

SILVERSTONE F1
16-PAGE REPORT

LOST TALENT
JEFF KROSNOFF

FORMULA E SEASON REVIEW
HOW BUEMI BEAT DI GRASSI

AUTOSPORT

BRITISH GP SPECIAL

HAMILTON'S HEROICS

Lewis thrills home fans and matches Nigel Mansell



“THE CROWD REALLY DO MAKE A HUGE DIFFERENCE”



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Hamilton: almost as surprising as Ferrari

ON A GREAT WEEKEND FOR BRITISH SPORT, LEWIS Hamilton delivered an impressive victory for the home fans at Silverstone. And made the event that little bit more special with his crowd-surfing antics – not something we’ve come to expect from Formula 1 personalities.

Going into the weekend there was much focus on Mercedes’ internal battle after the clash in Austria. Would the Silver Arrows invoke team orders? Would Hamilton and Nico Rosberg hand their rivals another chance with a further collision?

As it was, Rosberg was never close enough to Hamilton to make it an issue. Indeed, the German spent more time battling Max Verstappen, who looks more and more like someone who belongs at the front of grands prix.

Nevertheless, we can be sure that the Mercedes issue won’t go away. With only one point between Rosberg and Hamilton, it’s not hard to see the tension boiling over once again, assuming Rosberg can halt Hamilton’s momentum.

Perhaps more surprising than Hamilton’s performance was Ferrari’s decision to retain Kimi Raikkonen. The Finn stunned McLaren with his pace over a decade ago, but it’s a long time since he’s looked like a world champion. Popular though Raikkonen is, keeping him alongside Sebastian Vettel shows a lack of ambition from Ferrari, although Ben Anderson does his best to explain the reasons behind the move on page 22.



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Sublime Hamilton rules



Silverstone

By Ben Anderson, Grand Prix Editor
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THE 2016 BRITISH GRAND PRIX COULDN'T REALLY HAVE GONE ANY BETTER FOR Lewis Hamilton. After all the travails of the early part of his campaign – the unreliable car, the loss of points to chief rival Nico Rosberg, the tension within the Mercedes Formula 1 team caused by repeated collisions with his team-mate – now it must finally feel as though the tide has turned.

Hamilton was in sublime form at Silverstone. He topped every session before achieving the crowning glory of a fourth British GP victory, tying him with Nigel Mansell on the race's all-time winners' list, behind only Jim Clark and Alain Prost.

This landmark achievement also slashed Hamilton's deficit to Rosberg in the world championship battle to just one point, once the stewards decided to impose a time penalty for a radio-rules transgression that demoted Rosberg to third in the results.

There was a time not so long ago when Rosberg's hold on this title race seemed vice-like; now it increasingly looks as though his hands are smeared with butter...

For Hamilton, this was the kind of weekend that racing drivers dream about – finding a higher plane of personal performance from which you simply cannot be budged, no matter what your rivals throw at you.

"It's so easy to come into this weekend with the wrong energy, whether it be nerves or listening to the negativity that surrounds, but to come in feeling fresh, feeling powerful, feeling strong and confident – and deliver – is what you hope for," Hamilton said.

"That rough patch I was going through in terms of reliability, that was definitely hard to handle when you want to win a world championship as much as I want to win the world championship.

"I really feel that since that low after Barcelona I was able to cultivate a very, very positive and strong mental attitude."

Beyond his state of mind, the key to Hamilton's domination of Rosberg was a significant edge through Silverstone's high-speed sweeps. Throughout Saturday's qualifying session, in which he bested Rosberg by more than three tenths of a second to take pole, Hamilton was significantly quicker through sector two, which features the majority of the fastest corners of the lap.

Copse, Maggotts, Becketts, Chapel. This is where Hamilton appeared to be doing the majority of his damage.

"That sector is the best sector in the whole season for me," explained Hamilton, who then joked that "bigger balls" were the real key to his edge.

"That combination of corners is phenomenal, particularly after Cope. It's an unbelievable set of corners when you get the car right, and when you know where to place the car. It's the greatest. And I was able to hit that pretty much whenever I needed, pretty much every lap."

Was there perhaps also a technical difference between the two Mercedes drivers – some particular reason why Hamilton had things more hooked up through this part of the track? "This is a circuit where confidence is king," explained Mercedes technical



The safety car led the first five laps after a pre-race downpour



Hamilton got the jump on Rosberg when racing started

XPBIMAGES



Huge crowd was naturally delighted to see a home winner

EBREY/LAT

chief Paddy Lowe. “If you have the confidence to push harder you find more and more laptime.

“Corners like Copse and Stowe, the quicker you go, the more downforce you’ve got, the quicker you can go. We didn’t expect either car to get into the 1m29s [in qualifying], and Lewis did two low-1m29s. Lewis was really dialled in and just got it nailed. Nico was good enough to acknowledge that Lewis just had the edge.”

Hamilton’s confidence was in evidence from the start of the race. Well, from lap six actually, once officials deemed the circuit dry enough to begin racing properly, after five frustrating tours spent behind the safety car.

Hamilton pulled nearly four seconds on Rosberg over that first proper racing lap, helped by smartly backing up the pack on the

Hangar Straight then bolting through Stowe, Vale and Club for the safety-car restart. After both Mercedes had completed pitstops for intermediates at the end of lap seven (another indication that the safety car stayed out for too long), Rosberg trailed Hamilton by almost five seconds.

Rosberg was roundly (and rightly) criticised for a particularly weak performance in the wet in Monaco in May, when Mercedes told him to let Hamilton past such was his lack of pace. Relative to Hamilton he was actually much better here, some laps actually faster than his main rival’s.

The trouble was, Red Bull’s Max Verstappen was busy executing a star turn of his own that made Rosberg look a bit second-rate in the mixed conditions. >>



S. BLOXHAM/LAT

The Spanish Grand Prix winner hunted the Mercedes down and had a brief look inside the W07 at Woodcote, before simply driving around the outside of Rosberg at the final part of Becketts to steal second place away his rival, who had put two wheels on the wet line through the second part while under pressure.

“On the intermediates we had good pace, but in the beginning I couldn’t really keep up because I couldn’t see where I was going!” Verstappen explained. “Once that cleared a bit I could push. I got past Nico around the outside – the car had a lot of grip so you can make that move.”

Hamilton and Rosberg then dived for the pits to switch to slicks on lap 17 of 52, with Verstappen following suit at the end of the following lap. When this shook out Hamilton led Verstappen by seven seconds, with Rosberg a further four behind.

Verstappen trimmed the gap to Hamilton to less than six seconds, but then went off at Abbey after catching some lingering water on the approach to the high-speed right-hander.

This caught out many drivers (including Hamilton) as the conditions transitioned from wet to dry, and helped Rosberg home back in on the Red Bull.

“I had a few moments,” admitted Verstappen. “It’s very difficult because when everybody touched the water the spray went to the left and came on to the normal racing line. You approach it exactly the same way, but suddenly you pick up a little bit of water on the tyre and you just slide off.”

By the end of lap 30 Rosberg was within DRS range of

Verstappen, after the teenager had almost lost control while lapping Esteban Gutierrez’s Haas at the Club chicane.

“The blue flags are ridiculous!” bemoaned Verstappen on team radio, as Rosberg began using the W07’s superior speed in the dry to attack repeatedly into Stowe.

Here Verstappen displayed some superb defensive driving, taking a different line to Rosberg through Luffield to get a cleaner exit onto the old start/finish straight, and also trying to ensure he had maximum ERS deployment on the Hangar Straight to combat Rosberg’s DRS-assisted Mercedes power advantage.

“His racecraft is spectacular,” said Mercedes team boss Toto

Wolff of Verstappen. “The way he positions the car, you can see that if he has a good car underneath him he is able to put up a great fight.”

After several failed attempts, Rosberg eventually swept around Verstappen’s outside

at Stowe on lap 38 to take back second place.

“It was a great battle against him,” reckoned Rosberg. “I was playing around with ERS deployment, trying to get him to empty his battery so I could have a good shot. But when his was empty mine was empty too, so that didn’t work! At times I was doubting – ‘am I going to make this happen or not?’ He was on the edge, massively on the limit, but it was cool.”

Verstappen was on brilliant form all weekend, beating teammate Daniel Ricciardo in qualifying for the first time and getting among the Mercedes battle in a car that can only really challenge in wet or mixed conditions on a classic circuit such as this.

Verstappen: “Suddenly you pick up a bit of water and you just slide off”



Verstappen ran second ahead of Rosberg after an audacious move



“The chassis becomes a more predominant factor in those conditions,” reckoned Red Bull boss Christian Horner. “The straights become shorter and the corners longer. We have seen so many times, when it is wet or damp, the car is very strong. We’re just crying out for a wet race really.”

Upon Verstappen’s loss of second, the question arose as to whether Red Bull might roll the dice and switch Verstappen onto a new set of tyres to apply some strategic pressure. Pirelli advised that the medium tyre should not ideally be run longer than 28 laps, so the race was just reaching the window for another pitstop.

Felipe Massa, Fernando Alonso and Kevin Magnussen all took the plunge, but with Ricciardo cut adrift in fourth there was no option for Red Bull to split strategies effectively, and in any >>

Hamilton switched to sticks after 17 laps and was never threatened on the run to the flag

QUALIFYING



HONE/LAT

TRACK LIMITS HAVE PLAYED A MAJOR ROLE IN THE PAST TWO Formula 1 qualifying sessions, and almost decided who claimed pole position for the British Grand Prix.

Last time out the Red Bull Ring’s raised outer kerbs threatened to break the suspension of those who strayed beyond the prescribed limits. Silverstone lacks the harsh physical deterrents of Spielberg, so officials instead promised a ‘zero-tolerance’ approach to transgressions at Copse, Stowe and Club.

Lewis Hamilton comfortably had the legs on Mercedes team-mate Nico Rosberg, having lapped a massive 0.727 seconds quicker in Q2. He was still three tenths clear after the first runs in Q3, but then ran all four wheels off the track at Copse after missing the apex on his lap, so officials scrubbed his time.

That put the pressure on the Silverstone crowd’s home hero, but Hamilton bounced back on his final run, going another half a tenth faster than his deleted time to grab pole, again just over three tenths clear of Rosberg.

“All weekend I hadn’t put all three sectors together and when I finished those laps I was still very close to Nico,” said Hamilton. “So I knew if I put all three sectors together I would be three or four tenths ahead.

“I often do things the hard way. I don’t know why, but that’s how it has been in my life.”

Rosberg was nip and tuck with his team-mate through the first and third sectors of the lap, but gave those three tenths away on both his Q3 runs through sector two – Brooklands, Luffield, Copse and the Maggotts-Becketts-Chapel sequence.

“Some of that is with the Ferraris and Becketts, because I had both of them [the Ferraris] that I had to overtake on the best lap and that definitely cost me,” explained Rosberg. “But Lewis was quicker today and I accept that.”

Red Bull leapfrogged Ferrari to be Formula1’s second fastest team at Silverstone and locked out the second row of the grid, with Max Verstappen outqualifying team-mate Daniel Ricciardo for the first time, by 0.305s.

“I have been a bit unlucky in the last two qualifying,” said Verstappen, who admits he’s had to raise his game on Saturdays since leaving Toro Rosso, such is Ricciardo’s strength ordinarily in qualifying. “It’s good to be in front. Every team-mate wants that.”

Ricciardo bemoaned losing time in the “pain-in-the-arse” slower-speed corners – particularly the Club chicane – and was “a little bit pissed off” to lose his perfect qualifying record.

Ferrari was next up, Kimi Raikkonen well clear of Sebastian Vettel, who came into the session carrying a five-place penalty for yet another gearbox failure and admitted to errors on both his Q3 laps.

Raikkonen made a real hash of getting through Q2, spinning on his first run, then locking up at Village on his second. He finished Q3 0.263s down on the second Red Bull, admitting Ferrari was “stuck” trying to find a good set-up in the blustery conditions.

“Ricciardo bemoaned the ‘pain-in-the-arse’ slow corners”



“A PLACE WHERE F1 CARS CAN REALLY STRETCH THEIR LEGS”



Stowe: a classic high-speed corner

IT'S DIFFICULT TO FIND A Formula 1 driver who doesn't enjoy Silverstone. Though redesigned in a few places over recent years, it remains one of F1's classic tracks, with plenty of high-speed, sweeping corners. Maximum adrenaline. A place where F1 cars can really stretch their legs.

Here it's mostly about rhythm and flow, precision at high speed, and super-smooth, minimal inputs – let the car do the work. It's the sort of place made for Kimi Raikkonen and, newly re-signed by

Ferrari, his skills are in evidence at Stowe in first practice.

He is ultra-committed, carrying enormous speed, but every input is still effortlessly smooth and precise. There's no unnecessary steering and an almost seamless blend between brake and throttle as he disappears out of view towards Vale – a glimpse of the extraordinary talent that still lurks beneath the infuriating inconsistency.

Most drivers stay as wide as possible, almost nibbling the outside kerb at the end of the Hangar Straight before pitching in to a right-hander that is wide and open to begin

with, but which tightens as you reach the apex.

All except Felipe Massa, who always leaves a visible gap between his outside wheels and the circuit edge. This is odd, since it serves only to tighten the corner artificially and induce understeer. Perhaps rear instability is unnerving him.

A driver totally unconcerned by oversteer is Ferrari protege

Charles Leclerc, whose mighty four-wheel slide highlights how impressively unintimidated he is by the step up from GP3.

Moving to the inside of Abbey for final practice, it becomes clear how aerodynamically superior the Red Bull RB12 is.

Both it and the Mercedes W07 can turn in at full-throttle, but the Mercedes misses the apex if the drivers lack

precision. The Red Bull responds better, the only car able to avoid overloading the outside-front tyre.

Raikkonen and Sebastian Vettel do their level best and are fully committed, but unless it's the first flying lap on new soft tyres the Ferrari gives up mid-corner in a way the Red Bull never does.

BEN ANDERSON



Rosberg spent many laps trying to repass Verstappen



Hamilton caresses the trophy that means so much to him

case Mercedes felt it had enough pace in hand to cover all eventualities. Freed from dancing to Verstappen's defensive tune, Rosberg began closing down Hamilton, narrowing the gap over six laps from 8.786s to 6.105s by the end of lap 44, and setting the fastest lap of the race in the process.

Hamilton responded with a personal best lap of his own next time around, to warn Rosberg off suddenly getting any wise ideas about stealing this race away. The prospect of a showdown was then obliterated entirely when Rosberg suddenly ran into gearbox trouble with seven laps to run.

Mercedes told Rosberg to switch to "default one" (which sounded like some kind of ctrl-alt-delete command) and to "avoid seventh gear".

Unclear as to exactly what this implied, Rosberg asked for clarification as to whether he should "shift through it" and was told "affirm" by his engineer.

After a couple of troublesome laps Rosberg was able to make sufficient adjustments to lap faster than Verstappen over three of the final four laps of the race, and therefore cling onto second place. That was until officials decided that Mercedes had breached rules designed to prevent teams using radio messages to help their drivers drive their cars, imposing a 10s time penalty that dropped Rosberg back behind Verstappen in the final classification.

Mercedes lodged a notice of intention to appeal against the decision, clearly feeling its messages were within the scope of rules that allow communication concerning components that are in imminent danger of failing, but after a day to stew on it the

team decided not to go ahead with the appeal after all.

"It was a very critical problem," said Rosberg. "I was stuck in seventh gear and I was about to stop on track, so they told me 'change default' and try and fix it."

Mercedes' decision not to proceed with its appeal means the radio breach produced a six-point swing from Rosberg to Hamilton. But more crucial perhaps is the momentum that the three-time champion has built by winning four of the past five races.

"The last race and this race I feel I've been firing on all cylinders," added Hamilton. "I was very comfortable at the front, watching the times from the guys behind. I did everything I could in the race to save the engine.

I knew I had a good buffer to the cars behind so I didn't have to lean on it.

"The car was great this weekend – set-up-wise, balance-wise – and it was a dream to drive. My engineers did a fantastic job. I just felt

under control in all those conditions. No problems.

"It was everything that I, as a racing driver, wanted."

And the result was everything the partisan home crowd wanted too – a third successive Hamilton victory at the British Grand Prix, which Hamilton celebrated with a bit of impromptu crowd surfing after the podium ceremony. It was his way of acknowledging the final piece of the jigsaw.

They call it the 12th man in football – the power of the crowd's support. Hamilton used it to devastating effect to strike his biggest blow yet to Rosberg's title ambitions. Every year they expect, and once again Hamilton delivered emphatically. 🏆

Rosberg: "I was stuck in seventh gear and about to stop on the track"



TYRE WOES MEAN NO POINTS AT WILLIAMS

AFTER BEING THE second fastest team at Silverstone last year and leading for 20 laps, Williams endured a slump at the British Grand Prix, qualifying outside the top six and failing to finish in the points.

Valtteri Bottas qualified seventh in the dry, but endured a difficult and error-strewn race to 14th in Sunday's mixed conditions. Felipe Massa was in the hunt for 10th place but had to make a third pitstop after struggling to make his first set of slick tyres last the distance.

"It wasn't a great result," said Williams technical chief Pat Symonds. "We just could not get those tyres working, all the way through – even on the intermediate."

"With Valtteri we took the medium tyre all the way to the end and it did OK, but never really worked particularly well. With Felipe we started to get degradation because the car was sliding."

"I'm sure driving style, aerodynamic characteristics, suspension characteristics, and probably more than anything brake-duct configurations [play a role], but I'm not sure any of the teams can fully explain it – it really is difficult getting these tyres working."



Mercedes questions Rosberg penalty

MERCEDES QUESTIONED THE validity of Nico Rosberg's 10-second penalty for a radio rules breach during the British Grand Prix, but on Monday withdrew its notification of intent to appeal against the penalty and said it accepted the ruling.

Rosberg reported a gearbox problem with six laps remaining while chasing leader Lewis Hamilton. With Rosberg losing pace and third-placed Max Verstappen closing in, Mercedes told Rosberg to switch settings, before suggesting he "avoid seventh gear".

Rosberg then asked for clarification as to whether he "should shift through it", to which he received an immediate response – "Affirm, Nico, shift to eighth gear quickly".

Rosberg recovered pace sufficiently to keep Verstappen behind to the flag, but the stewards found Mercedes guilty of breaking article 27.1 of the sporting regulations, which states drivers must drive the car 'alone and unaided'.

A statement from the stewards, led by 1992 world champion Nigel Mansell, said:

"The team gave some instructions to the driver that were specifically permitted under technical directive 014-16.

"However, the team then went further and gave instructions to the driver that were not permitted under the technical directive, and were in breach of article 27.1 of the sporting regulations."

After lodging its intention to appeal on Sunday night, Mercedes had 96 hours to decide whether to follow through with an official appeal via its national governing body, the Deutscher Motor Sport Bund (DMSB).

Mercedes team boss Toto Wolff cited a part of the technical directive that permits radio messages when there is a potentially terminal problem with the car as the basis for permitting the communication with Rosberg.

Red Bull boss Christian Horner described the current radio restrictions as "rubbish" and nonsensical, despite benefiting from the stewards' decision, while Williams technical chief Pat Symonds was also critical on the basis that F1 is a team sport.



Vettel: 'Weak' race will be a one-off

SEBASTIAN VETTEL ACKNOWLEDGED THAT THE British Grand Prix was a poor race for Ferrari, but believes that the Italian team's slump will not continue.

Red Bull closed to within six points of Ferrari's second place in the constructors' championship, as Max Verstappen and Daniel Ricciardo finished second and fourth, while Kimi Raikkonen and Vettel trailed home fifth and ninth.

Vettel put Ferrari's low-key weekend down to the car not gelling with the windy and sometimes cold-and-wet conditions at Silverstone.

"It has been a weak race for us," said Vettel, who suffered

two gearbox failures in practice, a reliability weakness that is now worrying Ferrari.

"We had a bad weekend and we need to understand a lot of things, but I don't think we need to turn the world upside down. This weekend was a step back for us in terms of competitiveness, not necessarily a step up for other people."

Team-mate Raikkonen reckoned Ferrari lacked downforce, a deficit that was amplified in the conditions of the race. "We are missing downforce, and especially with mixed conditions you take a big penalty on that," he said. "I'm sure the next circuits are much more normal for us than this place."





FORCE INDIA CLOSES ON WILLIAMS AFTER POINTS FINISHES

FORCE INDIA CLOSED to within 19 points of Williams in the constructors' championship after Sergio Perez and Nico Hulkenberg finished sixth and seventh in the British Grand Prix.

The team reverted to a previous specification of suspension on the VJM09 at Silverstone

after struggling to make the tyres last during the previous race in Austria.

Pitting for inters later than most rivals vaulted Perez into the top four, before he was overtaken by Daniel Ricciardo and Kimi Raikkonen.

Hulkenberg showed strong pace on slicks later on, finishing right behind Perez.

Q&A

VIJAY MALLYA FORCE INDIA TEAM OWNER



How did it feel being back at a grand prix, on a good weekend for the team?

I've been savouring every minute of this grand prix experience, but more importantly I'm a very happy man. I've said our objective is to secure fourth in the championship, and we scored 14 points on Williams, so we are now only 19 behind them with 11 races to go. We haven't quite optimised our [Barcelona] update yet, so I have every reason to smile.

What more needs to be done with the update?

There are some bits and pieces that are yet to come to the car, which are under manufacture. Silverstone has high-speed corners, but I believe this update is going to be more relevant on those tracks that have a mix of both slow and high-speed. We've never been at our very best in slow-speed corners.

It will be tough to finish fourth if there are no more updates beyond this one...

I think we have every opportunity, like we showed here. We gained 14 points on Williams. That's a lot of points. We are within striking distance, anything can happen, and we've widened our advantage over Toro Rosso, so I'm in a happy spot. If I said we wanted to continue development during 2016 just to beat Williams then I might compromise myself in 2017. 2017 is a big opportunity for us to be really competitive, and I don't want to lose that opportunity. The 2017 model is already in the windtunnel. It's the first time in the history of this team we have a 60% model, so we need to focus on '17 and produce a really good car.



Drivers critical of British Grand Prix safety-car start

FORMULA 1 DRIVERS BELIEVE THE safety car stayed out for too long at the start of the British Grand Prix.

A heavy rain shower shortly before the race led to a safety-car start. While the majority of drivers agreed with that decision, they felt that it could have come in earlier than the end of lap five, when several immediately pitted to switch from wet to intermediate tyres.

"It was definitely a safety-car start — it was super wet, loads of standing water," said Jenson Button. "But we waited a long time. The safety car should have come in two laps earlier."

Nico Rosberg said "it was important to let us have a look" at the track conditions behind the safety car, while his rival for second place Max Verstappen agreed but also wanted the

restart sooner. "On the main straight there was a lot of water but maybe [the safety-car period] was a bit too long," said Verstappen. "I was ready to race after one or two laps."

Race winner Lewis Hamilton was one of the few drivers to say he would have been happy with a normal race start.

"We could have started on the grid, there were wet patches and it would have been tricky but that's what racing is about," said the world champion. "There was more water on track in 2008 when we started on the grid."

Sebastian Vettel believes that many drivers switch to the intermediate so quickly after a restart in the wet because Pirelli's full wet is not a useful race tyre. "The extreme wet is basically just good enough to follow the safety car," he said.

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Ericsson lucky to avoid serious injury in FP3 crash

SAUBER DRIVER MARCUS ERICSSON believes he was lucky to walk away with no serious injuries following his heavy shunt in final practice for the British GP.

Ericsson went to hospital in Oxford after spinning and crashing heavily on the exit of Stowe in FP3 at Silverstone.

He underwent a variety of scans and checks, and was cleared to race after a medical on Sunday morning. He retired early with a misfiring engine after starting from the pitlane in a rebuilt car.

The Swede appreciates that he could have suffered more than bruising and

soreness after his car speared nose-first into a tyre barrier at high speed.

"I'm a bit bruised, aching, and I've some sore parts on my body," he said.

"Where the accident took place was quite bad, because out of Stowe the exit is pointing towards the barrier on the inside. I had one tenth of a second to think. I realised it was going to hurt, and it was a massive impact. I was lucky I was not more injured. There was nothing broken, nothing wrong with me, which was the main thing – there was no problem to drive. I felt good in the car."



Palmer suffers 'painful' British Grand Prix debut

JOLYON PALMER described his first British Grand Prix as "really painful", after going two laps down before retiring with a suspected gearbox problem.

The Renault driver was running 17th during the early phase on intermediate tyres, but saw his race unravel when he was

released from his second pitstop without the right-rear wheel attached.

The time lost rectifying the mistake by dragging him back to his pit box, coupled with a subsequent 10-second stop-go penalty for an unsafe release, dropped him to the back of the pack.

Palmer fell two laps down, and said he was unable to make progress because of continually needing to move over to allow faster cars through.

"The pace was really good on inters but when I was on slicks it was really painful," said Palmer. "The race was basically done with that unsafe release. There was a time where I couldn't even drive the car properly because you have to get out the way the whole time."

"You can't do anything; you're just on a hiding to nothing. It's depressing. It was one of the least enjoyable races of the year so far."

Kevin Magnussen also retired with a suspected gearbox issue, to complete a miserable race for Renault.



TEE/LAT



ALONSO: McLAREN TOO RISK-AVERSE

FERNANDO ALONSO BELIEVES McLAREN-HONDA could have taken more risks with its British Grand Prix strategy after both cars finished outside the points.

Despite the changeable weather at Silverstone, teams followed relatively uniform strategies, everyone swapping from wets to intermediates between laps five and seven, then to slicks during laps 15-18.

Alonso was running 10th until a spin at Abbey just before half-distance dropped him to the 13th position he finished in. He felt McLaren could have vaulted him up the order had it rolled the dice as the track dried.

"We are not fighting for the championship, so we could have stopped earlier, later, to try to gain some positions, but we were a little bit slow with reaction," said Alonso. "We lost some positions in the stops so we need to look at this."

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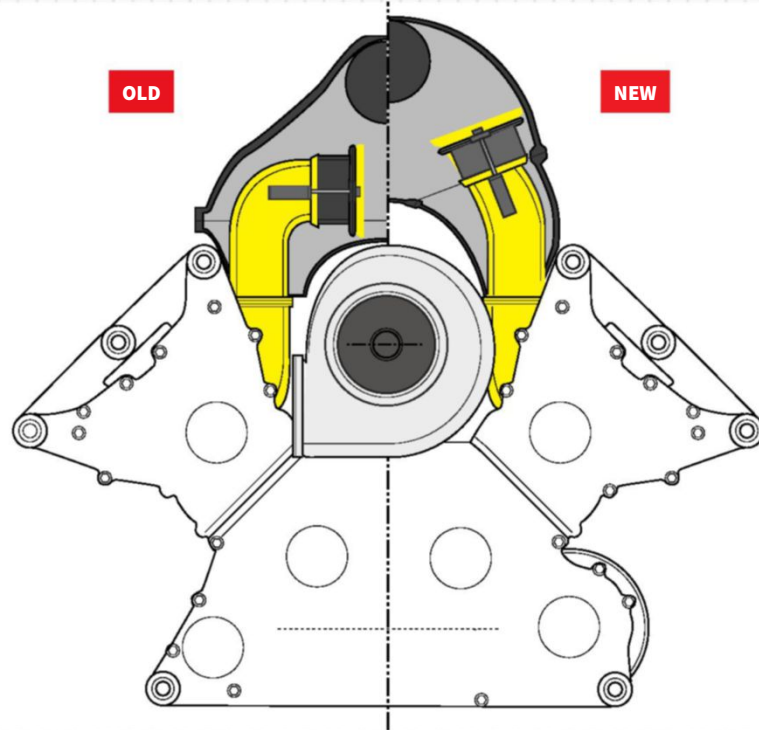
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DRAWING BOARD

By Craig Scarborough



McLAREN UPDATES CHASSIS, HONDA FIXES INLET SET-UP

There were yet more updates to the McLaren MP4-31, which featured a revised front wing, brake ducts and floor, but it's the Honda engine that had more influential updates.

Since its launch, some of the packaging of Honda's power unit has been compromised to fit into McLaren's chassis.

One victim of this packaging was the inlet plenum and the variable-length inlet trumpets. These had to be raised to sit above the turbo compressor yet remain low enough to keep the bodywork streamlined, so there was a small volume plenum and the inlets inside were curved to a near

90-degree angle to sit low above the engine.

Despite the turbo-boost pressure being able to overcome the inadequacies in this design, the set-up was inefficient. Now two development tokens have been spent for a new inlet set-up. The plenum is taller and arched underneath to allow more internal volume and more space for a larger turbo compressor underneath. Inside, there now sit proper downdraft inlets, to make more power from the straighter inlet tract.

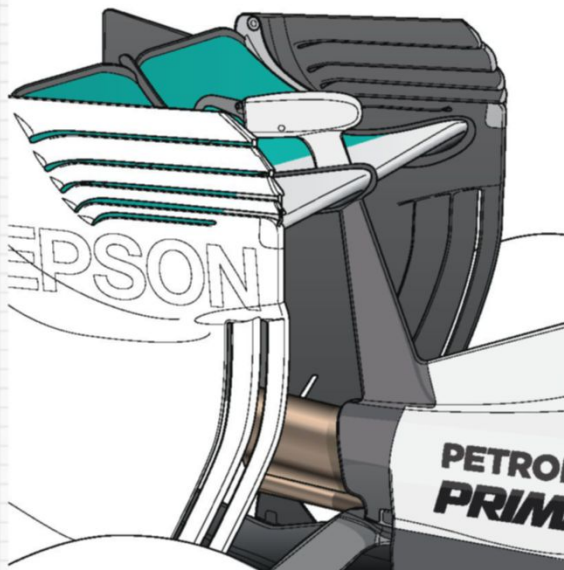
This may lead to more development tokens being spent on the troublesome turbo to boost horsepower.

MERCEDES ADDS LOUVRES

Mercedes brought a series of updates to its W07, with revised bargeboards, ERS cooling, engine cover and diffuser, but the development that caught the eye was the rear wing.

Despite its unique approach to aero this year, Mercedes appears to have copied Toro Rosso's style of louvres in the upper section of the wing's endplate.

These louvres reduce drag at the wing tip by preventing large vortices forming with the pressure differences around the endplate. The louvres are extended forwards and are open-ended. This doesn't directly reduce drag, but does prevent separation forming along the endplate, making its performance more consistent.

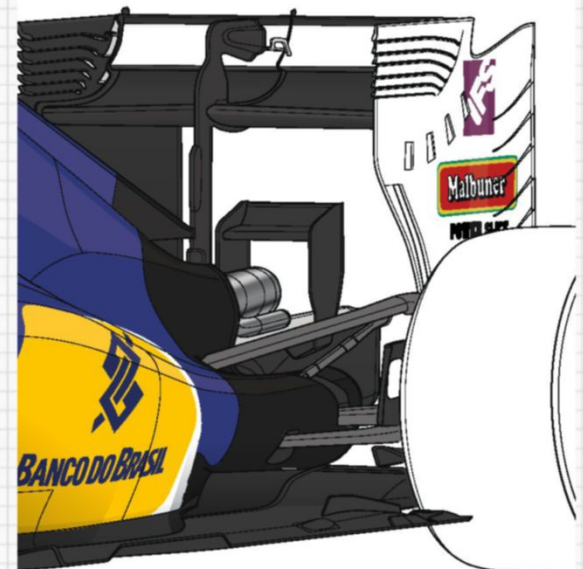


FERRARI TRIES NEW FIN

Ferrari brought a smaller update package to Silverstone than Mercedes.

The SF16-H featured some front-wing alterations and a new fin, working along the edge of the chassis to aid the other turning vanes and aero devices. This fin adds to the so-called Y250 vortex, to help push the front-tyre wake away from the bodywork.

This fin is unique, but the 2017 rules allow far more space to add aero aids, so this may be the first of many devices we'll see in this area.



SAUBER AMENDS REAR WING

Despite tough times for Sauber, there was a major new rear-wing update introduced at Silverstone.

Having run an old rear wing on the car to date, with a hybrid mounting pillar to join the single mounting on the Ferrari gearbox to the twin mounting under the rear wing, the old 'Y'-shaped pylon is now replaced by a

more efficient single straight pillar.

Additionally, the endplate also follows Toro Rosso's open-front louvre idea, to aid airflow over the top section of endplate.

Lower down, there is the McLaren trick of a series of slots aligned with the wing profile, to reduce wing-tip vortices and therefore drag.

F1/BRITISH GRAND PRIX REPORT

1 Hamilton #44
1m29.287s

2 Rosberg #6
1m29.606s

3 Verstappen #33
1m30.313s

4 Ricciardo #3
1m30.618s

5 Raikkonen #7
1m30.881s

6 Bottas #77
1m31.557s

7 Sainz #55
1m31.989s

8 Hulkenberg #27
1m32.172s

9 Alonso #14
1m32.343s

10 Perez #11
1m31.875s

11 Vettel #5
1m31.490s

12 Massa #19
1m32.002s

Race results / 52 laps – 190.271 miles

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES	TIME IN PITS
1	Lewis Hamilton	Mercedes	1h34m55.831s	51	●●●	59.071s
2	Max Verstappen	Red Bull-Renault	+8.250s	1	●●●	1m01.424s
3	Nico Rosberg	Mercedes	+16.911s		●●●	59.110s
4	Daniel Ricciardo	Red Bull-Renault	+26.211s		●●●	1m00.011s
5	Kimi Raikkonen	Ferrari	+1m09.743s		●●●	1m00.040s
6	Sergio Perez	Force India-Mercedes	+1m16.941s		●●○	58.390s
7	Nico Hulkenberg	Force India-Mercedes	+1m17.712s		●●○	1m00.614s
8	Carlos Sainz	Toro Rosso-Ferrari	+1m25.858s		●●●	1m00.681s
9	Sebastian Vettel	Ferrari	+1m31.654s		●●●	1m00.544s
10	Daniil Kvyat	Toro Rosso-Ferrari	+1m32.600s		●●●	1m00.642s
11	Felipe Massa	Williams-Mercedes	-1 lap		●●●●	1m27.992s
12	Jenson Button	McLaren-Honda	-1 lap		●●●	59.681s
13	Fernando Alonso	McLaren-Honda	-1 lap		●●●●	1m30.109s
14	Valtteri Bottas	Williams-Mercedes	-1 lap		●●●	59.090s
15	Felipe Nasr	Sauber-Ferrari	-1 lap		●●●	1m01.124s
16	Esteban Gutierrez	Haas-Ferrari	-1 lap		●●●	1m11.392s
17	Kevin Magnussen	Renault	49 laps-gearbox		●●●●	1m28.455s
R	Jolyon Palmer	Renault	37 laps-gearbox		●●●○	2m06.967s
R	Rio Haryanto	Manor-Mercedes	24 laps-spun off		●●●	1m00.133s
R	Romain Grosjean	Haas-Ferrari	17 laps-transmission		●●●	1m02.514s
R	Marcus Ericsson	Sauber-Ferrari	11 laps-electrical		●●○	2m20.373s
R	Pascal Wehrlein	Manor-Mercedes	6 laps-spun off		●●	31.812s

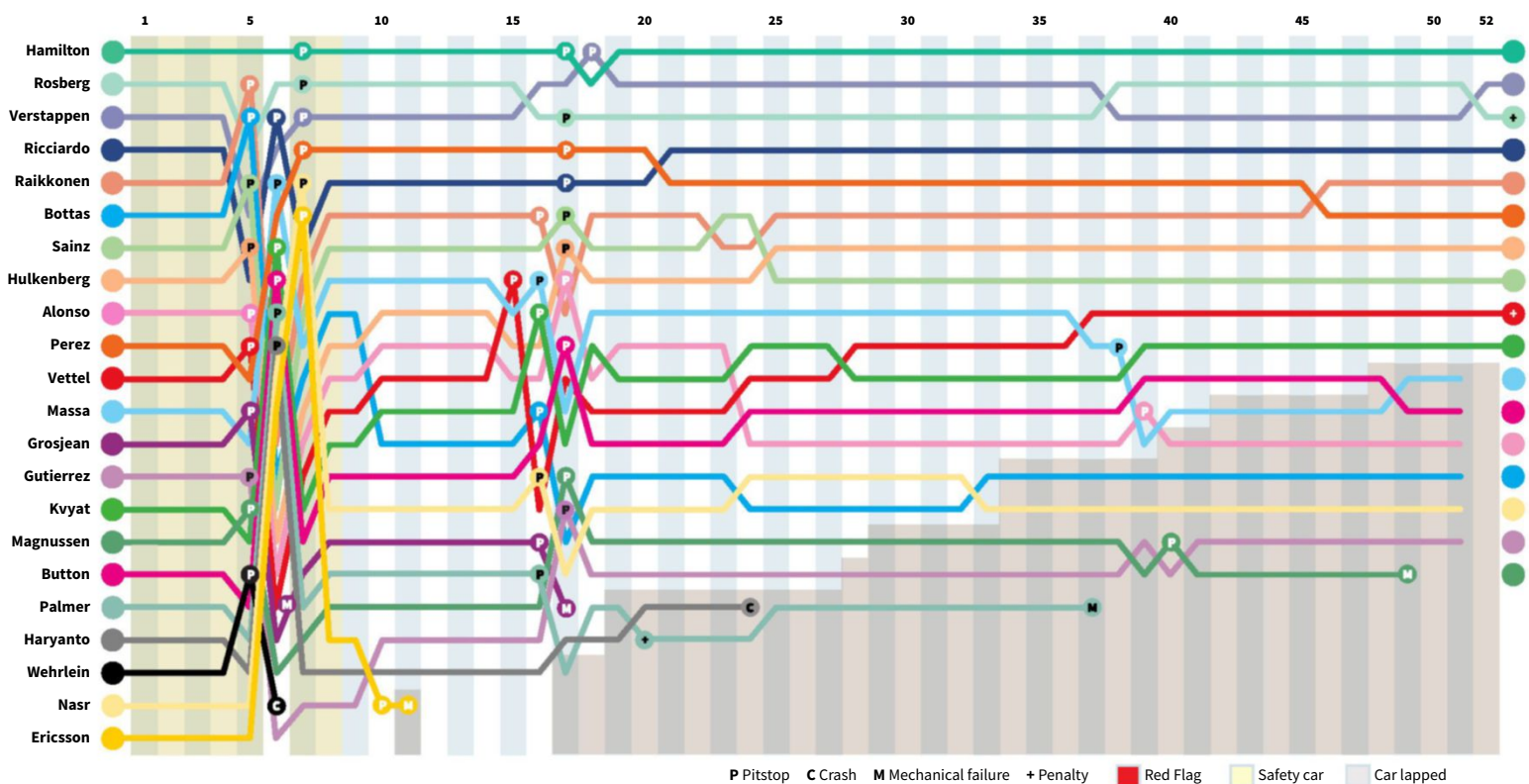
Fastest laps

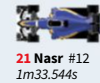
POS	DRIVER	TIME	GAP	LAP
1	Rosberg	1m35.548s	-	44
2	Alonso	1m35.669s	+0.121s	43
3	Hamilton	1m35.771s	+0.223s	45
4	Ricciardo	1m36.013s	+0.465s	52
5	Massa	1m36.141s	+0.593s	40
6	Verstappen	1m36.407s	+0.859s	41
7	Vettel	1m36.933s	+1.385s	44
8	Raikkonen	1m36.994s	+1.446s	39
9	Bottas	1m37.383s	+1.835s	45
10	Sainz	1m37.401s	+1.853s	43
11	Hulkenberg	1m37.618s	+2.070s	51
12	Magnussen	1m37.619s	+2.071s	43
13	Kvyat	1m37.667s	+2.119s	35
14	Gutierrez	1m37.713s	+2.165s	44
15	Perez	1m37.900s	+2.352s	35
16	Button	1m37.907s	+2.359s	36
17	Nasr	1m38.710s	+3.162s	43
18	Palmer	1m39.755s	+4.207s	36
19	Haryanto	1m41.380s	+5.832s	23
20	Grosjean	1m55.507s	+19.959s	14
21	Ericsson	2m00.286s	+24.738s	9
22	Wehrlein	2m48.804s	+1m13.256s	4

WEATHER Mixed, cloudy; track 17C; air 16C ● New ○ Used ● Ultra Soft ● Super Soft ● Soft ● Medium ● Hard ● Wet ● Intermediate

3 Before Hamilton, the last British GP hat-trick was Jim Clark, who won all four from 1962-65	11 This was the 11th F1 race to start under the safety car. The first was Belgium '97	50 Toro Rosso's Daniil Kvyat started his 50th Formula 1 race since making his debut in 2014	50 Silverstone has now hosted 50 world championship GPs, trailing only Monaco and Monza	100 Ferrari's Kimi Raikkonen started his 100th world championship race for the Scuderia	3176 Mercedes moved up to fifth, ahead of Red Bull, in Formula 1's all-time laps-led list	9032 Vettel passed the 9000 mark for laps raced in F1. Only 19 drivers have managed more
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Lap chart / What happened, when





13 Grosjean #8
1m32.050s

14 Gutierrez #21
1m32.241s

15 Kvyat #26
1m32.306s

16 Magnussen #20
1m37.060s

17 Button #22
1m32.788s

18 Palmer #30
1m32.905s

19 Haryanto #88
1m33.098s

20 Wehrlein #94
1m33.151s

21 Nasr #12
1m33.544s

22 Ericsson #9
no time

SEASON STATS

Qualifying 1

POS	DRIVER	TIME
1	Rosberg	1m30.724s
2	Hamilton	1m30.739s
3	Verstappen	1m31.305s
4	Raikkonen	1m31.326s
5	Vettel	1m31.606s
6	Ricciardo	1m31.684s
7	Bottas	1m31.913s
8	Sainz	1m32.115s
9	Massa	1m32.146s
10	Gutierrez	1m32.237s
11	Alonso	1m32.281s
12	Grosjean	1m32.283s
13	Perez	1m32.336s
14	Hulkenberg	1m32.349s
15	Kvyat	1m32.553s
16	Magnussen	1m32.729s
17	Button	1m32.788s
18	Palmer	1m32.905s
19	Haryanto	1m33.098s
20	Wehrlein	1m33.151s
21	Nasr	1m33.544s
22	Ericsson	did not run

Qualifying 2

POS	DRIVER	TIME
1	Hamilton	1m29.243s
2	Rosberg	1m29.970s
3	Verstappen	1m30.697s
4	Vettel	1m30.711s
5	Ricciardo	1m31.319s
6	Raikkonen	1m31.385s
7	Bottas	1m31.478s
8	Sainz	1m31.708s
9	Alonso	1m31.740s
10	Hulkenberg	1m31.770s
11	Perez	1m31.875s
12	Massa	1m32.002s
13	Grosjean	1m32.050s
14	Gutierrez	1m32.241s
15	Kvyat	1m32.306s
16	Magnussen	1m37.060s

Qualifying 3

POS	DRIVER	TIME
1	Hamilton	1m29.287s
2	Rosberg	1m29.606s
3	Verstappen	1m30.313s
4	Ricciardo	1m30.618s
5	Raikkonen	1m30.881s
6	Vettel	1m31.490s
7	Bottas	1m31.557s
8	Sainz	1m31.989s
9	Hulkenberg	1m32.172s
10	Alonso	1m32.343s

Drivers' championship

1	Rosberg	168
2	Hamilton	167
3	Raikkonen	106
4	Ricciardo	100
5	Vettel	98
6	Verstappen	90
7	Bottas	54
8	Perez	47
9	Massa	38
10	Grosjean	28
11	Hulkenberg	26
12	Sainz	26
13	Kvyat	23
14	Alonso	18
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	335
2	Ferrari	204
3	Red Bull	198
4	Williams	92
5	Force India	73
6	Toro Rosso	41
7	McLaren	32
8	Haas	28
9	Renault	6
10	Manor	1
11	Sauber	0

Wins

Rosberg	5
Hamilton	4
Verstappen	1

Fastest laps

Rosberg	5
Hamilton	2
Hulkenberg	1
Kvyat	1
Ricciardo	1

Pole positions

Hamilton	6
Rosberg	3
Ricciardo	1

Qualifying head-to-head

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

Speed trap

Fastest for each constructor in qualifying



WEATHER Dry, overcast; track 25C; air 20C

Race briefing

FREE PRACTICE 1

CHARLES LECLERC replaced Gutierrez at Haas
ESTEBAN OCON replaced Magnussen at Renault

GRID PENALTIES

VETTEL 5 places (gearbox change)
ERICSSON Pitlane start (change of survival cell)

RACE PENALTIES

VETTEL 5 seconds (forcing Massa off track)
ROSBERG 10 seconds (illegal radio communications)

Free practice 1

POS	DRIVER	TIME
1	Hamilton	1m31.654s
2	Rosberg	1m31.687s
3	Hulkenberg	1m32.492s
4	Vettel	1m32.501s
5	Ricciardo	1m32.773s
6	Raikkonen	1m33.039s
7	Verstappen	1m33.202s
8	Perez	1m33.235s
9	Sainz	1m33.446s
10	Alonso	1m33.527s
11	Kvyat	1m33.738s
12	Button	1m34.132s
13	Bottas	1m34.263s
14	Massa	1m34.456s
15	Grosjean	1m34.547s
16	Palmer	1m34.787s
17	Nasr	1m34.805s
18	Leclerc	1m35.869s
19	Ocon	1m35.980s
20	Ericsson	1m36.003s
21	Wehrlein	1m36.136s
22	Haryanto	1m36.647s

WEATHER Dry, overcast; track 19C; air 16C

Free practice 2

POS	DRIVER	TIME
1	Hamilton	1m31.660s
2	Ricciardo	1m32.051s
3	Verstappen	1m32.286s
4	Vettel	1m32.570s
5	Raikkonen	1m32.736s
6	Alonso	1m33.040s
7	Bottas	1m33.493s
8	Grosjean	1m33.614s
9	Button	1m33.763s
10	Massa	1m33.801s
11	Sainz	1m33.840s
12	Gutierrez	1m34.000s
13	Kvyat	1m34.139s
14	Nasr	1m34.154s
15	Hulkenberg	1m34.321s
16	Perez	1m34.356s
17	Wehrlein	1m34.549s
18	Palmer	1m34.610s
19	Ericsson	1m34.722s
20	Magnussen	1m34.959s
21	Haryanto	1m35.841s
22	Rosberg	no time

WEATHER Dry, overcast; track 35C; air 21C

Free practice 3

POS	DRIVER	TIME
1	Hamilton	1m30.904s
2	Rosberg	1m30.967s
3	Ricciardo	1m31.488s
4	Verstappen	1m31.561s
5	Vettel	1m32.049s
6	Bottas	1m32.736s
7	Alonso	1m32.754s
8	Hulkenberg	1m32.798s
9	Raikkonen	1m32.833s
10	Sainz	1m32.889s
11	Gutierrez	1m32.895s
12	Button	1m33.042s
13	Grosjean	1m33.344s
14	Perez	1m33.361s
15	Massa	1m33.440s
16	Kvyat	1m33.538s
17	Nasr	1m33.710s
18	Palmer	1m33.769s
19	Magnussen	1m34.049s
20	Haryanto	1m34.471s
21	Ericsson	1m34.551s
22	Wehrlein	1m34.658s

WEATHER Damp, overcast; track 19C; air 17C

Champion's perfect 10

Full marks for home hero Hamilton, and Formula 1's teenage sensation

By Ben Anderson, Grand Prix Editor

[@BenAndersonAuto](#)

MERCEDES



10 LEWIS HAMILTON
Hamilton at his finest. Took pole "the hard way" after losing his first Q3 lap to a track-limits offence, but got it done with a lap only 0.044s slower than his Q2 best, well clear of Rosberg. Stormed clear after the early safety-car period and managed the gap. Brief off at Abbey cost him nothing, such was his superiority.

7 NICO ROSBERG
Felt the loss of Friday's second practice session to a water leak did not affect his Saturday form, where he was clearly second best to Hamilton. Race pace was solid, but getting outfoxed by Verstappen in the damp was costly, and a bit weak given the superior car at his disposal. Otherwise drove well.

FERRARI



4 SEBASTIAN VETTEL
Was hampered by yet another gearbox-related grid penalty, but loses points for a messy performance in Q3 that left him only fractionally faster than Bottas's Williams. Loses even more for an underwhelming race. A Ferrari should not finish behind a Toro Rosso and two Force Indias.

7 KIMI RAIKKONEN
Raikkonen was the higher-placed Ferrari driver in qualifying, but with a lap slower than Vettel managed in Q2. Race result was decent, although he made things harder than they needed to be. Having looked a bit uninspiring in battle recently, it was at least good to see him hunt down and pass Perez with a decisive move at Stowe.

WILLIAMS



5 VALTTERI BOTTAS
The Williams was the fourth-quickest car at Silverstone, so being seventh on Saturday was par for the course. Loses marks for a terrible race. While it's true that he lost ground because his first pitstop came before the virtual safety car, he also got outmanoeuvred in battle, lacked pace and admitted making too many errors.

5 FELIPE MASSA
Was unhappy with his qualifying pace, complaining about overheating rear tyres and oversteer. The team could not find an obvious technical explanation, so has to take the bulk of blame. Struggled in the race too. Chewed through his first set of slicks, so having to pit again cost a potential lower points finish.

RED BULL



6 DANIEL RICCIARDO
Was annoyed to lose his perfect qualifying record against Verstappen. Pitting during the virtual safety car early on dropped him behind Perez, but he recovered the place once onto slicks. Eventual gap to Verstappen was large and only partly down to VSC. The rest was due to an underwhelming stint on intermediates.

10 MAX VERSTAPPEN
Admits he's raised his game to take on Ricciardo in qualifying, and finally beat him by three tenths. A fine effort. Race was excellent too. Timed his first pitstop well, overtook Rosberg in the damp and showed outstanding racecraft to keep him behind for so long in the dry. Arguably his best race yet in F1.

FORCE INDIA



6 SERGIO PEREZ
Silverstone's higher-downforce demands made things tougher for Force India, and Perez missed Q3 by just over a tenth. Race was solid. Perfect pitstop timing vaulted him into the top four, but superior speed of Red Bull and Ferrari eventually told. By the end he was struggling after damaging his tyres in an earlier off.

7 NICO HULKENBERG
Squeaked into Q3 on the same tenth as Alonso and Sainz and would have qualified a place higher without a track-limits penalty. Lost a chunk of time to the virtual safety car after his first stop, then a load more trapped behind Massa on intermediates, but a strong final stint almost eliminated his 26s deficit to Perez.

RENAULT



6 KEVIN MAGNUSSEN
Only made Q2 thanks to Button's rear-wing woe, but couldn't really have done more with the Renault on Saturday. Was hurt a bit by the timing of his first pitstop and the virtual safety car, but struggled on slicks, hammering his first set and having to make an extra stop. Eventually retired with a gearbox problem.

6 JOLYON PALMER
Was puzzled to be so slow on his final set of tyres in Q1, having been quicker than Magnussen after their second runs. Put that down to insufficient warm-up. Race unravelled with a penalty for unsafe release at his second stop, plunging him into blue-flag hell until the gearbox started misbehaving.



Outstanding racecraft from Verstappen

TORO ROSSO



6 **DANIIL KVIAT**
Wasn't best pleased with Magnussen's slow Q2 run, which he felt blocked his chance to join Sainz in Q3, but the best he could have done on that lap was beat Massa to 12th. Drove a decent race to track Vettel, but was just adrift of Sainz's level and couldn't quite get close enough to steal an extra point from Ferrari.



7 **CARLOS SAINZ JR**
Q2 lap was superb, in a car that works well through Silverstone's high-speed sweeps. He was less impressive in Q3, but kept it on the track at least, so was ahead of Hulkenberg and Alonso. Started the race well and was in the hunt for the top six until spinning at Abbey, which dropped him behind Raikkonen and Hulkenberg.

SAUBER



8 **FELIPE NASR**
Was surprised to end up well behind Renault and Manor in qualifying, but struggled with oversteer on his second set of tyres in Q1, which he felt exaggerated the gap. Drove a strong race though, pitting at the right time, going quickly enough to stay clear of the Haas drivers and fighting spiritedly with Bottas's Williams.



N/A **MARCUS ERICSSON**
A big shunt at Stowe in final practice trashed his car and forced him to miss qualifying, but was slower than Nasr through practice so would potentially have ended up last on the grid anyway. Started from the pitlane in a rebuilt car, but engine began misfiring so he retired. Too many problems for a fair rating.

McLAREN



6 **JENSON BUTTON**
Wasn't at Alonso's level, even before one of his rear-wing endplates came loose and consigned him to an early bath after Q1. The race was the usual solid job you'd expect. Was bottled up behind Bottas on intermediates, but got ahead when the Williams went off the road on slicks. Pace thereafter was a match for Alonso's.



7 **FERNANDO ALONSO**
Was "on it" this weekend, according to McLaren's Eric Boullier, and would have qualified right behind Bottas's Williams without a track-limits penalty. Was competitive in the wet, but lost ground at his stops. Was still clinging to the fight for points until a big off, which meant he finished trailing his team-mate.

MANOR



6 **RIO HARYANTO**
Did a good job to outqualify Wehrlein on a circuit that doesn't play to Manor's strengths, after getting hammered by his team-mate in Austria. Was quicker over every run in Q1. Showed flashes of decent race pace, but was inconsistent until he flew off the road at Abbey in the damp and beached himself in the gravel.



4 **PASCAL WEHRLEIN**
After the highs of a brilliant Austrian GP weekend, this was a disappointment. Couldn't get the tyres working as well as he did at Spielberg, and ended up fractionally slower than his team-mate in qualifying. Was the first driver to find the Abbey gravel after going off on his second lap on intermediates. He did not emerge.

HAAS

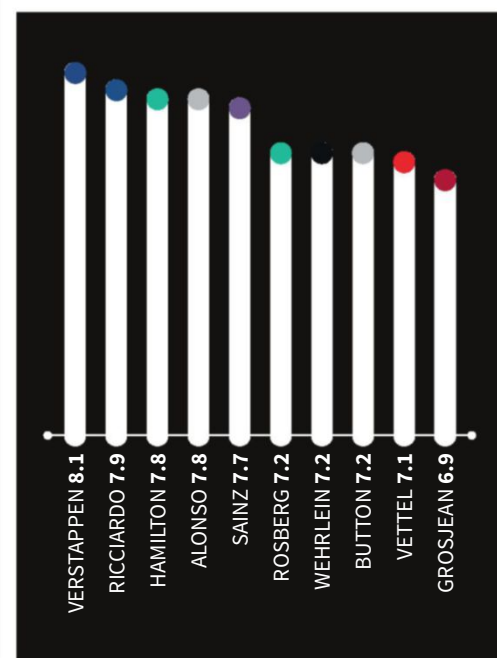


6 **ROMAIN GROSJEAN**
Wasn't much to choose between the Haas drivers in Q1, but Grosjean had the edge in Q2. Was fractions away from beating Massa to 12th, but lost time at Stowe. Race was undone by unfortunate timing of his first stop and a transmission failure that put him out, but his pace on intermediates was also disappointing.



5 **ESTEBAN GUTIERREZ**
Wasn't satisfied with his qualifying performance, struggling with the rear instability induced by Silverstone's winds. Lost 10s to a jack problem at stacked first stops, which dropped him to the back. Was slightly quicker than Grosjean on intermediates, but his comparative pace to Renault and Sauber on slicks wasn't great.

TOP 10 AVERAGE RATING





FORMULA 1

Why Ferrari is retaining

FERRARI RE-SIGNING KIMI RAIKKONEN FOR a further season was an entirely predictable move, even though a strong argument can be made that the Finn's time should have been up at Maranello. After all, this is a team that is ultra-conservative when it comes to choosing drivers, and which values experience and stability in its line-up.

Of F1's current drivers, only Fernando Alonso and Jenson Button can claim more grand prix starts than Raikkonen, so if you're minded to go for experience over youthful exuberance the options are limited. The contractual situations of other potential candidates, such as Red Bull's Daniel Ricciardo or Williams's Valtteri Bottas (linked heavily with Ferrari last season), also mean Ferrari cannot go out into the market and easily replace Raikkonen.

But Raikkonen's form has been so patchy since he returned from Lotus for 2014 that a clear case could be made for not renewing their partnership. He was well beaten by Alonso in a difficult car that season, but could rightly claim he was returning to a team that had gradually geared itself around the Spaniard's needs in the years he'd been away.

His record against current team-mate Sebastian Vettel is better, but still inferior, although this year circumstances have dictated Raikkonen is ahead on points after 10 races.

In pure performance terms the merit of this decision is debatable; in pure results terms – based on this season – the debate swings slightly more in Raikkonen's favour.

Whether or not you agree with Alain Prost that Raikkonen is a perfect 'number two' driver to Vettel, there are some clear positives for Ferrari in retaining the 2007 world champion.

He is a no-nonsense guy and honest to a fault. As Vettel said earlier this year, there are "no games" with Raikkonen, which allows the two to work together well and does wonders for harmony within Maranello.

Promoting an unknown younger gun with a point to prove risks destabilising that. Perhaps Ferrari feels this is more important than hiring a driver who may (or may not) push Vettel harder on a more consistent basis than Raikkonen seems currently able to?

With the technical regulations changing substantially next season, Raikkonen also provides stability during a period of uncertainty.



FORMULA 1

WHAT THE KIMI DEAL MEANS FOR 2017

FERRARI'S DECISION TO retain Kimi Raikkonen closed the door on what potentially could have been an exciting driver merry-go-round over the next few months.

There were a number of names in the frame for his seat, such as Sergio Perez (above), Valtteri Bottas, Romain Grosjean, and even Jenson Button. But that's not to say there is not some fun to be had when it comes to who goes – or stays – where.

At McLaren, it is a straight fight between Button and Stoffel Vandoorne as to who partners Fernando Alonso.

Autosport understands preliminary discussions have taken place between Button and Williams, with Felipe Massa the one apparently set to leave.

It is understood that should Williams want to retain Bottas, a clause in his present deal demands a pay increase.

Massa is on Renault's radar as the suggestion is neither Jolyon Palmer nor Kevin Magnussen will be retained, with the Brazilian potentially to be partnered by current reserve Esteban Ocon.

It is almost certain that Daniil Kvyat will line up alongside Carlos Sainz Jr at Toro Rosso.

Mercedes reserve Pascal Wehrlein is likely to remain at Manor, with the second seat certainly open.

It is a similar situation at Haas, with Romain Grosjean poised to be confirmed for a second year, but doubts hang over Esteban Gutierrez.

IAN PARKES

Raikkonen for 2017

He also possesses extraordinary sensitivity for the tyres, and ultra-precise feedback on car behaviour – an ability to spot problems that other drivers cannot. Engineers who have worked with him closely say he is among the best there has ever been in this regard.

With all-new Pirelli tyres bolted to the cars and drastically revised aerodynamics on the way for next season, Raikkonen is a useful guy to have in your corner during these times of severely limited testing. This should aid Ferrari's pace of development, while avoiding the need to bed in a new driver.

In addition, the changes in regulations could also bring F1 back towards Raikkonen's skillset next year.

He will surely be enthused by an aerodynamic platform that may bias the emphasis back towards those with less flamboyant, more minimalist driving styles.

Raikkonen likes to make the car do the hard work, so it should suit him if the cars are inherently more capable in the corners.

He has also had issues with the current generation of harder Pirelli tyres – particularly the fronts, which he often struggles to work properly with his super-smooth style. With the construction of the rubber changing completely there is also potential for a reset on that score.

This announcement will again frustrate the ambitions of hungry young drivers who are waiting for Raikkonen to retire, and those who feel he is no longer the same driver that wowed F1 with McLaren in the middle of the previous decade.

"I would not sign the contract if I was not happy here," says Raikkonen.

"Obviously, I was very happy about it, and it gives me

pleasure to see disappointed people! When it comes to next year, it's a completely different year with different rules."

But whether or not you feel, as Raikkonen does, that he is "driving as well as for ever", Ferrari has decided he is driving well enough.

And that's all that matters in the end.

BEN ANDERSON

"It gives me pleasure to see so many disappointed"



NEWHEY'S DREAM CAR The hypercar Red Bull designer Adrian Newey has long dreamed about creating broke cover last week when Aston Martin unveiled the AM-RB 001. Newey teamed up with Aston Martin chief creative officer Marek Reichman and chief special operations officer David King to create the machine, which will be powered by a naturally aspirated V12 engine. "I've long harboured the desire to design a road car," said Newey. "I believed we should work with an automotive manufacturer. Aston Martin was at the top of my list. I've always been adamant that the AM-RB 001 should be a true road car that's also capable of extreme performance on track."

WORLD RALLY CHAMPIONSHIP

Less grip expected for 2017 rubber

RUNNING AT THE FRONT OF the field in next year's World Rally Championship could be more challenging than ever, according to firms developing their 2017 tyres.

WRC Promoter and the manufacturers met in Munich last week to solve the running order debate. It is understood an agreement is in place to drop the controversial rule making the points leader run first on the road.

Whoever does run first on gravel rallies will likely do so with less grip than this year from their more powerful next-generation World Rally Cars.

DMACK managing director Dick Cormack said: "Michelin and us are aware there will be a significant increase in the level of wear, particularly on gravel. That means a compound and possibly even a pattern change.

"If we increase the tread width, that will give the tyre more life, but at the same time you really need to reduce the gap between the tread blocks and

inevitably that's going to reduce the grip. On a clean line, the drivers will still get compound grip, but for the driver first on the road, it looks like there could be even less grip next year."

In addition to testing its new rubber for next season, DMACK is also ramping up its own WRC effort. Ideally, the British firm wants to supplant Michelin as M-Sport World Rally Team's official supplier, but if it can't convince its fellow Cumbrians to ditch Michelin then Cormack says he will continue with his own team – but with two cars.

DMACK WRT came close to landing its maiden win in Poland earlier this month, but Cormack fears one car is not enough for a sustained WRC effort. He wants Elfyn Evans to join Ott Tanak in a 2017-spec Ford Fiesta RS WRC.

DMACK is also working on a potential £225m joint-venture to build a new factory in association with Wiltshire-based tyre firm Cooper.

DAVID EVANS



The DMACK team could expand to two cars next season



Rosberg and Hamilton have been warned about collisions

FORMULA 1

Mercedes introduces collision 'deterrents'

LEWIS HAMILTON AND NICO ROSBERG face the prospect of a Formula 1 race suspension after being handed a "final warning" over their on-track conduct by Mercedes motorsport boss Toto Wolff.

The Mercedes team-mates were warned of consequences that would "have a negative effect on their campaign" in a meeting with team chiefs at Silverstone last Thursday, following their last-lap collision battling for victory in the Austrian Grand Prix.

While a sizeable financial penalty is an option open to Mercedes, the belief within the team is that neither driver would be sufficiently affected by such a measure to view that as a strong enough deterrent.

"We've had a warning, and this is the final warning," Wolff told the media on Thursday ahead of the British Grand Prix.

"The discussions were very good. It's a scenario none of us want to be in.

"It's clear for both drivers that we go through a tough time when we lose points when the cars collide. And that was acknowledged. We have had an accumulation of accidents in the past few races which has led to a situation that we need to contain."

While Wolff is reluctant to impose team orders, only as "a last resort", a tightening up on the rules of engagement has been applied,

with "deterrents" in place should one or other driver break the in-house regulations.

The question is, if or when that next incident arrives, will Wolff follow up his words with actions? If his determined outward bearing is a real indication of his will to act, Hamilton and Rosberg would be wise not to run the risk of finding out.

Both drivers have been warned that if there is a repeat of any of the incidents seen this season, or the one in the 2014 Belgian Grand Prix when Rosberg and Hamilton collided at the beginning of the race, they will face tough sanctions. One course of action open to Wolff and Mercedes is to impose a race suspension on one or both drivers.

In a briefing, Wolff suggested that dropping Hamilton or Rosberg would be akin to a star player in a football team being suspended. The response from those present was to point out that there are 11 players in a team, but only two drivers, for whom Wolff maintained he has substitutes.

Wolff would turn to Mercedes reserve Pascal Wehrlein, assuming his contract with Manor allows it, or to Esteban Ocon, who is on reserve duty at Renault.

He now has to set an example, to show his star drivers they are not bigger than the team.

IAN PARKES

IN THE HEADLINES



ACURA NSX GT3 STARTS TESTING

Acura's new NSX GT3 challenger (above) made its maiden test appearance at GingerMan Raceway in Miami last week ahead of its expected race debut next season. It is powered by a 3.5-litre twin-turbo V6 engine capable of producing around 600bhp.

PIZZONIA SET FOR MANOR REUNION

Antonio Pizzonia is set to return to the World Endurance Championship with the Manor LMP2 team at the Nurburgring later this month. He is currently entered in place of Will Stevens alongside James Jakes and Tor Graves. Pizzonia won the Formula Renault UK and British Formula 3 titles for Manor in 1999 and 2000 respectively.

ASTON CUTS BACK TO TWO DRIVERS

Aston Martin has cut back its two GTE Pro class entries in WEC from three to two drivers. Darren Turner will switch to the #97, which he will share with Richie Stanaway, with Nick Thiim and Marco Sorensen in #95. Fernando Rees and Jonny Adam, who previously shared with Stanaway, remain part of the Aston Martin set-up.

TINCKNELL CONTINUES WITH FORD

Harry Tincknell has been retained by the Ford World Endurance Championship squad for the remainder of the season. Tincknell was originally signed for the first three races, but he has been confirmed for the next round at the Nurburgring and is likely to continue beyond that.

WILLIAMSON JOINS STRAKKA

Ex-Formula Renault 3.5 and GP3 driver Lewis Williamson will make his sportscar debut with the Strakka LMP2 team in the Nurburgring WEC round later this month in place of Danny Watts, alongside Nick Leventis and Jonny Kane.

TOYOTA TECHICAL DIRECTOR LEAVES

Michael Zotos, the technical director of Toyota's new World Rally Championship programme, has parted company with the team. It is understood he was finding it hard to work with project chief Tommi Makinen on development of the Yaris WRC, which makes its debut next year.

VETTEL QUESTIONS HALO VISIBILITY

Sebastian Vettel says the second-generation Formula 1 halo cockpit protection device needs further running after raising concerns over visibility. The German completed a lap at Silverstone last Friday with the 'halo 2' (below).





OBITUARY

Carl Haas 1929-2016

LEGENDARY AMERICAN TEAM OWNER Carl Haas died at the end of last month after a lengthy battle with Alzheimer's disease.

After falling in love with motorsport on a chance visit to watch a race at Road America, Haas first made his mark in the sport from 1952 until the mid-1960s as a driver, winning races at both national and regional SCCA level in a variety of sportscars, notably in Porsches at Milwaukee and Road America. During that period he was also developing his business interests in motorsport, starting out selling gearboxes and becoming the Hewland importer in the US, and then as a distributor for manufacturers such as Lola and, later, Swift.

But it was as a team owner, notably with the Newman/Haas Indycar team that won 107 races, took 109 pole positions and eight championships, that Haas is best known.

Prior to moving into Indycars, Haas enjoyed huge success in the 1970s after starting his team in the previous decade. As a factory-blessed Lola team, Haas/Hall Racing (run in association with Jim Hall) won the US Formula



Mario Andretti claimed the Indycar title in 1984

5000 title three times from 1974-76 with Brian Redman. During that spell Haas also enjoyed success in Super Vee, winning the '75 National title with Eddie Miller in a Lola T324.

When F5000 was superseded by Can-Am, the success continued with four consecutive titles from 1977-80 for Patrick Tambay (twice), Jacky Ickx and Alan Jones.

But it was convincing Paul Newman to set up Newman/Haas to run Mario Andretti, as well as persuading Lola to make the move into the CART-run Indycar championship, that really made the team's legend. In 1983 Andretti took the squad's first win at Road America on its sixth start and, a year later, was crowned champion. Newman/Haas remained a one-car team, as Andretti

demanding, until '89 when son Michael joined. Michael won the title in '91,

"Where Newman/Haas changed the game is they were more an engineering-oriented than a mechanically-oriented team," said Michael Andretti. "We pioneered it and enjoyed having an advantage over our competitors. When you would go to Carl with an idea, he would listen and most of the time he would go with it."

Haas brought reigning Formula 1 world champion Nigel Mansell to the States in 1993 when Michael went to F1. Mansell won the crown in the first of his two years with the team.

Newman/Haas remained committed to Champ Car until the death of the category forced a switch to IndyCar in 2008. Cristiano da Matta won the '02 title, with Sebastien



Redman (1) scooped three F5000 titles for the Haas Lola team

LAT



Justin Wilson took Haas's final win at Detroit in 2008



Mansell won the Indycar championship in 1993

LAT

Bourdais dominating from 2004-07, the last of those seasons competing as what was now called Newman/Haas/Lanigan Racing after Mike Lanigan became a co-owner.

Haas enjoyed little success after switching to the IndyCar Series, winning only twice before closing down after the 2011 season. Justin Wilson took its final win at Detroit in '08.

The glaring omission from Haas's record was a victory in the Indianapolis 500. Second places in 1985 and '91 were as good as it got, the latter after Michael Andretti lost out after a battle with Rick Mears. Mario Andretti dominated the '87 race, leading 170 out of the first 177 laps, before he slowed then stopped with a broken valve spring. In '93 Mansell also came close before being passed by both Emerson Fittipaldi and Arie Luyendyk at a restart with 15 laps remaining.

Haas, no relation to current team boss Gene Haas, also entered F1 in partnership with former McLaren chief Teddy Mayer thanks to backing from Beatrice in 1985. Having brought back former world champion and team old boy Jones, results peaked with the Australian's fourth place in the '86 Austrian Grand Prix. The team, which briefly had Ross Brawn and Adrian Newey together on its books, was sold after the loss of sponsorship. Haas also dabbled with NASCAR, but without the success he achieved in open-wheelers.

Mario Andretti, who raced for Newman/Haas from 1983-94, paid tribute to his old boss.

"What I really appreciate about Carl and his ambitions is he set the bar on sponsorship levels and armed himself to secure the best possible talents – engineers, mechanics and drivers – that would contribute to the team. He gave drivers the best opportunity to get the job done. That is the reason I stayed with him for 12 years.

"His business was the sport. He didn't have a conglomerate backing up his effort. Any wealth he derived was from the sport and that was a beautiful thing.

"Once you got to know him he had a great sense of humour and was a fun guy to be with. We had an ongoing, strong friendship. Even if we had disagreements I could never, ever stay mad at him for any period of time because I always put it aside and moved on. We never played the silent treatment."

Bourdais was Newman/Haas's most successful driver in terms of titles and wins, taking 31 races. He paid tribute to Haas's willingness to back his drivers.

"Back in 2002 Carl gave me the opportunity of a lifetime when he hired me to drive the second Newman/Haas car in CART for 2003. He did so with no sponsor to run the car and I will be forever grateful for the faith he placed in me. From 2003 to the end of 2007, the whole team became a real family to me.

"I feel privileged to have been able to contribute with poles, wins and championships to Carl's racing legacy."

Newman/Haas is third in the all-time Indycar winners' list. Roger Penske, one of only two team owners – alongside Chip Ganassi – with more victories, had huge respect for Haas as a rival and friend.

"Carl was a great competitor and a great friend," said Penske. "I go back almost 60 years with Carl, back to when he was a driver and I saw him drive on an airport course. He had this Elva and was in a real nice light-blue driving suit, all buttoned up.

"He was the ultimate car owner. He was in Formula 1, sportscars and Indycars. Carl was out front and understood the aspects of the car and the pieces that were important. He built the Hewland gearbox into the major part of every racing car that was built and raced in the US. He was a businessman and he knew how to make money. He attracted great relationships and sponsors that were special because he delivered.

"Carl attracted the best driver talent. From a technical standpoint, his knowledge gave them the advantage it took to be a winner. Carl had loyalty and many of his people stayed with him for a number of years.

"I take my hat off to him because he was a loyal guy to CART and Champ Car, even after we left for the Indy Racing League."

Haas was also a friend to Autosport, winning a John Bolster Award for technical achievement at the 2008 Autosport Awards.

BRUCE MARTIN

STRECK/LAT

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FEEDBACK

Volunteers make GP the best of British



Driver/car interface, sorry, steering wheel – is it way too complex?

After such an incredible weekend for British sport it is easy to focus on the stars, and deservedly so. Just like Andy Murray at Wimbledon, Lewis Hamilton made history on Sunday, producing a masterclass to join Nigel Mansell as a four-time British Grand Prix winner.

However, no major sporting success could be achieved without the unseen support of some very dedicated and hard-working volunteers. In the case of the British GP at Silverstone, this means over 1000 volunteer marshals and officials, ranging from incident officers and scrutineers to medical teams and race administration. We believe they are the best in the world, and we owe them all a debt of gratitude.

May we offer our sincere thanks to all those who gave up their time to deliver another outstanding British Grand Prix.

Rob Jones

Chief executive, Motor Sports Association

Ben Taylor

Managing director, International Motor Sports

Memories are made of this

Another fabulous weekend spent at the home of F1. The sight of Lewis Hamilton crowd-surfing above my head is one that will live long in the

memory, maybe even on a greater scale than the height of Mansell mania.

Lewis deserves all the plaudits he gets – humility, respect for tradition and a true man of the people. Well done Lewis and Silverstone, your country is proud of you.

Michael Brierley

Stalybridge, Cheshire

Start was a damp squib

Never mind a replacement for Bernie – I think they need to find a replacement for Charlie Whiting pronto!

It was ridiculous to start the race behind the safety car. They're supposed to be the best drivers in the world!

The drivers know the risk and, as Martin Brundle always says, the accelerator pedal works both ways. Let them slow down if it's wet!

A wet start and first lap is one of the great spectacles that can often mix the order up and promote a cracking race, but not for the first time, whether on a start or restart, its delay until the track is nearly dry ruins it.

No one wants to see anyone hurt, but it's gone way too far the other way now.

Jonathan Oakes

By email

A driver's only job is to race

F1 has faced criticisms from fans, teams and drivers about the impact of the radio communications clampdown. Should it be right that drivers are unable to take advantage of their machines and natural talent because a switch on the steering wheel is in the wrong position?

The problem is not so much what simple instructions a team may or may not be able to pass on to their driver. It instead lies in the fact that these settings, switches and modes seemingly need to be tweaked throughout the lap.

I am a long-time fan of the sport, but I'm no engineer. Two and a half years into this engine formula I still have no real comprehension of how these hybrid 'power units' actually work. If someone with such a keen interest in the sport thinks an MGU-K is a classic car club, then what hope for the casual viewers?

To me an F1 engine should be fire and brimstone. Its only modes should be 'Off' and 'Jesus Christ!' So instead of questioning what information a team can pass to a driver, why can't we question why they should ever need to? Let's get rid of the knobs and dials and find a simpler formula in which a driver's sole task is to race.

Neil Ferguson

Sussex

Can't compute F1's reasoning

We still have any number of morons who think it is fine to use their mobiles while driving. Now, F1 is pushing its drivers to run a computer while driving at nearly 200mph. That is just plain stupid. Clever people? Probably. Sensible? No.

Stewart Brown

Andover, Hampshire

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26.08.2016

As of August 26, Autosport Performance will be part of autosport.com. Our dedicated guide to helping you become a better driver will continue to run in the magazine, but we'll now be bringing more advice more regularly through the website as well.

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Bernie's football focus

A recent European Union directive on subsidies given to football clubs could affect Formula 1 – though the man in charge plays it down

By Dieter Rencken, Special Contributor

[@RacingLines](#)

A CHAT WITH BERNIE ECCLESTONE IS ALWAYS FUN: irreverent at times, he has an oft-jaunty manner, which camouflages a razor-sharp brain that is three or even four moves ahead of the game at hand. This time the reason for our meeting is the question of football and a connection to the premiums paid to F1's 'big four' teams since 2013.

After three in-depth investigations, the European Union concluded that public-support measures granted in Spain to seven professional football clubs gave them an unfair advantage over other clubs, breaching EU state-aid rules. Its Commission directed that the illegal aid be recovered from the clubs.

Although in that case public monies were used, one particular comment in the verdict is particularly telling, namely that: "The Commission's action keeps the playing field level for the majority of professional clubs who have to operate without subsidies. Such subsidies can enable bigger or smaller clubs to overcome their rivals."

Force India deputy managing director Bob Fernley – who triggered an EU competitions investigation on behalf of his team and Sauber – believes that has relevance for F1: "The principle is the same in so much as the arrangements benefit a few select teams by distorting competition. It is therefore unfair and illegal. The EU will take action when and where such distortions arise, and I'm optimistic the EU will take action in this case."

Assuming Fernley is correct, and the EU directs that premiums paid by F1 commercial-rights holder Formula One Management be forfeited, the consequences for the 'big four' teams – Ferrari, Red Bull Racing, Mercedes and McLaren – could be catastrophic. This year alone they collected between \$100 million (£77m) and \$35m (£27m) each, and the total subsidies for the 2015 season (paid in 2016) amount to over \$200m (£154m). How would Ecclestone react to such a directive were it to happen?

After a brief discussion about whether the EU would actually have the right to intervene after Brexit – it has certainly not been afraid to take on the likes of Apple and Microsoft – and whether the whole debate is "a bit silly", Bernie admits it all "depends on what they decide they want to do".

Maybe so, but the bottom line is that EU directives need to be respected, and should that come to pass then a team such as Ferrari, recently listed on the New York Stock Exchange, could immediately find itself out of pocket to the tune of \$400m (£309m). Imagine what an immediate hit of \$120m (£93m)

would do to McLaren's coffers, particularly given the team's recent poor run of results, or how Red Bull boss Dietrich Mateschitz would feel about shelling out an unexpected \$320m (£247m). Would these teams survive such directives?

But the more pertinent question is this: if the EU actually finds that the subsidies are anti-competitive and need to be returned, would FOM pocket the money, or redistribute it equitably among all teams based on their respective performances since 2013? The temptation must surely be there to fill the coffers of CVC Capital Partners, the venture fund that controls FOM...

Ecclestone admits that Ferrari, for example, would be hard hit, saying "Yeah, it wouldn't make them happy", before stating "I wouldn't do anything, because we don't know [whether the EU will take such action, or what the directive would be]."

In which case, would Ecclestone spread the forfeited revenues equitably among the teams?

"No, if [the teams] give it to us, if we gave it – if that's what the law says – we'd follow the law, whatever it says. If it says it's got to come back to us, that's what it has to do."

The answer will be of mixed comfort to teams such as Force India and Sauber if CVC's funds do indeed retain any forfeited monies. For while on the one hand the gap between the haves and have-nots would tighten up

considerably, they would not benefit from the larger pot to settle the debts incurred in the interim.

There are only four years remaining under present contracts, which means that in strictly commercial terms F1 currently has a four-year shelf life. Surely the rights holder must have begun to set the post-2020 wheels in motion already...

"No, we don't need to yet," says Bernie – seemingly overlooking that he told Autosport in Austria a fortnight ago that he hoped to "get something sorted out this year", with the expectation being that new sporting/technical rules would also come into force in 2021. "Plenty of time [left]. I hope I'm going to be here to do [the negotiations] again, in three years..."

Note that last sentence. It marks the first inkling that Bernie realises he may not be around forever, that the 85-year old recognises his own mortality after all, despite telling Autosport in April that he intends "living another 35 to 40 years".

Which, by implication, places the burden of building a succession plan on his shoulders, particularly if he loves the sport as much as he maintains. Recognition of that fact cannot be too far away, either. ❄

"Imagine what a hit of \$120m would do to McLaren's coffers"

Gasly ends his ghastrly run

September 28, 2013 – that was the last time Pierre Gasly had won a race. Finally he triumphed on a gripping weekend at Silverstone

By Marcus Simmons, Deputy Editor

 @MarcusSimmons54





Two successive GP2 feature races lost because of errors while leading; a winless drought stretching way back to his Formula Renault 2.0 Eurocup title season of 2013;

a position on the Red Bull junior team, whose boss has a reputation for turning rapidly from fairy godmother to wicked stepmother. There was every reason for Pierre Gasly to be sucked into a whirlpool of despair and loss of confidence.

Then came last Friday morning. Gasly was in a car, five-up, from his hotel to Silverstone when another motorist pulled suddenly out of a junction, sending his car off the road in avoidance and triggering a barrel-roll. Four of them eventually made it to the track, but Gasly's mother was taken to hospital with back injuries. Was there no end to his jinx?

When a driver is in a situation like this, a lot depends on the attitudes of the people around him. Prema Racing specialises in preparation not only of extremely good racing cars, but also in shoring up the mental strength of its drivers. It's an internationally staffed team, but the atmosphere within exudes Italian family warmth. And, a day and a half after that road crash, Gasly was a convincing winner in GP2 after an excellent performance that some had feared would never come.

What's more, it was Prema team-mate Antonio Giovinazzi who took second place to complete a one-two for a team that went for an alternative strategy and executed it perfectly.

Gasly looked the man to beat right from the start. He was fastest on the first quick runs in free practice, then pretty much everyone failed to improve in the second half of the session as it became clear that tyre degradation on the prime hard tyres, particularly on the front-left, was going to play a major part over the weekend.

Onto the soft option Pirellis for qualifying, and Gasly was almost three tenths clear on the first runs. Then Norman Nato went on his second run, and beat Gasly's time. Gasly was on a lap in response when the red flags appeared because Oliver Rowland had parked at The Loop with no charge left in his battery, caused by alternator failure. That arguably cost Gasly pole; he had another go when the session resumed, and improved his time, but too much had gone from the tyres to dislodge the Racing Engineering car of birthday boy Nato.

"I'm a bit lucky with the red flags but you need some positive luck sometimes," acknowledged Nato.

Gasly responded: "We looked on the data and we were four tenths up [on his previous best, which was 0.356s slower than Nato's pole] before I got to Turn 13. With an equal final sector we could at least have fought for it." >>

Webster leads Yelloly, while Muller (below) won



PORSCHE

PORSCHE SUPERCUP

SVEN MULLER WON THE BATTLE OF THREE Porsche Juniors at Silverstone to take his second consecutive Supercup race win.

A formation-lap downpour led to a delayed start, so when the race did get under way it was under the safety car and with everybody on wets. After two sighter laps, polesitter Mathieu Jaminet pulled away when the green flags flew while Muller tried to find a way past Matteo Cairoli. Once clear of Cairoli on lap five, it took Muller just two laps to close on the leader.

With Jaminet struggling for traction, it seemed only a matter of time before Muller got ahead. On lap nine, Muller attacked into Brooklands and, although Jaminet repulsed that move, a slide through Luffield sent the cars side by side towards Copse. Jaminet took advantage of the wide wet line to go back around the outside of Muller, but that fightback only lasted until Becketts. Heading into the first left-right sweep the pair were side by side, and Muller completed the pass before heading off into the distance.

Jaminet held onto second ahead of Cairoli, with Josh Webster the best of the home drivers in fourth ahead of Supercup debutant Nick Yelloly after both battled past Tom Sharp, who had climbed to fourth early on.

EDD STRAW

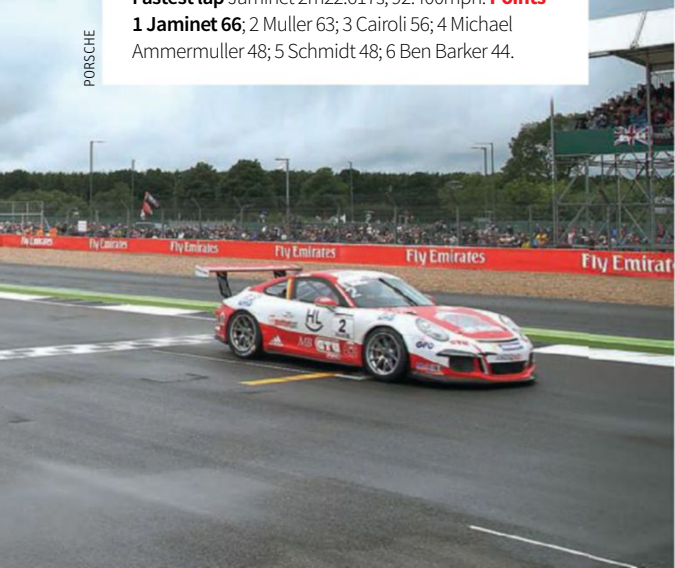
RESULTS

1 Sven Muller 12 laps in 30m11.780s; 2 Mathieu Jaminet +6.776s; 3 Matteo Cairoli; 4 Josh Webster; 5 Nick Yelloly; 6 Robert Lukas; 7 Tom Sharp; 8 Jeffrey Schmidt; 9 Dan Cammish; 10 Charlie Eastwood.

Fastest lap Jaminet 2m22.617s, 92.400mph. **Points**

1 Jaminet 66; 2 Muller 63; 3 Cairoli 56; 4 Michael Ammermuller 48; 5 Schmidt 48; 6 Ben Barker 44.

PORSCHE



MAUGER/LAT

The two Frenchmen's races diverged as soon as the strategies were decided. Apart from Rowland back in ninth, the Prema drivers were the only top-10 qualifiers to start the race on the soft tyres at a track where the winning tactic is traditionally prime-option. Nato took off in the lead, Gasly began to close the gap, but dropped back into the clutches of the second Racing Engineering car of Jordan King, who'd raced from seventh on the grid, another scuppered by the red flag.

Gasly needed to keep those softs alive for long enough to get into the pit window, so stayed out a lap longer than most of the others who'd gone for the same strategy, and had just been passed by King when he dived for the pitlane. Once up to speed on the fresh hards, he began lapping three to four seconds quicker than Nato before the times began to converge again. Those who'd started on the softs were now looking good, but there was one more task for Gasly: he would have a gaggle of late-stopping tailenders to pass for position on track.

"The target was to make sure I had enough gap to Norman," he said. "You never know how much quicker the guys who put the soft tyres at the end will be. When I saw them [the tailenders] I thought we had enough pace to pass them quite quickly. I tried to do it in a smart way to get DRS all the time. In the end everything went our way – it was sometimes a bit tricky with some drivers, but I really enjoyed it."

Gasly did that job perfectly, and certainly didn't look like a guy lacking in confidence. And it was the final piece in the jigsaw for his long-awaited win. "It feels fantastic," he smiled. "It's been tough in GP2; a few opportunities where I had the speed to win but was never able to make it happen, which was really frustrating. Luckily, I had really good support from the team, my close family and from Red Bull during this tough time, and finally it paid off."

He finished almost 10 seconds clear of Giovinazzi. From fifth on the grid the Italian had been one of several to be passed early on by Rowland, who initially raced from ninth to fourth. But Prema's cars appeared to have better-lasting speed on the hard tyres. Rowland, suffering slow-corner understeer, was reeled in by Giovinazzi, then for several laps did a terrific job of defending his position. That was until the final lap, when Giovinazzi made it around the outside at Luffield and snatched second at the last gasp.

It was a terrific battle between two of the best racers in single-seaters, and luckily a five-second post-race time penalty for track limits offences for Rowland did not affect his result.

Of the late-stoppers, it was Mitch Evans who came through to fourth position thanks to passing Luca Ghiotto on the penultimate lap. Evans had run ninth early on, and the Campos Racing man owed his good result to strong

King joy at Sunday win



MAUGER/LAT



overtaking and his car seeming to look after its softs better than those around it.

Ghiotto had put in a great performance after starting last, his Trident car grounding to a halt on his out-lap in qualifying with electrical problems. He stopped early, but a lock-up while defending from Giovinazzi on the hards left him vulnerable, and in the end he just pipped late-stopper Nobuharu Matsushita, Nato and King.

The last two would, therefore, form an all-Racing Engineering front row for the sprint race, some compensation for pitstop troubles that prevented better results on Saturday. Nato had lost time because he could not be released into oncoming traffic, and that pushed him into an out-lap battle, while King had a slow pitstop. "That cost us six or seven seconds but I don't think a podium was on," he said.

Completing the points – thanks to passing the tyre-troubled DAMS car of Nicholas Latifi (the French team had a disaster, with Alex Lynn nowhere near the scorers) – were Russian Time duo Raffaele Marciello and Artem Markelov. While Marciello lost time with a flat-spot on his first set, Markelov, who has a great ability to nurse his tyres, starred with a feast of overtaking on his hard rubber, including a double pass on Marciello and Evans. Then he lost seven seconds at the stops due to trouble getting the left-front wheelnut on, and more time fighting other cars on his out-lap.

So there were a lot of drivers rueing missed points. King was one of them, saying: "I'd rather have a better finish than reversed-grid pole." Nevertheless, he made the most of that pole in Sunday's race to beat the challenging Ghiotto.

King initially controlled the gap to the ART car of Matsushita, while Ghiotto ran fifth. By the middle of the race Ghiotto looked strong, passing Nato, fast starter Rowland and Matsushita in quick succession, then closing the gap to King to within half a second. King did everything right, holding Ghiotto in

tyre-graining pursuit, and then had rain on the last three laps to deal with.

"In the dry I just had to be clever and try to get good exits, use my brain," said King. "That was enough to disturb his rhythm and hurt his tyres a little bit. In the rain I locked up and damaged my left-front, which made it really hard. But it's really good to get a win at your home GP – something for my CV!"

Matsushita's error at Brooklands on the penultimate lap let Rowland's MP Motorsport car into third and Giovinazzi up to fourth, and Rowland now leads the points. Gasly dropped as low as 12th, but recovered to seventh behind Marciello.

But it was Gasly's breakthrough win that will be the lasting memory. Evans argued that, with the previous four Silverstone feature-race winners (including the Kiwi himself in 2014) having won on a prime-option strategy, that was still the way to go. He reckoned the long-running prime-tyred train had been pegged back by the pace of the struggling Latifi. But Prema's Rene Rosin pointed out: "Always in the last four years at Silverstone it was not soft and hard but medium and hard. With the medium you could do much more, so you didn't have the problem with the degradation."

It's worth pointing out that, although Prema is new to GP2, it has ex-ART tech director Guillaume Capietto engineering Gasly and moved former Carlin/Hilmer/Trident GP2 man Daniele Rossi from the F3 team onto Giovinazzi's car.

One leading engineer reckoned that on this front-left-limited circuit, the drop-off of the late stoppers on the hards was exacerbated by the relatively cool conditions on their full fuel loads, and the rubber started coming off very quickly – and that this was, therefore, not such a problem for those stopping later.

Whatever, there was no arguing with the quality of Gasly's win. And even Madame Gasly, stuck in a Milton Keynes hospital until Tuesday with two broken vertebrae, must have been cheered that her son's jinx is *terminé*. ❄️



RESULTS ROUND 5/11, SILVERSTONE (GB), JULY 9-10 RACE 1 (29 LAPS – 106.071 MILES)

POS	DRIVER	TEAM	TIME
1	Pierre Gasly (F)	Prema Racing	51m39.383s
2	Antonio Giovinazzi (I)	Prema Racing	+9.422s
3	Oliver Rowland (GB)	MP Motorsport	+16.090s
4	Mitch Evans (NZ)	Campos Racing	+21.667s
5	Luca Ghiotto (I)	Trident	+24.591s
6	Nobuharu Matsushita (J)	ART Grand Prix	+25.165s
7	Norman Nato (F)	Racing Engineering	+25.474s
8	Jordan King (GB)	Racing Engineering	+25.651s
9	Raffaele Marciello (I)	Russian Time	+31.757s
10	Artem Markelov (RUS)	Russian Time	+33.115s
11	Nicholas Latifi (CDN)	DAMS	+34.220s
12	Marvin Kirchhofer (D)	Carlin	+34.409s
13	Sergio Canamasas (E)	Carlin	+37.898s
14	Arthur Pic (F)	Rapax	+42.610s
15	Jimmy Eriksson (S)	Arden International	+55.205s
16	Alex Lynn (GB)	DAMS	+56.604s
17	Nabil Jeffri (MAL)	Arden International	+57.490s
18	Sergey Sirotkin (RUS)	ART Grand Prix	+1m02.096s
19	Daniel de Jong (NL)	MP Motorsport	+1m23.661s
20	Philo Paz Armand (RI)	Trident	+1m39.764s
21	Sean Gelael (RI)	Campos Racing	-1 lap
22	Gustav Malja (S)	Rapax	-1 lap

Winner's average speed 123.203mph.

Fastest lap Evans 1m43.172s, 127.726mph.

QUALIFYING

1 Nato 1m38.216s; **2 Gasly** 1m38.441s; **3 Latifi** 1m38.797s; **4 Marciello** 1m38.842s; **5 Giovinazzi** 1m38.912s; **6 Evans** 1m39.084s; **7 King** 1m39.123s; **8 Pic** 1m39.160s; **9 Rowland** 1m39.192s; **10 Markelov** 1m39.370s; **11 Matsushita** 1m39.572s; **12 Kirchhofer** 1m39.668s; **13 Gelael** 1m39.750s; **14 Malja** 1m39.798s; **15 Lynn** 1m39.928s; **16 Canamasas** 1m39.749s*; **17 de Jong** 1m40.459s; **18 Eriksson** 1m40.838s; **19 Jeffri** 1m41.160s; **20 Armand** 1m41.385s; **21 Ghiotto** no time; **22 Sirotkin** 1m38.904s**. * grid penalty. ** made to start from pitlane.

RACE 2 (21 LAPS – 76.787 MILES)

1 King 37m35.325s; **2 Ghiotto** +0.580s; **3 Rowland** +11.664s; **4 Giovinazzi** +11.786s; **5 Matsushita** +17.518s; **6 Marciello** +20.467s; **7 Gasly** +23.126s; **8 Kirchhofer** +25.873s; **9 Canamasas** +26.721s; **10 Latifi** +27.370s; **11 Pic** +28.061s; **12 Markelov** +28.632s; **13 Evans** +28.844s; **14 Lynn** +29.598s; **15 Jeffri** +31.284s; **16 de Jong** +32.249s; **17 Eriksson** +35.412s; **18 Gelael** +40.058s; **19 Malja** +46.964s; **20 Armand** +1m30.028s; **21 Sirotkin** +1m30.624s; **22 Nato** 19 laps-spun off.

Winner's average speed 122.569mph.

Fastest lap Ghiotto 1m44.199s, 126.467mph.

GRID FOR RACE 2

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

CHAMPIONSHIP

1 Rowland 79; **2 Giovinazzi** 78; **3 Gasly** 74; **4 Marciello** 72; **5 Evans** 70; **6 Nato** 65; **7 King** 64; **8 Markelov** 55; **9 Lynn** 51; **10 Matsushita** 46.

Beau-Thai victory

Alexander Albon did what he had to do to repel the challenge of Charles Leclerc on a dramatic weekend at Silverstone

By Marcus Simmons, Deputy Editor

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You could be forgiven for saying that Alexander Albon's win in the more significant of the two GP3 races at Silverstone was set up on lap 14 of the previous round at the Red Bull Ring. That was when his team-mate Charles Leclerc made an uncharacteristic gaffe that took out two other cars and snared him a five-place grid penalty to be served at the British event.

But that would be to underestimate Albon's pace last weekend. Yes, Leclerc battled through to second and closed the gap to Albon, but the underrated Anglo-Thai didn't have to do anything more than hold the gap to beat his Monegasque co-equipier at the French ART GP squad.

Leclerc himself acknowledged Albon's form after a bizarre qualifying session. This was twice red-flagged, and during both stoppages there were showers of rain. The second runs were much quicker than the first, so effectively there was only one shot at a quick laptime. Albon nailed his, and Leclerc was within a few seconds of doing the same until he got turned in on at Club by fellow Haas Formula 1 driver Santino Ferrucci, who was preparing for his own quick lap and had not been alerted to Leclerc's approach by his team.

Leclerc lost 0.8 seconds in that final sector, and with a damaged front wing he cut the beam 0.750s adrift of Albon's standard. Did it cost him pole? "In the data I was a tenth faster than Alex before the last corner," he said, "but he is really fast in the last corner. So maybe it would have been close on the line."

Second in the times translated to seventh on the grid for Leclerc, but he was



soon up to fourth and pressuring Ferrari junior stablemate Antonio Fuoco for third. Together they passed Sandy Stuvik, who had been elevated to the front row by Leclerc's penalty and held onto second place for eight laps. Two laps later, Leclerc pulled off a majestic pass on Fuoco around the outside of Stowe – wheels inches apart – and set off after Albon.

From a deficit of 4.3s, Leclerc initially took several tenths per lap out of Albon's lead, but then the progress slowed to infinitesimal gains and Albon crossed the line for the most important victory of his career to date. "I'd gone for fastest lap early on but then went really conservative for the tyres," said Albon. "After Charles got past Antonio was when I realised I had to pick up the pace. The gaps were decreasing and I was still pushing a lot, but I knew as long as I didn't make any mistakes I would be OK.

"It gives me confidence, but I still need to work on my race pace because Charles is very quick, as is Nyck [de Vries, who had an incident-filled weekend in one of the other ART cars]." Leclerc added: "When I passed Antonio I tried to come back to Alex, but it was not enough."

Fuoco carried on to a strong third, backing off after Leclerc passed him to

Albon celebrates his all-the-way win in Saturday's main race

save his tyres. The Trident driver then became the star of the reversed-grid race.

This took place on a damp track with everyone on slicks, and from sixth on the grid Fuoco was down to eighth on the first lap. Progress was initially slow, but by lap six he was into the top three and closed onto the tail of leader Alex Palou (the Campos Racing man had dispatched early leader Stuvik) and Leclerc. Now came payback time, with Fuoco making an audacious pass on Leclerc on the outside at Stowe – with the track very slippery – for second.

One lap later, Palou ran wide at the same spot, and Fuoco was in front. De Vries, recovering from an early collision with Ralph Boschung, also passed Leclerc, and then the ART pair both demoted Palou before the flag, only for a wrongly timed chequered flag (can officials be given grid penalties for rubbish mistakes as well as drivers?) to mean a red-flag-style countback.

Palou therefore inherited second, while a penalty for de Vries for his Boschung clash moved Leclerc back onto the podium – and back into the points lead from overnight leader Albon, who had to pit after one lap because the water temperature rose so high it put the



Fuoco leads a gaggle at Stowe



Parry got penalised for track limits

engine into safety mode. Once he rejoined, he set fastest lap by over 1.2s...

It made no difference to Fuoco though. "The first three or four laps I was trying to see how were the conditions," said the diminutive Calabrian. "When I started to push it was really good." And the move on Leclerc? "For sure Ferrari say we have not to crash into each other, but with him you can race on the limit."

Outside the podiums there were scarcely believable tales of bad fortune for the Brits. Matt Parry set a lap good for second on the grid, but the Koiranen GP driver had run "no more than half a metre" wide at Stowe – unluckily for him, the TV was showing his onboard at the time and he was pinged for track limits. He had a great race from 11th to fourth, then rose to second in race two before he was given a black-and-orange flag due to front-wing damage from a touch with reversed-grid poleman Arjun Maini on the opening lap.

Jake Hughes topped qualifying on the first runs, but the DAMS man had his second effort caught by the red flag. Chasing Fuoco for third in race one and saving his Pirellis, he was convinced he was about to pass and hunt down Albon and Leclerc, only for the upper plane on

his rear wing to collapse – no contact, it was nothing more than a faulty component. Cue a black-and-orange flag. Making up ground in race two, he was taken out by Giuliano Alesi at Stowe, then collided with Tatiana Calderon while attempting to recover ground. DAMS team-mate Ferrucci proved what might have been, the American charging from the back to fourth...

And then there were Arden teamsters Jake Dennis and Jack Aitken. They were also caught by the qualifying red flag, and couldn't get out of a train of tyre-deg midfield misery (Aitken also had fading brakes) in race one. Dennis finished eighth, for reversed-grid pole, but a track-limits time penalty dropped him out of the points. In race two Dennis raced into Fuoco's mirrors, only to be punted off by an apologetic Boschung. He took ninth, but at least he inherited the fastest lap points as Albon wasn't eligible for them, because he had finished outside the top 10. Aitken, meanwhile, should have been classified fifth, but the officials' flag bungle dropped him to sixth on countback.

To succeed last weekend, it helped to be only a bit British, and Albon's triumph was fully deserved.

RESULTS ROUND 3/9, SILVERSTONE (GB), JULY 9-10
RACE 1 (20 LAPS – 73.127 MILES)

POS	DRIVER	TEAM	TIME
1	Alexander Albon (T)	ART Grand Prix	37m53.666s
2	Charles Leclerc (MC)	ART Grand Prix	+1.647s
3	Antonio Fuoco (I)	Trident	+12.239s
4	Matt Parry (GB)	Koiranen GP	+19.583s
5	Nyck de Vries (NL)	ART Grand Prix	+25.000s
6	Ralph Boschung (CH)	Koiranen GP	+29.094s
7	Sandy Stuvik (T)	Trident	+33.337s
8	Arjun Maini (IND)	Jenzer Motorsport	+34.157s
9	Artur Janosz (PL)	Trident	+35.434s
10	Alex Palou (E)	Campos Racing	+36.256s
11	Nirei Fukuzumi (J)	ART Grand Prix	+36.476s
12	Jake Dennis (GB)	Arden International	+36.696s
13	Jack Aitken (GB)	Arden International	+36.852s
14	Steijn Schothorst (NL)	Campos Racing	+37.040s
15	Kevin Jorg (CH)	DAMS	+38.077s
16	Giuliano Alesi (F)	Trident	+38.851s
17	Tatiana Calderon (CO)	Arden International	+39.607s
18	Santino Ferrucci (USA)	DAMS	+42.932s
19	Akash Nandy (MAL)	Jenzer Motorsport	+43.180s
20	Konstantin Tereschenko (RUS)	Campos Racing	+50.729s
21	Matevos Isaakyan (RUS)	Koiranen GP	+51.679s
R	Jake Hughes (GB)	DAM	13 laps-rear wing

Winner's average speed 115.784mph.

Fastest lap Albon 1m52.174s, 117.476mph.

QUALIFYING

1 Albon 1m47.348s; 2 Stuvik 1m48.290s; 3 Maini 1m48.393s; 4 Isaakyan 1m48.539s; 5 Hughes 1m48.567s; 6 Fuoco 1m48.568s; 7 Leclerc 1m48.098s; 8 Fukuzumi 1m48.664s; 9 Boschung 1m48.674s; 10 Alesi 1m48.749s; 11 Parry 1m48.758s; 12 Dennis 1m48.831s; 13 Nandy 1m48.658s; 14 Aitken 1m48.855s; 15 Palou 1m49.053s; 16 Tereschenko 1m49.138s; 17 Schothorst 1m49.358s; 18 Calderon 1m49.733s; 19 de Vries 1m49.934s; 20 Janosz 1m50.005s; 21 Jorg no time; 22 Ferrucci 1m49.269s. * grid penalty. ** made to start from pitlane.**

RACE 2 (11 LAPS – 40.182 MILES)

1 Fuoco 27m55.438s; 2 Palou +0.459s; 3 Leclerc +0.583s; 4 Ferrucci +3.695s; 5 Schothorst +5.060s; 6 Aitken +5.626s; 7 Fukuzumi +6.344s; 8 de Vries +6.370s; 9 Dennis +7.733s; 10 Stuvik +9.914s; 11 Jorg +10.890s; 12 Boschung +12.091s; 13 Tereschenko +24.918s; 14 Albon +35.466s; 15 Janosz +46.637s; 16 Parry +50.407s; 17 Hughes +51.960s; 18 Isaakyan +55.404s; 19 Maini +1m16.796s; 20 Calderon 10 laps-accident damage; R Nandy 7 laps-spun off; R Alesi 0 laps-accident.

Winner's average speed 86.339mph.

Fastest lap Albon 2m03.922s, 106.339mph.

GRID FOR RACE 2

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

CHAMPIONSHIP

1 Leclerc 86; 2 Albon 84; 3 Fuoco 72; 4 de Vries 42; 5 Boschung 38; 6 Hughes 31; 7 Fukuzumi 23; 8 Parry 22; 9 Tunjo 18; 10 Dennis 16.



Aitken and Ferrucci battle



MS
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BELL
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Sebastian Buemi

RICHARD MILLE



RICHARD MILLE

RENAULT

8

Alpinestars




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Paths of glory

Sebastien Buemi and Lucas di Grassi took two different routes to the Formula E finale, but it was the Swiss driver who just edged it

By Scott Mitchell, Features Editor

 @ScottMitchell89



A great irony of Formula E is how influential the driver is in a series steeped in technological development. That took on added meaning in the 2015/16 season, for which teams were able to develop their own all-electric powertrains for the first time. Money doesn't always equal performance, but it seemed to have done the trick at the opening round of the season when Sebastien Buemi and Renault e.dams pulverised their opposition in Beijing.

FE is breaking new ground, but it's still breaking new ground in *motorsport* – and that means a few old-school virtues still hold true. A good engine, internal combustion or electric, needs to be plugged into a good car. And a good car needs a good driver.

Buemi enjoyed a majestic peak. He was ferociously fast at times, and left his team-mate Nico Prost firmly in the shade. Only one Renault driver ever looked like mounting a title challenge.

Beijing made it seem quite possible that Buemi would sweep all before him this season. But it didn't quite turn out that way. While the Renault Z.E.15 proved to be the strongest, most efficient powertrain and Buemi did ultimately claim the title, he was made to wait until the final laps of the season to secure it.

The efforts of Lucas di Grassi and Abt Audi Sport, as well as mistakes from Buemi and some difficulties on his team's side to always extract the most out of its package, made things tougher than they should have been. After getting blown away in Beijing, but still finishing second, di Grassi and his team mounted an immediate comeback.

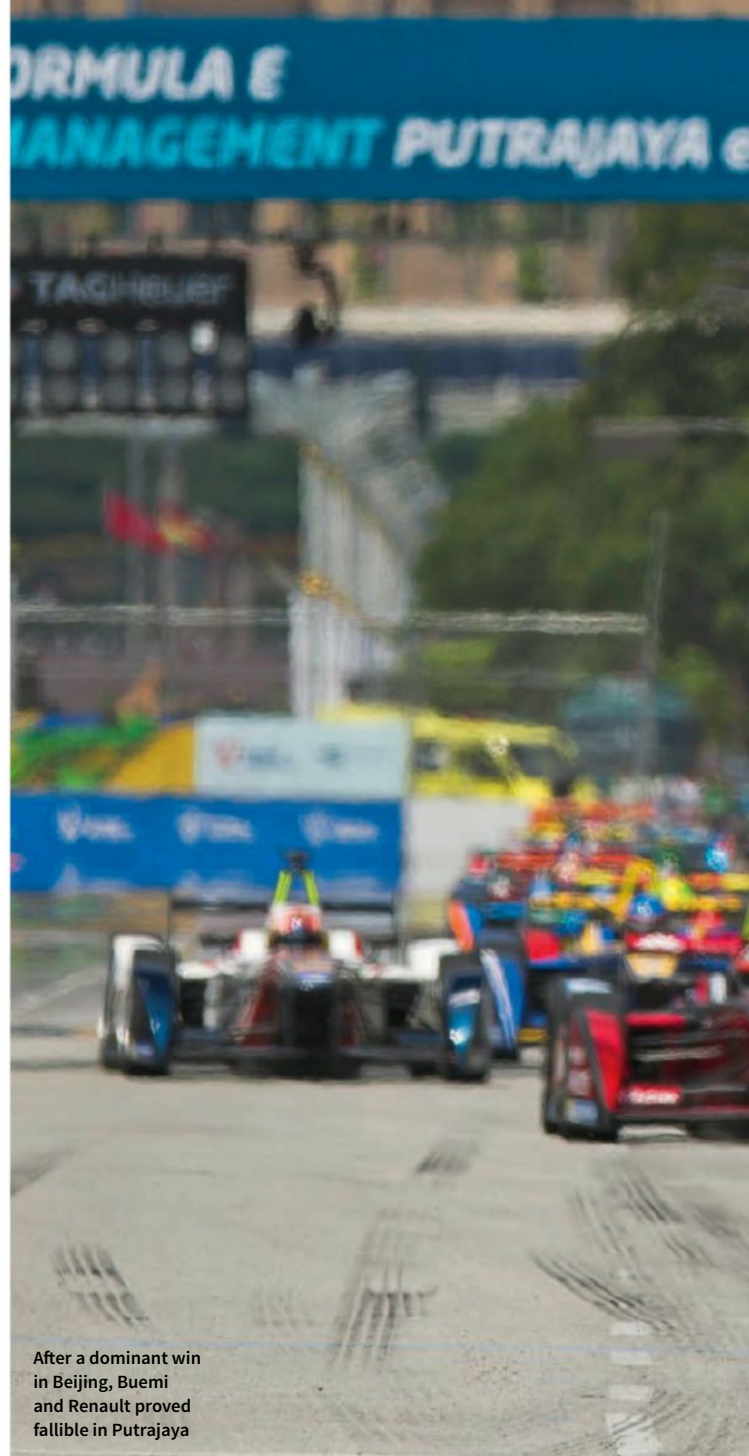
Victory at Putrajaya was inherited, but crucial. It came after both Buemi's and Prost's Renaults temporarily wilted in the Malaysian heat.

"We made a big step after Beijing," says di Grassi's engineer, Franco Chiocchetti, also the Abt team's technical director. "We were not well sorted. The Putrajaya win was more of an eye-opener that Renault was not invincible. Quick, but not invincible. It was a tough event. The drivers hammered us afterwards because the car was shit, but we still won."

Abt worked on small updates over the course of the season, focusing on its understanding of the package – which Chiocchetti claims was "miles apart" from the beginning of the campaign to the end – improving what was allowed within the regulations. The gearbox, motor and inverter were homologated but crucially dampers remained open, as did rims and software.

The result was the Abt Schaeffler FE01, which was several kilos lighter than the Renault Z.E.15 in a set of regulations that made weight very difficult to trim, and was far from a dog over the course of the year. A Renault-Abt one-two occurred on four occasions this year, with di Grassi often shadowing Buemi on the results sheet, and the Abt drivers stood on the podium together twice. That's more than Buemi and Prost managed. So the powertrain was not fundamentally poor. Not that di Grassi missed a chance when it came to publicly declaring Buemi to be in a superior car.

"I tried to put as much pressure as I could on Seb," he says. "That was very clear. You play all the games you can. You take all the risks you can. That's all I have done – I had to use all my cards to try to win the championship. It's not that our car was bad. In some races we were able to fight Renault. But when they were ahead of us, they were massively ahead." >>>



After a dominant win in Beijing, Buemi and Renault proved fallible in Putrajaya

ROUND BY ROUND

Beijing

- 1 Buemi
- 2 Di Grassi
- 3 Heidfeld

Buemi dominates qualifying and the race as the Renault e.dams Z.E.15 enjoys a shocking performance advantage in China. Di Grassi takes advantage of a rear-wing failure for Prost to take second, Heidfeld fends off Dragon's Duval and d'Ambrosio for a debut podium with Mahindra.



Putrajaya

- 1 Di Grassi
- 2 Bird
- 3 Frijns

Bizarre race of attrition as Malaysian heat sends the Renaults haywire. Buemi and Prost both stop while leading, as does da Costa. Di Grassi inherits the win, while Bird claims second after both Dragon drivers crash. Frijns nicks a podium despite breaking this right-rear suspension three laps from the end.

Punta del Este

- 1 Buemi
- 2 Di Grassi
- 3 D'Ambrosio

Buemi recovers from an error in superpole qualifying to gradually ease forward from the third row of the grid. Di Grassi shadows him again, while poleman d'Ambrosio finally claims Dragon's first podium of the season. Villeneuve's unhappy foray into FE ends this weekend.



Buenos Aires

- 1 Bird
- 2 Buemi
- 3 Di Grassi

Bird claims pole for DS Virgin Racing after a tough start to the year and leads from lights to flag. Buemi charges from last to second after another qualifying mistake, this time in the group stage. The two run nose-to-tail in the closing stages but Bird hangs on – and di Grassi is again on the podium.

Mexico City

- 1 D'Ambrosio
- 2 Buemi
- 3 Prost

Belting lap earns d'Ambrosio his second pole of the year as Buemi errs in the superpole again. Di Grassi has the edge in the race, shadowing d'Ambrosio then passing him after the car swaps. D'Ambrosio hangs on for second, then inherits the win when di Grassi is disqualified.





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Long Beach

- 1 Di Grassi**
- 2 Sarrazin**
- 3 Abt**

After the disappointment in Mexico, di Grassi delivers an immediate response by beating poleman Bird to victory. Sarrazin secures Venturi's first FE podium with a fine second after a Bird mistake. Buemi struggles for pace and ends the race pointless after hitting Frijns' car.

Paris

- 1 Di Grassi**
- 2 Vergne**
- 3 Buemi**

Di Grassi makes it three on-the-road wins in a row. Bird takes pole, but di Grassi beats him into Turn 1 and doesn't look back. Vergne gets ahead of Bird and defends aggressively to clinch a first podium with DS at his home race, while Bird skates off the road and gifts third to Buemi.



Berlin

- 1 Buemi**
- 2 Abt**
- 3 Di Grassi**

Vergne takes pole but is mugged into Turn 1 by Buemi. They swap positions a lap later, but Buemi eventually takes control. Abt and di Grassi make their way into second and third, then remarkably don't swap positions late on despite a team order – costing di Grassi points.

London 1

- 1 Prost**
- 2 Senna**
- 3 Vergne**

Prost takes pole and a dominant victory in the first Battersea race. Rain in qualifying mixes up the order and leaves di Grassi and Buemi 10th and 12th. They rise through the field to fourth and fifth, then engage in a fierce scrap, which di Grassi just edges to take a three-point lead into the finale.



London 2

- 1 Prost**
- 2 Abt**
- 3 D'Ambrosio**

Pole for Buemi eradicates the gap to di Grassi before the race begins, but any chance of a wheel-to-wheel fight ends at Turn 3 on the first lap when di Grassi wipes out his rival. As Prost sneaks through for the win, Buemi defeats di Grassi in the battle for fastest lap and wins the title by two points.



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Buemi needlessly clashed with Frijns in Long Beach

Buemi's issue was not making the most of those moments. A qualifying mistake in Punta del Este set the tone for the middle part of his season: making life difficult for himself. While Buemi was able to showcase excellent racecraft in claiming victory in Uruguay from fifth, he then embarked on a winless run of four races. Qualifying issues of his own making, and of the team's, prompted that.

"Everyone was saying the car was so much better, and we have done an amazing job, but in the middle of the season it was very hard," Buemi says. "I'm quite happy how I managed the whole situation. Instead of blaming the team for these issues, I tried to stick with them."

His struggles under braking in his qualifying car were traced to rust in the braking system that had developed in transit, but were not identified or resolved until the final European leg of the season.

Charging from the back to second in Buenos Aires after a qualifying off was spectacular but shouldn't have been necessary. Another error in Mexico put him fifth on the grid, before he hit Jerome d'Ambrosio twice in the race and ended up a frustrated third on the road behind the Belgian (he inherited second when race winner di Grassi was disqualified for one of his cars being 1.6kg underweight).

Qualifying was poor in Long Beach, though that appeared to be rooted in the team struggling to unlock more speed from the car. What wasn't was rear-ending Robin Frijns into the final corner just a few laps into the race, and ruining his chance of scoring points.

He didn't suffer any repeats in the quartet of European races in the closing stages of the campaign, although admits "in Paris we were nowhere" thanks to the team's struggles in getting the tyres up to temperature. There, Buemi was only eighth on the grid, but he rose to third after another fine effort in damage

limitation. Berlin offered a return to form; though he narrowly missed out on pole, he passed Jean-Eric Vergne early on and controlled the race comfortably. That put him firmly back into contention, just a point behind di Grassi, heading into the season-ending double-header in London.

Buemi's rollercoaster route to Battersea Park was in stark contrast to di Grassi's metronomic progress. The Brazilian averaged fifth on the grid across the season, but his average finishing position was second.

"There's not a single race I could have got more points," says di Grassi, and for most of the season that was very much the case. After following Buemi in Punta (with second) and in Buenos Aires (third), the pendulum swung his way with a brilliant hat-trick of on-the-road wins.

As Buemi hit his sticky patch of car troubles, di Grassi hit form — he came, saw and conquered in Mexico City, Long Beach and Paris. But the first was scrubbed off, and that could have had wider ramifications than the title fight. Di Grassi spoke positively about his team in public, urging them to regroup and reiterating his belief that, having fallen 24 points behind Buemi instead of holding a narrow lead, the title was very much a possibility. In private, di Grassi was seething and now admits: "After Mexico I was very close to leaving the team."

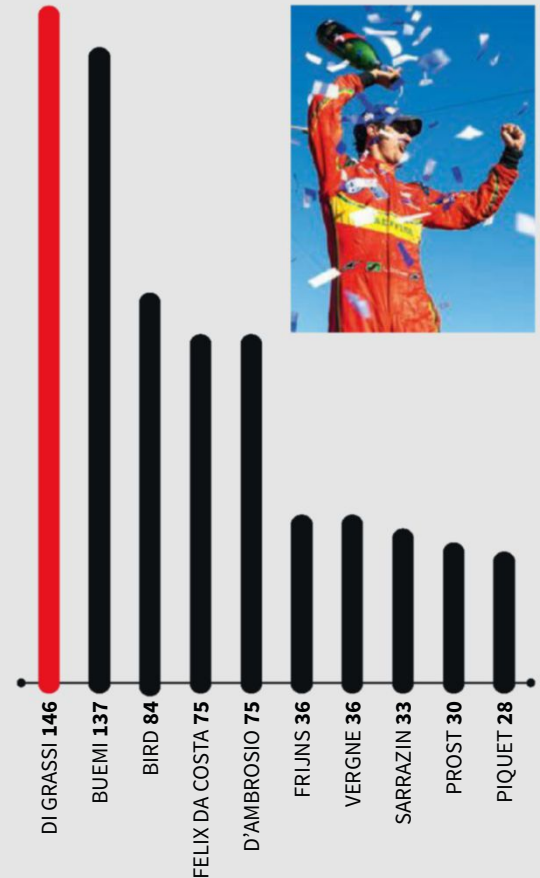
Abt's reaction, not to mention its links to di Grassi's employer Audi, convinced him to stay. The partnership regrouped immediately, but di Grassi says: "I thought the championship was over in Mexico. We were just keeping up with Seb without major pressure. I was not expecting to recover so many points. They just needed to finish every race."

And they didn't. At least not in the points. With Buemi wrecking his own race in Long Beach, di Grassi moved back to the top of the points with victory, and extended his advantage further in Paris.

Then came another rare case of dropped >>

TEAM PRINCIPALS' TOP 10 DRIVERS

LUCAS DI GRASSI HAS EMERGED AS THE VICTOR OF Autosport's Formula E team principals' top 10 drivers poll for the 2015/16 season. For the electric single-seater championship's second campaign Autosport has conducted an exclusive poll across team figureheads*, asking them for their top-10 drivers based on performances on track over the nine events. The results are kept a secret, with only the overall standings published based on FE's scoring system of 25 points for first place, down to one for 10th.



THE PANEL

*Dragon Racing unavailable



JEAN-PAUL DRIOT
Renault.dams



FRANCK BALDET
Venturi



HANS-JURGEN ABT
AbtAudi Sport



ROGER GRIFFITHS
Andretti



ALEX TAI
DSVirgin Racing



MARK PRESTON
Team Aguri



DILBAGH GILL
Mahindra

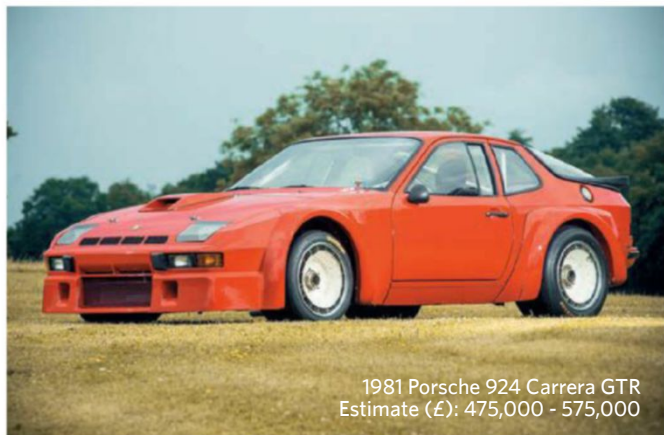


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points, although it's difficult to apportion much blame to di Grassi. With Buemi back to winning ways in Berlin, di Grassi needed team-mate Daniel Abt to adhere to a team order to let him past into second. He did not.

Berlin was the team's home race, so the double podium was important, but – and it's simple to declare this in hindsight – Abt should have run the risk of dropping from second to fourth or fifth or wherever if it meant di Grassi scored those extra points. Especially as the Brazilian had driven superbly to rise from 10th after a bad qualifying effort.

Despite that, di Grassi still led into London. And after a rain-hit qualifying session pitched the two title rivals into the midfield and a simultaneous rise up the order in the season's penultimate race in Battersea Park, he extended his lead after just about keeping Buemi at bay following a truly memorable fight.

Buemi claimed pole for the showdown,

drawing level on points with di Grassi, who lined up third. And then the infamous Turn 3 shunt occurred. That incident is still difficult to reconcile. Di Grassi insists it was a matter of aggression, that he was trying to pass Prost, who ran second, in order to have even a hope of taking the fight in the race to Buemi, who was in a class of his own in qualifying on Sunday.

Based on the evidence of the season, di Grassi is too good to make the sort of mistake required to plough so heavily into the rear of his rival at the most obvious point on the circuit. But regardless of his intentions, what the championship fight descended into was not worthy of what either driver's efforts across the previous nine races had set up.

With both level on points, but di Grassi set to win the title on a countback to third-place finishes, a race for the two points on offer for fastest lap resumed after both drivers managed to get back

to the pits in their damaged cars and swap into their second machines. The fastest-lap fight was tense, particularly di Grassi's last-gasp attempt to steal it, but it was a bizarre and disappointing way for an incredible season to end.

It gave a great title battle a sour end. Buemi would, in all likelihood, have disappeared into the distance in that race and secured the crown 'on merit'. Instead, winning the title on the fastest lap taints the success slightly.

"It was a weird way to win," admits Buemi. "It was a missed opportunity to show I was the quickest, in the best car, with the best team."

Tainted, but not undeserved. It would be a hardened individual that begrudged him that success after losing the inaugural title by one point and, two weeks before this season's finale, suffering last-lap heartbreak with Toyota in the Le Mans 24 Hours.

Buemi and di Grassi had a duopoly on success in the championship for the majority of the campaign, but there were starring roles for others. D'Ambrosio inherited the Mexico win, but had earned pole position on merit earlier in the day and defended astutely against Buemi. That result was also just reward for a fine start to the season for the Dragon Racing driver, who had also claimed pole and a podium at Punta del Este.

DS Virgin's Sam Bird was another key performer. The Anglo-French side had, like outgoing champion Nelson Piquet Jr's NEXTEV TCR outfit, opted for a twin-motor, single-gear powertrain. This was heavy but better optimised by Bird's team and, after a tough Beijing opener, he was on the podium in the attrition-hit Putrajaya ePrix. Bird qualified on pole in Buenos Aires and was the only driver capable of resisting the charging Buemi in the race to earn a brilliant victory. >>



Points lost in team-orders gaffe cost di Grassi the crown

Buemi secured the title with fastest lap in the last race after being hit by di Grassi at the start



FORMULA E/SEASON REVIEW

He then secured pole in Long Beach and Paris, only to run off the road while in a podium position each time.

Bird was unfortunate to lose third in the championship at the final round. Prost had been completely overshadowed by Buemi this season and at times looked devoid of confidence after a tricky opening few races that included a range of misfortunes. He should have been on the podium in Beijing and Putrajaya, but actually didn't stand on the rostrum until the very last event. Prost was promoted to third in Mexico late in the evening following di Grassi's exclusion, but ended the season in style with two dominant wins in London as the title rivals stole the headlines. That was enough to vault him ahead of Bird in the championship, a small victory after a trying campaign.

A side story worth recording was Piquet's title defence – although defence is a generous term. NEXTEV TCR came nowhere near replicating DS Virgin's performance levels with a similar powertrain and Piquet was left to toil at the rear of the field for much of the season. Getting beaten by his new team-mate Oliver Turvey was not indicative of the Brazilian's motivation – and fastest lap in the penultimate race gave him something other than the season coming to an end to smile about. ❁



Buenos Aires winner Bird was best non-Renault/Abt driver

DRIVERS' CHAMPIONSHIP

POS	DRIVER	TEAM	CAR	1	2	3	4	5	6	7	8	9	10	PTS
1	Sebastien Buemi (CH)	Renault.e.dams	Renault Z.E.15	1	12	1	2	2	16	3	1	5	DNF	155
2	Lucas di Grassi (BR)	Abt Audi Sport	Abt Schaeffler FE01	2	1	2	3	EXC	1	1	3	4	DNF	153
3	Nicolas Prost (F)	Renault.e.dams	Renault Z.E.15	DNF	10	5	5	3	11	4	4	1	1	115
4	Sam Bird (GB)	DS Virgin Racing	Virgin DSV-01	7	2	DNF	1	6	6	6	11	7	DNF	88
5	Jerome d'Ambrosio (B)	Dragon Racing	Venturi VM200-FE-01	5	14	3	16	1	7	11	16	8	3	83
6	Stephane Sarrazin (F)	Venturi	Venturi VM200-FE-01	9	4	9	4	9	2	5	10	10	5	70
7	Daniel Abt (D)	Abt Audi Sport	Abt Schaeffler FE01	11	7	8	13	7	3	10	2	DNF	2	68
8	Loic Duval (F)	Dragon Racing	Venturi VM200-FE-01	4	16	4	6	4	8	DNF	DNF	DNF	4	60
9	Jean-Eric Vergne (F)	DS Virgin Racing	Virgin DSV-01	12	DNF	7	11	16	13	2	5	3	8	56
10	Nick Heidfeld (D)	Mahindra Racing	Mahindra M2ELECTRO	3	9	-	7	8	4	12	7	13	7	53

11 Bruno Senna (Mahindra Racing Mahindra M2ELECTRO) 52; **12** Robin Frijns (Andretti Autosport Spark SRT_01E) 45; **13** Antonio Felix da Costa (Team Aguri Spark SRT_01E) 28; **14** Oliver Turvey (NEXTEV TCR NEXTEV TCR001) 11; **15** Nelson Piquet Jr (NEXTEV TCR NEXTEV TCR001) 8; **16** Mike Conway (Venturi Venturi VM200-FE-01) 7; **17** Nathanael Berthon (Team Aguri Spark SRT_01E) 4; **18** Simona de Silvestro (Andretti Autosport Spark SRT_01E) 4; **19** Ma Qing Hua (Team Aguri Spark SRT_01E) 0; **20** Jacques Villeneuve (Venturi Venturi VM200-FE-01) 0; **21** Oliver Rowland (Mahindra Racing Mahindra M2ELECTRO) 0; **22** Salvador Duran (Team Aguri Spark SRT_01E) 0; **23** Rene Rast (Team Aguri Spark SRT_01E) 0.



Renault e.dams beat Abt to the teams' title

TEAMS' CHAMPIONSHIP

POS	TEAM	PTS
1	Renault.e.Dams	270
2	Abt Audi Sport	221
3	DS Virgin Racing	144
4	Dragon Racing	143
5	Mahindra Racing	105
6	Venturi	77
7	Andretti Autosport	49
8	Team Aguri	32
9	NEXTEV TCR	19

AUTOSPORT'S TOP 10 DRIVERS



1 ROBIN FRIJNS

Frijns was left with half a day of running once Andretti aborted its powertrain at the last minute in Donington Park pre-season testing, and then faced a season with last year's technology. After a lesson in energy management in Beijing, Frijns was a star performer, excelling in qualifying when the situation allowed and racing extremely well. Wins 'Gilles Villeneuve' points for continuing in a broken car, crabbing his way to an incredible third in Putrajaya over the final laps with broken right-rear suspension, and a sideways braking move on Duval in Berlin.



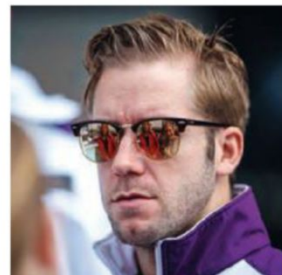
2 SEBASTIEN BUEMI

While di Grassi could point to Mexico and Berlin as issues outside of his control, so too could Buemi to Putrajaya and London. And rust build-up on the braking system of his qualifying car, thought to have developed in transit from Putrajaya to Punta del Este, made his brake balance hard to judge. That turned what should have been a serene run to the title into more of a challenge. He misses out on top spot because of the number of errors – in qualifying, and rear-ending Frijns in Long Beach too. A deserving champion, but one with much more to come if the mistakes are eradicated.



3 LUCAS DIGRASSI

Until Sunday in London, di Grassi was a shoo-in for top spot on this list. Until then, the Brazilian had put together the perfect season. It would be wrong to say di Grassi drove into Buemi on purpose without having evidence. So, let's say he made a mistake – that is the biggest first-lap shunt FE has had. If it was an error, it was colossal. If it wasn't, it was wrong. Di Grassi rightly points out that "the championship is a sum of every single race", and he was magnificent elsewhere. For most of the season he left nothing on the table and was a clear number one.



4 SAM BIRD

Bird can count himself unlucky not to be higher in this list, but he loses out for key mistakes in Long Beach and Paris that cost him podiums. That he managed to go into the final three races as a title outsider was incredible given the difficult nature of the DS Virgin package early on. Beijing and Putrajaya were tough events for the Anglo-French squad, but Bird still came through the attrition in Malaysia to finish second. Elsewhere he was largely excellent, claiming a hat-trick of poles (one inherited) and brilliantly keeping a charging Buemi at bay to win in Buenos Aires.



5 ANTONIO FELIX DA COSTA

Four points finishes do not do the Portuguese driver justice this season. Obvious highlights were his frontrunning performances in Putrajaya and Buenos Aires, where he ran at the front before suffering mechanical misfortune in each race, earning a (deleted) pole in Long Beach, and charging from the seventh row into the top six in both London races. Less obvious was his fine run to sixth in Punta del Este, right behind Prost who was in the same car that dominated the race. Beijing and Mexico were tough, but in a better set-up he'd have fought for the title.



6 JEROME D'AMBROSIO

A frustrating season, but not through his own doing. When Dragon had its package working it was capable of great things, as d'Ambrosio's excellent poles in Punta del Este and Mexico City proved. But after inheriting victory in Mexico, Dragon's season turned. Were it not for a trio of penalties ahead of him, d'Ambrosio would have ended the year with a best finish of sixth in the final five races. During the lean races there was very little between d'Ambrosio and team-mate Loic Duval, but it's the ex-F1 driver's ability to extract the most when more was possible that puts him in this list.



7 OLIVER TURVEY

He impressed on his FE inauguration in London last year, but couldn't have asked for a tougher full first campaign. Lining up alongside champion Nelson Piquet Jr was always going to offer a stern benchmark, but when it became clear the NEXTEV TCR001 was a dog of a powertrain, that benchmark was all Turvey had. Not that he was fazed. He defeated Piquet 7-3 in qualifying, including four top-10 starts in a row at the end of the season despite the team's heavy technical package. Deserved a podium in London after two incredible superpole appearances.



8 STEPHANE SARRAZIN

A stunning qualifying performance in Putrajaya, where the Venturi driver was Buemi's nearest challenger, and a breakthrough podium in Long Beach are highlights of a fine campaign from the versatile Frenchman. Sarrazin obliterated 1997 F1 champion Jacques Villeneuve in the first three races, then outperformed his Toyota LMP1 team-mate Mike Conway when the Brit joined Venturi for the remainder of the season. Has been a key part of the Monegasque outfit's steep learning curve in FE, and sixth in the drivers' championship was a fine reward for his efforts.



9 NICK HEIDFELD

Scoring a podium in Beijing was Heidfeld's seasonal peak, but it should not be viewed as a false dawn. Mahindra was always more likely to start the season stronger than it finished because it had a less-revolutionary powertrain shift than the big guns. A hand injury suffered in Putrajaya forced him to miss Punta, and his return in Buenos Aires was hurried – yet he still finished seventh. He managed two more superpole appearances over the balance of the season and finished most races he contested in the top 10. Generally had the edge over team-mate Bruno Senna, too.



10 LOIC DUVAL

This was tricky. It was Abt v Prost v Duval for the final slot, with Duval edging it by comparison with his team-mate. Prost was destroyed by Buemi in qualifying for most of the season. Abt earned three podiums in the final five races, though blotted his copybook by not letting di Grassi past in Berlin, then crashing into Frijns in the first London race. Duval was not the quickest Dragon driver, but he ran d'Ambrosio very close – no podiums, but a 100% in-the-points record in races he finished shows he was always there or thereabouts when the car allowed.

‘Like Ratzenberger, no sooner had he made it than he got killed’

It’s two decades since the hard-working Jeff Krosnoff died in a Toronto Indycar crash, just as it looked as though his long journey was finally about to bring rewards

By Adam Cooper, Special Contributor

Twenty years ago today a horrific crash in the closing laps of the Toronto Indycar race claimed the lives of series rookie Jeff Krosnoff and marshal Gary Arvin.

For those close to Krosnoff, July 14 1996 bore an obvious parallel with the death of Roland Ratzenberger at Imola a couple of years earlier.

Both had raced extensively in Japan, honing their talents while hoping to find a way back to the mainstream. Each had finally been able to make the next step up — in Ratzenberger’s case to Formula 1, and for Krosnoff to Indycar. And having achieved their dreams, both were robbed of the chance to show how good they really were.

“It was kind of sad,” says Eddie Irvine, a team-mate to both drivers. “It was the same as the Ratzy thing. No sooner had Jeff made it to where he really wanted to get to than he got killed. And they were probably two of the most driven guys to get to where they wanted to get to.”

Krosnoff might have been a rookie in Indycar, but he had raced in the Japanese F3000 series for seven years, going wheel to wheel with several drivers who would have long and successful F1 careers, and he had very nearly won Le Mans. He was a class act.

“He had a very competitive instinct,” says Johnny Herbert. “He was always trustworthy, whenever you were side by side; he had a brain in him. But the main thing was the fun factor outside the racing arena — you could talk to him, and not just about understeer and oversteer.”

Mika Salo, who raced against Krosnoff before reaching F1, recalls his work ethic in Japan. “He was a hard-working guy, he worked a lot on his racing,” says Salo. “He wasn’t like the rest of us, having fun and partying on the side. He was just concentrating on his job. He was probably too intelligent for that group of us in Japan!”

“It’s hard to say how good he was, because he was not in a good team, and he never had a chance to show what he could do.”

Born in Oklahoma in 1964, Jeffrey John Krosnoff grew up in California. Early visits to the Long Beach Grand Prix with his plastic-surgeon father instilled a passion for F1 in the

youngster, and after a Jim Russell course he competed in the school series in 1983, winning seven races and a rookie award named after Gilles Villeneuve.

Over the next few seasons he raced in Formula Mazda while finding time to complete a psychology degree at the University of California, Los Angeles. By 1987 he was in Formula Atlantic, and then he moved into the Sports Car Club of America’s very competitive RaceTruck Challenge series.

It was through winning races in a works Nissan pick-up that an extraordinary opportunity arrived. A Japanese sponsor was looking for a young American to race in its home country, and Krosnoff was invited over for a test. He thought he was going to try an F3 car, but when he arrived it was an F3000 Lola.

He got the job, and thus his Japanese adventure began in 1989. He was up against veteran local heroes who had raced for two decades, and visiting Europeans who had enjoyed extensive FIA F3000 careers — and several of them had also raced or tested F1 cars. He proved to be a fast learner, and

over the next few years he gained the respect of his colleagues on and off the track, although he never actually won an F3000 race.

“When I arrived in Japan he was the first person to come over and introduce himself,” says Irvine. “He

was just a super-friendly, really outgoing guy.”

“Japan was a big university for us, it was the campus,” says Jacques Villeneuve, who raced in F3 in 1992. “It was a special time, with Ratzenberger, Tom Kristensen, Irvine... We were all a group, and I was probably the youngest one there, and I had all these big brothers looking after me. And Jeff was one of them. He was a great guy, always fun to be around. He was very open.”

In 1991 a sponsor signed a deal with Tom Walkinshaw to run a Jaguar XJR-11 in the Japanese sportscar series for Krosnoff and Mauro Martini. The turbocharged machine was not competitive, but the arrangement included a Le Mans V12 entry, with David Leslie as the third driver. Jeff set the fastest race lap of any of the 12 TWR works drivers before the car’s retirement, and later he impressed when he drove Ross Brawn’s iconic XJR-14 in the Japanese season finale at Sugo.

A second outing at Le Mans in 1994 nearly resulted in victory. Krosnoff was due to share the SARD team’s Toyota 94C-V >>

Villeneuve: “He was a great guy, always fun to be around, very open”



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Krosnoff worked well at Arciero-Wells during 1996



with Martini and team regular Ratzenberger, but after the San Marino GP tragedy Irvine took Ratzenberger's seat. The trio were on course for the Japanese marque's first win in the 24 Hours when the gear linkage failed with 90 minutes to go. Somehow Krosnoff managed to get the car going again, and they finished a frustrated second.

"He was quick and he didn't make mistakes," says Irvine. "That's what you need at Le Mans. He was a real team player."

By 1995 Krosnoff was treading water in F3000, while former rivals Irvine, Salo and Heinz-Harald Frentzen had graduated to F1. He accepted that he had little chance of following them, having aroused zero interest when he tried to talk to visiting team bosses at previous Japanese GPs. Indycar, then going through its CART golden era, appeared to be equally out of reach, but then his efforts began to pay dividends. That winter he tested for the Ganassi and Arciero-Wells teams, impressing the latter sufficiently to land a drive for 1996. At 31 he was finally coming home, and to a team based in California.

The drawback was that car owner Cal Wells had agreed a deal to run the brand-new Toyota engine in Krosnoff's Reynard, and the only benchmark was the works AAR Eagle-Toyota of Juan Fangio. It was always going to be a challenging season given that the engine was at the start of its development curve.

"Jeff acquitted himself very well," recalls Arciero-Wells engineer and former McLaren designer Gordon Coppuck. "He gave us confidence that he would develop rather quicker

than the engine! His feedback was very good. All that we were really able to do was compare his performance with Fangio's."

Inevitably, Krosnoff qualified towards the back of the field, and four engine-related retirements in the first six races showed what a challenge he faced.

"He was learning oval racing as well, so it was a big chunk of responsibility for that stage of his career," adds Coppuck. "I was very impressed with his ability to communicate and not lose his rag with some of the disappointments. He had the team around him, everyone was behind him and understood that he was in a difficult position. He encouraged everyone

to be as committed as he was to making the project work."

By the 11th race of the season in Toronto things were starting to come together. Krosnoff qualified 20th of 28 – his best result

so far and a place ahead of series veteran Stefan Johansson.

"We sat in the same car around the parade lap before the start of that race," says Johansson, "just bullshitting and joking and laughing, like mates. He was a really funny guy. He was doing a very good job. His car wasn't great and they had the Toyota engine, which wasn't super-competitive."

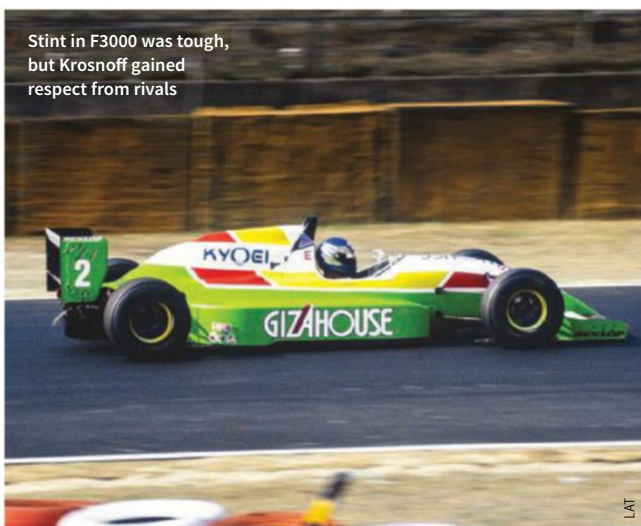
In the race Krosnoff ran strongly in the midfield and after a late restart he found himself behind Johansson and Emerson Fittipaldi. At the end of the long back straight Krosnoff attempted to pass just as Johansson jinked to the right.

"I tried to outbrake Emerson and I dove on the inside of him," Johansson recalls. "Jeff had already made his move,

Johansson: "It's a painful thing, so I've tried to erase it from my memory"



Krosnoff (left) narrowly missed 1994 Le Mans win



Stint in F3000 was tough, but Krosnoff gained respect from rivals

but you're focused on the guy in front. There wasn't enough room for all the cars in the end when we got to the braking area."

There was heavy contact and Krosnoff's car spiralled into the debris fencing on the right, striking a tree that was just behind it and then a lamppost that stood between the concrete wall and the fence. The terrible double impact split the engine from the chassis, before the wreckage spilled back onto the track.

Despite the best efforts of the rescue team, Krosnoff stood no chance. Sadly, Gary Arvin, a 44-year-old marshal from Calgary who was struck by the Reynard, also lost his life.

"What I remember is the engine from his car landed right in front of me," says Johansson. "Had it landed a few feet further back it would have been on top of me. It was one of the lowest points of my career. It was just bad circumstances that made it happen. It's a painful thing, so I've tried to erase it from my memory as much as I can. It was very difficult at the time. You have a defence mechanism; you go into a little bubble."

What could Krosnoff have achieved had he been given more time to develop as an Indycar driver?

"It's really difficult to answer that because he never had the equipment to show his potential," says Coppuck. "The results were definitely not a reflection on Jeff."

Johansson: "He was a great person, a great human being, a cool guy, and super-well-respected by everybody. And a tough competitor, fast but fair, just like a real racing driver should be. He was just on the cusp; the next year was going to be his breakout year, I think. He would have been very strong."

Krosnoff's motto was 'stay hungry'. On that Toronto weekend he made a comment in a team press release that neatly summed up his philosophy: "I've said many times this season that in racing you should be doing one of two things, winning or improving. If you're doing that, then you're doing your job." ❄



The man behind the racing driver

I HAD THE GOOD fortune to get to know Jeff Krosnoff well when I lived in Tokyo in 1992-93, and I'm proud to say he was one of the best friends I ever made through motor racing.

We were often room-mates at races, and spent a lot of time on bullet trains or in hire cars en route to Suzuka, Sugo or Fuji, usually in company with his close pal Mauro Martini.

In 1994 I saw another aspect of his life when I stayed with Jeff and his wife Tracy in Los Angeles for the Long Beach GP. He was an accomplished drummer, playing in a band with fellow Californian racers, and his kit took pride of place in his home alongside racing memorabilia.

Jeff was a fascinating character.

Like Alex Wurz later on, he wore different-coloured racing boots, claiming that this quirk represented "the duality of man". It was a reminder of the fact that he was an extremely intelligent psychology graduate.

Appropriately, there

"He enjoyed writing, even supplying Autosport reports"

were indeed two sides to him. There was a serious Jeff, who worked harder at furthering his career – and probably put more effort into staying fit – than his contemporaries in Japan. He enjoyed writing, even supplying Autosport

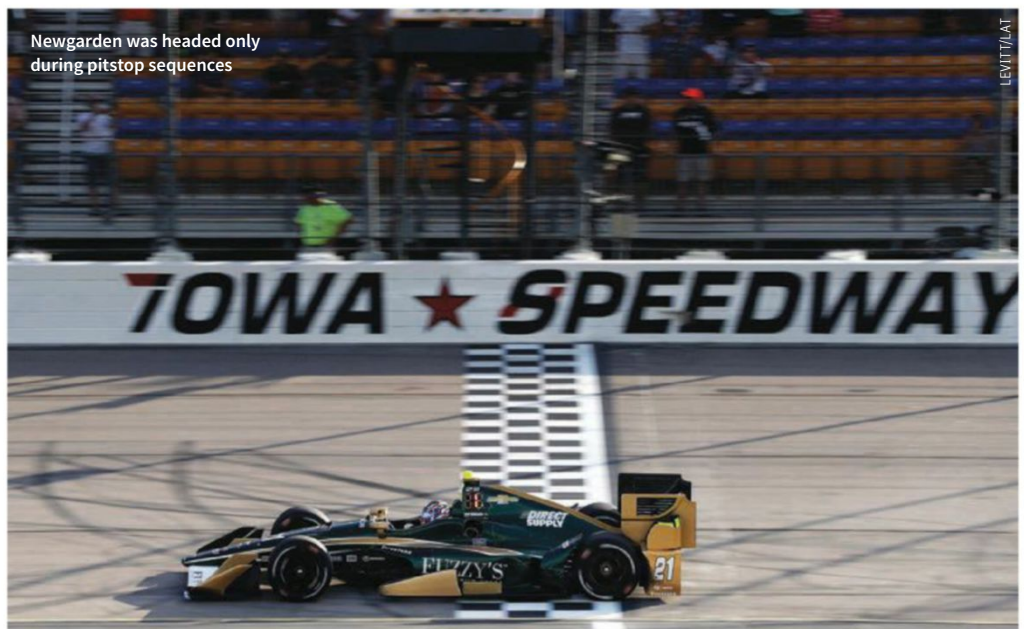
with the occasional race report, and at one time he was the drivers' safety representative in Japan. He didn't drink and was happily married, so he didn't behave as badly as some of his pals when socialising, preferring to observe with a wry grin.

Then there was the fun Jeff, pursuing the '90s surfer-dude look with his backwards baseball caps and silly T-shirts, and always ready with a practical joke or witty line.

Nobody was immune when Jeff was around. One time his fellow funnyman Johnny Herbert dropped his trousers in a hotel lift – Jeff stamped on them, and Johnny was still fighting to pull them up as the door opened in reception...

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Newgarden was headed only during pitstop sequences

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JULY 10
ROUND 10/15

THERE IS NO BETTER RACING FACILITY that represents American grassroots racing on the IndyCar Series schedule than Iowa Speedway. Carved from the lush, green cornfields that blanket this unique Middle America state from the Mississippi River to the East to the Missouri River and the Big Sioux to the West, the 0.894-mile, high-banked short oval is IndyCar's 'Field of Dreams'.

In many ways, Iowa Speedway is the 'All-American track' in the IndyCar Series, and last Sunday Josef Newgarden put on an 'All-American performance' to score his third career IndyCar win and his first on an oval that had teased him with victory in 2014 and '15, only to see Ryan Hunter-Reay win both years.

The 25-year-old from Tennessee took the lead in the first turn of the opening lap when he passed polesitter Simon Pagenaud and never looked back. He led an IndyCar record 282 laps in the 300-lap race to win in decisive fashion.

Newgarden started second and had a tremendous start to the race when he used the high line to pass Pagenaud in Turn 1. By lap 82, his Ed Carpenter Racing Dallara-Chevrolet had lapped every car in the field except the second-placed Team Penske machine of Pagenaud.

"It was very apparent to me early on that we had a car that could win," Newgarden said. "For me, I was like, 'Well, shoot, I can't give up on the thing.' If we weren't very good, doesn't mean I was going to give up, but I probably would have backed off a little bit and tried to conserve. But I couldn't. The car was so good that I couldn't let my guys down. I just tried to focus on gritting it out and getting the most out of the thing."

What makes Newgarden's domination even more amazing is that one month ago he was involved in a serious crash at Texas Motor Speedway, suffering a broken right clavicle and a fractured right wrist. He wasn't expected to compete for a race or two but returned at Road America two weeks before Iowa.

In Iowa, he blew away the field to defeat Team Penske's 2014 champion Will Power by 4.2828s.

"I'm not going to lie to you – I kind of impressed myself," Newgarden quipped. "Don't take that in like a cocky way. I was really nervous coming into the race. I didn't want to tell anybody that. I can't express to you how physical this place is. But if you have as good of a car as I had today, it makes your race so much easier to drive. If you have a car you're fighting, you're loose with, you're constantly sideways, it's a lot more physical to drive. I think I caught a break by having a great car. Man, I was surprised I could hold on."

Power's second-place finish was his third straight podium. The Australian started eighth but had a car that found its speed over the long runs. He moved up to fifth on the first lap and consistently hung around in the top seven. He was fourth with six laps to go before he passed team-mate Pagenaud for third and then tracked down Scott Dixon for second, taking that position with four laps left.

"It was a really good run," Power said. "We had people come back to us at the end of the stint so I was very happy that it went full green there at the end. It was a tight race because those two guys I was racing against are guys we're definitely racing in the championship. They are very trustworthy drivers and very good to race with."

Dixon started 10th but his Chip Ganassi Racing team made major changes to the set-up to give him a fast car in the race. "Considering how the weekend started it was pretty dang good," Dixon said. "We were in a hole as of Friday so we had a wholesale change for the race. So it took us a little while to get the balance closer but we had too much understeer and fell off a lot towards the end. It seemed like Josef had another set of wings on that car. Huge credit to him and everybody on the team there. I was trying to keep up with Josef and burned the front tyres up."

Pagenaud was fourth from top Honda runner Mikhail Aleshin, while Indy 500 victor Alexander Rossi continued his strong oval adaptation in sixth. The race featured only three cautions, due to engine failures for Hunter-Reay and Juan Pablo Montoya, and a spin for Max Chilton.

BRUCE MARTIN

RESULTS ROUND 10/15, IOWA SPEEDWAY (USA), JULY 10 (300 LAPS – 268.200 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Josef Newgarden (USA)	Ed Carpenter Racing · Dallara-Chevrolet	1h52m16.3613s
2	Will Power (AUS)	Team Penske · Dallara-Chevrolet	+4.2828s
3	Scott Dixon (NZ)	Chip Ganassi Racing · Dallara-Chevrolet	+5.5085s
4	Simon Pagenaud (F)	Team Penske · Dallara-Chevrolet	+6.1827s
5	Mikhail Aleshin (RUS)	Schmidt Peterson Motorsports · Dallara-Honda	+7.0386s
6	Alexander Rossi (USA)	Andretti Herta Autosport · Dallara-Honda	-1lap
7	Tony Kanaan (BR)	Chip Ganassi Racing · Dallara-Chevrolet	-1lap
8	Sebastien Bourdais (F)	KVSH Racing · Dallara-Chevrolet	-1lap
9	James Hinchcliffe (CDN)	Schmidt Peterson Motorsports · Dallara-Honda	-1lap
10	Charlie Kimball (USA)	Chip Ganassi Racing · Dallara-Chevrolet	-1lap
11	Takuma Sato (J)	AJ Foyt Enterprises · Dallara-Honda	-2laps
12	Carlos Munoz (CO)	Andretti Autosport · Dallara-Honda	-2laps
13	Helio Castroneves (BR)	Team Penske · Dallara-Chevrolet	-2laps
14	Marco Andretti (USA)	Andretti Autosport · Dallara-Honda	-2laps
15	Jack Hawksworth (GB)	AJ Foyt Enterprises · Dallara-Honda	-2laps
16	Graham Rahal (USA)	Rahal Letterman Lanigan · Dallara-Honda	-3laps
17	Gabby Chaves (CO)	Dale Coyne Racing · Dallara-Honda	-7laps
18	Ed Carpenter (USA)	Ed Carpenter Racing · Dallara-Chevrolet	-16laps
19	Max Chilton (GB)	Chip Ganassi Racing · Dallara-Chevrolet	-26laps
20	Juan Pablo Montoya (CO)	Team Penske · Dallara-Chevrolet	179laps-engine
21	Conor Daly (USA)	Dale Coyne Racing · Dallara-Honda	141laps-handling
22	Ryan Hunter-Reay (USA)	Andretti Autosport · Dallara-Honda	105laps-engine

Winner's average speed 143.330mph. **Fastest lap** Newgarden 17.9317s, 179.481mph.

QUALIFYING

1 Pagenaud 185.855mph; **2 Newgarden** 185.639mph; **3 Castroneves** 185.433mph; **4 Chilton** 185.419mph; **5 Kimball** 184.489mph; **6 Kanaan** 184.430mph; **7 Carpenter** 184.339mph; **8 Power** 183.984mph; **9 Aleshin** 182.754mph; **10 Dixon** 182.647mph; **11 Montoya** 182.641mph; **12 Rahal** 182.253mph; **13 Sato** 181.949mph; **14 Hawksworth** 181.700mph; **15 Munoz** 181.067mph; **16 Bourdais** 180.925mph; **17 Rossi** 180.920mph; **18 Chaves** 180.390mph; **19 Andretti** 180.286mph; **20 Hunter-Reay** 179.903mph; **21 Daly** 178.646mph; **22 Hinchcliffe** 175.027mph.

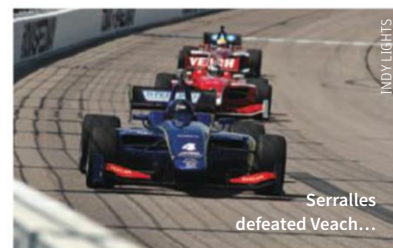
CHAMPIONSHIP

1 Pagenaud 409; **2 Newgarden** 336; **3 Power** 334; **4 Dixon** 321; **5 Castroneves** 318; **6 Kanaan** 306; **7 Rossi** 286; **8 Munoz** 280; **9 Rahal** 275; **10 Kimball** 275.



Engine failure put Hunter-Reay in the wall

LEVIT/LAT



Serralles defeated Veach...

JINDY LIGHTS

Serralles denies Veach at finish

INDYLIGHTS
IOWA SPEEDWAY (USA)
JULY 10
ROUND 7/11

IT'S NOT OFTEN A SHORT-OVAL race runs caution-free, so credit to the Indy Lights field – which two weeks ago was being lambasted for overly aggressive driving at Road America that resulted in a handful of probations being dished out – for making such a feat happen. Credit, too, to Felix Serralles for a last-gasp win.

A rain-induced qualifying cancellation meant series leader Ed Jones started on pole with Dean Stoneman by his side, but it was Zach Veach and Felix Serralles who proved the pace of the field.

In the early laps it looked like any one of those four was in with a chance. But Stoneman was passed first by Serralles and then by Veach at half-distance, and the Brit's chances for the win were over.

Once Serralles swept Stoneman aside, the Puerto Rican enjoyed a clean charge to the lead past struggling Carlin team-mate Jones, who was subsequently demoted to third by a hooked-up Veach.

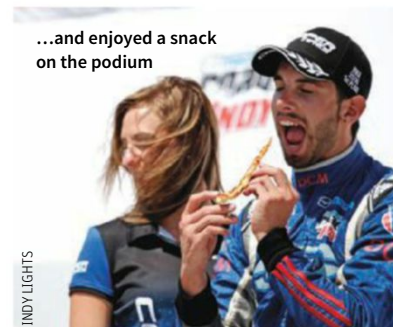
Veach soon reeled in Serralles's 1.7s lead, and made a pass on the back straight stick with just 20 laps to go.

The Belardi man arguably should have wrapped the race up from there, but Serralles made the most of a tow through lapped traffic to pass Veach for the lead with one lap to go for his second win of the season. Third for Jones allowed him to extend his points lead over fourth-placed Stoneman.

RESULTS

1 Felix Serralles 100 laps in 34m44.5047s; **2 Zach Veach** +0.6681s; **3 Ed Jones**; **4 Dean Stoneman**; **5 Santiago Urrutia**; **6 Kyle Kaiser**.

Points 1 Jones 236; **2 Stoneman** 213; **3 Urrutia** 206; **4 Serralles** 199; **5 Veach** 194; **6 Kaiser** 189.



...and enjoyed a snack on the podium

JINDY LIGHTS



Cameron/Curran Coyote
Corvette took honours

Close vote for Cameron

**IMSA SPORTSCAR
MOSPORT (CDN)
JULY 10
ROUND 7/12**

DANE CAMERON ONCE AGAIN DISPLAYED his class during a thrilling race at the classic Mosport venue an hour or so east of Toronto.

Four different teams took a turn in the lead as the two-hour-and-40-minute race unfolded in perfect conditions. After taking over from regular co-driver Eric Curran aboard the Action Express team's Whelen Coyote Corvette DP, Cameron grasped the advantage following the first round of pitstops. He lost out to Ryan Dalziel's similar Coyote following the next round of stops but had made his way back to the front before making his final visit to pitlane with 40 minutes remaining.

Jordan Taylor (Dallara Corvette) and Joao Barbosa looked set to vault ahead when they stopped for service one lap later, but Cameron was not to be denied. Instead he took advantage of warmer tyres to pass them both at the dauntingly fast Turn 2 on lap 90. Cameron never looked back and had extended his margin to over 20 seconds before the race went under caution

due to a couple of incidents back in the pack.

Taylor's gamble on fresh rear tyres only at his final stop failed to pay off as he lost pace in the closing stages and was overtaken by Barbosa just five laps from the finish.

Tristan Nunez, 20, once again played a starring role for the SpeedSource Mazda team. The former Walter Hayes Trophy winner lost his pole advantage when he was jumped by Ricky Taylor at the start. Nunez finally found a way past and romped clear, only to fall back due to a slow pitstop, caused by an airjack failure. The car later retired with another mechanical problem. Team-mates Tom Long/Joel Miller finished fifth.

Richard Westbrook and Ryan Briscoe (Ford GT) claimed their third successive GTLM win due to a brave strategic call not to change tyres, although Corvette pair Oliver Gavin/Tommy Milner maintained their points lead with a strong second-place finish.

Bret Curtis/Jens Klingmann emerged from a hectic GTD scrap to secure victory in their Turner Motorsport BMW M6 GT3. A similarly exciting PC battle finally fell to multiple champions Jon Bennett/Colin Braun (CORE Autosport).

JEREMY SHAW



BMW scored
win in GTD

RESULTS

1 Dane Cameron/Eric Curran (Coyote Corvette DP) 125 laps in 2h41m22.601s; 2 Joao Barbosa/Christian Fittipaldi (Coyote) +10.112s; 3 Ricky Taylor/Jordan Taylor (Dallara Corvette DP); 4 Marc Goossens/Ryan Dalziel (Coyote); 5 Tom Long/Joel Miller (Lola-Mazda B12/80); 6 Jon Bennett/Colin Braun (ORECA-Chevrolet FLM09). **PC 1 Bennett/Braun**; 2 Renger van der Zande/Alex Popow; 3 Robert Alon/Tom Kimber-Smith. **GTLM 1 Ryan Briscoe/Richard Westbrook (Ford GT)**; 2 Oliver Gavin/Tommy Milner (Chevrolet Corvette C7.R); 3 Antonio Garcia/Jan Magnussen (Chevy); 4 Bill Auberlen/Dirk Werner (BMW M6 GTLM); 5 Joey Hand/Dirk Muller (Ford); 6 Earl Bamber/Frederic Makowiecki (Porsche 911 RSR). **GTD 1 Bret Curtis/Jens Klingmann (BMW M6 GT3)**; 2 Robin Liddell/Andrew Davis (Audi R8 LMS); 3 Bryan Sellers/Madison Snow (Lamborghini Huracan GT3). **Points 1 Fittipaldi/Barbosa 220**; 2 Curran/Cameron 216; 3 Taylor/Taylor 211; 4 Goossens 197; 5 Ozz Negri 191; 6 Tristan Nunez/Jonathan Bomarito 183. **PC 1 Popow/van der Zande 231**; 2 Alon/Kimber-Smith 217; 3 Mikhail Goikhberg/Stephen Simpson 209. **GTLM 1 Gavin/Milner 192**; 2 Westbrook/Briscoe 187; 3 Werner/Auberlen 170; 4 Bamber/Makowiecki 166; 5 Garcia/Magnussen & Toni Vilander/Giancarlo Fisichella 164. **GTD 1 Christina Nielsen/Alessandro Balzan 191**; 2 Mario Farnbacher/Alex Riberas 169; 3 John Potter/Andy Lally 163.

Evans obtains more Grist to the mill

**BRITISH RALLY CHAMPIONSHIP
NICKY GRIST STAGES (GB)
JULY 9-10
ROUND 5/7**

ELFYN EVANS OPENED HIS LEAD TO 39 points by winning the mixed-surface Nicky Grist Stages rally in his Ford Fiesta R5.

The DMACK British Rally Team driver was in fine form on Saturday's gravel stages formerly used on Rally GB, and even a repeat of the intermittent pop-off-valve failure that plagued

him on the previous round couldn't halt his charge.

He was again the fastest man on asphalt as the event moved up to the Epynt military range. Tom Cave took a strong second and established himself as Evans's closest challenger in his similar Fiesta.

Desi Henry steered his Skoda Fabia R5 to third for a second event in a row, while Fredrik Ahlin skated off on Saturday's slippery gravel into some logs and his CA1 Sport team-mate David Bogie suffered from a loose turbo pipe after a trip into a field. The problem re-occurred, leaving him fourth.

JACK BENYON



RESULTS

1 Elfyn Evans/Craig Parry (Ford Fiesta R5) 1h18m48.4s; 2 Tom Cave/James Morgan (Ford) +1m11.4s; 3 Desi Henry/Liam Moynihan (Skoda Fabia R5); 4 David Bogie/James O'Reilly (Skoda); 5 Josh Moffett/John Rowan (Ford); 6 Jonathan Greer/Kirsty Riddick (Citroen DS 3 R5). **Points 1 Evans 110**; 2 Cave 71; 3 Fredrik Ahlin 65; 4 Moffett 42; 5 Greer 36; 6 Henry 29.



Beer shower for Keselowski in Kentucky

Keselowski extends win run

NASCAR SPRINT CUP
KENTUCKY SPEEDWAY (USA)
JULY 9
ROUND 18/36

BRAD KESELOWSKI CLINCHED HIS SECOND Sprint Cup race in a row in Kentucky in a battle where fuel consumption controlled the field.

The Penske Ford driver dominated the race, leading 75 laps and staying out when other drivers began to pit during the final 10. Carl Edwards threatened to steal the win with only two laps to go when he thought Keselowski was out of fuel, but the leader squeezed just enough out of the tank to hold on to victory.

Of the 11 cautions, the most significant saw seven cars tangle, including AJ Allmendinger who, after resuming the race, later hit the wall, prompting x-rays on his left arm.

Tony Stewart was fifth on his 600th Cup start, while Martin Truex Jr was competitive throughout, but lost out on a possible win due to a penalty for speeding in the pitlane at the final caution.

All drivers struggled with oversteer thanks to the low-downforce package on a newly resurfaced track with increased banking on the first two turns.

RESULTS

1 Brad Keselowski (Ford Fusion) 267 laps in 3h06m53s; 2 Carl Edwards (Toyota Camry) +0.175s; 3 Ryan Newman (Chevrolet SS); 4 Kurt Busch (Chevy); 5 Tony Stewart (Chevy); 6 Greg Biffle (Ford); 7 Jamie McMurray (Chevy); 8 Matt Kenseth (Toyota); 9 Kevin Harvick (Chevy); 10 Martin Truex Jr (Toyota). **Chase grid 1 Keselowski 4 wins/595 points**; 2 Kyle Busch 3/521; 3 Edwards 2/566; 4 Jimmie Johnson 2/484; 5 Harvick 1/599; 6 Kurt Busch 1/583; 7 Joey Logano 1/533; 8 Truex 1/514; 9 Kenseth 1/477; 10 Denny Hamlin 1/472; 11 Stewart 1/248; 12 Chase Elliott 0/492; 13 Newman 0/463; 14 Dale Earnhardt Jr 0/461; 15 Austin Dillon 0/460; 16 McMurray 0/439.

Red Bull duo scores double

SUPERCARS
TOWNSVILLE (AUS)
JULY 9-10
ROUND 7/14

RED BULL RACING WON BOTH SUPERCAR races in Townsville, but it was the performance of James Courtney that caught all the attention on the tight street circuit.

Jamie Whincup and Shane van Gisbergen shared the race wins in their Triple Eight-run RBR Holdens and backed up their 'other' races with fourth and second respectively. But Sunday's race was lit up by a late safety car that prompted Courtney, who was just inside the top 10, to pit for fresh tyres. The Holden Racing team Commodore

scythed through the field, snatching second place literally 30 yards from the chequered flag.

Mark Winterbottom returned to title-winning form with two podium results in his Prodrive Ford, but the man who had a tough weekend was Craig Lowndes. He was 12th in the opening race and only salvaged 10th in the second, after a late-race charge, similar to Courtney's, to move up from the high teens.

The other driver to – perhaps – fall out of title contention was Scott McLaughlin. The Volvo man was in the pits with a flat tyre on the first lap of the first race, but righted the ship somewhat in the second race with fifth place.

Those to lose out in the tyre wars were Chaz Mostert and David Reynolds. Both threatened the leaders – and Mostert put on one of the battles of the season with van Gisbergen – but fading rubber put them well back by the end of the second race.

PHIL BRANAGAN

RESULTS

Race 1 1 Jamie Whincup (Holden Commodore) 70 laps in 1h31m34.8721s; 2 Shane van Gisbergen (Holden) +3.5772s; 3 Mark Winterbottom (Ford Falcon); 4 Chaz Mostert (Ford); 5 Will Davison (Holden); 6 James Courtney (Holden). **Race 2 1 van Gisbergen** 70 laps in 1h35m25.6070s; 2 Courtney +1.2583s; 3 Winterbottom; 4 Whincup; 5 Scott McLaughlin (Volvo S60); 6 Cameron Waters (Ford). **Points 1 Whincup 1545**; 2 van Gisbergen 1492; 3 Winterbottom 1470; 4 Craig Lowndes 1392; 5 McLaughlin 1374; 6 Davison 1335.



Whincup leads Courtney in Queensland

IN BRIEF

SCANDINAVIAN TOURING CARS

WTCC-bound Robert Dahlgren lost the series lead to double-winning Volvo team-mate Richard Goransson after failing to finish either race at Falkenberg. Goransson took the points for pole, and on a wet track he kept the SEAT of Johan Kristoffersson at bay to the flag, while Dahlgren was hit by fast lady Emma Kimilainen's SEAT. Qualification for the second race was disturbed by dirt on the track, and Ford driver Rasmus Marthen emerged on pole. Goransson started 10th and passed the entire field to win by 8.6s from veteran Mattias Andersson's Dacia, with Marthen on his tail. Prince Carl Philip Bernadotte showed good form by claiming fourth ahead of Kristoffersson, who lost time with a puncture. Dahlgren also had a puncture.

EUROPEAN TOURING CARS

Petr Fulin and Kris Richard go into the Imola finale in October level on points after sharing the wins at Magny-Cours. But it should have been a double for Richard. The Swiss was leading race one when he pitted his Honda – repaired after a practice shunt – with a lap to go for a drivethrough, having mistaken a black-and-white driving-standards flag. Fulin's SEAT won that race from Pierre-Etienne Chaumat and Norbert Nagy. Richard then raced from fifth on the reversed grid to win race two from Fulin, with Peter Rikli in third.

AUSTRALIAN GT

McLarens won both races in Townsville, but it was Lamborghini man Roger Lago who took overall honours. Klark Quinn and Tony Walls each scored a win in the one-hour races, but Quinn lost out on a double when he was penalised 25 seconds for passing Walls under waved yellow flags on the final lap of the second race. Quinn still retained second overall ahead of Tony Bates/Christopher Mies (Audi R8 LMS).

SPANISH FORMULA 4

Dutch Red Bull junior Richard Verschoor took his second hat-trick in a row, this time at the Algarve Circuit. He led Juho Valtanen home in race one, while in the second it was Alexander Vartanyan who passed Valtanen to chase Verschoor home. Vartanyan took another runner-up spot in the finale.

FRENCH FORMULA 4

Chinese talent Yifei Ye kept up his domination with three wins at Magny-Cours. Behind him in each of those races were battles between Spaniard Javier Cobian and Belgian Gilles Magnus, with Cobian winning the scrap twice and Magnus taking honours in the finale. They even fought for second in the reversed-grid race, Magnus finishing ahead as Pierre-Alexandre Jean won the race.

ASIAN CARRERA CUP

Ex-Toyota Racing Series champion Andrew Tang and Indy Lights racer Scott Hargrove shared the wins at Buriram. Martin Ragginger and Maxime Jousse took podium spots.

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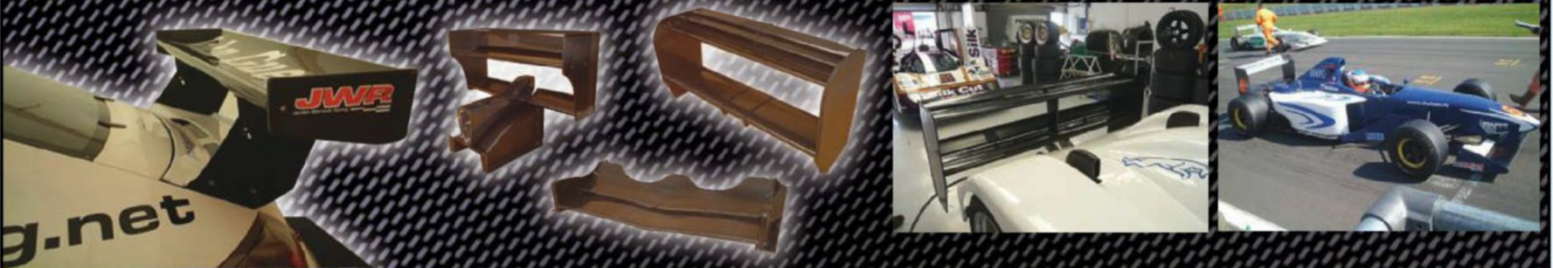
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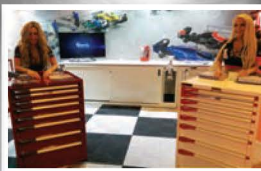


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Total Wins – 24
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 Total Pole Positions – 25
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“A fantastic weekend at Spa and delighted to have finally sewn up the GT5 title. I love racing these cars, adore the Spa circuit, and really enjoyed the tight racing around here. Every year I’ve been, it’s always a proper fight to the wire.”

“None of this would be possible without all the guys at Xentek Motorsport, especially Chris, Nick, and my engineer Bert. And, of course, Ginetta for all they do for British motorsport – launching so many careers – and SRO and TOCA for the excellent British GT and TOCA packages on which we are able to race.”

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British GT teams want to boost the leading GT3 pack

BRITISH GT LEADERS ESCAPE SPA CRASH

DEREK JOHNSTON AND Jonny Adam were able to hold their British GT points lead despite their TF Sport Aston Martin being heavily damaged in an accident at Spa last weekend.

Johnston was at the wheel early in FP1 last Friday when he lost control on oil spilled on the Kemmel straight. Johnston's car hit the barriers on the inside of the straight at around 85mph before sliding into the escape road at the Les Combes chicane.

The second Team Parker Bentley in the hands of Callum MacLeod was also caught in the trouble, and was written off after hitting the same barrier after MacLeod was unsighted.

While the Team Parker car was out for the weekend, TF Sport pulled off a swift repair of its Aston, with seven engineers and Adam working to get the car ready for qualifying less than six hours later. The car was completed with minutes to spare and Johnston and Adam qualified seventh, and finished in that position in the race to hold their championship lead.

Adam said: "The team did a stunning job because it looked bad. Without their work we'd have been out before the weekend had even begun and that would have cost us the championship lead. The car felt good, so it was a proper job."

Teams join forces to boost declining British GT3 field

A NEW BRITISH GT TEAMS' PANEL HAS BEEN formed in an attempt to introduce fresh ways of boosting interest in the GT3 category.

GT3 entries have struggled against the rise in popularity of the lower-cost GT4 class this season, with GT4 outnumbering the top tier at some rounds so far this term.

At Spa last weekend, GT3 crews held a meeting to brainstorm ideas of how to safeguard the class and bring in new entries in the future. Two team principals have been elected – Barwell boss Mark Lemmer and TF Sport head Tom Ferrier – alongside drivers Andrew Howard and Phil Dryburgh, who will collectively put suggestions forward to series organiser SRO.

Ideas tabled at the meeting included increasing the minimum driving time for amateurs during races and the addition of an all-amateur Bronze class.

Lemmer said: "The meeting was very positive. We've seen GT3 numbers fall, but the interest in GT3 racing is

still very high so we have to work together to get cars out. British GT is a very high level so we're trying to find ways of making it less intimidating for gentleman GT3 drivers, who are the lifeblood of the formula."

Howard added: "The teams' association is a great idea as we're here spending the money and we need a voice in the future regulations. We'll put ideas to SRO and hopefully they'll listen."

Championship manager Benjamin Franassovici said: "I welcome any form of input from the teams so this is good by me. We will look to bring in an all-amateur class for next year and find ways to package and promote it properly as it will add to the options for GT3 racing, and be a good way for gentleman drivers to dip a toe into the championship without the pressure of finding professional team-mates.

"We'll also look at the race formats, and maybe changing the minimum Am driving time to 60 or 70 minutes instead of the current 50."

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MX-5

Allwood wins MX-5 Global seat

MAZDA MX-5 RACER OLIVER ALLWOOD HAS WON a place in the Global MX-5 Cup event at Laguna Seca in September after a shootout at Barcelona earlier this month.

Allwood was leading the points in the BRSCC's MX-5 Mk1 championship at the end of May, winning a slot in the European final. He went on to become one of five successful racers to secure a drive in the American event.

"I was a little surprised to get a place but I'm really excited about it," said Allwood, 36, who is in his second full season of racing MX-5s. "The weekend in Barcelona was quite nerve-wracking and tough – there were a lot of good drivers so to get selected is pretty special.

"My expectation was it was going to be who was the fastest but they had multiple disciplines. There was drifting, short circuit racing, sim racing, fitness tests as well as driving the Global Cup car. It was all about consistency and progression. The difficulty was knowing how far you needed to push because I didn't want to make a mistake.

"The other drivers weren't complete novices, even those that had won the sim racing competition, so I am very pleased to get a place – it's pretty cool, really."

He had to quickly turn his attention back to Britain as he took part in the latest Mk1 races at Brands Hatch last weekend, finishing sixth and fifth.

Allwood was one of two AB Motorsport drivers to take part in the Barcelona event, with Jack Sycamore from the 750 Motor Club's MX-5 Cup also competing.

Team boss Ali Bray said: "This year is unbelievable for myself and the team. It's good to have a large amount of great drivers on board.

"I said to Oliver and Jack, regardless of what happens out in Spain, they still need to go home and think about winning championships!"

Alan Henderson, who races in the MX-5 SuperCup and was also in action at Brands Hatch last weekend, was the other British driver to make it to Barcelona.

BRITISHGT/AMOC

HOLLYWOOD ADDS AMOC GIG AFTER GT DEBUT

PAUL HOLLYWOOD WILL take part in the next Aston Martin Owners Club event at Snetterton later this month to gain extra experience of his Beechdean Aston Martin.

The Great British Bake Off star made his belated British GT debut at Spa alongside reigning GT4 champion Jamie Chadwick in the Vantage GT4. The pair qualified 53rd but retired from the race after Hollywood crashed out during his first stint.

Hollywood will now contest the AMR Challenge race at Snetterton on July 23 in the car to boost his mileage ahead of the next British GT round at the venue in August.

"Spa wasn't the easiest place to come and make a championship debut but it's been an amazing weekend," said Hollywood. "I was really happy with my times during the race and then I got hit by another car and then lost it on my own through Fagnes and rear-ended the barriers.

"I'm doing the Snetterton race to get more seat time as I'm getting more comfortable in the car every time I drive it."

Team head Andrew Howard said: "Paul is easily good enough for this level, I wouldn't put him in one of our cars if he wasn't. He's doing all of his learning in public and was purely unlucky this time."

GINETTA GT5 CHALLENGE

Chadwick eyes GT move after sealing Ginetta title

NEW GINETTA GT5 CHALLENGE champion Ollie Chadwick will look to test both GT3 and GT4 machinery ahead of his next move after sealing his first car racing title at Spa.

Chadwick's two wins from three races in the Ardennes –

his 12th from the 16 races so far this term – put him clear in the GT5 points with three races to spare.

Chadwick, 19, has had British GT entries already this year as part of the GPRM Toyota GT4 crew. He is aiming

for a full-time British GT seat, but will also test a Ginetta G55 with a view to moving into the GT4 Supercup series.

"It's great to get the title wrapped up early as it takes the pressure off," said Chadwick. "I've achieved all

I can here now so I'll be somewhere else next season.

"British GT is the goal and I'd like to try a GT3 and a GT4 car and see what's available. I've also got a test in a G55 as the Ginetta ladder is a good way to progress as a driver."

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CLIO CUP

Deegan gets Cooksport Clio drive

MINI MIGLIA POINTS LEADER SHAYNE Deegan (above) will contest the next round of the Renault UK Clio Cup at Snetterton at the end of this month.

The two-time Stock Hatch champion will drive for Team Cooksport in the TOCA support series, a team he has links with, having bought the Citroen Saxo he took to title glory from team boss Josh Cook in 2012.

“It’s just a one-off for the moment but if we can find some sponsorship we will do the

rest of the year,” said Deegan. “I can’t wait, it’s something I’ve been looking into for a while.”

Deegan hasn’t driven the Clio yet but was confident of getting to grips with the car.

“It will be different for me – I’ve never driven a car with a paddleshift gearbox before,” he continued.

“I’m hoping to be on the pace of the frontrunners and be as close to the podium as possible. I’ve never been involved in anything on this scale before so I’m really excited.”

IN BRIEF



EBREY

F3 RACE RESCHEDULE PLAN ABANDONED

Last month’s cancelled BRDC British F3 race at Silverstone will not be rescheduled. The third race of the weekend was cancelled after heavy rain flooded the circuit (above) and made the track undrivable. MSVR was working to reschedule the lost round at one of the final two UK events, but will now strike it from the calendar and award zero points to all drivers.

RAFFLE WINNER GETS MIGLIA CHANCE

Stuart Gilby will take part in the Mini Miglia races that form part of the Brands Hatch Mini Festival this weekend after winning a raffle to compete for just £20. Gilby was one of three entrants randomly picked to take part in a test day at the Llandow track earlier this month and was chosen by Miglia racer Rob Howard and category legend Endaf Owens, who is providing the car for the weekend.

FFORD SCOTS GET TO GRIPS WITH BRANDS

Scottish Formula Ford 1600 drivers Jamie Thorburn and Neil MacLennan were two of several to race in the FF1600 National series at Brands Hatch last weekend to familiarise themselves with the circuit before October’s Formula Ford Festival. Scottish championship leader MacLennan was fourth and fifth in the two races behind the wheel of his Dario Franchitti-backed Ray GR14, while Thorburn was 13th in race one and recovered to seventh in race two.

24 HOURS VICTOR DUMAS IN 962 OUTING

Three weeks after winning the Le Mans 24 Hours with Porsche, Romain Dumas contested the circuit’s Classic event last weekend. He qualified a Porsche 962 in sixth, but retired after the first lap.

WEBSTER FUN CUP STINT DELAYED

Former British GT4 racer Chris Webster (below) was forced to delay his Fun Cup 25 Hours outing at Spa for emergency dental treatment back in the UK. He was replaced in the Kinetix car by Dennis Strandberg and returned on Sunday morning to complete one stint in the car also shared with James Harrison, Michelle Hayward and Jade Edwards. The quintet finished second in class.



EBREY/LAT

FUN CUP

Former GP racer enters family car at Spa

FORMER GRAND PRIX DRIVER Eric van de Poele entered last weekend’s Fun Cup Spa 25 Hours with a car for his family.

Van de Poele, who started five grands prix between 1991 and ’92, raced at Spa alongside sons Alexis (who contested the Audi Sport TT Cup last year, clinching a victory and a podium, and now races in the TCR Benelux series),

Diego and Nicolas, as well as wife Nadine and daughter Kelly – with only his youngest daughter absent from the line-up.

“I’ve done the race a couple of times, [and] last year did it with some of my family,” said Belgian Eric.

“This is the first year with all but my youngest daughter Luan, as she is too young.”

The family car was classified 59th of the 122 entries.

“It’s an unbelievable event – for the family, and as a human experience,” added Eric.

British Touring Car Championship drivers Tom Ingram and Stewart Lines also competed in the event, as did Kevin Boutsen, the race engineer son of three-time grand prix winner Thierry.



HENRY SURTEES FOUNDATION

Surtees foundation a hit again

EBREY

THE FIFTH HENRY SURTEES FOUNDATION Team Karting Challenge event took place at Brooklands last Tuesday and is estimated to have raised £60,000 for the charity.

Thirty-two teams took part in the two-hour karting race, which was won by the Team Titan squad of Martin O’Neil, his sons Jack and Andy,

and Owen Jenman. A number of historic cars also took part in a parade, including David Brabham in a BT11/19 that his father used as a development car before his 1966 F1 title success.

Derek Bell drove a Surtees TS14 and John Surtees was in a Lola T70 that commemorated 50 years since he won the first Can-Am crown.



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Thomas added third Jag Challenge win of 2016, this time solo, in Le Mans Classic

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LE MANS CLASSIC

Thomas completes hat-trick

AFTER TWO WINS FROM TWO RACES FOR THE JULIAN Thomas/Calum Lockie E-type in 2016, Thomas drove solo to make it a hat-trick at the third outing of the Jaguar Classic Challenge at Le Mans last weekend.

It was the first visit for the series to the prestigious Le Mans Classic event, held on the full 24 Hours circuit.

There were four different leaders on the first lap, with pole position man Martin Stretton (E-type), Thomas, Marcus von Oeynhausen (E-type) and sportscar veteran Andy Wallace in Nigel Webb's 1955 D-Type all taking turns at the front.

It was Wallace who appeared at the Ford Chicane first to lead across the line. Von Oeynhausen pitted early and retired, and by the end of lap two Thomas was through to the lead, which he kept to the end of the 55-minute race.

Stretton's challenge ended when he pitted early with rear-suspension trouble, but rejoined to claim fastest lap. Wallace, winner of the 1988 Le Mans 24 Hours with Jaguar, held second until the final lap when the Carlos Monteverde/Andrew Smith (E-type) passed the D-type.

→ P84 FULL COVERAGE OF THE LE MANS CLASSIC

SILVERSTONE CLASSIC

Silverstone exhibit to celebrate Hunt title success

THE 40TH ANNIVERSARY OF James Hunt's world championship-winning season will be celebrated at the Silverstone Classic on July 29-31.

Hunt's life will be recalled with a display of cars and memorabilia from his 1976 campaign, curated by his sons Tom and Freddie.

The McLaren M23 in which

Hunt won the French and German Grands Prix in 1976 will be on show in garage 16 in the International Paddock, together with a collection of significant cars from his F1

career. Also on show will be the Surtees TS9B in which he made his F1 debut in 1973 and the McLaren M26 in which he won the 1977 British Grand Prix.



British GP-winning M26 will return to Silverstone

LAT

MINI CHALLENGE

SEYFRIED GETS MINI CHALLENGE CHANGE

THREE-TIME SUPER Mighty Mini champion Ben Seyfried will make a one-off appearance in the Mini Challenge at the Brands Hatch Mini Festival this weekend.

Seyfried raced most recently in the Renault UK Clio Cup last year with SV Racing but he will now drive for Sussex Road and Race in the JCW class.

He has not driven the car yet and his first experience of it will be in testing on Friday.

"I'm grateful to Sussex Road and Race to do this race," he said. "I've known Kevin Fulbrook [team boss] from when he used to be part of Mighty Minis but I have never raced for him before.

"I think the Mini is quite comparable to a Clio but I haven't raced one of those for 18 months.

"These cars are probably faster than Clios with better brakes and I like the gearbox.

"I think they are going to be a whole lot of fun so I'm looking forward to having a go, but I know it will be very competitive.

"I'm very realistic about this weekend – I'm going to enjoy it and do the best I can and I would love to race in Minis for the rest of the season or next year.

"The other drivers have spent a year and a half in these cars getting used to the grip level, which will be the main thing for me."



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A peerless history of speed hillclimbing

By Marcus Pye, the voice of club racing

[@Autosport](#)

ANYBODY WHO ATTENDED SPEED HILLCLIMBS IN the 1950s or '60s would have felt at home in the paddock or trackside at Chateau Impney last weekend.

The relaxed, sociable atmosphere in a splendid setting over two sunny days reflected the attitude of most period club competitors – that taking part in what was widely considered to be a privileged pastime was more important than winning. A pot would be a bonus...

A lot of circuit racers, in particular, these days should remember that. The endeavour of pulling the logistics together to compete, let alone the finances, is more difficult for those who do the majority of the car preparation themselves – probably with help from mates – rather than engaging professionals, turning up and writing cheques. It still heightens the enjoyment among those who may never win a prize.

Back in the '60s and early '70s, when I attended the much-missed Hants & Berks Motor Club's annual RAC British Hillclimb Championship round at Great Auclum, a large proportion of the combatants in the Saloon and GT classes drove their 'all-purpose' Mini Cooper Ss, Spridgets and Lotus Elans to events. The paddock was a mown field imbued with a sense of occasion by an aromatic Castrol R oil haze and deeply aspirational single-seaters and sports-racers (often ex-circuit cars).

To me the established stars were gods: David Good, David Hepworth, Sir Nick Williamson and the emerging Roy Lane in his pristine Tech-Craft confections. But it was always interesting to identify future champions – drivers of the calibre of Martyn Griffiths (Mallock U2) and Chris Cramer, who I saw graduate from a very rapid Mini through sportscars to single-seaters. Almost 43 years on, I vividly recall Cramer

setting the ultimate 17.65-second record with the two-litre Grunhalla March-BDA 723 in '73, a year before the Reading venue closed.

The last period Chateau Impney event was in '67 (the following year's was cancelled at the 11th hour), by which time I was following speed events vicariously through glimpses of Autosport and *Motoring News*. With a complete set of this magazine from August 1950, Paul Sheldon and Duncan Rabagliati's 'black book' *A Record of the RAC British Hill Climb Championship* and Chris Mason's fine *Uphill Racers* tome on my shelves, I could while away hours reading up on golden days.

Having covered the national championship until the late 1990s and competed at Bouley Bay, Craigantlet, Prescott and Shelsley Walsh (at Shelsley on Phil Jefferies' 250cc Trakstar kart, if never a car), plus Doune, Gurston Down, Harewood, Val des Terres and Wiscombe Park, I still adore hillclimbs. Top single-seaters are bespoke now, but the Classic/Historic classes are thriving. As long as they do, fans of all ages will still be entertained on family days out at some fine venues. Some may even join the fun.

What is particularly wonderful about the modern Chateau Impney event is that it revolves around the miscellany of machinery that first drew people of my age to the sport like moths to spotlights. As a history of hillclimbing it is peerless, showcasing extraordinary Shelsley Specials – insubstantial wacky racers for the abnormally brave – through awesome pre-war ERAs, which led the way when the British title race was inaugurated in 1947, to Ron Tauranac's svelte Brabham designs. In thanking the Spollon family for reviving the Hagley club's initiative, on a far grander scale, I hope it's here to stay.



GRANT STARS ON DEBUT HILL RUN

Racer Callum Grant, 21, broke the Chateau Impney record on his hillclimb debut in John Sykes' Formula Junior Merlyn last weekend, but was pipped to victory by discipline specialist Martin Jones in a 1600cc Brabham BT21B. "I don't know how I got there," said Grant, having cut 41.08s on his third ascent of the course.



BUGATTI ROLLER RECOVERING

Edmund Burgess, 59, is expected to be in hospital for a week having injured ribs and vertebrae when he rolled his ex-Charles Dean Bugatti T51 during practice at Chateau Impney. Burgess, who rolled a T13 Bugatti at Prescott in 2013, left Impney onlookers amazed when he walked to the rescue unit.



DUTTON RUNS RARE SKIRROW

Bugatti specialist Ivan Dutton ran one of the rare Skirrow dirt oval racers at Chateau Impney. Built in small numbers by one-armed Harry Skirrow from 1936-'39, the ingenious 1000cc JAP V-twin cars featured four-wheel drive. This car was owned and raced by Dave Hughes, who later built Northampton Stadium at Brafield.



ERA R4D was one of the stars at Chateau Impney

Kings of the castle

The second Chateau Impney Hill Climb brought together an eclectic mix of machinery and was a big success last weekend. By **Marcus Pye**

ERA R4D, driven by marque founder Raymond Mays to the first two RAC British Hillclimb Championships in 1947 and '48, was the jewel in last weekend's second Chateau Impney retrospective, but it was Martin Jones who set Best Time of the Day on Sunday in the Brabham BT21B saddled in period by another double champion, Sir Nick Williamson.

Jones shattered 2015 victor Jack Woodhouse's record for the 1000-yard course to lift the Hagley & District Light Car Club's Ken Wharton Trophy, presented in memory of the Smethwick garagiste who used R4D and a Cooper-JAP Mk4 to win his fourth-successive national hillclimb title in 1954.

"I'm very surprised. I wasn't expecting that," said the Moog Formula 1 hydraulics engineer.

It was apparent from Saturday's practice runs for the 200 competitors, when Historic Formula Ford champion Callum Grant – making his hillclimb debut in John Sykes' Formula

Junior Merlyn Mk5/7 as a 21st birthday present – that Woodhouse's 42.42s target would fall. Grant posted a superb 41.69s on his opening class run, under pressure from FJ rivals Mark Woodhouse (Jack's dad) in the Lotus 20/22 on 42.07s and Westie Mitchell (De Tomaso 63), before Jones unleashed 40.50s. None of them improved with frenetic final shots.

The Spollon family's wonderful event perfectly recaptured the essence of speed hillclimbing of the pre-'68 era. Pick of the classes was for Pre-1940 1100cc racing cars, in which Winston Teague (Hardy Special II) snatched victory from James Gunn (MG Q-type Replica) and the intrepid Eddie Williams (rear-engined Austin 7 Special), the trio split by 0.21s.

As ever, the Lotus name was prominent. Colin Chapman's machines starred in the sportscar classes, Peter Joy (Elite), Malcolm Thorne (Buick V8-engined 'Addicott Special' 15) and Dave Gidden (23B) topping their divisions.

Fittingly, R4D headed the quintet of ERAs, Nick Topliss setting a cracking Pre-War BTD of 44.40s on his fourth outing in the 80-year-old warhorse, now in Brian Fidler's ownership.



FRAZER NASH TT REPLICA

Vintage Sports-Car Club hillclimb ace Brian White's winning ways continued in his 1934 Frazer Nash TT Replica, powered by the rorty two-litre six-cylinder BMW engine. White defeated Justin Maeers' mighty 6.2-litre Curtiss aero-engined GN to claim Pre-1940 Special Sports Cars honours.



HARDY SPECIAL II

The 1922 GN-chassis concoction, powered by a blown JAP V-twin engine, achieved notoriety on the hills in the 1950s with creator Dick Hardy. Now owned by Carl Gray, whose father bought it in '75, it was saddled by Winston Teague (whose GN Wasp non-started) last weekend and snatched Pre-1940 Racing Car category honours by a whisker.



DINALPIN A110 BERLINETTE

Ex-Renault employee Rob Lawrence – a successful rallyman in the 1980s-'90s – recaptured memories of the factory Alpine-Renault team's 1973 World Rally Championship victory when he broke a 20-year layoff from competition to debut his very rare Mexican-built A110. The lightweight coupe is powered by a two-litre Gordini-spec engine.



LOTUS ELITE

Agility trumped power in the Pre-1961 two-litre Sports/Racing split, Peter Joy flinging his pristine 1216cc Coventry-Climax FWE-powered Lotus Elite – driven by Geoffrey Wilson in early Chateau Impney events – up quicker than a pair of two-litre Cooper Monacos and the ex-Roger Nathan '63 Autosport championship-winning Elite to repeat 2015's class victory.



McLAREN M3A/2

The wonderful five-litre Traco Oldsmobile V8-engined 1966 'whoosh-bonk' McLaren in which Patsy Burt won the 1970 British Sprint Championship returned to the hills – where the combo competed at St Ursanne-Les Rangiers and claimed the Shelsley Walsh ladies' record at 31.87s in '67 – with current owner Julia de Baldanza up.



Reviving a great hillclimb venue in fine style

COMPLETED FOR SALT MAGNATE JOHN CORBETT in 1875, Droitwich Spa landmark Chateau Impney first hosted motorsport on September 29 1957, when the local Hagley & District LCC welcomed 100 competitors to a relatively straightforward 500-yard two-turn speed-trial course that featured little appreciable gradient.

Situated in hillclimbing's Midlands heartland – 15 miles from the hallowed Shelsley Walsh, which has run since 1905 – the annual 'clubbie' events were comparatively low-key although many of the day's leading competitors enjoyed a change from the rigours of title-chasing.

One-armed David Good, the 1961 RAC British Hillclimb champion, set the first Best Time of the Day at 24.64s in his 1100cc Cooper-JAP MkVIII. Tony Marsh, by then halfway to his six titles (a record that still stands) won the following year, beating newly crowned successor David Boshier-Jones.

The final period meeting, on September 23-24 1967, saw Mike Hawley (Brabham-Climax BT23B) emerge victorious with a time of 25.47s in tricky conditions. Mike competed last weekend, incidentally, in the venerable Chapman-Mercury 1.

The Spollon family that now owns the estate and continues to operate the chateau as a hotel and conference centre, is steeped in hillclimb history. Late patriarch Bruce competed at Shelsley in 1947, the British championship's inaugural season, in the Triangle Skinner Special.

Barrister son Guy, custodian of the ex-Earl Howe ERA R8C that Bruce bought in 1977, finished third in class last Sunday (0.34s behind winner Simon Blakeney-Edwards' Frazer Nash SS) in a long-owned Meadows-engined 1936 HRG returned from its restorer four days previously!



RESULTS

Best Time of Day: Martin Jones (Brabham-t/c BT21B) 40.50s.

Class winners Simon Blakeney-Edwards (Frazer Nash Super Sports) 50.81s; Ewen Getley (Bentley 3/4½) 49.36s; Greg Lerigo (Riley 12/4 Special) 49.18s; Brian White (Frazer Nash TT Replica) 46.84s; Mark

Walker (Darracq 200hp) 51.75s; Winston Teague (Hardy Special 2) 47.25s; Rob Cobden (Riley Falcon Special) 45.13s; Nick Topliss (ERA R4D) 44.40s; Julian Grimwade (Frazer Nash Norris Special) 44.98s; Peter de la Roche (Cooper-JAP MkV) 44.71s; Mark Woodhouse (Elva-BMC

100) 42.68s; Peter Joy (Lotus Elite) 44.03s; Malcolm Thorne (Lotus-Buick 15) 43.88s; Rod Jolley (Lister-Jaguar Monzanapolis) 46.37s; David Gidden (Lotus-t/c 23B) 42.14s; Callum Grant (Merlyn Mk5/7) 41.08s; Jones; David West (Austin Cooper S) 46.87s.

SPA-FRANCORCHAMPS
BRITISH GT JULY 8-9

AND THEY SAY IT'S JUST THE weather that's fickle in the Ardennes. For TF Sport, British GT's annual foray to Spa-Francorchamps was truly a race of two halves.

While on one side of the garage Jon Barnes and Mark Farmer celebrated a superb victory, on the other TF's title challenge nearly dissolved after first practice when Derek Johnston was involved in a high-speed accident on the Kemmel Straight (see page 69).

That nearly ended his and team-mate Jonny Adam's weekend, in what was the worst possible start for the championship leaders.

Johnston had been able to brake and come down the gears before he slid on the oil dumped by a European GT4 Maserati. It meant his Aston Martin hit the wall with less force and, while it suffered heavy frontal damage, it was repairable. TF miraculously got the car out in time for qualifying that afternoon but, with just a base set-up, Johnston and Adam could only line up seventh.

There was also trouble for Barwell Lamborghini duo Jon Minshaw and Phil Keen. After their win last time out at Silverstone, they had to contend with an uncharacteristic error from the team that meant Minshaw completed his qualifying segment on mismatched tyres. They would start last in GT3.

Spa is known for its changing microclimate, and rain at one end of the track during the Pro qualifying session proved to be the differentiator.

Team Parker's Bentley Continental pairing of Rick Parfitt Jr and Seb Morris claimed pole number four of the season after Morris timed his lap to perfection, setting a time before the rain arrived.

As a result Morris wound up a second faster than Alexander Sims's Lamborghini to annex yet another pole on aggregate times. The McLaren 650S of Rob Bell and Alasdair McCaig started second after a superb lap from McCaig, but that's as good as Ecurie Ecosse's weekend got as chaos at the start of the race counted them out.



Trials and tribulations for victorious TF Aston crew

Barnes and Farmer held on to win, as sister TF car came home seventh after mammoth rebuild

When the lights went out Parfitt got a bad start and was forced to move wide to defend from McCaig into La Source. That left a tempting gap up the inside for Liam Griffin to sneak his Lamborghini into, but he overcooked it and tapped the Bentley, which in turn slammed into the McLaren, damaging its suspension and putting it out of the running.

The chaos didn't end there. In the melee Griffin lost his bonnet, which then struck an Ekris BMW GT4. Andrew Howard was also shuffled wide in the Beechdean Aston GT3, and when he tried to rejoin he had to avoid the crawling BMW and was swiped by another GT4 car, causing his Aston to shed a wheel.

With his rivals hitting trouble, Farmer took control. Having qualified third, he hit the front through Eau Rouge and controlled the pace. The Aston's straightline grunt made it strong in sectors one and three, meaning Farmer could maintain a narrow gap over Hunter Abbott's Grasser Lamborghini and the Black Falcon Mercedes AMG of Abdulaziz Al Faisal once he had passed Parfitt to run third.

Farmer led until five minutes before the pit window, when Abbott dived past at the Bus Stop with a move that also allowed Al Faisal to pounce for second.

Farmer stopped first to hand over to Barnes. Abbott pitted a lap later for Rolf Ineichen, while Al Faisal stayed out a further two in the hope of taking track position for team-mate Miguel Toril. Neither strategy worked out, thanks to two stunning laps from Barnes where he circulated seconds faster on fresh Pirellis than both.

When Ineichen rejoined, Barnes was already up to speed and hunted down the Lamborghini before diving past in traffic through Blanchimont.

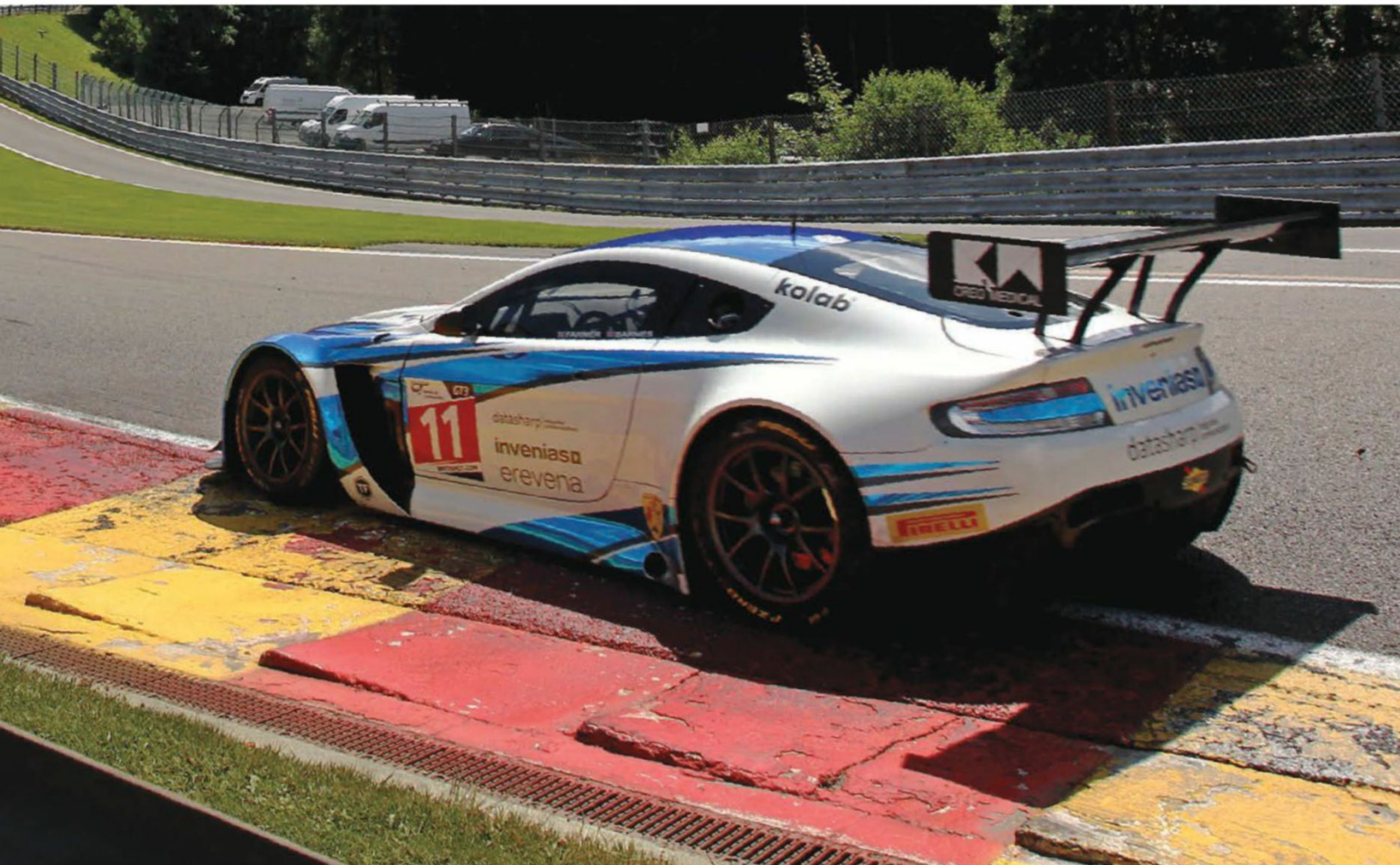
Ineichen then had the Bentley closing fast, with Parfitt having pitted from fourth to hand over. Morris lost time with a slow getaway from his box, but showed great pace to haul in Ineichen and grab second.

Morris then caught Barnes, which set up an absorbing final 20 minutes. Morris



Griffin (far left) about to make ill-fated lunge at start

ALL PICS: EBREV/LAT



repeatedly closed through sector two, but Barnes's prowess in the run through La Source-Eau Rouge and Blanchimont kept the Aston ahead to the flag and cemented Barnes's first British GT victory for eight years.

"I concentrated on making the most of the car at the start and the end of the lap where I knew we had the pace, and then taking it a bit easier in sector two so as not to put too much load through the tyres," said Barnes. "Mark and I have been on some journey – from crashing a Caterham on our first day working together to winning British GT at Spa!"

Ineichen fell behind both Daniel Juncadella and Toril in the Black Falcon Mercs by the flag. But Juncadella and Briton Oliver Morley were stripped of their podium post-race for passing under yellows, promoting Toril and Al Faisal to the rostrum.

Sixth was a superb result for Minshaw and Keen, who drove brilliantly to recover from starting last in GT3, and with a 20-second pit penalty following their Silverstone win.

Those were valuable points, but not as good as it could have been as title rivals Johnston and Adam recovered to seventh, despite an early hit with a GT4 car knocking the Aston's toe out. They now lead by 8.5 points.

Joey Foster and Alex Reed celebrated a maiden GT4 victory for Lanar Racing



in their Ginetta after a superb first stint by Reed and another technical hitch for McLaren's GT4 crew.

Sandy Mitchell and Ciaran Haggerty dominated qualifying in the Ecurie Ecosse 570S GT4, and Mitchell was well clear in the first half of the race when he suddenly lost power at Fagnes. "We don't know what happened, but it looks like a fuel pump," said Haggerty.

Their pain was in stark contrast to Reed's joy. "You should have heard me on the radio, I was shouting 'We're P1!' over and over," he said.

Reed's fine stint set up Foster to stroke the car home ahead of the championship-leading PMW Optimum Ginetta of Mike Robinson and Graham Johnson. Matty Graham and Jack Mitchell completed the podium in their MacMillan Aston.

ROBERT LADBROOK

Strong stints and McLaren glitches handed Foster and Reed first GT4 win

RESULTS

GT3 (49 LAPS) 1 Mark Farmer/Jon Barnes (Aston Martin Vantage); 2 Rick Parfitt/Seb Morris (Bentley Continental) +0.674s; 3 Oliver Morley/Daniel Juncadella (Mercedes AMG); 4 Abdulaziz Al Faisal/Miguel Toril (Mercedes); 5 Hunter Abbott/Rolf Ineichen (Lamborghini Huracan); 6 Jon Minshaw/Phil Keen (Lamborghini). **Fastest lap** Alexander Sims (Lamborghini Huracan) 2m21.830s (110.46mph). **Pole** Parfitt/Morris. **Starters** 16.

Points 1 Derek Johnston/Jonny Adam 106; 2 Minshaw/Keen 97.5; 3 Parfitt/Morris 95.5; 4 Liam Griffin 81.5; 5 Farmer/Barnes 79.5; 6 Adam Carroll 75.5.

GT4 (45 LAPS) 1 Alex Reed/Joey Foster (Ginetta G55); 2 Graham Johnson/Mike Robinson (Ginetta) +4.371s; 3 Jack Mitchell/Matthew Graham (Aston Martin Vantage); 4 Marcus Hoggarth/Abbie Eaton (Maserati Gran Turismo MC); 5 William Phillips/Jordan Stilp (Ginetta); 6 Aaron Mason/Robert Barrable (Ginetta). **FL** Sandy Mitchell (McLaren 570S) 2m34.552s (101.37mph). **P** Mitchell/Ciaran Haggerty. **S** 42.

Points 1 Johnson/Robinson 114.5; 2 Jordan Albert/Jack Bartholomew 97; 3 Anna Walewska/Nathan Freke 75; 4 Stilp/Phillips 74.5; 5 Hoggarth/Eaton 72; 6 Foster/Reed 70.



Abbott impressed alongside Ineichen in Grasser Lambo

SPA-FRANCORCHAMPS
BRDC F3 AND SUPPORTS JULY 8-9

Norris grabs Spa brace as Leist closes in on Collard



LANDO NORRIS TOOK AN EMPHATIC double victory on BRDC Formula 3's away day at Spa, as the championship fight closed up further ahead of him.

Norris's Formula Renault commitments mean he won't be a factor in this year's F3 title hunt, but his handful of maximum scores with Carlin across the season mean he is keeping the championship battle finely balanced as others squabble for lesser points.

Matheus Leist's two second places behind Norris have closed the gap to championship leader Ricky Collard, who had an off-colour weekend. Collard took a podium in only the first race, with two sixth places leaving him with a slender four-point lead over Double R Racing's Brazilian, and Australian Thomas Randle just 15 further back.

Norris's first victory came in a fragmented first race, which was red-flagged early after a frightening accident for Quinlan Lall.

Earlier, Norris had grabbed pole with his last flying lap, but wasn't particularly pleased with the result. "Due to these cars being quite high-downforce the tow here is worth the best part of a second up to Les Combes, so leading out of Eau Rouge isn't the place to be," he said.

Collard started second and looked to take advantage of the tow straight away,

drawing alongside on the Kemmel Straight before being forced to back off when the safety-car boards came out after a clash behind them at La Source.

The caution lasted only one lap and on the restart Collard was all over Norris. He briefly edged ahead of his Carlin team-mate before Norris got a slingshot pass on the straight. He then built a gap, as Collard came under pressure from both Leist and Enaam Ahmed. Leist squeezed past along the Kemmel Straight on lap five, and Ahmed took the chance to follow him through, demoting Collard to fourth at the chicane.

Collard was handed third back when the red flags flew, after Akhil Rabindra and Lall clashed at Courbe Paul Frere and Lall's car was flipped into the barriers. The American was taken to hospital for checks, but miraculously suffered just a sore knee.

Norris was denied more points in race two when he retired from sixth with a lap to go with his car stuck in gear. It left the way clear for Randle and Toby Sowery to star after Randle was punted off in race one, and Sowery resigned to fifth having struggled with blistered tyres.

Both made up for their Friday disappointment with a great fight on Saturday morning. Randle started his Douglas Motorsport car ninth on the

Norris may be out of points reckoning but showed his class with Spa double

reversed grid but put in a stunning opening lap to run fourth as third-place starter Tarun Reddy led Sowery and Ahmed. Randle then passed Ahmed before closing on the leaders. Sowery snatched the lead with a fine move around the outside of Blanchimont, but couldn't pull away. "We were running marginally more wing than the others to try and make the most of sector two, but it hurt us on the straights," said Sowery.

The top three ran as one before Randle slipped past Reddy with two laps to go and made a move for the lead into Les Combes on the last lap to snatch the win away from Sowery.

"It feels so good to be back on the top step, especially seeing as yesterday was a bit of a disaster," Randle said. Reddy held third, ahead of Ahmed, Leist and Collard.

Norris won a more sedate finale after passing poleman Will Palmer late on. Palmer, making his first start in the rebranded series after graduating as Formula 4 champion last year, lost ground in race one after being nerfed off and spent race two simply aiming for times to achieve pole for race three.

He led much of the race before the higher temperatures and downforce settings on his HHC car combined to cook his Pirellis, allowing both Norris and Leist past in the closing laps.



Ollie Chadwick clinched the Ginetta GT5 Challenge crown with two wins out of three. Matt Chapman had the lead into La Source in the opening race, with Chadwick and Ryan Hadfield escaping from a huge scrap for fourth.

Hadfield was gradually swallowed up by the chasing group, leaving Chadwick to push for the front. He grabbed the lead on lap seven, but struggled to shake off Chapman. Into the chicane on the last lap Chadwick was last on the brakes but lost out to Chapman in the final drag to the flag, with Ryan Hadfield reclaiming third after a duel with brother Jonny.

Chapman led from Chadwick at the start of race two, but Chadwick fought back and, after a handful of swaps, made a decisive move at the chicane a lap from home to win and clinch the title.

The final race was red-flagged after Chapman had ousted Chadwick from the lead into Eau Rouge. Chadwick, therefore, gained his second win of the weekend on countback, while Jack Minshaw completed the podium ahead of Steven Wells.

Dennis Strandberg made a winning VW Cup debut, but had to work for it. Bobby Thompson ousted Jack Walker-Tully for second on the opening lap, and wrestled the lead from Strandberg into Pouhon a lap later. But Swede Strandberg fought back immediately and led onto

the Kemmel Straight, just holding off Walker-Tully at the flag, after Thompson dropped to third and House to fourth with an off at Pouhon.

House led the second race from lap two, surviving a late safety-car intervention to win from Tom Witts and Thompson after Strandberg and Walker-Tully clashed.

Steve Williams was a double lights-to-flag Lotus Cup Europe winner in his Evora GT4. Jonathan Packer and Xavier Georges kept the pressure on in race one, before Georges messed up at the chicane on lap 10. Packer secured the spot but was later excluded over his ride height, which promoted Andrew Wright to the podium.

No one got near Williams and Packer in race two, while Robin Nilsson just held on to third from a charging Georges.

The Netcom by Allure Team of Cedric Bollen, Frederic Caprasse and brothers Edouard and Guillaume Mondron spent more than half the Fun Cup 25hrs duelling with Petrolheads' Jean Glorieux, Guillaume Dumarey, Stefan Talpe and Pol van Pollaert. Both teams had spells in the lead, but a late full-course yellow and late fuel stop thwarted the Petrolheads team's charge, leaving them a lap down on the victorious Allure. In the UK Evo 1 class, Track Torque 2 Rent Dominos took the spoils by two laps over Team Kinetix.

ROBERT LADBROOK AND PETER SCHERER

Chadwick wrapped up GT5 Challenge honours with race-two victory

RESULTS

BRDC BRITISH FORMULA 3 (5 LAPS) 1 Lando Norris; 2 Matheus Leist +1.384s; 3 Ricky Collard; 4 Enaam Ahmed; 5 Toby Sowery; 6 Tarun Reddy.

Fastest lap Sowery 2m18.809s (112.86mph).

Pole Norris. **Starters** 19.

RACE 2 (9 LAPS) 1 Thomas Randle; 2 Sowery +0.469s; 3 Reddy; 4 Ahmed; 5 Leist; 6 Collard.

FL Will Palmer 2m17.088s (114.28mph).

P Al Faisal Al Zubair. **S** 19.

RACE 3 (9 LAPS) 1 Norris; 2 Leist +0.508s; 3 Palmer; 4 Sowery; 5 Randle; 6 Collard. **FL** Leist 2m18.665s (112.98mph). **P** Palmer. **S** 19. **POINTS 1 Collard 354;** 2 Leist 350; 3 Randle 335; 4 Sowery 321; 5 Ahmed 263; 6 Norris 247.

GINETTA GT5 CHALLENGE (8 LAPS) 1 Matt Chapman; 2 Ollie Chadwick +0.027s; 3 Ryan Hadfield; 4 Jonny Hadfield; 5 Jack Minshaw; 6 Nick Zapolski. **Class winner** Richard Evans. **FL** Chapman 2m49.517s (92.42mph). **P** Chapman. **S** 34.

RACE 2 (8 LAPS) 1 Chadwick; 2 Chapman +0.336s; 3 R Hadfield; 4 Mohammed Elmsiny; 5 Andrew Richardson; 6 Matt Palmer. **CW** Adrian Campbell-Smith. **FL** Chadwick 2m50.045s (92.14mph).

P Chapman. **S** 35.

RACE 3 (4 LAPS) 1 Chadwick; 2 Chapman +0.494s; 3 Minshaw; 4 Steven Wells; 5 Ian Robinson; 6 Palmer. **FL** Chadwick 2m50.466s (91.91mph).

CW Evans. **P** Wells. **S** 35.

VW RACING CUP (BOTH 9 LAPS) 1 Dennis Strandberg (Scirocco); 2 Jack Walker-Tully (Scirocco) +0.280s; 3 Bobby Thompson (Polo); 4 Phil House (Scirocco); 5 Toby Davis (Golf); 6 Kenan Dole (Golf). **FL** Walker-Tully 2m46.091s (94.33mph). **P** Strandberg. **S** 16.

RACE 2 1 House; 2 Tom Witts (Golf) +1.874s;

3 Thompson; 4 Dole; 5 Kieran Gordon (Golf);

6 Benjamin Wallace (Golf). **FL** Walker-Tully

2m46.206s (94.26mph). **P** Witts. **S** 16.

LOTUS CUP EUROPE (11 LAPS) 1 Steve Williams (Evora GT4); 2 Xavier Georges (Exige V6 Cup R) 3.857s; 3 Andrew Wright (Exige V6 Cup R); 4 Robin Nilsson (Exige V6 Cup R); 5 Philippe Loup (2-Eleven); 6 Bence Balogh (Exige V6 Cup R).

CW Loup; Harry Woodhead (Exige S2); Tamas

Vizin (Elise Cup R). **FL** Georges 2m39.030s

(98.52mph). **P** Williams. **S** 38.

RACE 2 (12 LAPS) 1 Williams; 2 Jonathan Packer

(Exige V6 Cup R) +5.774s; 3 Nilsson; 4 Georges;

5 Wright; 6 Loup. **CW** Loup; Christopher Franck

Laroche (Exige S2); Vizin. **FL** Packer 2m41.803s

(96.83mph). **P** Williams. **S** 38.

EUROPEAN FUN CUP 25 HOURS (393 LAPS)

1 Netcom by Allure Team (Cedric Bollen/

Frederic Caprasse/Edouard Mondron/Guillaume

Mondron); 2 Petrolheads (Jean Glorieux/

Guillaume Dumarey/ Stefan Talpe/Pol van Pollaert)

+2m57.862s; 3 AC Motorsport 1 (Stephane Perrin/

Martin Leburton/Simon Mirguet/Jonas de Kimpel);

4 MEGA Fun Team RLB (Pierre-Yves Corthals/

Maxime Soulet/Claude Pirson/Stephane

Boullanger); 5 Conceptexpo by Milo Racing (Lorenzo

Donniacuo/Marc van Cutsem/Frederic Bouvy/

Pierre Piron); 6 Orches-Stephys-France Toner

(Olivier Pernaut/Arnaud Tsamere/Guillaume

Breard/Pierre-Yves Rosoux). **CW** TML Racing by

4Race (Baudouin de Liedekerke/Florent de

Liedekerke/Charles Bernard Heger/Alan Jadot/

Alexandre Jadot); Track Torque 2 Rent Dominos

(Henry Dawes/Paul Wighton/Neil Burroughs/Ray

Grimes). **FL** Netcom by Allure Team 2m59.355s

(87.35mph). **P** Netcom by Allure Team. **S** 123.

BRANDS HATCH
BRSCC JULY 9-10

Murray returns to winning ways with double Brands honours

CHAMPIONSHIP LEADER NIAL MURRAY returned to the top step of the Formula Ford 1600 podium after taking both victories at Brands Hatch, making it six wins in 2016.

The Van Diemen driver, who started race one from pole ahead of Stephen Daly, held his line through Paddock Hill Bend and raced clear. Daly and James Raven finished second and third on track, but both received five-second time penalties for exceeding track limits, relegating them to ninth and 10th and handing Jake Byrne and Luke Williams second and third respectively.

Murray won with equal comfort in race two as a nine-car train squabbled for the final two podium places, allowing the Irishman to create a 10s gap to the rest of the pack. Raven eventually won the battle for second, having carved his Ray through from ninth and passing Williams for the place with a bold move up the inside at Druids.

There was only one Pre-'90 Formula Ford winner, as Ben Tinkler extended his

championship lead with a brace of his own, but it was a different story in the Formula Jedi Championship, with four drivers recording wins across the weekend.

Rookie Bradley Hobday earned his first victory in race one, ahead of Robert Sayell after making his "best-ever start" from second on the grid. In race two, Lee Morgan raced through from fifth to bag his first win of 2016.

Sayell, who lies second in the standings, then held off a confident Morgan in race three, while in the final race Paul Butcher claimed "it was about time" after earning the victory that had previously eluded him on multiple occasions this year.

Mazda maestro Tom Roche continued to dominate the MX-5 Championship, taking both wins. The Welshman, who has won every race bar one this season, was in a class of his own as he beat Simon Goddard in race one and James Harris in the second. Michael Fisk continued his good form with two thirds.

In Group B, for the slower qualifiers and race-one finishers, Jake Brewer was victorious in race one, while Stuart Symonds, who spun coming out of Paddock Hill in the first race, ended his weekend on a high with victory ahead of Martin Tolley in the second race.

Alan Henderson returned to top spot in the Mazda SuperCup after a below-par performance at Oulton Park, but Roche



Murray returned to FFord form with double win at Brands

got his revenge in race two, battling into the lead through Clearways to keep the title wide open.

In the OSS Championship, the top three were from three different classes on each occasion. Graham Cole's Jade proved to be the dominant force in races one and three, while in race two Josh Smith (Radical) managed to hold off a persistent Duncan Williams as Cole, who started from the pits, darted through into third.

Brands was a happy hunting ground for GTi Mk2 driver Nick Porter, who won twice, repeating his Rockingham exploits. In the more contemporary Mk5 series, two wins for Martyn Walsh made him the fourth victor of the season.

DOM D'ANGELILLO



Cole took two OSS wins and a third

RESULTS

FORMULA FORD 1600 NATIONAL (23 LAPS) 1 Niall Murray (Van Diemen RF99); 2 Jake Byrne (Ray GR13) +4.550s; 3 Luke Williams (Firman RF16); 4 Neil MacLennan (Ray GR14); 5 Stuart Gough (Van Diemen DP08); 6 Chase Owen (Ray GR14/15).

Class winner Daniel Obeirne (Swift SC95). **Fastest lap** Murray 50.562s (86.00mph). **Pole** Murray. **Starters** 27. **RACE 2 (24 LAPS) 1 Murray;** 2 James Raven (Ray GR15/16) +10.469s; 3 Williams; 4 Patrik Pasma (Mygale SJ08); 5 MacLennan; 6 Owen. **FL** Murray 50.987s (85.28mph). **P** Murray. **S** 25. **FORMULA FORD 1600 PRE '90 (23 LAPS) 1 Ben Tinkler (Reynard 89FF);** 2 Brian Soule (Van Diemen RF88) +1.756s; 3 Ian Wolfenden (Reynard 87FF); 4 Nick Barnes (Van Diemen RF87); 5 Iain Houston (Van Diemen RF89); 6 Andrew Kluge (Van Diemen RF89). **FL** Tinkler 52.118s (83.43mph). **P** Tinkler. **S** 7. **RACE 2 (20 LAPS) 1 Tinkler;** 2 Wolfenden +5.618s; 3

Barnes; 4 Soule; 5 Ian Cowley (Reynard 88FF); no other finishers. **FL** Wolfenden 52.290s (83.16mph). **P** Tinkler. **S** 7.

FORMULA JEDI (20 LAPS) 1 Bradley Hobday; 2 Robert Sayell +3.994s; 3 Dan Clowes; 4 Lee Morgan; 5 Adam Walker; 6 Paul Butcher. **FL** Hobday 45.661s (95.23mph). **P** Clowes. **S** 13.

RACE 2 (15 LAPS) 1 Morgan; 2 Butcher +4.101s; 3 Hobday; 4 Andrew Dunn; 5 Walker; 6 Sayell. **FL** Dunn 46.009s (94.51mph). **P** Jason Dixon. **S** 12. **RACE 3 (11 LAPS) 1 Sayell;** 2 Morgan +0.482s; 3 Hobday; 4 Clowes; 5 Butcher; 6 Jonathan Hunter.

FL Hobday 46.165s (94.19mph). **P** Morgan. **S** 12. **RACE 4 (20 LAPS) 1 Butcher;** 2 Hobday +0.668s; 3 Dunn; 4 Sayell; 5 Hunter; 6 Bryony King. **FL** Dunn 46.034s (94.46mph). **P** Kristian Prosser. **S** 11.

MAZDA MX-5 GROUP A (16 LAPS) 1 Tom Roche; 2 Simon Goddard +0.354s; 3 Michael Fisk; 4 James Harris; 5 Simon Baldwin; 6 Oliver Allwood. **FL** Baldwin 1m04.275s (67.65mph). **P** Roche. **S** 18.

RACE 2 (21 LAPS) 1 Roche; 2 Harris +6.777s; 3 Fisk; 4 Baldwin; 5 Allwood; 6 Goddard. **FL** Roche 57.905s (75.09mph). **P** Roche. **S** 18.

GROUP B (20 LAPS) 1 Jack Brewer; 2 Richard Collins +3.808s; 3 Paul Austin; 4 Andrew Adams; 5 Jack Warry; 6 Simon Orange. **FL** Michael Lawson 59.316s (73.31mph). **P** Adam Craig. **S** 18. **RACE 2 (21 LAPS) 1 Stuart Symonds;** 2 Martin Tolley +15.073s; 3 Orange; 4 Bryn Griffiths; 5 Sam Bailey; 6 Scott Ferguson. **FL** Symonds 58.516s (74.31mph). **P** Griffiths. **S** 17.

MAZDA MX-5 SUPERCUP (21 LAPS) 1 Alan Henderson; 2 Tom Roche +2.369s; 3 James Blake-Baldwin; 4 Liam Murphy; 5 Jonathan Greensmith; 6 Jack Harding. **FL** Harding 56.071s (77.55mph). **P** Roche. **S** 29. **RACE 2 (22 LAPS) 1 Roche;** 2 Henderson +1.067s; 3 Blake-Baldwin; 4 Murphy; 5 Harding; 6 Greensmith. **FL** Roche 55.885s (77.81mph). **P** Henderson. **S** 28.

OSS (BOTH 26 LAPS) 1 Graham Cole (Jade Traxstar); 2 Josh Smith (Radical PR6) +0.551s; 3 Duncan Williams



Henderson (leading) beat Roche (green car) in MX-5 Mk3s

(Ligier 2000); 4 Craig Mitchell (Ligier JS49); 5 Graham Hill (Radical PR6); 6 Richard Fearn (Radical SR8). **CW** Smith; Williams; Daniel Prendergast (Contour ZX10R); Kevin Suenson (Aquila Synergy). **FL** Williams 44.967s (96.70mph). **P** Williams. **S** 21. **RACE 2 1 Smith;** 2 Williams +1.093s; 3 Cole; 4 Mike Jenvey (Jenvey-Gunn TS6); 5 Mitchell; 6 Hill. **CW** Williams, Cole, Suenson. **FL** Williams 44.701s (97.28mph). **P** Williams. **S** 19. **RACE 3 (20 LAPS) 1 Cole;** 2 Jenvey +0.709s; 3 Smith; 4 Williams; 5 Mitchell; 6 Hill. **CW** Jenvey; Smith; Suenson. **FL** Jenvey 44.939s (96.76mph). **P** Smith. **S** 17. **PRODUCTION GTI MK2 (21 LAPS) 1 Nick Porter;** 2 Chris Webb +6.410s;

3 Adam Hance; 4 Alistair Miles; 5 Dan Gibbs; 6 Alistair Lindsay. **CW** Martyn Brown. **FL** Hance 57.939s (75.05mph). **P** Porter. **S** 12. **RACE 2 (16 LAPS) 1 Porter;** 2 Webb +4.624s; 3 Hance; 4 Lindsay; 5 Miles; 6 David Parris. **FL** Hance 57.927s (75.07mph). **P** Porter. **S** 12. **PRODUCTION GTI MK5 (22 LAPS) 1 Martyn Walsh;** 2 Charlie Cudlipp +1.843s; 3 Simon Gusterson; 4 James Howlison; 5 Josh Johnson; 6 Paul Blackburn. **FL** Cudlipp 55.552s (78.27mph). **P** Gusterson. **S** 9. **RACE 2 (16 LAPS) 1 Walsh;** 2 Johnson +0.753s; 3 Cudlipp; 4 Gusterson; 5 Howlison; 6 Andy Baylie. **FL** Cudlipp 55.551s (78.28mph). **P** Walsh. **S** 9.

MONDELLO PARK
 CKMC JULY 9-10


O'Hara outguns regulars for Vee victory

FORMER MOTORSPORT IRELAND Young Driver of the Year Kevin O'Hara dusted off his Formula Vee for the Vee Festival at Mondello Park and dominated the event, leaving class regulars with no answer to his pace.

Having won his heat from the back of the grid, O'Hara fluffed his start in the final and was swamped by the pack. But he made his way back to the pointy end of the field and, when the red flags flew after a huge shunt, was declared the winner from team-mate Dan Polley and Colm Blackburn.

Polley continued his quest to clinch the 2016 title with a pair of wins in the championship races on the opening day of the meeting.

Robbie Parks's Mitsubishi FTO was the first of the Future Classics across the line, but a post-race penalty handed victory to SEAT Ibiza Cupra driver Timmy Duggan from Adrian Dunne's Citroen Saxo, with David Hammond's Fiat Uno in third.

Cian Carey took another BOSS Ireland win in race one despite the best efforts of Barry Rabbitt, but in race two Rabbitt slithered around the outside of Carey's similar Formula Renault into Turn 1 to snatch the lead and take a maiden win.

Sam Moffett took the first Supercar race win but had Peter Barrable and Andy O'Brien for company all the way. In race two, O'Brien led away but Moffett snatched the lead with a superb move at

Returning O'Hara won both Vee festival heats and final, despite slipping to back at start

the final corner. Barrable followed him through a lap or so later and by the chequered flag had charged up to shadow Moffett across the line.

Michael Cullen took the opening Fiesta ST win ahead of Sean Lillis, who challenged for honours to the flag. In race two, Dave Maguire was victorious despite the best efforts of Cullen; the gap was less than a tenth at the flag.

Grzegorz Kalinecki took yet another ITCC win in his Golf in race one. In race two Shane Rabbitt (Mazda RX7) and Kalinecki battled at the head of the field, but in their wake Eddie Kinirons and Robert Savage tangled heavily at Turn 2, their shunt bringing out the red flags and leading to the race being abandoned. In the concurrent ISCC race, multiple champion Alan Watkins was victorious.

Jackie Cochrane added to his Sunbeam Tiger's unbeaten HRCA 2016 record in race one. Bernard Foley retired midway through the affair, handing Steve Griffin's MG Midget the runner-up spot. Billy Crosbie (Lotus 7) completed the podium, having spun under pressure from Griffin late on. In race two Cochrane jumped the start, and his resultant penalty elevated a jubilant Griffin to the top of the podium.

Phil Lawless took the first Procraft Tools Fiesta race ahead of Michael Tumulty and Darren Lawler. Qualifying race victor Roy Tobin was fourth. Lawless won the second qualifier while Tumulty took a dominant first win in the final.

Niall Quinn drove superbly to take the SEAT Supercup race one, vaulting himself back into the title battle in the process. Series leader Erik Holstein fought back in race two, securing victory after grabbing the lead from row two following an early race stoppage.

LEO NULTY

RESULTS

FORMULA VEE FESTIVAL (9 LAPS)

1 Kevin O'Hara (Leystone); 2 Ray Moore (Leystone) +0.554s; 3 Colm Blackburn (Leystone); 4 Anthony Cross (Sheane); 5 Paula Moore (Leystone); 6 Justin Costello (Leystone). **FL** O'Hara 1m02.353s (66.37mph). **P** O'Hara. **S** 26.

HEAT 2 (6 LAPS) 1 O'Hara; 2 Dan Polley (Sheane) +0.568s; 3 R Moore; 4 Blackburn; 5 Jimmy Furlong (Sheane); 6 Costello. **FL** O'Hara 1m01.792s (66.97mph). **P** O'Hara. **S** 25.

FINAL (7 LAPS) 1 O'Hara; 2 Polley +0.631s; 3 Blackburn; 4 R Moore; 5 Joe Power (Leystone); 6 Stephen Morrin (Leystone). **FL** Polley 1m09.798s (59.29mph). **P** O'Hara. **S** 25.

FORMULA VEE CHAMPIONSHIP QUALIFYING RACE 1 (15 LAPS)

1 Cross; 2 Mark Reade (Leystone) +9.903s; 3 Gavin Buckley (Sheane); 4 Shane McBride (Sheane); 5 Power; 6 Damian Murphy (Leystone). **FL** P Moore 1m02.663s (66.04mph). **P** Cross. **S** 17. **QUALIFYING RACE 2 (9 LAPS)**

1 Cross; 2 Power +3.949s; 3 P Moore; 4 Buckley; 5 Conor Molloy (Leystone); 6 Murphy. **FL** P Moore 1m03.308s (65.37mph). **P** Cross. **S** 15. **RACE 1 (9 LAPS) 1 Polley;** 2 Blackburn +4.327s; 3 Kevin Grogan (Leystone); 4 Cross; 5 Costello; 6 Furlong. **FL** Polley 1m02.017s (66.73mph). **P** Polley. **S** 18.

RACE 2 (9 LAPS) 1 Polley; 2 Blackburn +4.078s; 3 Costello; 4 Grogan; 5 Furlong; 6 Buckley. **FL** Polley 1m01.910s (66.84mph). **P** Polley. **S** 14. **FUTURE CLASSICS (11 LAPS) 1 Timothy Duggan (SEAT Ibiza Cupra);** 2 Adrian Dunne (Citroen Saxo) +0.688s; 3 David Hammond (Fiat Uno); 4 Brendan Travers (Fiat Punto); 5 Paul Flanagan (Fiat Punto); 6 Michael Cunniffe (Peugeot 205). **FL** Robbie Parks (Toyota Celica) 1m08.838s (60.12mph). **P** Duggan. **S** 19.

BOSS IRELAND FORMULA LIBRE (11 LAPS) 1 Cian Carey (Tatuus FRenault); 2 Barry Rabbitt (Tatuus FRenault) +2.786s; 3 Noel Robinson (Tatuus FRenault); 4 Eamonn Matheson (Matheson Turbo); 5 Martin Daly (Tatuus FRenault); 6 John Daly (Lola F3000). **FL** Carey 54.685s (75.68mph). **P** Carey. **S** 7. **RACE 2 (13 LAPS) 1 Rabbitt;** 2 Carey +0.042s; 3 M Daly; 4 Robinson; 5 J Daly; 6 Colm Hynes (Reynard 88D). **FL** Carey 54.665s (75.70mph). **P** Carey. **S** 8.

SUPERCARS (15 LAPS) 1 Sam Moffett; 2 Peter Barrable +0.559s; 3 Andy O'Brien; 4 Barry Hallion; 5 Graeme Colfer; 6 Bob Cameron. **FL** O'Brien 1m00.446s (68.46mph). **P** O'Brien. **S** 10. **RACE 2 (12 LAPS) 1 Moffett;** 2 Barrable +0.148s; 3 O'Brien; 4 Colfer; 5 Cameron; 6 Alan Dawson. **FL** Barrable 1m00.548s (68.35mph). **P** O'Brien. **S** 10. **FIESTA ST (11 LAPS) 1 Michael Cullen;** 2 Sean Lillis +0.210s; 3 Kevin Doran; 4 Dave Maguire; 5 John Denning; 6 Ullick Burke. **FL** Lillis 1m07.102s (61.67mph). **P** Lillis. **S** 18. **RACE 2 (6 LAPS) 1 Maguire;** 2 Cullen +0.010s; 3 Lillis; 4 Burke; 5 Denning; 6 John Ward. **FL** Maguire 1m07.254s (61.53mph). **P** Maguire. **S** 18. **IRISH TOURING CARS (15 LAPS) 1 Grzegorz Kalinecki (VW Golf);** 2 Robert Savage (Honda Integra) +3.114s; 3 Shane Rabbitt (Mazda RX7);

4 Kealan O'Connor (Honda Integra); 5 Martin Duffy (BMW M3); 6 Eddie Kinirons (BMW M3). **CW** Jay O'Reilly (Honda Civic). **FL** Kalinecki 1m00.919s (67.93mph). **P** Kalinecki. **S** 13. **IRISH SPORTS CARS (15 LAPS) 1 Alan Watkins;** 2 Des Bruton +4.586s; 3 Roger Welaratne; 4 Jordan Kelly; 5 Michael Ward; no other finishers. **FL** Bruton 1m02.244s (66.49mph). **P** Watkins. **S** 8.

HRCA HISTORICS (14 LAPS) 1 Jackie Cochrane (Sunbeam Tiger); 2 Steve Griffin (MG Midget) +6.459s; 3 Billy Crosbie (Lotus 7); 4 Val Thompson (TMC Costin); 5 Wolfgang Schnittger (MG Midget); 6 Liam Ruth (MG Midget). **CW** Griffin; Schnittger; Noel Kavanagh (MGB). **FL** Cochrane 1m03.015s (65.67mph). **P** Bernard Foley (MGB GTV8). **S** 9. **RACE 2 (11 LAPS) 1 Griffin;** 2 Cochrane +6.920s; 3 Crosbie; 4 Schnittger; 5 Garth Maxwell (MGB GTV8); 6 Kavanagh. **CW** Cochrane; Schnittger; Kavanagh. **FL** Cochrane 1m03.472s (65.20mph). **P** Cochrane. **S** 8.

FIESTA ZETEC QUALIFYING RACE 1 (10 LAPS) 1 Roy Tobin; 2 Mark O'Donoghue +0.191s; 3 Peter Campbell; 4 Eamonn Yamamoto; 5 Colin Lewis; 6 Adam Johnston. **FL** O'Donoghue 1m12.747s (56.89mph). **P** Tobin. **S** 17. **QUALIFYING RACE 2 (13 LAPS) 1 Philip Lawless;** 2 Trevor Farrar +2.407s; 3 Tobin; 4 Gary Wheeler; 5 Johnston; 6 Thomas Mulready. **FL** Lawless 1m12.312s (57.23mph). **P** Farrar. **S** 16. **RACE 1 (9 LAPS) 1 Lawless;** 2 Michael Tumulty +1.323s; 3 Darren Lawler; 4 Tobin; 5 Farrar; 6 O'Donoghue. **FL** Lawless 1m12.323s (57.22mph). **P** Shane Kenny. **S** 22. **RACE 2 (9 LAPS) 1 Tumulty;** 2 Darragh McMullen +3.697s; 3 Campbell; 4 John Boland; 5 Lawler; 6 Lawless. **FL** Farrar 1m19.337s (52.16mph). **P** McMullen. **S** 22.

SEAT SUPERCUP IRELAND (16 LAPS) 1 Niall Quinn; 2 Rod McGovern +2.090s; 3 Rob Butler; 4 Erik Holstein; 5 Brian Berry; 6 Barry English. **FL** Quinn 58.977s (70.17mph). **P** Quinn. **S** 9. **RACE 2 (12 LAPS) 1 Holstein;** 2 English +3.068s; 3 Quinn; 4 McGovern; 5 David Kidd; 6 Berry. **FL** Dave O'Brien 59.214s (69.89mph). **P** English. **S** 8.

IRISH SPORTS CARS (15 LAPS) 1 Alan Watkins; 2 Des Bruton +4.586s; 3 Roger Welaratne; 4 Jordan Kelly; 5 Michael Ward; no other finishers. **FL** Bruton 1m02.244s (66.49mph). **P** Watkins. **S** 8. **HRCA HISTORICS (14 LAPS) 1 Jackie Cochrane (Sunbeam Tiger);** 2 Steve Griffin (MG Midget) +6.459s; 3 Billy Crosbie (Lotus 7); 4 Val Thompson (TMC Costin); 5 Wolfgang Schnittger (MG Midget); 6 Liam Ruth (MG Midget). **CW** Griffin; Schnittger; Noel Kavanagh (MGB). **FL** Cochrane 1m03.015s (65.67mph). **P** Bernard Foley (MGB GTV8). **S** 9. **RACE 2 (11 LAPS) 1 Griffin;** 2 Cochrane +6.920s; 3 Crosbie; 4 Schnittger; 5 Garth Maxwell (MGB GTV8); 6 Kavanagh. **CW** Cochrane; Schnittger; Kavanagh. **FL** Cochrane 1m03.472s (65.20mph). **P** Cochrane. **S** 8. **FIESTA ZETEC QUALIFYING RACE 1 (10 LAPS) 1 Roy Tobin;** 2 Mark



Enduring legends

Star cars and drivers were out in force for the 2016 Le Mans Classic last weekend. **Russell Douglas** was there to see the many highlights

PLATEAU 1

1923-1939

THE PRE-WAR TALBOT LAGO GRAND PRIX CAR OF CHRISTIAN TRABER and Spencer Trener dominated, taking three wins and the overall victory. The car, second in the 1950 24 Hours, was adapted for the Le Mans with the addition of a second, offset seat and cycle wings. Julian Bronson/Gareth Burnett in the Talbot 105 team car BGH 21 were second, and third overall were Jean-Jacques Bally and Bertrand Leseur in their BMW 328. An original works Bentley returned to Le Mans for the first time since 1925, driven by Jonathan Turner and William Medcalf. They started with the hood up, as Bertie Kensington Moir/Dr Dudley Benjafield had in 1925.



Talbot Lago was unstoppable in the Plateau 1 contests

PLATEAU 2

1949-1956



Wallace (6) won, while Ward (left) starred in C-type

DRIVING NIGEL WEBB'S JAGUAR D-TYPE, ANDY WALLACE WAS THE overall winner after two wins and a second place. Unlike his 1988 Le Mans victory for Jaguar, Wallace ran across the track for the spectacular, theatrical recreation of the old Le Mans-style start. Second overall was Frenchman Nicolas Chambon (Maserati 300S), while Serge Kriknoff was third in his 1.5-litre Lotus 11. Chris Ward in the JD Classics Jaguar C-type missed out on the podium for the overall classification despite a race win and a second place. His first race ended after one lap, but his subsequent night-time win from 56th on the grid was a star drive.



The Plateau 3 field enjoyed a classic Le Mans-style start

PLATEAU 3

1957-1961

IN THE PLATEAU THAT INCLUDED SUCH NAMES AS BREADVAN, BIRDCAGE, Knobby and Flat Iron, it was a Costin that triumphed. This time, with three straight wins, nothing stood in the way of Chris Ward in the Lister-Jaguar on his way to the top step of the overall podium. Consistency rewarded Eric Perou/Luc Cheminot (Austin-Healey 3000) and Christian Dumolin (Ferrari 250GT), who were placed second and third overall respectively. Three-time Audi Le Mans winner Marco Werner's opposite-lock slides in the Maserati Birdcage pleased the crowd as he and Ulrich Schumacher drove to second place in race one, battling Ward to within 0.6 seconds of the win. Their challenge for the overall podium ended in race two when they failed to finish, and they missed the finale.



Ward won all three races in Lister-Jag

PLATEAU 5

1966-1971

LOLA T70s ACHIEVED A CLEAN SWEEP OF THE PODIUM IN THE OVERALL classification, with winners Bernard Thuner/Claude Nahum claiming two race wins. Second overall was Eric de Doncker, who took one win, and Swiss Toni Seiler was third with consistent results throughout. A third place for the Carlos Monteverde/Gary Pearson/Andrew Smith Porsche 917 in the shortened twilight race was the only non-T70 top-three position of the weekend. Starting the third race from 65th on the grid after a retirement in race two, Martin O'Connell and Andrew Kirkaldy charged to an outstanding fourth place in Sandy Watson's 1.8-litre Chevron B19.

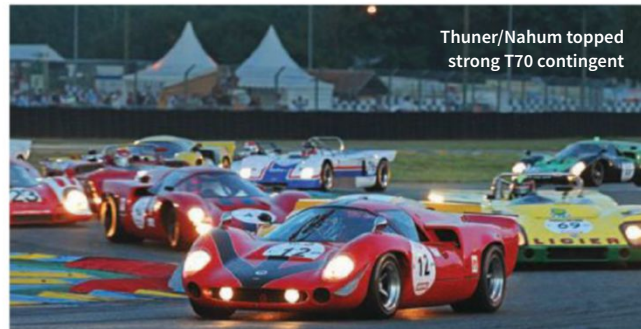
PLATEAU 4

1962-1965



Lynn led the GT40 pack in Plateau 4

THEY MAY HAVE BEEN FERRARI YEARS IN PERIOD, BUT IT WAS FORD WITH GT40s and Shelby Cobras that dominated this time around. Christophe van Riet (GT40) won the first race, while Shaun Lynn (GT40) took overall victory with wins in the remaining two. Richard Meins (GT40) was second overall and Ludovic Caron was the leading Cobra driver with third overall. One of the most thrilling battles of the weekend came in race three between Lynn and the GT40 driven by Jesus Fuster, shared with Diogo Ferrao. Going wheel to wheel, Fuster led briefly, but a puncture and resulting bodywork damage dropped him back to sixth, contributing to his fourth overall. Claude Nahum was fifth overall in the gold seven-litre Ford Mk2, the third-placed car from the famous 1-2-3 finish in 1966.



Thuner/Nahum topped strong T70 contingent

PLATEAU 6

1972-1981



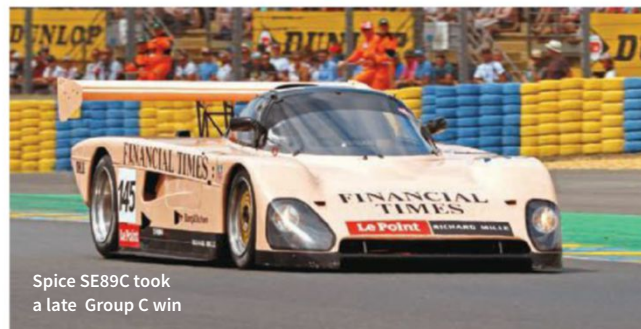
Werner found the 936 more tricky than LMP1 Audi

DRIVING A PORSCHE 936, THREE-TIME LE MANS 24 HOURS WINNER Marco Werner headed all three stanzas to claim overall victory. Stephan Meyers and Marc de Siebenthal's ex-Gelo Porsche 935 was second, with Dominique Guenat third in his Lola T286. Comparing the 936 with his LMP1 Audi R10s and R15s of the late 2000s, Werner said: "Forty minutes in this car is harder than four and a half hours in the Audi!" Martin O'Connell and Marc Devis shared the Belgian's 1978 DFV-engined Rondeau, which has made 10 Le Mans appearances. In race three they recorded the fastest lap by some margin as they fought to fourth place.

GUEST RACE

GROUP C

KATSU KUBOTA'S 1990 NISSAN R90 WAS THE CLASS OF THE GROUP C field, but he would be denied victory. The Porsche 962 of Pierre-Alain France and son Erwin that finished third in the 1990 Le Mans 24 Hours led for the first two laps of the 45-minute race, but on the third time around poleman Kubota claimed his rightful place at the front of the field. Less than half a lap from the finish, though, Kubota slowed to a standstill with loss of fuel pressure. This left Tommy Dreelan/Aaron Scott (ex-Kremer Porsche 962) to take the chequered flag, but they were given a two-minute penalty for missing the pit window, dropping them to third. Following the late retirement of the France Porsche, the victory was finally awarded to Julien Piguet in the C2 Spice.



Spice SE89C took a late Group C win

ALL PICS: ERIC SAWYER

WHAT'S ON

The mid-season verdict on Channel 4

ON THE FRONT LINES OF THE UK Formula 1 television battle, Channel 4 always faced a battle keeping up with the riches and power of Sky Sports F1. The British Grand Prix weekend was an ideal acid test of whether the newcomer has been caught up in Sky Sports' dirty air or whether it had the potential to make an overtaking manoeuvre stick.

Superficially, the Channel 4 approach is more casual and light-hearted than Sky Sports', as you'd expect when one has an eye on passing channel-flickers and the other needs a motorsport hardcore to stump up subscription fees. If it was a presidential race, you'd say Channel 4 dress like the Democrats, with Sky going for more of a stern Republican vibe. It feels like Channel 4 is hosting more of a party than a convention, and that really does work if you want to scoop up the casual viewers.

Presenter Steve Jones still struggles to fit in with the purists, his experience more in teen strand T4 than F1. But Jones doesn't get in the way, happily remaining impartial and letting Eddie Jordan and David Coulthard (an entertainingly fractious double act retained from the BBC) argue with each other before butting in to trigger an ad break and remix of zany paddock shots.

Karun Chandhok, Mark Webber and Susie Wolff rounded out the Silverstone team and made some brilliant observations. The ex-drivers are really sharp, and crucially they aren't dwelling



Chandhok delivers clear analysis

XPB IMAGES



XPB IMAGES

on being on the F1 sidelines, constantly offering intelligent, balanced coverage without any hint of bitterness over their own missed opportunities – something that isn't always the case with racers-turned-pundits.

Chandhok's dissection of the Mercedes incident in Austria wasn't clouded with opinion. Instead, he broke it down with accessible, objective analysis, explaining in plain terms why Lewis Hamilton was struggling to catch Nico Rosberg over the race and why contact was ultimately made. He convincingly apportioned overall blame on Mercedes for the mistake, not the drivers. Nuanced enough for the expert viewers, engaging for those new to F1.

Channel 4 knows that explaining things for the casual viewer is key in its position, especially with so many one-off watchers likely for an event like Silverstone. Its team does this without being condescending, assuming a degree of knowledge and avoiding convoluted infographics or impenetrable technical

C4's Wolff, Jordan and Webber entertain and inform audiences

rant, and focusing on the spectacular side of the racing.

Particularly enjoyable last Saturday was the shaky-cam run down the paddock to follow Jenson Button as he tried desperately to work out whether he'd be able to go out in Q2. F1 is controlled chaos, and Channel 4 has nailed that feeling – as it showed again with its handling of the extra drama of Hamilton having his provisional pole time scratched off in Q3.

The arch purists are still probably more at home with Sky's approach, but staunchly anti-pay-per-view F1 fans won't be disappointed with C4. Most importantly for the free-to-air broadcaster, those waking up bleary-eyed at the weekend and channel-hopping at random will appreciate the candid punditry of some of F1's most entertaining figures.

Channel 4 has definitely pulled up alongside Sky Sports, and it's more than capable of holding its position.

SAMARTH KANAL

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HOT ON THE WEB THIS WEEK

YouTube **MERCEDES' BIG BOUNCY F1 RACE**

Search for: Paddy vs Andy: Ultimate F1 Obstacle Course

In what's likely to be the most bizarre video featured here this year, Mercedes Formula 1 tech high-ups Paddy Lowe and Andy Cowell take time off from their Silverstone prat-perch duties to compete in a bout of *It's a Knockout*-style antics on a bouncy-castle-cum-obstacle-course.

INTERNATIONAL MOTORSPORT

INDYCAR SERIES

Rd 11/15
Toronto, Ontario, Canada
July 17

WATCH ON TV

Live ESPN, 2200

INDY LIGHTS

Rd 8/11
Toronto, Ontario, Canada
July 16-17

DTM

Rd 5/9
Zandvoort, Netherlands
July 16-17

WATCH ON TV

Live BT Sport Europe, Saturday, 1645; BT Sport 1, Sunday, 1230

EUROPEAN FORMULA 3

Rd 6/10
Zandvoort, Netherlands
July 16-17

WATCH LIVE

fiaf3europe.com

EUROPEAN LE MANS SERIES

Rd 3/6
Red Bull Ring, Austria
July 17



INDYCAR

FORMULA RENAULT EURO CUP

Rd 4/7
Red Bull Ring, Austria
July 16-17

WATCH ON TV

Live BT Sport Europe, Saturday 1315 and Sunday 0930

SUPER FORMULA

Rd 3/7
Fuji, Japan
July 17

JAPANESE FORMULA 3

Rd 5/8
Fuji, Japan
July 16-17

PAUL RICARD 24 HOURS 24 HOUR SERIES

Rd 4/6
Paul Ricard, France
July 16-17



ELMS RED BULL RING



ZANDVOORT DTM

BT SPORT

Saturday, BT Sport Europe, 1645; Sunday, BT Sport 1, 1230

Zandvoort is one of the classic old-school European circuits, and the DTM title race is still massively wide open, as the cars race in the dunes.



NASCAR SPRINT CUP

Rd 19/36
New Hampshire Motor Speedway, USA
July 17

WATCH ON TV

Live Premier Sports TV, 1800

V8 STOCK CARS

Rd 6/12
Cascavel, Brazil
July 17

EUROPEAN RALLY CHAMPIONSHIP

Rd 6/10
Rally Estonia



NASCAR NEW HAMPSHIRE

Otepaa, Estonia
July 15-17

WATCH ON TV

Highlights Eurosport 1, Saturday 2310 and Sunday 2200

MOTOGP

Rd 9/18
Sachsenring, Germany
July 17

WATCH ON TV

Live BT Sport 2, 1245

UK MOTORSPORT

OULTON PARK MSVR

July 16
F3 Cup, Lotus Elise, Lotus Cup, Radical Challenge, Radical SR1

ANGLESEY 750MC

July 16-17
Clio 182, Formula Vee, Locost, RGB, 750 Trophy, Bikesports, Civic Cup, Classic Stock Hatch, MX-5 Cup, M3 Cup, Super Cooper Cup, Classic Interseries

BRANDS HATCH MINI FESTIVAL

July 16-17
Mini Challenge, Mini Miglia, Mini Se7en, Mighty Minis, SU Euro Challenge, Pre-1966 Minis, FF1600, Fastest Mini

CASTLE COMBE BRSCC

July 16-17
FF1600, Saloons, GT, Ford Fiesta, Touring Greats,

Porsches, Alfa Romeos, HRDC Academy/A-Series, BMW Compact, Sports 2000 Duratec, Sports 2000 Pinto, Welsh Sports/Saloons

SNETTERTON BRSCC

July 16-17
Caterham Superlight R300, Caterham Roadsport, Caterham Tracksport, Caterham Supersport,

Caterham Academy, TVR, Honda VTEC

DONINGTON PARK BARC

July 17
Dunlop Prototypes, Clubmans, Superkarts

KNOCKHILL SMRC

July 17
Mini Cooper, Fiesta, FF1600, Classic Sports

and Saloons, Legends, Sports and Saloons, BMW Compact

BOULEY BAY & VAL DES TERRES

July 14 & 16
British Hillclimb Championship



THE ARCHIVE

Alain Prost's Ferrari 643 kicks up a shower of sparks during the 1991 Portuguese Grand Prix. Prost qualified fifth, but he failed to finish after his V12 engine cried enough after 39 laps.

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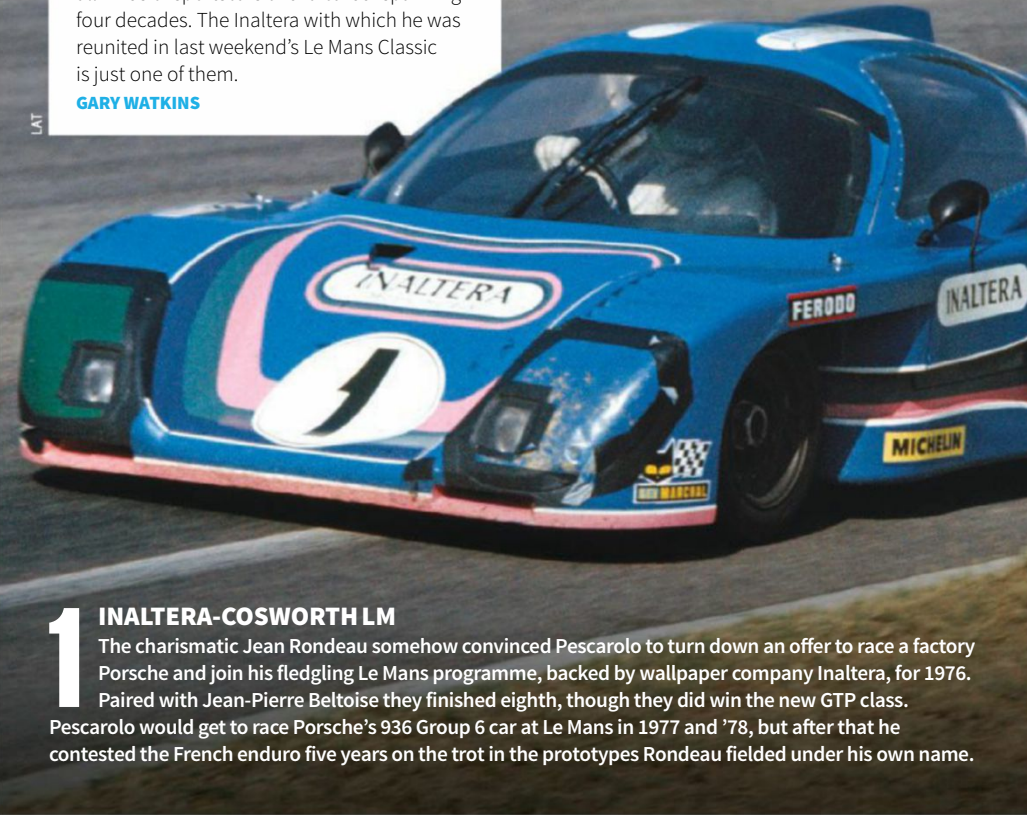
TOP FIVE

FORGOTTEN HENRI PESCAROLO CARS

Think Henri Pescarolo and the image your mind will no doubt conjure up is a Matra or a New Man-sponsored Joest Porsche 956. Or perhaps some kind of Courage. Yet in addition to the cars that made him famous, the four-time Le Mans 24 Hours winner drove all kinds of sportscars over a career spanning four decades. The Inaltera with which he was reunited in last weekend's Le Mans Classic is just one of them.

GARY WATKINS

LAT



1 INALTERA-COSWORTH LM

The charismatic Jean Rondeau somehow convinced Pescarolo to turn down an offer to race a factory Porsche and join his fledgling Le Mans programme, backed by wallpaper company Inaltera, for 1976.

Paired with Jean-Pierre Beltoise they finished eighth, though they did win the new GTP class.

Pescarolo would get to race Porsche's 936 Group 6 car at Le Mans in 1977 and '78, but after that he contested the French enduro five years on the trot in the prototypes Rondeau fielded under his own name.



LAT

2 ALFAROMEO T33/TT/12

The final iteration of Alfa's line of prototypes gave Pescarolo three wins in the forgotten campaign of his career in 1975. The in-house Autodelta factory squad entered a pair of its flat-12 machines in the full World Championship of Makes under the Willi Kauhsen Racing Team banner, dominating on the way to the manufacturers' title. Pescarolo and Derek Bell took wins at Spa, the Osterreichring and Watkins Glen.

3 PORSCHE 917K/81

Pescarolo can, of sorts, add Porsche's 917 to the list of classic sportscars in which he has competed courtesy of a one-off in the recreation built to Group 6 rules by Kremer for 1981. Bob Wollek, who'd also raced the 917K/81 at Le Mans, was among the frontrunners early in September's Brands Hatch 1000Km, but the car broke its suspension before his team-mate could drive.



LAT

4 LANCIALC2

A return to the winner's circle at Le Mans with the Joest Porsche team in 1984 helped revive Pescarolo's career. A series of factory drives would follow, starting in 1985 with a drive in the 24 Hours with the Martini-backed Lancia squad for which he'd raced sporadically four seasons before. The car wasn't competitive in the race, though he and Mauro Baldi did make it to the finish in seventh.



MURENBEED/LAT

5 VENTURI 600LM

The final big win of Pescarolo's sportscar career came at the age of 51 over seven and a half hours of racing around the punishing Montlhéry circuit in the revived Paris 1000Km of 1994. He and car owner Jean-Claude Basso nursed their brand new Venturi 600LM GT1 to the finish of the BPR Organisation's International GT Endurance Series event when all around them were breaking their transmissions.



LAT



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