1 Mortara, 1m24.714s; **2** Green, 1m24.907s; **3** Wehrlein, 1m24.926s; **4** Di Resta, 1m25.006s; **5** Farfus, 1m25.018s; **6** Vietoris, 1m25.134s; **7** Wickens, 1m25.146s; **8** Paffett, 1m25.189s; **9** Ekstrom, 1m25.191s; **10** Rockenfeller, 1m25.214s; **11** Tambay, 1m25.292s; **12** Wittmann, 1m25.295s; **13** da Costa, 1m25.313s; **14** Muller, 1m25.320s; **15** Spengler, 1m25.341s; **16** Scheider, 1m25.368s; **17** Juncadella, 1m25.371s; **18** Tomczyk, 1m25.446s; **19** Martin, 1m25.476s; **20** Molina, 1m25.479s; **21** Blomqvist, 1m25.485s; **22** Gotz, 1m25.530s; **23** Glock, 1m25.599s; **24** Auer, 1m25.661s.

RACE 2 (34 LAPS – 91.394 MILES)

1 Ekstrom, 1h01m47.136s; **2** Paffett, +4.334s; **3** Mortara, +23.555s; **4** Rockenfeller, +25.445s; **5** Muller, +29.964s; **6** Auer, +43.726s; **7** Gotz, +44.620s; **8** Vietoris, +1m00.668s; **9** Di Resta, +1m01.506s; **10** da Costa, +1m05.663s; **11** Wittmann, +1m06.995s; **12** Tomczyk, +1m07.700s; **13** Molina, +1m10.505s; **14** Glock, +1m11.638s; **15** Spengler, +1m13.669s; **16** Tambay, +1m15.250s; **17** Green, +1m22.362s; **18** Farfus, +1m26.870s; **19** Martin, +1m40.397s; **20** Wickens, 33 laps-collision; **21** Wehrlein, 33 laps-collision; **22** Blomqvist, 28 laps-mechanical; **23** Juncadella, 27 laps-spin; **EX** Scheider, +41.946s.
Winner's average speed 88.752mph.
Fastest lap Ekstrom, 1m41.547s, 95.295mph.

FORMULA 3 EUROPEAN CHAMPIONSHIP

ROUND 8/11 RED BULL RING (A), AUGUST 1-2

RACE 1 (24 LAPS – 64.513 MILES)

1 Jake Dennis (GB) Prema Powerteam Dallara-Mercedes F315	34m20.242s
2 Felix Rosenqvist (S) Prema Powerteam Dallara-Mercedes F315	+0.668s
3 Antonio Giovinazzi (I) Carlin Dallara-Volkswagen F315	+1.180s
4 Lance Stroll (CDN) Prema Powerteam Dallara-Mercedes F315	+3.139s
5 George Russell (GB) Carlin Dallara-Volkswagen F312	+3.999s
6 Charles Leclerc (MC) Van Amersfoort Racing Dallara-Volkswagen F314	+5.298s
7 Alexander Albon (THA) Signature Dallara-Volkswagen F315	+7.658s
8 Gustavo Menezes (USA) Carlin Dallara-Volkswagen F312	+9.429s
9 Sergio Sette Camara (BR) Motopark Dallara-Volkswagen F314	+15.318s
10 Mikkel Jensen (DK) KFZTeile24 Mücke Motorsport Dallara-Mercedes F312	+16.244s
11 Raoul Hyman (ZA) Team West-Tec Dallara-Mercedes F314	+19.394s
12 Santino Ferrucci (USA) KFZTeile24 Mücke Motorsport Dallara-Mercedes F312	+21.157s
13 Tatiana Calderon (CO) Carlin Dallara-Volkswagen F314	+23.171s
14 Nabil Jeffri (MAL) Motopark Dallara-Volkswagen F314	+24.204s
15 Alessio Lorandi (I) Van Amersfoort Racing Dallara-Volkswagen F312	+26.819s
16 Dorian Boccolacci (F) Signature Dallara-Volkswagen F314	+27.280s
17 Markus Pommer (D) Motopark Dallara-Volkswagen F315	+29.552s
18 Sam MacLeod (GB) Motopark Dallara-Volkswagen F315	+30.979s
19 Fabian Schiller (D) Team West-Tec Dallara-Mercedes F312	+37.319s
20 Maximilian Gunther (D) KFZTeile24 Mücke Motorsport Dallara-Mercedes F312	+37.837s
21 Arjun Maini (IND) Van Amersfoort Racing Dallara-Volkswagen F312	+38.013s
22 Michele Beretta (I) KFZTeile24 Mücke Motorsport Dallara-Mercedes F312	+39.094s
23 Pietro Fittipaldi (BR) Fortec Motorsports Dallara-Mercedes F315	+41.718s
24 Andy Chang (MAC) Fortec Motorsports Dallara-Mercedes F312	+42.763s
25 Matt Rao (GB) Fortec Motorsports Dallara-Mercedes F312	+44.991s
26 Brandon Maisano (F) Prema Powerteam Dallara-Mercedes F312	+47.100s
27 Matheus Leist (BR) Double R Racing Dallara-Mercedes F312	+48.259s
28 Julio Moreno (EC) T-Sport Dallara-NBE F312	+48.745s
29 Kang Ling (PRC) KFZTeile24 Mücke Motorsport Dallara-Mercedes F312	+50.580s
30 Callum Ilott (GB) Carlin Dallara-Volkswagen F312	+1m06.313s
31 Mahaveer Raghunathan (IND) Motopark Dallara-Volkswagen F314	+1m06.852s
32 Peter Li (PRC) Fortec Motorsports Dallara-Mercedes F312	+1m07.108s
R Ryan Tveter (USA) Carlin Dallara-Volkswagen F312	15 laps-misfire
R Matt Solomon (HK) Double R Racing Dallara-Mercedes F313	5 laps-pushrod

Winner's average speed 112.728mph.
Fastest lap Menezes, 1m24.874s, 114.015mph.



QUALIFYING 2

1 Ekstrom, 1m42.010s; **2** Rockenfeller, 1m42.015s; **3** Paffett, 1m42.155s; **4** Wehrlein, 1m42.422s; **5** Wickens, 1m42.566s; **6** Mortara, 1m42.659s; **7** Scheider, 1m42.849s; **8** Vietoris, 1m42.853s; **9** Di Resta, 1m43.064s; **10** Tambay, 1m43.155s; **11** Muller, 1m43.251s; **12** Gotz, 1m43.604s; **13** Juncadella, 1m43.651s; **14** Tomczyk, 1m43.743s; **15** Martin, 1m43.772s; **16** Auer, 1m44.110s; **17** Green, 1m44.192s; **18** da Costa, 1m44.251s; **19** Molina, 1m44.419s; **20** Spengler, 1m44.509s; **21** Wittmann, 1m44.707s; **22** Blomqvist, 1m44.830s; **23** Farfus, 1m44.983s; **24** Glock, 1m45.348s.

CHAMPIONSHIP

1 Ekstrom, 111; **2** Mortara, 98; **3** Wehrlein, 94; **4** Green, 81; **5** Paffett, 61; **6** Wickens, 57; **7** Vietoris, 56; **8** Spengler, 52; **9** Wittmann, 51; **10** da Costa, 44.



QUALIFYING 1

1 Rosenqvist, 1m24.510s; **2** Dennis, 1m24.517s; **3** Stroll, 1m24.701s; **4** Giovinazzi, 1m24.751s; **5** Leclerc, 1m24.764s; **6** Camara, 1m24.899s; **7** Russell, 1m24.973s; **8** Albon, 1m24.978s; **9** Pommer, 1m25.035s; **10** Menezes, 1m25.040s; **11** Jensen, 1m25.043s; **12** Hyman, 1m25.119s; **13** Iltott, 1m25.136s; **14** Maisano, 1m25.153s; **15** Gunther, 1m25.322s; **16** Ferrucci, 1m25.350s; **17** Calderon, 1m25.414s; **18** Bocolacci, 1m25.468s; **19** Schiller, 1m25.606s; **20** Jeffri, 1m25.719s; **21** Maini, 1m25.746s; **22** Lorandi, 1m25.781s; **23** MacLeod, 1m25.862s; **24** Beretta, 1m25.909s; **25** Chang, 1m25.913s; **26** Moreno, 1m25.956s; **27** Solomon, 1m25.984s; **28** Ling, 1m26.074s; **29** Rao, 1m26.232s; **30** Fittipaldi, 1m26.522s; **31** Leist, 1m26.563s; **32** Li, 1m26.958s; **33** Raghunathan, 1m27.430s.

RACE 2 (24 LAPS – 64.513 MILES)

1 Rosenqvist, 35m55.558s; **2** Giovinazzi, +1.312s; **3** Stroll, +2.740s; **4** Leclerc, +3.845s; **5** Albon, +5.396s; **6** Pommer, +5.435s; **7** Russell, +7.011s; **8** Dennis, +7.379s; **9** Jensen, +7.917s; **10** Menezes, +8.259s; **11** Hyman, +9.305s; **12** Iltott, +9.908s; **13** Ferrucci, +10.632s; **14** Gunther, +10.979s; **15** Maini, +12.203s; **16** Jeffri, +13.711s; **17** Bocolacci, +15.660s; **18** Chang, +15.978s; **19** Camara, +16.393s; **20** Solomon, +17.141s; **21** Calderon, +17.558s; **22** Moreno, +18.111s; **23** Li, +19.916s; **24** Leist, +20.623s; **25** Raghunathan, +22.078s; **26** Ling, +29.386s; **27** Schiller, +32.591s; **28** Lorandi, +39.025s; **29** MacLeod, -1 lap; **30** Beretta, -1 lap; **31** Rao, -2 laps; **32** Fittipaldi, -2 laps; **R** Tvetter, 17 laps-spun; **DNS** Maisano - withdrawn. **Winner's average speed** 107.743mph. **Fastest lap** Giovinazzi, 1m25.145s, 113.653mph.

QUALIFYING 2

1 Rosenqvist, 1m24.395s; **2** Giovinazzi, 1m24.629s; **3** Stroll, 1m24.663s; **4** Camara, 1m24.884s; **5** Pommer, 1m24.907s; **6** Leclerc, 1m24.939s; **7** Russell, 1m24.956s; **8** Albon, 1m25.026s; **9** Jensen, 1m25.032s; **10** Dennis, 1m25.072s; **11** Ferrucci, 1m25.083s; **12** Hyman, 1m25.138s; **13** Iltott, 1m25.179s; **14** Menezes, 1m25.217s; **15** Gunther, 1m25.447s; **16** MacLeod, 1m25.469s; **17** Bocolacci, 1m25.569s; **18** Calderon, 1m25.588s;



19 Beretta, 1m25.703s; **20** Lorandi, 1m25.794s; **21** Maini, 1m25.826s; **22** Jeffri, 1m25.890s; **23** Fittipaldi, 1m25.986s; **24** Chang, 1m25.988s; **25** Ling, 1m26.087s; **26** Solomon, 1m26.181s; **27** Schiller, 1m26.432s; **28** Rao, 1m26.529s; **29** Leist, 1m26.762s; **30** Li, 1m27.113s; **31** Raghunathan, 1m27.360s; **32** Moreno, 1m30.462s; **NS** Maisano, 1m25.158s.

RACE 3 (4 LAPS – 10.752 MILES)

1 Giovinazzi, 10m01.772s; **2** Rosenqvist, +1.347s; **3** Camara, +2.624s; **4** Pommer, +4.403s; **5** Stroll, +6.389s; **6** Leclerc, +7.568s; **7** Dennis, +11.657s; **8** Albon, +12.424s; **9** Russell, +15.722s; **10** Iltott, +16.765s; **11** Ferrucci, +20.763s; **12** Menezes, +21.703s; **13** Jensen, +25.497s; **14** Hyman, +27.982s; **15** MacLeod, +33.194s; **16** Calderon, +39.684s; **17** Bocolacci, +19m42.271s; **18** Beretta, +19m44.310s; **19** Gunther, +19m44.805s; **20** Lorandi, +19m46.444s; **21** Jeffri, +19m47.790s; **22** Maini, +19m49.663s; **23** Chang, +19m50.792s; **24** Fittipaldi, +19m50.845s; **25** Rao, +19m52.354s; **26** Solomon, +19m53.379s; **27** Leist, +19m53.932s;

28 Schiller, +19m54.891s; **29** Raghunathan, +19m56.124s; **30** Li, +19m57.100s; **31** Moreno, +19m58.500s; **32** Tvetter, +20m00.639s; **R** Ling, 1 lap; **DNS** Maisano - withdrawn. **Winner's average speed** 64.323mph. **Fastest lap** Moreno, 2m02.721s, 78.853mph.

GRID FOR RACE 3

1 Giovinazzi; **2** Rosenqvist; **3** Camara; **4** Pommer; **5** Stroll; **6** Leclerc; **7** Dennis; **8** Albon; **9** Russell; **10** Iltott; **11** Ferrucci; **12** Menezes; **13** Jensen; **14** Hyman; **15** MacLeod; **16** Calderon; **17** Bocolacci; **18** Gunther; **19** Beretta; **20** Lorandi; **21** Jeffri; **22** Ling; **23** Maini; **24** Chang; **25** Fittipaldi; **26** Solomon; **27** Rao; **28** Schiller; **29** Leist; **30** Li; **31** Raghunathan; **32** Moreno; **33** Tvetter; **NS** Maisano.

CHAMPIONSHIP

1 Giovinazzi, 333.5; **2** Rosenqvist, 313; **3** Leclerc, 304.5; **4** Dennis, 248; **5** Russell, 163; **6** Albon, 150; **7** Stroll, 121; **8** Gunther, 118; **9** Pommer, 84.5; **10** Jensen, 84.5.

WORLD RALLY CHAMPIONSHIP

ROUND 8/13 RALLY FINLAND (FIN), JULY 30-AUGUST 2

1 Jari-Matti Latvala (FIN)/Miikka Anttila (FIN) Volkswagen Motorsport Volkswagen Polo R WRC	2h33m03.8s
2 Sebastien Ogier (F)/Julien Ingrassia (F) Volkswagen Motorsport Volkswagen Polo R WRC	+13.7s
3 Mads Ostberg (N)/Jonas Andersson (S) Citroen Total Citroen DS3 WRC	+1m36.8s
4 Thierry Neuville (B)/Nicolas Gilsoul (B) Hyundai Motorsport Hyundai i20 WRC	+3m58.7s
5 Ott Tanak (EST)/Raigo Molder (EST) M-Sport WRT Ford Fiesta RS WRC	+4m29.3s
6 Juho Hanninen (FIN)/Tomi Tuominen (FIN) Ford Fiesta RS WRC	+4m44.3s
7 Martin Prokop (CZ)/Jan Tomanek (CZ) Jipocar Czech National Team Ford Fiesta RS WRC	+6m20.3s
8 Esapekka Lappi (FIN)/Janne Ferm (FIN) Skoda Motorsport Skoda Fabia R5	+7m11.2s
9 Pontus Tidemand (S)/Emil Axelsson (S) Skoda Motorsport Skoda Fabia R5	+8m52.2s
10 Lorenzo Bertelli (I)/Lorenzo Granai (I) FWRT Ford Fiesta RS WRC	+9m37.4s
11 Daniel Sordo (E)/Marc Marti (E) Hyundai Motorsport Hyundai i20 WRC	+10m17.8s
12 Elfyn Evans (GB)/Daniel Barritt (GB) M-Sport WRT Ford Fiesta RS WRC	+11m46.2s
16 Khalid Al-Qassimi (UAE)/Chris Patterson (GB) Citroen Total Citroen DS3 WRC	+16m20.7s
17 Kris Meeke (GB)/Paul Nagle (IRL) Citroen Total Citroen DS3 WRC	+21m39.7s
R Robert Kubica (PL)/Maciek Szczepaniak (PL) RK World Rally Team Ford Fiesta RS WRC	accident
R Hayden Paddon (NZ)/John Kennard (NZ) Hyundai Motorsport Hyundai i20 WRC	accident
R Andreas Mikkelsen (N)/Ola Floene (N) Volkswagen Motorsport II Volkswagen Polo R WRC	accident



DRIVERS' CHAMPIONSHIP

1 Ogier 182; **2** Latvala 93; **3** Ostberg 84; **4** Mikkelsen 83; **5** Neuville 70; **6** Meeke 54; **7** Evans 53; **8** Tanak 49; **9** Paddon 44; **10** Sordo 39.

MANUFACTURERS' CHAMPIONSHIP

1 Volkswagen Motorsport 257; **2** Citroen Total 141; **3** Hyundai Motorsport 139; **4** M-Sport WRT 126; **5** Volkswagen Motorsport II 49; **6** Hyundai Motorsport 43.

STAGE TIMES

SS1 Harju 1 (1.41 miles)
FASTEST: Ogier 1m48.6s **LEADER:** Ogier
SECOND: Meeke +0.6s

SS2 Pihlajakoski 1 (9.02 miles)
F: Latvala 6m36.4s **L:** Meeke
S: Latvala +0.1s

SS3 Pajjala 1 (14.53 miles)
F: Ogier 10m49.4s **L:** Ogier
S: Meeke +0.4s

SS4 Ouninpohja 1 (21.37 miles)
F: Ogier 15m53.9s **L:** Ogier
S: Latvala +4.8s

SS5 Himos 1 (3.36 miles)
F: Ogier 3m17.7s **L:** Ogier
S: Latvala +5.3s

SS6 Pihlajakoski 2 (9.02 miles)
F: Latvala 6m32.0s **L:** Ogier
S: Latvala +4.6s



SS7 Pajjala 1 (14.53 miles)

F: Meeke 10m36.9s **L:** Ogier
S: Latvala +3.3s

SS8 Ouninpohja 1 (21.37 miles)
F: Latvala 15m36.8s **L:** Latvala
S: Ogier +2.1s

SS9 Himos 2 (3.36 miles)
F: Latvala 3m13.4s **L:** Latvala
S: Ogier +3.1s

SS10 Harju 2 (1.41 miles)
F: Ogier 1m43.4s **L:** Latvala
S: Ogier +2.6s

SS11 Mokka 1 (8.60 miles)
F: Latvala 6m45.3s **L:** Latvala
S: Ogier +6.0s

SS12 Jukojarvi 1 (13.20 miles)
F: Ogier 9m55.4s **L:** Latvala **S:** Ogier +2.1s

SS13 Surkee 1 (9.29 miles)
F: Ogier 7m59.7s **L:** Latvala **S:** Ogier +2.0s

SS14 Horkka 1 (9.51 miles)

F: Latvala 7m16.7s **L:** Latvala **S:** Ogier +3.0s

SS15 Mokka 2 (8.60 miles)
F: Ogier 6m39.3s **L:** Latvala **S:** Ogier +2.9s

SS16 Jukojarvi 2 (13.20 miles)
F: Latvala 10m12.7s **L:** Latvala
S: Ogier +6.2s

SS17 Surkee 2 (9.29 miles)
F: Latvala 7m51.5s **L:** Latvala
S: Ogier +11.4s

SS18 Horkka 2 (9.51 miles)
F: Latvala 7m16.7s **L:** Latvala
S: Ogier +13.2s

SS19 Myhinpaa 1 (8.95 miles)
F: Latvala 6m26.7s **L:** Latvala
S: Ogier +14.1s

SS20 Myhinpaa 2 (Power Stage) (8.95 miles)
F: Ogier 6m16.1s **L:** Latvala **S:** Ogier +13.7s

Stalking Sims rewarded after patient pursuit

Joe Osborne held off Alexander Sims until the final 10 minutes, worn down by the series leader's pressure. By **ALEX KALINAUCKAS**



52

FOR SO LONG IT LOOKED LIKE HE'D DO IT. LAP

after lap held he held on, picking a precise line, early on the power, hard on the brakes – no mistakes and no gap. But the blue machine would not let up its pursuit and in the end that relentless, rapid pressure paid off.

Joe Osborne put in a spirited rearguard action that took him to the brink of victory with just 10 minutes of British GT action left to run at Brands Hatch, but Alexander Sims would not be denied.

The final quarter of the two-hour race simmered up to a frenetic sprint between Osborne's Triple Eight Racing BMW Z4 and Sims' identical Barwell Motorsport Ecurie Ecosse machine. Sims had rapidly cut into Osborne's lead after he had claimed second place from the #1 squad's title rival Liam Griffin in the #6 Motorbase Aston Martin with a hard move at Graham Hill Bend, and when the two BMWs passed two-third's distance the gap was just 0.7s.

Sims turned up the heat with a look into Druids and it seemed like his charge to the top step of the podium was almost complete. His pace had been evident all weekend. During Saturday's qualifying session, he had been the fastest GT3 driver and when he took over the #1 car from Marco Attard on lap 33, he immediately set a new fastest lap of the race – breaking the GT3 record around the Brands Hatch Grand Prix layout in the process.

But Osborne would not surrender meekly. “[Sims] had a lot more pace than me, there's no hiding that,” explained Osborne after the race. “But I knew if I could keep him behind for the first two laps when he was on my tail, it would give me a chance to work out where I was strong and what I could do. I felt quite confident when

he was behind.”

For 20 minutes and 15 laps, despite several attempts and relentless pressure, there was nothing Sims could do to pass the #888 machine. “Joe drove a fantastic race to defend and keep me behind, but equally he didn't defend when he didn't need to,” said Sims. “He kept his head cool and it was very difficult as I was really struggling to get past him. I had no tricks up my sleeve to pull out later on in the race.”

But on lap 70 Sims' perseverance paid off. After the leading pair had lapped a GT4 car on the run to Graham Hill Bend, Osborne hit a patch of fluid just off the racing line. The resulting slide forced the #888 car wide on the exit of the corner and opened the door just a fraction. Sims didn't need a second invitation and forced the #1 car up the inside for the run along the Cooper straight

towards Surtees.

“I just couldn't get on the throttle quick enough,” explained Osborne. “He did the cut back and I couldn't close the gap quick enough on him.” The #888 swung across the track in a final bid to deter Sims, but the blue machine was not to be intimidated. Sims had the corner, the move was done and with just 10 minutes left to the chequered flag, the result was sealed.

“We're really happy with that – it hasn't really sunk in,” said Attard as he clutched his winners' trophy. “The team did a great job and then it was just passing over to Alexander to finish it off.” But Attard himself had done well to avoid the early chaos. The safety car was called into action on lap 15 when Ross Wylie in the Von Ryan Racing McLaren came together with Godfrey Jones in the #22 Mercedes and the pair got stuck side-by-



Howard's polesitting
Aston led early on



Osborne led, but Sims would take the win

side in the gravel at Stirlings.

That interruption spoiled Andrew Howard's attempt to run clear from a third consecutive pole position to try to overcome the 20-second success penalty the #007 Beechdean Aston Martin was saddled with after winning the previous race at Spa. Jonny Adam brought the #007 home in fourth place ahead of the FF Corse Ferrari piloted by Gary Eastwood and Adam Carroll – but the pair had to recover from well down the order after being hit by Rick Parfitt in the #44 LNT Ginetta on lap five.

Howard had led Lee Mowle, driving the #888, throughout the first stint but after the pitstops the #888 machine was in front of the #6 car of Rory Butcher. Sims emerged in third place – his charge then aided by a second safety-car interruption at the halfway mark.



The Eastwood/Carroll Ferrari secured fifth

Radio Brands 87.7FM



Sims celebrates his race-long patience

After being passed by the irrepressible Sims, Butcher dropped to ninth before recovering to sixth at the flag. The podium was completed by Derek Johnston and Matt Bell in the #17 TF Sport Aston – the pair had risen from ninth on the grid and made it home just 1.2s behind Osborne. Jonny Adam helped Beechdean clinch fourth.

RESULTS

Race 1 Marco Attard/Alexander Sims (BMW Z4), 76 laps in 2h00m55.551s; 2 Lee Mowle/Joe Osborne (BMW), +3.600s; 3 Derek Johnston/Matt Bell (Aston Martin Vantage); 4 Andrew Howard/Jonathan Adam (Aston); 5 Gary Eastwood/Adam Carroll (Ferrari 458 Italia); 6 Liam Griffin/Rory Butcher (Aston). **Fastest lap** Sims 1m26.651s (101.09mph). **Points** 1 Attard/Sims, 138.5; 2 Howard/Adam, 104.5; 3 Griffin/Butcher, 98.5; 4 Mowle/Osborne, 91; 5 Johnston/Bell, 46.5; 6 Al Harthy/Lloyd, 46.



Tolman GT4 started mid-pack

BRITISH GT4 BRANDS HATCH (GB), AUG 2

Tolman Ginetta takes tactical win

A WELL-TIMED SAFETY CAR HELPED THE #56 Tolman Motorsport squad close in on its rivals in a pulsating GT4 race, but Luke Davenport still had to pull off “decisive” passes to seal the win.

Will Moore in the #61 Academy Motorsport Aston had leapt off the line and dominated the early running, while the #56 Ginetta worked its way up to sixth place at the pitstops.

Davenport was helped by the safety car bunching up the pack on lap 38, but he still had to make the moves stick. He passed Mike Robinson in the #50 Ginetta for the lead at Sheene curve with 30 minutes remaining and the pair held station to the flag.

“This weekend it all came together,” said Davenport. “The safety cars worked out well and brought us back up to the pack and we had a bit of an edge on speed as the Ginetta is very good out at the back [of the track].”

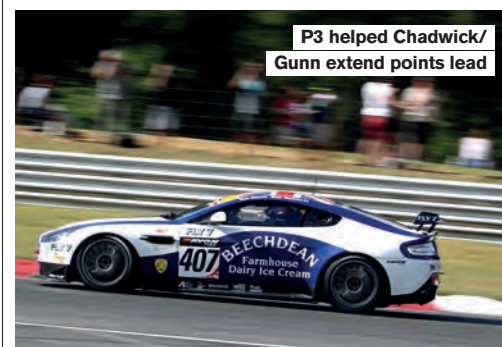
The #407 Beechdean Aston Martin pair of Jamie Chadwick and Ross Gunn completed the podium and they extended their championship lead, now over Johnson/Robinson, when Oz Yusuf and Gavan Kershaw retired the #77 Lotus with fly-by-wire problems on lap 52.

The Fox Motorsport Ginetta of Jamie Stanley and Paul McNeilly started pole but failed to finish after McNeilly was sent into the Sheene gravel and Stanley spun around exiting Druids.

RESULTS

Race 1 David Pattison/Luke Davenport (Ginetta G55), 72 laps in 2h02m22.086s; 2 Graham Johnson/Mike Robinson (Ginetta), -1 lap; 3 Jamie Chadwick/Ross Gunn (Aston Martin Challenge); 4 Willie Moore/Dennis Strandberg (Aston); 5 Chris Webster/Mike Hart (Aston); 6 Rob Garofall/Anna Walewska (Ginetta). **FL** Davenport 1m34.500s (92.69mph).

Points 1 Chadwick/Gunn, 142.5; 2 Robinson/Johnson, 100; 3 Yusuf/Kershaw, 99; 4 Davenport/Pattison, 85.5; 5 Hart, 76; 6 Moore/Strandberg, 69.



P3 helped Chadwick/Gunn extend points lead

AUSTRALIAN F4

Jordan Lloyd and Tom Randle split the wins in the three races at Queensland Raceway. The two shared the spoils before the final race, in which Lloyd pulled away to win by four seconds. Harry Hayek and Luis Leeds shared the third places, while Lloyd leads the championship.

BRAZILIAN F3

Pedro Piquet claimed two more victories by dominating the seventh and eighth rounds of the championship at Curitiba. The first win came from pole, but he had to battle his way up from sixth in the reversed-grid second race, passing team-mate Matheus Iorio for victory.

BRTCC

Rookie Guilherme Salas dominated both rounds at Curitiba. The Chevrolet Cruze driver won the first race from pole position and the second from sixth on the reversed grid, but still languishes in 10th place in the championship standings.

VLN

Ford GT pairing Uwe Alzen and Dominik Schwager won the latest round of the Nurburgring Nordschleife's long-distance series with a commanding win in the four-hour race. Driving for the Jurgen Alzen Motorsport team, Alzen took the lead from pole position. Despite a penalty for speeding in a slow zone, he and Schwager led home the Lexus RC-F GT3 of Mario and Dominik Farnbacher.



LABOINTY/LAT

NASCAR XFINITY

Ryan Blaney emerged from a run to the finish strewn with crashes, and four caution periods in the last 20 laps, with his first victory of the season. He pipped Regan Smith and Brian Scott to the win.

GERMAN CARRERA CUP

Philipp Eng and Jeffrey Schmidt shared the wins at the Red Bull Ring. In race one, Eng beat Robert Renauer by two seconds, with Schmidt winning from Alexander Toril in the second.

STAR MAZDA

Santi Urrutia and Neil Alberico claimed a win apiece at Mid-Ohio. Alberico might have won both had he not been shuffled back for jumping the start in race one.

FORMULA 1600

Nico Jamin gave his title hopes a massive lift with a hat-trick of wins at Mid-Ohio last weekend. Aaron Telitz finished up with a second and two thirds, Jake Eidson earned a second and third, and Anthony Martin was second in race one.

**V8 SUPERCARS
QUEENSLAND RACEWAY (AUS),
AUGUST 1-2 RD 7/14**

Winterbottom consolidates V8 top spot

MARK WINTERBOTTOM MAINTAINED his grip on the 2015 V8 Supercars Championship with another strong weekend at Queensland Raceway.

Winterbottom dominated the two Sprint races, winning both from Craig Lowndes, and a third in Sunday's longer event ensured that the Ford man kept his lead. Winterbottom's teammate Chaz Mostert won the Sunday race, beating Lowndes away and moving himself into third in the title chase.

Lowndes had a solid weekend, but the speed and consistency of the Prodrive Falcons is beginning to tell. David Reynolds in the Prodrive satellite entry is now in fourth place, setting up the second half of the season perfectly for the Ford team.

The Holden Racing Team pair of James Courtney and Garth Tander had good results, but some of Holden's other leading lights struggled. Fabian Coulthard came to the track as the highest-placed Commodore driver in third place but could manage only 10th, 15th



Winterbottom heads Whincup, whose title hopes have faded

KALISZ/LAT

and 14th in the races, dropping to sixth, while Shane Van Gisbergen started strongly with fourth place, but a transmission problem in the second race and a struggling 21st on Sunday may have dropped him from title contention.

It was better for Jamie Whincup, with a fifth place and two eighths, but with Lowndes so strongly positioned, the defending champion may now assume a 'back-up' role to assist his Red Bull team-mate's championship ambitions.

● Phil Branagan

RESULTS Race 1 1 Mark Winterbottom (Ford Falcon), 20 laps in 23m51.2846s; 2 Scott McLaughlin (Volvo S60), +4.5298s; 3 Craig Lowndes (Holden Commodore); 4 Shane van Gisbergen (Holden); 5 Chaz Mostert (Ford); 6 James Courtney (Holden). **Race 2 1** Winterbottom, 20 laps in 25m20.0058s; 2 Lowndes, +0.8839s; 3 Mostert; 4 David Reynolds (Ford); 5 Jamie Whincup (Holden); 6 Todd Kelly (Nissan Altima). **Race 3 1** Mostert, 65 laps in 1h19m14.8200s; 2 Lowndes, +5.6125s; 3 Winterbottom; 4 Reynolds; 5 Garth Tander (Holden); 6 Courtney. **Points 1** Winterbottom, 1744; 2 Lowndes, 1488; 3 Mostert, 1452; 4 Reynolds, 1420; 5 Courtney, 1373; 6 Fabian Coulthard, 1337.

**PWC MID-OHIO (USA),
AUGUST 1-2 RD 7/12**

Dalziel does the double in Mid-Ohio

RYAN DALZIEL PICKED UP HIS second Mid-Ohio clean sweep in as many years with a pair of wins.

Neither race represented much of a challenge for the Scot: he started from pole both times, and saw little of his rivals until the podium.

The win moves Dalziel into the championship lead, although he is only running a part-schedule owing to his commitments with Extreme Speed Motorsports in the WEC.

James Davison finished second in both races, leaving Olivier Beretta and Bryan Heitkotter with a third each.

● Mark Glendenning

RESULTS

Race 1 1 Ryan Dalziel (Porsche 911), 32 laps in 50m15.432s; 2 James Davison (Nissan GT-R), +1.873s; 3 Olivier Beretta (Ferrari 458 Italia); 4 Johnny O'Connell (Cadillac ATS-VR). **Race 2 1** Dalziel, 35 laps in 51m06.917s; 2 Davison, +0.875s; 3 Bryan Heitkotter (Nissan); 4 Beretta; 5 O'Connell; 6 Kevin Estre (McLaren 650S). **Points 1** Dalziel, 1319; 2 Beretta, 1305; 3 O'Connell, 1174; 4 Estre, 1124.

INDY LIGHTS MID-OHIO (USA), AUGUST 1-2 RD 9/10

Enerson and Rayhall take wins after Harvey troubles

THE INDY LIGHTS TITLE FIGHT was blown open in Mid-Ohio last weekend, where RC Enerson and Sean Rayhall walked away with the wins while points leader Jack Harvey suffered misfortunes.

Enerson started from pole and led from start to finish on Saturday to earn the first Lights victory of his career, but his win was made easier when Harvey and his title rival Spencer Pigot tripped over each other while running just behind.

That put both out of contention for the win, although Harvey salvaged a point for fastest lap. Meanwhile, Max Chilton climbed from sixth to second, while Shelby Blackstock rounded out the podium.

On Sunday morning, Rayhall was the beneficiary of an overheated battle between Ed Jones and Harvey that twice led to contact; the second of these sent Harvey into the pits for repairs and Jones for a penalty.

That left Chilton and Pigot to complete the podium, and closed the gap between Harvey and Pigot to just six points.

● Mark Glendenning

RESULTS

Race 1 1 RC Enerson, 30 laps in 38m50.1689s; 2 Max Chilton, +2.4010s; 3 Shelby Blackstock; 4 Kyle Kaiser; 5 Sean Rayhall; 6 Juan Piedrahita. **Race 2 1** Rayhall, 38 laps in 47m45.7083s; 2 Chilton, +0.9998s; 3 Spencer Pigot; 4 Enerson; 5 Felix Serralles; 6 Blackstock. **Points 1** Jack Harvey, 301; 2 Pigot, 295; 3 Ed Jones, 283; 4 Enerson, 265; 5 Chilton, 223; 6 Serralles, 204.



Enerson took his first Lights win

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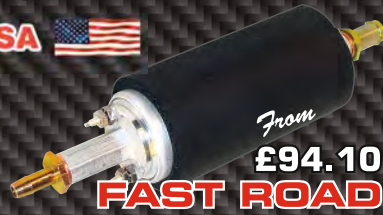
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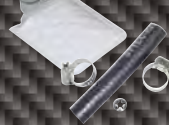
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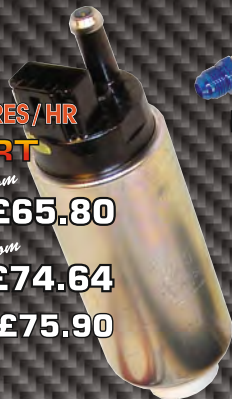


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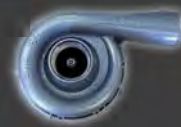


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Next year's national champion will get a shootout slot

BOURNE

Indy shot for UK FF1600 racer

Next year's BRSCC National champion to fight for 2017 US scholarship

THE WINNER OF NEXT YEAR'S British Racing and Sports Car Club Formula Ford 1600 National Championship will be given the chance to compete in an American shootout for a fully funded place on the Road to Indy ladder.

Next autumn, 15 drivers aged under 25 will compete for a place on the 2017 USF2000 Championship grid worth \$200,000.

The BRSCC series – along with various US single-seater categories, Australian Formula Ford and the US-based kart series the Rotax Max Challenge – has been designated among the nine feeder series for the shootout.

USF2000 is the first rung on the Road to Indy ladder, followed by Pro Mazda, Indy Lights and IndyCar. Long-time backer Mazda is funding the new prize, having previously offered a similar scholarship to the Skip Barber Racing School.

Cliff Dempsey, who runs the Team USA Scholarship scheme

during the Walter Hayes and Formula Ford Festivals, as well his own team in the FF1600 National Championship, said: "I think it's great, anything that gives impetus to Formula Ford 1600 in this country is brilliant – because to be frank, someone has to.

"We should be grateful as a lot of the support for FF1600 in this country comes from that side of the pond, and people like Jeremy Shaw [Team USA Scholarship representative] who put up incentives like the F3 test that Ollie White won in 2013 [for his performances at the Festival and Walter Hayes Trophy].

"It's an opportunity for many guys, you have to remember that this is one of the cheapest single-seater formulas and if you go and impress at the shootout, and you're good enough, you'll reap the awards."

IndyCar podium finisher Jack Hawksworth became the only British driver to have won a title on

the Road to Indy ladder since it launched in 2010 when he clinched the Pro Mazda crown in 2012. Racing Steps Foundation-backed Jack Harvey is leading Indy Lights this season after finishing as runner-up on a countback last year.

"The response from the various series about this new programme has been incredible," said series promoter Dan Andersen. "We are thrilled to have them as partners, as we help the rising stars of the sport take the next step in their career in USF2000 on the Mazda Road to Indy path. It will be exciting to bring together all of the series champions and watch them compete."

ELIGIBLE SERIES

Full details on the all series involved in the shootout, and other competition details, will be distributed in the coming months, but the following categories have been designated as 'official feeder series of the Mazda Road to Indy':

BRSCC FF1600	UK
NASA Formula Car Challenge	USA
SCCA/NASA Pacific F2000	USA
Australian Formula Ford	Australia
F2000 Championship Series	USA
SCCA F1600 Formula F Championship Series	USA
Skip Barber Race Series Champion	USA
Team USA Scholarship	USA
Rotax Max Challenge	USA
SCCA Runoffs – F1600 and FC	USA



British racer could emulate Hawksworth

PERCE WILLIAMS/LAT

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There's now a clear path from skittering a Van Diemen RF92 around Oulton Park to trying to win the Indianapolis 500 in a Dallara DW12. There are a *lot* of hurdles in between, but the route has been opened and FF1600 is back on an international radar. Peter Dempsey may not be the only man with Walter Hayes Trophy and Indianapolis Motor Speedway (Indy Lights) wins on his CV forever. Aaron Telitz, a 2014 Team USA scholar, preferred to stick with the Road to Indy after his UK FF1600 adventure because the European junior scene didn't reward success comparably. Win a Road to Indy title and your prize package guarantees the next step. That makes this a scholarship worth believing in, far more tangible than an isolated test.

Will this change National FF1600? Potentially. Fears the now-regional FFord culture could no longer sustain a UK series have been disproved by the BRSCC taking the plunge with a proper calendar this year and being rewarded with 18-27 cars grids mixing top locals and a hardcore group following the full series, comprising both career-minded young drivers and rapid clubmen of myriad ages – just the way FF1600 should be.

This will surely entice more 'ladder racers', and while they are likely to be those lacking MSA Formula budgets, they still may have much greater resources than the clubmen.

A greater profile (and more pressure on drivers to succeed) will also only increase the focus on the vagaries of the Kent engine, a divisive topic since the last century. The stakes are now higher for both National FF1600's drivers and the category itself.



USF2000 entry is shootout prize



FF Corse will bag GT3 versions of the new 488

British GT

New-spec Ferraris for FF Corse in 2016

THE FF CORSE TEAM IS

lining up a dual programme in Britain and Europe with a brace of new Ferrari 488 GT3 challengers next season.

The Silverstone-based team currently runs a single 458 Italia GT3 for Gary Eastwood and Adam Carroll in British GT and a range of GT

Ferraris in both the GT Cup and the British Endurance Championship.

Team chief Anthony Cheshire said he was due to travel to Italy to secure the purchase of at least two of Ferrari's forthcoming 488 GT3s, which have yet to be officially unveiled by Ferrari.

"We'll go across to Michelotto [Ferrari's factory GT dealer] later this

month to see the first 488 GT3, but we'll have at least two chassis," said Cheshire. "This season will be our last with the 458. It's the nature of the sport that technology and cars age and progress, and the 458 is at the end of its development cycle.

"The 458 was built to have a close relationship with the road-going car, but the game has moved on since then. Look

at the BMW Z4, it shares about four parts with the road car. The 488 will be a game-changer and a bit of a step forward as it'll be built especially for racing as a racing design.

"We're not sure on the exact programme yet, but we'll be looking to race in Britain and Europe with at least two cars."

British GT

British GT eyeing return to Thruxton for next season

THE BRITISH GT CHAMPIONSHIP is considering a return to Thruxton for 2016, AUTOSPORT has learned.

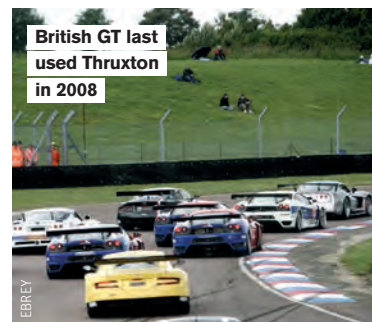
British GT organiser, the Stephane Ratel Organisation, is mulling over a request from some teams to include the Hampshire track in the 2016 calendar. Thruxton, the UK's fastest circuit, hasn't hosted a British GT round since 2008.

Series manager Benjamin Franassovici confirmed Thruxton was one venue that was being considered for 2016. He said: "Thruxton is one we're looking at, but we have to consider a number of things, such as is the track suitable, is the pitlane large enough and do the teams want to go there?"

Despite some raised safety concerns, Barwell Motorsport head Mark Lemmer

said he would back a return.

"I'd love to see Thruxton back," he said. "It's a proper circuit that's challenging to drivers, it's wide enough to promote overtaking and it's very fast. We're all for racing there."



MSA Formula

Ticktum dealt MSA Formula title blow after Croft exclusion



DANIEL TICKTUM'S MSA

Formula Championship bid has been dealt a blow after a Motor Sports Council National Court decision stripped him of points last week.

The National Court met to hear an appeal from the Fortec Motorsports driver against his race exclusion from the first MSA Formula race of the weekend at Croft last month.

After winning the race following a last-corner collision with title rival Lando Norris and after being initially

removed from the results, Ticktum was reinstated under appeal.

However, the court ruled that Ticktum's original exclusion should stand and extended his punishment by excluding him from the entire meeting. In addition, Ticktum has been fined £2000 to cover legal costs.

The verdict means that Ticktum falls to fourth in the standings, 70-points off the lead with 15 races left this season. Ticktum has declined to comment.



Caterham Graduates

Kay stars at Caterham Zandvoort meeting

THE CATERHAM GRADUATES

Racing Club made its traditional overseas visit to Zandvoort last weekend, with Martin Kay picking up four trophies.

Kay took two hard-fought victories in the Super rounds and secured a brace of thirds driving an unfamiliar Classic car.

Graham Smith took his 10th straight Classic win in the opening race, but his streak was broken by Steve McMaster in race two – who triumphed by just 0.03s.

Jeremy Webb and Mick Whitehead shared the Sigmax spoils, although the second race was red-flagged early after

a collision between Martin Amison and Tristan Judge.

Race-one Mega winner Declan Dolan suffered a gearbox failure in the second race, gifting Oliver Gibson top spot. Sigma class honours were split between Jamie Winrow and Nigel Board.

CarFest

Investigation begins after fatal Oulton plane crash

AN INVESTIGATION HAS BEEN launched after a Royal Air Force-trained pilot lost his life in an accident during last weekend's CarFest North charity event at Oulton Park circuit.

Kevin Whyman, 39, was killed when the Folland Gnat aircraft he was piloting crashed around one mile north of the Cheshire race track on Saturday at around 2pm.



CarFest events attract big crowds

Chester-born Whyman was a founding member of the Gnat Display Team and had been flying the aircraft since 2005. He served as an active member of the RAF between 1998-2001.

The accident occurred when his plane nosedived into the wood as he was performing a low-level fly-by over the circuit. No spectators were harmed in the accident. The CarFest event, which raises funds for Children in Need, continued for a further day without any further aerial activity and a minute's silence was held on Sunday.

A statement from the CarFest organising team said: "We are working closely with the police, emergency services and all relevant authorities.

"We have received images and footage captured by those on site, which will aid our investigations."

BRSCC

Festival 'masters' reunion

THE BRITISH RACING AND Sports Car Club is aiming to reunite some of the star names from the history of the Formula Ford Festival to hold a celebratory Masters race at this year's anniversary event.

The annual Formula Ford 1600 knockout event will take place at Brands Hatch on October 24-25 and will be the 40th event to be held at the famous Kent track. It will be the 44th running of the Festival, with the first

four being held at Snetterton before switching to Kent for 1976.

To celebrate the landmark, the BRSCC is planning to run a standalone Masters race, open to any driver who finished on the podium or played a part in the history of the previous 44 Festivals.

The race will feature a 15-minute qualifying session and a 20-minute race, with all ages and generations of FF1600 cars eligible to take part.



Brands will host its 40th Festival

VW Cup

BTCC's Moffat in VW Cup

BRITISH TOURING CAR RACER Aiden Moffat made his Volkswagen Racing Cup debut at Brands Hatch last weekend ahead of a possible full-time campaign next year.

The 18-year-old Scot drove a Team HARD Golf but his race ended in retirement after being hit by Joe Fulbrook when battling for ninth.

"It's a championship we have been looking at doing," he said. "When I started in touring cars we expected it to be a one-off year and had to start considering alternatives.

"The publicity and backing took us by surprise and enabled us to stay in the

BTCC, but I need more experience on all the tracks, so we are considering doing the VW Cup as well next year. If we do, we may build our own car."

Former BTCC ace Tom Onslow-Cole also returned to the VW Cup at Brands, finishing third and second.



Moffat likes VW series

HUMBLE PYE

The voice of club racing



An eclectic mix of cars at Mallory Park

"CLUB RACING'S SPIRIT LIVES ON WITH THE CSCC"

One year on from the Classic Sports Car Club's joyous Mallory Park Revival event, which brought cars back to Leicestershire's 'Friendly Circuit', a full weekend of racing with Hugo Holder, David Smitheram and their team provided my 'grassroots' club meeting of the season. Great cars, a fine circuit, relaxed atmosphere and a huge marshal turnout reminded me of pilgrimages in the 1970s.

Topping the CSCC bill, which offers great-value opportunities to exercise cars spanning the '60s to 'moderns', was again its Special Saloons/Modsports retrospective, embracing Special GTs and Thundersaloons of subsequent eras. Evoking the spirit of the classes that fascinated me most in my teens, the dynamic is changing.

Few originals survive, having been wrecked, cannibalised for other projects or had their obsolete Chevron, Lola or March chassis and running gear reclaimed as historic car values have escalated. 'New builds' increasingly focus racers' and engineers' ingenuity and generate a growing fan following too.

Examining these beautifully-crafted machines, which mirror the best in the classes' 1970s heyday, but are poles apart from some period contraptions, is an education. Watching them race in anger, in a tight pack, is sensational. The SHP tubeframe Ford Escort turbos of Matt Moore and Wayne Crabtree, Steven Moss' caricature Anglia and the Morris brothers' Peugeot 309

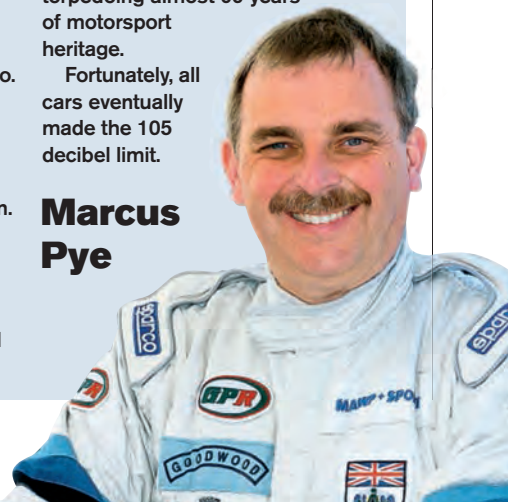
'Evo' are awesome. With Pete Stevens' Vauxhall Carlton, Ian Hall's long-serving Darrian (winner of two of the three races on a 370bhp Rover V8 slugger), Paul Sibley's pristine Lotus Elan-BDG (which took the other) and hybrids like Tom Carey's Honda CRX-BDG 'breadvan' and Paul Turner's pretty Honda CRX-powered Ginetta G15 in the mix it's an appealing antidote to today's dull one-make categories.

While it would be great to see Joe Ward's ex-Gerry Marshall Vauxhall Firenza 'Baby Bertha' among them more often, and Dave Taylor's ex-Mick Hill VW Beetle-Chevrolet and Tony Hazlewood's DAF V8 come out occasionally, realistically there may have to be split grids to encourage the return of original cars.

Alas the noise 'issue' reared its ugly head again at Mallory, where many struggled to get their cars under the noise limit, the result of local killjoys being hell-bent on torpedoing almost 60 years of motorsport heritage.

Fortunately, all cars eventually made the 105 decibel limit.

Marcus Pye



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Group C is heading back to Le Mans

Historics

Group C to Le Mans Classic

THE GROUP C SERIES WILL have a standalone race, rather than joining one of the 'plateau' age groups, at the biennial Classic on the full 8.47-mile Circuit de la Sarthe next July.

The move is part of a link-up that will result in Group C racing at all the historic events run by Classic organiser Peter Auto in 2016.

Group C will continue to race at

Peter Auto's Spa Classic and the Dix Mille Tours Paul Ricard events, and also join it for Dijon's Grand Prix de l'Age d'Or, plus a new event planned for Spain. Its fixture at the Silverstone Classic will be retained.

Group C co-ordinator Zoe Copas said: "The Le Mans Classic is the biggest historic festival in Europe, if not the world, so this is big news for us.

"We've been talking to Patrick Peter

[boss of Peter Auto] for four years, so when we got the nod for Le Mans it made sense to join up with his other fabulous events."

Group C hasn't ruled out again filling the support slot on the morning of the Le Mans 24 Hours, which it last took in 2014, but a presence at the Classic gives the opportunity for the series to be represented by a bigger grid.



Bentley racer breaks leg in shunt

Clive Morley was airlifted to hospital after rolling on the opening lap of the Bentley Scratch race at Silverstone last weekend. He suffered a broken leg and collarbone on being thrown from his 1926 3/4½ after contact with two cars at Brooklands during the BDC meeting.

Paul Boothroyd: 1946-2015

FORMER MOTORSPORT NEWS and AUTOSPORT journalist Paul Boothroyd passed away after a battle with cancer recently, aged 69.

A regular at Croft, Oulton Park and Aintree, plus speed hillclimbs at Harewood close to his Yorkshire home, Paul was a popular figure on the northern motorsport scene. Countless competitors will treasure Boothroyd images in their archives.

Paul was made of tough stock. Having sustained severe leg injuries when hit by Chris Goodwin's crashing Formula First car at Oulton in '87, he returned to the trackside with his devoted wife Yvonne and mother Mary.

His funeral will take place at 12.20 on Friday at Cottingley Hall Crematorium, Leeds LS11 0EU.

Members' Meeting

The Goodwood Road Racing Club has announced that it will stage the 74th Members' Meeting during the weekend of March 19-20, 2016. A total of 13 races will be contested, with several new races making their debuts in 2016, including an into-the-dusk encounter for Ford GT40s to mark the 50th anniversary of the car's maiden win at the Le Mans 24 Hours in 1966, as well as motorcycle racing.

Ladell's U-turn

Renault UK Clio Cup racer Charlie Ladell will switch back to the WDE Motorsport squad for the second half of this season. He made his debut with the team last season before briefly moving to Team Cooksport.

Star cast for 2015 Revival



Goodwood Revival

Chandhok, BTCC stars join Revival cast

THE GOODWOOD ROAD RACING Club has announced that former grand prix driver Karun Chandhok will race Nick Swift's Mini in September's Revival.

The ex-HRT and Lotus grand prix driver will drive the Swiftone car in the two-part St Mary's Trophy. It will be his second

appearance at the Revival, having shared Gary Pearson's Jaguar E-type in 2013.

British Touring Car champions Jason Plato, Matt Neal, Gordon Shedden and Andrew Jordan will also tackle the St Mary's Trophy, and will be joined by series race winners Andy Priaulx, Sam

Tordoff, Jackie Oliver, Darren Turner, Steve Soper and Tom Kristensen.

Plato will share James Martin's Mini Cooper S against the Lotus Cortinas of Neal, Shedden, Soper, and the Jordans, Priaulx's BMW, Tordoff in a Fiat 1500S Abarth, and Kristensen in a Ford Fairlane.



MALLORY PARK, AUGUST 1-2 CSCC

In the Hall of the Darrian king

INGENIOUS MODERN TAKES on the hallowed **Special Saloons and Modsports** themes of yesteryear headlined the Classic Sports Car Club's splendid Mallory Park Mid-Summer showpiece, but veteran Ian Hall trumped them to win two of the three races in his 10-year-old Darrian T98.

One of several competitors to surmount noise issues during the weekend, the 1970s Modsports ace won Saturday's stanza from pole, then growled his Rover V8-engined behemoth from 11th – where series winners start subsequent races – to second behind Paul Sibley's Lotus Elan-BDG on Sunday morning. "I was short-shifting into top out of the hairpin, making the torque do the work," smiled Hall.

The sensational Ford YB turbo-powered spaceframe cars of Steven

Moss (Anglia), Wayne Crabtree and Matthew Moore (Escorts) swamped second-gear starter Hall in the finale. Hall was ahead by lap two, with Tom Carey (driving an ex-Gary Streat Honda CRX-BDG) keeping him focused in a personal best second ahead of Sibley.

Drivers' door closure problems at the mandatory pitstops, and a 30 second winner's penalty, did not prevent Paul Mensley (Ford Focus) from winning the **Tin Tops** opener. It was made more frantic by a safety car interlude while marshals treated an oil slick from Devil's Elbow to the pits, to which Richard Woods' Focus had slunk from fourth. At the green flag, Kester Cook clung to a personal best second in his Fiesta, out-gunned Carl Chambers' Peugeot 306. "I've never run that close to the front" said Cook.



Mark Smith made the **Modern Classics** running in his BMW M3 but Thomas Houlbrook stayed with him to the stops and swept ahead when Smith paid his winner's imposition before installing James Moulton-Smith, who erased a 15-second deficit. Houlbrook resisted every move until he fell prey to Moulton-Smith's brave outside pass at Gerards on the final lap. Daniel Wylie completed a BMW monopoly, as Gary Jones (Porsche 944) beat Andy Napier (Lotus Elise) to fourth.

Since many **New Millennium** combatants were saving their cars for September's Silverstone GP circuit date, only six ran, yet all played a role. Tim Davis (TVR Tuscan) led until a moment dropped him behind the BMW M3s of Thomas Houlbrook and Kevin Bird. Houlbrook, like Davis, took a 30-second winner's penalty at the stops, thus Bird deployed son Charles Hyde-Andrews-Bird into

a handy lead. Houlbrook reduced it from 18.5 seconds to 10 before Castle Combe regular 'CHAB' found his rhythm and howled to victory.

Dannys dominated Saturday's **Sports v Saloons** finale. TVR and Honda Civic Cup star Winstanley (Caterham R300) lapped at 100mph-plus while streaking away from Danny Keenan's bike-engined MK Indy. Paul and Luke Browes were inseparable either side of the stops, where Luke snuck ahead, but Paul fell back after a kerfuffle with Chris Copeman's Honda at Gerards.

The fun race was a rehearsal for Sunday's **Magnificent Sevens** enduro, for which Winstanley and Matt Spark (Caterham Supersport) were obliged to start from the pits as winners last time out. It took Winstanley eight laps to latch on to the lead quartet of Peter Ratcliff, Keenan, Tom Eden's rampant CSR and Colin Watson, through which he wriggled to win.

Watson blew up smokily, leaving 'Ratters' and Eden to pursue Winstanley. Despite a penalty for leaving too soon at his stop and losing a rear mudguard in battle, Keenan thoroughly earned fourth. Spark did a brilliant job, hounding down the Saunders family's car to win his class and snare sixth overall.

The high-octane **Future Classics** race featured saw Matt Lewis (Marcos V8) and Sports 2000 convert Tony Maryon shoot past



David McDonald leads in his Triumph



Ian Hall dominated in his Darrian T98

Connew and Ramm prevail in Jaguar catfights

GUY CONNEW WEATHERED a rainstorm, a tap from behind and immense pressure to claim a memorable first win in Saturday's **Jaguar Enthusiasts' Club Saloon and GT championship** round.

Starting fourth in his XJ6 Saloon, Connew cleared Chris Boon and Ian Drage to chase top qualifier James Ramm. But Ramm countered Connew's measure until heavy rain arrived at one-third distance, and his rival made his move.

Having inched ahead, Connew was unable to drop Ramm. Even when Ramm hit him at the hairpin, breaking his own bonnet catch and his rival's tail light, he remained omnipresent in the mirrors. "I wanted the flag to come out as soon as I went ahead, but it was better to work for it," said Connew.

With class C rival and overall point leader Sam Clarke Jr sitting Mallory out, Ramm apologised and bagged his

points. David Bye's XJ6 Coupe was third before a spin dropped him to fifth. He repassed Colin Philpotts, whom Drage had overtaken on the outside of Gerards to claim third, despite gearbox problems.

It was Ramm all the way in Sunday's sunshine, but Philpott worked overtime to oust Connew from second. Drage and Bye were also in the hunt but finished in that order as Alasdair McGregor took fifth in his standard-class X300.

RESULTS

Race 1 1 Guy Connew (XJ6 S2), 20 laps in 20m31.335s (78.93mph); 2 James Ramm (XJS) +1.750s; 3 Ian Drage (XJS); 4 David Bye (XJ6 Coupe); 5 Colin Philpott (XJS); 6 Chris Boon (XJS). **CW** Ramm; Alasdair McGregor (X300). **FL** Ramm 55.131s (88.15mph). **P** Ramm. **Starters** 20.

Race 2 (21 laps) 1 Ramm 20m26.350s (83.22mph); 2 Philpott +14.245s; 3 Connew; 4 Bye; 5 McGregor; 6 Boon. **CW** Connew; McGregor. **FL** Ramm 54.732s (88.79mph). **P** Connew. **S** 19.



Connew beat the XJSs in race one

Geoff Beale's Talbot Sunbeam Lotus before being overhauled by Brian Lilley's immaculate fire-breathing Ford Sierra RS500. Like the Sapphire 'Cossie' of Stephen Scott-Dunwoodie, which joined in, Lilley's car wilted under Aaron Tucker and the Marcos was delayed. Maryon therefore netted his first outright win, chased by the Sunbeam in Philip Seaman's hands and the Porsches of Stuart Jefcoate and Antony McEvoy.

Outdragged at the start, polesitter Vaughn Winter made the **Swinging Sixties Group 1** pace and Clive

Tonge continued his work before parking their Mini Cooper S at Shaw's Hairpin. Tim Cairns' Frogeye Sprite thus went ahead, chased by Andy Storer in Charles Marriott's Turner.

A Marcos one-two in the **Swinging Sixties Group 2** set looked on when the Ford V6-engined car of Ben Gough and Iain Daniels went clear, but Chris Edwards (relayed by David McDonald in a twin-pronged Triumph TR6 team) repelled Richard Skinner's 1800GT.

● Marcus Pye

RESULTS

CSCC SPECIAL SALOONS AND MODSPORTS (19 LAPS)
1 Ian Hall (Darrian-Wildcat T98) 15m37.315s (98.51mph); 2 Paul Sibley (Lotus Elan-BDG) +2.812s; 3 Steven Moss (Ford Anglia-YB turbo); 4 Matt Moore (Ford Escort-YB); 5 Ian Stapleton (Alfa Romeo Alfetta GTV6); 6 Chris Southcott (MG Midget-Rover K). **Class winners** Sibley; Moss; Tim Cairns (MG Midget-KAD). **Fastest lap** Hall 46.616s (104.25mph). **Pole** Hall. **Starters** 19. **RACE 2 (19 LAPS) 1 Sibley 15m30.825s (99.20mph);** 2 Hall +2.497s; 3 Moss; 4 Tom Carey (Honda CRX-BDG); 5 Moore; 6 Southcott. **CW** Hall; Moss;

Cairns. **FL** Hall 46.690s (104.09mph). **P** Sibley. **S** 19.
RACE 3 (19 LAPS) 1 Hall 15m39.849s (98.24mph); 2 Carey +1.518s; 3 Sibley; 4 Stapleton; 5 Moore; 6 Danny Morris (Peugeot 309-Ford YB turbo). **CW** Carey; Moore; Cairns. **FL** Hall 47.436s (102.45mph). **S** 17.
CSCC TIN TOPS WITH MS SOCIETY (32 LAPS)
1 Paul Mensley (Ford Focus) 35m41.434s (72.62mph); 2 Kester Cook (Ford Fiesta ST) +1.780s; 3 Carl Chambers (Peugeot 306 Rallye); Andrew Windmill/John Allen (Peugeot 106); 5 Ian & Ashley Collins (Renault Clio); 6 William Hardy (Vauxhall Nova GTE). **CW** Cook; Windmill/Allen; Wayne Rushworth (Ford Puma). **FL** Mensley 52.090s (93.30mph). **P** Mensley. **S** 21.

CSCC MODERN CLASSICS (45 LAPS) 1 Mark Smith/James Moulton-Smith (BMW E36 M3) 40m45.897s (89.41mph); 2 Thomas Houlbrook (BMW E36 M3 Evo) +0.672s; 3 Daniel Wylie (BMW E36 M3 Evo); 4 Gary Jones (Porsche 944 S2); 5 Andy Napier (Lotus Elise S1); 6 Amar Ehsan (BMW E36 M3 Evo). **CW** Jones; Napier; Richard Hayes (Toyota Celica GT4); Simon Thorpe/Mark Astall (BMW E36 323Ti). **FL** Smith/Moulton-Smith 51.113s (95.08mph). **P** Smith/Moulton-Smith. **S** 15.

CSCC NEW MILLENNIUM (45 LAPS) 1 Kevin Bird/Charles Hyde-Andrews-Bird (BMW E46 M3) 40m34.973s

(89.81mph); 2 Thomas Houlbrook (BMW E36 M3 Evo) +16.221s; 3 Will Sharpe (BMW Mini Cooper S); 4 Mark Astall/Simon Thorpe (BMW E36 323Ti); 5 Mark & Riku Garner (Renault Clio Cup); 6 Tim Davis (TVR Tuscan). **CW** Sharpe. **FL** Davis 51.426s (94.50mph). **P** Bird. **S** 6.
OPEN SPORTS V SALOONS (36 LAPS) 1 Danny Winstanley (Caterham R300) 30m45.229s (94.81mph); 2 Danny Keenan (MK Indy) +33.005s; 3 Luke Browes (Westfield Zetec); 4 Paul Browes (Caterham R400); 5 Ian Haire/Andrew Greenwood (Caterham Supersport); 6 Richard Bernard (Westfield SE). **CW** Luke Browes. **FL** Winstanley 48.170s (100.89mph). **P** Winstanley. **S** 10.

CSCC SWINGING SIXTIES GROUP 1 (42 LAPS)
1 Tim Cairns (Austin-Healey Frogeye Sprite) 40m13.390s (84.57mph); 2 Charles Marriott/Andy Storer (Turner-BMC Mk2) +40.047s; 3 Dave Bailey (Triumph TR4); 4 Pete Reeve (TVR Vixen); 5 Anthony Hunting/Phil Briggs (MG Midget); 6 Colin Newbold (MGB). **CW** Bailey; David Cornwallis (BMW 1602). **FL** Vaughn Winter (Mini Cooper S) 54.441s (89.27mph). **P** Winter. **S** 17.

CSCC SWINGING SIXTIES GROUP 2 (43 LAPS)
1 Ben Gough/Iain Daniels (Marcos 3-litre) 40m04.549s (89.91mph); 2 David McDonald/Chris Edwards (Triumph TR6s) +36.144s; 3 Richard Skinner (Marcos 1800GT);

4 Keiron Baillie (Lotus 753); 5 Paul Keevil (Lotus Elan S3); 6 Jon Crayston (Lotus Elan S4). **CW** Baillie. **FL** Gough 52.395s (92.75mph). **P** Mark Campbell (Triumph TR5). **S** 16.

CSCC ADVANTAGE MOTORSPORT FUTURE CLASSICS (44 LAPS) 1 Tony Maryon (Porsche 944 S2) 40m25.094s (88.17mph); 2 Geoff Beale/Philip Seaman (Talbot Sunbeam Lotus) +21.137s; 3 Stuart Jefcoate (Porsche 911 Carrera); 4 Antony McEvoy (Porsche 944 S2); 5 Matthew Lewis (Marcos Mantula); 6 John Hammersley (Vauxhall Astra GTE). **CW** Beale/Seaman; Jefcoate; Hammersley; Mark Lucock (Ford Escort RS2000 Mk1); Robin & Thomas Gray (Pontiac Firebird Trans-Am). **FL** Brian Lilley (Ford Sierra Cosworth RS500) 52.194s (93.11mph). **P** Beale/Seaman. **S** 21.

CSCC GOLD ARTS MAGNIFICENT SEVENS (48 LAPS) 1 Danny Winstanley (Caterham R300) 40m39.065s (95.64mph); 2 Peter Ratcliff (Caterham R300) +20.950s; 3 Tom Eden (Caterham CSR); 4 Danny Keenan (MK Indy RR); 5 Luke Browes (Westfield Zetec); Matt Spark (Caterham Supersport). **CW** Keenan; Spark; Hugh Coulter (Caterham R300). **FL** Colin Watson (Caterham R300) 48.265s (100.69mph). **P** Ratcliff. **S** 22.



Cairns leads the Swinging 60s



Palmer dominated again at Brands



BRDC FORMULA 4 BRANDS HATCH, AUGUST 1-2 MSVR

Palmer stretches out lead with double

72

“I GOT A MASSIVE UNDERSTEER AS I was still pushing for a fast time. It wasn’t a big scare, I just ran a bit wide and could carry on,” said an unruffled Will Palmer after taking his second win of the BRDC Formula 4 meeting at Brands Hatch. A puff of lingering dust rising on the exit of Paddock Hill Bend betrayed the only mistake the championship leader had made all weekend – but by that point in race three, it simply didn’t matter.

As has become their habit, Palmer and his HHC Motorsport teammate Harrison Newey had topped Saturday’s qualifying session, but Palmer was over 0.6s clear. “I think our pace was a combination of the track suiting me with the high speed corners, as well as the car being really strong,” Palmer noted.

Races one and two were a tale of two starts. In the first, the plan was simple for Palmer: “I knew we’d have the pace to pull away and win,” and after the restart following a

safety car period caused by Jack Bartholomew and Ameya Vaidyanathan crashing out at Druids on lap one, he did just that. For Newey, the start did not go so well: “I was struggling trying to get the car stopped because it was rolling forwards a bit on the hill,” he said.

Although Newey managed to get the car stopped in time for the lights, Ciaran Haggerty charged by with Tom Jackson “literally pushing Haggerty through that gap,” to claim third by Turn 1. Newey tried to recover but the top four remained unchanged to the end.

In race two, Lanan Racing’s Chris Mealin squandered the reversed-grid pole position by jumping the lights and earning a 10-second penalty to add to his race time. “I just didn’t expect the lights to stay on for so long,” explained a sombre Mealin. That meant Jordan Albert inherited the race win, but he lamented having to follow Mealin to the flag, “because I felt he compromised my laptime being in the turbulent air, and my fronts started to go off towards the end.”

Nevertheless the Sean Walkinshaw Racing driver held on to become the fourth multiple race winner of the season so far. Behind Albert, contact with Haggerty forced Jack Lang into retirement on lap one and allowed Newey and Jackson to chase Omar Ismail.

Newey relived Ismail of third on lap 11 with a bold move up the inside at Sheene curve. Ismail tried



Race 3 win put Palmer 69 points clear

to hold on around the outside and spun spectacularly, dropping down to seventh, but later described the episode as a “racing incident.”

Jackson completed the podium in an “unexpected” third as Palmer rose to fourth place from his P8 starting position thanks to the first corner incident and a brave move down the inside of Rodrigo Fonseca at Druids on lap 11.

Palmer then further extended his championship lead thanks to another dominant lights-to-flag victory in race three. “The gap was getting better until about halfway through and then the tyres started dropping off a little bit”, he said afterwards, but despite that hindrance the gap was over 6.5s back to Ismail in second.

Haggerty recorded his second podium of the weekend after a “do or die move” to pass Bartholomew at Druids on lap one and he came

agonisingly close to beating Ismail at the flag, but ended up 0.1s adrift.

Palmer, looking ahead to the next round, said: “It’s nice to have a bit of a buffer [in the championship].” But based on this performance it seems unlikely anyone will stop him any time soon.

● Alex Kalinauckas



Palmer took his fifth and sixth wins of 2015

RESULTS

RACE 1 (12 LAPS) 1 Will Palmer 20m03.677s (87.33mph); 2 Ciaran Haggerty +3.442s; 3 Tom Jackson; 4 Harrison Newey; 5 Jack Lang; 6 Omar Ismail (Chris Dittmann Racing). FL Palmer 1m25.462s (102.49mph). P Palmer. 5 19.
RACE 2 (13 LAPS) 1 Jordan Albert 20m33.587s (92.31mph); 2 Newey +0.313s; 3 Jackson; 4 Palmer; 5 Rodrigo Fonseca; 6 Haggerty. FL Palmer 1m25.106s (102.92mph). P Mealin. 5 19.
RACE 3 (14 LAPS) 1 Palmer 20m22.164s (100.34mph); (95.40mph); 2 Ismail; 3 Haggerty; 4 Jack Bartholomew; 5 Jackson; 6 Fonseca. FL Palmer 1m26.419s. P Palmer. 5 19.
POINTS 1 Palmer, 348; 2 Fonseca, 279; 3 Jackson, 266; 4 Haggerty, 243; 5 Newey, 240; 6 Albert, 230.

GINETTA GT5 CHALLENGE
BRANDS HATCH, AUGUST 1-2

Kellett and Chadwick on top in GT5

GINETTA GT5 CHALLENGE LEADER
James Kellett secured three podium finishes, but had to wait until the final race of the weekend to visit the top step, after title rival Ollie Chadwick won the first two.

Chadwick led race one from the opening lap, with Kellett, Callum Pointon and Ryan Hadfield joining an early break. As the top four started to pair off, Kellett pushed hard for the lead but couldn't breach Chadwick's defence. "I had a couple of opportunities but they didn't go my way, and Ollie is very good at defending," said Kellett.

Pointon had started to consolidate third as Hadfield found Luca Hirst closing in. Hadfield upped his pace again as it became a three-way fight, and eventually claimed third. Pointon spun at Surtees after contact with two laps to go, leaving Hadfield free to complete the podium from Hirst, James Robinson and the



Chadwick (left) fights Kellett

HAWKINS

recovering Pointon. Ben Hyland won the GRDC class after Rob Keogh was given a penalty for starting out of position.

The second race started as the first had finished, with Kellett piling the pressure on Chadwick for the lead and almost making it when a slingshot approach to Paddock at half-distance sent them side-by-side into Druids.

Pointon, Hadfield and Robinson led the pursuit until three incidents in one lap meant the safety car was called into action. It failed to pick up the leaders, and the second half

of the field was backed up and caught by the frontrunners as the green flag was waved for a one-lap sprint. Kellett pushed hard for the lead, but rather than gaining a position, he lost second to Pointon at Clark Curve, and Chadwick took win number two. Hadfield and Robinson held station in fourth and fifth, with Hyland taking another GRDC win over Keogh.

Neither Chadwick nor Kellett made good starts in the third encounter, which left them both chasing Pointon on the first lap. Chadwick was all over Pointon

into Paddock on lap two, and once Kellett had taken Hadfield for third he closed in, too.

Chadwick ran wide through Clearways, and both Kellett and Hadfield shot by to threaten Pointon's lead. He held on for three laps before Kellett dived ahead exiting Druids. Hadfield almost followed into second, but his race was over after a spin at Stirlings – which also claimed Hirst as he took avoiding action. Kellett took the win over Chadwick, with Pointon third.

● Peter Scherer

SUPPORTS BRANDS HATCH, AUGUST 1-2

Duckman and Wilkins share hotly contested wins

GARY DUCKMAN AND CRAIG
Wilkins shared victory spoils in two fiercely contested **Porsche Club** races.

In the first, Duckman guided his Boxster around the outside of Pete Morris's 996 at Paddock to lead, while the 996s of Wilkins and Mark McAleer duelled for third. Morris tried everything to regain his early advantage, but Duckman kept him at bay. Wilkins was left clear in third after McAleer had gearbox problems, promoting Paul Winter to a distant fourth.

Poleman Wilkins led race two from the start, as Morris battled for second with Mike Johnson. Into Druids for the first

time, Johnson held second and briefly challenged for the lead. But later, into Paddock, Morris gave him a tap and sent him sideways, moving into second at Druids.

Duckman was promoted to third and soon split the lead duel. Wilkins just held on for the win over Duckman and Morris as they crossed the line separated by 0.569s, with Johnson just holding off Kevin Harrison for fourth.

For a while it was a three-car battle for the lead in the first **VW Cup** race. Aaron Mason (Scirocco) charged around the outside of Phil House (Scirocco) at Hawthorns for the lead as Tom Onslow-Cole (Scirocco) began to lose touch. When the lead battle intensified he

closed back up again. Series leader David Sutton (Scirocco) went off after he was hit and pushed into Joe Fulbrook (Golf).

A safety car period left a one-lap sprint to the finish, with Mason just holding off House for the win. Lucas Orrock (Scirocco) managed to get alongside Onslow-Cole exiting Druids, but had to settle back for fourth, just ahead of Howard Fuller (Golf) and Michael Epps (Golf).

The second race was classified after only three racing laps and two red flags. Fuller led from the restart but went off after contact with Onslow-Cole, which left Epps to take the win, followed by Onslow-Cole. The race was stopped for the final time after defending champion



Robinson won in Caterhams

HAWKINS

Fulbrook crashed at Stirlings.

David Robinson took a step closer to the **Caterham Superlight R300** title with two dominant victories. For much of race one it was a six car battle for second, with Sean Byrne just holding off Jonathan Mortimer. After spinning out of race one, Aaron Head was a comfortable second in race two, while Lee Wiggins completed the podium from Byrne and Mortimer after another race-long fight.

Adrian Campbell-Smith was unbeatable in the **Ginetta Racing Drivers Club**, securing a double win ahead of Richard Elliker and Richard Smith.

● Peter Scherer



Epps and Fuller led the shortened second VW race

HAWKINS



Duckman took a Porsche win

HAWKINS

Mittell stars with double RGB victory

SCOTT MITTELL ENLIVENED BOTH RGB encounters by starting out of position having qualified with a slipping clutch. He started the opening race from seventh, but quickly blasted past early leader Alastair Boulton to win. Behind, John Cutmore briefly demoted the former leader to third but Boulton fought back to grab the position before the finish.

It took Mittell longer to assert himself in race two. First Boulton, and then race leader Cutmore, put up greater resistance this time around, but the result was the same with a mid-race pass into Riches proving to be the decisive move.

A trio of Hot Hatch Fiestas, led throughout by Tom Bell, headed an exciting **Stock Hatch** battle. The Deegan brothers, Shayne and Lee, recovered from early incidents to jump Paul Jarvis at Chapman before taking advantage of Scott Sharp tripping over a tailender at Murrays. Bell produced a similar performance in race two with Alistair Camp swapping positions with Toby Bearne. However, both posted early retirements promoting Eliot Dunmore to second. Shayne also took a Deegan 'double victory' with less drama than in race one.

Ben Short rediscovered his **Mazda MX5**-dominating form after a super start took him clear of Will Blackwell-Chambers who gave vain chase. The Greatrex brothers, Jason and Kris, headed the battle for third with James Rogers splitting the pair at



Mittell won both of the RGB races

Chapman before Kris reasserted himself on the final lap.

The result was the same on Sunday, although this time Blackwell-Chambers kept winner Short in sight for the duration. The Greatrex boys initially held third and fourth until Rogers found a way past both to complete the podium.

Stuart Sellars was allowed to take a controlled win from the squabbling **Locost** pack led by the fast-closing Danny Andrew. Third changed hands just metres from the line with Roger Haylock drafting past Jack Coveney.

Sellars hopes of a second victory disappeared when he spun off just

after Andrew had demoted him from the lead of race two. Tim Neat and Coveney emerged from a last lap melee to finish side-by-side, Neat just grabbing second.

The **SR & GT** race was easily won by William Smallridge from Arthur Thurtle who recovered from stalling at the start to finish a distant second. Smallridge won by almost 50 seconds in an extended race two with John Plant's Allard J2 not quick enough to catch the Sunbeam Tiger, and Thurtle being absent.

A despondent Matt Digby pulled out of the **Clio 182** lead with a sick engine, leaving Patrick Fletcher to fend off a rampant Philip Wright.

Wright had just usurped Andrew Harding, but ran out of time to get past Fletcher for victory.

There were no issues stopping Digby from taking his first victory of the season in race two as he led throughout. Andrew Tibbs briefly took second place from Fletcher, only to slow soon after. This returned Fletcher to second, and Wright up to third despite having his mirrors full of Harding.

Paul Boyd controlled the **Sports Specials** outpacing Clive Hudson. Stephen Ward in his Westfield prevented an Eclipse SM Sports Special podium lockout with a final corner pass on Charles Sterling, after a race-long battle for position with Sterling and Paul Collingwood.

It was an action-packed race two, with Hudson losing an early lead to Boyd who then messed up lapping tailenders on the final lap to hand victory back to his rival.

Collingwood seemed secure in third until a mid-race moment from which Ward took full advantage.

Christian Pedersen revelled in taking a commanding victory in the **750 Trophy**, the Snetterton straights providing a challenge of their own for the runners. Roger Rowe's second place came under an early challenge from Michael Harvey, who regrouped and produced a late charge and only narrowly missed out at the flag.

With Pedersen absent for the



Smallridge was on form in his Tiger

STYLES



Bryant (front) halted
Ahlers' dominance

SILVERSTONE, AUGUST 1 BDC

Ahlers' run ended as Bryant romps to Morgan victory

FOR THE PAST 15 YEARS KEITH Ahlers has been unstoppable at the Bentley Drivers Club's Silverstone meeting, winning every race he entered. That remarkable streak was broken this year in the **Morgan Challenge** race when GT racer Oliver Bryant grabbed victory.

From qualifying it was evident that Ahlers' former British GT team-mate had the advantage and in the race Bryant's +8 proceeded to pull away at the head of the stunning 40-car field. He eventually beat Ahlers' version by 13 seconds. "You can't win them all!" smiled Ahlers. "I've won every Morgan Challenge race I've entered since 2011 but to be beaten by Bryant is as good as it gets."

Oliver's father Grahame made it two Bryants on the podium in his +8, while Tom Andrew in the Aero 8 beat Jeremy Knight's +8 to fourth.

There was disappointment for Martyn Corfield in the **Bic Healey Trophy** race when a puncture late on cost him victory. "The tyre just went and I spun at Brooklands," he explained. "It's frustrating as it undid all the hard work." In his

Austin Healey 1004 he had been pulling away from Richard Woolmer before the failure – giving the Sebring Sprite driver an easy win from the squabbling Andy Shepherd (AC Ace Bristol) and Neil Cameron (Ashley Sprite).

Corfield made up for that disappointment by winning the **FISCAR** encounter, despite briefly losing the lead mid-race to Robin Ellis in the Lotus Elite. Corfield's victory run was aided by the polesitting Allard of Oliver and Tim Llewellyn being unable to make the start with mechanical troubles.

There was an entertaining lead tussle in the **MG T, AC and Morgan** race between the cars of Richard Plant and Henry Williams. This was broken up when Williams pulled into the pits at mid-distance, gifting poleman Plant an easy run to the flag.

Behind there was more battling as the MG Twin Cam of Alan Kyson and James Sumner in the Morgan 4/4 fought for second. Kyson had the advantage on the road but his car didn't meet the technical regulations so Sumner got



Worthington won
in his colourful GT

the place, with Simon Orebi Gann's +4SS rounding out the podium.

The **Bentley Scratch** race for Pre-1966 machinery was red-flagged following the crash of Sue Shoosmith and Clive Morley's roll at Brooklands on the opening tour (see news story). Paul Forty's MkVI Special won the restarted contest, passing David Freeman's Pre-War Challenge Aston Martin 2-Litre Special early on.

The lengthy delay following the red flag meant the handicap races were shortened. Steven Dickens – who also dominated the **Allcomers thrash** in his Mallock Mk29 – won the **Allcomers Handicap** for Faster Cars on the track, while second-placed David Rushton's +8 picked up the handicap prize.

There was a five-car lead train for the majority of the Slower Cars division involving Jim Mackie's Sprite, John Gray's Lotus Eleven, Nick Wilkins' MGA, Oliver Llewellyn's Ginetta G20 and Jakob Ebrey's Porsche 924S, with Mackie emerging on top, although top honours eventually went to Leigh Sebba's +4 instead.

Simon Worthington overcame a 10s penalty for a false start in the **Bentley contest** to win in his GT, while William Elbourn's 3/4½ was the handicap victor.

● Stephen Lickorish



Spencer/Griffin won
endurance race

second race, Rowe had no opposition. This time, Harvey exchanged second place with John Slatter several times until spinning to a halt within sight of the finishing line, thus gifting the position to Slatter.

An eclectic field gathered to contest a 150-minute **Summer Endurance** event. Lee Spencer quickly took control of the race from fast-starting JM Litman. A safety car on the hour mark threw the race wide open as Porsche-mounted Litman made his stop under caution gaining an advantage over the team.

He later repeated the feat, only to retire late on with gear-selection problems, leaving the Rob Horsfield/Neville Anderson team in control. Reliability hit their hopes too, elevating the Stephen Pearson BMW back into a winning position having used David Griffin at the second stop.

● Lewis Beales



Corfield (right) was
FISCAR victor

The Mustill Riley was the class of the field



READ

DONINGTON PARK, AUGUST 2 360MRC

Mustill Riley seals Donington victory

DONINGTON PARK WAS THE HOST for the 360 Motor Racing Club's Festival of Endurance. Overseen by Le Mans and World Endurance Championship race director Eduardo Freitas, the single-day event staged two three-hour races contested by teams from the Endurance Racing Series and the 360 Allcomers Series.

The **Endurance Racing Series** (ERS) lined up with Tim Gray in the Radical RXC on pole, almost a second ahead of closest rival Craig Dolby in Nigel Mustill's Riley Daytona Prototype. But Gray's race lasted as far as the first corner, where he spun, shunted Guillaume Gruchet's Porsche into the barriers and collected Mike Moss' BMW while rejoining the circuit. The race was red-flagged for an hour following the accident, with the race distance reduced to two hours.

Dolby pulled away at the restart to build his lead ahead of a fraught battle between the Ariel Atoms and the Audatex Ferrari, the three fighting it out side-by-side down the main straight. A race-long duel for fifth broke out between the BMW Mini of

Duncan Rogers/Danny Russell and Team BRIT's VW Golf driven by Mark Allen/Daniel Holland, the injured ex-servicemen hoping to contest the Le Mans 24 Hours within the next three years. Team BRIT triumphed in that battle, claiming fifth place.

It was ultimately the Mustill/Dolby/Jay Shepherd trio who won by four laps over the Ian Donaldson/Kevin Clarke Intersport Porsche 997 GT, while Phil Knibb/Andrew Rath/Ben Sharich completed the podium in their Radical SR3. Despite heroic efforts to make it out of their garage after fuelling issues, Sarah Niblett/Steven Ayres were not classified in their Hyundai Coupe.

After some early battles, the fight in the **360 Allcomers** was against the poor reliability suffered by many of the competitors. Frontrunners Clive Bailye/Paul Black drove much of the race with no power steering in their BMW M3 CSL, leaving them unclassified. Climax Motorsport secured a double podium, Jody Halse and Marcos Burnett taking second and third respectively. The Ferrari 360 of newcomers Neil Garnham, Rob Young and Alex MacGregor ran second at one stage, but slipped back to fourth after a gearbox problem.

The honours instead went to Topcats Racing, as its decision to run two non-stop stints of 90 minutes paid dividends and Warren Gilbert and Rob Wilson held a race-long command of the field in their Marcos Mantis.

● Lucy Morson

Gray crashed out from pole



AVRES

RESULTS

BRANDS HATCH
MSVR, AUGUST 1-2



Porsches battled at Brands Hatch



EBREY

GINETTA GT55 (9 LAPS) 1 Ollie Chadwick 15m21.804s (85.52mph); 2 James Kellett +0.453s; 3 Ryan Hadfield; 4 Luca Hirst; 5 James Robinson; 6 Callum Pointon. **CW** Ben Hyland. **FL** Kellett 1m40.472s (87.18 mph). **P** Chadwick. **S** 31. **RACE 2 (9 LAPS)** 1 Chadwick 16m07.793s (81.46mph); 2 Pointon +0.187s; 3 Kellett; 4 Hadfield; 5 Robinson; 6 Stewart Linn. **CW** Hyland. **FL** Kellett 1m41.305s (86.46mph). **P** Chadwick. **S** 31. **RACE 3 (12 LAPS)** 1 Kellett 20m36.727s (84.99mph); 2 Chadwick +1.110s; 3 Pointon; 4 Linn; 5 Robinson; 6 Nick Zapolski. **CW** Rob Keogh. **FL** Pointon 1m41.602s (86.21mph). **P** Chadwick. **S** 32.

PORSCHE (12 LAPS) 1 Gary Duckman (Boxster S) 20m01.563s (87.48mph); 2 Peter Morris (996 C2) +0.284s; 3 Craig Wilkins (996 C2); 4 Paul Winter (996 C2); 5 Kevin Harrison (996 C2); 6 Mike Johnson (996 C2). **CW** Steve Cheetham (Boxster S); John Gilmore (944 S2). **FL** Morris 1m39.007s (88.47mph). **P** Morris. **S** 21. **RACE 2 (12 LAPS)** 1 Wilkins 20m16.898s (86.38mph); 2 Duckman +0.423s; 3 Morris; 4 Johnson; 5 Harrison; 6 Chris Dyer (Cayman S). **CW** Jonathan Evans (Boxster S); Gilmore. **FL** Duckman 1m39.547s (87.99mph). **P** Wilkins. **S** 18.

VWS (11 LAPS) 1 Aaron Mason (Scirocco) 21m07.988s (75.99mph); 2 Phil House (Scirocco) +0.650s; 3 Tom Onslow-Cole (Scirocco); 4 Lucas Orrock (Scirocco); 5 Howard Fuller (Golf); 6 Michael Epps (Golf). **FL** Joe McMillan (Scirocco) 1m39.728s (87.83mph). **P** Onslow-Cole. **S** 27. **RACE 2 (3 LAPS)** 1 Epps 5m11.549s (84.35mph); 2 Onslow-Cole +0.576s; 3 Orrock; 4 House; 5 Mason; 6 David Sutton (Scirocco). **FL** Onslow-Cole 1m39.684s (87.87mph). **P** Epps. **S** 26.

CATERHAM SUPERLIGHT R300 (12 LAPS) 1 David Robinson 19m33.831s (89.55mph); 2 Sean Byrne +13.407s; 3 Jonathan Mortimer; 4 Lee Wiggins; 5 Paul Thacker; 6 Jeremy Ellis. **FL** Robinson 1m36.809s (90.48mph). **P** Robinson. **S** 17. **RACE 2 (13 LAPS)** 1 Robinson 21m19.371s (89.01mph); 2 Aaron Head +2.301s; 3 Wiggins; 4 Byrne; 5 Mortimer; 6 Stewart Calder. **FL** Head 1m37.534s (89.81mph). **P** Robinson. **S** 17.

GINETTAS (8 LAPS) 1 Adrian Campbell-Smith 15m15.260s (76.56mph); 2 Richard Elliker +1.658s; 3 Richard Smith; 4 Mike Jarvis; 5 Peter Digby; 6 Richard Evans. **FL** Campbell-Smith 1m52.473s (77.88mph). **P** Camble-Smith. **S** 17. **RACE 2 (8 LAPS)** 1 Campbell-Smith 15m22.234s (75.98mph); 2 Smith +0.747s; 3 Evans; 4 Elliker; 5 Jarvis; 6 Digby. **FL** Smith 1m52.667s (77.74mph). **P** Campbell-Smith. **S** 17.

SNETTERTON
750MC, AUGUST 1-2



RGB (12 LAPS) 1 Scott Mittell (Mittell MC-52B) 15m21.75s (92.99mph); 2 Alastair Boulton (Spire GT3) + 6.39s; 3 John Cutmore (Spire GT3); 4 Matthew Higginson (AB Arion S2); 5 David Wale (Spire GT3); 6 Daniel Larner (Mittell MC-52). **CW** Higginson. **FL** Mittell 1m15.48s (94.63mph) **RECORD**. **P** Boulton. **S** 29. **RACE 2 (12 LAPS)** 1 Mittell 15m23.84s (92.78mph); 2 Cutmore + 0.78; 3 Boulton; 4 Higginson;

5 Oliver Hewitt (Spire GT3); 6 Wale. **CW** Higginson.

P Cutmore. **S** 28. **[NO FL]**

STOCK + HOT HATCH (11 LAPS) 1 Tom Bell (Ford Fiesta ST) 15m48.09s (82.87mph); 2 Toby Bearne (Ford Fiesta ST) + 4.15s; 3 Alastair Camp (Ford Fiesta ST); 4 Eliot Dunmore (Mini Cooper S); 5 Shayne Deegan (Citroen Saxo VTR); 6 Lee Deegan (Citroen Saxo VTR). **CW**: Dunmore, S Deegan. **FL** 1m24.74s (84.29mph). **P** Bell. **S** 24. **RACE 2 (11 LAPS)** 1 Bell 15m48.11s (82.87mph); 2 Dunmore + 38.11s; 3 S Deegan; 4 Scott Sharp (Citroen Saxo VTR); 5 L Deegan; 6 Stephen Kelly (Mini Cooper S). **CW** Dunmore, S Deegan. **FL** Bell 1m25.00s (84.03mph). **P** Bell. **S** 24.

MAZDA MX5 (10 LAPS) 1 Ben Short 15m17.62s (77.84mph); 2 Will Blackwell-Chambers + 6.42s; 3 Jason Greatrex; 4 Kris Greatrex; 5 James Rogers; 6 Jack Sycamore. **FL** Short 1m30.42s (79.00mph) **RECORD**. **P** Short. **S** 29. **RACE 2 (10 LAPS)** 1 Short 15m14.29s (78.12mph); 2 Blackwell-Chambers + 2.61s; 3 Rogers; 4 K Greatrex; 5 J Greatrex; 6 Daniel Stewart. **FL** Short 1m30.45s (78.97mph). **P** Short. **S** 29.

LOCOST (10 LAPS) 1 Stuart Sellars 15m26.94mph (77.06mph); 2 Danny Andrew + 1.14s; 3 Roger Haylock; 4 Jack Coveney; 5 Sian Stafford Atkinson; 6 Ian Allee. **FL** Andrew 1m30.97s (78.52mph) **P** Sellars. **S** 32. **RACE 2 (10 LAPS)** 1 Andrew 15m34.55s (76.43mph); 2 Tim Neat + 3.76s; 3 Coveney; 4 Stafford Atkinson; 5 Haylock; 6 Allee. **FL** Neat 1m31.44s (78.11mph). **P** Sellars. **S** 31

V8S (15 LAPS) 1 William Smallridge (Sunbeam Tiger) 19m53.95s (89.74mph); 2 Arthur Thurtle (Chevrolet Camaro) + 13.06s; 3 John Plant (Allard J2); 4 Andrew Todd (Crossle 9S); 5 Wayne Rothwell (Tiger ZR6); 6 Martyn Adams (Triumph TR7 V8). **CW** Plant. **FL** Smallridge 1m17.51s (92.15mph). **P** Smallridge. **S** 13. **RACE 2 (23 LAPS)** 1 Smallridge 30m13.02s (90.61mph); 2 Plant + 48.78s; 3 Rothwell; 4 Adams; 5 Lloyd Chafer (BMW M3); 6 Andrew Knight (Ford Mustang). **CW** Plant. **FL** Smallridge 1m17.59s (92.06mph). **P** Smallridge. **S** 10.

CLIO 182S (10 LAPS) 1 Patrick Fletcher 14m52.92s (79.99mph); 2 Philip Wright + 0.64s; 3 Andrew Harding; 4 George Williams; 5 Andrew Tibbs; 6 James Bark. **FL** Wright 1m27.57s (81.57mph). **P** Fletcher. **S** 29. **RACE 2 (10 LAPS)** 1 Matt Digby 14m51.78s (80.10mph); 2 Fletcher + 1.82s; 3 Wright; 4 Harding; 5 Williams; 6 Tim Bentley. **FL** Bentley 1m27.42s (81.71mph) **RECORD**. **P** Fletcher. **S** 28.



Fletcher won the first Clio race

STYLES

ROUND-UP



The Morgan Challenge
field tackles the complex

SPORTS SPECIALS (11 LAPS) 1 Paul Boyd (Eclipse SM1) 14m51.86s (88.10mph); 2 Clive Hudson (Eclipse SM1) +4.00s; 3 Stephen Ward (Westfield Aerorace 2014); 4 Charles Sterling (Eclipse SM1); 5 Paul Collingwood (Eclipse SM1); 6 Paul Dudley (Tiger R6). **CW** Anton Landon (Cyana Duratec), Adrian Cooper (Procomp LA Gold). **FL** Hudson 1m19.64s (89.69mph) **RECORD**. **P** Boyd. **S** 33.

RACE 2 (11 LAPS) 1 Hudson 14m54.04s (87.88mph); 2 Boyd + 1.41s; 3 Ward; 4 Rob Johnston (Cyana Mk2); 5 Mick Grant (Tiger TS6); 6 Collingwood. **CW** Johnston, Cooper. **FL** Boyd 1m19.75s (89.56mph). **P** Boyd. **S** 33.

750 TROPHY (9 LAPS) 1 Christian Pedersen (Austin 7) 14m54.69s (71.85mph); 2 Roger Rowe (RWR Trophy) +45.90s; 3 Michael Harvey (JB Special); 4 John Slatter (Centaur Mk16); 5 Ron Welsh (Lotus 6); 6 Sam Bridge (Racekits Merlin). **CW** Ian Grant (Austin 7). **FL** Pedersen 1m37.06s (73.59mph) **RECORD**. **P** Pedersen. **S** 14.

RACE 2 (9 LAPS) 1 Rowe 15m20.63s (69.83mph); 2 Slatter + 5.69s; 3 Gregan Thruston (Austin 7); 4 Ian Grant (Austin 7); 5 John Skeavington (Austin Ulster); 6 Alistair Frayling-Cork (Austin 7). **CW** Grant. **FL** Rowe 1m40.18s (71.30mph). **S** 10. (Pole was not taken up by Pedersen as he did not take part in race 2)

ENDURANCE CUP (97 LAPS) 1 Lee Spencer/Stephen Pearson/David Griffin (BMW M3) 2h 30m43.22s (76.62mph); 2 Steve Hewson/Phil Brough/Rob Gilham (Peugeot 106/Porsche 924S) + 3 laps; 3 Stewart Mutch/Ben Short (Mazda MX 150R); 4 Ken Lark/Nick Starkey (Honda Integra); 5 Peter Smith/Matt Smith (Ginetta G40); 6 Rob Horsfield/Neville Anderson (Toyota MR2/Vauxhall Vectra). **CW** Hewson/Brough/Gilham, Nicholas Jackson/Dylan Brychta (VW Golf/Seat Ibiza). **FL** Spencer 1m21.92s (87.19mph). **P** Spencer. **S** 22.

SILVERSTONE

BDC, AUGUST 1



MORGAN CHALLENGE (19 LAPS) 1 Oliver Bryant (+8) 20m13.652s (92.45mph); 2 Keith Ahlers (+8) +12.920s; 3 Grahame Bryant (+8); 4 Tom Andrew (Aero 8); 5 Jeremy Knight (+8); 6 Tony Hirst (ARV6). **CW** Andrew; Hirst; Henry Williams (4/4); Tim Ayres (+8); Roger Whiteside (4/4). **FL** O Bryant 1m02.781s (94.06mph). **P** O Bryant. **S** 39.

BIC HEALEY TROPHY/AC TEAM CHALLENGE (21 LAPS) 1 Richard Woolmer (Austin Healey Sebring Sprite) 25m52.141s (79.90mph); 2 Andy Shepherd (AC Ace Bristol) +27.309s; 3 Neil Cameron (Austin Healey Ashley Sprite GT); 4 Ted Shepherd (AC Ace Bristol); 5 Graham Robson (Austin Healey 100M); 6 Allan Cameron (Austin Healey Sprite Mk1). **CW** A Shepherd; Robson; A Cameron. **FL** Martyn Corfield (Austin Healey 1004) 1m12.771s (81.15mph). **P** Corfield. **S** 12.

FISCAR (24 LAPS) 1 Martyn Corfield (Austin Healey 100/4) 30m43.851s (76.86mph); 2 Robin Ellis (Lotus Elite) +14.804s; 3 Ted Shepherd (AC Ace Bristol); 4 John Ure (Frazer Nash Le Mans Replica); 5 Graham Robson (Austin Healey 100M); 6 David Bennett (Aston Martin DB3S). **CW** Ellis; Paul Griffin (Austin Healey 100S); Jason/Louise Kennedy (Lancia Aurelia GT). **FL** Ellis 1m12.509s (81.44mph). **P** Oliver/Tim Llewellyn (Allard J2). **S** 20.

MG T, AC AND MORGANS (13 LAPS) 1 Richard Plant (Morgan +4 Supersports) 15m47.836s (80.99mph); 2 James Sumner (Morgan 4/4) +14.703s; 3 Simon Orebi Gann (Morgan +4SS); 4 Paul Bryan (Morgan 4/4); 5 Simon King (Morgan +4 Supersports); 6 Nick Wilkins (MGA). **FL** Henry Williams (Morgan 4/4) 1m11.923s (82.11mph). **P** Plant. **S** 23.

PRE-1966 BENTLEY SCRATCH (8 LAPS) 1 Paul Forty (Bentley MkVI Special) 10m46.320s (73.09mph); 2 David Freeman (Aston Martin 2-Litre Speed) +13.871s; 3 Michael Haig (Bentley MkVI Special); 4 Tom Commander (Bentley MkVI Special); 5 Jock Mackinnon (Bentley 3 Litre); 6 George Elbourn (Riley 12/4). Handicap Alan Brown (Lagonda LG45). **FL** Forty 1m17.265s (76.43mph). **P** Forty. **S** 19.

POST-1966 ALLCOMERS & BENTLEY SCRATCH (15 LAPS) 1 Steven Dickens (Mallock Mk29) 15m38.893s (94.35mph); 2 David Rushton (Morgan +8) +22.976s; 3 Rick De Blaby (Crosle 95); 4 Graeme Smith (Mallock



Winning Riley leads
down through Craners

Mk26); 5 David Tilley (Hart Sports Racing); 6 Mark Hobbs (Crosle 95). **FL** Dickens 1m01.522s (95.99mph). **P** Dickens. **S** 20.

ALLCOMERS HANDICAP - FASTER (6 LAPS) 1 Steven Dickens (Mallock Mk29) 6m26.614s (91.65mph); 2 David Rushton (Morgan +8) +1.816s; 3 Rick De Blaby (Crosle 95); 4 Graeme Smith (Mallock Mk26); 5 Mark Hobbs (Crosle 95); 6 David Hughes (Ford Sierra Cosworth). H Rushton. **FL** Dickens 1m02.158s (95.01mph). **P** Rushton. **S** 17.

ALLCOMERS HANDICAP - SLOWER (6 LAPS) 1 Jim Mackie (Austin Healey Sprite) 7m26.982s (79.27mph); 2 John Gray (Lotus Eleven) +8.731s; 3 Nick Wilkins (MGA); 4 Oliver Llewellyn (Ginetta G20); 5 Jakob Ebrey (Porsche 924S); 6 Peter Campbell (Wingfield Bristol Special). H Leigh Sebba (Morgan +4). **FL** Gray 1m14.598s (79.16mph). **P** David Gibson (Morgan +4). **S** 13.

BENTLEY HANDICAP (6 LAPS) 1 Simon Worthington (GT) 7m26.027s (79.44mph); 2 Paul Forty (MkVI Special) +16.128s; 3 Jock Mackinnon (3 Litre); 4 Peter Butler (3/4½); 5 William Elbourn (3/4½); 6 Richard Frankel (TT). H Elbourn. **FL** Worthington 1m08.076s (86.75mph). **P** Worthington. **S** 9.

DONINGTON PARK

360MRC, AUGUST 2



ENDURANCE RACING SERIES (103 LAPS) 1 Nigel Mustill/Craig Dolby/Jay Shepherd (Daytona Prototype) 2h7m15.375s (96.09mph); 2 Ian Donaldson/Kevin Clarke (Porsche 997 GT Daytona) +4 laps; 3 Phil Knibb/Andrew Rath/Ben Sharich (Radical SR3); 4 Paul Donkin/David Drinkwater/Michael Newman (Atom Cup); 5 Daniel Holland/Mark Allen (VW Golf); 6 Duncan Rogers/Danny Russell (BMW Mini). **CW** Donaldson/Clarke; Holland/Allen; Donkin/Drinkwater/Newman. **FL** Daytona Prototype 1m04.816s (109.92mph). **P** Tim Gray (Radical RXC) **S** 13.

360 ALLCOMERS SERIES (131 LAPS) 1 Warren Gilbert/Rob Wilson (Marcos Mantis) 3h0m0.865s (86.39mph); 2 Jody Halse/Cem Osman (BMW M3) +5 laps; 3 Marcos Burnett (BMW M3); 4 Rob Young/Neil Philpotts (Honda Civic); 6 Alan Brown/Rory Brown/Paul Abraham (Fun Cup Beetle). **CW** Young/Garnham/MacGregor; Simpson/Williams/Williams; Newman/Schneider/Jones. **FL** Gilbert/Wilson 1m16.237s (93.45mph). **P** Wilson. **S** 11.



Sellers (61) tried hard in
Locost scrap with Andrew

STYLES



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THIS WEEK

LETTERS • ON TRACK • TV PICKS • FROM THE WEB • AUTOSPORT.COM

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Vettel: things went his way in Hungary

Luck, good and bad, is still key

In every sport, an athlete has to have a particular ability. But in the majority of sports, he or she also needs an element of luck. Hungary was a good example.

Sebastian Vettel won, and is no doubt a brilliant driver. But he could quite easily have finished third if Nico Rosberg and Daniel Ricciardo had not clashed.

Equally, Kimi Raikkonen continues to have most of the bad luck coming Ferrari's way, preventing the good result he so badly needs and a probable Ferrari one-two.

With a few laps to go, we were looking at the possibility of Rosberg leading the championship going into the break. But Lewis Hamilton increased his lead.

Nico Hulkenberg was having a very good race until the second front-wing failure of the weekend ended his race and changed the complexion of the race for many others.

Exciting, of course. But without luck, good and bad, the result of the Hungarian Grand Prix could have been very different.

J Lawrence, by email

Whilst Hungary was a great race, too many dices are being ruined by feeble front wings. So let's ban them.

All they do is mitigate against close racing (owing to dirty air), cause punctures, dissuade drivers from "sticking their nose in", and cost millions to design.

Replace them with a flat-bottom template that goes all the way to the front of the car, upon which a sports-car-style nose has to meet minimum dimensions

Remember March, Surtees and others in the 1970s? Such cars should look good and give the cars different personalities.

Shaun Kelly
Teston, Kent

restart and understeers into Daniel Ricciardo (an error maybe, but not his choice) and receives a penalty.

Nico Rosberg chose to cut across the nose of Ricciardo, ruining their chances of a better finish, but receives no penalty.

Any chance the Formula 1 stewards will ever be consistent?

Steve Cobbold
Potknockie, Morayshire

Here is a suggestion regarding Formula 1 testing – the further back you are in the championship, the more testing you are allowed.

I haven't seen this idea suggested anywhere before.

Phillip Hassell
via email

Dieter Rencken's F1 engine silly season article was great, but did it miss a much cleaner scenario?

Honda could be the key, depending when McLaren's exclusivity expires. The engine is powerful when it runs and Honda can choose the flagship team based on the relative performance of McLaren and Red-Bull!

David Fidgeon
via email

What a great race. Two hours of cracking racing, with the victor not revealed until the last five laps. To all those who decided not to go, you missed the best of British GT racing.

Dennis Tyler
Brentwood, Essex

MILESTONE

1955

The Road America track, which hosts this weekend's United SportsCar Championship race, is 60 years old; its first event was held in September 1955

BIG NUMBER

4

Jeff Gordon and Tony Stewart are the most successful NASCAR Sprint Cup drivers at Watkins Glen with four wins each



WHAT'S ON TRACK IN THE UK

EVENT OF THE WEEK



BTCC

BTCC SNETTERTON

August 8-9

The BTCC returns to action after its summer break, with Snetterton the venue for rounds 16, 17 and 18 of what's been a pulsating 2015 season.

A vast support bill comprising Ginetta Supercup, Juniors, Clio Cup, Porsche Carrera Cup and MSA Formula also takes to the Snetterton 300 layout.

EBREY



MSVR

WALKER

OULTON PARK MSVR

August 8

Oulton Park's Mini Festival has a bumper line up of Mini championships to cater for everyone.

SILVERSTONE NATIONAL BARC

August 8-9

The ever-exciting British Truck Championship headlines at Silverstone, with Legends Cars in a supporting role.

CROFT HSCC

August 8-9

Crowds attending the Nostalgia Festival will see classic action on and off track, including a fly past from the Vulcan Bomber.

ANGLESEY BRSCC

August 8-9

Anglesey hosts a packed bill of Formula Ford 1600 action, as well as the Cockshoot Cup.

MONDELLO PARK CCC

August 9

Formula Ford headlines with a supporting bill including Fiestas and Ginetta Juniors.

CASTLE COMBE CCRC

August 8

Saloons, GTs, Formula Ford 1600 and Thoroughbred Sports cars highlight the 2015 Summer Race Day.



GRIFFITHS



CCC

CHESTER

WHAT'S ON TRACK AROUND THE WORLD

UNITED SPORTSCAR

Rd 8/10
Road America, Wisconsin, USA
August 9
imsa.com

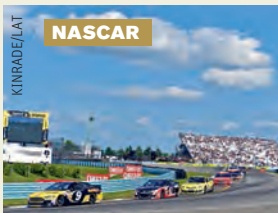
WORLD RALLYCROSS

Rd 7/13
Trois-Rivieres, Quebec, Canada
August 7-8
fiaworldrallycross.com



WRX

McKLEIN/DE



KINRADE/LAT

NASCAR

NASCAR SPRINT CUP

Rd 22/36
Watkins Glen, New York, USA
August 9
nascar.com

SUPER GT

Rd 4/8
Fuji, Japan
August 9
supergt.net



Briton Richard Westbrook jointly leads the USC points

DOLE/LAT

FROM THE SOFA

WHAT'S ON TELEVISION

Jennie Gow on BBC
F1 pit reporter duty



Women are seen but not heard

AN ACCLAIMED AND ANGRY

Glaswegian poet once wrote about the misnomer of turning on the news channel to find polished and well-articulated 'BBC accents' of the south presenting stories of his northern world back to him.

Some 40 years later, this very paradox is alive and kicking when it comes to women and Formula 1 broadcasting – men are commentators and commentators are men.

However excellent and melodic the Murray Walkers and David Crofts of this world are to listen to on a Sunday afternoon, we have to face up to the predicament that the art of "lights out and away we go" is not only male-dominated but male-exclusive.

F1 presenter and pitlane reporter Jennie Gow says despite the number of women in the paddock growing in recent times, they are more seen than heard: "the roles we fill tend to be less technical and race minded, and more presentation [based]."

"With regards to commentators in particular, most of the people in those roles have years of motorsport experience before switching jobs and picking up a mic."

Indeed, the likes of James Hunt, Martin Brundle and David Coulthard needed no introduction, their total tally of nearly 500 grand prix starts giving

their audience familiarity and the confidence of formidable insight.

Even when a commentator isn't brimming with driving experience, their CV is most likely pouring with journalistic credentials. Former BBC radio and ITV commentator Simon Taylor earned his stripes as editor of this very publication before moving on to broadcasting.

Since there are no women currently racing on the grid, and they are few and far between elsewhere in the pits, the question of when there will be a woman breaking into the commentary role seems to have a bleak answer – and Gow is less than optimistic about the chances of seeing

"Female fans have been neglected in broadcasting"

Wolff would bring cockpit experience



such in the near future: "Let's get a girl driving super-fast before we worry about them taking a microphone when their careers driving are reaching an end."

While getting women on the track itself is a legitimate priority, being able to listen to informed soundbites from a female voice on the side of the track is also a worthwhile concern. Fans want to see a bit of themselves reflected in the sport, knowing that it serves them as much as the next enthusiast, and in this respect female fans have been neglected thus far.

There is at least one woman breaking through, in the east. Russia is rarely labelled a beacon of progress and equality, yet it is here where Natalia Fabrichnova takes to the microphone for broadcaster Russia 2 alongside male co-host Alexei Popov.

As for British commentary, whether Susie Wolff ever starts a grand prix or not, she would be hard done by if she wasn't on the radar for any open mic slots.

She already has a racing backbone with experience in Formula Renault, Formula 3 and the DTM, and has taken on a proactive role in speaking for women's issues and advancement within F1. It seems an obvious alignment of the future if Wolff one day took on a new capacity in not only speaking for women, but speaking as one in announcing "lights out and away we go".
Chloe Wynne

TV pick of

Edited by Seb Scott



BTCC SNETTERTON - LIVE ITV4

Sunday 1100-1805

The British Touring Car Championship already has its summer break out of the way. ITV4's usual seven hours of live coverage resumes from Snetterton on Sunday, with the championship finely poised between Gordon Shedden and Jason Plato. Everyone is eager to see whether the WSR BMWs' Croft resurgence was the start of a trend. As ever, you can catch the support action too, with a full daytime schedule devoted to Britain's top motorsport package, including support races.



NASCAR SPRINT CUP - LIVE Premier Sports

Sunday 1830-2230

Watkins Glen presents Jeff Gordon with his final opportunity to take a NASCAR road course victory (and a fifth Cup win at the Glen) before he steps out of the driving seat at the end of the year, and it's also one of the Hendrick legend's dwindling number of chances to cement a Chase place with a win, too. The non-oval races are always a chance for an underdog to surprise, as AJ Allmendinger did a year ago, but the man with right-and-left-turn form this season is Kyle Busch – whose victory surge started at Sonoma in June.

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ONLINE

Top stories on AUTOSPORT.com in the past week

FULL F1 FAN SURVEY RESULTS REVEALED

The results of the Formula 1 fan survey conducted by AUTOSPORT, *F1 Racing* and *Motorsport News* were published in full last week. The results will make uncomfortable reading for the sport's bosses...

SMEDLEY: MERCEDES CAUGHT OUT BY TYRES

Williams performance chief Rob Smedley offered a theory on why Mercedes' plans fell apart during the Hungarian Grand Prix.

AUDI BOSS SORRY FOR 'PUSH HIM OUT' CALL

In a controversial Sunday afternoon in the DTM, Audi chief Wolfgang Ullrich took responsibility for a curious radio call given to Timo Scheider.

McLAREN'S SEASON HAS REALLY STARTED

In the wake of McLaren's first double-points finish of 2015 in the Hungarian GP, Honda declared the team's season can finally get going.



VETTEL SAYS IT'S GAME ON IN TITLE RACE

An upbeat Sebastian Vettel declared that Ferrari will keep trying to hunt down Mercedes over the course of the 2015 campaign.

WAR IS GOOD FOR THE DTM

After Mercedes and Audi came to blows at the Red Bull Ring, our DTM correspondent Mitchell Adam says it might not be such a bad thing.

the week



McKLEIN/LAT



LAT

WORLD RX CANADA - LIVE Eurosport 2 Saturday 2300-0100

Not just rallycross on a street circuit, but rallycross in Trois Rivières, where Gilles Villeneuve came to international attention by defeating the visiting James Hunt in a Formula Atlantic race. Rallycross takes in part of that track, with a dirt section in the hippodrome. Petter Solberg looks like he's edging towards a second straight title, but it's close behind between Johan Kristoffersson and Andreas Bakkerud. Guest stars include ex-Champ Car ace Patrick Carpentier and NASCAR Canada champion Louis-Philippe Dumoulin.

CLASSIC F1 - US GP 1983 Sky Sports F1 Sunday 1430 - 1530

There's another classic North American circuit on TV this weekend, as Sky Sports F1 picks the 1983 United States 'West' Grand Prix from Long Beach as one of its retro selection for the holiday period. This was the race where John Watson exceeded even his 17th-to-first Detroit charge of the previous year to win from 22nd – with McLaren team-mate Niki Lauda following him through from 23rd for a shock one-two. It also proved to be F1's Long Beach farewell.



LePAGE/LAT



RIDGE

USC ROAD AMERICA - LIVE Motors TV Sunday 2000 - 2305

Nestled just off Lake Michigan in Wisconsin, the gorgeous Road America plays host to round nine of America's foremost sportscar championship, and the race is broadcast live on Motors TV. After the minor classes had the stage to themselves at Lime Rock, the big guns are back at Elkhart Lake, and the fight for the title remains wide open between SDR pair Michael Valiante and Richard Westbrook, and 2014 Road America winners Joao Barbosa and Christian Fittipaldi of the Action Express team. The GTLM pack is full of high-quality drivers and cars, too.

BRITISH RX - PEMBREY Premier Sports Wednesday 1700 - 1900

It's one of those quieter international racing weeks where a relative shortage of live motorsport gives you a chance to venture off your regular pistes. A bumper two-hour package of highlights from the British Rallycross Championship's recent Pembrey round should tick that box. The headline Supercar battle between Julian Godfrey and Andy Scott takes precedence, while local man Jann Mardenborough also drops in to try something very different to his usual GP3 and Nissan GT/LMP1 machinery.

HOT ON THE WEB THIS WEEK

YouTube "PUSH HIM OUT" CONTROVERSY



SEARCH FOR: "PUSH HIM OUT!" - SCHEIDER VS WICKENS & WEHRLIN

Last weekend's DTM round at the Red Bull Ring was engulfed in controversy after Timo Scheider was told to "push him out" before booting both Pascal Wehrlein and Robert Wickens off the track. Take a look at the accident in this great clip.

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Chris Sclater

■ Gulf Rally London ■ July 2-5 1968 ■ Ford Lotus Cortina ■ Privateer win on international debut



The Sclater/Holmes Cortina bears the scars of its Clocaenog moment

82

The reason I've picked the Gulf London Rally of 1968 – my first international event – is that I only came to realise many years later just how important it was to my career.

I'd only just qualified for an international licence, having done just 12 rallies in total at that point, so it was a big deal.

My old friend Peter McDowell lent me his car as he had exams so couldn't do the rally. It was on a you-bend-it-you-mend-it deal, which was an amazing offer.

I had no co-driver, no money, no hotels booked, no spares, no service crew, nothing! I'd recently met Martin Holmes but his wife was due to give birth to their first child so it seemed unlikely he'd do it with me. Amazingly, he agreed, so were all set.

The rally was 2200 miles with 79 stages over 450 competitive miles and crews were due about five hours of rest in three short breaks during the whole event. It was like an RAC Rally in the summer with less rest!

The first leg of the event started at the Manchester Excelsior Hotel and went through Wales, into the Quantock Hills, back up through Wales and to the Excelsior.

About half way through the leg, we went off the road in Clocaenog forest – lightly into a tree. It holed the radiator and drained the coolant so I thought there was no way we'd make the end. Martin found a

downhill track to the main road and then checked the regulations. We didn't have to reach the checkpoint at the end of the stage to remain in the rally; we just copped a penalty instead. That proved to be critical.

We filled up the radiator with Holts gun gum and it lasted for the whole of the rest of the rally.

At the restart, we headed into Yorkshire and the Kielder forest

complex before tackling many of the Scottish-border stages and heading back to Manchester and only had one other problem in all that time: most of the exhaust came adrift which meant the Cortina became pretty noisy.

I thought we'd have to retire as the police would take a dim view on the road sections.

"No way!" insisted Martin. "Keep going..." He was right, of course; we got away with it and made it back to the finish in ninth place and first among the privateers. Martin then had to rush away and miss the prizegiving ceremony as his wife had the baby, now 47 years old!

It was an incredible event – the last one, in fact – that was a privilege to be part of.

I had a lot of help from Peter Moss, a vital part of my skeleton service crew, and I was so grateful to everyone who helped. And I bought the car from Peter McDowell, too! ✂ *Chris Sclater was talking to Henry Hope-Frost*

PROFILE

Chris Sclater started rallying in 1966 and his big break came in the shape of support from Ford after he'd led the '69 Scottish Rally. He landed the 1971 British title in a Ford Escort RS1600 and went on to compete in 11 WRC events from 1973-'78. After retiring from the cockpit, he ran teams for Chrysler Ireland, Talbot Italy and the Citroen UK squad for which Mark Lovell drove in the mid-'80s. Sclater, now 69, then set up a small engineering business developing inventions.



CHRIS SCLATER

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