

**HUNGARIAN GP  
16-PAGE REPORT**

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after dominating  
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# Hamilton takes lead; Button makes a point

GIVEN THE FACT THAT NICO ROSBERG WAS 43 POINTS ahead of Lewis Hamilton only six grands prix ago, it seems remarkable that the Formula 1 title lead has just changed hands.

As Rosberg kept saying, Hamilton was always going to come back at him. But even Lewis can't have expected that he would get on terms so soon. To do so has taken a little luck, the odd error by Rosberg and some canny racecraft from the #44 Mercedes.

With 10 races still to go, it's far too early to say that Rosberg is on the back foot, but recent history suggests Hamilton will take some beating now that he's got his nose ahead.

Sadly, the tension of the championship battle was not reflected in a great grand prix at the Hungaroring. Not every race can be a classic, of course, but it was the off-track (literally, in some cases) shenanigans that distracted many last weekend.

The ongoing, and frankly dull, arguments over track limits aside, what's most worrying was Jenson Button's penalty for receiving guidance from McLaren when he suffered a hydraulics problem affecting his brakes. Button agrees with the idea of preventing genuine driving assistance over the radio – where to brake, for example – but in cases where safety is involved, an exception must be made.

It has been suggested that drivers can simply come into the pits, but why risk a failure on the way there, or force a car out of contention if an issue can be fixed remotely? It all flies in the face of F1's efforts to improve safety and the show in other areas.



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COVER IMAGE

Charniaux/XPB; Ebrey/LAT

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# Merc puts rivals in their place

By Ben Anderson, Grand Prix Editor [@BenAndersonAuto](#)

S. BLOXHAM/LAT



XPB IMAGES

## FORMULA 1 CAME TO THE HUNGARORING EXPECTING, OR AT LEAST HOPING, for a race a bit like Monaco – the one place Mercedes has looked genuinely vulnerable this season.

This track was expected to really suit Red Bull, which took pole in Monaco, nearly won the race, and is emerging once again as Mercedes' chief rival. Even Mercedes came into this weekend concerned about the threat from the blue-and-red cars.

On top of this, Mercedes hadn't won the Hungarian Grand Prix under the current V6 hybrid-turbo regulations – denied by Lewis Hamilton's qualifying engine fire, a safety car and Daniel Ricciardo's opportunism in 2014, and by Sebastian Vettel's rapid reactions at the start of last year's race.

At the Hungaroring the straights are short and the corners plentiful. The effect of Mercedes' biggest advantage – its engine – is negated. There is therefore a chance for a good chassis (and a hooked-up driver) to make more of a difference.

But the signs after Friday practice looked ominous for Mercedes' rivals. Hamilton crashed, but Nico Rosberg was nearly six tenths faster than Ricciardo in FP2, and the W07 enjoyed more than a second per lap advantage over the rest over longer runs on both of the main Pirelli compounds used here.

Red Bull closed the gap in final practice, where Max Verstappen lapped within 0.002 seconds of Rosberg, and the mixed conditions of qualifying presented a good opportunity to perhaps turn the tables on Mercedes.

But the track dried out in time for the crucial Q3 session, and yellow flags prevented any possible challenge to Mercedes' superiority, regardless of the rights and wrongs of how much a driver should slow down in this scenario.

With Mercedes locking out the front row of the grid, and overtaking notoriously difficult on this track when the race-day weather is fine and consistent, the start represented Red Bull's final chance to deliver any sort of challenge.

Ricciardo gave it a good go, after getting a slightly better launch than both Mercedes drivers. As Hamilton challenged

poleman Rosberg on the inside, Ricciardo tried to sweep around the outside of both at Turn 1.

But Ricciardo ran out of grip on the outside line, which allowed Hamilton to emerge with the lead. Rosberg seemed unsure which of the two cars to defend against, and had to back off at Turn 1 to avoid getting pincer, but he got a run on Ricciardo as the cars accelerated towards Turn 2. Rosberg drove clean around the outside of Ricciardo at this left-hander to reclaim second spot and restore Mercedes order at the front.

At the end of the first lap Ricciardo trailed leader Hamilton by 1.927s, and by the end of the opening stint on super-soft tyres he was lapping close to a second slower than the Mercedes drivers. By the time Hamilton and Rosberg had both switched to softs, at the end of lap 18 of 70, the gap was approaching 1.0s.

But then the picture began to change. Ricciardo started consistently pulling time back on the Mercs, to the point where the team began urging Hamilton to up his pace (see graph, right). "We thought perhaps they were struggling," explained Ricciardo. "So we thought we'd try to be aggressive."

Mercedes became nervous of the fact that Ricciardo closed to within a few seconds of Rosberg, and threatened to pit the second W07 first at the second round of stops should Hamilton fail to find more speed.

"Compared to practice we knew the temperature was a lot higher," said Hamilton. "I think it was 43 degrees track temperature in practice, and race day was about 53, so it's an unknown how long these tyres were really going to last. "We have a target which we need to get to, so once I got into the lead I was able to just manage my tyres, manage the gap, and react only when I needed to."

Realising this was now an occasion where he needed to get a move-on, Hamilton responded, doing *just* enough to give



Poleman Rosberg has to back off to avoid Hamilton/Ricciardo pincer movement



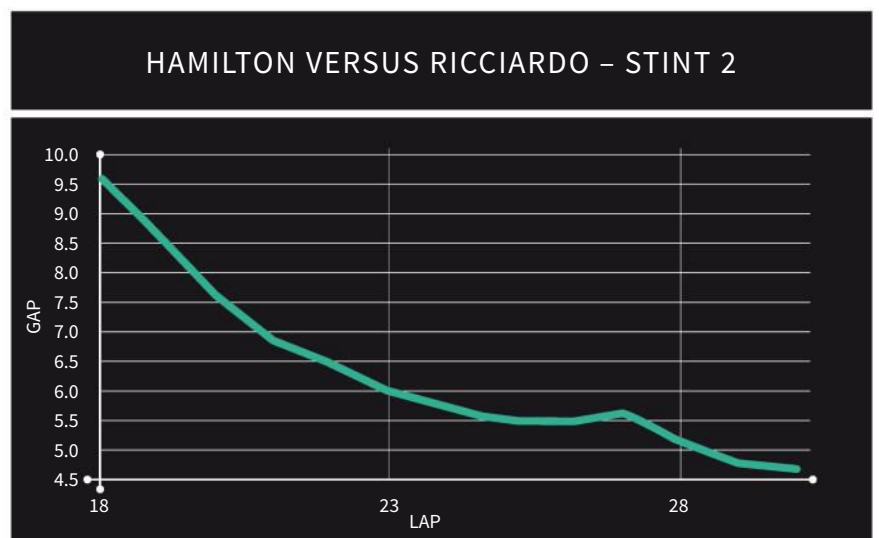
Hamilton takes control into Turn 2

Rosberg some breathing space from Ricciardo's charge. Ricciardo pitted for the second time on lap 33, Red Bull becoming nervous of Vettel's stalking prancing horse, after which Hamilton unleashed a sequence of high 1m24-low 1m25s laps – faster than Ricciardo could manage, even on fresher rubber. Once the two Mercedes were back up to speed after making their final stops on laps 41 and 42, Ricciardo trailed by more than eight seconds again.

Hamilton and Rosberg now held a significant advantage on tyre life, as well as general car performance, so the rest of Red Bull's race became a battle to fend off Ferrari rather than attack Mercedes for victory (see graph, page 9).

"Mercedes were in a league of their own," said Red Bull boss Christian Horner. "You can see as soon as they were under a bit of pressure they turned the wick up and had a lot of pace in hand. "They were obviously cruising very conservatively, and we saw their true pace when they could match Daniel's pace, and go quicker, on a worn tyre compared to him on a new tyre.

"They have an engine and chassis that are working >>



Mercedes had 25s in hand over Ricciardo and Vettel in third and fourth



extremely well in harmony. Renault has made some great steps, and there are more in the pipeline, but we know we're 35kW behind – that's what the Renault guys tell us."

This means that Red Bull is disadvantaged considerably on the straights, and particularly through sector one of the Hungaroring, but it also means the RB12 approaches the corners slower than the W07, which means it will have less of its potential downforce available to help the drivers carry speed into the turns.

Once some of the speed and downforce has bled off, the RB12 holds up very well mid-corner – arguably better than the Mercedes does – but it simply needs more straightline speed to be able to really carry the fight.

Given that Renault is planning no further engine updates until 2017, Red Bull is unlikely to be anything other than an opportunistic challenger for the rest of this season.

"We have some fuel and tuning and driveability that there's definitely performance to come from,"

added Horner. "So we're quite confident that there will still be some steps of performance by tidying up what we actually have.

"Pre-season we thought we'd be lucky to be in the top five, so to be fighting Ferrari – one point behind at the halfway point in the season, having won a race and secured our sixth podium finish – [represents] a great first half of the year for us."

There is no doubt that Red Bull is improving, but by the end of the race Mercedes had more than 25s in hand over both Red Bull and Ferrari, which possesses more engine power than Red Bull but has less downforce available, so ends up in a roughly similar position depending on the exact nature of the circuit.

Ferrari proved a strong challenger to Red Bull in this race, after struggling with set-up throughout practice, but was also nowhere near challenging Mercedes at a circuit where

it snatched an opportunistic victory last season.

"We anticipated that they [Red Bull] were going to be closer and also Ferrari," said Hamilton. "I don't think they were able to keep my pace and I don't know what the reason is for that. "But we seemed to be in a good position this weekend, which is really strange because we've not really made many changes to the car in the last few races, so it's almost like they've lost pace."

Mercedes team boss Toto Wolff was naturally delighted that his cars showed such devastating speed in a race that's not been kind to the Silver Arrows in recent seasons.

"This was not a track where we have been looking very good in the last couple of years. If you would characterise the track you'd say it's more a Red Bull track or a Ferrari track," he said. "I think we have progressed overall with the package – the chassis/

engine combination – and that materialised at Silverstone, where we were doing well, and in Hungary. Monaco was a bit different.

"We haven't shown lots of up and downs in terms of how the car performs on a specific

track. We were good on every layout so far this season, which is a positive indication for the second half of the season considering there is no more development.

"In some of the sessions Red Bull was really strong. In the wet they are really a force, but today we were in control."

F1 teams often talk about track layouts and how they affect competitiveness. Although the narrow-and-twisty characteristics of the Hungaroring are often compared to Monaco, in actual fact it's a much faster circuit, with longer straightline sections.

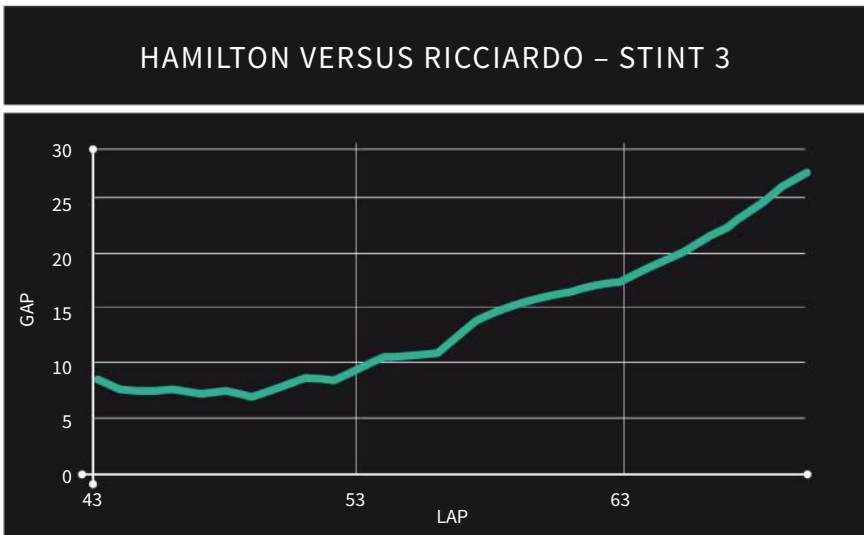
But that alone is not enough to explain why Mercedes was so dominant here. This was its second biggest winning margin of the season, bettered only by the particular circumstances of April's Chinese GP, where the Ferraris ran into each other on >>

## Hamilton: "We thought that Red Bull and Ferrari were going to be closer"





Rosberg harried Hamilton to the finish, but the world champion remained in control



## QUALIFYING



AFTER A CHAOTIC QUALIFYING SESSION, AFFECTED BY RAIN DELAYS, multiple crashes and mixed conditions, the result came down to two corners, and specifically whether one of the Mercedes drivers lifted sufficiently through one of them while yellow flags were displayed.

Having put his Mercedes on provisional pole after the initial runs in Q3, Lewis Hamilton had just gone even faster in the first sector on his final flying lap when Fernando Alonso looped his McLaren-Honda and came to rest astride the exit kerb at Turn 9.

Hamilton backed right off the throttle. He knew his chance to improve was over; but at least, theoretically, the hopes of all the drivers running behind him on the road were done for too.

One of those drivers was team-mate Nico Rosberg, who trailed his chief title rival by less than a tenth after those first Q3 runs. He was more than four tenths down on Hamilton through sector one on his next run, but went fastest of all through the yellow-flag-afflicted second sector and stole pole from Hamilton by just over a tenth.

And then the inquest began. Had Rosberg slowed down enough under those waved yellow flags, under which the rules require drivers to reduce speed 'significantly'?

The officials usually judge this in real time, which is why so many drivers were immediately put under investigation after Q1 in Austria. Some were judged to have lifted sufficiently through the first corner there, others not. Regardless of whether a particular driver went quicker across the totality of the lap, those who did not lift were penalised.

"I had a very, very big lift and lost a lot of time as a result," said Rosberg. "And I was slower than on my previous lap in that yellow segment [the small section where the flags were]."

Hamilton suggested Rosberg only lost a tenth through that section of the course, so this all hinged on the stewards' interpretation of 'significant'.

Apart from Toro Rosso's Carlos Sainz Jr and Force India's Nico Hulkenberg, who were both ahead of Alonso on the road before his spin, the other drivers in Q3 dropped significantly more time in sector two than Rosberg did after Alonso's spin. The Q3 sector-two times were: Hamilton 36.653s; Button 35.672s; Ricciardo 35.598s; Vettel 29.728s; Rosberg 28.759s; Bottas 30.181s; Verstappen 42.279s.

Verstappen was fractionally too late starting his final lap, but the other drivers bemoaned the yellows for scuppering their hopes – even Valtteri Bottas, who was running behind Rosberg on the road.

The stewards called Rosberg back to the track to re-examine the evidence. In the end they decided telemetry showed he had indeed reduced speed 'significantly' (Rosberg said by 20km/h) into Turn 8.

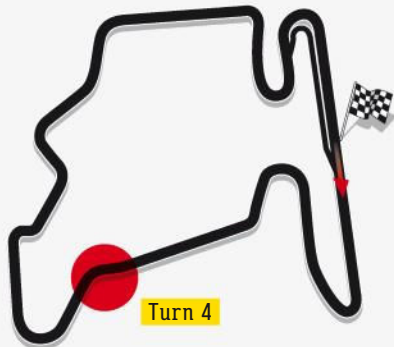
Are the rules flawed, or did one driver simply do a better job interpreting them than the rest? Perhaps this was a bit of both. But to the letter of the law, Rosberg did nothing wrong.

The real question is why were the yellows still present when Alonso's car was long gone by the time Rosberg arrived?

**Rosberg: "I had a very, very big lift and lost a lot of time as a result"**



“HUNGARY’S HIGH-DOWNFORCE DEMANDS SHOWCASE THE HAVES AND HAVE-NOTS OF F1”



Impressively stable Merc unfazed by the demands of Turn 4

THE HUNGARORING, especially now that the track surface and kerbs have had their rougher edges removed, lacks Monaco’s particular bumpy and closed character. But its similar high-downforce demands make it a good place to showcase the haves and have-nots of Formula 1.

I climbed the hill to Turn 4 to see how the cars coped with one of the faster corners in first practice. The uphill approach makes the entry

blind, and this is one of the key places where circuit revisions create issues with motorsport’s current hot potato: track limits.

Installing timing loops here looks a good way to manage the situation without a humungous outer kerb or some gravel. I saw several marginal four-wheels-off moments that I couldn’t care to judge. Daniil Kvyat says he trusts his eyes more than the sensors, but at F1 speeds I can’t say I agree.

Sebastian Vettel struggles particularly to keep his car

on the circuit. The Ferrari looks stable enough, but just doesn’t gain the same mid-corner grip as the Mercedes or the Red Bull, always so impressively stable.

Vettel needs to turn in later, or carry a bit less entry speed. Although Toro Rosso struggles for speed overall, Carlos Sainz Jr’s approach is the best, turning a bit later and harder, asking more of the rear on

entry, but giving him less work to do on the exit.

The Ferrari looks more compliant at Turn 13 during final practice on Saturday. This corner is slower and of longer duration, and the SF16-H, RB12 and W07 all make reasonable turns at reasonable speeds with reasonable consistency.

Others with less downforce

really struggle to carry speed without inducing too much understeer and running wide. But Fernando Alonso’s McLaren-Honda avoids this problem with a rapid but progressive rear rotation that others don’t manage. This allows him to shorten the corner and get quickly back on the power.

**BEN ANDERSON**



Hamilton celebrates race win – and taking championship lead

XPBIMAGES



the first lap and Ricciardo's Red Bull suffered a puncture.

It's likely that the Hungaroring resurfacing and reprofiling of the kerbs for 2016 played further into Mercedes' hands, taking away the sort of bumps and rough edges that unsettle cars and make them more difficult to drive, thus allowing the Mercedes drivers more space to stretch their legs.

Certainly Rosberg felt that the new asphalt helped him to be relatively more competitive compared to Hamilton this year. "I was very, very happy with my pace all weekend," he said. "I was really quick in all conditions. I think the new asphalt suits me. As we saw in Baku and in Austria, I have a good feeling on this asphalt. That's why it's all the more disappointing to lose out in Turn 1."

Rosberg actually looked pretty racy over the final part of this grand prix (see graph, right), and twice got within DRS range of his team-mate – first when Hamilton was baulked lapping Esteban Gutierrez's Haas, and later when Hamilton locked up his brakes "over a bump" and ran wide at Turn 12 with eight laps to run.

But on each occasion Hamilton pumped in quick laps subsequently to restore his advantage. Rosberg tracked his rival, but eventually finished just under two seconds down.

The result means Hamilton has finally overturned Rosberg's advantage in the title race. The reigning champion now leads by six points, with 11 of 21 races completed. Considering he trailed by 43 after five, that's quite some turnaround.

Not that Rosberg is overly concerned by the 49-point swing in his chief rival's favour.

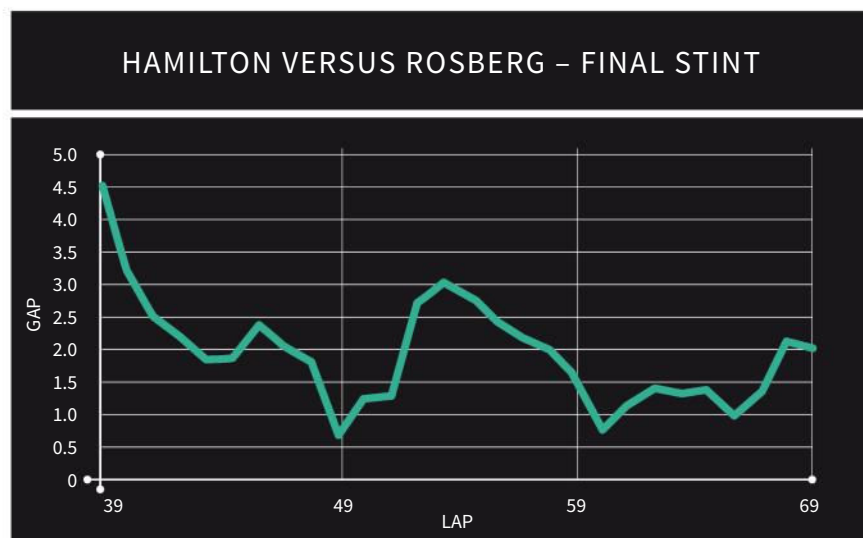
"I've said all the time I'm not counting points, and I also fully expected him to come back," said Rosberg. "It ebbs and flows and it's always going to be a tough battle against Lewis – he's a world champion. I'm just looking at the races. I'm very disappointed because I wanted to win in Hungary, not because some points went this way or that."

"Now it's just simple that you can say Lewis has done the best job so far this season, by six points. It's a change, but it doesn't change much for me, because it's so close and I'm out there in every race with the opportunity to win. The last races it's been so close, and it's just taken a small thing to switch the other way, so I want to turn things around for the next race at Hockenheim."

But don't expect any change in the competitive order. F1 hasn't been to Hockenheim since 2014, but back then Rosberg won by nearly 21 seconds.

Even on a circuit where Mercedes has previously looked vulnerable, it is now devastatingly dominant. And that's terrible news for those crying out for F1 to become more than just a two-horse race. 🍷

Mercedes sporting director Ron Meadows puts the constructors' trophy to defensive use





STEVEN TEE/LAT

# Hamilton: no penalty sends a bad message

LEWIS HAMILTON BELIEVES THAT the stewards' failure to penalise Nico Rosberg after Hungarian GP qualifying sends a worrying message to drivers in junior categories about yellow-flag abuse.

Rosberg kept his Hungaroring pole by demonstrating to officials that he had lifted adequately under the double-waved yellows for Fernando Alonso's spin at the end of Q3. Hamilton encountered the McLaren as the incident happened so had to back right off, costing him pole.

After beating Rosberg to race victory, Hamilton said he was still concerned about the implications of his Mercedes team-mate going unpunished.

"If it is double-yellow flags you have to be prepared to stop," said Hamilton. "Nico was doing the same speed at the apex as I was doing on the previous lap."

"The fact that he didn't get penalised means we have to be careful because the message we are sending to drivers here, also

in lower categories, is it's now possible for you to lose only one tenth of a second in the double-waved-yellow-flag section, which is one of the most dangerous scenarios."

Rosberg reiterated that he had done enough to safely acknowledge the yellows. "I went 20km/h slower into that corner," he said. "20km/h is a different world in an F1 car — you're going proper slow. Everything is safe."

"I lifted off 30 metres before my braking point, I was just rolling to the apex. It was a pretty clear case for the stewards."

Red Bull's Daniel Ricciardo said the argument raised an issue that the drivers "have been wanting to discuss further for a long time".

He added: "On a single yellow, people are getting away with a micro-lift and showing stewards they slowed when they didn't really. A double yellow is significant, and needs to be very different to a single yellow."



## BUTTON FURIOUS OVER RADIO RULES

JENSON BUTTON slammed Formula 1's radio-communication restrictions after being penalised for McLaren's assistance with a problem during the Hungarian Grand Prix.

The Briton slowed on lap five when his brake pedal went to the floor due to a lack of hydraulic pressure. McLaren diagnosed a sensor failure and informed Button of a switch change that would solve it.

Although Button then pitted, as the latest revised regulations demand drivers do when given technical advice, he was still given a drivethrough penalty and believed this was because the message had come while he was still on track.

"It's a stupid regulation," he argued. "I completely understand that drivers should not be fed information that helps us drive the car."

"I'm totally with that because I think it's wrong that we're told every corner where our team-mate is quicker or slower than us, and fuel saving should be down to us — so many other things should be down to us."

"But when it's a safety concern you shouldn't be penalised for stopping an accident. I think it's a joke, really. Stopping an incident should be praised, not penalised."



XPB/IMAGES

## Raikkonen criticises Verstappen's defence tactics

KIMI RAIKKONEN FELT THAT MAX VERSTAPPEN'S driving in defence of fifth place during the Hungarian Grand Prix "was not correct".

Raikkonen lost part of his front wing when he touched the rear of Verstappen's Red Bull on the approach to Turn 2 as they battled for position. Raikkonen also narrowly missed rear-ending Verstappen later at Turn 1.

"There were two times that in my feelings weren't correct," said Raikkonen. "For me you move once right and then I decided to go left but the other car moved back."

"I did everything I could do to avoid any contact but once I decided to go somewhere you can't just come there. When the guy behind takes his position you commit to something, and when the other car moves afterwards it's difficult to avoid the car in front."

Raikkonen complained about Verstappen's driving on team radio and the Ferrari team raised it with race director Charlie Whiting.

When told about Raikkonen's complaints, Verstappen said: "As a driver you always try to find excuses. But I think I only moved once all the time so for me there was no issue."

Ferrari team principal Maurizio Arrivabene admitted to going "ballistic" during the heat of the battle, but conceded that the team had to accept the stewards' decision not to investigate.



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HONEY/LAT

## Drivers avoid grid drop despite 107% time rule

THE HUNGARIAN GRAND PRIX GRID was unchanged despite a lengthy debate over the application of F1's 107% rule that could have affected 11 drivers.

Article 35.1 of the sporting regulations dictates that any drivers who fail to set a time within 107% of the fastest in Q1 are not allowed to race without the stewards' permission. If that permission is granted, those drivers are placed at the back of the grid in order of the lap times they set in final practice.

A 20-minute rain delay and four red flags meant Q1 was disjointed and lasted over an hour, with a large number of drivers failing to get clear laps in on the drying track amid the stoppages.

That meant that 11 of the 22 runners – Daniel Ricciardo, Max Verstappen, Nico Hulkenberg, Valtteri Bottas, Sergio Perez, Jolyon Palmer, Felipe Massa, Kevin Magnussen, Marcus Ericsson, Pascal Wehrlein and Rio Haryanto – were unable to complete laps within 107% of Nico Rosberg's leading time, despite five of them progressing to Q2.

The FIA applied the 107% rule only to those cars that failed to escape Q1, allowing the rest to qualify as usual.

Ferrari's Kimi Raikkonen was critical of the inconsistency. "It's a joke," he said. "How can you suddenly have the same rule and apply it in the same qualifying two different ways?"

## KVYAT LACKING TRUST IN HIS CAR

DANIIL KVYAT HAS admitted to a lack of trust in his Toro Rosso that is undermining his grand prix weekends.

Kvyat endured another frustrating race since swapping seats with Max Verstappen, finishing a lowly 16th in the Hungarian Grand Prix as team-mate Carlos Sainz Jr scored points

for the sixth time in the past seven races.

That is compounded by what Kvyat sees as "bad organisation" on his side of the garage compared to that of team-mate Sainz, who has outscored Kvyat by 26 points to two since the Russian's return to the team in May's Spanish GP.

### Q&A

#### DANIIL KVYAT TORO ROSSO DRIVER



**Carlos says consistency is really helping on his side of the garage. Why is it so difficult on yours?**

"The team has a new engineer who is really young and needs time. Unfortunately he has done a few mistakes and at the moment we cannot dissipate them. Ideally we'd like to stop learning the tough way but I cannot just tell them not to make a mistake because it's not constructive enough. We will find a solution I hope, because we are quite a bad organisation at the moment on our side."

**Will back-to-back races help or do you need some extra time to analyse?**

"We obviously need to change something because it cannot carry on like this – every Saturday we are really off and it compromises our Sunday. We will try something because it's not working."

**Are you still struggling with the brakes or is this more about chassis balance?**

"It's all about the trust in the car. I don't trust the car, so I don't know what it's doing – if I try to go faster, maybe I have a big lock-up or a big oversteer moment, so I can't drive on the limit."

**Small details make a lot of difference it seems...**

"We cannot really work on the details at the moment. We are still working on generic things. We are limited with what we can do on the set-up because I still don't know the car exactly, how it is going to react. It looks bad at the moment but everything can turn around quickly in Formula 1."

XPBIMAGES



# Gutierrez calls Hamilton gesture disrespectful

**ESTEBAN GUTIERREZ ACCUSED LEWIS Hamilton** of being disrespectful after receiving an abusive hand gesture from the Formula 1 world champion during the Hungarian Grand Prix.

Hamilton was held up by Haas driver Gutierrez while he was leading the Hungaroring race with Mercedes team-mate Nico Rosberg closing.

Hamilton delivered what appeared to be a middle-finger salute when he finally passed Gutierrez at the top of the main straight, although he said he was just waving his hand in frustration.

Informed of Hamilton's action, Gutierrez said: "Not a very respectful move from him, I have to say."

"I have spoken to him in the past. I think he is respectful, he is the world champion, but he shouldn't do these kinds of things."

"He should respect all of the competitors. You never know, maybe in the future I will be fighting for a championship with him, so he has to respect that."

Gutierrez was handed a five-second penalty for ignoring blue flags.

Haas team principal Gunther Steiner felt Hamilton's gesture influenced the decision. "Esteban got penalised five seconds, and that was because the gesture was done because he was holding him up," Steiner said. "The hold-up didn't change anything with Lewis's result, so it [the penalty] wasn't needed."



XPI IMAGES

# Palmer baffled by costly spin

**RENAULT'S JOLYON Palmer** had "no idea" how the spin that cost him his first F1 points in the Hungarian GP happened.

Palmer had moved up from 17th on the grid to run 10th in the closing stages, making good use of a long first stint, jumping Nico Hulkenberg in the pits and benefiting from a pitstop problem for Sergio Perez.

But he spun at Turn 4 with 23 laps left, leaving him

12th after Esteban Gutierrez was penalised five seconds for ignoring blue flags.

"This weekend was perfect apart from one corner," rued Palmer. "I had the pace on Hulkenberg; I was driving really within myself, and for some reason I lost the car, so I'm gutted."

"I have not a clue why. I didn't do anything different – I didn't do a different line, I didn't do a different engine speed. I never had oversteer

the whole race in that corner, and then I turned in and lost the car completely.

"My first F1 points were there for the taking and I didn't take them."

Palmer was at least pleased with a set-up "breakthrough" that allowed Renault to be much more competitive on this circuit.

"The good news is that we didn't luck into this, which shows we have the pace and can do it again," he added.



XPI IMAGES



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# MASSA STRUGGLES TO 18TH PLACE

**FELIPE MASSA** ENDURED A "TERRIBLE" HUNGARIAN Grand Prix for Williams, crashing in qualifying before struggling to a lowly 18th in the race.

Massa lost control of his car on an out-lap in the wet weather of Q1 on Saturday, which severely damaged the front of his Williams.

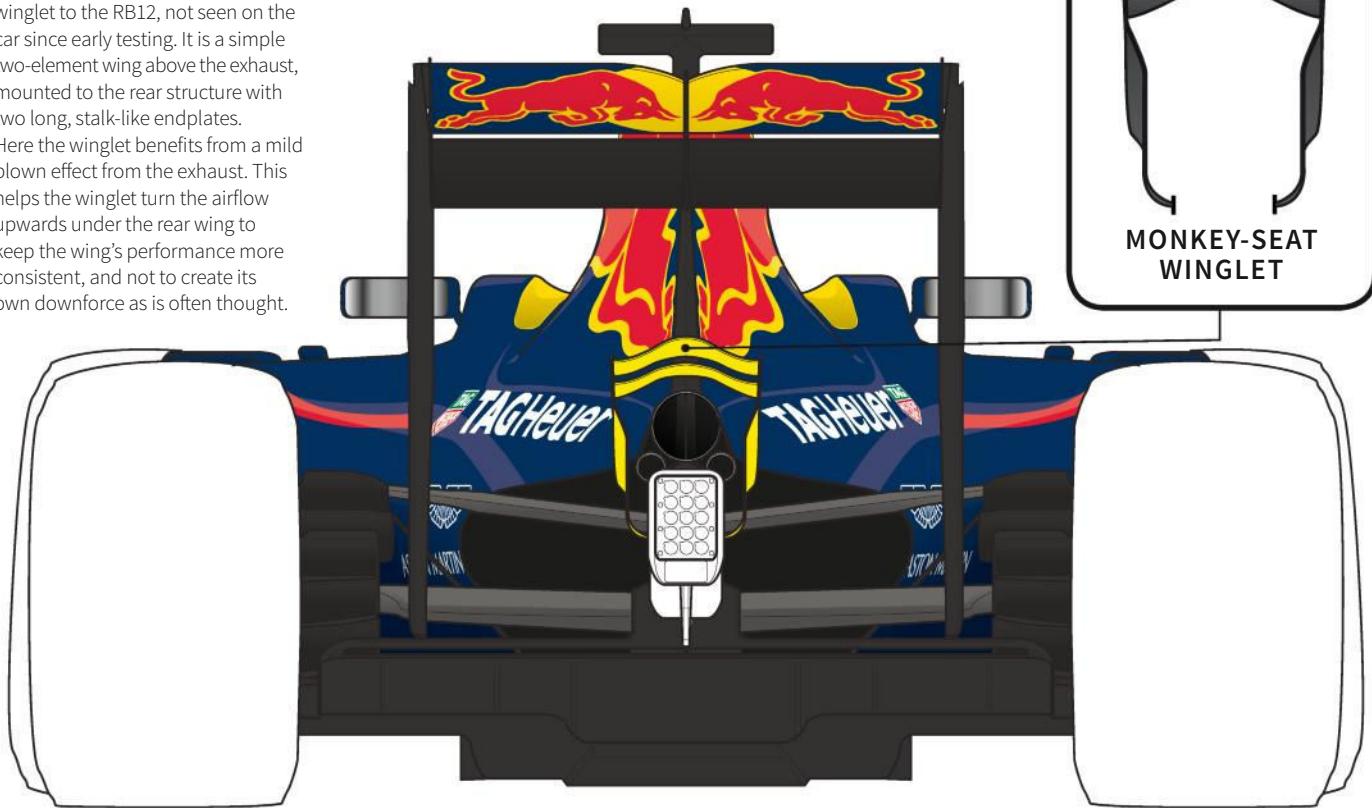
The team had to replace several components, including the steering rack, but Massa's car developed a power-steering problem before the start.

The problem remained during the race, in which Massa made no progress from 18th on the grid.

Williams technical chief Pat Symonds said: "We managed to get a quick rebalance, sent it to the grid, but it still wasn't quite right. It made it difficult for him."

## RED BULL'S REAR-WING MONKEY SEAT HELPS AIRFLOW

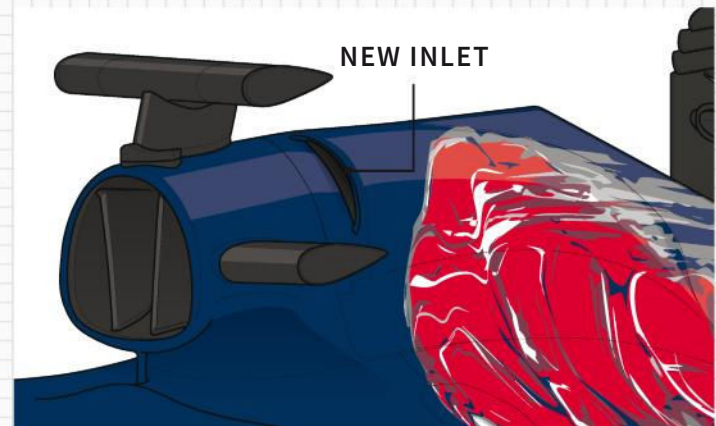
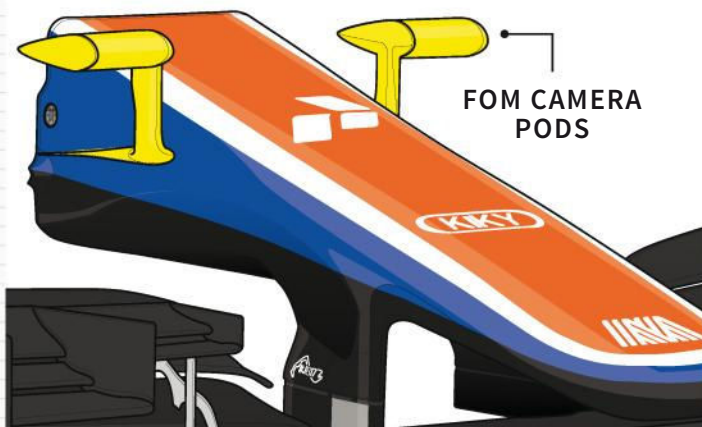
Red Bull finally fitted a monkey-seat winglet to the RB12, not seen on the car since early testing. It is a simple two-element wing above the exhaust, mounted to the rear structure with two long, stalk-like endplates. Here the winglet benefits from a mild blown effect from the exhaust. This helps the winglet turn the airflow upwards under the rear wing to keep the wing's performance more consistent, and not to create its own downforce as is often thought.



## STALK-MOUNTED FOM CAMERA PODS ADDED TO MANOR'S NOSE

A rare update to the Manor appeared at the Hungaroring, with the nose gaining stalk-mounted FOM camera pods. These fix the camera as high as the rules allow. In this position, their turbulence is raised up and out of the way of

the more important aero surfaces further back along the car. One downside to the stalk mounts is the vibration the camera receives – this causes the team trouble if reliable TV pictures aren't available for the broadcasts.



## TORO ROSSO INCREASES ENGINE COOLING WITH NEW COVER INLET

As Toro Rosso pushes the Ferrari power unit harder – the year-old engine has had no development through this season – the team has had to increase cooling for the unit. As with similar developments last year, the engine cover gains an

extra inlet just behind the roll hoop. This feeds back through internal ducting to a radiator mounted above the gearbox. It is most likely that this is an ERS cooler, as recovering more energy around the lap heats up both the MGU and electronics.

# F1/HUNGARIAN GRAND PRIX RESULTS



## Race results / 70 laps – 190.531 miles

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES	TIME IN PITS
1	Lewis Hamilton	Mercedes	1h40m30.115s	66	○●●	43.214s
2	Nico Rosberg	Mercedes	+1.977s	4	○●●	43.584s
3	Daniel Ricciardo	Red Bull Renault	+27.539s		○●●	44.247s
4	Sebastian Vettel	Ferrari	+28.213s		○●●	43.175s
5	Max Verstappen	Red Bull Renault	+48.659s		○●●	44.076s
6	Kimi Raikkonen	Ferrari	+49.044s		●●●	43.808s
7	Fernando Alonso	McLaren Honda	-1 lap		○●●	43.996s
8	Carlos Sainz	Toro Rosso Ferrari	-1 lap		○●●	45.377s
9	Valtteri Bottas	Williams Mercedes	-1 lap		○●●	43.109s
10	Nico Hulkenberg	Force India Mercedes	-1 lap		○●●	45.364s
11	Sergio Perez	Force India Mercedes	-1 lap		●●●	52.630s
12	Jolyon Palmer	Renault	-1 lap		●●●	43.557s
13	Esteban Gutierrez	Haas Ferrari	-1 lap		●●●	45.348s
14	Romain Grosjean	Haas Ferrari	-1 lap		●●●	44.730s
15	Kevin Magnussen	Renault	-1 lap		●●●	44.041s
16	Daniil Kvyat	Toro Rosso Ferrari	-1 lap		●●●	50.056s
17	Felipe Nasr	Sauber Ferrari	-1 lap		●●●	45.743s
18	Felipe Massa	Williams Mercedes	-2 laps		●●●	44.159s
19	Pascal Wehrlein	Manor Mercedes	-2 laps		●●●	46.251s
20	Marcus Ericsson	Sauber Ferrari	-2 laps		●●●	1m10.379s
21	Rio Haryanto	Manor Mercedes	-2 laps		●●●	24.254s
R	Jenson Button	McLaren Honda	60 laps-oil leak		○●●	1m01.433s

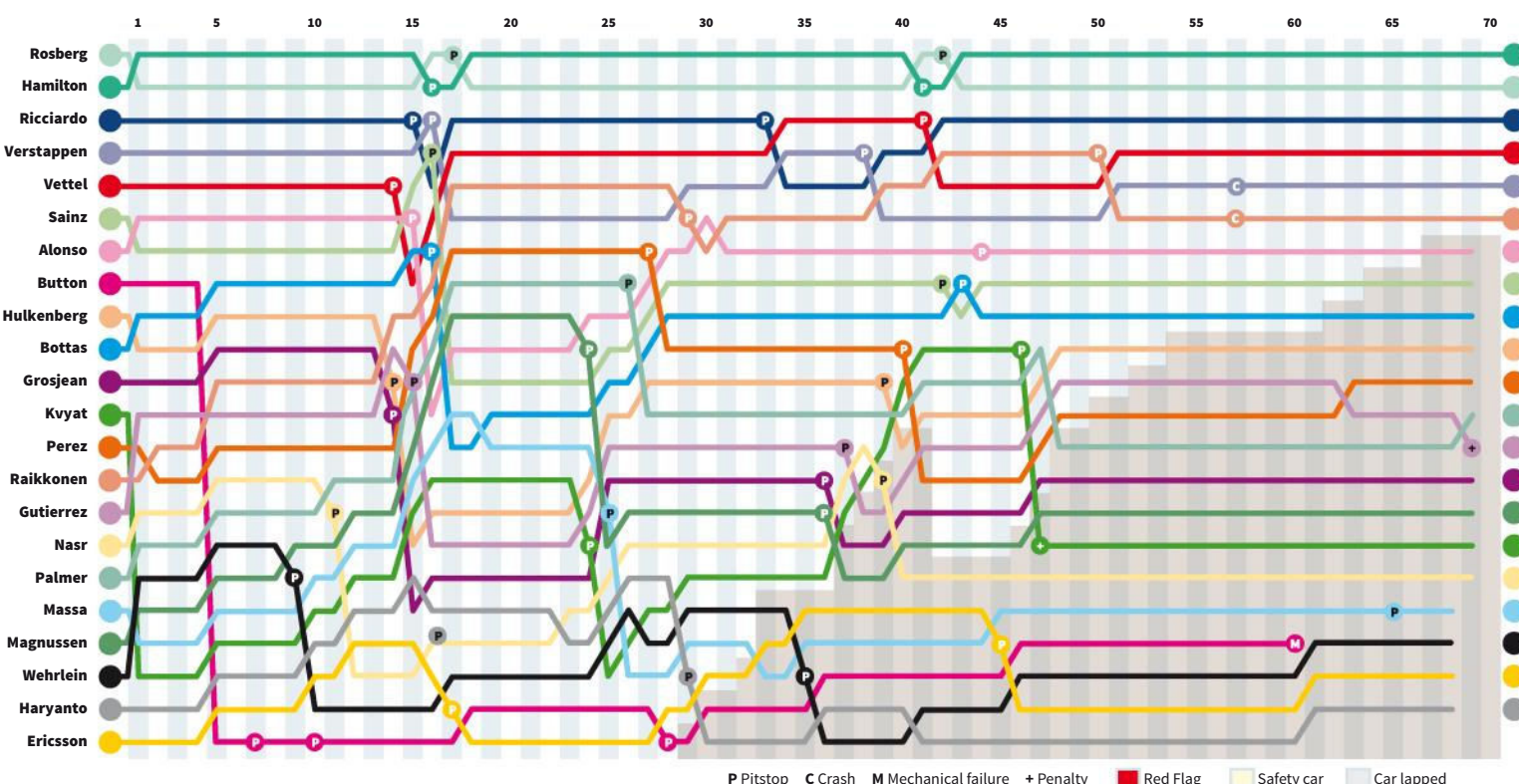
## Fastest laps

POS	DRIVER	TIME	GAP	LAP
1	Raikkonen	1m23.086s	-	52
2	Rosberg	1m23.670s	+0.584s	60
3	Hamilton	1m23.849s	+0.763s	69
4	Vettel	1m24.383s	+1.297s	59
5	Ricciardo	1m24.608s	+1.522s	60
6	Kvyat	1m24.669s	+1.583s	48
7	Verstappen	1m24.687s	+1.601s	40
8	Alonso	1m24.958s	+1.872s	62
9	Perez	1m25.021s	+1.935s	65
10	Sainz	1m25.103s	+2.017s	67
11	Bottas	1m25.273s	+2.187s	59
12	Massa	1m25.296s	+2.210s	68
13	Hulkenberg	1m25.392s	+2.306s	69
14	Ericsson	1m25.475s	+2.389s	47
15	Nasr	1m25.676s	+2.590s	66
16	Palmer	1m25.743s	+2.657s	41
17	Gutierrez	1m25.955s	+2.869s	39
18	Grosjean	1m25.958s	+2.872s	56
19	Magnussen	1m26.230s	+3.144s	39
20	Wehrlein	1m26.524s	+3.438s	47
21	Button	1m26.744s	+3.658s	9
22	Haryanto	1m27.791s	+4.705s	64

WEATHER Dry, sunny; track 52C, air 27C ● New ○ Used ● Ultra Soft ● Super Soft ● Soft ● Medium ● Hard ● Wet ● Intermediate

<p><b>1</b></p> <p>This was the first time Rosberg finished on the podium in Hungary in 11 starts</p>	<p><b>5</b></p> <p>Hamilton is the only driver to have won the Hungarian GP five times</p>	<p><b>7</b></p> <p>Alonso was classified seventh in all three practice sessions, qualifying and the race</p>	<p><b>26</b></p> <p>Rosberg has the same number of poles as Mika Hakkinen; just eight drivers have more</p>	<p><b>50</b></p> <p>Gutierrez notched up a half-century of grand prix starts at the Hungaroring</p>	<p><b>43</b></p> <p>Raikkonen's fastest lap is his first of the year, and 43rd overall – second most of all time</p>	<p><b>2006</b></p> <p>Vettel broke the 2000-point barrier with fourth in the race. Only Hamilton has scored more</p>
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## Lap chart / What happened, when







13 Perez #11  
1m25.416s



14 Raikkonen #7  
1m25.435s



15 Gutierrez #21  
1m26.189s



16 Nasr #12  
1m27.063s



17 Palmer #30  
1m43.965s



18 Massa #19  
1m43.999s



19 Magnussen #20  
1m44.543s



20 Wehrlein #94  
1m47.343s



21 Haryanto #88  
1m50.189s



22 Ericsson #9  
1m46.984s

# SEASON STATS

## Qualifying 1

POS	DRIVER	TIME
1	Rosberg	1m33.302s
2	Hamilton	1m34.210s
3	Alonso	1m35.165s
4	Vettel	1m35.718s
5	Grosjean	1m35.906s
6	Sainz	1m36.115s
7	Kvyat	1m36.714s
8	Raikkonen	1m36.853s
9	Nasr	1m37.772s
10	Button	1m37.983s
11	Gutierrez	1m38.959s
12	Ricciardo	1m39.968s
13	Verstappen	1m40.424s
14	Perez	1m41.411s
15	Hulkenberg	1m41.471s
16	Bottas	1m42.758s
17	Palmer	1m43.965s
18	Massa	1m43.999s
19	Magnussen	1m44.543s
20	Ericsson	1m46.984s
21	Wehrlein	1m47.343s
22	Haryanto	1m50.189s

## Qualifying 2

POS	DRIVER	TIME
1	Verstappen	1m22.660s
2	Rosberg	1m22.806s
3	Ricciardo	1m23.234s
4	Alonso	1m23.816s
5	Hulkenberg	1m23.901s
6	Vettel	1m24.082s
7	Button	1m24.456s
8	Bottas	1m24.506s
9	Sainz	1m24.734s
10	Hamilton	1m24.836s
11	Grosjean	1m24.941s
12	Kvyat	1m25.301s
13	Perez	1m25.416s
14	Raikkonen	1m25.435s
15	Gutierrez	1m26.189s
16	Nasr	1m27.063s

## Qualifying 3

POS	DRIVER	TIME
1	Rosberg	1m19.965s
2	Hamilton	1m20.108s
3	Ricciardo	1m20.280s
4	Verstappen	1m20.557s
5	Vettel	1m20.874s
6	Sainz	1m21.131s
7	Alonso	1m21.211s
8	Button	1m21.597s
9	Hulkenberg	1m21.823s
10	Bottas	1m22.182s

WEATHER Wet, drying; track 25C, air 21C

## Race briefing

### FRIDAY PRACTICE

CHARLES LECLERC replaced Gutierrez in the Haas  
ESTEBAN OCON replaced Magnussen in the Renault

### GRID PENALTIES

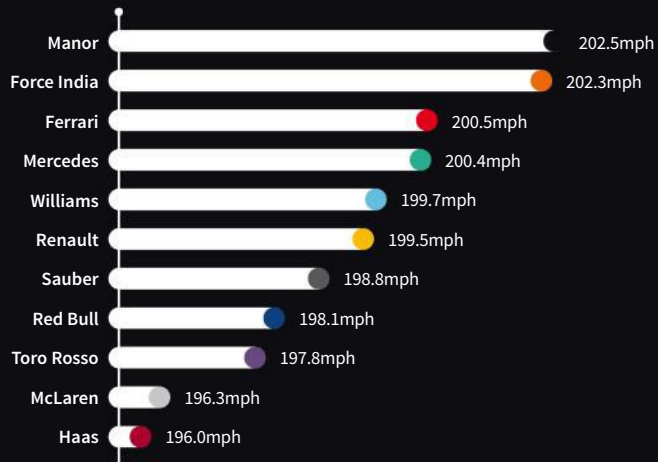
ERICSSON Pitlane start after change of survival cell  
HARYANTO 5-place penalty for gearbox change

### RACE PENALTIES

BUTTON Drive-through penalty for illegal radio message  
GUTIERREZ 5-second penalty for ignoring blue flags

## Speed trap

Fastest for each constructor in qualifying



## Drivers' championship

1	Hamilton	192
2	Rosberg	186
3	Ricciardo	115
4	Raikkonen	114
5	Vettel	110
6	Verstappen	100
7	Bottas	56
8	Perez	47
9	Massa	38
10	Sainz	30
11	Grosjean	28
12	Hulkenberg	27
13	Alonso	24
14	Kvyat	23
15	Button	13
16	Magnussen	6
17	Wehrlein	1
18	Vandoorne	1
19	Gutierrez	0
20	Palmer	0
21	Ericsson	0
22	Nasr	0
23	Haryanto	0

## Constructors' championship

1	Mercedes	378
2	Ferrari	224
3	Red Bull	223
4	Williams	94
5	Force India	74
6	Toro Rosso	45
7	McLaren	38
8	Haas	28
9	Renault	6
10	Manor	1
11	Sauber	0

## Wins

Hamilton	5
Rosberg	5
Verstappen	1

## Fastest laps

Rosberg	5
Hamilton	2
Hulkenberg	1
Kvyat	1
Raikkonen	1
Ricciardo	1

## Pole positions

Hamilton	6
Rosberg	4
Ricciardo	1

## Qualifying head-to-head

ROS	5	6	HAM
VET	8	3	RAI
MAS	2	9	BOT
RIC	6	1	VES
RIC	4	0	KVY
PER	5	6	HUL
MAG	8	3	PAL
KVY	2	5	SAI
VES	3	1	SAI
ERI	7	4	NAS
ALO	8	2	BUT
BUT	0	1	VAN
HAR	5	6	WEH
GRO	8	3	GUT

## Free practice 1

POS	DRIVER	TIME
1	Hamilton	1m21.347s
2	Rosberg	1m21.584s
3	Vettel	1m22.991s
4	Raikkonen	1m23.082s
5	Ricciardo	1m23.174s
6	Verstappen	1m23.457s
7	Alonso	1m23.935s
8	Button	1m23.961s
9	Grosjean	1m24.013s
10	Perez	1m24.073s
11	Hulkenberg	1m24.120s
12	Massa	1m24.154s
13	Bottas	1m24.370s
14	Sainz	1m24.579s
15	Ericsson	1m24.981s
16	Leclerc	1m25.181s
17	Nasr	1m25.256s
18	Ocon	1m25.260s
19	Kvyat	1m25.324s
20	Haryanto	1m27.012s
21	Wehrlein	1m27.249s
22	Palmer	1m28.560s

## Free practice 2

POS	DRIVER	TIME
1	Rosberg	1m20.435s
2	Ricciardo	1m21.030s
3	Vettel	1m21.348s
4	Verstappen	1m21.770s
5	Hamilton	1m21.960s
6	Raikkonen	1m22.058s
7	Alonso	1m22.328s
8	Button	1m22.387s
9	Hulkenberg	1m22.449s
10	Perez	1m22.653s
11	Gutierrez	1m22.673s
12	Massa	1m22.681s
13	Sainz	1m22.689s
14	Bottas	1m22.773s
15	Grosjean	1m22.864s
16	Kvyat	1m22.948s
17	Magnussen	1m23.347s
18	Ericsson	1m23.437s
19	Palmer	1m23.528s
20	Nasr	1m23.986s
21	Wehrlein	1m23.992s
22	Haryanto	1m24.265s

## Free practice 3

POS	DRIVER	TIME
1	Rosberg	1m20.261s
2	Verstappen	1m20.263s
3	Ricciardo	1m20.726s
4	Hamilton	1m20.769s
5	Raikkonen	1m20.859s
6	Vettel	1m21.185s
7	Alonso	1m21.584s
8	Bottas	1m21.649s
9	Perez	1m21.672s
10	Palmer	1m21.935s
11	Massa	1m21.975s
12	Magnussen	1m21.989s
13	Button	1m22.009s
14	Gutierrez	1m22.142s
15	Grosjean	1m22.284s
16	Sainz	1m22.402s
17	Hulkenberg	1m22.427s
18	Kvyat	1m22.541s
19	Nasr	1m22.816s
20	Ericsson	1m23.219s
21	Wehrlein	1m23.311s
22	Haryanto	1m23.513s

WEATHER Drying, sunny; track 26C, air 21C

WEATHER Dry, sunny; track 47C, air 26C

WEATHER Dry, sunny; track 43C, air 26C

# “Hamilton in expert control”

No one was quite perfect at the Hungaroring, but the champion wasn't far off

By Ben Anderson, Grand Prix Editor

[@BenAndersonAuto](#)

## MERCEDES



**9 LEWIS HAMILTON**  
Hamilton bounced back from crashing in second practice to look favourite for pole on a track he loves until Alonso's spin spoiled his party. Made a good start and decisive pass into Turn 1 to win. Admitted he wasn't as strong as at Silverstone, and an error at Turn 12 almost cost him dearly, but was still in expert control.

**8 NICO ROSBERG**  
Fortunate track position helped Rosberg to pole, along with pushing yellow-flag rules further to the limit than others, but can't be criticised for doing his job to the letter of the law. Was less decisive at Turn 1 in the race, which cost him victory. Needs to make more of his opportunities, or this title battle will be lost.

## FERRARI



**8 SEBASTIAN VETTEL**  
The SF16-H was better here than at Silverstone, and Vettel felt it “came alive” in qualifying, saying he would have been close to pole without the yellow flags in Q3. Jumped one Red Bull after the first pitstop and hassled the other. Couldn't overtake, but this was better after his Silverstone shocker.

**7 KIMI RAIKKONEN**  
Ferrari's timing of Raikkonen's switch to slicks in Q2 meant he ran out of time to do a lap in the best conditions. Drove well for most of the race, moving up the lower order early on and executing an impressive middle stint on super-softs. Should really have taken fifth, but broke his front wing faffing about behind Verstappen.

## WILLIAMS



**7 VALTTERI BOTTAS**  
Pat Symonds felt that Williams underperformed in qualifying, with Bottas slowest of all Q3 runners, behind Hulkenberg, and slower than in final practice. His race was better. Passed Hulkenberg on the first lap and did his best to keep up with Alonso and Sainz, but to no avail. Williams doesn't look the force it once was.

**3 FELIPE MASSA**  
Massa seems to be driving erratically at the moment, lacking consistency. Crashing on an out-lap in qualifying after getting caught out by a wet white line was careless in the extreme. His race was “terrible”, affected badly by a steering problem, so he made no real progress. One of his worst grands prix this season.

## RED BULL



**9 DANIEL RICCIARDO**  
Although Red Bull finished practice strongly, third was the best Ricciardo could qualify without good fortune on his side. Tried to push the Mercs in the race, but Turn 1 lunge didn't work out and he had to devote more energy to fending off Vettel. Strong drive was needed after recent defeats to Verstappen.

**8 MAX VERSTAPPEN**  
Came within 0.002s of topping the final practice session, but pole was never really within reach if Mercedes got its act together. Qualified well behind Ricciardo and had to play second fiddle strategically in the race, but robust defence from Raikkonen showcased ruthlessly astute judgement again.

## FORCE INDIA



**6 SERGIO PEREZ**  
Admitted Turn 5 error that cost him a place in Q3. Was OK in the race but not very quick. Nearly capitalised on the opportunity to score created by Massa delaying Hulkenberg and the two Haas drivers after their first stops. But Force India botched Perez's final stop, so he missed out anyway. Repassed Gutierrez near the end.

**6 NICO HULKENBERG**  
Was a match for McLaren in Q2, but picked up too much understeer in Q3, ending up 0.226s adrift despite doing an extra flying lap. Messy race included losing a place to Bottas, getting stuck in the queue behind Massa after the first pitstop, then giving 10th away by slipping the clutch at his second stop.

## RENAULT



**6 KEVIN MAGNUSSEN**  
Magnussen was an innocent victim of track position and red-flag lottery in qualifying in terrible wet weather. Losing two places to a poor start dropped him behind Palmer and Wehrlein. Showed good pace compared to Palmer on the same tyre, but spent the race after his first stop stuck behind Grosjean.

**8 JOLYON PALMER**  
Renault made a breakthrough in set-up, allowing both cars to flirt with the top 10 in final practice. Qualifying was a disaster not of Palmer's making, but he benefited from Massa's weak pace and Force India's botched second pitstops to rise to 10th, then half-spun it away... Still, his best race since Melbourne.

Verstappen robustly defended his position from Raikkonen

STALEY/LAT



## TORO ROSSO



**5 DANIIL KVIAT**  
Felt Toro Rosso did a “very poor job” in qualifying, taking too long to switch to slicks in Q2, putting him into traffic. Suspected incorrect settings for wheel-spinning away eight places at the start. Gained a couple back at pitstops, but spent “one of my least enjoyable races for a while” stuck behind slower cars.



**8 CARLOS SAINZ JR**  
Given Toro Rosso’s tyre problems in practice this was a good salvage job. Sainz did well to outqualify both McLarens, all the more given that was his first Q3 lap so there was no benefit from the yellow flags. Couldn’t repass Alonso after losing out into Turn 1, but drove yet another good race into the points.

## SAUBER



**7 FELIPE NASR**  
Nasr was briefly fastest in the wet chaos of Q1, but Sauber never stood a chance as the track dried in Q2. Started the race well, but first stop came too early and eight laps stuck behind Haryanto undid early fight with Renault. Was easy meat for Kvyat, but closed him and Magnussen down before the end. A solid job.



**4 MARCUS ERICSSON**  
A disappointing weekend for Ericsson, who made life difficult for himself by crashing in qualifying. Pitlane start in a spare car bottled him up behind Haryanto’s Manor. Being aggressive on strategy didn’t work, given how his Sauber chewed up the super-soft tyre, and he finished behind the other Manor.

## McLAREN



**6 JENSON BUTTON**  
Button was a bit stronger than Alonso in the early phases of qualifying in mixed conditions, but less competitive in the dry and trailed by more than three tenths in Q3, Alonso’s spin scuppering his second run. Button’s race was undone by brake problems, a “joke” penalty for a radio-rules breach and an oil leak.



**8 FERNANDO ALONSO**  
Alonso admits he’s more fired up now that McLaren is more competitive. Qualified behind Sainz despite a cleaner run in practice, and had a silly spin that sparked new controversy between the Mercedes drivers. Can’t be faulted for his race, though, which he found “a little bit boring”. Achieved the best result possible.

## MANOR



**5 RIO HARYANTO**  
Trailed Wehrlein by a couple of tenths in the dry after practice, but was several seconds off in the wet before becoming one of the three crashers in Q1. Played his customary role as Manor’s strategic guinea pig in the race, holding up Ericsson’s Sauber then plodding around hopelessly on the medium tyre.



**7 PASCAL WEHRLEIN**  
Had a small but crucial edge on Haryanto in the dry, but Manor struggled on a circuit that exposes the MRT-05’s downforce deficit. Wehrlein jumped three faster cars at the start of the race, but was always likely to slip back eventually. So it proved, though Manor’s strategic pincer helped him beat Ericsson’s Sauber.

## HAAS

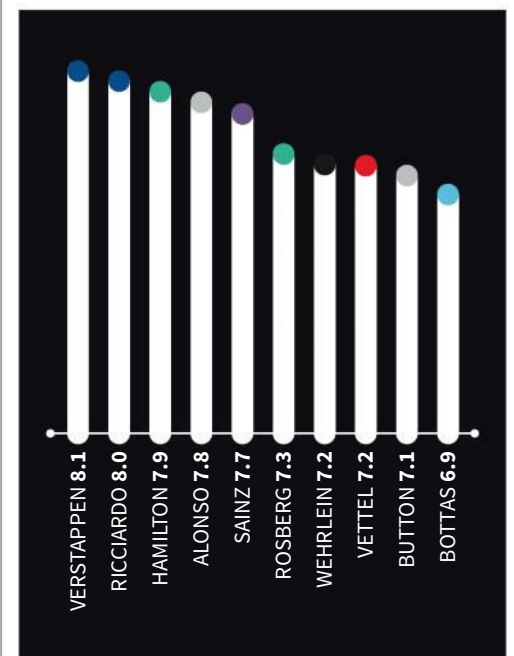


**6 ROMAIN GROSJEAN**  
Did a good job to qualify several places higher than the Haas merited, but felt “nothing really worked” in the race. Lost ground at the first stops to a slow in-lap and exiting behind Haryanto, which dropped him behind Gutierrez, Palmer and Perez. Lost ground over the final stint in an ill-handling car.



**6 ESTEBAN GUTIERREZ**  
Underwhelmed in qualifying as he couldn’t get the tyres working as the track improved. Jumped Grosjean at the first pitstops, but fell behind Perez and Palmer after getting caught in Massa’s go-slow train. Repassed the Renault when Palmer spun, only to lose place to blue-flag penalty. Lost out to Perez near the end.

## TOP 10 AVERAGE RATING



# Who can catch



Well over halfway through the season it is still Seb Morris and Max Bladon who are topping the Challenges. British GT3 and Bentley racer Seb Morris in the Sunoco Whelen Challenge needs to perform strongly in the remaining three races to make sure that he is not overtaken at the finishing line.

Mini Challenge racer Max Bladon in the Sunoco 200 Challenge has been untouchable, winning every race in his Mini Cooper.



## Next eligible races

### Sunoco Whelen Challenge

6-7 August: British GT3/Snetterton

13-14 August: Radical Euro/Donington

10-11 September: British GT3/  
Donington

Latest updates online, on twitter:

In partnership with



# Anglo American Oil Company

# Morris & Bladon?



[www.sunocochallenge.com](http://www.sunocochallenge.com)



1	S Morris	British GT3	82.50
2	M Cencetti	Radical Masters S	74.21
3	A Kapadia	Radical Masters M	70.79
4	T Wells	Radical Masters M	64.88
5	J Littlejohn	Radical Masters M	64.88

Max has a massive average points lead but has 11 races left. Both racers can gain or lose average points but those trailing behind will have to outperform Seb and Max to ensure their seats at the Rolex 24 At Daytona race weekend in January 2017.

Whatever happens we can be certain that the winners of the 2017 Sunoco Challenges will be very fast and deserving.

Stay tuned at [www.sunocochallenge.com](http://www.sunocochallenge.com) for the latest information.



[www.sunocochallenge.com](http://www.sunocochallenge.com)



1	M Bladon	COOPER	116.36
2	S BURGESS	Radical Challenge	94.38
3	S Kelly	F3Cup C11	82.50
4	R Parfitt Jnr	British GT3	82.50
5	M Robinson	BRITISH GT4	81.58

Points correct as of 25.07.16

**Sunoco 200 Challenge**  
 6-7 August: British GT3 Am & GT4/  
 Snetterton  
 13-14 August: GT Cup/Donington,  
 Britcar/Silverstone  
 19-20 August: Mini/Oulton



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Participating championships



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## FORMULA 1

# Sauber F1 team saved

MONTHS OF UNCERTAINTY SURROUNDING the future of the Sauber team came to an end last week, with financial investment firm Longbow Finance buying the team.

Peter Sauber, who brought the team he founded into F1 in 1993 and has, up to now, held a continuous stake, has declared that the future of the team is now secure, with the deal ensuring that there are no changes to the team's identity or the company that runs it.

A lack of sponsorship for 2016 had left the team on the brink. Although developments had been designed, there was no money to produce them. As a result, the car remained the same as the one that appeared in pre-season testing. Felipe Nasr and Marcus Ericsson's backers were keeping the team afloat, with the latter stepping in at one stage with advanced sponsorship payments to help pay staff salaries for March. Salaries were paid late for four successive months. Morale was at an all-time low.

Talks with several potential partners, including Russian and Middle Eastern investors, were held, with Longbow Finance emerging as the most serious contender.

Then, last Tuesday (July 19), the deal was

completed. In doing so, team principal Monisha Kaltenborn relinquished her one-third stake in the team but retained her role as CEO, place on the board and position as team boss.

But Sauber gives up his two-thirds of the team and will retire. It was an incredibly difficult decision, given the team had grown up around him. But in making those decisions, Sauber and Kaltenborn have kept the Sauber name in F1 for at least a little bit longer. Pascal Picci, president and CEO of Longbow Finance, succeeds Sauber as chairman of Sauber Holding AG.

"It's a big relief," said Kaltenborn. "We are thankful that we have new owners who have shown in such difficult financial times a trust in us and a willingness to secure the Sauber brand. I'm grateful they saw the strengths in the team. These people coming in, they are giving the staff security and the motivation is there to work again. You can see it in their body language."

Longbow Finance says it has dealt in financial investments for over 20 years. It is a Swiss company believed to have many international clients. Its core business is dealing with private equity for clients and managing investments. Its CEO, Picci, is a businessman who has also



# as Longbow Finance takes over

been company secretary for an organisation called Sportpro Limited since 2013.

That firm was incorporated in December 2006, just before Ericsson's first year in single-seaters in Formula BMW UK. Documents from 2014 reveal Sportpro loaned money to ME Promotions Ltd, which is believed to have trademarked Ericsson's personal logo.

Longbow Finance's priority is to stabilise the team before setting out the parameters to enable it to become competitive again. Kaltenborn is convinced the deal with the new owners represents the best chance for long-term success.

"It is the best solution for our employees, our partners and the whole base that we have," she said. "They see us as an investment. It is a very serious company, it's active in financial investments and there is no reason to doubt anything."

Key to making the investment work will be expanding Sauber's third-party business, which Kaltenborn hinted at during the announcement. This will involve fully utilising

its state-of-the-art windtunnel. The 100 per cent rolling road tunnel is operated at 60 per cent for F1 purposes but also rented out to a string of clients. Audi is believed to be one, using the facility for its Le Mans and DTM programmes. It has been used in the past for bobsleigh development, while two-wheel companies have also made enquires.

Maximising its use will only serve to strengthen the Formula 1 team's foundations.

It also wants to expand the engineering side of the business, which is similar to Williams's Advanced Engineering arm.

"We are already doing a lot," said Kaltenborn. "It is

quite significant to our business but there is room to grow there. We have high targets. We want to strengthen and look at what new areas we can enter."

The deal is good news for Sauber and Formula 1, as it keeps one of the championship's longest-serving teams in the game. But financial questions remain. Pascal Wehrlein's point for

Manor in Austria left Sauber in 11th place in the constructors' championship, which could impact hugely on its share of the prize money in future if it can't get back ahead. To qualify for 'Column 1' payments, which are worth around \$33.5 million to each team this year, it is necessary to finish in the top 10 of the constructors' table in two out of the last three years. Getting back ahead of Manor is a priority to avoid future risk of losing that status.

That can now happen with funds available to push through updates that have been sitting on the shelf for months, with a front wing and floor modifications expected after the summer break, to join the new rear introduced at the Hungaroring following trials at Silverstone.

Equally, Sauber needs to get to work on its 2017 car, which has been put on the backburner given the financial situation, and begin recruiting again, starting with a technical director to ensure leadership in the design phase and a chief race engineer, positions which are vacant.

These are the decisions that must be made in the coming weeks and that are set to shape the Sauber team's future in F1.

LAWRENCE BARRETTO

**"The deal is good news for Sauber and Formula 1"**

## ROSBERG SIGNS NEW MERCEDES CONTRACT TO 2018

IT WAS NO SURPRISE Nico Rosberg signed a new deal with Mercedes. After all, with the 31-year-old German out of contract at the end of this season, there was no other place to go – certainly not another top team as both seats are now filled at Ferrari and Red Bull.

Mercedes still represents Rosberg's best chance of securing that elusive first Formula 1 title, even though there are no guarantees the team will continue to dominate next year, given the changes to the regulations.

Continuing for a further two years, through to the end of 2018, also makes sense for the team as Rosberg and team-mate Lewis Hamilton now have deals that conclude at the same time.

There is no sense of favouritism, simply parity, something motorsport boss Toto Wolff was again eager to preach following confirmation of the deal on Friday morning, ahead of practice for the Hungarian Grand Prix.

"It's always very clear with the two of them this is the philosophy we follow of having absolutely equal material and equal opportunity," said Wolff.

"I don't see this [favouring one driver] happening. I hope it

goes until the end. It's exciting for us and exciting for the fans. It might make me grow some grey hair, but up until now I'm doing OK."

Those grey hairs may grow quicker than expected if there are further incidents over the next two and a half years, following those seen this season in Spain and Austria.

Wolff has conceded that he is "conscious" of making a decision to continue with what can effectively be described as an "alpha-male" pairing, and the problems that brings, as have been witnessed in the past.

"I'm never confident we're on top of the issues [with them]. It's rock and roll," said Wolff. "We know that sometimes it can be more of a bumpy road having two number one drivers in the car that keep pushing each other, but that raises the performance of the car."

For Rosberg, former F1 driver Gerhard Berger was instrumental in the talks. "He has done a great job, with the negotiations and everything, so I am very happy with the result," Rosberg said.

"Negotiations like that are such a big thing. Gerhard taking over allowed me to keep 110% focus on my race driving."

IAN PARKES



# Track limits sensors used

The FIA deployed timing sensors in Hungary and is evaluating their use as a permanent solution

**E**lectronic track sensors were used at the Hungaroring to provide better monitoring of track limits.

Policing track limits was a big talking point in Austria last month, where there was criticism of the raised yellow kerbing, and in the following race at Silverstone. In Hungary, the runoff areas behind the kerbs were set at the same height as the kerbs themselves at Turns 4 and 11, and so timing sensors, which have been used previously to monitor shortcuts at chicanes, were added to act as a deterrent and detect whether drivers went off track with all four wheels.

In a note sent to the teams, the FIA said the timing loops were set up to register a crossing when a car was approximately 20cm beyond the white line. New double kerbs were installed and the artificial grass removed.

The changes proved divisive among drivers.

"Just put a normal kerb there and you don't need all these electronic systems," said Toro Rosso's Daniil Kvyat. "It seems like the people who are taking these directions don't know what to do. Now we have some sensors, maybe they'll work correctly, maybe they'll mess everyone up. I personally trust my eyes more than the sensors."

Ferrari's Sebastian Vettel added: "The FIA is to blame for building circuits that make it faster to run off the track than on the track. It's quite disappointing. It doesn't make much sense, does it?"

McLaren's Jenson Button said: "We need something, we need a limit to stop us going over there." Mercedes' Lewis Hamilton said it was "a good step forward".

"It'll be an easier thing for them to police because at the moment some corners we're allowed to go out. In Luffield at Silverstone you're allowed to drive straight off the track, no problem, which is an advantage but at Copse you're not, which isn't an advantage if you go off."

The FIA opted to enforce a "zero tolerance" policy in qualifying, with times being deleted should limits be exceeded. Only if the FIA was satisfied that a driver left the track at these points for reasons beyond their control, such as being forced off-track, would lap times in qualifying not be deleted.

In the race, a drivethrough penalty was threatened for four crossings, but while some got close – Fernando Alonso had three warnings – no driver fell foul of the new penalty. There were no laps in qualifying that were deleted, with a large number of drivers warned in free practice but then apparently reining themselves in when it mattered.

The use of the technology in Hungary was for a trial to correlate marshal observations and video footage with sensor findings.

The FIA plans to analyse the results before deciding whether the system will be rolled out at all races.

LAWRENCE BARRETTO





## IN THE HEADLINES



### STRATEGY GROUP DEBATES HALO

The latest specification of Formula 1's halo cockpit protection device will be debated by the Strategy Group in Geneva today (Thursday). Drivers were shown a presentation on the pros and cons of the latest design in their Friday briefing at the Hungarian Grand Prix, with at least one asking why it needed to be introduced.

### LOTUS LOST £57 MILLION IN 2015

The Renault Formula 1 team recorded a loss of £57 million for 2015, when it competed as Lotus, recently published Companies House accounts have revealed. The exact figure of £56.994m represents a considerable increase in the team's financial loss compared to 2014, which stood at £5.753m.

### NO RENAULT UPGRADE UNTIL 2017

Renault's next major power unit upgrade will not be introduced until the first race of the 2017 season. Renault has 21 tokens remaining and was considering an upgrade this year, but engine technical director Remi Taffin has confirmed "the next big step we will have will be next year, race one".

### MAGNUSSEN KEEN TO STAY AT RENAULT

Kevin Magnussen is keen to stay with the Renault Formula 1 team for 2017 and sees no reason to look elsewhere. Doubts hang over both his and Jolyon Palmer's places at the team next season, with Felipe Massa among the drivers understood to be in talks with the Enstone-based team.

### CALLS FOR SIMPLER F1 RULEBOOK

Team principals Maurizio Arrivabene and Christian Horner have called for F1's rulebook to be simplified following controversy during the Hungarian Grand Prix weekend. A debate took place on Saturday night over the application of the 107 per cent rule that could have impacted on 11 drivers (see page 13). There was also a probe into a potential yellow flag infringement by Nico Rosberg in qualifying, which took hours to resolve.

### LECLERC MUST WIN GP3 FOR F1 SHOT

Ferrari protege Charles Leclerc feels under pressure to win this year's GP3 title, as he knows it is his only possible way to get on the 2017 Formula 1 grid. The 18-year-old Ferrari-contracted driver, who has also driven for Haas (below), needs to win the title to give him the requisite points for a superlicence.



## F1 PREVIEW

# German Grand Prix

## July 29-31



## HOCKENHEIM

**LENGTH** 2.842 miles **NUMBER OF LAPS** 67

**2014 POLE POSITION** Nico Rosberg 1m16.540s

**POLE LAP RECORD** Michael Schumacher 1m13.306s (2004)

**RACE LAP RECORD** Kimi Raikkonen 1m13.780s (2004)

● DRS DETECTION ZONES  
— DRS ACTIVATION ZONES



### Tyre allocation



### UK start times

#### LIVE ON SKY SPORTS F1

##### FRIDAY

FP1 0900 FP2 1300

##### SATURDAY

FP3 1000 QUALIFYING 1300

##### SUNDAY

RACE 1300

#### HIGHLIGHTS ON CHANNEL 4

QUALIFYING Saturday 1730 RACE Sunday 1800

### Previous winners

<b>2014</b>	Nico Rosberg	<b>Mercedes</b>
<b>2013</b>	Sebastian Vettel	<b>Red Bull</b>
<b>2012</b>	Fernando Alonso	<b>Ferrari</b>
<b>2011</b>	Lewis Hamilton	<b>McLaren</b>
<b>2010</b>	Fernando Alonso	<b>Ferrari</b>
<b>2009</b>	Mark Webber	<b>Red Bull</b>
<b>2008</b>	Lewis Hamilton	<b>McLaren</b>
<b>2006</b>	Michael Schumacher	<b>Ferrari</b>
<b>2005</b>	Fernando Alonso	<b>Renault</b>
<b>2004</b>	Michael Schumacher	<b>Ferrari</b>

### Themes to watch

#### LEADING INTO AUGUST

Leading the title race into the August break is a big deal. Lewis Hamilton is on top for the first time in 2016, but if Nico Rosberg wins he will be back ahead.

#### FERRARI V RED BULL

Red Bull closed the gap to Ferrari to just one point at the Hungarian Grand Prix. Germany could suit Ferrari better, but the battle for second is on.

#### SAUBER'S FORM

It's unrealistic to expect new ownership to transform Sauber in a week, but getting back ahead of Manor in the points is a priority, so much is expected.



**FORMULA 3**

## HOW THE F3 MASTERS IS SHAPING UP IN 2016

THESE ARE TOUGH TIMES for the Masters of Formula 3. Back in its '90s heyday, the Zandvoort classic drew from a pool of approximately 100 drivers, predominantly from the British, German, French and Italian championships.

These days it has to rely on gaining as many as it can from the European championship, which this season has featured grids of 20-22.

That race coordinator Barry Bland is expecting a field in the high teens for the 2016 running – on August 20-21 – is very respectable. Especially amid ever-tighter sporting regulations around the European championship, particularly those on engine use and testing.

The good news is from Hitech Grand Prix, despite the team not sending its race-winning British pair of George Russell and Ben Barnicoat. Instead it has lined up GP3 points leader Alexander Albon for an F3 return alongside Nikita Mazepin, whose father has invested substantially in the team.

Van Amersfoort Racing (Callum Irott, Anthoine Hubert and Pedro Piquet), Motopark (Niko Kari, Joel Eriksson and Guan Yu Zhou), Carlin (Alessio Lorandi and Ryan Tvetter) and Mücke Motorsport (David Beckmann) have drivers locked in. All are hoping to run at least one more car, with T-Sport, Fortec Motorsport and Double R Racing also planning entries.

Only Prema Powerteam is not going.

**MARCUS SIMMONS**



**FORMULA 1**

# Monza and Imola both in running for Italian GP

IT IS NOT VERY OFTEN BERNIE ECCLESTONE FINDS his hands are tied when it comes to a deal, but that is the case at present with regard to the Italian Grand Prix.

With just a few weeks to go to until the final race of Monza's current contract, there is no new agreement in place from 2017 onwards.

As a back-up plan, with talks stalling and Ecclestone losing patience, he recently agreed a deal with officials at Imola, whose track last hosted an F1 race in 2006 when it was known as the San Marino Grand Prix – and which hosted the 1980 Italian GP while Monza was being refurbished.

The hurdle for Ecclestone is Automobile Club d'Italia president Angelo Sticchi Damiani, who has to sign off on either for a race to go ahead.

"We've a guy there [Sticchi Damiani] that's saying, 'Either we do things my way, or not at all'; so when people say that, you know what the answer is going to be," Ecclestone told Autosport.

"He must do what he thinks is the right thing to do, and if we don't have a race in Italy it won't be because of me.

"He has a contract, and all that is required is a signature. They're good deals for them. They can please themselves."

According to Sticchi Damiani, "a binding offer" is being prepared after numerous problems were solved with the various territorial authorities involved in Monza – the region of Lombardy, the cities of Milan and Monza, as well as the Park Authority.

**IAN PARKES**



**MOTOGP**

# KTM to make early debut

KTM WILL CONTEST THE FINAL race of this year's MotoGP season at Valencia, before joining the championship next year.

The Austrian brand will field test rider Mika Kallio as a wildcard entry to bed in its programme in a grand prix environment, following Suzuki's lead in racing at Valencia in 2014 before returning last year.

KTM shook down its RC16 prototype last November and its ninth

full test at the Red Bull Ring last week was its first alongside its future rivals. Kallio finished the two days 1.951 seconds off the pace set by Ducati's Andrea Iannone, a promising result given even Yamaha was 0.929s behind with Valentino Rossi.

On-road vice president Mike Leitner said the result "confirmed that we're going in the right direction".

"On no account do we need to hide," he said. "There are many things to do

but we know where the bar is set.

"If someone had told us before the test that we were three seconds behind, we would have taken it well."

The programme will be officially launched during next month's Austrian Grand Prix, before KTM starts testing with what it calls "a completely new bike". Current Tech3 Yamaha pair Bradley Smith and Pol Espargaro will be its riders next year.

**MITCHELL ADAM**



**BLANCPAIN GT**

# Spa 24 now sanitised

IT IS DIFFICULT TO ARGUE WITH THE contention – put forward by the organisers and many more – that the Blancpain GT Series is the most competitive racing championship anywhere in the world right now. Yet that competitiveness could be blunted by new sporting rules, particularly pertinent to this weekend's Spa 24 Hours, which threaten to dumb down the Endurance Cup element of the BGTS.

Endurance racing is not just about what happens out on the race track – it never has and, hopefully, never will. The prowess of the mechanics in the pits and the strategical nous of the engineers are elements of the game that are every bit as important as the drivers' skill behind the wheel. Tweaks to the BGTS rulebook threaten to change that.

One of the new regulations sets a window during which a car cannot leave the pits after stopping, which means there is now a 20-second period during which the car cannot rejoin the track. The upper limit, measured from pit-in and pit-out and therefore different for every race, is a minimum that is deemed to be the optimum time for a full service. The lower limit is a maximum and an acknowledgement there will be occasions when a car has a puncture or requires a splash-and-dash at Spa.

The second rule, for the Spa blue-riband event only, has introduced what has been termed a technical pitstop of five minutes. This is effectively a stop to allow for the cars

to have their brakes changed, which up to now has been de rigeur in the GT3 era.

The rationale behind the new rules, says series boss Stephane Ratel, is to prevent "an arms race" in the pits. Some teams will spend more time practising – and time is always money in motor racing – and buy the best and most expensive wheel guns. Then there is the fear that one of the new breed of GT3 cars that has arrived in the hands of customers this season will be able to go through the race without a change of brakes.

"We are trying to be clever," says Ratel, "by acknowledging the fact that we have a mix of factory-supported teams and true privateers. It might sound artificial, but as long as the rules are the same for everyone we are maintaining the competition."

Some of the teams are questioning the moves. "This is taking away some of those little details where you can make a difference as a team," says Vincent Vosse, boss of the WRT Audi squad. Matthew Wilson, team manager at M-Sport Bentley, reckons the changes will "take away the competitive element for the mechanics."

Balancing the needs of the top teams and what he calls the "true privateers" is paramount to Ratel and a game he plays well. But the limitations in the pits are probably not befitting of a series of the quality of the BGTS, and certainly not of a classic race such as the Spa 24 Hours.

**GARY WATKINS**

## IN THE HEADLINES



### FORMULA E FRONT WING BREAKS COVER

Formula E's "futuristic" front-end design (above) has been tested on track ahead of its planned introduction for the 2016/17 season. The electric single-seater series is set to feature a new nose shape and front wing design for its third campaign. Mahindra has been testing its car, equipped with the wing, at Spanish circuit Calafat.

### FRIJNS AND ROSENQVIST TEST INDYCARS

Formula E frontrunner Robin Frijns and European Formula 3 champion Felix Rosenqvist made successful IndyCar test debuts at Mid-Ohio last Thursday (July 21). They were among five drivers currently not racing in IndyCar to run, along with Indy Lights racers past and present Jack Harvey, Zachar Claman DeMelo and RC Enerson.

### GUERRIERI AND MICHIGAMI TO WTCC

Former Formula Renault 3.5 frontunner Esteban Guerrieri will make his World Touring Car Championship debut in his home round at Rio Hondo in Argentina next month, driving a Campos Racing Chevrolet Cruze. Former Super GT Champion Ryo Michigami will also make his debut at home in Japan's round at Motegi in a fourth works Honda.

### CITROEN HAS FIRST ASPHALT TEST

The 2017 Citroen C3 WRC had its first serious test on asphalt at Fontjoncouse in France last week. Kris Meeke ran the car for three days, with Stephan Lefebvre taking over for the final day. "It went very well," said Meeke of the test, in which the car successfully transferred its gravel prowess onto the sealed surface.

### REPORT ON SALOM FATAL ACCIDENT OUT

MotoGP's technical director has found that there were no mechanical issues on the Moto2 bike of Luis Salom that were a "concern" in relation to his fatal accident at the Catalunya Grand Prix last month. It supported the initial conclusion that rider error was to blame.

### GORDON MAKES NASCAR RETURN

Retired four-times NASCAR Sprint Cup champion Jeff Gordon (below) finished 13th on his return in place of the ill Dale Earnhardt Jr at Indianapolis last weekend. Gordon will continue in the Hendrick Motorsport line-up at Pocono this weekend but has no plans for a full-time return.





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# FEEDBACK

## Regulations should not rule in Formula 1



James Hunt and Niki Lauda, and their epic title fight in 1976, changed motorsport

The recent controversies concerning radio transmissions, track limits, the 107% rule, etc, and their application shows how far Formula 1 is becoming divorced from reality.

The sport is far too constrained by regulation – we supporters who pay for the sport via TV subs, entrance fees, purchase of sponsors' products and services and so on want to be entertained (which is one of the sport's primary functions). We do not want to witness regulators pedantically applying over-restrictive rules.

Someone once said that rules are for the guidance of the wise and the absolute obedience of the foolish. F1's rulers are making fools of themselves and bringing ridicule to the sport – why are they surprised the audience is falling?

**Colin Charman**  
Tenterden, Kent

### Button is right to be angry

I have to agree with Jenson Button's comments that he should not have been penalised over a safety issue when his brake pedal 'went to the floor' in the Hungarian Grand Prix.

The Force India team had a similar

issue in Austria when they could see Sergio Perez's brakes were marginal, but felt they were unable to inform him as such – and then he crashed pretty heavily. The sooner the FIA sorts this out the better – playing with drivers' lives is not acceptable.

**Chris Adams**  
By email

### Here's who changed motorsport

The 1976 Formula 1 season spawned a whole new generation of motorsport fans, and nearly 40 years later the film of that season went some way to do the same.

The two main players changed motorsport (July 21). The flamboyant English playboy, James Hunt, whose private life filled so many newspaper columns, gave motorsport a human, celebrity side. And the courage of Niki Lauda, and the way he conducts himself today, still showing the scars from that dreadful accident, is an inspiration.

Many of us older fans who look back to the final race of the '76 season, sitting glued to the radio in the middle of the night, still follow the sport, but often find the lawnmower a more exciting option on a Sunday afternoon!

Jonathan Palmer should also have been on your list. His circuits are family-friendly, clean, well-organised and offer great value for money. Brands Hatch is one of the best-viewing circuits in the world, with a wonderful history.

Many of my 'elderly generation' who had given up on grands prix – thanks to the mud, limited viewing and traffic chaos at Silverstone – have rediscovered historic Formula 1 at Brands Hatch.

**David Denham-Smith**  
By email

### And here's another

Interesting selection for the 50 People Who Changed Motorsport, around which, no doubt, argument will thrive.

For me there is one obvious omission: Raymond Mays, who had a hand early on in the trend towards commercial sponsorship (Cordon Rouge and Cordon Bleu Bugattis) and, with ERA and later BRM, exercised a big influence on the future shape of the British racing car industry, and that of Formula 1. I am sure there will be other suggestions, each of which will have a partisan streak!

**Tony Stephens**  
By email

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### CORRECTION

Huschke von Hanstein did not actually take part in the 1956 Targa Florio (50 People Who Changed Motorsport, July 21), but would have made himself available had Umberto Maglioli, who drove solo for nearly eight hours to win by almost 13 minutes, been unable to keep going.



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# Rules and tribulations

Formula 1's many and varied squabbles and rulebook wrangles are even more of a turn-off than the absence of on-track action

By Lawrence Barretto, F1 Reporter

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

**SOMETHING'S GOT TO GIVE. EVENTS DURING THE** Hungarian Grand Prix weekend did not cast Formula 1 in a good light. There were arguments about track limits, lengthy debates over a potential yellow-flag infringement and the application of the 107% rule, and criticism of the radio restrictions.

Admittedly it was against the backdrop of an uninspiring race, but nonetheless it highlighted the fact that F1's rulebook is a hindrance. Take track limits; in 2013 Lewis Hamilton said it was time to take this issue more seriously because drivers no longer paid the price for exceeding the confines of the circuit. Three years later the argument continues unresolved.

The consequence of laudable safety changes meant that out went gravel traps and in came huge asphalt runoff areas and low kerbs, many of which are no deterrent to running wide. We don't want drivers getting hurt, but losing time or having to retire as a result of driver error is what racing is about.

The electronic timing loops placed in the kerbs in Hungary at least allowed the FIA to track when an infringement was made. On the fourth strike, a drivethrough penalty would be imposed. But timing penalties should only be a stopgap solution. There are too many of those as it is.

Onto the double-waved-yellow-flags debate. Nico Rosberg escaped sanction because the stewards judged him to have slowed down sufficiently during qualifying. Hamilton, Sebastian Vettel and Daniel Ricciardo were among those who felt the FIA's interpretation of the rules was not appropriate here.

Four hours elapsed between the end of qualifying and the start of the stewards' hearing, which was obviously not ideal. The delay was partly down to them also having to adjudicate on the numerous infractions of the 107% rule, and new information also came to light during that period.

So perhaps the solution is to simplify the process and rule that you can't set a personal best in the affected sector, rather than having to react in a certain way to a double-waved yellow. This means a driver has to back off completely (or at least to the point where they are slower than their best time). This way there can be no debate.

The discussion over the 107% rule was nonsensical. By the letter of the law, the 11 drivers who were impacted by this should have been demoted and lined up in the order in which they finished FP3. But common sense – and the intent of the rules – says a qualifying session affected by heavy rain and

not one but four red flags is exceptional circumstances. Why it took so long for that realisation is mindboggling.

The restrictions on radio communication have been criticised heavily by many people in the paddock. Their introduction was against a backdrop of fans complaining that drivers were getting too much help, but radio communication shouldn't be limited to the detriment of racing. In Hungary Jenson Button was penalised because he was told about a settings change that would solve a sensor issue. But he had already paid the price for the problem by dropping out of the points to the back of the field. Why penalise him further by handing him a drivethrough?

Drivers losing out because they've not done their homework or aren't able to fix a technical problem because there are too many switches to work through is not what F1 is about and does not enhance the show. If anything, radio communication was one of the highlights of a race, enhancing the experience for fans. No one likes hearing drivers being told what to do, but if the racing was better no one would care – so that's

what really needs to change.

Another issue is the often-lengthy delay in confirming a race result. Penalties could be handed out during the race so the result at the flag stands. But F1 is a highly technical sport – some decisions require face-to-face testimony

from the drivers or key team personnel. So that's not always straightforward. Maybe a fixed period after the race should be set in which a final decision must be made; that way there's a point at which fans will know when a result is final. But if you have a complex problem to deal with, the time limit may not allow the process to be as rigorous as it should be...

Changes to the grid order have been part of F1 since the restrictions on engine and gearbox use were introduced. It remains a sensible rule, but can be confusing for fans who tune in on Sunday to find that Vettel isn't second but in fact seventh because he had a gearbox change.

Force India deputy team principal Bob Fernley suggests keeping the grid the same but applying the penalty during the race, for example in the pitstops. "From a fan's point of view," he says, "you want to see what you saw in qualifying the next day in the race. This is about entertainment and about sport."

And that's the crux of the matter. The rules will inevitably be imperfect, but the extent of the imperfection can be mitigated. It just needs some common sense and careful thought as to what needs to be changed, which doesn't come easy to F1. ✨

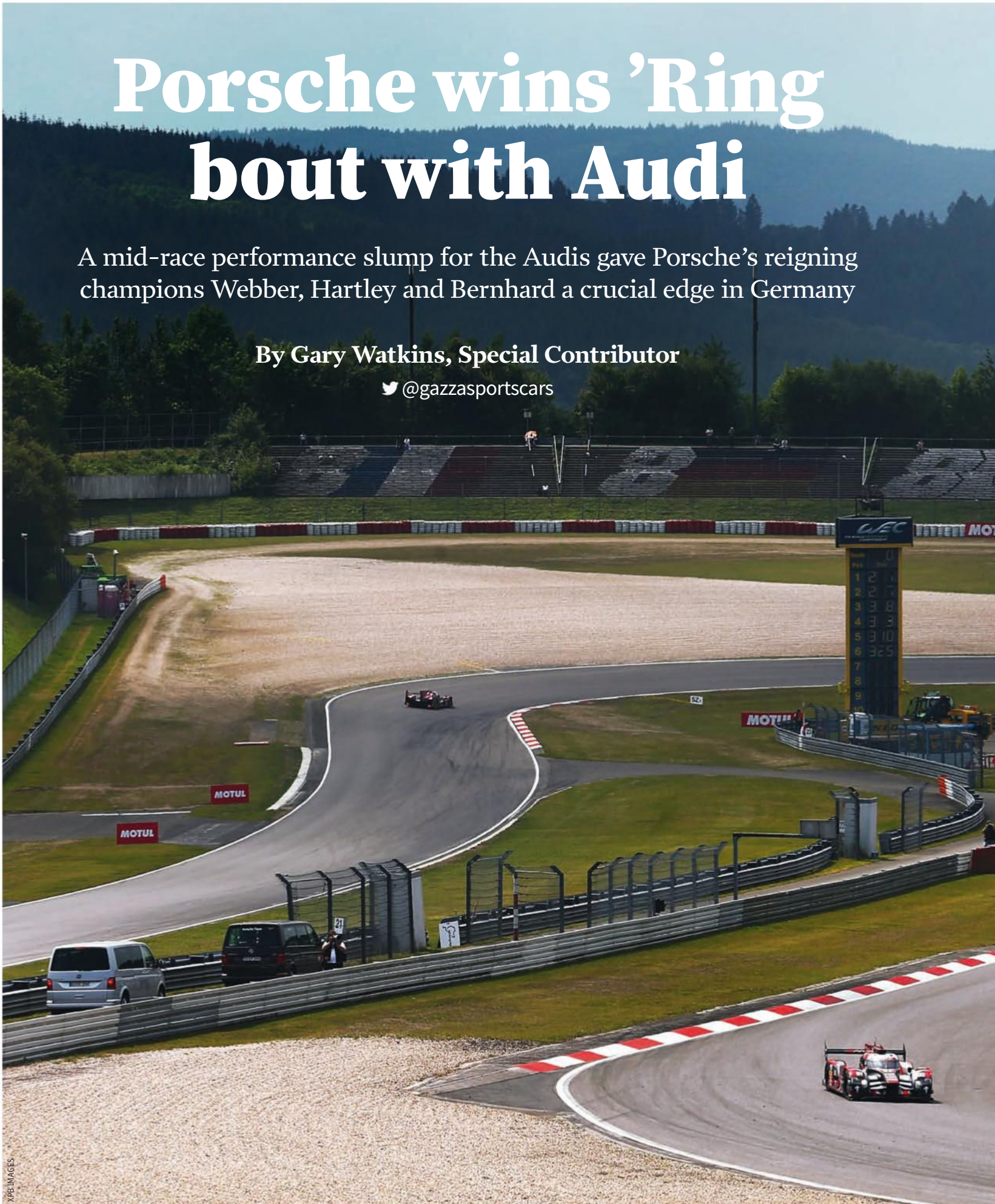
**“F1 just needs some common sense, which does not come easy”**

# Porsche wins 'Ring bout with Audi

A mid-race performance slump for the Audis gave Porsche's reigning champions Webber, Hartley and Bernhard a crucial edge in Germany

By Gary Watkins, Special Contributor

🐦 @gazzasportscars



XPB IMAGES







**R**eigning World Endurance champions Mark Webber, Timo Bernhard and Brendon Hartley finally put the misfortunes of their 2016 season behind them to take a first win of the year at the Nurburgring last Sunday. But Porsche was pushed hard for much — but not all — of the race by Audi, suggesting that there is going to be no repeat of its domination of the second half of last season.

Porsche's pair of 919 Hybrids took a grip on the race as half-distance approached. Audi led for much of the opening two hours, but the performance of the latest version of the 2016 R18 e-tron quattro, running in a new high-downforce specification like its factory rivals in LMP1, suffered a real slump in the middle of the race. That left the way clear for Porsche to take a third victory of the season.

The Nurburgring 6 Hours turned into a straight fight between the two

Porsches, which had both been delayed during the early running. The winning 919 Hybrid had to pit early in the second hour with a slow puncture, while the sister car of Neel Jani, Marc Lieb and Romain Dumas had lost time when Jani spun after he tagged Stefan Mucke's Ford GT while pulling out of a move on the Audi of Oliver Jarvis for third at the first corner.

The #2 Porsche took over at the front when Dumas's handover to Jani at the end of the third hour coincided with the second of the six full-course yellows — the WEC's take on the virtual safety car idea — that interrupted this race. The seconds gained pitting under yellows to their rival's stop under green-flag running turned a deficit of approaching half a minute into a lead of just under 10s.

Lieb was running just over five seconds up on Hartley early in the fifth hour when he collided with Khaled Al Qubaisi in the GTE Am-class Proton Porsche. It proved to be a double whammy for the German and his team-mates. The car lost the lead at the next round of stops when Jani climbed back aboard, although the Swiss did briefly claim it back from

**The Audis headed the field on run to Turn 1, but were split just seconds later**

Webber, and was then awarded a drivethrough for causing a collision.

That left Webber and his team-mates home and dry, allowing them to finally get a proper score on the board in their season as reigning champions. Their tally heading into the event at the 'Ring, don't forget, was just 3.5 points.

"This is a brilliant win for our car," said Webber. "We had the early puncture, but we kept our heads down and hung in there, and the Audis ran out of a bit of steam."

Webber, Bernhard and Hartley are realistic about their chances of retaining the title after their sequence of poor luck in the opening three races. Porsche's hopes for the drivers' title now rest with Jani, Lieb and Dumas, but further problems after the drivethrough for the second 919 allowed Audi drivers Jarvis, Lucas di Grassi and Loic Duval to make ground on them in the championship.

After the drivethrough, Jani resumed in third just behind Duval, but the Frenchman was able to hold up the Porsche sufficiently to allow Andre Lotterer in the R18 he shared with Marcel Fassler (Benoit Treluyer was absent after



## GTE FALLS TO FERRARI

THE FACTORY AF CORSE FERRARI SQUAD bounced back from a disastrous Le Mans 24 Hours to take a third GTE Pro win from the three six-hour races held this season. The difference this time was that victory went to Gianmaria Bruni and James Calado, and that the Italian marque was made to work hard for the laurels.

Bruni notched up his 13th class victory in the WEC and Calado a long overdue first at his 20th attempt after trailing the best of the Aston Martin Vantage GTEs for the first half of the race. The Ferrari was the quickest car even though it was running 25kg heavier than when dominating at Silverstone and Spa, but overtaking the Aston in which Nicki Thiim and Marco Sorensen initially led was far from easy.

The Astons were running the 29.9mm restrictors with which they started the season and the lower 1183kg minimum weight they were given ahead of Le Mans. The front-engined car might not have been a match for the Ferrari or the Ford on one lap, but its prodigious acceleration and top-speed made it almost impossible to overtake.

"I thought my only chance was to attack Nicki on cold tyres at the restart after the full-course yellow," said Bruni. "There was a bit of touching but it worked. There was some fantastic racing out there – you can't call it endurance racing."

Thiim and Sorensen had claimed pole after a tactical masterclass from Aston Martin Racing. Thiim was quickest on the first runs on intermediate Dunlops and then Sorensen was pulled in after one flying lap on slicks to give his team-mate another run on dry rubber.

Thiim lost out to Stefan Mucke in the best of the Ganassi Ford GTs at the start, before Richie Stanaway in the second Aston made a do-or-die move on the German driver at the start of the second lap, running him out wide and allowing the sister car to move ahead.

Thiim stormed away into a 20s lead while the field queued up behind Stanaway. Calado eradicated that gap over the second stint before Bruni pulled the move that won the race.

Thiim and Sorensen were on course for second until the final stop, when the Aston lost out after pitting one lap earlier than its rivals and just before the final full-course yellow.

That allowed the AF Ferrari of Sam Bird and Davide Rigon up to second and Mucke and Olivier Pla in the best of the Fords up to third. A late penalty for the Ganassi car (because Mucke had removed his belts before stopping at the pits) dropped it to fourth, allowing Thiim and Sorensen to at least claim some silverware.

The second Ford lost time at its first pitstop after debris in the fuel-vent valve caused a spillage. The ensuing fire resulted in a 20-minute delay in the garage.

GTE Am honours went to the Aston Martin shared by Pedro Lamy, Mathias Lauda and Paul Dalla Lana. They didn't have the quickest car, but a problem-free run allowed them to take a second class victory of the season.

The AF Corse Ferrari 458 Italia of Emmanuel Collard, Rui Aguas and Francois Perrodo was promoted to second following the disqualification of the Proton-run KCMG Porsche for a ride-height infringement.

injuring his back after a tumble from his mountain bike) to join the party at the beginning of the final hour. They then became embroiled in a thrilling battle that ultimately resulted in the Le Mans-winning Porsche driver line-up finishing down in fourth.

Lotterer made a late move on Jani into the chicane and was briefly past before the Porsche successfully came back at him through the right-hander that leads the cars onto the start-finish straight. The Audi driver made another late move in the Mercedes Arena at the start of the following lap and this time made it stick.

Jani closed on Lotterer after the final round of stops, but his rear bodywork had been damaged at the chicane when he was hit from behind by an LMP2 car as he jinked back inside the Audi. One of the legality panels was knocked off in the incident, which meant he had to pit again for a new rear section.

Jani had no complaint with his rival after the race. "What we both did was right on the limit," he said. "It was hard racing, but I think everyone enjoyed it. I still think I could have got back ahead of the Audis. I had the pace and nothing >>>



Leading Aston proved tricky to pass

XPB IMAGES



#8 Audi closed the gap in title race with second

## SIGNATECH AGAIN IN LMP2

**THE SIGNATECH ALPINE** squad made it three wins in a row in LMP2 at the Nurburgring. Nicolas Lapierre, Stephane Richelmi and Gustavo Menezes led more or less all the way. Or rather it did once its nemesis, the Jota-run G-Drive entry, ran into its usual bad luck.

The G-Drive ORECA coupe continued its unbroken sequence of pole positions this season courtesy of another mega lap from Rene Rast, which propelled the car up from Roman Rusinov's fifth position. The German built a lead of more than 20 seconds through the opening stint. Alex Brundle, who joined the team for this event, was then 35s up on Menezes when catastrophic gearbox failure put the car out of the race.

The team suspected that a dog ring had exploded to the detriment of the bevel gears, which are built into the transmission casing. A repair



would have taken three hours, so there was no option but to park the car.

Lapierre reckoned that Alpine would have been able to take the fight to the flying G-Drive car. "We can't match them in qualifying, but I think our pace is very similar in the race, or we are a little bit faster," said the former Toyota driver.

The RGR Sport squad came through to take the runner-up

spot with the Nissan-powered Ligier JSP2 shared by Filipe Albuquerque, Bruno Senna and Ricardo Gonzalez. Albuquerque lost time during the opening stint after Nicolas Minassian managed to get past in the best of SMP Racing's BR Engineering BR01s and then use the car's prodigious straightline speed to hold off the Portuguese.

Silver-rated Gonzalez climbed aboard at the first round of stops

and completed his double stint, before Albuquerque and then Senna brought the car back into contention. The Brazilian, who got two new tyres for his final stint to Lapierre's none, briefly looked as though he might mount a challenge, but the Frenchman insisted that he was controlling the gap.

The OAK-run Extreme Speed Motorsports squad came through to take third with the

lead car shared by Pipo Derani, Ryan Dalziel and Chris Cumming. The difference this time was that the car was two laps behind.

The ESM car inherited what Derani described as an "unexpected podium" after the Manor ORECA-Nissan of Roberto Merhi, Richard Bradley and Matt Rao hit brake problems at the start of the final hour.



EBREY/LAT

to lose, because the Toyotas were so far behind. We wouldn't have been any worse than fourth."

The #2 Porsche would have been a deserving winner, reckoned Jani. "We got lucky with the full-course yellow, but we should have won the race today," he said. "We gave it away. Marc made a mistake, but we all know that is one of those things that can happen."

Lotterer was flying at the end after getting a new nose at his penultimate pitstop. Audi was immediately back to the level of competitiveness that it had showed at the start of the race when Fassler led all but a few hundred metres

and then Jarvis and Lotterer overhauled Bernhard during the second stint.

The #7 Audi clearly had the pace to overtake the sister car, but Lotterer sat dutifully behind Duval (who didn't have the benefit of new front bodywork) through the closing stages in the name of the championship. That meant the Frenchman and his team-mates closed the gap on Jani and co by six points, bringing the deficit down to 33.

Post-race, the Audi team was at a loss to explain a quite sudden drop in pace around half distance. "We had definitely lost downforce when I got back in the car," said Fassler. "Andre

**#13 Rebellion overcame a brake issue to win privateer LMP1 class once more**

had started to struggle before. He had a little contact with the Rebellions, but I don't think that was the full story. We are going to have to go away and analyse what happened."

Toyota might have come within five minutes of winning Le Mans, but it was nowhere at the 'Ring. It wasn't expecting to match Porsche and Audi at the track that requires the most downforce of the final six venues on the WEC calendar, but it thought it might at least have been able to keep its rivals honest. Instead, the two TS050 HYBRIDS struggled on the softer of the two Michelin compounds available at the beginning of the race. The Toyota Motorsport GmbH squad picked up some pace when it tried a harder tyre and then found that the softer rubber had begun to work when it swapped at the end of the race.

The lead car shared by Sebastien Buemi, Anthony Davidson and Kazuki Nakajima, which required a new nose along the way, finished a lap down in fifth, while the sister TS050 of Kamui Kobayashi, Mike Conway and Stephane Sarrazin was a further three laps in arrears in sixth. The car lost time in the pits with a recurrence of the problem that cost the marque victory at Le Mans. An aluminium-to-carbon mounting on the airline from the turbo to the intercooler again fractured, robbing the car of power.

It's fair to say that the faces in the Toyota camp looked even more puzzled than at Audi after the race. >>



Toyotas struggled to make tyres work and were off the pace

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## IN THE HEADLINES



### JUNQUEIRA TO JOIN GREAVES

Former Indycar driver Bruno Junqueira (above) will contest the Mexico City WEC round in a Gibson-Nissan 015S run by Greaves Motorsport. The 39-year-old will share the additional entry for the race on September 3 with Mexicans Luis Diaz and Roberto Gonzalez, who also raced in Indycars and is brother of race promoter Ricardo.

### NURBURGRING TRACK TWEAK

The WEC used the slow chicane on the back straight rather than the faster layout employed last year at the Nurburgring. The move was a consequence of the same rule that limited hybrid deployment to a maximum power output of 300kW at the Le Mans 24 Hours last month. Boosting at levels above 300kW is only allowed at FIA grade 1 circuits and the 'Ring is only homologated to grade 2 with the fast chicane.

### TOYOTA DROPS OPPOSITION

Toyota has dropped its opposition to the extension of the 300kW limit to the full WEC next year. It had argued that it unfairly penalised its twin-KERS hybrid system, but Toyota Motorsport GmbH technical director Pascal Vasselon stressed that the penalty it faces is negligible.

### MORAND DEPARTS RGR

The RGR Sport by Morand Ligier has now moved fully under the umbrella of OAK Racing following the departure from the outfit of former team manager Benoit Morand.

### 'RING WILL BE BACK IN 2017

The WEC will return to the Nurburgring for a third consecutive season in 2017. The event will take place one week earlier on July 16 next year.

### RUBERTI RETURNS

Paolo Ruberti returned to the Larbre Competition Chevrolet squad at the 'Ring following his absence from Le Mans with back injuries. The Italian, who shared the Larbre Corvette C7.R (below) with Pierre Ragues and Yutaka Yamagishi, has titanium rods in his back that will be removed over the winter.



Reigning champs finally had something to celebrate in 2016



## “Boy are the Audis fast on the straights. That’ll be interesting when we get to Mexico City”

Neel Jani

TMG chassis design project leader John Litjens said: “The drivers were complaining of no grip. They felt the car was totally different to Friday [during the dry free practice sessions], and we don’t have the answer at the moment.”

Honours in the privateer P1 class went to the Rebellion-AER R-One of Alexandre Imperatori, Dominik Kraihamer and Matheo Tuscher for the third time this season. The #13 Rebellion entry again had the edge – and a clear one here – over the sister car and was a lap ahead when a brake-caliper problem cost the car 11 minutes in the pits in the penultimate hour.

Team-mates Nick Heidfeld, Nicolas Prost and Mathias Beche were on course to win until hitting electrical problems in the final hour. The coil and two plugs were changed, allowing Heidfeld to return to the track, but the car started to lose power again and finished 17th.

Rebellion, for once, had some viable opposition in class. The ByKolles squad’s CLM-AER P1/01 led right through the opening stint in the hands of Pierre Kaffer and was still within sniffing distance of the Rebellions when the engine problems that resulted in another fiery retirement struck shortly after the halfway mark.

The events of Nurburgring bode well for the rest of the season, at least as far as the battle between Porsche and Audi goes. The reigning champions aren’t expecting to have things all their own way over the final five races this year.

“Audi can attack us like we could attack them last year,” said Jani, “and boy are they fast on the straights. That’s going to make it interesting when we get to places like Mexico City.

“No one is going to be giving anyone else any cheap presents over the rest of the season.” ❄

**RESULTS** ROUND 4/9, NURBURGRING (D), JULY 24 (194 LAPS – 620.571 MILES)

POS	DRIVERS	TEAM	CAR	CLASS	TIME
1	Timo Bernhard (D) Mark Webber (AUS) Brendon Hartley (NZ)	Porsche Team	Porsche 919 Hybrid	LMP1	6h01m16.183s
2	Oliver Jarvis (GB) Lucas di Grassi (BR) Loic Duval (F)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	+53.787s
3	Marcel Fassler (CH) Andre Lotterer (D)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	+54.483s
4	Neel Jani (CH) Romain Dumas (F) Marc Lieb (D)	Porsche Team	Porsche 919 Hybrid	LMP1	+1m37.324s
5	Kazuki Nakajima (J) Anthony Davidson (GB) Sebastien Buemi (CH)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	-1 lap
6	Mike Conway (GB) Stephane Sarrazin (F) Kamui Kobayashi (J)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	-4 laps
7	Alexandre Imperatori (CH) Matheo Tuscher (CH) Dominik Kraihamer (A)	Rebellion Racing	Rebellion-AER R-One	LMP1	-16 laps
8	Stephane Richelmi (MC) Gustavo Menezes (USA) Nicolas Lapierre (F)	Signatech Alpine	ORECA-Nissan 05	LMP2	-16 laps
9	Filipe Albuquerque (P) Ricardo Gonzalez (MEX) Bruno Senna (BR)	RGR Sport by Morand (OAK)	Ligier-Nissan JSP2	LMP2	-16 laps
10	Pipo Derani (BR) Ryan Dalziel (GB) Chris Cumming (CDN)	Extreme Speed M'sports (OAK)	Ligier-Nissan JSP2	LMP2	-18 laps
11	Jonny Kane (GB) Nick Leventis (GB) Lewis Williamson (GB)	Strakka Racing	Gibson-Nissan 015S	LMP2	-18 laps
12	Matt Howson (GB) Tor Graves (GB) Antonio Pizzonia (BR)	Manor	ORECA-Nissan 05	LMP2	-18 laps
13	Victor Shaytar (RUS) Vitaly Petrov (RUS) Kirill Ladygin (RUS)	SMP Racing (AF)	BRE-Nissan BR01	LMP2	-19 laps
14	Nelson Panciatici (F) David Cheng (USA) Ho-Pin Tung (NL)	Baxi DC Racing Alpine	ORECA-Nissan 05	LMP2	-19 laps
15	Nicolas Minassian (F) Maurizio Mediani (I)	SMP Racing (AF)	BRE-Nissan BR01	LMP2	-19 laps
16	Johannes van Overbeek (USA) Scott Sharp (USA) Ed Brown (USA)	Extreme Speed M'sports (OAK)	Ligier-Nissan JSP2	LMP2	-22 laps
17	Nick Heidfeld (D) Nicolas Prost (F) Mathias Beche (CH)	Rebellion Racing	Rebellion-AER R-One	LMP1	-23 laps
18	Gianmaria Bruni (I) James Calado (GB)	AF Corse	Ferrari 488 GTE	GTE Pro	-24 laps
19	Davide Rigon (I) Sam Bird (GB)	AF Corse	Ferrari 488 GTE	GTE Pro	-24 laps
20	Nicki Thiim (DK) Marco Sorensen (DK)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Pro	-24 laps
21	Stefan Mücke (D) Olivier Pla (F)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	-25 laps
22	Richie Stanaway (NZ) Darren Turner (GB)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Pro	-25 laps
23	Michael Christensen (DK) Richard Lietz (A)	Dempsey Racing-Proton	Porsche 911 RSR	GTE Pro	-25 laps
24	Pedro Lamy (P) Paul Dalla Lana (CDN) Mathias Lauda (A)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Am	-28 laps
25	Emmanuel Collard (F) Francois Perrodo (F) Rui Aguas (P)	AF Corse	Ferrari 458 Italia	GTE Am	-28 laps
26	Paolo Ruberti (I) Yutaka Yamagishi (J) Pierre Ragues (F)	Larbre Competition	Chevrolet Corvette C7.R	GTE Am	-29 laps
27	Patrick Long (USA) Khaled Al Qubaisi (UAE) David Heinemeier Hansson (DK)	Abu Dhabi-Proton Racing	Porsche 911 RSR	GTE Am	-30 laps
28	Adam Carroll (GB) Mike Wainwright (GB) Ben Barker (GB)	Gulf Racing UK	Porsche 911 RSR	GTE Am	-30 laps
29	Harry Tincknell (GB) Marino Franchitti (GB) Andy Priaulx (GB)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	-39 laps
EX	Wolf Henzler (D) Christian Ried (D) Joel Camathias (CH)	KCMG	Porsche 911 RSR	GTE Am	166 laps-rideheight
R	Roberto Merhi (E) Matt Rao (GB) Richard Bradley (GB)	Manor	ORECA-Nissan 05	LMP2	149 laps-brakes
R	Pierre Kaffer (D) Simon Trummer (CH) Oliver Webb (GB)	ByKolles Racing Team	CLM-AER P1/01	LMP1	98 laps-engine
R	Rene Rast (D) Roman Rusinov (RUS) Alex Brundle (GB)	G-Drive (Jota Sport)	ORECA-Nissan 05	LMP2	74 laps-gearbox

**Winners' average** 103.064mph. In each car, first-named driver started race. **Fastest lap** Fassler 1m40.325s, 114.784mph. **LMP2** Rast 1m49.864s, 104.818mph. **GTE Pro** Thiim 1m57.293s, 98.179mph. **GTE Am** Ruberti 1m59.203s, 96.606mph.

**QUALIFYING**

**1** Lotterer/Fassler 1m39.444s; **2** di Grassi/Jarvis 1m39.710s; **3** Bernhard/Webber 1m39.861s; **4** Jani/Lieb 1m39.893s; **5** Kobayashi/Sarrazin 1m40.639s; **6** Buemi/Davidson 1m40.748s; **7** Imperatori/Kraihamer 1m46.081s; **8** Kaffer/Webb 1m46.907s; **9** Heidfeld/Prost 1m47.026s; **10** Rast/Rusinov 1m48.984s; **11** Richelmi/Menezes 1m49.727s; **12** Kane/Williamson 1m49.762s; **13** Albuquerque/Gonzalez 1m50.105s; **14** Howson/Pizzonia 1m50.372s; **15** Minassian/Mediani 1m50.948s; **16** Derani/Cumming 1m51.194s; **17** Merhi/Rao 1m51.294s; **18** Shaytar/Petrov 1m51.667s; **19** Panciatici/Cheng 1m52.506s; **20** van Overbeek/Brown 1m56.462s; **21** Thiim/Sorensen 2m01.712s; **22** Mücke/Pla 2m01.959s; **23** Stanaway/Turner 2m02.220s; **24** Bruni/Calado 2m02.512s; **25** Tincknell/Priaulx 2m03.256s; **26** Christensen/Lietz 2m03.681s; **27** Long/Al Qubaisi 2m06.011s; **28** Henzler/Ried 2m06.197s; **29** Dalla Lana/Lamy 2m06.372s; **30** Collard/Perrodo 2m06.589s; **31** Rigon/Bird 2m06.745s; **32** Ruberti/Yamagishi 2m09.127s; **33** Barker/Wainwright 2m09.820s.

**Fastest in each class:** **LMP1** di Grassi 1m38.777s; **LMP2** Rast 1m48.294s; **GTE Pro** Bruni 1m58.548s; **GTE Am** Collard 2m01.644s.

**CHAMPIONSHIP**

**LMP drivers** 1 Dumas/Lieb/Jani 106; 2 Jarvis/Duval/di Grassi 73; 3 Kobayashi/Sarrazin/Conway 62; 4 Fassler/Lotterer 51; 5 Kraihamer/Tuscher/Imperatori 36; 6 Benoit Treluyer 35. **LMP manufacturers** 1 Porsche 164; 2 Audi 129; 3 Toyota 97. **LMP2 drivers** 1 Menezes/Lapierre/Richelmi 112; 2 Senna/Albuquerque/Gonzalez 71; 3 Rast/Rusinov 65; 4 Cumming/Derani/Dalziel 59. **GTE drivers** 1 Pla/Mücke 72; 2 Rigon/Bird 70; 3 Sorensen/Thiim 67; 4 Turner 61; 5 Billy Johnson 60; 6 Stanaway 55. **GTE manufacturers** 1 Ferrari 146; 2 Aston Martin 138; 3 Ford 110.5; 4 Porsche 70. **GTE Am drivers** 1 Collard/Perrodo/Aguas 111; 2 Lauda/Dalla Lana/Lamy 70; 3 Heinemeier Hansson/Al Qubaisi 68; 4 Ragues/Yamagishi 65.



Bruni and Calado took GTE Pro fight

EBREV/LAT

# The world's best 24-hour team?

The Belgian WRT squad has clocked up an extraordinary win rate during its short history. Attention to detail is key to its success

By Gary Watkins, Special Contributor

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AUDI





**A** bell rings twice a day in the workshops of the Belgian WRT squad. It's a call to arms that goes a long way to explaining the record of a team that has six victories in 24-hour races to its name over a short history that doesn't yet stretch to seven full seasons.

The bell that sounds at 11.45am and 4.30pm signifies time for pitstop practice. The WRT Audi team's prowess in the pits has been its trademark – and a not insignificant component of its success – almost from the moment the team hit the race track in 2010.

That success includes those twice-around-the-clock wins – four in the big GT3 enduros at Spa, the Nurburgring and Dubai, and two more in the Zolder 24 Hours – and multiple championships. The list includes at least one in every season of the squad's existence and no fewer than 13 overall drivers' or teams' titles in the various Blancpain series. That makes WRT the most successful GT3 team in the world this decade, whichever way you look at it.

Attention to detail is everything for the team founded by former sportscar driver Vincent Vosse and partners Rene Verbist, once technical boss at Volkswagen Motorsport, and businessman Yves Weerts. The wheel-change rig – a kind of dummy Audi R8 LMS known as 'Eleanor', around which the WRT mechanics gather twice a day – results from that mentality.

When WRT arrived in the FIA GT1 World Championship in the final season of the series in 2012 with a pair of Audi R8 LMS ultras, the team initially didn't distinguish itself in the pits.

"We were so bad, even if that R8 was not an easy car for wheel changes," recalls Vosse. "I realised that we needed to train. That's how Eleanor came about. At the same time, I decided

## **"Every year I pick one or two areas and see how we can improve"**

to employ an engineer and an intern, came up with a little budget and tasked them with really going into the detail of making our wheel changes faster.

"I now do that every year. I pick one or two areas of the team and see how we can improve. Last year, it was radios. These days, young drivers talk to their engineers as though they are on the phone. We invested a lot into a radio system that I'm still not happy with."

The attention to detail was evident on WRT's graduation to the big time halfway through its maiden season at the Spa 24 Hours, a race Vosse had won as a driver in 2002 aboard a Larbre Competition Chrysler Viper GTS-R. The main programmes in 2010 for the fledgling team were assaults on the French GT Championship and the Belcar series in its homeland, but it also fielded three R8s in the most important race in Belgium. The car shared by Stephane Ortelli, Kurt Mollekens, Stephane Lemeret and Francois Verbist (one of WRT's original employees, now team manager, and son of Rene) ran at the sharp end, but a broken windscreen threatened to blunt its challenge.

"We knew that eventually it would need changing, but in those days the R8 had a normal road-car windscreen," remembers Vosse. "Audi told us it would take 20 minutes.

"We already had one car in parc ferme. We asked permission to look at the windscreen of the broken-down car. We wanted to work out how to change it quickly and we even practised replacing the screen there in parc ferme. It didn't take us 20 minutes – I think we did it in four!"

WRT didn't get the result it wanted – the Ortelli car lost a probable GT3 class win in the 19th hour with fuel-pressure problems – but the performance did attract Audi's attention.

"At the end of our first season, I had a phone call from Siegfried Krause [partnership boss at Audi Sport]," says >>



Spa 2011 was first major enduro win...

Vosse. “He told me that we would be offered a proposal to become an Audi works team for Spa. I thought, ‘Wow’, and after only one year!”

WRT gave the German marque its first victory in the Belgian enduro the following year with an R8 shared by DTM drivers Timo Scheider and Mattias Ekstrom, and team regular Gregory Franchi. It has been part of Audi’s set-up for Spa ever since.

WRT joined the works roster at the ‘Ring in 2015 and won the race. It also flew the flag for Audi at the inaugural FIA GT World Cup at Macau last November and is back at the Spa Blancpain GT Series round this weekend with a factory R8 LMS for Laurens Vanthoor, Rene Rast and Nico Muller, in addition to four customer cars.

Vosse still has to pinch himself when he recalls the invitation to join the Audi fold. The story is even more unlikely given that WRT was operating from the Verbist family home at the time.

“We were in the garage with a little office on top that we’d built,” says the 44-year-old. “We looked good at the track with new cars and trucks, but we were so small in reality. There were four of us fulltime.”

The seeds of WRT were sown in 2008 at a time when Vosse knew a driving career that had begun in the British Formula Ford scene in 1992 was coming to an end. “For the last two years I wasn’t having fun,” he says.

Vosse began thinking about team ownership together with Verbist Sr, who had been his engineer at the importer-backed Audi squad in the Belgian Procar Super Touring series in 1995,

and Weerts. There was talk of fielding a Maserati MC12 in combination with the Vitaphone Racing squad with which Vosse notched up his fourth and final podium at Spa in 2009.

“Yves thought about buying one, and we talked about the idea of basing it at Vitaphone and having a small outfit to run it ourselves,” says Vosse. “I wasn’t sure of the business case. I decided it wouldn’t be a good place to invest for my partner, who is also my friend. A few months later, Audi announced the R8. I thought, ‘That’s something different.’”

Vosse had existing links with Audi. He’d driven for the local importer in Procar in 1995-97 and counts Le Mans 24 Hours legend Tom Kristensen, once a near neighbour in Monaco, as a friend.

“I knew people at Audi, but everything it has done in motorsport has been done in the right way,” he says. “They didn’t have a big customer department like Porsche back then,

but I was convinced that they would do it correctly.”

Next up was deciding on a name. The WRT monicker – and the title W-Racing Team under which the company is incorporated – is derived from the proliferation of the letter ‘v’ in the names of the owners.

“Vincent and Vosse makes a ‘w’, Vosse and Verbist makes a ‘w’ and then we have Weerts,” explains the Belgian. “We came up with WRT, but it wasn’t possible to register it as a company name. It was already taken, if I remember.”

In addition to racing in Belcar and French GT in its debut season, WRT took in an assault on the Belgian Touring Car

## Vosse: “I’d pick Bathurst with a chance to win over doing Le Mans in GTE Am”

# WRT's busy CV



Verbist and Vosse (right)



'Eleanor' helps hone pit skills



...and Dubai is the latest

Championship with a pair of VW Sciroccos. There was no Blancpain Endurance Series then, and a campaign close to home made sense as Vosse went about putting a budget together.

A step up to the international arena came with the establishment of the BES for 2011. WRT won the overall drivers' and teams' titles first time out in addition to its victory in the blue-riband round at Spa.

WRT has been expanding its horizons almost ever since (see panel, right) and this season has entered the TCR tin-top arena with assaults on the international and the Benelux series with VW (pictured right) and SEAT respectively.

"I believed in GT3 from the start and in the same way I believe in TCR," says Vosse. "Manufacturers are going to build hundreds of cars. After watching the first year [2015], I said, 'We have to be part of that.'"

WRT's record in endurance racing suggests that an assault on the Le Mans 24 Hours is inevitable sooner rather than later. Vosse raced in the French classic six times and counts an overnight class pole with a Larbre-run Ferrari 550 Maranello as one of the most cherished memories from his career, so it is on the list.

"Le Mans is something I'd like to do because it is part of motorsport history and part of my history," he explains. "But we don't have to be there. If and when we go, we want to be able to challenge for victory in whatever class we choose, and I'd pick doing the Bathurst 12 Hours with a crew that could win over going to Le Mans in GTE Am."

Vosse has eclipsed his driving successes as a team owner, and he's entirely happy with that. "It's much more rewarding," he says, "even if I sleep less and work harder."

And he doesn't have to answer the call to strut his stuff around Eleanor. ❄

TWO FRENCH TEAMS for which Vincent Vosse raced have had a big influence on him as a team owner. He was inspired by Larbre Competition when setting up WRT, and these days he aspires to be like ORECA.

"Larbre isn't a big team, but [team boss] Jack Leconte has a fighting spirit and makes things happen even if he doesn't have a big budget," says Vosse. "He was a kind of model for us when we started.

"My initial goal was to be a good GT team, but for the past three years it has been to be more than that – we want to be like ORECA," explains Vosse, whose pair of appearances aboard a factory Viper with the French squad included fifth overall in the Daytona 24 Hours in 2000. "ORECA is so diverse; they have so many projects."

WRT's diversification began with the purchase from the administrator at the end of 2012 of the company that had been building those quirky Beetle-bodied Fun Cup racers. It was a natural fit for the team: Rene

**Vosse: "We want to be like ORECA. They have so many projects"**

Verbist had designed the original Fun Cup car in 1997; Vosse has been a sporadic competitor in its Spa 25 Hours event; and the team had its eye on the Fun Cup workshops near Mons.

There was a move into the Andros Trophy over the winter of 2014/15 with an Audi A1 quattro driven by

Olivier Panis and Adrien Tambay. (The Audi was actually based on the car that, as a Toyota, won titles in Alain Prost's hands.)

WRT has also bought a fabrication company in Stavelot close to Spa, which now builds the Fun Cup chassis and those for a new Audi-bodied track-day car, and has established a small engine shop.

There are also relationships with Audi, VW and SEAT that stretch beyond running their machinery. The squad helps build up R8s during the winter and provides customer service for VW and SEAT in the TCR category in Germany and the Benelux countries.

WRT may have workshops 10 times bigger than those with which it started out in 2010, but it's still bursting at the seams.

## WRT ROLL OF HONOUR

### MAJOR ENDURANCE WINS

- 2011** Spa 24 Hours
- 2011** Zolder 24 Hours
- 2012** Zolder 24 Hours
- 2014** Spa 24 Hours
- 2015** Nurburgring 24 Hrs
- 2015** Sepang 12 Hours
- 2016** Dubai 24 Hours

### OVERALL INTERNATIONAL GT TITLES

- 2011** Blancpain Endurance Series *drivers' & teams'*
- 2012** Blancpain Endurance Series *drivers' & teams'*
- 2013** FIA GT Series *drivers' & teams'*
- 2014** Blancpain Endurance Series *drivers' & teams'*
- 2014** Blancpain Sprint Series *teams'*
- 2014** Blancpain GT Series *drivers' & teams'*
- 2015** Blancpain Endurance Series *teams'*
- 2015** Blancpain Sprint Series *teams'*
- 2015** Blancpain GT Series *drivers' & teams'*





# Silverstone sensations

One of the biggest historic events in the world takes place this weekend. Here's your guide to the likely highlights of the Silverstone Classic

By Kevin Turner, Editor

[@KRT917](#)

## CAN-AM AT 50

The no-holds-barred Can-Am sports-prototype category is half a century old this year and the Classic is hosting a double-header in celebration. Seven thundering big-capacity V8s head the entry, supported by a range of world sportscar championship machines and agile two-litre racers.

Andy Newall in the JCB McLaren M8F will take some beating, but the spectacle will be high anyway, with Shadow, Lola and March ground-shakers battling behind.

The Leo Voyazides/Simon Hadfield Lola T70 Mk3B is likely to punch above its weight, while Rob Hall (Matra MS670B/C) adds a V12 contrast to the loud soundtrack.



March of Frank Bradley is one of the Can-Am entries



EBREY

## SUPER TOURING STARS

The Super Touring era of the '90s has become a welcome part of the Classic in recent times, and this year the sophisticated machines won't be sharing the track with their forebears.

Former British Touring Car Championship racer Frank Wrathall caused something of a stir in 2015 by winning one of the races in a 400bhp non-Super Touring Audi 80 Quattro, but will be back with the last 4WD A4 this weekend.

The later Honda Accords, led by newly married 2014 champion James Dodd and Stewart Whyte, should nevertheless be hard to beat, particularly in the dry. Former British GT ace and historic competitor Chris Beighton will also give his ex-Gabriele Tarquini 1997 Accord a first proper run, after a troubled outing at Brands Hatch last year.

"We tested it at Donington and loved it," he says. "It's great fun – so different to the rear-wheel-drive cars I've driven. It's fantastic to get these cars out; it was a great period."

Apart from Wrathall, up-and-coming Formula Renault racer Colin Noble Jr is the most likely to challenge the Hondas in a Vauxhall Vectra, having won on his series debut at Donington Park in May. Volvo S40 man Jason Minshaw and the hard-trying Neil Smith (Alfa Romeo 156) should also be in the mix.

Star names are provided by two-time Bathurst winner Tony Longhurst, in the BMW 318 he raced in period, and 1985 European Touring Car champion Gianfranco Brancatelli at the wheel of a BMW M3.



HAWKINS

Longhurst will be reunited with BMW 318

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Stretton (44, middle) won twice in 2015

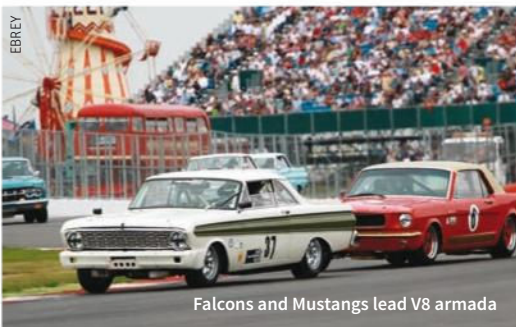
## HISTORIC FORMULA 1

The sound of Cosworth DFV-engined F1 racers of the '70s and early '80s rarely fails to impress, and more than 30 cars are set to line up for the FIA Masters Historic Formula 1 contest.

Nick Padmore (ex-Carlos Reutemann Williams FW07C) has been the pacesetter so far this year, but Martin Stretton (Tyrrell 012), winner of both races at last year's Classic, and Joaquin Folch (Brabham BT49C) should chase hard. Ex-F3 ace Bill

Coombs (March 761) will star among the older cars, while Rob Hall (Ligier JS17) will bring some sonorous variety with the French Matra V12 powerplant.

A welcome obscurity is provided by the Maki F101 of Marc Devis. The Japanese car could achieve something it never managed in period if it actually starts at Silverstone, having failed to qualify for a single world-championship GP in 1974 and '75.



Falcons and Mustangs lead V8 armada

## TERRIFIC TIN-TOPS

Big-banger V8 saloons of the '60s return to the Classic after a year away, with Ford Falcons likely to set the pace.

The Leo Voyazides/Simon Hadfield example is a multiple race winner, but has rarely faced such strong opposition. Former World Touring Car champion Rob Huff drives another Falcon, as does the rapid and versatile Nigel Greensall. Former British GT champion Bradley Ellis also makes his Falcon debut in Elliott Norris's ochre car.

If it rains, expect the Jonathan Lewis/Martin O'Connell Mini Cooper S to embarrass many of the powerful heavyweights.

The touring car era of the '70s and '80s is also gaining momentum. This will be highlighted by the Historic Touring Car Challenge, which has attracted more than 50 entries.

The AMC Javelin of Marc Devis/Jonathan Kennard is a welcome new addition and the likes of Huff and '80s ace Jeff Allam saddle Ford Capris, but Goodwood winner Oliver Bryant could prove a bit too rapid with his giant V8 Chevrolet Camaro Z28.

It will be interesting to see how the later, but smaller-engined, BMW M3 pack – which includes ex-BTCC racer Nick Whale – compares to the earlier heavy metal.



Grant should mix it with FJ regulars

## FRESH JUNIOR FACES

**The baby single-seaters of Formula Junior, which launched the careers of many F1 drivers from 1958-63, usually provide good racing. And this year there are a few new names to mix things up.**

**Chief among them should be Historic Formula Ford 1600 ace Callum Grant, who has already impressed in John Sykes' Merlyn at the Chateau Impney hillclimb. He could be the man to take the fight to the Lotus pack, led by perennial Classic frontrunner Sam Wilson and Andrew Hibberd.**

**Formula Renault Eurocup racer and former McLaren Autosport BRDC Award finalist Harrison Scott has raced mentor Peter Fienichel's Cooper T56 before, and will be more than a class contender. Also adding to the multi-make contest will be Cameron Jackson (Brabham BT2) and the De Tomaso of Westie Mitchell.**

**Another newcomer is British GT racer Lee Mowle, who will drive his recently acquired Lotus 20/22. "I've never raced a single-seater, so I think Silverstone will be an eye-opener," he says. "But I'd like to give this side of the sport a crack."**

## NOT FORGETTING



### JAGUAR v ASTON

With no Jackie Oliver/Gary Pearson Ferrari to worry about, it may finally be time for a Jaguar win in the RAC TT for pre-1963 GTs. Simon Hadfield took advantage of wet conditions last year to defeat the Big Cats in Wolfgang Friedrichs' Aston Martin DB4 GT (above), but a phalanx of E-types will be out to turn the tables this weekend.

### SPORTSCAR MASTERS

Rob Huff will be one of the Lola T70 Mk3B contenders in the FIA Masters Historic Sports Car contest, sharing Richard Meins' car. Other quick contenders are sure to include the agile Chevron B19s of Martin O'Connell and Nick Padmore, the T70s of Oliver Bryant, Gary Pearson and Simon Hadfield, and Lola T210 of Martin Stretton. Watch out for the impressive GTs of Pete Hallford (Chevrolet Corvette) and Alexander Rittweger/Sam Hancock (Ferrari 365 GTB/4).

### GROUP C CONTENDERS

Nathan Kinch's Lola T92/10 will be a new Group C frontrunner at the Classic, taking on the Porsche 962 of Mark Sumpter, Katsu Kubota's Nissan RC90 CK and the revolutionary Jaguar XJR-14 of Christophe d'Ansembourg. Extra Japanese spice is provided by Gareth Evans (Nissan R93) and Peter Garrod's Toyota 92CV.

### U2TC BATTLERS

As ever at Silverstone, the field for the Under 2 Litre Touring Cars is packed. Tin-top legend Steve Soper (sharing with David Cuff), historic aces Andy Wolfe and Richard Meaden, and Simon Hadfield/Leo Voyazides are just some of the names driving the hordes of Ford Lotus Cortinas. Opposition will come from the Banks family Alfa Romeo GTA and a number of BMW 1800s, led by 1969 Le Mans winner Jackie Oliver sharing with Richard Shaw.



## DYNAMIC DISPLAYS

Forty years since James Hunt won the Formula 1 world title after one of the sport's most dramatic contests, the Classic will mark the occasion with a display of cars and memorabilia, curated by his sons Tom and Freddie.

Hunt scored three F1 wins – two BRDC International Trophy successes and 1977 British GP victory – at Silverstone, and both McLaren M23 and M26 racers will be part of the show.

On-track, the GT90s demonstration has been expanded to include sports-prototypes. Star among these is likely to be a Ferrari 333SP driven by sportscar racer Sam Hancock and its chief American rival, the Riley and Scott MkIII, in the hands of Ian Stinton.

Also be sure to look out for the 2001 British GP-winning McLaren MP4-16, which will be paraded by Richard Dean for owner Zak Brown.



Special display will honour Hunt

## TIMETABLE

All qualifying takes place on Friday, July 29

**Saturday, July 30**

0900-1310

Race 1	Historic Formula Junior
Race 2	Stirling Moss Trophy for pre-1961 Sports Cars
Race 3	RAC Tourist Trophy for Historic Cars (pre-1963 GTs)
Race 4	RAC Woodcote Trophy for pre-1956 Sports Cars
Demo	Legends Of Modern Formula 1

1410-2100

Race 5	FIA Masters Historic Formula 1
Race 6	Super Touring Car Trophy
Demo	'90s Endurance Legends
Race 7	Can-Am 50 Interserie Challenge
Race 8	HGPCA pre-1966 Grand Prix Cars
Race 9	FIA Masters Historic Sports Cars
Race 10	International Trophy for pre-1966 GT Cars
Race 11	Group C

**Sunday, July 31**

0900-1205

Race 12	Historic Formula Junior
Race 13	Under 2 Litre Touring Cars
Race 14	Historic Touring Car Challenge (1966-90)
Demo	Legends Of Modern Formula 1

1305-1800

Race 15	FIA Masters Historic Formula 1
Demo	'90s Endurance Legends
Race 16	Big Engine Touring Cars (pre-1966)
Race 17	Group C
Race 18	Super Touring Car Trophy
Race 19	HGPCA pre-1966 Grand Prix Cars
Race 20	Can-Am 50 Interserie Challenge



## HOW TO BE QUICK AT THE CLASSIC

What does it take to get the best out of an older racing car around the 3.7-mile Northamptonshire track?

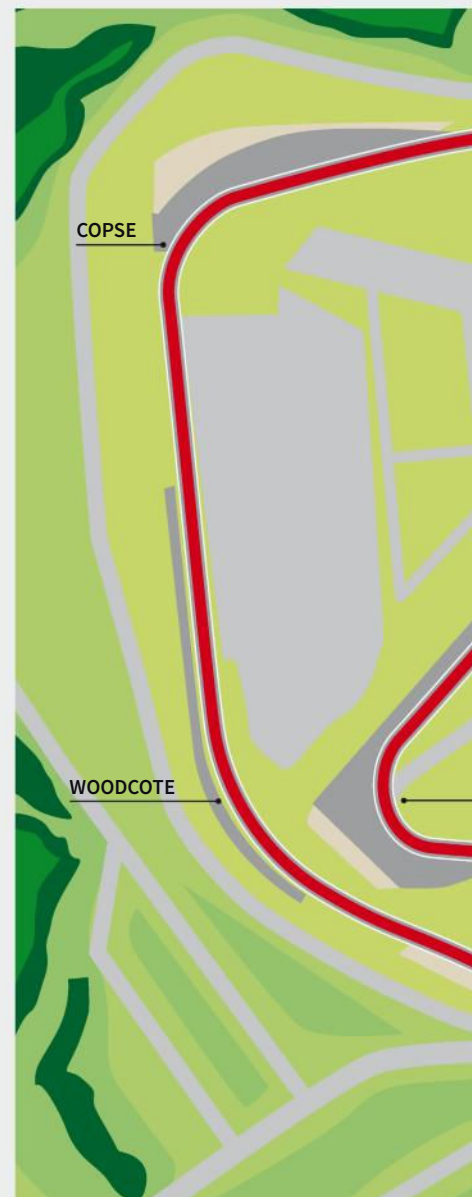
Former British GT champion, driver coach and historic competitor Calum Lockie knows both modern and historic racing inside out. Using the latest Racelogic VBox data-logging technology, which can record and plot the optimum lines around any circuit, Lockie talks us through a lap in the Jaguar E-type he shares with Julian Thomas, a combination that won the Jaguar Classic Challenge event at Silverstone in May. Lockie also contrasts the driving style with that of his other regular steed, a modern Ferrari 458 Challenge.

In general, the lack of downforce creates key differences. "Be prepared to at least double your braking distances in many circumstances," says Lockie. "You have more power than grip in all occasions. Many modern cars also have more power than grip, but when you factor in things like slick tyres and downforce at high speed, they actually have huge amounts of grip."

"Without downforce your front end slides a lot more, so turning in early is essential as the minute you get on the power the weight transfers to the rear and you'll get even less turning. You have to expect a lot of sliding and a lot of oversteer, and it's brilliant to watch and experience."

**ABBEY/FARM/VILLAGE**

"This corner is pretty simple in a modern car as downforce changes everything. Without downforce your weight management becomes much more important, and we're also on skinny Dunlop tyres in the Jag, so you have to be confident in sliding the car."



"To be fast in historic cars you have to be sliding quite a lot, which is very different to modern cars where you don't want to slide. High-speed braking wants to be done in a straight line, so you approach the corner fast and you do surprisingly little – it's just a brush of the brakes down to third to settle the car for an early turn-in. A lot of drivers turn in late, but you tighten the corner by doing that and it's better to go in early and then run wide through Farm, and then brake diagonally back across for Village and into second gear."

**THE LOOP/AINTREE**

"A lot of people concentrate only on the high-speed bits at Silverstone, but the slow-speed parts are almost more important, particularly the exit. You spend more time in low-speed turns so you have to get them right. Get the right exit and you'll be flat through Aintree and be able to carry the most apex speed there. There's a lot of oversteer here as you have more power than grip and no electronics to help,





but that's the nature of the beast. It's about not fighting the car, more controlling the car."

### **BROOKLANDS/LUFFIELD/ WOODCOTE**

"It might be older, but there's a lot of power in the Jag so we'll be arriving at Brooklands north of 130mph and going into heavy braking. That's tricky as you have no ABS, so heel-and-toe is essential to not lock the rear axle. If you haven't learned heel-and-toe, you have to add to your braking distance and bring the clutch out slower to compensate. In a modern car it's simply hard braking and let the electronics help out.

"The classic Brooklands line is to turn in very late, but the later you turn in the slower you have to make the car at the apex. An early turn-in means you can brake hard right up to the apex and get hard on the power for the squirt up to Luffield and keep tight right around the corner, because if you drift wide you're covering much greater distance. You're also relying heavily on the front-end grip,

so having to turn tighter is making the weaker part of the car work even harder.

"Modern cars change direction very quickly, but historic cars can kick out into oversteer or understeer far easier. You have to spread the action and the load over greater timespans, so you get less unwanted reaction and can carry more speed."

### **COPSE/MAGGOTTS/ BECKETTS/CHAPEL**

"It's heavy braking from high speed into Copse, and trail-braking is important here. With modern cars trail-braking is very important and you can't be quick without it. But it's surprising how much you can do in historic cars – not to the same degree due to the grip, but you can do it a lot.

"I'd trail-brake for most of the turns on the track, but at Copse you need to take the braking into the corner as it brings the weight transfer over the front wheels and gives you more grip. Copse is also blind entry, so you have to turn in slightly earlier very lightly and gradually increase

the steering towards the corner until you see the apex. Then you can correct it or simply hold the line through to position the car correctly on exit.

"Maggotts/Becketts is very important, and also very complex. If you overshoot one element you're out for the rest of it and will lose seconds. It's a very fast entry as the first right-hander isn't very sharp, and you hold third gear throughout. You can use the kerbs heavily in the Jag, like a modern car, as it's a proper racing car. You must use the kerb on the left-hand element otherwise you're on the wrong radius.

"The exit of Chapel is hugely important too. You want to release the steering lock and go right out to the right-hand-side, as you have less steering on and can use more throttle. The theory is the same with a modern car, but you'd just be much, much more aggressive.

"Into Stowe in the GT3 Ferrari I'd brake from full-throttle beyond the turn-in board. You're slowing well before that in the Jaguar."

### **STOWE/VALE/CLUB**

"You need absolute maximum braking for Stowe, and the Jag will wag its tail at that due to the circuit gradient as you're going slightly uphill. You can trail-brake into the corner; Stowe is so wide that you want to turn in faster than you'll be going at the middle of the apex. It's strange for the brain – all impulses tell you it won't work, but it does. It takes some patience as the car will want to slow mid-corner, and you have to let it and then transition to power for the exit.

"You want to get back to the right quickly for the historic version of Club we use. It's very fast; you turn in early and have to ride the kerbs in a straight line as you need to be braking for the second part pretty soon afterwards. The trick here is to manage the car balance as you have a lot of momentum pushing you left and you have to turn against it. I use the sight of the flat part of the Club apex kerbing as my turn-in point. That gives you enough time to get the front gripping and get the car across to finish the lap."

**ROBERT LADBROOK**



Gasly leads Giovinazzi to second successive Prema feature-race one-two

## Graceful Gasly is the

**GP2 SERIES**  
**HUNGARORING (H)**  
**JULY 23-24**  
**ROUND 6/11**

HEADING TO THE HUNGARORING THERE were five drivers separated by nine points at the top of the championship. As they left, there was one who had taken control in the standings.

Prema Racing's Red Bull junior Pierre Gasly followed up his breakthrough win at Silverstone last time out with another feature-race victory to moved clear in the championship. The Frenchman had set the pace in qualifying and comfortably converted pole position into the lead while team-mate Antonio Giovinazzi leapt up to second from third on the grid. He was followed through by Racing Engineering's Norman Nato as Sergey Sirotkin, who had started second, tumbled down to fifth behind ART team-mate Nobuharu Matsushita.

The frontrunners, who had all chosen to start on the soft-compound Pirelli rubber, pulled clear as Sirotkin went by Matsushita and into fourth. They began to struggle with tyre degradation around lap eight of the 36-lap race and

Giovinazzi dived in for hard tyres on lap nine, with Gasly doing likewise a lap later.

They emerged in the pack, with Nato and Sirotkin a short distance further back after their own stops for hard rubber, and Raffaele Marciello assumed the lead after starting the race on the hard tyres in his Russian Time machine.

Gasly was around 22 seconds behind Marciello at this stage, a gap that would comfortably see him regain first place when the Italian driver eventually pitted, but little by little the former Ferrari F1 junior's lead grew. "At some point they told me the lap times and I wasn't matching his pace, so I was a bit worried," Gasly reflected. "But later they told me I had a virtual eight-second gap, so afterwards I tried not to use all my tyres and keep some for the end."

Once Gasly had stopped the rot, it looked like the end of the race was building to a crescendo as Marciello would have the softer rubber on lighter tanks, and would have the chance to catch his rivals on worn rubber.

The 21-year-old did indeed light up the timing screens when he emerged from the pits with soft tyres in fourth position with 12 laps remaining, but he could not make significant inroads on



## AT A GLANCE

### RACE 1

- 1 Gasly Prema
- 2 Giovinazzi Prema
- 3 Sirotkin ART

### RACE 2

- 1 Sirotkin ART
- 2 King Racing Engineering
- 3 Nato Racing Engineering

 P57 RESULTS

XPBIMAGES

## IN BRIEF

### PORSCHE SUPERCUP

Form man Sven Muller outdragged polesitter Robert Lukas at the start and led all the way at the Hungaroring, with Michael Ammermuller third. Muller has now taken the lead of the standings after former points leader Mathieu Jaminet – fastest in qualifying – was put to the back of the grid for a rideheight infringement. Jaminet then lost control on a kerb on the run to Turn 1, causing a four-car pile-up that forced the apologetic Frenchman out of the race.

### ADAC GT MASTERS

A day before his World Endurance victory at the Nurburgring, Timo Bernhard was able to celebrate success for his Team75 squad as Kevin Estre and David Jahn took honours at the Red Bull Ring. Jahn's Porsche passed the Abt Bentley of Fabian Hamprecht on the first lap, and Estre then held on from Christer Jons, who took over the Bentley. The Callaway Corvette of Daniel Keilwitz and Jules Gounon was third after Laurens Vanthoor served a pitlane-speeding drivethrough penalty in his Audi. Vanthoor passed Keilwitz for the lead late in the first stint of race two, and co-driver Florian Stoll then kept Gounon at bay. But the Audi was chucked out at scrutineering, giving the Corvette the win. Daniel Abt and Jordan Pepper (Abt Bentley) were second from Luca Ludwig and Sebastian Asch (Zakspeed Mercedes).

### GERMAN FORMULA 4

It was initially joy for the locals at the Red Bull Ring as Austrian driver-and-team combo Thomas Preining and Lechner Racing took honours in race one. Estonian Juri Vips took second from Kim-Luis Schramm. Fourth in race one, Van Amersfoort Racing's points leader Joey Mawson won the second race, after Preining went off while chasing the Australian. Mike David Ortmann and Nicklas Nielsen completed the podium. Finn Simo Laaksonen (Motopark) held off a challenge from Mick Schumacher – who had problems in qualifying – to win the reversed-grid race, with Mawson third.

### JAPANESE FORMULA 4

TOM'S prospect Kazuto Kotaka won both races on the road from pole at Sugo, but was excluded from the first for a technical violation. That promoted Rn-Sports driver Toshiki Oyu to his first win.

### SMP FORMULA 4

Dutch Red Bull junior Richard Verschoor won all three races at Moscow Raceway. In the first, Nikita Sitnikov just kept Alexey Korneev at bay for second at the flag. Sitnikov also faced a last-lap challenge in race two, but this time Jarno Opmeer squeezed past for second. Sitnikov was second again in the finale, while Opmeer held off Korneev for third.

### AUSTRALIAN FORMULA 4

Harry Hayek's return to Australia from British F4 resulted in two wins from three races at Queensland Raceway. Hayek won the first and third races, with BRM team-mate Will Brown winning the other, and it's Brown who leads the championship. Nick Rowe and Jordan Love were the other podium finishers.

# Prema ballerina

Sirotkin, who had dispatched Nato with a bold move up the inside at Turn 2 for third place shortly after his stop.

Gasly therefore came home a largely untroubled 1.4s clear of Giovinazzi, and Sirotkin completed the podium. "I pushed a bit too much in the traffic, and in the last few laps Antonio and Sirotkin were catching me a little bit, but on the last lap I pushed again a bit more so I didn't have to keep them behind," said Gasly. "It wasn't easy at all, so it feels pretty good and quite special to win here at the Hungaroring."

As usual Jordan King started on reversed-grid pole, although that honour probably should have gone to Arden's Jimmy Eriksson, who stayed out on hard tyres until two laps to go in the feature race and leapt up the order as a result, but a final-lap engine problem dropped him to 21st.

King safely led away as Sirotkin enjoyed a great getaway to move from sixth on the grid to second with a brave lunge up the inside of Nato and Matsushita at Turn 1.

But chaos reigned at Turn 2 when Arthur Pic spun and forced the field behind to take evasive action. Alex Lynn collected the Frenchman, while Matsushita and Luca Ghiotto also retired in the

barriers, and Gustav Malja was lucky to carry on after he was sent airborne and lost his front wing.

As the subsequent safety car period ended, King ran wide at the penultimate corner as he attempted to race clear at the restart, which allowed his Russian rival to move into his slipstream as they headed down the pit straight. King successfully defended the inside line at Turn 1 and looked to have got away with his error when a snap moment of oversteer allowed Sirotkin back alongside, and the 20-year-old surged through at Turn 4 into a lead he would keep until the end of the race.

Sirotkin pulled clear to claim his first GP2 win of 2016 by 4.95s over King, while Nato completed the podium a further 2.6s adrift.

The difficulty of overtaking on the twisty circuit, combined with Pirellis that showed virtually no signs of degrading, meant that Gasly was confined to seventh behind Artem Markelov, Mitch Evans and pre-weekend series leader Oliver Rowland. Gasly still increased his points lead to 11 because his nearest challenger – Giovinazzi – hit Matsushita at Turn 1 and was forced to pit for repairs. He also landed a 10-second penalty, finishing down in 17th.



Parry led from start to finish at the Hungaroring

# Parry strikes for first GP3 victory

**GP3 SERIES**  
**HUNGARORING (H)**  
**JULY 23-24**  
**ROUND 4/9**

“THE START REALLY IS EVERYTHING” was Alexander Albon’s assessment of the Hungaroring after his victory in the reversed-grid race, and that was the perfect way to describe the dearth of overtaking in last weekend’s GP3 action.

Luckily for Matt Parry, who didn’t even have the polesitting car in his way at the start of the Saturday race. This was decided even before the lights went out when McLaren junior Nyck de Vries, who had claimed pole position with a rapid final lap in qualifying, suffered an engine problem on his ART car just as the formation lap got under way.

Parry, who had qualified his Koiranen GP machine second, held the lead on the run down to Turn 1. The Welshman then repulsed an attack by Trident’s Ferrari F1 junior Antonio Fuoco on the approach to Turn 3 and set about building a lead.

“This had been a target this season, to make sure we got a race win,” Parry said. “It’s good to get the monkey off the back for both the team and me.”

Fuoco finished 3.3 seconds adrift as there was little tyre degradation on the medium Pirelli rubber to worry the field, with Arden’s Jake Dennis completing the podium a “frustrating” further 1s back.

Title protagonists and ART teammates Charles Leclerc and Alexander Albon finished sixth and seventh, ahead of Jenzer Motorsport’s Arjun Maini, which thrust the trio to the front of the reversed grid for race two.

That race started with quite a bang as Albon passed Maini for the lead off the line, while at the rear of the field Akash Nandy was clipped by de Vries, a seemingly innocuous tap that unfortunately broke the Malaysian’s rear suspension and pitched him towards the inside barrier and into a series of barrel rolls.

Nandy eventually came to rest upside down a short distance the apex of the

first corner, and so the safety car was called out as the marshals cleared away the wreckage.

When the safety car came in three laps later, Albon slowed to give himself time to race into the final two corners before stepping on the gas to resume racing. Behind him, Ralph Boschung hit Leclerc as they went through the penultimate corner and, although the Monegasque driver suffered no damage, the stewards awarded Boschung a drivethrough penalty for causing a collision.

That penalty compounded a difficult race for the Swiss as, moments after he had tapped Leclerc, he was himself assaulted from behind by Jack Aitken heading to the final corner and tumbled down the order as a result. Aitken received a post-race five-second penalty for his move that dropped him from fourth to sixth in the final standings.

Up front, Albon easily controlled the gap to Maini and came home 3.4s clear to secure his third win of 2016. He seized the championship lead from Leclerc, who was forced to end his pursuit of second place after locking up and running wide at Turn 13 late in the race.

“We had good pace all weekend,” said Albon. “We got our qualifying strategy a bit wrong but luckily with the way the reversed grids are, it gave me a second chance to get points and go for a win.”

The Hungarian weekend was a major case of what might have been for de Vries, who was able to pull off a series of brave overtakes and opportunist moves to climb to 20th in race one and go from 20th to 13th by the flag in race two, which showed he had the pace to challenge for a race win.

## AT A GLANCE

### RACE 1

- 1 Parry Koiranen
- 2 Fuoco Trident
- 3 Dennis Arden

### RACE 2

- 1 Albon ART
- 2 Maini Jenzer
- 3 Leclerc ART

 **P57** FULL RESULTS



Albon (left) and Fuoco both shot onto the podium

# Lime goes lemon-yellow as Chevy wins

**IMSA SPORTSCAR**  
**LIME ROCK (USA)**  
**JULY 23**  
**ROUND 8/12**



RENGER VAN DER ZANDE AND ALEX Popow claimed a narrow overall victory at the 1.474-mile Lime Rock Park 'bull ring' last Saturday, but it was Corvette Racing's Tommy Milner and Oliver Gavin who gained the lion's share of the plaudits after leading home team-mates Jan Magnussen and Antonio Garcia to a thrilling and historic 100th worldwide victory for the iconic American brand.

The absence of the Prototype category allowed the PC and GTLM classes to grasp the limelight, and they did not disappoint a large and enthusiastic crowd in rural Connecticut. The Starworks and PR1/Mathiasen teams led for lengthy periods before points leaders Popow/van der Zande took control in the late stages to win from PR1's Robert Alon and Tom Kimber-Smith.

The factory-supported GT teams from

BMW, Ford, Ferrari and Corvette proved to be closely matched, all posting laps within a tenth of a second of each other during the two-hour-and-40-minute race.

The Risi Competizione Ferrari of Toni Vilander/Giancarlo Fisichella looked set for top honours until fading tyres caused 'Fisi' to run off course twice with around a half-hour remaining, thereby handing the initiative to Corvette. Milner/Gavin reeled off the laps to claim their third win of the season and extend their championship lead to 10 points over the Chip Ganassi Ford GT of Richard Westbrook/Ryan Briscoe, who finished a close third.

Andy Lally produced a stunning performance to rise from seventh with one hour remaining to take Audi team Magnus Racing's first GTD win since Daytona.

**JEREMY SHAW**

GTLM-topping Corvette is chased by overall winner van der Zande

## RESULTS

**1 Renger van der Zande/Alex Popow (ORECA-Chevrolet FLM09)** 169 laps in 2h40m43.254s; 2 Robert Alon/Tom Kimber-Smith (ORECA) +0.815s; 3 James French/Kyle Marcelli (ORECA); 4 Matt McMurry/Johnny Mowlem (ORECA); 5 Oliver Gavin/Tommy Milner (Chevrolet Corvette C7.R); 6 Antonio Garcia/Jan Magnussen (Corvette). **GTLM 1 Gavin/Milner**; 2 Garcia/Magnussen; 3 Ryan Briscoe/Richard Westbrook (Ford GT); 4 Giancarlo Fisichella/Toni Vilander (Ferrari 488 GTE); 5 Joey Hand/Dirk Muller (Ford); 6 Patrick Pilet/Nick Tandy (Porsche 911 RSR). **GTD 1 John Potter/Andy Lally (Audi R8 LMS)**; 2 Robin Liddell/Andrew Davis (Audi); 3 Ben Keating/Jeroen Bleekemolen (Dodge Viper GT3-R). **Points PC 1 van der Zande/Popow 267**; 2 Alon/Kimber-Smith 250; 3 Mikhail Goikhberg/Stephen Simpson 235. **GTLM 1 Gavin/Milner 228**; 2 Westbrook/Briscoe 218; 3 Garcia/Magnussen 197. **GTD 1 Alessandro Balzan/Christina Nielsen 212**; 2 Potter/Lally 199; 3 Mario Farnbacher/Alex Riberas 187.

# It's a triple and a double for Triple 8's trio

**AUSTRALIAN SUPERCARS**  
**QUEENSLAND RACEWAY (AUS)**  
**JULY 23-24**  
**ROUND 8/14**

SHANE VAN GISBERGEN AND CRAIG Lowndes led a Triple Eight Holden-dominated weekend in Queensland.

After van Gisbergen led a T8 1-2-3 on Saturday, Lowndes and Jamie Whincup made it a team one-two on Sunday once van Gisbergen had dropped from contention at a pitstop. He lost nearly 10

seconds 'stacked' behind championship leader Whincup after anticipating a safety car that never came and thereafter struggled for speed in the latter part of the race, fading to 12th.

Mark Winterbottom and Chaz Mostert led the Ford charge in both races, which was also highlighted by Chris Pither taking his maiden pole position on Saturday. The Prodrive newcomer surprised many with his speed, though he did not feature in the top six in either race.

Nissan had a solid weekend, Michael

Van Gisbergen (left) and Whincup battle side by side



Caruso showing speed on a track where he has shone in the past, but Volvo had an inconsistent meeting. Scott McLaughlin had no form on Saturday but was better on Sunday, taking sixth place.

On the other hand James Courtney had a terrible Sunday, with two incidents, a drivethrough penalty and broken suspension. One of the luckiest drivers of the weekend was Scott Pye, whose DJR Team Penske Ford had brake failure in a practice session, sending him off-track at 160mph. He settled, completely unhurt, on top of a tyre barrier, and the team repaired the car in time for the opening race.

**PHIL BRANAGAN**

## RESULTS

**Race 1 1 Shane van Gisbergen (Holden Commodore)** 38 laps in 45m59.3567s; 2 Jamie Whincup (Holden) +0.8218s; 3 Craig Lowndes (Holden); 4 Mark Winterbottom (Ford Falcon); 5 Chaz Mostert (Ford); 6 Tim Slade (Holden). **Race 2 1 Lowndes** 65 laps in 1h19m07.4961s; 2 Whincup +2.6015s; 3 Mostert; 4 Michael Caruso (Nissan Altima); 5 Winterbottom; 6 Scott McLaughlin (Volvo S60). **Points 1 Whincup 1821**; 2 van Gisbergen 1711; 3 Winterbottom 1701; 4 Lowndes 1671; 5 McLaughlin 1536; 6 Will Davison 1485.



# Nissany sunny after Silverstone

**FORMULA V8 3.5/EUROFORMULA OPEN/  
INTERNATIONAL GT OPEN/EURO RADICALS  
SILVERSTONE (GB)  
JULY 23-24**

ROY NISSANY ACHIEVED A DRAMATIC step forward in status at the British round of the Formula V8 3.5 Series. The Israeli has shown marked progress under the tutelage of the Bob Vavrik-managed Lotus team this season, and took a breakthrough double victory at Silverstone.

A formidable Silverstone set-up on the Charouz-run Lotus cars almost certainly assisted in the success. Last year Matthieu Vaxiviere handed the team pole by six tenths. The Frenchman repeated the feat this year for SMP Racing, only to make a tardy departure from the lights in race one. Front-row starter Egor Orudzhev seized the lead on the run to Copse, as Vaxiviere fell to third behind Nissany.

The top three initially pulled away from the field, before on lap three Vaxiviere lost 2.5s to Nissany by running off at Abbey. Clearly no advantage was gained, but chasing championship leader Tom Dillmann questioned the legality of Vaxiviere's method in rejoining the road across the grass at Farm rather than waiting until the following turn at Village.

An enthralling scrap at the front came to an abrupt end in a dramatic high-speed clash at Stowe shortly after mid-distance. Nissany had dived down the inside, and gained an overlap, when Orudzhev swung towards the apex. The contact sent both men careering down the runoff. The pair had enjoyed a 10.5s margin

over third-placed Vaxiviere at the time of the controversy, and that cushion allowed Nissany to recover to the track, assume the lead and secure victory. Orudzhev was forced to retire with damaged suspension, promoting Vaxiviere to second, while the second Lotus entry of Rene Binder completed the podium.

Vaxiviere earned another pole on Sunday, but executed an even worse start than his race-one offering. He snaked sideways with wheelspin and dropped to fourth – later, a weary Vaxiviere would lament his clutch dramas.

Nissany had no such worries, having stormed into the lead from the outside of the front row ahead of the equally fast-starting Binder, up from fourth. The Lotus stablemates were separated by just three seconds at the time of their mandatory pitstops, but Binder reported suffering acute understeer on his second set of tyres, and conceded a huge 17s margin of victory.

Arden twins Orudzhev and Aurelien Panis finished third and fourth on the road, but a penalty for track-limit violations dropped Panis behind Dillmann. The AVF racer was passed by an overcommitted Vaxiviere at Brooklands on the penultimate lap, but Dillmann recovered the position when Vaxiviere ran wide on exit.

Craig Dolby and Tomas Enge scored a sensational debut win for Nigel Mustill's Lamborghini Gallardo in the first International GT Open race. Come Ledogar led the whole of the first half before handing the Garage 59 McLaren over to Alexander West, while Phil Keen had moved the Balfe Motorsport McLaren up to second, before Shaun Balfe took the wheel.

West and Balfe didn't have the pace of the

chasing Enge, who took both in one lap before West spun. Fabrizio Crestani came through to second in the Lazarus Lamborghini Huracan started by Thomas Biagi, as Balfe fell to fifth.

Jamie Stanley led the first half of race two in FF Corse's Ferrari, shadowed by Euan Hankey in the TF Sport Aston Martin. Salih Yoluc took over the Aston and built a decisive lead, while Paul McNeilly – now in the Ferrari – fell down the order. Michael Benham had taken over the other Garage 59 McLaren from Duncan Tappy, and lost a drag race to the line for second place against the Teo Martin BMW of Gustavo Yacaman.

Jamie Constable's Spyder was a last-lap winner in the first Radical European Masters race, after Bradley Smith's similar car cut out at Copse following a safety car interlude. Smith did get his win in a farcical race two, where a safety car intervention gave the top four of Johan Scheier, Smith, Darren Burke and James Littlejohn a one-lap lead. Scheier then had a stop/go penalty, leaving Smith in the clear. A furious Alex Kapadia battled into fourth but was still almost a lap down, but he and Manhal Allos were finally rewarded with the race-three win after Smith's tyres had worn out.

Campos Racing's Leonardo Pulcini headed Carlin runner Colton Herta and Antoni Ptak from the opening lap of the first Euroformula Open race. Ptak then took his maiden win in the second contest, despite Ferdinand Habsburg being never more than 0.5s behind the RP Motorsport man. Damiano Fioravanti joined them on the podium after Herta and Pulcini collided at Abbey early on.

**PETER MILLS & PETER SCHERER**

Nissany closes  
in for the kill  
on Orudzhev



# double win

## RESULTS

**FORMULA V8 3.5 Race 1** 1 Roy Nissany 23 laps in 40m20.221s; 2 Matthieu Vaxiviere +6.248s; 3 Rene Binder; 4 Tom Dillmann; 5 Aurelien Panis; 6 Pietro Fittipaldi. **Fastest lap** Nissany 1m43.960s, 126.758mph. **Race 2** 1 Nissany 24 laps in 42m19.344s; 2 Binder +17.091s; 3 Egor Orudzhev; 4 Dillmann; 5 Panis; 6 Louis Deletraz. **FL** Nissany 1m43.816s, 126.934mph. **Points** 1 Dillmann 156; 2 Nissany 124; 3 Deletraz 119; 4 Panis 112; 5 Binder 109; 6 Vaxiviere 97.

**INTERNATIONAL GT OPEN Race 1** 1 Craig Dolby/Tomas Enge (Lamborghini Gallardo REX GT3) 34 laps in 1h10m53.910s; 2 Thomas Biagi/Fabrizio Crestani (Lamborghini Huracan GT3) +5.023s; 3 Miguel Ramos/Pieter Schothorst (BMW M6 GT3); 4 Euan Hankey/Salih Yoluc (Aston Martin Vantage GT3); 5 Shaun Balfe/Phil Keen (McLaren 650S GT3); 6 Gustavo Yacamán/Fernando Monje (BMW). **FL** Enge 2m00.732s, 109.149mph. **Race 2** 1 Hankey/Yoluc 29 laps in 1h00m15.280s; 2 Yacamán/Monje +27.080s; 3 Michael Benham/Duncan Tappy (McLaren); 4 Biagi/Crestani; 5 Balfe/Keen; 6 Ramos/Schothorst. **FL** Come Ledogar (McLaren) 2m00.601s, 109.268mph.

**RADICAL EUROPEAN MASTERS Race 1** 1 Jamie Constable (RXC Spyder Turbo) 26 laps in 1h00m56.917s; 2 Alex Kapadia/Manhal Allos (SR8) +1.208s; 3 Jim Booth (RXC); 4 John Corbett/James Winslow (RXC); 5 Konstantin Gugkaev/Ivan Lukashovich (SR3 RSX); 6 Ricardo Dona/Stuart Moseley (SR3 RSX). **FL** Bradley Smith (RXC) 2m01.254s, 108.679mph. **Race 2** 1 Smith 28 laps in 1h01m57.510s; 2 Chris Hyman/Darren Burke (SR8) +2.958s; 3 Tony Wells/James Littlejohn (SR8); 4 Allos/Kapadia; 5 Corbett; 6 Constable. **FL** Johan Scheier (SR8) 2m00.183s, 109.648mph. **Race 3** 1 Allos/Kapadia 29 laps in 1h01m19.373s; 2 Hyman/Burke +1.176s; 3 Smith; 4 Wells/Littlejohn; 5 Mike Cantillon (RXC); 6 Andrew Ferguson (RXC). **FL** Kapadia 2m00.971s, 108.934mph.

**EUROFORMULA OPEN Race 1** 1 Leonardo Pulcini 15 laps in 28m43.413s; 2 Colton Herta +4.933s; 3 Antoni Ptak; 4 Ferdinand Habsburg; 5 Damiano Fioravanti; 6 Enaam Ahmed. **FL** Pulcini 1m54.153s, 115.440mph. **Race 2** 1 Ptak 15 laps in 28m49.187s; 2 Habsburg +0.590s; 3 Fioravanti; 4 Ahmed; 5 Kusiri Kantadhee; 6 Diego Menchaca. **FL** Pulcini 1m54.174s, 115.419mph.

THACKER/LAT

Busch is the  
man at Indy

# Busch knocks them down

**NASCAR SPRINT CUP  
INDIANAPOLIS (USA)  
JULY 24  
ROUND 20/36**

KYLE BUSCH DOMINATED FROM POLE in the Brickyard 400 to become the first driver to earn pole and win both the Xfinity and Sprint Cup races in the same weekend.

The Joe Gibbs Racing Toyota driver won his second consecutive Sprint Cup race at Indianapolis, and led an unprecedented 141 laps. It was a highly successful race for the Gibbs team, with Matt Kenseth finishing second and Denny Hamlin fourth.

Numerous late cautions gave the polesitter a lot to think about, notably Carl Edwards's clumsy restart having triggered a red flag and a seven-car wreck. Busch showed after every one of the cautions that he has always relished restarts and put the result beyond doubt as the race ended on overtime.

Fuel economy threatened to be an issue as the drivers needed three attempts to make it to the overtime line, but the spotters

made sure that fuel was strictly conserved behind the pace car.

Hendrick Motorsports broke its three-race drought as it finally earned a top-10 finish, with multiple champion Jimmie Johnson taking third amid the late chaos.

After the chequered flag, Jeff Gordon — who took Dale Earnhardt Jr's seat for the race — joined soon-to-be-also-retired Tony Stewart for one last lap. Dale Jr watched, recovering from concussion, as his veteran understudy earned 13th place.

## RESULTS

**1 Kyle Busch (Toyota Camry)** 170 laps in 3h17m46s; 2 Matt Kenseth (Toyota) +2.126s; 3 Jimmie Johnson (Chevrolet SS); 4 Denny Hamlin (Toyota); 5 Kyle Larson (Chevy); 6 Kevin Harvick (Chevy); 7 Joey Logano (Ford Fusion); 8 Martin Truex Jr (Toyota); 9 Austin Dillon (Chevy); 10 Paul Menard (Chevy).

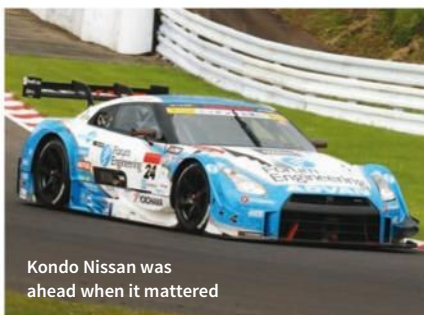
**Chase grid** 1 Brad Keselowski 4 wins/647 points; 2 Kyle Busch 4/601; 3 Carl Edwards 2/593; 4 Johnson 2/552; 5 Kenseth 2/545; 6 Harvick 1/671; 7 Kurt Busch 1/627; 8 Logano 1/606; 9 Truex 1/573; 10 Hamlin 1/542; 11 Tony Stewart 1/317; 12 Chase Elliott 0/525; 13 Dillon 0/520; 14 Ryan Newman 0/507; 15 Jamie McMurray 0/496; 16 Larson 0/472.

# Red-letter day for Kondo

**SUPER GT  
SUGO (J)  
JULY 24  
ROUND 3/7**

NISSAN RISING STAR DAIKI SASAKI and former champion Masataka Yanagida took honours in a dramatic, red-flagged race in their Kondo Racing GT-R.

A mid-race safety car during the pitstop cycle shook up the order, and at the restart the Kondo team took the opportunity to make its stop and send Sasaki out on the same set of Yokohama tyres as Yanagida had started on.



ISHIHARA/LAT

Kondo Nissan was  
ahead when it mattered

Kohei Hirate, who had taken over the SARD Lexus from Heikki Kovalainen, closed in and put Sasaki under pressure. Yuji Tachikawa, who had replaced Hiroaki Ishiura in the Cerumo Lexus, in turn caught up Hirate. Tachikawa had just taken second when the race was halted due to a tyrewall-destroying GT300 Toyota crash, giving Hirate the position back on countback.

Andrea Caldarelli was the early leader but collided with a GT300 car, although the Italian's Le Mans Lexus recovered to fourth. The Honda of Takashi Kogure took the lead only to be taken off in a clash with Ishiura.

## JIRO TAKAHASHI

## RESULTS

**1 Daiki Sasaki/Masataka Yanagida (Nissan GT-R)** 74 laps in 1h42m08.887s; 2 Heikki Kovalainen/Kohei Hirate (Lexus RC F) +0.358s; 3 Yuji Tachikawa/Hiroaki Ishiura (Lexus); 4 Kazuya Oshima/Andrea Caldarelli (Lexus); 5 Yuki Sekiguchi/Yuji Kunimoto (Lexus); 6 Koudai Tsukakoshi/Takashi Kogure (Honda NSX Concept-GT); 7 Oliver Turvey/Hideki Mutoh (Honda); 8 James Rossiter/Ryo Hirakawa (Lexus); 9 Ronnie Quintarelli/Tsugio Matsuda (Nissan); 10 Naoki Yamamoto/Takuya Izawa (Honda). **Points** 1 Quintarelli/Matsuda 42; 2 Hirate/Kovalainen 34; 3 Rossiter/Hirakawa 30; 4 Caldarelli/Oshima 23; 5 Sasaki/Yanagida 22; 6 Tachikawa/Ishiura 16.

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# RESULTS ROUND-UP

## GP2 SERIES

### ROUND 6/11, HUNGARORING (H), JULY 23-24

#### RACE 1 (36 LAPS – 97.975 MILES)

1	<b>Pierre Gasly</b> (F) <i>Prema Racing</i>	<b>55m29.672s</b>
2	<b>Antonio Giovinazzi</b> (I) <i>Prema Racing</i>	+1.365s
3	<b>Sergey Sirotkin</b> (RUS) <i>ART Grand Prix</i>	+2.835s
4	<b>Raffaele Marciello</b> (I) <i>Russian Time</i>	+7.616s
5	<b>Arthur Pic</b> (F) <i>Rapax</i>	+9.908s
6	<b>Nobuharu Matsushita</b> (J) <i>ART Grand Prix</i>	+12.861s
7	<b>Norman Nato</b> (F) <i>Racing Engineering</i>	+17.713s
8	<b>Jordan King</b> (GB) <i>Racing Engineering</i>	+21.906s
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10	<b>Mitch Evans</b> (NZ) <i>Campos Racing</i>	+23.980s
11	<b>Oliver Rowland</b> (GB) <i>MP Motorsport</i>	+29.377s
12	<b>Alex Lynn</b> (GB) <i>DAMS</i>	+34.050s
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15	<b>Daniel de Jong</b> (NL) <i>MP Motorsport</i>	+38.526s
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17	<b>Luca Ghiotto</b> (I) <i>Trident</i>	+51.757s
18	<b>Sergio Canamasas</b> (E) <i>Carlin</i>	+1m03.546s
19	<b>Philo Paz Armand</b> (R) <i>Trident</i>	+1m25.151s
20	<b>Nabil Jeffri</b> (MAL) <i>Arden International</i>	+1m28.055s
21	<b>Jimmy Eriksson</b> (S) <i>Arden International</i>	35 laps-engine
22	<b>Sean Gelael</b> (R) <i>Campos Racing</i>	-1 lap

Winner's average speed 105.929mph. Fastest lap Rowland 1m29.627s, 109.342mph.

#### QUALIFYING

1 Gasly 1m25.612s; 2 Sirotkin 1m26.182s; 3 Giovinazzi 1m26.438s; 4 Matsushita 1m26.483s; 5 Nato 1m26.521s; 6 Ghiotto 1m26.557s; 7 Pic 1m26.633s; 8 Marciello 1m26.657s; 9 King 1m26.667s; 10 Kirchhofer 1m26.696s; 11 Lynn 1m26.795s; 12 Latifi 1m26.819s; 13 Malja 1m26.911s; 14 Evans 1m26.966s; 15 Markelov 1m27.068s; 16 Canamasas 1m27.078s; 17 Rowland 1m27.176s; 18 de Jong 1m27.207s; 19 Gelael 1m27.246s; 20 Eriksson 1m27.908s; 21 Jeffri 1m28.119s; 22 Armand 1m28.415s.

#### RACE 2 (28 LAPS – 76.198 MILES)

1 Sirotkin 44m47.059s; 2 King +4.953s; 3 Nato +7.506s; 4 Markelov +8.988s; 5 Evans +14.146s; 6 Rowland +15.283s; 7 Gasly +16.662s; 8 Marciello +20.939s; 9 Canamasas +25.985s; 10 Gelael +30.884s; 11 de Jong +32.518s; 12 Latifi +35.100s; 13 Kirchhofer +36.913s; 14 Malja +39.660s; 15 Armand +46.412s; 16 Jeffri +1m00.825s; 17 Giovinazzi +1m01.928s; R Eriksson 14 laps-gearbox; R Matsushita 0 laps-accident; R Pic 0 laps-accident; R Lynn 0 laps-accident; R Ghiotto 0 laps-accident.

Winner's average speed 102.085mph. Fastest lap Gasly 1m29.184s, 109.885mph.

#### GRID FOR RACE 2

Decided by result of Race 1, with top eight finishers reversed.

#### CHAMPIONSHIP

1 Gasly 107; 2 Giovinazzi 96; 3 Marciello 85; 4 Rowland 83; 5 Nato 81; 6 King 80; 7 Evans 77; 8 Sirotkin 70; 9 Markelov 65; 10 Matsushita 56.



Sirotkin (right) passes King for lead in sprint race

ALL PICS: SBLOXHAM/LAT

## GP3 SERIES

### ROUND 4/9, HUNGARORING (H), JULY 23-24

#### RACE 1 (22 LAPS – 59.864 MILES)

1	<b>Matt Parry</b> (GB) <i>Koiranen GP</i>	<b>35m49.008s</b>
2	<b>Antonio Fuoco</b> (I) <i>Trident</i>	+3.283s
3	<b>Jake Dennis</b> (GB) <i>Arden International</i>	+4.208s
4	<b>Nirei Fukuzumi</b> (J) <i>ART Grand Prix</i>	+5.875s
5	<b>Ralph Boschung</b> (CH) <i>Koiranen GP</i>	+6.444s
6	<b>Charles Leclerc</b> (MC) <i>ART Grand Prix</i>	+9.762s
7	<b>Alexander Albon</b> (T) <i>ART Grand Prix</i>	+10.425s
8	<b>Arjun Maini</b> (IND) <i>Jenzer Motorsport</i>	+13.777s
9	<b>Jack Aitken</b> (GB) <i>Arden International</i>	+14.226s
10	<b>Kevin Jorg</b> (CH) <i>DAMS</i>	+14.977s
11	<b>Alex Palou</b> (E) <i>Campos Racing</i>	+18.728s
12	<b>Matevos Isaakyan</b> (RUS) <i>Koiranen GP</i>	+19.943s
13	<b>Richard Gonda</b> (SK) <i>Jenzer Motorsport</i>	+20.320s
14	<b>Artur Janosz</b> (PL) <i>Trident</i>	+20.914s
15	<b>Santino Ferrucci</b> (USA) <i>DAMS</i>	+22.111s
16	<b>Konstantin Tereschenko</b> (RUS) <i>Campos Racing</i>	+23.244s
17	<b>Akash Nandy</b> (MAL) <i>Jenzer Motorsport</i>	+23.790s
18	<b>Sandy Stuvik</b> (T) <i>Trident</i>	+25.665s
19	<b>Giuliano Alesi</b> (F) <i>Trident</i>	+26.571s
20	<b>Nyck de Vries</b> (NL) <i>ART Grand Prix</i>	+26.885s
21	<b>Tatiana Calderon</b> (CO) <i>Arden International</i>	+27.914s
22	<b>Stejn Schothorst</b> (NL) <i>Campos Racing</i>	+28.312s
23	<b>Jake Hughes</b> (GB) <i>DAMS</i>	+43.965s

Winner's average speed 100.283mph. Fastest lap de Vries 1m36.279s, 101.787mph.

#### QUALIFYING

1 de Vries 1m32.979s; 2 Parry 1m33.464s; 3 Fuoco 1m33.478s; 4 Dennis 1m33.548s; 5 Fukuzumi 1m33.660s; 6 Leclerc 1m33.672s; 7 Aitken 1m33.682s; 8 Albon 1m33.866s; 9 Maini 1m33.874s; 10 Boschung 1m33.892s; 11 Jorg 1m33.974s; 12 Palou 1m34.017s; 13 Isaakyan 1m34.053s; 14 Janosz 1m34.056s; 15 Gonda 1m34.114s; 16 Calderon 1m34.225s; 17 Tereschenko 1m34.233s; 18 Hughes 1m34.322s; 19 Alesi 1m34.177s\*; 20 Nandy 1m34.462s; 21 Stuvik 1m34.520s; 22 Ferrucci 1m34.609s; 23 Schothorst 1m34.678s. \* grid penalty.

#### RACE 2 (17 LAPS – 46.253 MILES)

1 Albon 30m01.514s; 2 Maini +3.365s; 3 Leclerc +4.363s; 4 Fukuzumi +6.955s; 5 Parry +8.848s; 6 Aitken +10.908s; 7 Dennis +13.635s; 8 Isaakyan +14.600s; 9 Jorg +15.820s; 10 Fuoco +16.562s; 11 Ferrucci +18.051s; 12 Janosz +19.330s; 13 de Vries +20.150s; 14 Palou +22.892s; 15 Gonda +23.631s; 16 Alesi +24.330s; 17 Tereschenko +27.348s; 18 Stuvik +28.354s; 19 Hughes +28.676s; 20 Schothorst +29.312s; 21 Calderon +30.151s; 22 Boschung +34.831s; R Nandy 0 laps-accident.

Winner's average speed 92.428mph. Fastest lap Albon 1m35.140s, 103.006mph.

#### GRID FOR RACE 2

Decided by result of Race 1, with top eight finishers reversed.

#### CHAMPIONSHIP

1 Albon 107; 2 Leclerc 104; 3 Fuoco 90; 4 Parry 53; 5 Boschung 48; 6 de Vries 46; 7 Fukuzumi 43; 8 Dennis 35; 9 Hughes 31; 10 Maini 20.



Return of the dragon: Welshman Parry won

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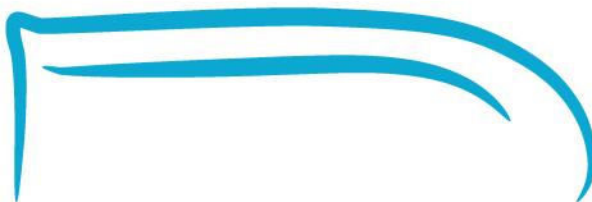
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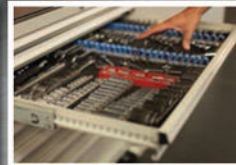
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**CLOSING DATE FOR APPLICATIONS: 21ST AUGUST 2017**

To apply for this vacancy please send an application with your CV, covering letter and salary expectations to [recruitment@redbullracing.com](mailto:recruitment@redbullracing.com)

JOB REFERENCE: HR24052106

PLEASE NOTE: No Agencies please.



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- Simulation engineer with a strong background in vehicle dynamics.
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You must be comfortable taking responsibility for projects and have excellent interpersonal skills, essential for working as part of a team.

As well as being part of our multi Championship winning team, we reward our employees with a significant benefits package including Championship Bonus, Life Insurance, Private Medical Cover and a Contributory Pension Scheme.

To apply for this role, please send an application with CV, covering letter and salary expectation to [recruitment@redbullracing.com](mailto:recruitment@redbullracing.com)

**JOB REFERENCE: HR26072016**

**CLOSING DATE FOR APPLICATIONS: 26<sup>TH</sup> AUGUST 2016**

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**INSPECTOR - WEEKEND SHIFT (12 months)**  
**REF: CH 1472**

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**INSPECTION ADMINISTRATOR (6 months)**  
**REF: CH 1345**

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To assist in the administration of the Inspection Department primarily looking after SAP process to ensure data accuracy.

**CNC MACHINIST (12 months)**  
**REF: CH 1469**

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To set/operate 5 axis CNC mills to produce complex components. Experience within a similar, fast paced environment along with programming skills highly advantageous.

**PREFIT MECHANIC (12 months)**  
**REF: CH 1474**

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**ENGINE SYSTEMS TECHNICIAN (6 months)**  
**REF: CH 1348**

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**BUILD SYSTEMS TECHNICIAN (12 months)**  
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Tandy, who won in Carrera Cup, will bring JTR to series next year

## Tandy's JTR to move to Carrera Cup GB

LE MANS 24 HOURS WINNER NICK Tandy's JTR squad will move into Porsche Carrera Cup GB next season.

The multiple British Formula Ford title-winning team, which currently runs one entry in the British Formula 4 Championship, plans a three-car Carrera Cup line-up.

"We've been thinking about it for a few years and after meetings with Porsche about the future of the championship we decided now was as good a time as any," said Tandy, who pointed to recent slots supporting the World Endurance Championship (Le Mans in 2014, Spa in 2015 and Silverstone this season) and the arrival of the new Carrera Cup car in the UK in 2018.

"The calendar looks good, supporting the WEC as well as the British Touring Car Championship. Those sorts of events are good for the series.

"It will be nice to be fully involved in the championship before the new car comes online."

Tandy, who won the 2015 Le Mans race sharing a Porsche 919 Hybrid with Force India F1 racer Nico Hulkenberg and fellow factory GT driver Earl Bamber,

started his sportscar career at Carrera Cup level. He was a race winner in the GB series and took the 2011 German crown with Konrad Motorsport.

After winning races in the F1-supporting Supercup, Tandy became a factory Porsche GT driver. He believes his experience should help JTR run competitively in 2017.

"I was involved in the original development of the Carrera Cup car, and the new one [set to appear in the Supercup next season]," said the 31-year-old. "I know how to set them up, I know how to drive them, and I will coach our drivers.

"The idea is for me to come in straight away and win."

Although no drivers have yet been confirmed, Tandy has been talking to candidates for some time. "People have come to us about doing it before, including former JTR drivers looking into sportscars," he added.

"It's clear that if you win in GB you get the opportunity to race in Germany and if you win there you have chances to race all over the world. As long as you keep winning, there is a natural progression to professional motorsport."



Le Mans winner Tandy is a factory Porsche GT driver and developed the Carrera Cup car

JTR has not ruled out continuing in single-seaters, but Tandy said that "at this point we are 100% committed to running Porsches".

"Ideally I'd like to run one car in each of the classes – Pro, Pro-Am1 and Pro-Am2.

"We'll take help from some top engineers from the Supercup and German Carrera Cup, and people from Porsche in Germany and North America."

The squad plans to start testing a car later this year.

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BRITISH GT

# Beechdean to miss Snetterton

REIGNING BRITISH GT CHAMPION ANDREW HOWARD will miss next weekend's races at Snetterton after an accident at the previous round.

Howard, who won the title with Jonathan Adam last year, and Ross Gunn have been forced to skip the double-header in Norfolk due to the heavy damage sustained to their Beechdean Aston Martin Vantage GT3 at Spa.

Howard was hit by an errant GT4 car at the first turn in Belgium, ripping a wheel off the Vantage in the process.

Howard, who is now ninth in the points alongside Gunn, said: "I am hugely disappointed the car will be unable to take part at Snetterton. We always knew that this was going to be a development year for us, and sometimes you have to take the rough with the smooth."

"British GT is important to us and we will continue to take part, despite this setback. I hope the championship continues to be the proving ground for the amateur driver."

Beechdean will continue to run its two GT4 Aston entries for Jack Bartholomew/Jordan Albert and Paul

Hollywood/Jamie Chadwick.

Another GT3 on the brink is the Optimum Motorsport Audi R8 LMS after the team parted company with drivers Ryan Ratcliffe and Will Moore.

Ratcliffe and Moore are 11th in the championship, having scored points in just two of the six races so far. Despite the split, Ratcliffe will continue to compete with the team in the Creventic 24H Series.

Team head Shaun Goff said: "We're looking for a new driver pairing for the final two rounds as we want to show what the Audi can really do and we've had various issues this year that meant we couldn't do that."

"Running in the silver-silver class and carrying extra weight hasn't helped, so all three parties felt the time was right to try something different. We're looking for a bronze driver to pair with either a quick silver like Ryan or a gold [Craig Dolby is the team's driver coach]."

Ratcliffe and Moore's withdrawal means there will be no silver-silver pairings on the grid for Snetterton.

BRITISH FORMULA 4

# TEAMS TO MAKE F4 RETURNS AT SNETTERTON

Falcon Motorsport and Richardson Racing will return to British F4 at Snetterton on August 6-7.

Both squads have been absent from the series so far this year, having been regulars since the category's Formula Ford days, with Falcon twice running Harrison Scott to second in the driver standings.

Falcon will contest the next two rounds with Mexican driver Alexandra Mohnhaupt, who finished 13th in Mexican F4 this year.

Team boss Nick Streatfield said: "We've been talking to Alexandra through Mygale."

"She's already familiar with the car, as the engine and the chassis are the same, the only difference is that the Mexican championship runs on different tyres [Pirelli, instead of Hankook]."

Streatfield added that the team was considering entering a car for the final three rounds of the year, but that its main focus was on working towards a full campaign in 2017.

Richardson will be back on the grid with Alexandra Marinescu racing for the rest of the season. The Romanian was due to race with Falcon in MSA Formula last year but suffered a hefty crash in practice for the first round and then struggled with budget.

JHR Developments racer Billy Monger will also return after missing the previous round at Croft.

CLIO CUP

# Smiley switches BTCC Toyota for Clio Cup car

CHRIS SMILEY HAS SWITCHED from the British Touring Car Championship to the Renault Clio Cup for the remainder of the 2016 season.

The Northern Irishman has hit funding issues and his Team Hard Toyota Avensis

has also been plagued by unreliability. He will now swap to race a Jam Sport-prepared Clio for the remaining eight races of the 2016 campaign.

"It is a shame, because this was always meant to be the

start of a long-term plan in the BTCC, but it has not been a happy start to the season," explained the 24-year-old. "Everything has been a struggle and we simply have not been able to perform to the level I expected."

"I wanted to keep on racing, and doing it in the Clio Cup is perfect because it keeps me on the radar of the touring car teams by being on the support package. I want to show that I am still capable of winning races, and I think I can do that."

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**CLUBMANS CUP**

## Clarke continues dual campaign

TEENAGER JAMES CLARKE WILL CONTINUE to split campaigns in the Clubmans Cup and Historic Touring Cars for the remainder of what is just his second season of car racing.

Clarke, 16, has already established himself as a frontrunner in the Clubmans Cup with five wins in the Sports 1600 class from his first eight races. The Junior Saloon Car graduate was made to wait until he turned 16 for his debut at the third round of the season at Rockingham, and has since claimed five class wins in a row, including a double at Donington Park earlier this month.

Run by Orex Competition, Clarke has been driving a rebuilt Mallock Mk18BF 1600, which was modified and raced by the late Autosport cartoonist Barry Foley and his son Justin.

Clarke also raced in the HTCC in a Ford Lotus Cortina at the Brands Hatch Superprix event, and will contest further events at Croft and the Oulton Park Gold Cup meeting next month before the final Clubmans round.

“They’re both great for different reasons,” he said. “The Mallock does exactly what you want, while the Cortina is not great through the fast stuff. You have to really fight it.”

**IN BRIEF**



**O’NEILL MAKES HILLCLIMB DEBUT**

British Touring Car Championship race winner Paul O’Neill completed his first hillclimb event at Gurston Down last weekend. O’Neill shared a Swift FB91 Formula Ford 1600 with its owner, Mark Alley, and finished seventh in class. “I learned loads of lessons from doing it, and I absolutely adored it,” he said. “It took me a while to get my head around it, but by the final run I thought ‘yes, I really get this!’”

**MONTREAL CORNER NAMED AFTER WILSON**

Snetterton’s Montreal hairpin will be renamed in honour of IndyCar star Justin Wilson. The second turn on the Norfolk circuit will be renamed Wilson hairpin, after the inaugural Formula Palmer Audi champion who died last year during the Pocono IndyCar race.

**TEAM BRIT SWITCHES TO FUN CUP**

Armed Forces racing squad Team BRIT will switch to competing in the Fun Cup series next month. The team, which gives injured British troops a chance to rehabilitate through motorsport, formerly raced a Volkswagen Golf Mk6 in both the Britcar and British round of the Creventic 24H Series, but has put that car up for sale.

**WINTER SERIES RUNNER JOINS JUNIORS**

Charlie Digby will join the Ginetta Junior grid at Snetterton this weekend with the frontrunning HHC Motorsport team. The 15-year-old competed in the Winter Series last year but has since been testing in preparation for his debut in the main championship.

**PUMA CUP ARRANGES STUDENT LINK**

Organisers of the Puma Cup series have struck a new deal with Hertfordshire Regional College, which will allow students to build and enter racing cars for the category. EMC Motorsport, which supplies the parts to build the cars, has delivered two conversion kits to Herts for students enrolled within its Motorsport Technology courses to build. Ford Racing UK has also donated a car and the college has bought two more road chassis to convert.



**GT CUP**

## MX-5 champion makes GT Cup bow

REIGNING BRSCC MAZDA MX-5 champion Brian Chandler made his GT Cup debut at Oulton Park last weekend, sharing the MAS Motorsport Porsche 997 GT3 Cup car with team boss Mike Sellar.

Chandler has been racing in the 750 Motor Club’s BMW M3 Cup this season, but took an opportunity to race in the Cup.

“Sam Tatler is one of the guys I run in Mazdas and he works for Mike, who had a driver drop out so asked me to step in,” he explained. “I was in the right place at the right time.”

Chandler did not drive the car before Saturday’s free practice session, but was immediately on the pace. He drove in the sprint race, which

was halted after a first-corner incident and was not restarted, and had only a short stint in the endurance race, which Sellar started, after the car lost fourth gear and was delayed in the pits.

“We hope to be back out for Snetterton, as it’s my local track,” he added. “Hopefully, I can get some sponsors on board.”



**IRISH SUPERCARS**

## BRC driver goes for Supercars gold

BRITISH RALLY CHAMPIONSHIP DRIVER Sam Moffett will miss the last round of the series in an attempt to win the Irish Supercar title at Mondello Park.

The 23-year-old has competed in select events in the Supercars this year, and will now

line up on the Leinster Trophy weekend (September 18/19) at the circuit where he won twice earlier this month.

“There are three dropped rounds so with all those considered we’re just three points behind [Peter] Barrable,” explained Moffett.

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Mid-engined Audi S prototype was driven by rally legend Rohrl

#### RALLY FESTIVAL

## Audi S stars with legend Rohrl

THE UNIQUE AUDI S PROTOTYPE RALLY CAR MADE its first public appearance last weekend at the Eifel Rallye Festival in Germany, with Walter Rohrl at the wheel.

The 1986 design ran as part of celebrations marking 30 years since the end of Group B regulations. Group S was the planned replacement for Group B, with power limited to 300bhp and only 10 examples required to be built. After Group B was banned at the end of '86, Group S was also shelved in favour of the production-derived Group A.

Several manufacturers built prototype Group S cars, and the rules were later revamped in 1997 to form the basis of World Rally Car regulations.

As part of a record-breaking field of 60 Group B and Group S cars, the mid-engined Audi completed more miles during the festival than it has in the 30 years since the project was abandoned.

"The Eifel Rallye Festival was the perfect venue for us to celebrate this premiere," said Timo Witt from Audi Tradition, the German manufacturer's classic-car offshoot. "However, we must also be careful – this [car] is irreplaceable."

Double World Rally champion Rohrl added: "It was a terrific experience to be able to drive this unique prototype."

#### FF1600

## New Firman racer can 'dominate' FFord races

RALPH FIRMAN RACING driver Luke Williams believes developments to the new RFR FFF16 will put it in a position to "dominate" October's Formula Ford Festival after a recent upturn in form.

The new car, which is the first fresh design from Van Diemen founder Firman since 1998, was blighted by

problems on its debut at Oulton Park in April. But Williams twice finished on the podium in the National FF1600 round at Brands Hatch earlier this month, which coincided with a switch of engine supplier, and was bullish about the car's chances of being at the front come the end-of-season Festival and

Walter Hayes Trophy blue-riband events.

"We switched to Bold [engines] before Brands, but only for the rest of 2016," said Williams, who also scored pole and finished third in last weekend's Champion of Brands event. "We're still talking with [previous supplier] Scholar.

"Had the car been ready three months earlier, we might have been in better shape to fight at the start of the year.

"I think if you give us until the Festival, we've a good chance of dominating. We've only started to get over the early issues and haven't added updates, but the tweaks we've made have had an impact."



Recent performance improvements have given Williams confidence

HAWKINS

#### CASTLE COMBE SALOONS

## DI CLAUDIO TO KEEP SAXO FOR TITLE PUSH

CASTLE COMBE SALOON Car Championship leader Will di Claudio will stick with his rented Citroen Saxo instead of switching to his own car and risking losing his points lead.

Di Claudio had spent the winter preparing his own Peugeot 106 to enter into Class C of the local championship, but build delays meant the car could not be completed in time for the start of the current campaign.

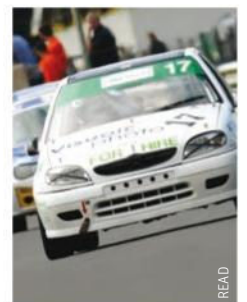
To stay on the grid, di Claudio rented a Citroen Saxo, in which he has dominated Class D with four wins and a second place from five rounds so far. He currently shares the lead of the overall championship, level with Class B driver Simon Thornton-Norris, on 52 points with three rounds left this year.

Di Claudio's Peugeot is now ready, but he has opted to continue in the Saxo to avoid throwing his title challenge away.

"I need to do some testing before we run the 106," di Claudio said. "I want to make sure the car is quick and capable of winning when it finally comes out."

The triple champion added he was hoping to wrap up his class title and then introduce the 106.

"The plan is to try to wrap up the Class D title at the August Bank Holiday meeting, and then I can hopefully bring in the new car for the final round in October and not lose out."



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# Classic Formula Ford a jolly good vintage

By Marcus Pye, the voice of club racing

[@Autosport](#)

**ON THE FACE OF IT, A FORMULA FORD RACE AT** a Vintage Sports-Car Club meeting may have seemed incongruous to diehard stalwarts, many of whom may not have seen one before. Topping up programmes with 'guest' grids is something that smaller clubs do increasingly to cover circuit-hire costs, however, and the experimental event within last Sunday's VSCC 40th-anniversary celebration at Cadwell Park worked superbly from both sides. It also delivered an absolutely stonking spectacle, with a big field and a great variety of pre-1982 cars, so what wasn't to like?

With Historic FF1600 (for the 1967-71 cars) currently flying high under the aegis of the Historic Sports Car Club, the Classic era is one in which Kent-engined chassis development escalated. The popular pre-'74 class of yore, subsequently extended to include such landmark cars as Van Diemen's RF81 – the sleek inboard front-suspended model in which Ayrton Senna da Silva blitzed rivals 35 years ago – has always attracted a following. Run on the British Automobile Racing Club's ticket, it's a fiercely competitive but ultimately very sociable way to relive the past. With the bonus that it doesn't cost the Earth.

Cadwell's race was part of a weekend double-header that started at Donington Park, where – most unusually – there were incidents aplenty. Alas they caused some withdrawals – notably veteran Dave Lowe who, now in his late seventies, returned to Guernsey with a battered Lotus 69 – but an excellent paddock spirit and strong leadership saw most combatants who had incurred damage patch up their steeds and head east to Lincolnshire. MSV even laid some testing on for those who arrived raring to go.

My first surprise of the trip was bumping into seasoned race engineers Alastair Macqueen and Dave Sweeney for the first

time in decades, at The Black Horse pub in Donington-on-Bain, where fellow VSCC commentator Nick Upton and I were dining at our B&B hosts' recommendation. They'd come hotfoot from our more regular Donington haunt to support UK-based Brazilian Adriano Medeiros, via a Cadwell learning session.

More memories were triggered on Sunday, where among the 24 competitors in cars representing eight marques were John Village – EFDA Euroseries FF1600 champion of 1979 and BRDC champ in '81 – in an updated Crossle 25F believed to be rooted in Richard Morgan's '74 FF Festival winner. Also out was Stuart Kestenbaum (who *must* have competed in more 'Kent' races than anybody) and local man Paul Dukes, an early Historic FF2000 subscriber, in his Senna-clone RF81.

Competitor Peter Hackett and associates run a tight ship, but stress the fun element of their programme, which welcomes Europeans. After the toughest of battles – with daredevil outbraking manoeuvres and a little tyre rubbing between Medeiros (in a Van Diemen RF80 dressed as compatriot Fernando Ribeiro's period car) and reigning champion Mike Gardner (Crossle 32F) – Swiss Ghislain Genecand (Crossle 25F) made it an international one-two behind Medeiros after Donington victor Gardner went herbaceous at Mansfield.

With a large choice of eligible cars available for less than half the cost of a top-spec race-proven Historic version, it's little wonder that interest in the Luna Logistics Classic FF1600 Championship is growing. On Sunday's evidence it will be disappointing if Hackett and the VSCC – which was delighted with the group's involvement and conversely saw the Fordsters intrigued by members' extraordinary cars – don't work together a couple of times in 2017. 🍷



## ZANDVOORT GIG FOR 500s

The 500 Owners Association is trying to assemble a field of 20 Formula 3 cars of the '40s and '50s for its return to Zandvoort's superb Historic GP event on September 2-4. The last time it raced on Stirling Moss's period stamping ground, in 2014, Brian Jolliffe wowed the crowd, winning from the back in his Cooper-JAP Mk9.

## RICHARD BUDGE 1947-2016

Coal-industry giant and racer Richard Budge died of prostate cancer on July 18, aged 69. The mining entrepreneur was already an accomplished racer when his RJB Mining concern acquired the majority of Britain's deep pits in 1994.

Chevron cars were his passion – Budge had amassed a fine collection at one point – and he enjoyed them to the full. Having achieved success in historic events, notably in a B8, the highlight of his sporting endeavour was winning the 1983 Oulton Park Gold Cup (then a Thundersports race) in a B19 shared with mentor Vin Malkie.

Budge, who subsequently ran '70s F1 driver Mike Wilds in his B31/36, was a friend of the HSCC. The club benefited from his business acumen and patronage of its two-litre sportscar revival.

He leaves wife Ros and sons Grant and Kurt.



## RARE FRAZER NASH RACES

VSCC race and speed-event ace James Baxter unusually experienced the slowest car in the field at Cadwell Park last Saturday, when he drove Ian Balmforth's Anzani-engined Frazer Nash Boulogne in the annual FN/GN race. Restored to pristine condition, the rare 1926 machine had not seen action in 25 years.



**DONINGTON PARK**  
BARC JULY 23-24

# Smith earns Trucks reprieve

IT WAS A MIXED WEEKEND AT Donington for Division One British Truck Racing Championship leader Ryan Smith, who overcooked it at the start for races one and three and caused both to be red-flagged. Fortunately for the Mansfield driver he was able to take his original top-six positions on both restarted grids, much to the chagrin of some of his rivals.

“There’s no need for it, it’s just crazy,” was championship challenger Stuart Oliver’s assessment of Smith’s starts.

Nevertheless, Smith cruised home in race one to a fourth consecutive win following a dominant weekend at the Nurburgring, and again scored victory in race five. The third race didn’t end as planned when Smith came together with leader Shane Brereton into Redgate on the last lap, handing a surprised David Jenkins the win despite starting from 10th.

Jenkins’s win made up for a tough second race in which debris pierced a hole in his MAN TGX’s radiator, but he lost out on a race-four triumph when he spun on the straight just a handful of metres from the chequered flag.

Stuart Oliver continued to demonstrate his reversed-grid prowess with wins in the second and fourth contests, while Mat Summerfield won a non-points-scoring finale.

The Division Two trucks ran in separate races on Saturday for the first time since the Brands Hatch opener in March, before combining with the Division One teams on Sunday. Trevor Martin made the most of the

occasion, taking wins in the first two races while title challengers Adam Bint and Simon Cole struggled.

“We were hoping to be picking up podiums so we are really pleased with that,” said Martin, who also finished third twice. “We have had pace but just been struggling with reliability all year.”

Cole limped onto the grass in race one when his engine failed, leaving him unable to race the rest of the event, while Bint’s first four races were ruined by four separate boost-pipe failures, a fault his team rectified in time to enjoy the race-five class win.

Ryan Colson recovered from brake faults on Saturday to win the third and sixth races, while Andrew Lovenbury claimed victory in race four on his debut weekend.

Scottish Legends frontrunner John Paterson proved why he is lauded north of the border, picking up four wins and a third during his guest weekend in the national series. He beat team boss John

**Smith messed up a pair of starts, but left Donington with two more Truck wins**

Mickel in the first two races on Saturday, and would have done so again in race three had a red flag for trouble at the back not ended the final race, just as Mickel pitted with an oil leak from the lead. Final results going back to the previous lap meant Mickel was declared the victor.

On Sunday Paterson again beat the boss twice in a pair of closely fought scraps, even defying slipstreaming conventions in race five to win by an impressive 5.418 seconds. It was too much of a good thing for the pair, though, who came together with Connor Mills at the start of the last lap of the finale, handing 23rd-place starter David Hunter the win.

In the Pickup Truck Racing Championship, series leader Freddie Lee narrowly defeated reigning champ Michael Smith in race one. Lea Wood had led for much of the way but Smith and Lee managed to slip through after a yellow flag at Roberts. A two-lap jostle through Redgate and the Craner Curves was settled in favour of Lee at the chequered flag. Wiring issues plagued third man in the championship David O’Regan, forcing him to retire from race one. Race two was won comfortably by Mark Willis, while Smith was troubled by a loose pipe. Lee could only manage seventh as he struggled for grip.

The first Kumho BMW Championship race also featured a messy start into Redgate when Max Walton and Alan Thompson came together, but James Card held onto his pole position start to extend his lead at the top. “We’ve got





WALKER



Cursley became only second man to beat Goodchild in 2016

WALKER

the car set up well and it suits most tracks," he said, somewhat ominously for the competition. But that didn't phase James MacIntyre-Ure, who crept past Card and Roger Lavender to win race two after race one Class D victor Giuseppe Callari rolled at Coppice, causing a red flag.

Saturday's single Classic Formula Ford 1600 Championship race was marred by a clumsy opening lap that put paid to the hopes of five drivers, and eventually finished under the red flags following another clash. Mike Gardner weathered the chaos best to finish first ahead of Adriano Medeiros and John Village.

In the Hyundai Coupe Cup Alex Cursley halted Ian Goodchild's searing run of wins with a Donington brace. Goodchild was close to Cursley all the way through both duels but had to settle for two second places.

**JASON NOBLE**

➔ **P84 FULL RESULTS**



**OULTON PARK**  
MSVR JULY 23

BOURNE

## Spin and a win for recovering Clink

JAMES CLINK GOT OUT OF JAIL WITH the help of two safety-car periods and recovered to win the fifth Trackday Trophy race of the season at Oulton Park, despite spinning his Renault Clio to the back of the pack on the first lap.

Clink had started sixth, but emerged on the approach to Cascades in third, only for a cold-tyre-inflicted spin to put him into the gravel. He made his escape, but not before the safety car had been scrambled, which allowed him to re-catch the pack.

Another caution period was required on lap four after Neil House (Clio) spun at the top of Clay Hill and involved David Scarborough (Lotus Elise) in his incident. The last lap under the safety car coincided with the opening of the pitstop window and Clink, already back up to 17th, took advantage. Other leading contenders spread their mandatory stops over the following racing laps, so by the time they were completed Clink cycled through on top.

"I dived in as soon as I could," he said. "The team were telling me where I was and when I saw I was first I couldn't believe it."

For a time it appeared that Glen Broster (Ginetta GT5) may threaten Clink's victory, but he ultimately finished a distant second. The pole-position Mini of Keith Gibbs and Martin Amery completed a trio of class winners on the podium.

Polesitter Alistair Stenhouse (BMW E36) built up a lead after passing Mark Flower's

E46 M3 at Old Hall on lap two of the Trackday Championship encounter, which he maintained after the mandatory stops. Steve Darbey briefly took over in front until Flower reeled him in, although it took several laps for the decisive move to come at Cascades. A late-race shake-up at Shell allowed Kester Cook to claim third in his Fiesta.

An incident in the planned sprint race led to a delay, and meant there was only just time for a solo GT Cup feature race. Predictably, Jordan Witt (Bentley Continental GT3) scored his 11th win of the season, despite having to serve ever-longer mandatory pitstops due to his success. He was stationary for 25 seconds longer than the John Dhillon/Aaron Scott Ferrari 458 GT3, but still won by more than half a minute.

Tom and James Webb took Class B victory and third overall, even though their BMW was heavily damaged in the earlier accident. "We robbed some bits off Dad's [Martin] car," explained Tom of their rapid rebuild. "To come away with full points is unbelievable."

The quartet of BMW E36 M3s at the head of the Racing Saloons double-header was perhaps too evenly matched to produce thrilling racing. Stuart Waite led from pole to two race victories, while Karl Cattliff made a sluggish start from second to drop back to fourth in the opener, behind Nigel Innes and Stephen Pearson, where he stayed. Cattliff gave himself more to do in race two by bounding over the grass at Old Hall at the start, but he soon climbed back up to fourth with the rest finishing in the same order as before.

Ex-Saxmax and Clio ace Will Davison made it four Production BMW wins from four, twice overcoming Matthew Wileman in the woodland section. Matt Swaffer extended his points lead with two third places as rival Harry Goodman claimed ninth and fourth after recovering from a first-lap off.

**IAN SOWMAN**



Davison proved form extends beyond hatches with more Production wins

BOURNE

➔ **P85 FULL RESULTS**

**ANGLESEY**  
CSCC JULY 23-24

## Veteran Ahlers can't be beaten in Morgans

MARQUE VETERAN KEITH AHLERS dominated the first Morgan Challenge race at Anglesey despite never having competed at the circuit. He got an excellent start and continued to pull away until the chequered flag, finishing 20 seconds ahead of Phillip Goddard, with Russell Paterson just behind.

Race two on Sunday was damp, but there was no change in results as Ahlers again crushed the field from pole to take his second victory of the weekend and his 88th in Morgans. Initially he looked in trouble as wheelspin dropped him to fourth off the line, with Elliot Paterson taking advantage to lead after a brilliant move on Goddard at the banking hairpin. That was short-lived as Ahlers powered past on the back straight to retake the lead and cruise to his eighth win of the season. Paterson Sr finished 19s behind after he overtook son Elliot, who completed the podium, early on.

Colin Philpott dominated both Jaguar and GT outings, but left with only one win after he was controversially excluded from the race-two result. The safety car negated Philpott's excellent start in race one courtesy of a Corkscrew spin for Bruce Cologne-Brooks on the opening lap, but he weathered pressure from Ian Drage throughout to secure his third victory of the year.

He did the same in the wet race two, but his XJS was found to be underweight post-race, instead gifting victory to Drage. "I put the wet tyres on and I think that's where I slipped up with the lighter wheel," said Philpott. "I'm a little bit peeved because it was difficult; it was wet and then drying and we had a good race. I don't think Ian would have wanted to win in that way, but fair play to him."

Gary Bate won both of the Open Series races in tense encounters. In race one



Bate's Caterham CSR was bumped back to second by Richard Carter (R300) at the start but reclaimed the lead halfway through on the back straight before Rocket. But a speeding penalty during the pitstops dropped him behind again. Bate flew thereafter and copied his earlier move to retake the lead, and won ahead of Carter and Nick Starkey (C400).

Bate stormed to a wet-weather victory in race two as polesitter and race favourite Danny Winstanley started on the wrong tyres on his Caterham. The race-one victor was in a class of his own and had built a 20-second lead by lap 10, with the race already a foregone conclusion by the time Winstanley pitted for the correct rubber midway through. As Bate cruised to his second victory of the weekend a lap clear of the field, a stirring Winstanley

Despite his lack of knowledge of Anglesey circuit, Ahlers was as imperious as ever

fightback ensured he finished second.

Winstanley started the Magnificent Sevens race on the right tyres and showcased the speed that made him favourite for the Open Series. Despite the disadvantage of a pitlane start due to an issue, his Caterham Superlight took the lead early on, sweeping past Bate on the back straight on his way to the win. Peter Ratcliff retook third position on track after Carter had taken the position at the midway stops.

David Marcussen and his BMW M3 E36 were untouchable in the Modern Classics and New Millennium affair, in which the safety car was prominent at the start – the non-starting Ginetta of Gary Wardle and a spin for the Porsche of Andy Yeomans made for a slow start. Polesitter Nicolas Olsen (Esprit) used his



Exclusion denied Philpott double, handing Drage (behind) one win



Boardman won even after being given a track-limits penalty

ALL PICS: JONES





30-second success penalty – applied for his win at Donington – when the safety car peeled in. Once everything had settled down following the mandatory stops, Marcussen emerged in front. He stayed there until the flag with the E36 of Mark Smith and Arran Moulton-Smith 30s back. Olsen and James Broad collided going into Rocket battling for third late on, with the Porsche Boxster man losing out and having to settle for fourth.

Mark Campbell scored an excellent win in the Swinging Sixties series after a spin at the Corkscrew on lap one meant he ended the lap in 33rd place. Many in the field struggled with the wet conditions, but once the order settled down following pitstops Campbell's Triumph TR5 had clawed its way back to second. He swooped past Malcolm Johnson's Lotus Elan at Target to take the lead midway through and clinched victory, while polesitter Mark Halstead retired when his Ginetta lost drive.

Chris Boardman and Arran Moulton-Smith dominated the Tin Tops race, so much so that their BMW Compact finished 8s clear of Nigel Tongue's Peugeot 306 even after track-limits penalties were applied. Nigel Ainge and Mike Jordan's success penalty meant their Honda Integra couldn't mount a victory challenge and finished third.

**JAKE JONES**

➔ **P85 FULL RESULTS**

## CROFT

BARC JULY 23-24

# MacGregor's pain turns to joy

JONNY MACGREGOR SUFFERED HIGHS and lows in the Britcar GT & Production Championship last weekend at Croft.

Having damaged the floor of his Taranis in race one, he and the team spent most of Sunday making repairs and just made the finale. Starting at the rear, MacGregor stormed back to a memorable win ahead of Andy Robinson's Ford Falcon and the Aston of Chris Murphy and Jonny Cocker.

In the earlier race, difficult conditions caught out many of the small grid, with Lance Gauld managing his Porsche Cayman to a win ahead of Murphy and Cocker and the BMW E46 M3 of Mike Moss/Kevin Clarke.

The Britcar Endurance championship's three-hour race was largely processional, thanks in part to a dominant showing from Phil Hanson/Nigel Moore, who steered their Audi R8 LMS to victory. They finished a lap clear of the BMW Z4 GT3 of Ian Lawson/Kevin Clarke, with Calum Lockie and David Mason's Ferrari 458 GT3 finishing third.

James Dorlin left Croft a double winner in the Michelin Clio Series, and his second win came after holding his nerve. Polesitter Brett Lidsey was dispatched at Clervaux on the opening lap, but Lidsey relentlessly hounded the leader until the flag. Guest driver Josh Cook rounded off the podium, but earlier in the day he was the closest to Dorlin. A strong start in that race allowed Dorlin to

pull well clear, leaving Cook a lonely second ahead of Tom Barley.

Katie Milner continued her title charge with a Junior Saloons double. Milner looked comfortable in race one, converting a strong lead into victory ahead of Oliver Willmott and Matteo Zanetti, allowing her to extend her points lead over title rival George Sutton, who could only place seventh.

Sutton initially held the lead in race two, but an impressive move on the outside of Tower early on put Milner back in front. Willmott seized the chance to jump Sutton for third, setting the race's final order.

A strong entry of 40 cars in the Northern Saloons and Sports was split into two grids, with Bill Addison storming to a brace in the A & E class and Kirk Armitage doing the same in the B, C, D & H showings.

Addison's Caterham was largely unchallenged, taking a simple win in the opener ahead of Paul Woolfitt's Mini and Andy Wilson's Porsche. The second was more challenging, with Woolfitt tipped into a barrel roll on the opening lap. With the driver unhurt, there was a shortened race and a restart that Addison had the measure of for his second victory. There was more drama in the BMW battle for second behind. Mike Cutt and Paul Brydon ended up in the barriers at Clervaux, allowing Mark Jessop (Ginetta G50) and Andrew Morrison (SEAT) to round off the podium.

Armitage's feat in the other race was more straightforward, his BMW winning the opener by half a minute. All eyes were on the fight for second between Martin Whitehouse in a BMW 328 and the Porsche 944 Turbo of David Botterill. Whitehouse came out on top, with the podium repeated in the finale.

**TOM ERRINGTON**

## RESULTS

### BRITCAR GT & PRODUCTION (28 LAPS) 1 Lance Gauld (Porsche Cayman);

2 Mike Moss/Kevin Clarke (BMW E46 M3) -1 lap; 3 Chris Murphy/Jonny Cocker (Aston Martin Vantage GT4); 4 Del Shelton (BMW E36 M3); 5 Andy Wilson/Philip Seaman (Holden); 6 Marcus Fothergill/Dave Bennett (Porsche 997 Cup). **Class winners** Murphy/Cocker. **Fastest lap** Colin Wilmott/Jack Wright (Porsche 997) 1m37.388s (78.55mph). **Pole** Wilmott/Wright. **Starters** 9. **RACE 2 (33 LAPS)**

**1 Jonny MacGregor (Taranis);** 2 Andy Robinson (Ford Falcon) +1m45.123s; 3 Gauld; 4 Fothergill/Bennett; 5 Murphy/Cocker; 6 Shelton. **CW** Robinson; Fothergill/Bennett. **FL** MacGregor 1m26.247s (88.69mph). **P** Gauld. **S** 8.

### BRITCAR ENDURANCE (120 LAPS)

**1 Phil Hanson/Nigel Moore (Audi R8 LMS);** 2 Ian Lawson/Kevin Clarke (BMW Z4 GT3) -1 lap; 3 David Mason/Calum Lockie (Ferrari 458 GT3); 4 Chris Murphy/Jonny Cocker (Aston Martin Vantage GT4); 5 Marcus Fothergill/Adam Dawson/Dave Bennett (Porsche 997 Cup); 6 Jason Dixon/David Cooper/

Robert Gilham (BMW M3 E46).

**CW** Murphy/Cocker; Dixon/Cooper/Gilham; Alyn James/Dan Wheeler (Honda Civic Type R); Mike Moss (BMW 1M E82). **FL** Moore 1m21.460s (93.91mph). **P** Hanson/Moore. **S** 10.

### MICHELIN CLIO CUP (10 LAPS)

**1 James Dorlin;** 2 Josh Cook +13.530s; 3 Tom Barley; 4 Luke Pinder; 5 Samuel Randon; 6 Ben Palmer. **CW** Jack Fabby. **FL** Dorlin 1m34.477s (80.97mph).

**P** Dorlin. **S** 15. **RACE 2 (12 LAPS)**

**1 Dorlin;** 2 Brett Lidsey +0.288s; 3 Cook; 4 Barley; 5 Rory Collingbourne; 6 Palmer. **CW** Fabby. **FL** Dorlin 1m34.261s (81.15mph). **P** Lidsey. **S** 15.

### JUNIOR SALOON CARS (BOTH 10 LAPS) 1 Katie Milner;

2 Oliver Willmott; 3 Matteo Zanetti; 4 Edward Moore; 5 Charlie Kennedy; 6 Ethan Hammerton. **FL** Willmott 1m45.748s (72.34mph).

**P** Milner. **S** 23. **RACE 2 1 Milner;** 2 Willmott +0.599s; 3 George Sutton; 4 Kennedy; 5 Hammerton; 6 Adam Batty. **FL** Milner 1m45.707s (72.37mph).

**P** Milner. **S** 21.

### NORTHERN SALOON AND SPORTS

**CAR CLASSES A & E (4 LAPS) 1 Bill Addison (Caterham Superlight R400);** 2 Paul Woolfitt (Z Cars Mini) +8.905s;

3 Andy Wilson (Porsche 911 GT3);

4 Mark Jessop (Ginetta G50); 5 Andrew Morrison (SEAT Leon); 6 Paul Brydon (BMW M3). **CW** Matthew Kirkby (Caterham C400); Mark Leybourne (Westfield FW); Neil Finnighan (Caterham R400 SV). **FL** Addison 1m28.390s (86.54mph). **P** Addison. **S** 24. **RACE 2 (8 LAPS) 1 Addison;** 2 Jessop +2.322s;

3 Morrison; 4 David Brewis (Caterham 7); 5 Kirkby; 6 Neil Gregory (Lotus Exige). **CW** Brewis; Kirkby; Leybourne. **FL** Michael Cutt (BMW M3 E36) 1m28.203s (86.73mph). **P** Addison. **S** 23.

**CLASSES B, C, D & H (BOTH 11 LAPS) 1 Kirk Armitage (BMW M3);** 2 Martin Whitehouse (BMW 328) +37.955s; 3 David Botterill (Porsche 944 Turbo); 4 David Cox (Peugeot 205 GTi); 5 Steven Craggs (Ford Fiesta); 6 Ian Humpish (Ford Focus). **CW** Whitehouse; Cox; Simon Baker (Ford Fiesta XR2); Ian Blacklin (Ford Capri). **FL** Armitage 1m35.568s (80.04mph). **P** Armitage. **S** 17. **RACE 2**

**1 Armitage;** 2 Whitehouse +19.052s; 3 Botterill; 4 Cox; 5 Craggs; 6 Lee Underwood (Honda Civic). **CW** Whitehouse; Cox; Andrew Robinson (Ford Fiesta); Blacklin. **FL** Armitage 1m35.250s (80.31mph). **P** Armitage. **S** 16.



## Walker victorious in dazzling dogfight

CHARACTERISED BY THE THUDDING soundtrack of a World War I dogfight and the Lincolnshire Wolds backdrop on a glorious Sunday afternoon, the battle between ground-level 'air aces' Tom Walker (Amilcar-Hispano) and Justin Maeers (GN Parker) for John Holland Trophy honours was among many highlights as the Vintage Sports-Car Club celebrated 40 years of racing at Cadwell Park.

If Walker was concerned that he had overheated the 11.7-litre Wright Martin US licence-built V8 engine under his magnificent beast's svelte bonnet in practice, it didn't show. Blasting from row four to second on lap one, he quickly engaged Maeers in combat. "It's like a rocketship off the line," said Walker. "I saw a gap between Tony [Lees, AC/GN Cognac Special] and Dougal [Cawley, GN/Ford Piglet] then set about catching Justin."

Thereafter they swapped the lead repeatedly, Maeers's extraordinary cornering bravado regularly taking his 6.1-litre four-cylinder Cirrus-engined hybrid ahead, only to be trumped by Walker's pure grunt on the long straights. "I had to overrev the poor old Amilcar to beat him, but it was a great race," grinned Walker, having retained the trophy he won last summer.

Maeers faded a little in the latter stages, and Lees wasn't far behind at the chequer in the car which the great Freddie Giles — who died earlier this month — made famous. Sue Darbyshire, who started her

three-wheeled Morgan alongside polesitter Maeers, finished fourth after a tussle with Duncan Pittaway, who was overjoyed to win the Bugatti OC's concurrent Williams Trophy, a rare accolade for an unsupercharged T35 against strong blown T35B opposition.

The annual Frazer Nash/GN feature — for which pole was left vacant in tribute to club hero Giles — attracted a stunning entry. Despite the disparity in performance, it harboured the host club card's closest finish, Julian Grimwade in the gruff 3.5-litre Alvis-powered FN Norris Special beating top qualifier Eddie Gibbs's supercharged 1500cc FN single-seater by 0.71 seconds after a terrific catchweight contest.

Maeers, Charles Gillett (FN Super Sports) and Lees led the chase as young Tom Waterfield tamed Tom Walker's Ford-motivated GN Special impressively, beating Mark Walker's mighty 4.2-litre

Walker's Amilcar had grunt to hold on from Maeers's GN Parker

vee-twin GN Thunderbug en route to sixth. James Baxter was in unfamiliar territory at the blunt end of the pack, but delighted in Ian Balmforth's Boulogne. The race was stopped when Ian Bingham's FN Geoghegan Special rolled approaching the Mountain, but happily the joint FN Club competition secretary emerged shaken but not stirred.

'Works driver' Eddie Williams impressed in Charlie Gillett's FN Super Sports, leading William Mahany's 1938 HRG for the first three laps of the Geoghegan Trophy race, then enjoying a fine duel. Mahany took the flag, but Williams scooped the coveted trophy as the first vintage finisher. Bahamian-based Mahany subsequently won the Spero Trophy for the 11th time in 12 years, narrowly defeating 2014 winner Christian Pedersen's supercharged Austin 7 Monoposto 'Miss Green'. Tom Waterfield landed the Voiturette Trophy.

There was disappointment for ERA fans, not least last year's Shuttleworth Trophy winner Mark Gillies, when the Dick Skipworth-owned R3A smoked a piston in practice, sidelining the combo for the day. Nonetheless, Nick Topliss gave a super demonstration of R4A's agility in winning the John Holland Trophy opener from the well-matched Nashes of Grimwade and Gibbs. Topliss's dreadful start in the Shuttleworth and Nuffield Trophies race let Fred Harper in with the splendid and boldly driven Kurtis-Offenhauser Indycar. Topliss





STYLES



Indycar driver Harper got break when Topless bogged down

STYLES

**BRANDS HATCH**  
MSVR JULY 23

# Four-star White makes Champion of Brands history

HISTORY WAS MADE AT BRANDS HATCH when Oliver White became the first driver to secure four successive Champion of Brands race wins, despite the best efforts of polesitter Luke Williams and Chase Owen.

A fabulous five-car battle for the lead developed in the early laps, as Williams attempted to keep White, Owen, Richard Tarling and Andy Charsley at bay. Contact between White's Van Diemen JL15K and the RFR of Williams helped American Owen to briefly take the lead at three-quarter distance, but White was able to power ahead of the Ray GR13 on the approach to Druids a lap later. White never looked back, leaving Owen to claim second ahead of Williams, who struggled to select third gear in the final laps.

There were no problems for William Plant and Ollie Bryant in the well-supported Future Classics contest. Despite a 30-second success penalty carried over from Plant's win at Silverstone, the Morgan Plus 8 pair took a dominant win. Perry Waddams's TVR Tuscan just held off the Porsche 928 of Mark Chilton to claim second on the sprint to the flag.

Jeremy Timms was an equally convincing winner in the pair of smaller-engined Monoposto races, heading cousin Jason in lights-to-flag successes in each event in their bike-engined Dallaras. The star of both races, though, was Richard Gittings in his Jedi Mk6. Starting 17th in race one and last for race two, he charged through the pack to snatch third



Switch to GP loop didn't end White's run

HAWKINS

from Dan Levy's similar car on the line in the opener, and fought his way to fourth in race two behind Craig Hurrant.

Robbie Watts won a shortened opening Monoposto F3, 2000 and Classic 2000 race, overtaking poleman Tony Bishop at Paddock, with late-race indications of smoke from his Dallara F302's engine not enough to halt him.

The engine problem did rule Watts out of race two, so the story of the race was a frightening final-lap collision at Clearways between leaders Bishop and Ben Cater, with Bishop's Dallara launched into a riller. Lee Cunningham won from Chris Hodgen.

Kenan Dole won the opening VAG Trophy contest in his Golf GTi, withstanding initial pressure from Jason Tingle in the similar Mk5, and then Tom Witts in his Mk7 example. Darelle Wilson came home third.

The second race was disrupted by two red flags, so a result was taken after just two laps. Dole was declared the winner, with Tingle inheriting second after Andy Wilmot's Golf was disqualified for failing post-race scrutineering checks.

The Porsche Club Championship was also hampered by race stoppages, the second race having to be cancelled. Mike Johnson took his first win of the season in race one after overtaking Kevin Harrison. Championship leader Mark McAleer took third, while son Jake scored a maiden win in class 2.

**MARK LIBBETER**

threw his hands in the air expecting to be hit, but amazingly the blue ERA stuttered away to salvage silver ahead of Gibbs.

The Classic Formula Ford and 500cc F3 guest races were crowd pleasers. Brazilian Adriano Medeiros won the former from Switzerland's Ghislain Genecand after Mike Gardner had a grassy moment at Mansfield. Mike Fowler (Cooper Mk5) beat Xavier Kingsland (Staride) by a whisker in the latter.

Dougal Cawley bested Ewen Getley's rapid Bentley in the Melville Trophy staple. Swiss visitor Roland Woodtli (Riley) and David Lewis (Alvis Firebird) won the multi-start Handicap races.

Having set fastest lap in the second of those, David Seber went straight back out and won the finale as an invitee, beating MG Triple M Register duo Mike and Harry Painter with Gregan Thruston best of the Austin 7 side in the match race, pursued by Simon Blakeney-Edwards.

**MARCUS PYE**

➔ **P85 FULL RESULTS**

**RESULTS**

**CHAMPION OF BRANDS (10 LAPS)**

**1 Oliver White (Van Diemen JL15K);** 2 Chase Owen (Ray GR13) +0.981s; 3 Luke Williams (RFR RFF16); 4 Richard Tarling (Van Diemen JL16K); 5 Andy Charsley (Ray GR15); 6 Neil Tofts (Mygale SJ08). **Fastest lap** Williams 1m36.083s (91.16mph). **Pole** Williams. **Starters** 11.

**FUTURE CLASSICS (22 LAPS) 1 William Plant/Ollie Bryant (Morgan Plus 8);**

2 Perry Waddams (TVR Tuscan) +47.000s; 3 Mark Chilton (Porsche 928 S4); 4 Miles Masarati (Porsche 911 Turbo); 5 Brian Lilley/Aaron Tucker (Ford Sierra Cosworth); 6 Martyn Adams (Triumph TR7 V8). **Class winners** Waddams; Lilley/Tucker; Tony Blake (Porsche 911 RSR); Tony Maryon (Porsche 944 S2); Dan Rogers (Mazda MX5 Mk1); Pantelis Christoforou/Andrew Constantinou (Ford Escort RS1600); David Bryant (Toyota MR2). **FL** O Bryant 1m40.150s (87.46mph). **P** Plant/Bryant. **S** 41.

**MONOPOSTO 1800/1600/MOTO 1000**

**& MOTO 1400 (9 LAPS) 1 Jeremy**

**Timms (Dallara F399);** 2 Jason Timms (Dallara F311) +4.289s; 3 Richard Gittings (Jedi Mk6); 4 Dan Levy (Jedi Mk6); 5 Craig Hurrant (Jedi Mk6); 6 Omar Gazzaz (RFR 1000). **CW** Gittings; Julian Hoskins (Vector TF93); Chase Owen (Ray GR13). **FL** Jeremy Timms 1m24.828s (103.26mph). **P** Jeremy Timms. **S** 30.

**RACE 2 (6 LAPS) 1 Jeremy Timms;**

2 Jason Timms +2.426s; 3 Hurrant; 4 Gittings; 5 Andrew Gordon-Colebrook (Dallara); 6 Cato Poulsen (RFR 1000). **CW** Hurrant; Hoskins; Geoff Fern (Van Diemen RF89). **FL** Jeremy Timms 1m24.073s (104.19mph). **P** Jeremy Timms. **S** 25.

**MONOPOSTO F3/MONO 2000/2000**

**CLASSIC (6 LAPS) 1 Robbie Watts (Dallara F302);** 2 Tony Bishop (Dallara F302/4) +5.729s; 3 Lee Cunningham (Dallara F398); 4 Neil Harrison (Dallara); 5 Chris Davison (Dallara F301); 6 James Rimmer (Dallara F302). **CW** Mat Jordan (Van Diemen); Robin Dawe (Vauxhall Lotus). **FL** Watts 1m25.355s (102.62mph). **P** Bishop. **S** 22. **RACE 2 (9 LAPS)**

**1 Cunningham;** 2 Chris Hodgen (Dallara F304) +0.163s; 3 Harrison; 4 Rimmer; 5 Davison; 6 Jordan. **CW** Jordan; Dawe. **FL** Ben Cater (Dallara F301) 1m25.3695s (102.61mph). **P** Bishop. **S** 22.

**VAG TROPHY (12 LAPS) 1 Kenan Dole**

**(Golf GTi);** 2 Tom Witts (Golf Mk7) +0.805s; 3 Jason Tingle (Golf Mk5); 4 Darelle Wilson (Scirocco TDI); 5 Andy Wilmot (Golf); 6 Matthew Wilson (Golf GTi). **CW** Simon Tomlinson (Golf Mk4). **FL** Witts 1m40.906s (86.81mph). **P** Dole. **S** 28. **RACE 2 (2 LAPS) 1 Dole;** 2 Tingle +1.841s; 3 M Wilson; 4 Darron Lewis (Golf GTi R); 5 Tommy Knight (Golf Mk5); 6 Witts. **CW** Barrie Culley (Vento VR6). **FL** Richard Morgan (Golf Mk5) 1m44.165s (84.09mph). **P** Lewis. **S** 24.

**PORSCHE CLUB CHAMPIONSHIP**

**(6 LAPS) 1 Mike Johnson (996 C2);** 2 Kevin Harrison (996 C2) +0.504s; 3 Mark McAleer (996 C2); 4 Paul Winter (996 C2); 5 Michael Price (996 C2); 6 Peter Morris (996 C2). **CW** Jake McAleer (Boxster S); John Gilmore (944 S2). **FL** Johnson 1m39.255s (88.25mph). **P** Johnson. **S** 19.



Kemp took GT honours in Vantage GT4

## Penalty paves path for Kemp

THE ASTON MARTIN OWNERS' Club, the organiser of the first-ever event at Snetterton 65 years ago, hosted its fourth meeting of the season with a delightful array of exotic historic and modern vehicles.

Errors decided the outcome of the joint GT Challenge and Intermarque Championship race, with Christopher Kemp and Robert Hollyman winning respectively.

Kemp's chances of victory looked slim with an extra 30-second success pitstop penalty, especially when Richard Taffinder looked serene in the lead. Even after the pit stops had worked their way through, Taffinder in his Lotus was well in command when officials ordered a drive-through penalty as his stop was deemed a second too short. He rejoined the track just behind Kemp's Aston Martin. The fired-up Lotus racer piled the pressure on for the final four laps but Kemp kept his cool to run out the victor.

In the Intermarque class, the returning Hollyman powered his Porsche 964 past James Hilliard's 968, and kept James Guess behind too after he had taken over from Hilliard. In the final stages Guess found a way past, but mistakenly slowed thinking he had seen a red flag, allowing the Hollyman Porsche back ahead and on to victory. "I worked out early on I needed to pull away on the straights and keep them behind in the corners," admitted Hollyman.



Begbie left rivals for dead in Equipe GTS

Rob Begbie's first Equipe GTs race of the season yielded a comfortable victory as he roared his TVR Grantura away from pole to leave the rest to squabble for the minor places. Rob Cull (Grantura) initially held second, but was displaced by the TR4s of John Andon and then Pete Foster, who was last of the leaders to stop. Cull then pitted for his crew to check the exhaust mounting, rejoining to hold onto fourth – just. His cause was helped by Nick Matthews spinning at Hamilton while trying to unseat the throaty-sounding TVR.

Fast-starting Clive Morley's Bentley was quickly demoted from the lead of the Pre-War Sports Cars/St John Horsfall/Bentley combined event by the Aston of David Freeman. Poleman Michael Haig grabbed back the lead when Freeman took to the grass at Riches on the second lap, and controlled it with his low-line modified Bentley. Freeman held second from the closing Morley, who retired, leaving Peter Dubsky to claim third place.

The 50s Sports Cars/Innes Ireland Cup race was also settled by an error, after Ford Falcon pilot Jonathan Smare inadvertently switched off his engine. This promoted Jeremy Cooke in the Shelby GT350, who quickly handed over to Mike Dowd to drift his way to victory. Local racer John Burton held an early 50s Sports Cars lead before being passed by fellow Jag XK120 driver Andrew Keith-Lucas, who completed his pitstop quicker.

Mike Brown contested the Allcomers race to practise before the upcoming British GT event and used the power of the GT3 Aston to lap the field. A late misfire for Robin Marriott allowed Paul Cripps and Matthew Manderson to steal second on the penultimate lap.

**LEWIS BEALES**

**P85 FULL RESULTS**

# RESULTS

## DONINGTON PARK BARC

### BRITISH TRUCK RACING DIVISION

#### ONE (10 LAPS) 1 Ryan Smith (MAN TGA);

2 Steven Thomas (MAN TGX) +1.563s; 3 David Jenkins (MAN TGX); 4 Stuart Oliver (Volvo RH13); 5 Mat Summerfield (MAN TGX); 6 Shane Brereton (MAN TGA Euro 6). **Fastest lap** Thomas 1m27.755s (81.18mph). **Pole** Thomas. **Starters** 11. **RACE 2 (12 LAPS) 1 S Oliver;**

2 Summerfield +5.744s; 3 R Smith; 4 Thomas; 5 Brereton; 6 Luke Taylor (Renault Premium MKR). **FL** R Smith 1m27.779s (81.16mph). **P** Michael Oliver (Scania). **S** 11. **RACE 3 (10 LAPS) 1 Jenkins;**

2 R Smith +5.540s; 3 S Oliver; 4 Simon Reid (Iveco Stralis); 5 M Oliver; 6 Luke Garrett (Renault T Range). **FL** S Oliver 1m27.713s (81.22mph). **P** M Oliver. **S** 13. **RACE 4 (11 LAPS) 1 S Oliver;**

2 Summerfield +4.521s; 3 Thomas; 4 R Smith; 5 Reid; 6 Jenkins. **FL** S Oliver 1m28.221s (80.75mph). **P** Steve Powell (MAN). **S** 12. **RACE 5 (12 LAPS) 1 R Smith;**

2 Jenkins +1.918s; 3 Summerfield; 4 S Oliver; 5 M Oliver; 6 Reid. **FL** R Smith 1m27.483s (81.44mph). **P** Powell. **S** 12. **RACE 6 (11 LAPS) 1 Summerfield;**

2 Jenkins +0.258s; 3 S Oliver; 4 M Oliver; 5 David Smith (Sisu SL250); no other finishers. **FL** S Oliver 1m27.828s (81.12mph). **P** Garrett. **S** 6. **DIVISION TWO (10 LAPS) 1 Trevor Martin (Scania Track);**

2 Andrew Lovenbury (Renault Premium) +9.759s; 3 John Powell (Ford Cargo); 4 John Bowler (Foden 4x2 M1 Cummins); no other finishers. **FL** Simon Cole (Mercedes Truck) 1m34.534s (75.36mph). **P** Cole. **S** 8. **RACE 2 (11 LAPS) 1 Martin;**

2 Lovenbury; 3 Powell; 4 Bowler; 5 Adam Bint (Volvo Aerodyne); no other finishers. **FL** Ryan Colson (Foden Alpha) 1m35.247s (74.80mph). **P** Bowler. **S** 6. **RACE 3 (9 LAPS) 1 Colson;**

2 Lovenbury +1.267s; 3 Martin; 4 Powell; 5 Bowler; 6 Paul McCumisky (Volvo FM12). **FL** Martin 1m35.681s (74.46mph). **P** Bint. **S** 7. **RACE 4 (10 LAPS) 1 Lovenbury;**

2 Colson +1.000s; 3 Martin; 4 Powell; 5 Bint; 6 Bowler. **FL** Martin 1m36.191s (74.06mph). **P** Bowler. **S** 6. **RACE 5 (11 LAPS) 1 Bint;**

2 Colson +1.248s; 3 Powell; 4 Martin; 5 Lovenbury; 6 McCumisky. **FL** Lovenbury 1m35.558s (74.55mph). **P** Bowler. **S** 7. **RACE 6 (11 LAPS) 1 Colson;**

2 Powell +19.893s; 3 McCumisky; 4 Bowler; 5 Lovenbury; no other starters. **FL** Colson 1m35.251s (74.79mph). **P** Bowler. **S** 5. **LEGENDS (10 LAPS) 1 John Paterson (34 Coupe);**

2 John Mickel (34 Ford Coupe) +0.112s; 3 Robert King (34 Ford Coupe); 4 Stephen Whitelegg (Coupe); 5 Matthew Pape (34 Ford Coupe); 6 Will Gibson (34 Ford Coupe). **FL** Mickel 1m22.317s (86.55mph). **P** Mike Bourner (37 Dodge Sedan). **S** 23.

### RACE 2 (4 LAPS) 1 Paterson;

2 Mickel +0.050s; 3 King; 4 S Whitelegg; 5 David Hunter (34 Ford Coupe); 6 Pape. **FL** Mickel 1m22.368s (86.49mph). **P** S Whitelegg. **S** 20. **RACE 3 (10 LAPS) 1 Mickel;**

2 Paul Simmons (34 Ford Coupe) +3.063s; 3 Paterson; 4 Pape; 5 Gibson; 6 Hunter. **FL** Paterson 1m21.505s (87.41mph). **P** Sean Smith (34 Ford Coupe). **S** 22. **RACE 4 (10 LAPS) 1 Paterson;**

2 Mickel +0.094s; 3 S Whitelegg; 4 Pape; 5 Jack Parker (34 Ford Coupe); 6 Simmons. **FL** Mickel 1m22.914s (85.92mph). **P** Garry Whitelegg (34 Ford Coupe). **S** 23. **RACE 5 (10 LAPS) 1 Paterson;**

2 S Whitelegg +5.418s; 3 Pape; 4 King; 5 Mickel; 6 Connor Mills (34 Ford Coupe). **FL** Mickel 1m22.770s (86.07mph). **P** King. **S** 23. **RACE 6 (13 LAPS) 1 Hunter;**

2 S Whitelegg +0.348s; 3 Pape; 4 Simmons; 5 King; 6 Parker. **FL** Paterson 1m22.307s (86.56mph). **P** Claude Watteyne (Chevy Coupe). **S** 23. **PICKUPS (BOTH 15 LAPS) 1 Freddie Lee;**

2 Michael Smith +1.616s; 3 Paul Tompkins; 4 Paul Jones; 5 Mark Willis; 6 Scott Bourne. **FL** Lee 1m18.440s (90.82mph). **P** Jones. **S** 15. **RACE 2 1 Willis;**

2 Lea Wood +3.414s; 3 Bourne; 4 Jones; 5 Tompkins; 6 Lee Rogers. **FL** Smith 1m17.957s (91.39mph). **P** Geoff Dixon. **S** 12. **KUMHO BMWs (16 LAPS) 1 James Card (M3 E46);**

2 Roger Lavender (E46) +0.910s; 3 Daniel Wylie (M3 E46); 4 James MacIntyre-Ure (M3 E46); 5 Kal Ezzat (M3); 6 Oliver Taylor (E36 M3). **Class winners** Taylor; Colin Whitmore (M3 E36 Evo); Brian Anderson (E36); Kevin Denwood (E46 Compact); Giuseppe Callari (Compact E36). **FL** Lavender 1m14.997s (94.99mph). **P** Card. **S** 29. **RACE 2 (14 LAPS) 1 MacIntyre-Ure;**

2 Card +0.049s; 3 Lavender; 4 Wylie; 5 Ezzat; 6 Taylor. **CW** Taylor; Alan Thompson (E36 328); Russell Dack (E46 Compact); James Ford (318i). **FL** Wylie 1m15.558s (94.29mph). **P** Card. **S** 28. **CLASSIC FORMULA FORD 1600 (10 LAPS) 1 Mike Gardner (Crossle 32F);**

2 Adriano Medeiros (Van Diemen RF80) +0.090s; 3 John Village (Crossle 25F); 4 Stuart Kestenbaum (Van Diemen RF79); 5 Nigel Lingwood (Van Diemen RF80); 6 Michael Wrigley (Van Diemen RF79). **CW** Alistair Littlewood (Merlyn Mk20A). **FL** Medeiros 1m17.403s (92.04mph). **P** Gardner. **S** 32. **HYUNDAI COUPE CUP (BOTH 14 LAPS) 1 Alex Cursley;**

2 Ian Goodchild +0.415s; 3 William Taylforth; 4 Ian Brunning; 5 Kevin Middleton; 6 Jon Winter. **FL** Goodchild 1m28.981s (80.06mph). **P** Cursley. **S** 14. **RACE 2 1 Cursley;**

2 Goodchild; 3 Winter; 4 Brunning; 5 Middleton; 6 Steve Kite. **FL** Goodchild 1m28.687s (80.33mph). **P** Cursley. **S** 14.

# ROUND-UP

## OULTON PARK MSVR

### TRACKDAY TROPHY (19 LAPS)

**1 James Clink (Renault Clio)**; 2 Glen Broster (Ginetta GT5) +17.346s; 3 Martin Amery/Keith Gibbs (Mini Cooper S); 4 Kester Cook/Lewis Denslow (Ford Fiesta); 5 Steve Hewson/Matt Nossiter (Porsche 924); 6 Nick White (Renault Clio). **CW** Broster; Amery/Gibbs; White; Colin Tester (Ford Puma); Chris Campbell (Ford Fiesta). **FL** Broster 2m00.862s (80.17mph). **P** Amery/Gibbs. **S** 29.

### TRACKDAY CHAMPIONSHIP (22 LAPS)

**1 Mark Flower (BMW E46 M3)**; 2 Alistair Stenhouse/Steve Darbey (BMW E36 M3) +9.928s; 3 Kester Cook (Ford Fiesta); 4 Simon Clark (Porsche Boxster S); 5 Richard Bromley (BMW E36 M3); 6 James Britton (BMW E36 M3). **CW** Stenhouse/Darbey; Ben Abbitt/Dan Abbitt (Peugeot 306); Warren Allen (Ginetta G27R); Neil House/Andy Tate (Renault Clio); Jason Francis (Ford Puma). **FL** Stenhouse 1m55.177s (84.13mph). **P** Flower. **S** 30.

**GT CUP (29 LAPS) 1 Jordan Witt (Bentley Continental GT3)**; 2 John Dhillon/Aaron Scott (Ferrari 458 GT3) +33.886s; 3 Tom Webb/James Webb (BMW M3 E46 GTR); 4 Paul Bailey/Andy Schulz (Ferrari 458 Challenge); 5 Warren Gilbert (Marcos Mantis); 6 Neil Huggins/Jeff Wyatt (Lamborghini Gallardo Super Trofeo LP570-4). **CW** Webb/Webb; Bailey/Schulz; Colin Broster/Marcus Clutton (Porsche 996 GT3); Ray Grimes (Chevron GT4). **FL** Witt 1m36.682s (100.22mph). **P** Witt. **S** 19.

### RACING SALOONS (BOTH 8 LAPS)

**1 Stuart Waite (BMW E36 M3)**; 2 Nigel Innes (BMW E36 M3) +0.335s; 3 Stephen Pearson (BMW E36 M3); 4 Karl Cattliff (BMW E36 M3); 5 Cliff Pellin (Ford Fiesta ST150); 6 Brian Jones (BMW E36 M3). **CW** Pellin; Lawrence Ball (Jaguar XJS); Greg Barlow (BMW Compact); Callum Noble (BMW E30); Karl Graves (BMW 120d). **FL** Innes 1m56.195s (83.39mph). **P** Waite. **S** 16. **RACE 2 1 Waite**; 2 Innes +2.533s; 3 Pearson; 4 Cattliff; 5 Jones; 6 Pellin. **CW** Pellin; Ball; Barlow; Noble. **FL** Innes 1m56.221s (83.37mph). **P** Waite. **S** 15.

**PRODUCTION BMW (7 LAPS) 1 Will Davison**; 2 Matthew Wileman +0.192s; 3 David Graves; 4 Mark Palmer; 5 David Graves; 6 Andy Gay. **FL** Davison 2m07.044s (76.27mph). **P** Wileman. **S** 21. **RACE 2 (6 LAPS) 1 Davison**; 2 Wileman +0.550s; 3 Swaffer; 4 Harry Goodman; 5 Palmer; 6 Graves. **FL** Davison 2m07.250s (76.15mph). **P** Davison. **S** 21.

## ANGLESEY CSCC

### MORGAN CHALLENGE (16 LAPS)

**1 Keith Ahlers (+8)**; 2 Phillip Goddard (+8) +21.169s; 3 Russell Paterson (+8); 4 Elliot Paterson (Roadster); 5 Andrew Thompson (ARV6); 6 Roger Whiteside (+8). **CW** E Paterson; Tim Ayres (+8); Simon Scott (Lightweight Roadster);

Henry Williams (Sport); Ian Sumner (+4). **FL** Ahlers 1m16.209s (73.22mph). **P** Ahlers. **S** 31. **RACE 2 (15 LAPS) 1 Ahlers**; 2 R Paterson +19.547s; 3 E Paterson; 4 Goddard; 5 Andy Green (+8); 6 Tony Hirst (ARV6). **CW** E Paterson; Ayres; Scott; James Sumner (4/4). **FL** Ahlers 1m17.032s (72.43mph). **P** Ahlers. **S** 27.

### JAGUAR SALOON AND GT (13 LAPS)

**1 Colin Philpott (XJS)**; 2 Ian Drage (XJS) +0.915s; 3 Kevin Doyle (XJ12 Coupe); 4 Chris Boon (XJS); 5 David Bye (XJ6 Coupe); 6 Ben Walker (XJS). **CW** Doyle; Boon; Steve Ashkam (XJ6 300). **FL** Drage 1m21.943s (68.09mph). **P** Philpott. **S** 19. **RACE 2 (14 LAPS) 1 Drage**; 2 Boon +15.346s; 3 Richard Knott (XJS); 4 Walker; 5 Bye; 6 Ashkam. **CW** Boon; Ashkam; Patrick Doyle (XJS); Richard Crossley (XJS). **FL** Drage 1m27.888s (63.49mph). **P** Philpott. **S** 17.

**OPEN SERIES (32 LAPS) 1 Gary Bate (Caterham CSR)**; 2 Richard Carter (Caterham R300) +1.247s; 3 Nick Starkey (Caterham C400); 4 Christophe Deboffe/Laurent Houvenaghel (MK Indy R); 5 Lewis Tootell/Gary Tootell (Caterham R300); 6 Jean Paul Bole (MK Indy R).

**CW** Carter; Deboffe/Houvenaghel; Ian Haire/Andrew Greenwood (Caterham Supersport); John Saunders (Ginetta G40); Matthew Evans (BMW M3); Alexander Laidlaw/Kelvin Laidlaw (Morgan Roadster Lightweight). **FL** Bate 1m12.192s (77.29mph). **P** Bate. **S** 25. **RACE 2 (30 LAPS) 1 Bate**; 2 Danny Winstanley (Caterham Superlight) -1 lap; 3 David Marcussen (BMW M3 Evo); 4 Mark Smith/Arran Moulton-Smith (BMW M3 Evo); 5 Carl Woodwiss (Caterham R300); 6 Steven Boyles/Ashley Haigh-Boyles (Caterham R300). **CW** Winstanley; Marcussen; Woodwiss; Chris Petch/Oliver Petch (Ford Focus); Alan Pegram/Lawrence Barwick (Caterham 7); Deboffe/Houvenaghel; Stephen Mansell/Wil Arif (Caterham Roadsport). **FL** Winstanley 1m15.466s (73.94mph). **P** Winstanley. **S** 20.

### MAGNIFICENT SEVENS (32 LAPS)

**1 Danny Winstanley (Caterham Superlight)**; 2 Gary Bate (Caterham CSR) +37.851s; 3 Peter Ratcliff (Caterham C400); 4 Richard Carter (Caterham R300); 5 Nick Starkey (Caterham C400); 6 Carl Woodwiss (Caterham R300). **CW** Carter; Woodwiss; Carl Nairn (Caterham R300); Robert Cooper (Caterham Supersport); Stephen Mansell/Wil Arif (Caterham Roadsport); Peter French (Caterham 7); Nick Aveyard/Robert Sinclair (Aries Loco). **FL** Winstanley 1m11.307s (78.25mph). **P** Winstanley. **S** 25.

### MODERN CLASSICS/NEW

**MILLENNIUM (29 LAPS) 1 David Marcussen (BMW M3 Evo)**; 2 Mark Smith/Arran Moulton-Smith (BMW M3 Evo) +34.392s; 3 Nicholas Olson (Lotus Espirit); 4 Alan Broad/James Broad (Porsche Boxster); 5 Matthew Evans (BMW M3); 6 David Whitmore (BMW M3). **CW** Smith/Moulton-Smith; Olson;

Broad/Broad; Paul Calladine (Ginetta G20); Michael Russell (BMW M3 Evo); Carl Owen/Mark Neville (Audi TTS). **FL** Smith/Moulton-Smith 1m15.062s (74.33mph). **P** Marcussen. **S** 17. **SWINGING SIXTIES GROUPS 1 AND 2 (29 LAPS) 1 Mark Campbell (Triumph TR5)**; 2 Malcolm Johnson (Lotus Europa) +21.520s; 3 Dave Bailey (Triumph TR4); 4 Tim Cairns (Austin Healey); 5 Christopher Edwards (Triumph TR4); 6 Ben Gough (Marcos GT). **CW** Johnson; Bailey; Cairns; Ian Everet/Gary Makein (BMW); Mike McBride (MG); Stuart McPherson/Thomas Wilkinson (Lotus Elan); Andy Edwards/Stewart Lyddall (Ford Falcon). **FL** Campbell 1m19.643s (70.06mph). **P** Mark Halstead (Ginetta G4). **S** 34.

**TIN TOPS (30 LAPS) 1 Chris Boardman/Arran Moulton-Smith (BMW)**; 2 Nigel Tongue (Peugeot 306) +8.576s; 3 Nigel Ainge/Mike Jordan (Honda Integra); 4 Colin Simpson/Steven Simpson (Peugeot 206); 5 Luke Rosewell (Renault Clio); 6 Maxwell Petch/Harry Petch (Ford Focus). **CW** Tongue; Rosewell; Stephen Slawson/Ryan Connelly (Honda Civic); Steve Papworth (Ford Fiesta). **FL** Ainge/Jordan 1m16.301s (73.13mph). **P** Boardman/Moulton-Smith. **S** 21.

## CADWELL PARK VSCC

### JOHN HOLLAND TROPHY FOR VINTAGE RACING CARS & WILLIAMS TROPHY FOR PRE-1935 TWO-SEATER GP CARS (8 LAPS)

**1 Tom Walker (Amilcar-Hispano Special)**; 2 Justin Maers (GN Parker Spl) +12.90s; 3 Tony Lees (AC/GN Cognac Spl); 4 Sue Darbyshire (Morgan Super Aero); 5 Duncan Pittaway (Bugatti T35); 6 Dougal Cawley (GN/Ford Piglet). **CW** Pittaway. **FL** Walker 1m51.43s (70.67mph). **P** Maers. **S** 14.

### FRAZER NASH & GN CARS (3 LAPS)

**1 Julian Grimwade (FN Norris Spl)**; 2 Eddie Gibbs (FN Single-Seater) +0.71s; 3 Justin Maers (GN Parker Spl); 4 Charles Gillett (Frazer Nash Super Sports); 5 Tony Lees (AC/GN Cognac Spl); 6 Dougal Cawley (GN/Ford Piglet). **FL** Grimwade 1m53.36s (69.46mph). **P** Gibbs. **S** 22.

### GEOGHEGAN TROPHY FOR STANDARD & MODIFIED PRE-WAR SPORTSCARS (6 LAPS) 1 William Mahany (HRG Le Mans Model); 2 Eddie Williams (Frazer Nash Super Sports) +8.19s; 3 Andrew Mitchell (HRG 1½ litre); 4 Mike Preston (Bugatti T35B); 5 Mark Groves (Frazer Nash TT Rep Emeryson); 6 Richard Lake (Aston Martin 15/98 Speed Model). **CW** Williams. **FL** Mahany 1m58.44s (66.48mph). **P** Mahany. **S** 24.

**SPERO & VOITURETTE TROPHY FOR PRE-WAR CARS UP TO 1100CC (5 LAPS) 1 William Mahany (HRG Le Mans Model)**; 2 Christian Pedersen (Austin 7 Monoposto) +5.22s; 3 Mike Painter (MG Kayne); 4 Harry Painter (MG PA); 5 Tim Kneller (Riley Brooklands);

6 James Ricketts (Riley 9 Monoposto). **CW** Tom Waterfield (Austin 7 Spl). **FL** Mahany 1m56.19s (67.77mph). **P** Mahany. **S** 22.

### PRE-WAR SCRATCH (6 LAPS)

**1 Nick Topliss (ERA R4A)**; 2 Julian Grimwade (Frazer Nash Norris Special) +2.47s; 3 Eddie Gibbs (Frazer Nash Single-Seater); 4 Julian Wilton (ERA R7A); 5 Christian Pedersen (Austin 7 Monoposto); 6 Michael James (Riley 12/4 TT Sprite Replica). **FL** Gibbs 1m53.12s (69.61mph). **CW** Grimwade; Gibbs; Christian Pedersen (Austin 7 Monoposto). **P** Mark Gillies (ERA R3A). **S** 17.

### SHUTTLEWORTH, NUFFIELD AND LEN THOMPSON MEMORIAL TROPHIES FOR PRE-1961 RACING CARS (8 LAPS) 1 Fred Harper (Kurtis Indy Roadster); 2 Nick Topliss (ERA R4A) +5.17s; 3 Eddie Gibbs (Frazer Nash Single-Seater); 4 Bill Tuer (Morgan Super Aero); 5 Hamish Bibby (Morgan Super Aero); 6 Julian Wilton (ERA R7B).

**FL** Harper 1m48.67s (72.46mph). **P** Mark Gillies (ERA R3A). **S** 8. **PRE-1982 CLASSIC FF1600 (13 LAPS) 1 Adriano Medeiros (Van Diemen RF80)**; 2 Ghislain Genecand (Crosle 25F) +5.50s; 3 Mike Gardner (Crosle 32F); 4 Nigel Lingwood (Van Diemen RF80); 5 Stuart Kestenbaum (Van Diemen RF79); 6 Scott Guthrie (Crosle 25F). **CW** Genecand. **FL** Gardner 1m35.68s (82.30mph). **P** Gardner. **S** 24.

### 5000A FORMULA 3 (5 LAPS) 1 Mike Fowler (Cooper-Norton MkV); 2 Xavier Kingsland (Staride-Norton Mk3) +0.06s; 3 Brian Jolliffe (Cooper-JAP Mk9); 4 Andrew Turner (Cooper-JAP Mk6); 5 John Turner (Cooper-JAP Mk9); 6 Richard Bishop-Miller (Revis-JAP).

**CW** Jolliffe; Alan Croft (JP-Vincent Mk1). **FL** Fowler 1m59.79s (65.73mph). **P** Fowler. **S** 14. **MELVILLE TROPHY FOR SPECIAL PRE-WAR SPORTSCARS (6 LAPS) 1 Dougal Cawley (GN/Ford Piglet)**; 2 Ewen Getley (Bentley 3/4½) +14.16s; 3 Andrew Mitchell (HRG 1½ litre); 4 Jeremy Brewster (Frazer Nash Geoghegan Spl); 5 Mark Brett (Ballamy-Ford LMB V8 Spl); 6 Mark Gillies (Aston Martin Speed Model). **FL** Cawley 1m59.34s (65.98mph). **P** Jonathan Cobb (Frazer Nash Super Sports). **S** 21.

### PRE-WAR HANDICAP (5 LAPS) 1 Roland Woodtli (Riley 15/6 Spl); 2 David Saxl (Riley 12/4 Spl) +4.51s; 3 Michael James (Riley 12/4 TT Sprite Replica); 4 Tim Parker (Lagonda 2-litre Spl); 5 Michael New (Riley 12/4); 6 David Spence (Austin 7 Spl). **FL** James 2m02.00s (64.54mph). **P** Saxl. **S** 18.

### PRE-WAR HANDICAP (5 LAPS) 1 David Lewis (Alvis Firebird Speed 25); 2 Anthony Fenwick-Wilson (Railton LS Tourer) +5.09s; 3 Richard Illife (Riley Kestrel 12/4 Spl); 4 Richard Lake (Aston Martin 15/98 Speed Model); 5 Jeffrey Edwards (Alvis Sports Spl); 6 Egon Tost-Fertig (Bumbershoot BK43). **FL** David Seber (Wolseley Hornet Spl)

2m03.00s (64.32mph). **P** Cyril Hancock (Fiat New Bailla). **S** 17. **MG vs AUSTIN 7 HANDICAP (6 LAPS) 1 David Seber (Wolseley Hornet Spl)**; 2 Mike Painter (MG Kayne Spl) +3.76s; 3 Harry Painter (MG PA); 4 Gregan Thruston (A7 Spl); 5 Simon Blakeney-Edwards (A7 Spl); 6 Mark Dolton (MG PB). **CW** M Painter; Thruston. **FL** Seber 2m01.07s (65.04mph). **P** Christian Pedersen (Austin 7 Monoposto). **S** 23.

## SNETTERTON AMCR

### AMOC INTERMARQUE & ASTON MARTIN GT CHALLENGE (24 LAPS)

**1 Christopher Kemp (Aston Martin GT4)**; 2 Richard Taffinder (Lotus Evora GT4) +0.490s; 3 Mike Brown/Paul Cripps (Aston Martin GT4); 4 Robin Marriott (Aston Martin GT4); 5 David Tinn (Aston Martin GT4); 6 Tom Black (Aston Martin GT4). **CW** Taffinder; Robert Hollyman (Porsche 964); James Hilliard/James Guess (Porsche 968CS); Nicolas King (Aston Martin DB4); Bob Searles/Tony Jardine (Porsche 944 Turbo); Gavin Dunn/Tim Mogridge (BMW E36). **FL** Kemp 2m03.628s (86.45mph). **P** Marriott. **S** 17.

### EQUIPE GTS (19 LAPS) 1 Rod Begbie (TVR Grantura Mk3); 2 John Andon (Triumph TR4) +20.302s; 3 Pete Foster (Triumph TR4); 4 Rod Cull (TVR Grantura Mk3); 5 Jonathan Smare (Lotus Elite); 6 Nick Matthews (Austin Healey 100/4).

**CW** Andon; Smare; Matthews; Glenn Tollett/Rory Tollett (MGA Sebring Coupe). **FL** Begbie 2m23.197s (74.63mph). **P** Begbie. **S** 24. **PRE-WAR SPORTS CARS/ST JOHN HORSFALL/BENTLEY (8 LAPS) 1 Michael Haig (Bentley Mk6 3 Litre)**; 2 David Freeman (Aston Martin 2 Litre Speed Model) +20.126s; 3 Peter Dubsky (Aston Martin 15/98 2 Seater); 4 James Morley (Bentley 3/4½ Litre); 5 Richard Hudson (Bentley 3/4½ Litre); 6 Duncan Wiltshire (Bentley 3 Litre). **FL** Haig 2m40.201s (66.71mph). **P** Haig. **S** 10.

### 50S SPORTS CARS/INNES IRELAND CUP (16 LAPS) 1 Jeremy Cooke/Mike Dowd (Ford Shelby GT350); 2 Andrew Keith-Lucas (Jaguar XK120) +34.109s; 3 John Burton (Jaguar XK120); 4 Nick Matthews (Austin Healey 100/4); 5 Mark Donnor (Jaguar XK120); 6 Jonathan Smare/Robin Ellis (Ford Falcon).

**CW** Keith-Lucas; Matthews; Christopher Scholey/Nick Finburgh (Jaguar XK120); George Miller/Les Goble (Aston Martin DB4); Chris Pearson/Steve Reed (Mini Cooper S). **FL** Dowd 2m23.903s (74.27mph). **P** Smare. **S** 14. **ALLCOMERS (22 LAPS) 1 Mike Brown (Aston Martin GT3)**; 2 Paul Cripps/Matthew Manderson (Aston Martin GT4) -1 lap; 3 Robin Marriott (Aston Martin GT4); 4 David Tinn (Aston Martin GT4); 5 Steve Atkinson/Andrew Peck (Porsche 968CS); 6 Robert Rawe/Xavier Sanz de Acedo (Porsche 968). **FL** Brown 1m57.768s (90.75mph). **P** Marriott. **S** 11.

# WHAT'S ON



## Formula E races into future with VR

FORMULA 1'S INCREASED INTEREST in virtual reality is no secret. The indications are positive regarding the technology's future in motorsport, but they aren't necessarily coming from F1 – they're coming from Formula E. Whereas virtual reality is on the periphery of F1, it's already well entrenched in its electric cousin.

FE is marking its territory, positioning itself as an obvious option for ideas such as virtual reality and eSports. Since ex-Formula One Teams Association secretary Oliver Weingarten introduced FE and Virtually Live, a company specialising in VR technology, the push for the all-electric championship to adopt it has gathered pace rapidly.

FE introduced on-site trials of the technology in Long Beach in April, and has continued at subsequent rounds, with Autosport getting the chance to sample it first-hand in London.

Virtually Live recreates the races in computer-generated form from Magneti Marelli GPS data. Rights restrictions rule out live broadcasts for now. But the idea

is to go beyond 360-degree videos, for example. And it does that in spades.

The word 'immersive' gets used so much, but it hits the nail on the head. Autosport's experience, lasting about 10 minutes and using the HTC Vive, was of a recreation of the Long Beach ePrix. It's an odd sensation at first, with your entire

Formula E has been demonstrating VR at race events this year

surroundings replaced by a recreation of the hospitality suite. The cars are going past in the background, and there are 'people' around you. In the future, these could be friends or colleagues. There is a basic option to view the TV broadcast and a map of the cars as well, which offers a much more detailed experience.

You move around by pointing the handheld controller anywhere in the virtual world and pressing the main button. If you select the map, and any of the corners, you are transported trackside. If you point and select a car as it goes past, you can then ride with that driver – above, to the side and in the cockpit. Whatever the view, and wherever you choose to look, you will see what was actually happening in the race at that given moment.

It was a fascinating insight, even though there are minor bugs in the system, such as cars passing through each other and concrete walls. And the graphical representation isn't particularly advanced. But when you look at the acceleration of graphics in



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video games, it is clear that should come on leaps and bounds pretty swiftly.

One issue at the moment is it doesn't fit into the championship's live coverage. While this is a matter for the championship and the various partners, the need for broadcasters to protect their interests means that VR live coverage is unlikely for the 2016/17 season.

This is why FE is focusing instead on recreating previous races, and could soon utilise the technology in eSports events or at the launch of new circuits.

That may sound like FE isn't all that far along with VR, but what it's doing is encountering the technology's hurdles first. It makes sense for it to explore other digital options, given that it appears to be enjoying far greater success with its online content than it is with locking down viewers live on television.

The key aspect is it looks like VR will be given time for its future to become clearer. The technology appears set to grow, not just stay, and so all the more reason for championships and investors to be tapping into the market early.

Right now, it's Formula E that is leading that process.

SCOTT MITCHELL



## HOT ON THE WEB THIS WEEK

YouTube ROSBERG INKS NEW MERC DEAL

Search for: Nico Rosberg: SIGNING MY F1 CONTRACT

The Lewis and Nico show is set to continue through to the end of 2018 now that the German has signed a new two-year contract with Mercedes. Here, the sealing of the deal is recorded, selfie-style, by Rosberg and boss Toto Wolff. Also see Rosberg's YouTube channel for his post-Hungary round-up.



TV PICK OF THE WEEK

### GERMAN GRAND PRIX

RD 12/21 HOCKENHEIM, GERMANY

Live Sky Sports F1 Sunday 1230, Highlights Channel 4 Sunday 1800

One of the most celebrated GPs returns after its axing in 2015. Hockenheim's modern layout isn't great, but does produce spectacular racing – as Felipe Massa found out in 2014 when he somehow forgot he had 20 cars behind him as he turned in at Turn 1

ETHERINGTON/LAT

## INTERNATIONAL MOTORSPORT

### GP2 SERIES

Rd 7/11  
Hockenheim, Germany  
July 30-31

WATCH ON TV  
Live Sky Sports F1, Saturday 1435 and Sunday 0920

### GP3 SERIES

Rd 5/9  
Hockenheim, Germany  
July 30-31

WATCH ON TV  
Live Sky Sports F1, Saturday 0845 and Sunday 0810

### PORSCHE SUPERCUP

Rd 6/9

Hockenheim, Germany  
July 31

### WRC RALLY FINLAND

Rd 8/14  
Jyväskylä, Finland  
July 28-31

WATCH ON TV  
Live stages plus.wrc.com  
Highlights Channel 5, Monday 1900

### INDYCAR SERIES

Rd 12/15  
Mid-Ohio, USA  
July 31

WATCH ON TV  
Live ESPN, Sunday 1930

### INDY LIGHTS

Rd 9/11  
Mid-Ohio, USA  
July 30-31

### BLANCPAIN ENDURANCE CUP

Spa 24 Hours  
Rd 4/5  
Spa, Belgium  
July 30-31  
WATCH ON TV  
Live 24hoursofspa.com

### EUROPEAN FORMULA 3

Rd 7/10  
Spa, Belgium

July 29-30

WATCH ON TV  
Live fiaf3europe.com

### NASCAR SPRINT CUP

Rd 21/36  
Pocono, Pennsylvania, USA  
July 31  
WATCH ON TV  
Live Premier Sports TV, Sunday 1900

### SUPER TC2000

Rd 7/12  
Buenos Aires, Argentina  
July 31

## UK MOTORSPORT

### SILVERSTONE CLASSIC

July 29-31  
FIA Historic F1, FIA Historic Sports, U2TC, Pre-1963 GT, Pre-1966 Grand Prix Cars, Group C, Classic GT, Super Touring, Pre-1966 Touring Cars, Masters Can-Am 50 Interserie, RAC Woodcote Trophy, Sir Stirling Moss Trophy, Historic Touring Car Challenge, Formula Junior

### SNETTERTON BTCC

July 30-31  
BTCC, MSA Formula, Porsche Carrera Cup, Renault Clio, Ginetta GT4, Ginetta Junior  
WATCH ON TV  
Live ITV4, Sunday 1030

### KIRKISTOWN MRCI

July 29-30  
Saloon and GT, Road Sports, Ford Fiesta, Formula Sheane, Stryker Sportscar,

Ginetta Junior, Supercars

### BRANDS HATCH BARC

July 30-31  
MGOC, MaX5, Historic Touring/Classic Saloon Cars, Pre-1983 Touring Cars, Pre-1993 Touring Cars, Pre-2003 Saloon Cars, Pre 2005-Production Touring Cars, Blue Oval Saloons, Thunder Saloons, Classic VWs, Historic Thunder Saloons, Deutsche

Marques, Toyota MR2, Nippon Challenge, Tricolore Trophy, Intermarque, Tin Top Saloons, Sevensesque Sports Cars

### KNOCKHILL SLS

July 31  
MG Trophy

### WISCOMBE PARK

July 30-31  
British Hillclimb Championship



ett liv

Williams Player Special  
Team Lotus

DeLorean

Williams Player Special

MICROMAX

LONGINES  
olivetti

Williams Player Special  
Team Lotus

GOODYEAR

Williams logo





## THE ARCHIVE

The buzz of pre-race activity surrounds Ayrton Senna (Lotus-Renault 98T) as he awaits the start of the 1986 Belgian Grand Prix. Senna went on to finish second from his fourth-place grid slot.

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# INTRODUCING



# SAM LOWES

**B**ritain gets another MotoGP rider next year – and will have a second factory pilot alongside the KTM-bound Bradley Smith – when Sam Lowes graduates to the premier class with Aprilia. Lowes is a 2016 title contender in Moto2 with the Italian Gresini outfit, in third place and 30 points off top spot entering the summer break.

Gresini runs the Aprilia programme and when Lowes signed a deal last year covering Moto2 in 2016 and MotoGP in '17 and '18, it ensured his gamble to change career paths paid off. Racing on the World Superbike Championship bill, Lowes won the second-tier World Supersport title in '13 with the Yakhnich Yamaha squad and had a contract to follow the team to Superbikes in '14.

But when Yakhnich changed manufacturers Lowes decided to orchestrate a way out of the deal, to switch to Moto2 and pursue his goal of racing in MotoGP.

“The team I was riding with was using a Yamaha and changed to MV Augusta, and I tested the bike in the middle of the season and it was not good,” he reflects.

“I made the decision to try to come into Moto2 and leave that project because I knew if I went into Superbikes with that, I’d never get to MotoGP. I got a good bonus for winning the World Supersport championship and I had to pay a penalty to leave the contract. So the team kept the bonus and I still had to pay some money after that!

“But in the end it was good. This year I can fight for the Moto2 championship and next year I’m moving up to MotoGP, which two or three years ago I wouldn’t have been given a shot at. It’s a really nice feeling – that I’ve backed myself and come here and I’ve been successful.”

Lowes had to learn new machinery and a host of new circuits with his switch to Moto2, running against rivals who have followed the traditional path into the class from Moto3.

Now in this third Moto2 campaign, he has already started a testing programme on Aprilia’s 2016 RS-GP.

“When I twisted the throttle, the speed I could feel was incredible,” he said of his first impression of the bike at Misano last month. “It was a brilliant feeling.”

**MITCHELL ADAM**



WOOD/LAT

## CV

<b>Age</b>	25
<b>2016</b>	Currently 3rd in Moto2
<b>2015</b>	4th in Moto2
<b>2014</b>	13th in Moto2
<b>2013</b>	World Supersport champion
<b>2012</b>	3rd in World Supersport
<b>2011</b>	6th in World Supersport
<b>2010</b>	British Supersport champion
<b>2009</b>	14th in British Supersport
<b>2005-08</b>	Domestic bike racing in UK



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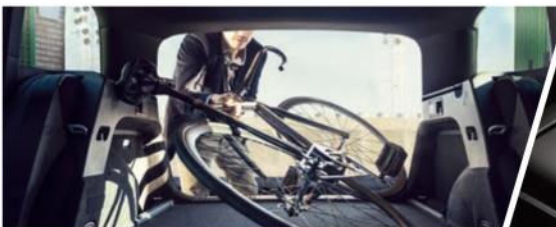
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