



BRITISH GRAND PRIX PREVIEW

MOTORSPORT NEWS

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F2'S RISING STARS: THE NEXT GENERATION

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Brit eager to shine at home after Austrian heartbreak

LEWIS PROMISES A SILVERSTONE FIGHTBACK



By Matt James

World champion Lewis Hamilton is relishing the prospect of reigniting his title charge in the British Grand Prix this weekend after his Mercedes team suffered a nightmare in Austria on Sunday.

A tactical blunder and then two mechanical failures meant neither Hamilton or Valtteri Bottas finished the race in Spielberg, which was won by Max Verstappen's Red Bull.

Mercedes chiefs have said that lessons will be learned from last weekend's collapse, while Hamilton himself said that he was still looking on the bright side.

Lewis said: "We have to take the positives from Austria, and we were fast. I also think we have a car to be very fast at Silverstone too. We can't afford to throw away points [and we need to] come back strongly for the next race."

Full story, p2-3



TAKING IT TO THE MAX!

HOW RED BULL GRABBED ITS CHANCE IN AUSTRIA P4



MOTORSPORT NEWS ISSUE MJ3136 JULY 4 2018

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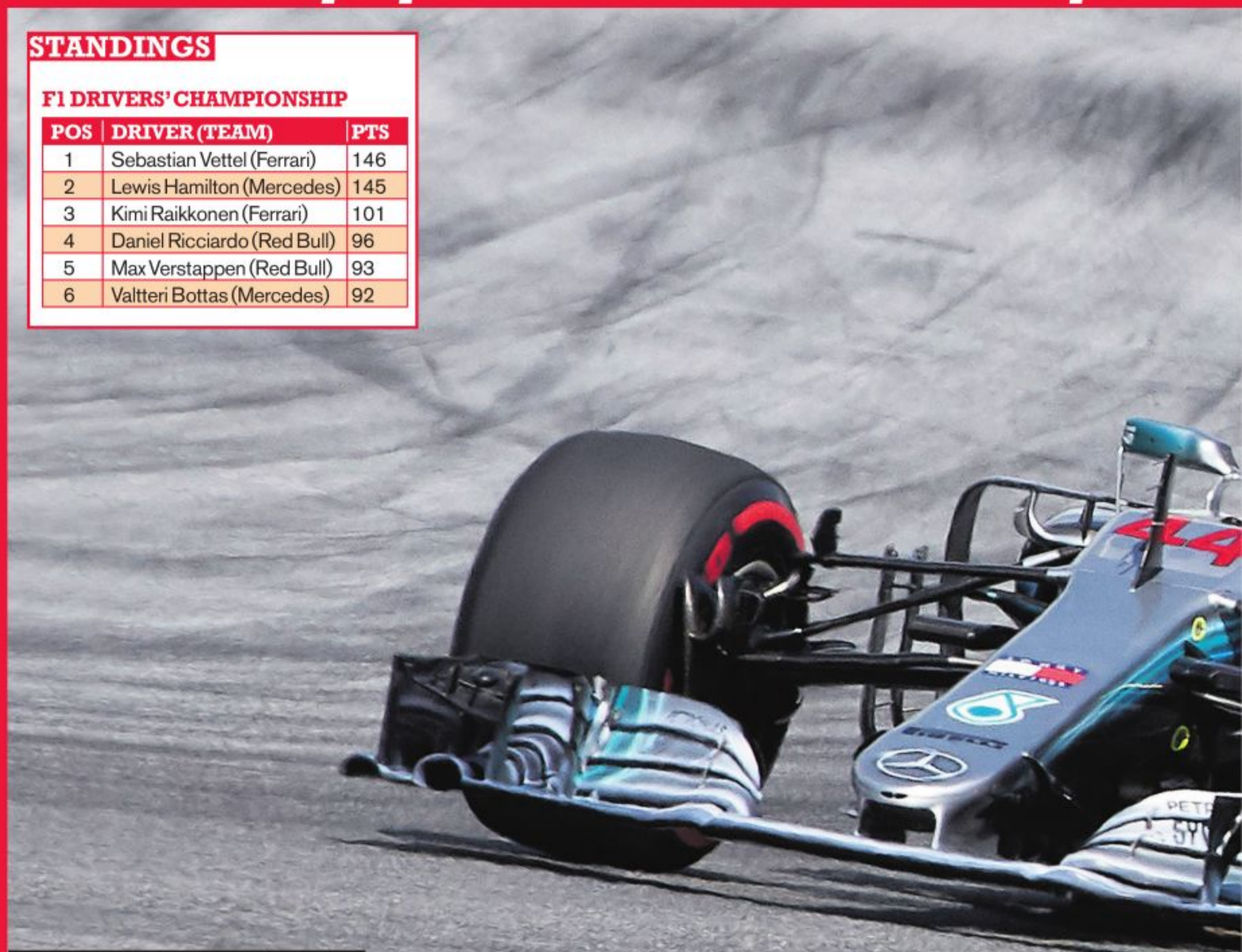
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World champs promise no more mess-ups

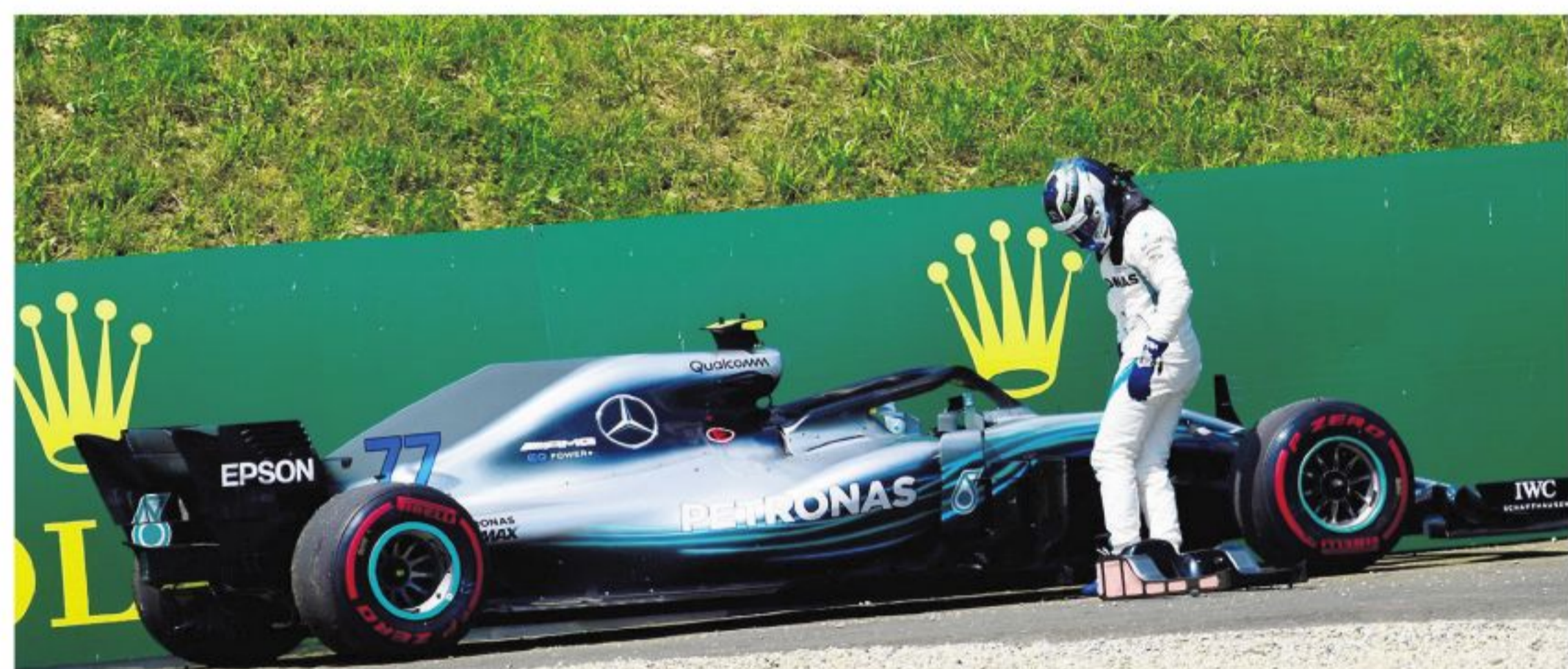
STANDINGS

F1 DRIVERS' CHAMPIONSHIP

POS	DRIVER (TEAM)	PTS
1	Sebastian Vettel (Ferrari)	146
2	Lewis Hamilton (Mercedes)	145
3	Kimi Raikkonen (Ferrari)	101
4	Daniel Ricciardo (Red Bull)	96
5	Max Verstappen (Red Bull)	93
6	Valtteri Bottas (Mercedes)	92



Hamilton will be desperate for redemption in the UK



The race only lasted 13 laps for Bottas as he struck hydraulic failure in the Austrian GP

By Matt James

Mercedes boss Toto Wolff says the double retirement of Lewis Hamilton and Valtteri Bottas from last weekend's Austrian Grand Prix has been a major wake-up call for the Silver Arrows, and he has pledged that the team will rebound at Silverstone this weekend.

Bottas was running in second place in the early stages of the race at the Red Bull Ring when he was forced to pull off after 13 laps with a hydraulic problem. That sparked a virtual safety car but Mercedes did not call leader Hamilton in for a change of tyres.

Other leading runners took advantage and that put the world champion on the back foot.

He was forced to pit at racing speed and he dropped to fourth. Worsening tyre wear meant he later had to take an unscheduled second stop, but his Mercedes cut out on lap 63 with a fuel-pressure problem.

It means that going into the British Grand Prix at Silverstone this weekend, Hamilton has lost his lead in the championship to Ferrari's Sebastian Vettel, who finished third in Spielberg. The Briton is only one point behind.

"We can't afford to throw away any more points," said Hamilton. "We need to find a bulletproof method to move forward from here."

Implosion

The double retirement for Mercedes was its first since Hamilton and then team-mate Nico Rosberg crashed into each other on the opening lap of the Spanish Grand Prix in 2016.

Hamilton said that the slip-up

was painful, but he was confident that he could bounce back this weekend.

"Everyone in the team is going to be feeling the pain [because] we've had such great reliability for so many years. As painful as it is, we are professionals and we have to take the rough with the smooth. This is definitely the worst weekend I can remember us having for a long, long time but I have every confidence in my team."

In his five previous British Grands Prix with Mercedes, Hamilton has won four of them and is expected to set the pace once again this weekend.

The layout of the 3.661-mile track will play to the strengths of the F1 W09 and Hamilton knows it will be vital to come back strong to reignite his charge.

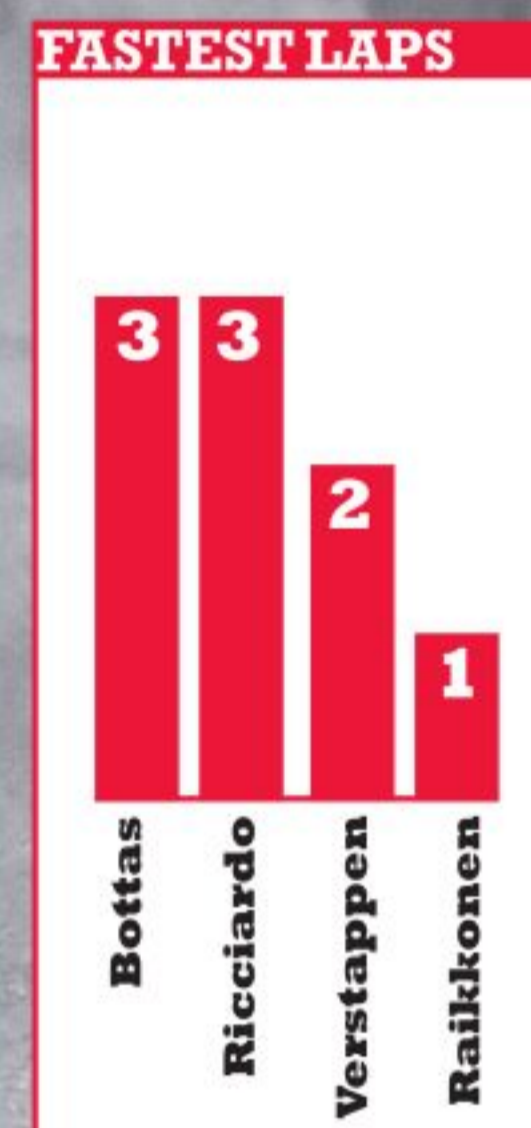
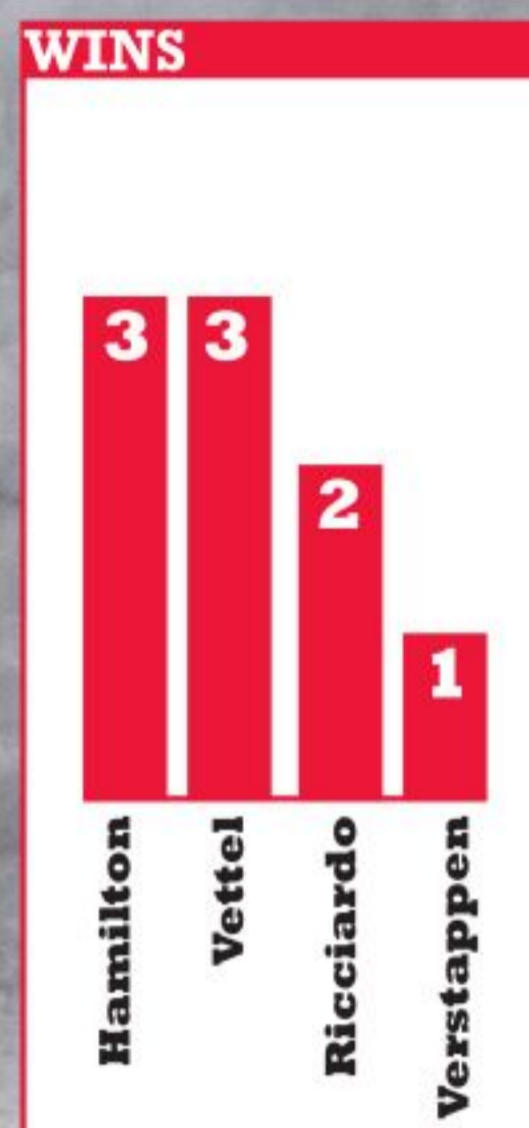
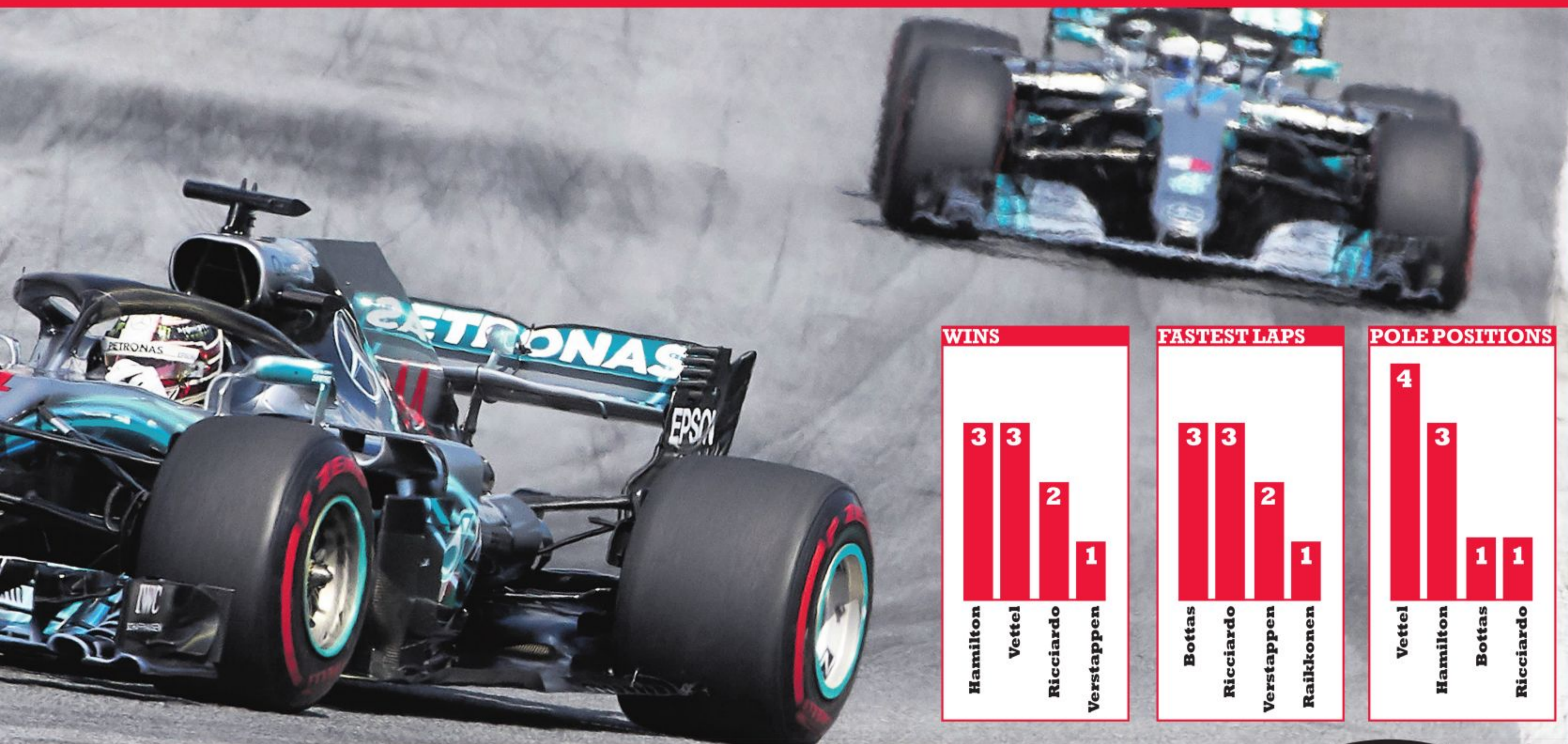
"I think we've got the car to be quick there. It's a lot of points lost today in Austria," said Hamilton. "We'll work on it, re-evaluate and come back strongly for the British Grand Prix."



Pit and miss: Hamilton woe

HEADLINE NEWS

Photos: LAT



MISERGO

AIMS TO BOUNCE BACK AT SILVERSTONE

Strategy blunder

The call to leave Hamilton out during the early virtual safety car, caused by Bottas, ruined the Brit's charge in a race that he should easily have won, and it had echoes of a strategic slip-up in Melbourne which contributed to Vettel's round one victory. Wolff admitted that a car failure for Bottas had caught them unawares. "We were running 1-2 and controlling the race and suddenly you see your second car stopping. The VSC came out, we had half a lap to react and we didn't. Fact. That whole thinking loop I wouldn't say distracted us, but we spent too much time on that. This is where we lost the race." During the race, Mercedes strategist James Vowles went on the pit-to-car radio to apologise to Hamilton for the mistake. Wolff said the decision to get Vowles to speak with Hamilton directly was aimed to spur the driver on during the latter part of the 71-lap race. "We wanted to recover the maximum points that we could,

and at that stage we were all in pain about the mistake that we'd made," admitted Wolff. "James coming on the radio is the mindset that we have to say that we've done a mistake in order to close the matter. "We wanted to give Lewis peace of mind that there's complete acknowledgement within the team that that has gone wrong and was our mistake. It was about extracting what was left of performance in him and helping him out of the mind loop of 'how can this possibly have happened?' By admitting the mistake it's easier to get yourself out of the spiral." **Learning lessons** Hamilton said that he had left the strategic decision to the team, despite the fact he could have overridden it with his own choice. "Ultimately the guys on the pitwall: you have to put 100 percent confidence and faith in them, they have the picture," said the four-time world beater. "All I can see is the guy in front of me and the guy behind me—and actually at the

time I was in the lead, I couldn't see where they were." Wolff said that the team would regroup in Brackley this week before the British Grand Prix, and try to pick up on any lessons that could be learned from the Austrian nightmare. "The most important thing is to understand why an error happens and go back into the situation and analyse it. I don't think that we would make an error twice," said Wolff. "It's just that the situation is very complex, we are fighting six cars and it's just a tough situation." Despite that admission, Hamilton was forced to pit in the latter stages as his Pirelli tyres suffered from blisters as he was pushing hard, trying to battle his way back towards the front before his car stopped on the approach to Turn 3. Hamilton said that the failure would be a motivation, and he was remaining upbeat. "We've got to take out the positives of this race," said the 33-year-old. "We were the quickest, we should've won, so got to keep working hard."



Hamilton (left) and Wolff will do some soul-searching ahead of Britain this weekend

AUSTRIAN GP REPORT

BY JAMES ROBERTS

As Mercedes suffers a nightmare, Verstappen pounces



MAX ANSWERS BACK

Max Verstappen controlled the pace



Heartbreak for Hamilton



Raikkonen took second

The 20,000 orange-clad Dutch fans who descended on the Styrian region of Austria had good reason to celebrate last Sunday night. Max Verstappen drove with what his team boss Christian Horner described as “great maturity” during the 71 laps of the Austrian Grand Prix. The Red Bull man took his first victory of the season ahead of the two Ferraris of Kimi Raikkonen and Sebastian Vettel.

In the past four years, Red Bull has only led five laps since its ‘home’ circuit returned to the Formula 1 calendar. But finally, the team had its first victory thanks to a measured drive from Verstappen, who conserved his rubber – particularly the left-rear – while his rivals suffered from blistering.

In contrast, it was a disaster for Mercedes. It had won every race here since 2014, but it suffered its first double-retirement in over two years. Firstly, pole position holder Valtteri Bottas suffered a hydraulic failure on lap 14, while Lewis Hamilton was forced to stop with a fuel pressure problem on lap 63. It was Hamilton’s first retirement since the 2016 Malaysian GP, bringing to an end 33 consecutive points finishes.

After the race, team boss Toto Wolff admitted it was his worst race since the last time his two silver cars failed to finish a race, in Spain 2016. “With both cars on the front row, everyone was telling me we could do no wrong, but motor racing can be very cruel,” he said. “And today it was brutal.”

Despite bringing both aerodynamic and power unit upgrades to this race, of more immediate concern for Mercedes

was the fact the DNF for Hamilton brought about a switch at the top of the drivers’ standings. Although Ferrari – sensibly – didn’t switch its cars at the end (the fallout from the 2002 race here still resonates), Vettel was still able to reclaim the lead of the world championship from Hamilton – by just the solitary point.

Qualifying

Two hours after qualifying had finished came news from the stewards: Vettel had been given a three-place grid penalty for “unnecessarily” impeding Carlos Sainz in the final segment of qualifying.

Replays of the incident showed the Renault driver approach Turn 1 on his hot lap and when he found the Ferrari running slowly ahead of him on the racing line, Sainz took to the kerbs in avoidance.

Vettel told the stewards he was unable to see the Spaniard in his mirrors and had not been warned by his team on the radio the Renault driver was behind him.

But the penalty for Vettel was not the only drama of qualifying. A row broke out between the two Red Bull drivers with regards to which should run on track first.

The first driver to leave the garage alternates each weekend. In Austria it was Daniel Ricciardo’s turn, but he slowed in Q3 to cause Verstappen to query with his engineer what was going on. When told to “just overtake him”, Max replied with: “No. Last weekend I was in front and now he is in front. Come on, man. It’s discipline.”

Ricciardo was annoyed at going first for all three of his runs and said afterwards that he at least wanted one run when he wasn’t first on track. The issue came to light here because of the nature of the Red Bull Ring. Because the

track is so short, drivers get a third run to set a time, rather than the usual two.

“Why is he frustrated?” said Verstappen after qualifying. “In Paul Ricard I was ahead, Canada I was behind. I understand it’s not nice, but it was not nice for me in Paul Ricard. It was clear what the team wanted before qualifying and I stick with that.”

Verstappen was 0.156 seconds faster than his team-mate in fifth place, with the Haas of Romain Grosjean splitting them.

The second Haas of Kevin Magnussen and the two Renaults rounded out the top 10 – Sainz getting the better of Nico Hulkenberg, despite his ‘off’ avoiding Vettel.

Up front Bottas took the fifth pole position of his career and his first of 2018. He went fastest on his final run pipping Hamilton by just 0.019s. After such an unlucky start to the season, it was a lap that no-one would begrudge the Finn.

For a while it looked as though it would be an all-Finnish front row, but Raikkonen’s best time in Q3 was beaten at the end by Hamilton – and also his Ferrari team-mate before he picked up his grid penalty.

Race

From the second row, Raikkonen made a lightning start to sandwich himself between the two Mercedes as they ran three-abreast towards Turn 1.

Bottas had suffered too much wheelspin off the line and was forced to concede the corner to both his team-mate and the Ferrari.

As the field headed towards the Turn 3 hairpin, Raikkonen saw an opportunity to take the lead from Hamilton and braked late on the outside of the bend. But he locked up and ran wide, giving Verstappen the chance to nick the position off the

'A broken exhaust thwarted Ricciardo'
Red Bull man's misery, below



ROUND 09

Photos: LAT



Good tyre preservation helped Red Bull's Verstappen to his first victory of the 2018 season

Ferrari. While they squabbled over on the right-hand side of the track, Bottas made up for his tardy start by out-braking them both on the left into Turn 4 – back into second place behind his team-mate.

Verstappen, though, was not about to give up on challenging Raikkonen for third and dived for the inside at Turn 7. With his inside left-front wheel on the grass, his outside front-right just tapped the left-rear of Kimi, which unsettled him – and Max was through. Given the final result, that first-lap chance was arguably the move that won the Dutchman the race.

"The margins are so fine in sport," said Horner afterwards. "A few races ago, Max was making moves like that and it could so easily have been a puncture. This was good, hard racing and all credit to him."

As a result of his lower starting position, the second Red Bull of Ricciardo began the race more aggressively in the opening laps, such as the Australian's desire to also get past Raikkonen. That harder race pace meant he put more energy into his rears and combined with the hottest track temperatures of the weekend, ensured that even though he managed to get past the Ferrari on lap 20, he was

in significant tyre trouble; a dark line emerging on his left-rear tyre denoting the blistering he was suffering. That forced him into a two-stop strategy.

The race came undone for Mercedes on lap 14. Bottas was suddenly slowing with a hydraulic issue and parked his car off the track. With no service road nearby, a tractor was required to move his stricken Merc, so a virtual safety car neutralised the race.

Whether distracted by Bottas's retirement or worried about the teams behind splitting strategies, Mercedes – like it did in the season-opener in Australia – did not pit Hamilton under the VSC. Red Bull double-stacked its cars, as did Ferrari, knowing they would lose less time than in normal race conditions.

Once the VSC was lifted, Hamilton had a 13s lead over Verstappen and was asked by his team to extend the gap by a further eight seconds to enable him to pit comfortably and retain the lead.

An exasperated Hamilton responded: "I haven't got that time. Why didn't you pit me under the VSC?" Shortly afterwards Mercedes' chief strategist James Vowles came on the radio to apologise. "I've thrown away the win," he said. "But we still believe in you. Keep cool."

Like Ricciardo, Hamilton was also suffering with blistering on his rear tyres and lost third place to Vettel on lap 38, when the Ferrari man made a great move stick into the Turn 3 hairpin. Hamilton too was forced to make another stop. But for both Ricciardo and Hamilton their extra stops became irrelevant when they succumbed to mechanical woe.

A cracked exhaust damaged the gearbox to end Ricciardo's race, while Hamilton suffered a fuel-pressure failure.

"This is definitely the worst weekend that I can remember for a very long time," said the Brit.

The one team that was in minimal tyre trouble was Ferrari and with Raikkonen ahead of Vettel, they started to apply the pressure on leader Verstappen in the closing stages of the grand prix.

For the first time, signs of graining showed on the Dutchman's left-rear and there was an indication that he might not be able to hold off the Ferraris bearing down on him, particularly as his power unit had been turned down following the retirement of his team-mate. But Horner revealed that Verstappen drove "very maturely" by conserving his tyres, particularly in the fast double-right handers at the end of the lap. He held on to win by less than 2s at the flag.

"All credit to him, he kept his head," said a delighted Red Bull boss. "And with so many Dutch fans in attendance, this was a great victory for him. Last year, they only saw him make one corner – so this year they have come back and got a victory."

The number of top team retirements, meant a decent haul of points were on offer. The squad to benefit the most was Haas; in its 50th GP, it finished fourth and fifth to net 22 points, while Force India – in its 200th GP – was sixth and seventh.

One of the drivers of the day, again, was Fernando Alonso. After starting from the pitlane he finished eighth, ahead of the two Saubers.

Charles Leclerc also deserves credit: after running wide on the first lap, he hauled himself up to another points finish.

Heading into his home race at Silverstone next weekend, Hamilton will be seeking an instant response to a troublesome Austrian race.

RACE FACTS

Results © 2018 Formula One Administration Ltd

AUSTRIA
Circuit: Red Bull Ring **Lap:** 2.688 miles
Race distance: 190.782 miles **Laps:** 71
Lap record: 1m 06.957s (Kimi Raikkonen, 2018)
2017 winner: Valtteri Bottas (Mercedes)

TYRE CHOICE
 Option **ULTRASOFT**
 Prime **SUPERSOFT**
 Prime **SOFT**

Date: July 9
Weather: sunny

RESULTS

FIA Formula 1 World Championship, round 9/20

POS	DRIVERS	NAT	CAR-ENGINE	TIME
1	Max Verstappen	NED	Red Bull-Renault	1h21m56.024s
2	Kimi Raikkonen	FIN	Ferrari	+1.504s
3	Sebastian Vettel	GER	Ferrari	+3.181s
4	Romain Grosjean	FRA	Haas-Ferrari	-1 lap
5	Kevin Magnussen	DEN	Haas-Ferrari	-1 lap
6	Esteban Ocon	FRA	Force India-Mercedes	-1 lap
7	Sergio Perez	MEX	Force India-Mercedes	-1 lap
8	Fernando Alonso	ESP	McLaren-Renault	-1 lap
9	Charles Leclerc	MON	Sauber-Ferrari	-1 lap
10	Marcus Ericsson	SWE	Sauber-Ferrari	-1 lap
11	Pierre Gasly	FRA	Toro Rosso-Honda	-1 lap
12	Carlos Sainz	ESP	Renault	-1 lap
13	Sergey Sirotkin	RUS	Williams-Mercedes	-2 laps
14	Lance Stroll	CAN	Williams-Mercedes	-2 laps*
15	Stoffel Vandoorne	BEL	McLaren-Renault	L65/gearbox
R	Lewis Hamilton	GBR	Mercedes	L62/fuel pressure
R	Brendon Hartley	NZL	Toro Rosso-Honda	L54/mechanical
R	Daniel Ricciardo	AUS	Red Bull-Renault	L53/exhaust
R	Valtteri Bottas	FIN	Mercedes	L13/hydraulics
R	Nico Hulkenberg	GER	Renault	L11/power unit

* 10-second penalty for ignoring blue flags. Winner's average speed 139.444mph Lap leaders: Hamilton 1-25; Verstappen 26-71

FASTEST LAP | KIMI RAIKKONEN 1M 06.957S ON LAP 71 (AVERAGE SPEED: 144.364mph)

QUALIFYING

POS	DRIVER	TIME	POS	DRIVER	TIME
1	Bottas	1m03.130s	11	Ocon	1m04.845s
2	Hamilton	1m03.149s	12	Gasly	1m04.874s
3	Raikkonen	1m03.660s	13	Stroll	1m05.286s
4	Verstappen	1m03.840s	14	Vandoorne	1m05.271s
5	Grosjean	1m03.892s	15	Perez	1m05.279s
6	Vettel	1m03.464s*	16	Sirotkin	1m05.322s
7	Ricciardo	1m03.996s	17	Leclerc	1m04.979s**
8	Magnussen	1m04.051s	18	Ericsson	1m05.479s
9	Sainz	1m04.725s	19	Hartley	1m05.366s***
10	Hulkenberg	1m05.019s	20	Alonso	1m05.058s****

* = three-place penalty for impeding another driver ** = five-place penalty for gearbox change *** = required to start from the back after power unit change **** = new front wing required pit lane start



First 2018 points for Grosjean

CHAMPIONSHIP POINTS

DRIVERS			CONSTRUCTORS		
POS	DRIVER	PTS	POS	CONSTRUCTOR	PTS
1	Sebastian Vettel	146	1	Ferrari	247
2	Lewis Hamilton	145	2	Mercedes	237
3	Kimi Raikkonen	101	3	Red Bull-TAG Heuer	189
4	Daniel Ricciardo	96	4	Renault	62
5	Max Verstappen	93	5	Haas-Ferrari	49
6	Valtteri Bottas	92	6	McLaren-Renault	44
7	Kevin Magnussen	37	7	Force India-Mercedes	42
8	Fernando Alonso	36	8	Toro Rosso-Honda	19
9	Nico Hulkenberg	34	9	Sauber-Ferrari	16
10	Carlos Sainz	28	10	Williams-Mercedes	4

NEXT RACE: ALL ROADS LEAD TO SILVERSTONE THIS WEEKEND!



Alonso fought from the pitlane

RACING NEWS

F1 ROUND-UP

2021 rules diluted

Red Bull team principal Christian Horner fears the rules overhaul for 2021 is already being 'watered down'. F1 is planning a major shake-up that involves new technical and sporting rules, a governance restructure, a cap on how much money teams can spend and revisions to how funds are distributed. Horner said the planned changes were owner Liberty Media's biggest challenge. "The risk I see is if the FIA and promoter aren't fully aligned we end up with compromises and vanilla-type regulations," he said.

Silverstone DRS

Drivers will face the challenge of taking Silverstone's first corner with their DRS open this year after an extra zone has been added for the British Grand Prix. A third zone has been placed on the start/finish straight as part of the FIA's continued attempts to improve overtaking. It will mean drivers have less downforce at the rear of their cars and therefore face a greater risk of having the back end getting out of shape as they tackle Abbey.

Haas shocks rivals

The pace of Haas during qualifying for the Austrian Grand Prix took its midfield rivals by surprise after Romain Grosjean split the Red Bulls to set the sixth fastest time. Kevin Magnussen backed-up Grosjean in eighth place, as Haas enjoyed a 0.8s gap to Renault, which was the next-best team. The same gap covered the best cars from Renault, Force India, Toro Rosso, Sauber, McLaren and Williams. "I am shocked," said Toro Rosso's Pierre Gasly. "From one weekend to another, we know they can be so fast, but [being] that fast is quite impressive."

Earlier season start

The F1 season is set to start a week earlier in 2019, with the Australian Grand Prix taking a provisional mid-March date. The race has been brought forward from the fourth week in March, which it has occupied for the past two seasons. The calendar, which will be the earliest starting since 2015, will be ratified by the World Motor Sport Council, which next meets in October.

Unwieldy Renault

Carlos Sainz Jr says his Renault was "undriveable" during the Austrian Grand Prix after suffering blistering issues. A virtual safety car allowed him to offload his ultrasofts after 15 laps, but after just 19 laps on softs he made a second, unscheduled stop to take on supersofts, which he ran until the finish. "It's something we need to analyse, because the car was undriveable for 55 out of 70 laps of the race. It was vibrating everywhere, I couldn't see the braking points, I couldn't even turn the wheel."



Photos: LAT

Raikkonen has been linked with McLaren

RAIKKONEN DOWNPLAYS McLAREN SPECULATION

Horner says Hamilton is key to driver market as rumours circulate

By Scott Mitchell

Ferrari's Kimi Raikkonen says he has "zero interest" in the "nonsense" about his Formula 1 future after a report suggested McLaren may be interested in re-signing the Finn.

It appears the 2007 world champion's second stint with Ferrari may be coming to an end as the Scuderia is leaning towards choosing current Sauber rookie Charles Leclerc to be Sebastian Vettel's team-mate.

That was expected to mean the end of Raikkonen's time in F1, and he was coy when asked if, in the wake of McLaren possibly being interested in him, he still intended to see out his career with Ferrari.

"I don't know really, I said in 2007 I wanted to finish with Ferrari and at some point it didn't look like that - now it looks like that again," he said.

"You never know what comes after this and that. We'll see. As always, a lot of talk, and I'm not really happy to comment."

Pressed on whether he or any of his representatives had spoken to McLaren, Raikkonen said: "I spoke to them for sure, but in the past a lot when I used to be there."

"I have zero interest to get involved in all the nonsense, in my view." Raikkonen won nine races across five seasons with McLaren from 2002 to '06, prior to leaving for Ferrari.

There had also been rumours that Leclerc and Raikkonen could swap mid-season, but that was played down by Sauber boss Fred Vasseur.

McLaren is scouting possible replacements for Fernando Alonso, who is yet to decide whether to continue his F1 career beyond 2018.

Daniel Ricciardo has also reportedly been the target of a big-money offer from McLaren. The suggestion McLaren may be willing to offer a final reprieve for Raikkonen intimates the team desires a proven frontrunner with a bigger profile to partner either current driver Stoffel Vandoorne or rising star and present reserve Lando Norris.

If McLaren did hope to steal Ricciardo from Red Bull that prospect has taken a hit as the Australian is closing on a fresh deal with his current team.

"Of course there has been a bit of interest [from other teams]," said Ricciardo on Thursday in Austria. "Red Bull have committed to Honda, so they have all the cards on their table. It is up to me to understand what I think of it. I see the pros with the decision, the chance to start something new with Honda."

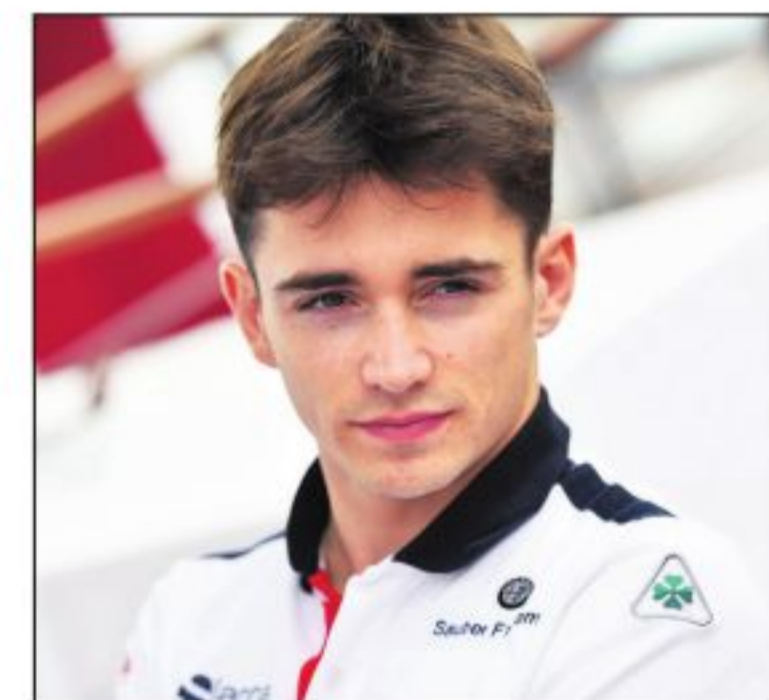
However, Red Bull team boss Christian Horner believes that Lewis Hamilton is key to the driver market.

He suggested that Red Bull will not be able to confirm it is keeping Ricciardo or make a call on Carlos Sainz Jr's future until Hamilton is announced at Mercedes. Sainz remains under contract to Red Bull and can be called back from Renault to RBR should Ricciardo leave.

"All of these things are interlinked in some way, shape or form," said Horner. "I think the whole driver market is waiting for Toto's driver to kick that off."



Hamilton and Bottas without deals



Leclerc edging towards Ferrari



Raikkonen (l) did not cede to Vettel

Wolff: Ferrari using team orders during Austrian GP would've been 'brutal'

Ferrari would have been "brutal" had it switched Kimi Raikkonen and Sebastian Vettel's places with team orders in the Austrian Grand Prix, says Mercedes Formula 1 boss Toto Wolff.

Vettel retook the championship lead from Mercedes' Lewis Hamilton by one point with third place behind Raikkonen on a day when both Mercedes retired.

Having been as low as eighth thanks to a grid penalty for impeding Carlos Sainz Jr in qualifying and then two

first-lap errors, Vettel came back through the field and was closing on Raikkonen in the final part of the race as both chased race winner Max Verstappen.

Ferrari elected not to ask Raikkonen to cede second place to give Vettel an extra three points, despite the Finn being out of realistic title contention, in a decision Wolff applauded.

"We wouldn't have and I'm not surprised that they didn't," he said. "I think for the sake of the sport

and the fans and the drivers, at that stage in the season, the beginning of July, switching drivers is quite a brutal call."

Vettel got within 1.6 seconds of Raikkonen, but made clear he never anticipated team help.

Vettel added: "Kimi did everything he could [to catch Verstappen]. I was trying to hunt both of them down. Kimi was pushing as hard as he could and I was pushing as hard as I could. Both of us were closing but it wasn't enough."

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DRIVEN
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'Brits are riding crest of a wave'
British GP preview, p25



Photos: LAT

NEW F2 LEADER RUSSELL: 'I'M READY FOR F1'



ART driver heads standings



Russell took two podiums in Austria

British driver George Russell believes he is "ready" for Formula 1, and that he is driving "better than ever" after claiming the Formula 2 points lead at the Red Bull Ring last weekend.

Russell won the first race, but didn't lead for the majority as an early safety car put soft-tyre runners out of sync and at the front of the field.

In the sprint race, he passed fellow F1 junior Lando Norris at Turn 1 on the first lap in an

audacious move, and then overtook another three cars at the same spot over the next three laps.

Despite his strong early pace, Russell looked after the rapidly degrading Pirelli tyre brilliantly, taking second before half-distance while Artem Markelov claimed victory.

"I think four feature race victories, and the potential to score at least another one, shows that we are definitely capable and doing a great job,"

said Russell.

"I feel like I'm driving better than ever, I've got great confidence and I'm working really well with the team. I feel ready [for Formula 1]."

The King's Lynn driver is revelling in a base set-up which was found before the previous round at Paul Ricard, which means he feels only minor tweaks are necessary to be on the pace while big set-up changes were needed in practice at previous rounds.

Mercedes junior Russell's weekend was offset by a poor one for Norris. While he took second in the feature race, he fell back in the sprint race, taking 11th, and said, "I just didn't do a good enough job" of managing his tyres.

Both races started behind a safety car in a single-file rolling start after the series' new-for-2018 car continued to have clutch issues. This will also be the case at Silverstone this weekend.

QUICK LAPS THE FASTEST NEWS ROUND-UP

NASCAR Cup points leader Kyle Busch survived final lap contact with Kyle Larson at Chicagoland to take his fifth win of the season. As the leading duo encountered traffic, Larson grabbed the lead but slid into Busch's car – pitching the two into the outside barrier. Both continued, but further contact for Larson left 16th-starting Busch clear to take the 48th Cup win of his career... Former Williams Formula 1 test and development driver Susie Wolff has been appointed as team

principal of the Venturi Formula E outfit. The ex-DTM racer has also become a stakeholder in the Monaco-based squad which has signed 11-time grand prix winner Felipe Massa for the 2018/19 season. Next year Venturi will supply its powertrains to new team HWA, preceding Mercedes' arrival the year after... **Pietro Fittipaldi has tested a kart for the first time since breaking both legs in a World Endurance Championship incident at Spa in May. The part-time IndyCar driver for Dale Coyne Racing was forced to**

miss the Indianapolis 500 because of the crash. After the test, Fittipaldi has reaffirmed his aim to return to IndyCar at next month's Mid-Ohio race...

Ex-F1 driver Rubens Barrichello will contest this month's Spa 24 Hours with the factory-supported Strakka Mercedes team. The 46-year-old, who continues to race full-time in the Brazilian Stock Car Championship, will drive a Pro class Mercedes-AMG GT3 in the Endurance Cup round of the Blancpain GT Series. It will be his first European race since Le Mans last year.



Busch (18) survived late clash

Ilott has now usurped team-mate Hubert as GP3 leader



Ilott adds more British success at the Red Bull Ring

Ferrari Academy driver Callum Ilott made it a clean sweep of Brits at the top of the Formula 1 feeder series by stealing a march in GP3, but remains cautious with so much of the season remaining.

Ilott struggled to pull together strong weekends in Barcelona and Paul Ricard, but pole and an assured drive in the feature race at the Red Bull Ring last weekend was enough to give him the points lead. Anthoine Hubert and Nikita Mazepin, the former top two in the points and Ilott's ART Grand Prix team-mates, were pointless after colliding in the feature race.

"It's good [points lead] but we're not even halfway through the season yet,"

said Ilott. "But it's good to get some momentum and I'm feeling a little bit more comfortable so I'm happy."

Jake Hughes of ART took a fifth and a win (the same as Ilott, reversed) after a nightmare start to the season, and both Brits will be aiming to keep up their momentum at Silverstone.

One driver not competing will be Will Palmer, who has taken a sabbatical from GP3 to focus on a university asset management placement.

● Trident driver Alessio Lorandi secured third and fourth places in Austria despite racing with a broken collarbone following a recent karting incident. He had been advised by doctors not to race for three months.

Nordschleife lap record is 'beaten'

Porsche has unofficially smashed the lap record for the Nurburgring-Nordschleife with its unrestricted 919 Hybrid Evo, beating Stefan Bellof's time by 52 seconds.

Two-time Le Mans winner Timo Bernhard lapped the 12.94-mile circuit in just 5m19.546s to beat Bellof's 1983 record of 6m11.13s, set in a Rothmans Porsche 956 Group C car during qualifying for the Nurburgring 1000Km.

Earlier in the day, Bernhard set a time of 5m31.899s and then 5m24.375s before finding another 5s.

With the time not set in race conditions, Bernhard's lap will remain unofficial, like



Porsche 919 was rapid

the 919 Evo's lap at Spa-Francorchamps which was 0.7s faster than Lewis Hamilton's pole time for the 2017 Belgian Grand Prix.

The Evo has more power over its World Endurance Championship-winning base car, both from its conventional V4 turbo engine and its energy retrieval systems.

It has a peak output of 1160bhp and 50 per cent more downforce over the rule-compliant 919.

F1 RACING ASSOCIATE EDITOR

JAMES ROBERTS

"Hamilton won't be only Brit in F1 for long"



It was the startled look from a field of brown cows that caused the most amusement. They all turned their heads when they heard the loud bark of the 3.8-litre twin-turbo V8. The roar had thundered across the normally placid Styrian countryside and the sight they saw was of a baby blue McLaren 570GT at full chat. Lando Norris had just hit the loud pedal.

When Jenson Button retired from Formula 1 at the end of 2016, it left Lewis Hamilton as the sole remaining British driver on the grid. The question was where the next young talent from these shores was going to come from.

For those of you visiting Silverstone this weekend, there are plenty of 'home' drivers to cheer on in the supporting categories of the British Grand Prix – and make a note of their names as a couple of them are grand prix stars in the making.

In the GP3 Series, Callum Ilott and Jake Hughes race for ART, with the former leading the championship with two wins so far. He is also a member of the Ferrari Development Academy. In Formula 2, there are three more Brits who each have links to F1 teams. Jack Aitken and George Russell race for ART and both rookies have roles with Renault and Mercedes respectively, while the man driving his 570GT through the Austrian countryside last weekend is Lando Norris – test and development driver for McLaren.

The 18-year-old was born in Somerset, not far from Jenson Button's hometown, at the same time (1999) Button was signing a contract to become a Formula 1 driver. A glance at Norris's racing CV shows he has the credentials to follow in his compatriot's footsteps. At the age of 14, Norris beat Lewis Hamilton's record to become the youngest ever karting world champion. And his switch to cars was just as impressive – last year he was the youngest-ever European Formula 3 champion.

When he made his Formula 2 debut at Bahrain this year, Norris took pole position and won in his very first outing. Going into his home race he is second in the drivers' standings behind fellow Brit Russell.

As we drove from his hotel into the Red Bull Ring in the 570GT last Thursday morning, Norris was talking about the work he does on the McLaren simulator, helping test set-ups on the car once every practice session has finished (when he doesn't have F2 commitments) and the enquiry he had from Red Bull to drive for Toro Rosso before the season was out.

There's no doubt, Hamilton won't be the only Brit in F1 for too much longer...

AGREE/DISAGREE?
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RACING NEWS

IN BRIEF

Fun Cup double

Peter Belshaw and Marcus Clutton made it a winning double as the Fun Cup ventured to Zandvoort last weekend. The Sherardize pair dominated the second half of the first race with the first 30 minutes of the contest run mostly behind the safety car after Michael Du Bois had a huge roll, but was uninjured. Stuart Hall set the pace in race two for MAK Racing, but when a podium place looked secure their engine let go meaning for the last 33 laps it was Sherardize in charge again.

Late dash

The CCS Media Fun Cup team faced a race against time to get on track at Zandvoort, after Alan Honarmand wrote off its normal race car in testing. A car was then despatched from Fun Cup HQ in Leek, Staffordshire and arrived at the Dutch circuit just as the first race got underway. Within a few minutes Nigel Greensall had the car in the race, before Ciro Carannante, Bob Tomlinson and Honarmand did their stints to finish 23rd, before taking 10th in the Sunday's race.

Raven's results

James Raven remained in title contention with another strong weekend in the F4 United States Championship with his DeForce Motorsport squad. The 2014 Formula Ford Festival winner coupled a best result of second with two fourth-place finishes, but falls to fourth from third in the standings after Christian Rasmussen had the best weekend of the top four. Raven lies 33 points off leader Dakota Dickerson with three rounds and eight races remaining.



The 911 RSR took GTE Pro honours

Le Mans-winning 'Pink Pig' to tackle Goodwood hill

The Le Mans 24 Hours-winning 'Pink Pig' Porsche 911 RSR GTE will be among the manufacturer's selection of cars at the Goodwood Festival of Speed next weekend.

The car won the GTE Pro class at La Sarthe in a special retro livery to commemorate Porsche's 70th anniversary. Two of the car's drivers, Laurens Vanthoor and Kevin Estre, will be at Goodwood and could drive the car up the hill. The sister Rothmans-liveried car will also be on static display.

A number of drivers will be attending the event with Porsche including Le Mans winners Richard Attwood, Nick Tandy, Neel Jani and Gijs van Lennep, and former Formula 1 and Porsche driver Mark Webber. World Rally champion Walter Rohrl and Mark Higgins will also be driving Porsches.

Photos: Sugarhill Films, LAT, Natalie Cichara



Monger tested car run by Heritage F1

MONGER GETS SURPRISE TEST IN FORMULA 1 CAR

British F3 racer samples Sauber from 2011 at Rockingham



F1 test was a surprise for Monger

By Stefan Mackley

Billy Monger enjoyed a "bit of a shock to the system" after realising a childhood dream when he was given a surprise chance to drive a Formula 1 car.

The 19-year-old visited Rockingham last week believing he was going to do more training with stuntman Terry Grant, who worked with Monger ahead of his appearance at this year's Autosport International.

But on arrival Monger, who suffered a double leg amputation following a British Formula 4 crash last year, was presented with a 2011 Sauber to drive.

"It's definitely not something I was

expecting to do but I had a feeling something was going on as my family were acting a little strange," said Monger, who returned to racing this season and took a podium in his first race back at Oulton Park.

"I was probably a little worried at first [about crashing the car] when I turned up and there's an F1 car there.

"It was a Sauber car from 2011 but it had a slightly different powertrain and the aero was a bit different I think. I think we were out for about 12 laps."

The car, which is operated by Heritage F1 – a company that refurbishes and sells historic F1 cars – was adapted with hand controls similar to those Monger uses in BRDC

British F3 with Carlin this year.

The session took place during the trackday lunch break at Rockingham and was organised as part of a programme which featured on Sky Sports F1 at the weekend in the build-up to the Austrian Grand Prix.

"It's a big step up from the British F3 car and it's just completely different in every aspect," added Monger, who sits eighth in the British F3 standings.

"Everything is evolved and it was a bit of a shock to the system, the braking zones are shorter and the corner speeds are higher.

"For any young driver to get the opportunity to drive an F1 car is a massive opportunity."

Gunn to get first competitive race for nine months in Spa 24 Hours

British GT4 champion Ross Gunn will contest his first competitive race for nearly nine months after joining TF Sport's driver line-up for the Spa 24 Hours later this month.

The 21-year-old, who is now a factory Aston Martin driver, last raced in the American round of the Creventic 24H Series last year. He did take part in the Aston Martin Festival race that supported Le Mans in the manufacturer's new GT3 car last month. But, despite coming first on the road,

his car was significantly faster than the others and was subsequently not classified.

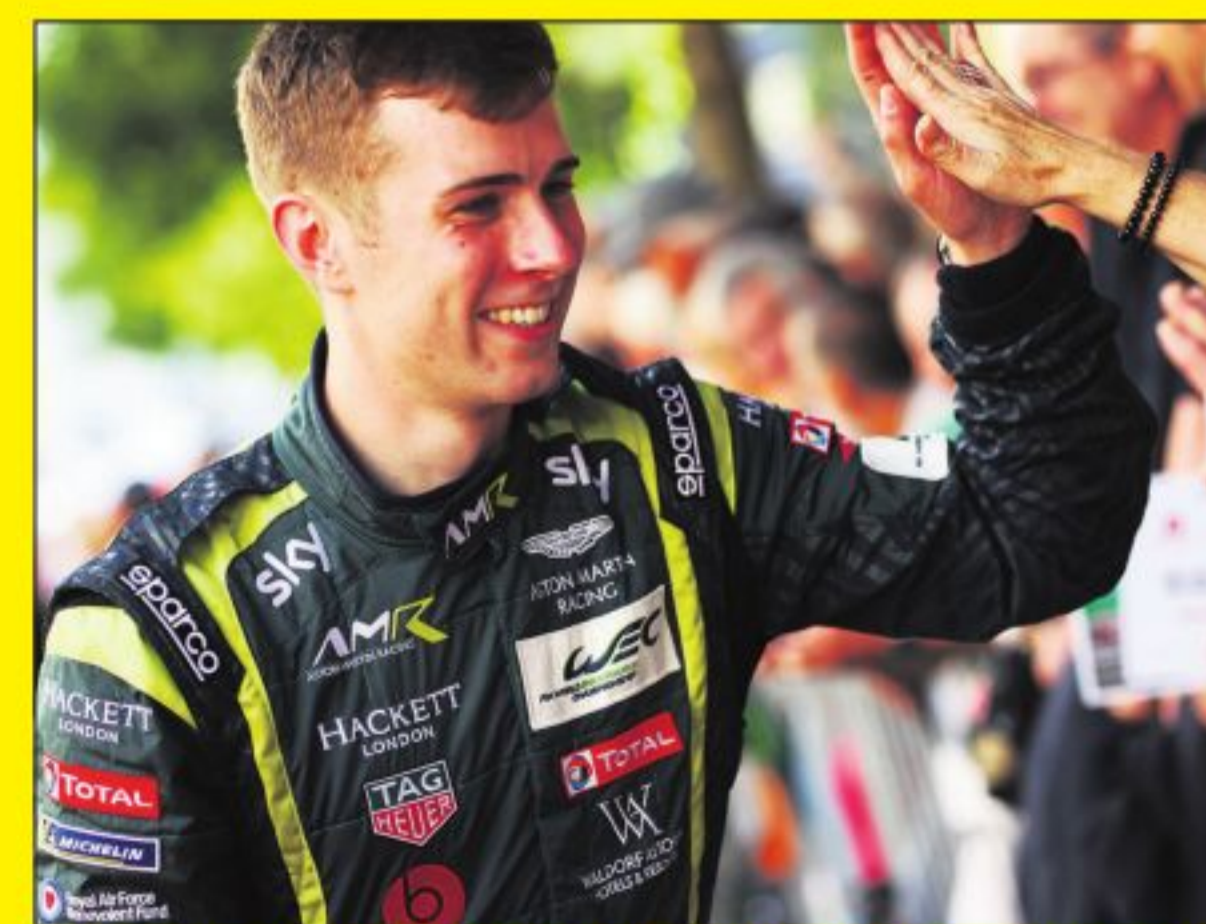
Gunn will now join reigning Porsche Carrera Cup GB champion Charlie Eastwood, Euan McKay and Ahmad Al Harthy in a Vantage GT3 for the Blancpain GT Series round on July 28/29.

"It's a huge opportunity for me," said Gunn, who doesn't currently have any other outings confirmed. "I'm really looking forward to it as the Spa 24 Hours is a race I have wanted

to do for a number of years.

"This year I have been a full-time driver for AMR doing a lot of work behind the scenes and development work. I'm in a car every week so I'm not worried about getting up to speed but, having said that, I know how difficult Blancpain is and how good the teams and drivers are.

"I'm looking forward to getting a proper race under my belt. It's been a bit of a tricky period but I'm really hungry to make this work out and Spa can be a springboard."



Gunn completes Aston Martin development work



Pittard competed in British GT last term but will now race at the Nordschleife

GT regular Pittard seals deal to race in VLN in a BMW M6 GT3 for rest of the season

GT regular David Pittard will switch to the German VLN series for the rest of this season as part of a three-year plan to try and land a factory drive.

Pittard – who finished third in the British GT4 points last year in a Lanan Ginetta G55 and was runner-up in the GT4 Supercup back in 2014 – will share a Walkenhorst Motorsport BMW M6 GT3 with Alex Lambert and Immanuel

Vinke in the remaining six races of the Nordschleife-based GT series, starting this weekend.

"This is my big opportunity in my career," said Pittard, who has also contested a number of historic races in recent seasons. "I'm ready to sink or swim.

"I've always won in anything I've driven straight away, never needing

time to learn. I'm not under the impression I will do that here as quick as with previous championships, but I believe I have the ability to mix with respected factory drivers and work with factory engineers.

"I'm only here for professional and factory contracts which is at the end of our three-year plan. If that happens sooner, then great!"



Boulter won in Historic 750F

Sprint star Boulter makes race debut

Former British Sprint Championship front-runner Simon Boulter stunned Historic 750 Formula regulars by taking two victories on his racing debut at Pembrey last weekend.

The Oxfordshire driver has acquired the ex-Mike Dorsett Time 3B that former British Touring Car ace Anthony Reid took to victory at Anglesey last summer to make the switch onto circuits. He has carried out a significant amount of work on the car since taking it on, lightening it significantly.

"It is basically a completely new car," he said. "The fact that Historic 750 Formula is a control formula – with control tyres and a control cam appealed to me," he said after his first victory by a narrow margin over the experienced Christian Pedersen. His second win came in his favoured wet conditions.

Although Boulter had experience of Pembrey from his sprinting days, the next meeting at Cadwell Park will be a completely new track to him. "I am looking forward to learning it already," he added.

BRITISH F4 TITLE CONTENDER SIMMONS TO MAKE BRDC F3 DEBUT

Photos: Jakob Ebrey, Steve Jones, Ollie Read



Simmons will drive for Chris Dittmann

British Formula 4 title contender Ayrton Simmons will also race in the BRDC British F3 Championship for the remainder of the season.

The 17-year-old is currently second in the F4 standings driving for the JHR Developments squad and has taken three wins so far this term. But he will now also tackle the remaining four British F3 weekends, starting with the Spa event later this month.

He will compete with the Chris

Dittmann Racing squad, that was without a driver for the recent Silverstone round after Harry Webb and Chia Wing Hoong both raced for the team earlier this season.

Simmons plans to use the F3 races as preparation ahead of a possible full campaign in 2019.

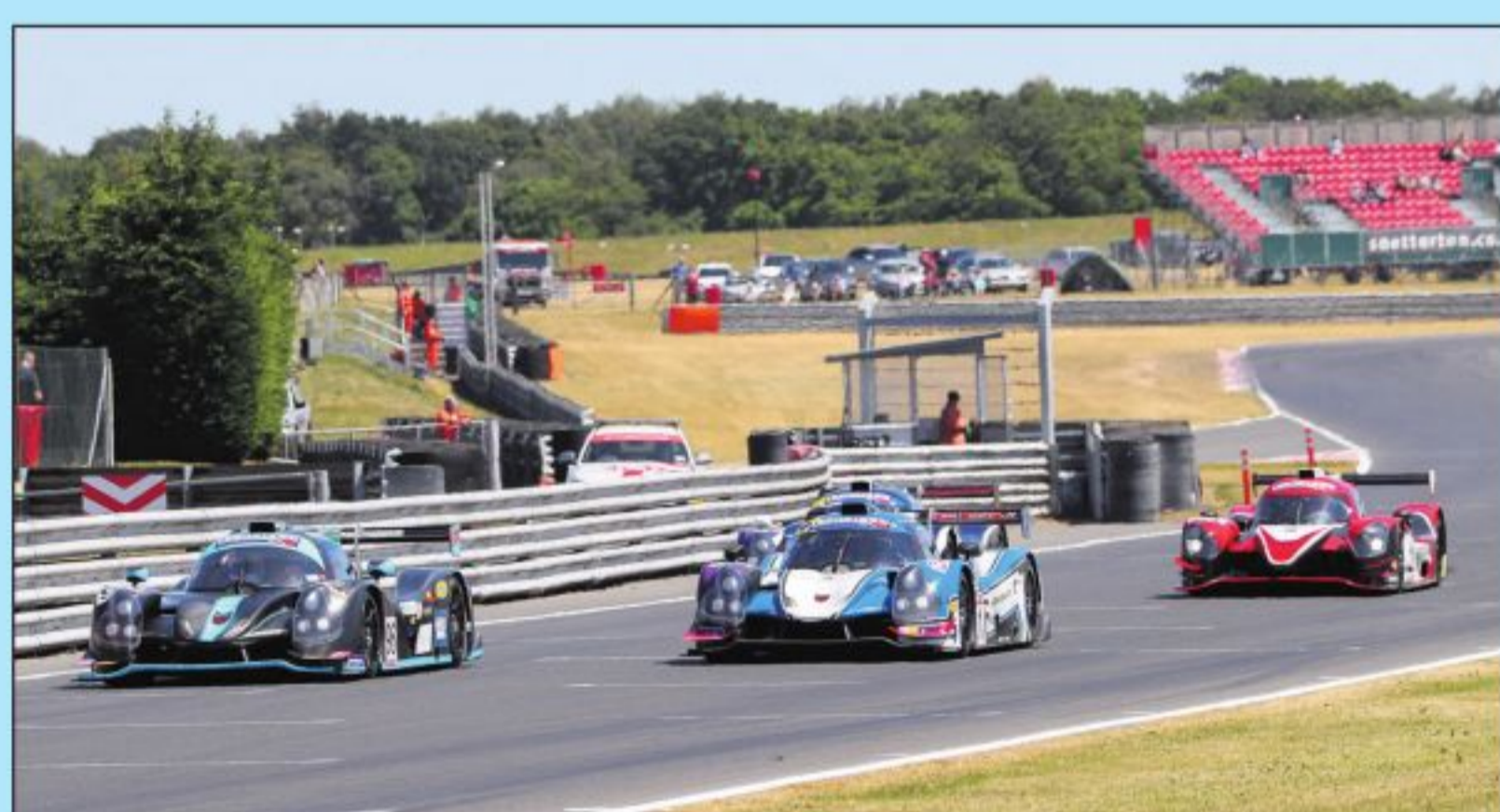
"This is the next step up in my career and while it's come earlier than we expected, it's too good an opportunity to miss," he said. "It's a move I expected

to make anyway and now I have a chance to learn the car and series ahead of hopefully a full season in 2019."

Team boss Chris Dittmann added: "Ayrton has shown what he is capable of in the past couple of years and we are really looking forward to working with a driver of his potential, especially after we had our best round of the year so far at Snetterton. We're excited to see what he can do with us and can't wait to get going at Spa."



Simmons is second in F4 standings



LMP3 Cup has struggled for entries but won't pair up with sister series

LMP3 Cup and GT Cup won't share grids amid concern over size of UK circuits

LMP3 Cup and GT Cup series organisers have ruled out the possibility of the two series combining grids to become a World Endurance Championship-style multi-class event.

A recent survey released by GT Cup aimed at drivers and teams included a question on whether it should be combined with the sister LMP3 Cup series.

United Autosports boss Richard Dean earlier this year suggested combining the grids but the managing director of series organiser Bute Motorsport, Chris Haynes, has ruled it out.

"We wanted to know [in the survey]

what they thought, but they're confirming what we think which is that those things should be kept separate.

"They're happy to do the odd race where it's appropriate, where the circuit can cope with it – Spa for instance, and possibly Silverstone. But as a rule they would prefer the two to be apart.

"GT racing and prototype racing, they're two different species. We want to have more than one championship that complement each other."

Steve Ruston, who drives a GT4 which is among the slower GT Cup cars, is concerned about the speed disparity

with a combined grid. "There's just massive accidents that could happen there, and that would put me off," Ruston said. "I don't want to be repairing a car every weekend because an LMP3 who's got pots of money wants to come and smash it up."

Some GT3 runners were more open to combining grids. "We've raced two years with them at Spa and it's been good fun," said GT Cup front-runner Nigel Hudson.

"We have to cope with them [GT4 cars] in GT3 so there's no reason why they [LMP3 cars] can't. It would make for a better spectacle and better racing."

Harris and Porsche victors to Supercup

Top Gear presenter Chris Harris and three Carrera Cup GB race winners will be guest entries in the Porsche Supercup at Silverstone this weekend.

Harris, who has been racing a McLaren 650S GT3 in the Blancpain GT Series Endurance Cup this term, will enter in a Porsche Motorsport car and will be joined by Dino Zamparelli, Lewis Plato and Tom Wrigley.

Zamparelli and Plato have both contested the British Supercup round before,

while Wrigley will make his debut in the category fresh from taking his maiden Carrera Cup win at Oulton Park last month.

"I can't wait, it should be amazing and what an opportunity," said Wrigley. "In my Kumho BMW days I never imagined this! I'll be racing against the best Porsche drivers in the world – it should be epic."

"I definitely aim to be in the top 10 and looking at last weekend's race, [Michael] Ammermuller is world class and he was only in seventh."



Winner Wrigley will make his Porsche Supercup debut

Ex-Hill Ferrari set to be most expensive auctioned car

An ex-Phil Hill Ferrari 250 GTO could set a new world record for the most expensive car sold at auction, as it heads for sale with a \$45 million estimate.

In 2014, a GTO that was bought new in 1962 by ex-Formula 1 driver Jo Schlesler was sold at auction for an inflation-adjusted £32m.

Now, another '62 example that twice won its class in the Targa Florio is to be auctioned by RM Sotheby's and is expected to change hands for over £34m.

While the 250 GTO is considered the most valuable car in the world, adding to this car's significance is that it was just the third to be built of 36 in total.

It was then used as a test car by Ferrari,

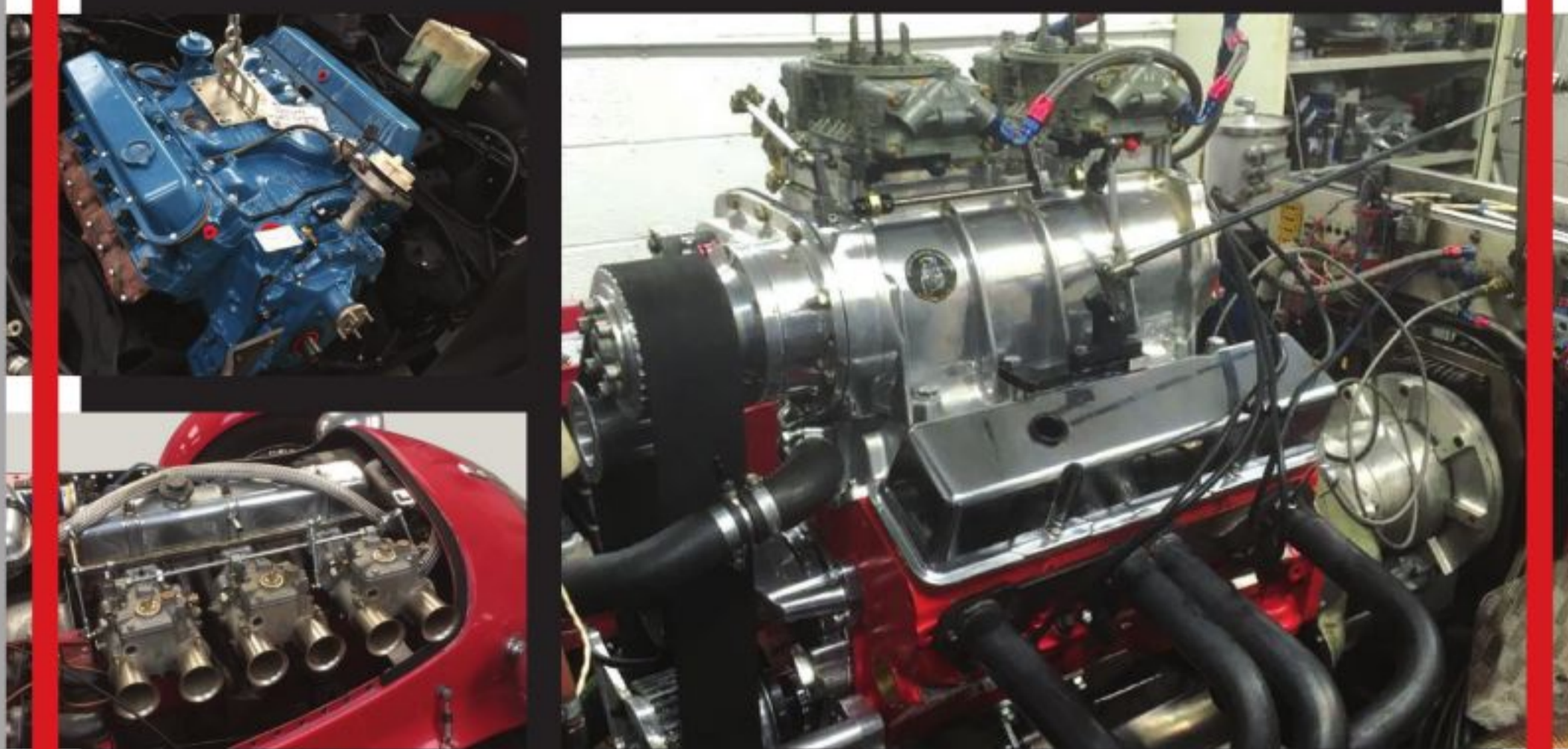


Ferrari driven by Hill in 1962 Targa Florio

and driven by 1961 F1 world champion Phil Hill during the '62 Targa Florio.

Although sales of a 250 GTO are incredibly rare, last month American car collector David MacNeil privately paid £53m for the ex-Pierre Dumay and Leon Dernie example that finished fourth at Le Mans in '64. That made it the highest selling price of all time for a car.

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RACING NEWS

Photos: Steve Jones, Ollie Read, Mick Walker

BRITCAR EVALUATING ALGARVE OVERSEAS TRIP NEXT SEASON



Britcar could go to Portugal

The Britcar Endurance Championship could host its first overseas meeting since 2016, with a non-points scoring round at the Algarve International Circuit being considered for next season.

Although the final date is yet to be confirmed, a slot in August or September 2019 on the support bill of the

European Le Mans Series has been offered.

Depending on the size of the entry list, the race could run for either two or four hours and, so long as cars run to 2019 regulations, international entries will also be eligible to compete.

Claire Hedley, managing director of Britcar, said: "We

were offered the track time for a very reasonable price. The feedback so far has been 'I'll bring two cars, I'll bring four cars', etc, etc."

"I'm going over there in October to have a meeting with the circuit manager. Hopefully there's potential to take it further. It's looking very, very good already.

"We're trying to invite all the teams back into Britcar and my gut feeling is to keep it as a seven-round championship with this as a one-off special."

If the race does go ahead, it will only be the second time Britcar has held an international meeting since relaunching under new management in 2015.



Recent Rockingham round featured the first race to have pitstops

BRSCC Porsche series trials pitstops

The British Racing & Sports Car Club's Porsche Championship featured a pitstop race for the first time at Rockingham at the end of last month.

Competitors were required to pit and have velcro strips removed from their windscreens during a seven-minute window in the weekend's third race.

Championship coordinator John Broadley explained the idea arose from driver feedback.

"We had an end-of-season meeting and talked about what we're going to do," he said. "We thought we'd put in an option to do a pitstop at one or more races so it's in the regulations for this year.

"The last round, which was

at Cadwell Park, had a few incidents on track with the reversed-grid race because it was narrow. As a result, there was a bit of reluctance to carry on doing reversed-grid races.

"That's calmed down a bit now, but we thought as we're coming to Rockingham, where there's an enormous pitlane, we'd try the pitstops here."

Originally intended as an alternative to a reversed grid, the regulations required that to remain in place. The format was well received, with triple race winner Adam Southgate saying: "With a reversed grid, you can get stuck behind people that are slower, so it's a different way of getting past."

Heritage Fford seeks championship status

Formula Ford race organiser James Beckett plans the new-for-2018 Heritage Formula Ford series to convert into a points-paying championship next year.

Heritage FFord is the latest offering from Beckett and is for pre-1993 Kent-engined cars. Prior to the series being established, the cars had been considered 'homeless' and often were outpaced by more modern FFord machines when competing in non-age restricted championships.

For its debut season, Heritage FFord has five double-header race meetings with no championship

points being awarded, but that is set to change for next year.

"We are moving towards a championship status for 2019," Beckett confirmed. "That will allow us to ensure the cars are as close to period specification as possible, because over a period of time all cars will evolve and run slightly different nosecones, or radiators have been moved into slightly different positions.

"It was always the intention to run year one as a series and go into a championship status for year two, and I think that's good because people like to be able to chase championship points."

New series has proved popular

Twenty-four cars took part in the opening Donington Park round and this was followed up with a 20-car grid at Silverstone last month.

Beckett added: "[With] the members of the public who attended Donington I had

some really good feedback and MSVR did too – people who liked this era of Formula Ford and were pleased to see the age of car back out on track and running against each other as opposed to being lost in with more modern cars."

struggling to breathe as the ribs kept collapsing on his lungs so he had three of them pinned.

"It's never nice being in hospital as a racing driver but he is quite upbeat and I don't believe there's going to be any lasting damage.

"He's going to be out for about three months and as soon as he's fit and ready he wants to get back

in the car. The data reckoned he was doing 85mph when he crashed so it was a hell of a whack.

"Scott sent me a message saying there was no way he [Clayton] was going to avoid him and I think he said he had a broken rib as well.

"The first question Jack asked me was: 'How is the car?'"

Clayton recovering from serious injuries sustained in nasty Silverstone Formula Ford crash

Jack Clayton is continuing to recover from serious injuries sustained in a crash during the Heritage Formula Ford meeting at Silverstone last month.

The Souley Motorsport driver collided with the Crossle 25F of Scott Guthrie who had spun and come to a stop through Copse.

The side of Clayton's car made

contact with the rear wheel of Guthrie's, and fractured his pelvis in three places as well as seven ribs, three of which were pinned in an operation last week.

Clayton was expected to return home from hospital on Monday or Tuesday this week.

Brian Soule, owner of Souley Motorsport, said: "He was



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LUKE COOPER

From: Chippenham Car: Swift SC16

Position: 217/1,414 in the rankings



Cooper has impressed in newest Swift chassis in FF1600

We've been developing this current car, the Swift SC16, since 2016 but we had so many problems to start with.

But everything has come together this year, the car is right on the pace, the engine is working well and I'm the best I have ever been.

All of the results we have achieved with the Swift are made extra special by the fact we have built and developed the car in house. It's had its ups and downs over the last couple of years, but we are now in a brilliant position where we are bang on the pace everywhere we go.

I think it's great for Formula Ford too that we have revived the successful Swift name and hopefully we can add to its legacy by winning one of the big events, the Brands Hatch Festival or Walter Hayes Trophy. From a personal side, it is my goal to emulate the successful Swift drivers and forge a successful career in motorsport as a driver.

My dad, Alan, did Formula Ford and he did ARP Formula 3 as well, so not the national F3, it was for the older cars.

But I spent my childhood watching him race and I wanted to do it as well.

When I was nine years old he bought me a cadet kart but I only got to do one test before it was stolen. So that put an end to my racing for a little while. But then I started at the Castle Combe Karting Circuit and when I was 12 I claimed the championship there.

I was 16 when I did Formula Ford 1600 for the first time as, for me, it was the easiest and cheapest way to get into racing. I used my dad's old race car – the '92 Swift.

I've won the first five races in the Castle Combe Championship this year and although there are less drivers, it's still quite competitive. You've got Michael Eastwell there who is second in the National Championship and last year's Combe champion, Josh Fisher.

The ultimate plan this year is to get a Mazda Road To Indy ticket and go to America.

The perfect thing would be to win the MRTI, but if not I think single-seaters will be really difficult to continue funding and to step up.

I'm definitely going to look at other series and things I could race. The team is in such a good position – lots of people want to race the car. We could hire out my car at the click of a finger.

See how Luke Cooper is doing on this week's National Driver Rankings: nationaldriverrankings.co.uk

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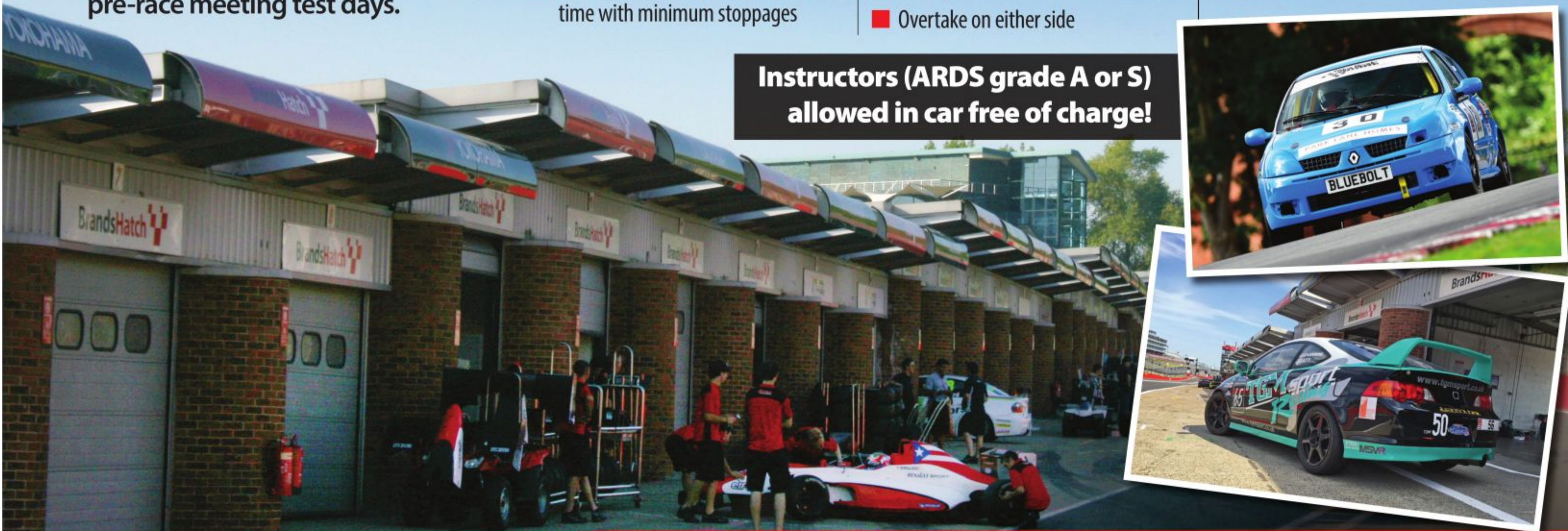
Open Pit Lane Testing

- No sessions, no time constraints
- Race cars only
- Timing allowed
- Overtake on either side

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we speak your language

HISTORICS

'Stiles will tackle FF2000 at Brands'
Trevor's son's outing, below



Photos: Paul Lawrence

DOWN THE PUB WITH

CAROLE NICHOLLS

Age: 56 Lives: Abergavenny
Hillclimbing a Nike

It is a family thing

"I'm Ken Nicholls' daughter and he built all the Nikes. We used to spend a lot of time at hillclimbs and sprints with dad: he wouldn't come out of the workshop unless it was to go and watch something racing. Between 1960 and 1980 we think he built 100 cars. I've been trying to do a register of his cars."

He built a lot of cars

"We were based at Bideford in Devon then. There was a Formula Junior, which is still running, a sports-racer, then Formula Vees and then he went to Formula Ford. The Mk4, the Mk6 and Mk10 were all Formula Fords. There was a one-off Formula 5000 and more sports-racers."

This is in his memory

"He was a clever guy and it was his death that finally prompted me to start competing. I decided to find one of his cars and go racing in his memory. I found this car racing in France and brought it back in 2016. He died in 2014 and I spent all of 2015 looking for a car. John Bladon, who used to own this car, told me about it."

She has a full programme

"I did about four speed events in 2016 and this is now my second full season. I'm really trying to pack the events in this year and I've got about 30 planned: all sprints and hillclimbs. I'm not brave enough to race yet and I like competing against myself on the hills and if I have an off, it's my own fault. We do most of the general fettling and I take it to Terry Van Der Zee at TT Motors in Dorset for anything major. He also owned the car at one point."

She travels a lot

"I do quite a few events at Loton Park and I'll go as far as Harewood. Prescott is the closest for me and I'm doing seven Prescott events this year. I've been to Wiscombe and Werrington in the south-west and I've done some sprints as well. That's a different challenge."

Her dad was a big influence

"I'm loving it and every time I miss a gear I can hear dad tutting behind me. He would be chuffed to bits but he wouldn't say much as he was a man of few words, but he'd stand there with a wry smile. I've got a photo of him on the dash."



Nicholls: honouring dad



Mouthwatering cars will tackle La Sarthe

FORMER WINNERS FLOCK TO LE MANS

Previous victors reunited for competition at the Classic

By Paul Lawrence

Ten former winners of the Le Mans 24 Hours will be among 1000 drivers competing in this weekend's ninth running of the Le Mans Classic.

In the course of 24 hours, six grids will each race three times as cars spanning the Le Mans history from 1929 to 1981 take to the famous track. Nearly 400 cars of a type with a period Le Mans

history will be in action.

Jurgen Barth, Romain Dumas, Loic Duval, Jan Lammers, Gerard Larrousse, Klaus Ludwig, Jochen Mass, Stephane Ortelli, Henri Pescarolo and Marco Werner are on the roll of honour of former 24Hours winners.

The former winners have accumulated a total of 19 victories and 145 starts in the 24-hour race between 1967 and

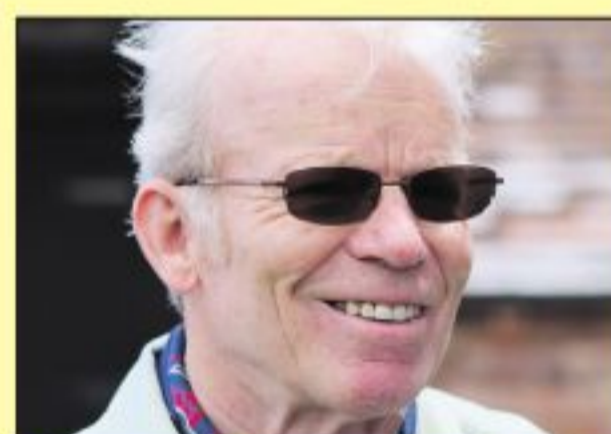
2018. The outstanding driver among them is Pescarolo who holds the record for the most starts with 33, topped by four victories.

However, five-time winner Derek Bell (now 76) will not be taking part after electing not to race a Porsche 917 due to concerns over the range of driving ability in the field.

Dumas will race several cars, including a Porsche 917, while

Pescarolo is due to race an Inaltera prototype from 1978. Both Mass and Ortelli, as well as touring car racer Sam Tordoff, will race Porsche 356s in the series of hour-long races.

More leading names include Alain Serpaggi (1978 Alpine A443), Guy Fréguelin (1964 Rene Bonnet Djet) and Willi Kauhsen (Porsche 917). Support races include Gp C, a Porsche race and a race for the Jaguar Challenge.



Cramer returns in Gould

Ex-hillclimb champion to return with Prescott celebration outing

Former British Hillclimb champion Chris Cramer will end a 30-year break from competition at Prescott's 80th anniversary event on Saturday July 14.

Cramer started competing in 1969 in a Mini Cooper S and won

the Prescott Gold Cup before progressing via a Mallock into top level single-seaters. In 1985 he won the British Hillclimb title in the new Gould 84G and he will return to the cockpit of the Gould at Prescott.

The Stroud-based architect retired from competition the following summer.

Cramer said: "I am grateful to Gould and the Bugatti Owners' Club at Prescott for giving me this chance to roll back the years."

Stiles junior to tackle Brands FF2000

Ben Stiles, the 23-year-old son of former Brands Hatch FF1600 star Trevor, made his race debut at the Kent track at the weekend in an FF2000 Van Diemen RF82.

Stiles senior was a renowned Fford racer at Brands in the 1980s but to date Ben has done most of his racing in New Zealand. "I've been racing a

Formula Ford on South Island and started racing in the UK in June," said Ben, a driver coach who now plans to develop a race preparation business near Christchurch.

"I plan to do some more URS FF2000 races and then go back to New Zealand. I hope to spend six months in each country so it's an all-year summer!"

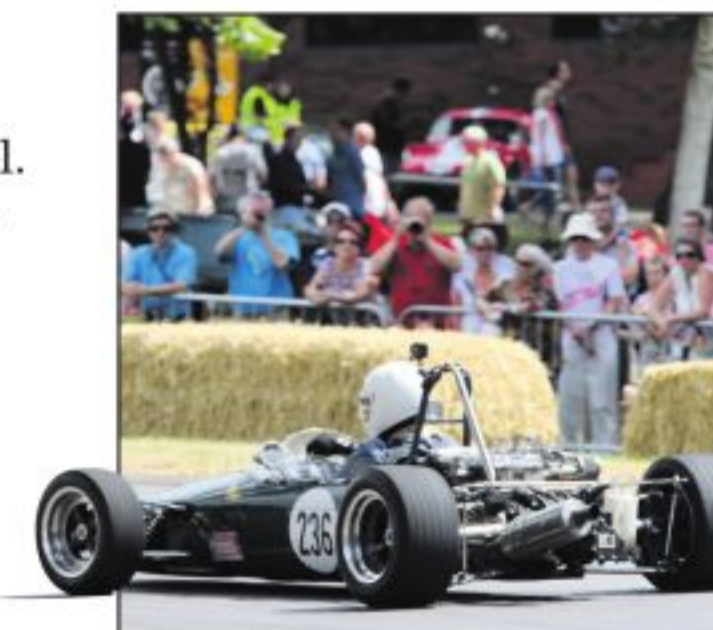
Jones out to hit back for the more senior racers

Brabham BT21 driver Martin Jones will take on several young chargers at Chateau Impney this weekend in a bid to repeat his 2016 fastest time.

Jones, who lives very close to the Prescott hillclimb course, will be among an entry of up to 200 cars for the fourth running of the

hillclimb in the grounds of the Worcestershire hotel.

Jones will go head-to-head with double winner Jack Woodhouse and Callum Grant in Formula Juniors. "Most of them are a third of my age," said Jones of his young rivals.



Jones has been pace man



Group B cars can compete

Ralli 22's Group B cars to shine on Droitwich hillclimb special

The second event in the new Ralli 22 speed series for period rally cars will run at Chateau Impney this weekend.

Around 20 Group B, Group A and WRC cars

from between 1982 and 2003, hence the 22 in the title, are expected at the hillclimb and more are due at Classic Nostalgia at Shelsley Walsh at the end of the month. Series organiser Steve

Davies said: "This is the start of it all and it's just a nice mix of cars. We've already had interest from other venues for next year. This is the only competition available to some of these cars."

IN BRIEF

Gravsen's debut

Danish teenager Mads Gravsen has joined the Historic F3 grid in the Cooper T76 owned by Len Selby after impressing the car owner with his pace on his Historic Formula Ford debut at Silverstone last October. The car has recently come back from New Zealand, where it spent many years.

Flatters filling up

Entries are building fast for the Harry Flatters Rally, round five of the BHRC on Sunday July 29. Over 30 historic cars are already entered including half a dozen Category 1 cars. New to the challenge of the Epynt ranges will be former racer Andrew McAlpine in the Lancia Fulvia he has been using on classic rallies like the Rally of the Tests.

Besley's go racing

Charlie and Hugo Besley, sons of Formula Junior racer Crispian, have teamed up to share a Tiga SC82 this season in the Pre '80 Endurance Series. Charlie, 19, has a little Formula Junior racing under his belt, while Hugo, 21, made his race debut at Silverstone recently. Both ran strongly and Charlie took a best of second in class.

Lyons in Chevron

Frank Lyons recently joined the Historic Formula 2 grid in a little-used Chevron B29. Lyons forsook his usual Formula 5000 cars for the Silverstone weekend to race the Chevron last used by Mark Charteris on loan two years ago. That was the car's only race outing in the last seven years. In period, it was used by the Irish Racing Cars team.

Spice for Meins

Prolific historic racer Richard Meins had a first run out in his newly rebuilt Group C Spice SE89 V8 at Donington Park last week. "It was raced by Paul Newman in 1991 and before that it was a works car, but I've owned it for about a year," said Meins. World Touring Car Championship star Rob Huff also drove the Pete Chambers-prepared car and will race in at the Le Mans Classic meeting while Meins campaigns his Jaguar XJR9.

Fane remembered

The life of AFP Fane was marked at Shelsley Walsh on Sunday with a display of cars from his 1930s racing career. The display was organised by Patrick Blakeney-Edwards who owns the Frazer Nash that Fane used to set the hill record at 38.77s in 1937. Fane raced across Europe and won the 1939 RAC Rally in a BMW 328 before being killed in a wartime aircraft accident in 1942 aged 30.

Lydden's classic

Races from the Classic Touring Car Racing Club will be central to Sunday's Classic Festival at Lydden Hill. Saturday's action will feature a celebration of Group B and rallycross, with a full programme of classic touring car races on Sunday in the Club's fifth event of eight this season.

RALLY NEWS

Photos: mcklein-imagedatabase.com



Japan was a popular rally when it last ran in 2010

EXPANDED WRC SCHEDULE LINED UP FOR FUTURE SEASONS

Rush for new events as series looks to broaden its horizons

By David Evans

WRC Promoter is working on a two-year plan to overhaul the World Rally Championship calendar – with two new rounds to be put forward for next season.

Chile and Japan are expected to feature on a provisional 14-round 2019 WRC calendar to be delivered to the FIA in the early autumn. But to make that happen, one current round will have to be dropped and that event, according to the manufacturers, has to be and is looking increasingly likely to be the Tour de Corse.

While there was disquiet among the team principals about the lack of fans in Sardinia last month, it is the French island – which has even fewer fans – that is set to be sacrificed for a return to the Far East.

Rally Japan will run a candidate WRC round on its main island in November but, according to sources close to the Japanese event, it will be included on the

calendar, but with an asterisk until the outcome of the candidate event is known. This will be Japan's first return to the WRC since the Sapporo-based event in 2010. It will also be Japan's first WRC round to run outside of Hokkaido, the country's northernmost island.

Toyota team principal Tommi Makinen admitted a home event for the WRC's newest team would be very welcome in Toyota City.

"To take a Japanese manufacturer to its home round of the world championship would be very special," Makinen told *Motorsport News*. "This is something we are very happy to hear is possible."

Japan is also keen to raise its sporting profile ahead of the 2020 Olympic Games in Tokyo.

With Turkey returning to the WRC this year, Chile and Japan coming next season, the final part of the two-year plan is to implement a Safari Rally return in 2020 – but again this will come at the cost of one of the existing rounds after the teams were cold

on plans to move up to 15 rallies.

One source said: "Fifteen rallies will be coming in the future, but it's too soon for now. What we need now is for everybody to be getting something from the championship. The teams have been paid by the promoter for Turkey; it's part of the agreement [with Turkey] that there's a fee for them to cover some of the logistics."

"That's a multi-year agreement as well, so the teams will be paid as long as we're going to Turkey. The promoter has to make that happen; it's keen to make a new funding model work where rallies have to pay their way – just as they do in Formula 1. It will be the same agreement with Chile, Japan and Safari when they arrive on the roster. The promoter has to have the ability to make a business out of the championship. Without that, what's in it for them and what do they have to promote? But it's a balance – a fine line that they're treading well now."

"The guys at WRC Promoter really understand the sport now

and they understand the importance of the iconic events: the Montecarlo, the Finlands, the GBs; these are the rallies which lead the television coverage and provide the historical backbone to the series."

MN understands 11 rallies – of which eight are outside Europe – have an active interest in landing rounds of the WRC, placing more pressure than ever on the existing rallies of the championship.

As part of its two-year review, WRC Promoter has put every event under the microscope, and MN understands the results have revealed events like Corsica and Rally Germany are struggling to make the strongest financial case moving forward.

FIA president Jean Todt was joined by WRC Promoter managing director Oliver Ciesla in Paris to sign a promotion agreement with the organisers of the Safari Rally late last month. Ciesla said: "This agreement reflects our determination to restore a legendary rally to the



Oliver Ciesla is casting his eye over expanded roster

championship and reinstate Africa to the top table of world rallying."

A Nairobi-based candidate event will run in March or April next season, attended by the FIA, the promoter and representatives from the teams.

Croatia is busy rebuilding a case for a WRC round, with government funding, but a

planned Zagreb-based event is not understood to be on the list of 11 and its case is not going to be helped by the fact that it falls within Europe.

Todt has long-held a belief that the world needs to be put back into the World Rally Championship and that is now coming high on the promoter's agenda.

YOU WERE THERE: READERS PHOTOGRAPHS

PAGE 30



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'Kristoffersson on top again in Sweden'
WRX battle gets physical, p19



TEST RESTRICTIONS FOR WRC

Testing costs are increasing

World Rally Championship bosses are urging the FIA to consider Formula 1-style testing restrictions in an effort to curb rising costs associated with competing at rallying's highest level.

At the start of last season the FIA signed off on an additional 13 days of testing – one day for each event – to help bring the new generation of World Rally Cars up to speed for each round of the series. The move was also to help the WRC's latest recruit Toyota find its feet.

But with costs spiralling, the teams are looking to the governing body to restrict testing – with an F1-style group test reckoned to be the best way forward, at least on asphalt.

With most of the teams currently working on their Rally Finland preparations, MN has learned that a five-day test on location close to Jyväskylä has fixed costs of close to £110,000 – and that's just to get the car and team to the test. It doesn't include the cost of running or repairing the cars.

With a testing budget of more than £1 million needed in the WRC, most of the teams feel there is more need than ever for the FIA to step in.

Toyota's Tommi Makinen is comfortable with the level of testing allowed in the championship at the moment.

M-Sport's Rich Millener told MN: "For gravel, we need to cut down the number of days available,

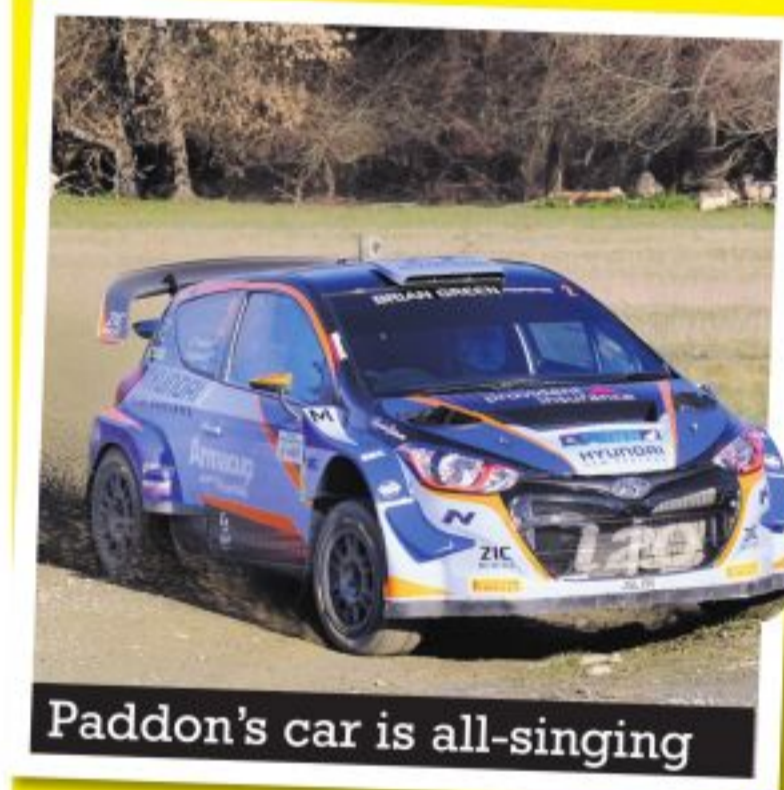
that's a fairly routine one fix – probably one the drivers won't like, but the costs are getting silly.

"For asphalt, we have an opportunity to follow F1's lead and do something interesting with the teams together. For most of the [asphalt] rallies, we can find four representative roads in an area and share them, rotating around them. That way we share the cost of the roads and create something the promoter and the fans can get excited about – we'd probably generate as much exposure from those tests as we would from another rally.

"At the same time, I think the FIA needs to have a long look at how much testing some of the WRC2 teams are doing. At that

level, the amount of testing done is directly related to the size budget a team or driver has and it's in danger of skewing the series. All the FIA needs to do is offer similar, but scaled down, regulations to the WRC2 teams as it does for the main WRC field."

FIA rally director Yves Matton told MN: "We want to work with the manufacturers concerning potential cost reduction, something we are clearly in favour of. One of the principles we have to look at is general cost reduction across different areas where there is no benefit to fans and spectators, no real return on the investment towards the show. Testing is potentially one of those areas."



Paddon's car is all-singing

Paddon defends his pace in Asia Pacific-spec Hyundai i20

Hayden Paddon remains on target to crush the opposition in this year's New Zealand Rally Championship – but Hyundai's World Rally Championship star has been forced to defend his i20 AP4+ car against the opposition.

Despite skipping a round of the NZ series because of his WRC commitments, Paddon is 33 points clear at the top of the table having won 84 of the 89

stages he has started at home this season. Paddon's Hyundai NZ team was one of the first to develop the AP4 car, built to specific regulations for the Asia Pacific region, and some of his competition have questioned if he's gone too far.

The 31-year-old said: "It has to be a complete package. If you've got a good car, you still have to drive it. We have a good package,

the driver, co-driver, tyres, set-up, everything."

Paddon will return to New Zealand for the penultimate round of the series – which will take his mind off Dani Sordo returning to drive the third i20 Coupe WRC in Germany on the same weekend. The NZ finale is Rally New Zealand, which comes a week after Paddon's Rally GB outing in October.

Bumper entry in the support classes ramps up the competition on Rally Finland test

The support classes at this month's Rally Finland will provide some of the tightest competition of the season with 18 WRC2 and 15 Junior WRC runners starting the event.

The Jyväskylä-based event is the fastest of the season and one where the drivers are all keen to show World Rally Championship team principals what they're capable of.

WRC2 series leader Pontus Tidemand and his nearest rival and Skoda team-mate Jan Kopecky sit Finland out, offering Ole Christian Veiby (also Skoda) and Britain's Gus Greensmith the chance to catch the top two. Further down the order all eyes will be on Kalle Rovanpera as Skoda's 17-year-old sensation

starts his home WRC round for the first time. Fellow Finn Jarkko Nikara will be looking to make the most of a rare WRC2 outing in a Ford Fiesta R5. Nikara's TMR team-mate Takamoto Katsuta is another driver hotly tipped following his Rally Sweden class win and his extensive competition experience in Finland.

Swede Denis Radstrom starts Finland chasing a third Junior win from four starts.

At the front of the field, all four manufacturers enter three World Rally Cars, with Khalid Al Qassimi running the third C3 WRC. Outside the main team entries, there are no private World Rally Cars entered.

Rally legends Kankkunen and Grist reunited in a Toyota on GB

Twenty-five years after winning an epic RAC Rally, Juha Kankkunen and Nicky Grist will be recognised as Rally Legends at this year's Wales Rally GB.

The pair will both attend the October 4-7 event for the duration, but they will save the best for the final day when they will drive one of the Toyota Celica Turbo 4WDs they used in WRC competition in the 1990s on the Great Orme Llandudno stage.

Kankkunen remembers the Birmingham-based 1993 RAC Rally for all the wrong reasons.

"They were the toughest conditions I have ever driven on in the UK," said four-time champion Kankkunen. "Driving on frozen ice roads without spikes made it very, very difficult. But we had a great event."

Grist added: "It was absolutely treacherous. There was a reasonable amount of grip on the snow but, without studded tyres, those icy, frozen forest tracks were as hazardous as they come. Juha, though, was such a laid-back character, brimming with natural talent –

he took everything in his stride and it was plain sailing.

"The championship was already won [when we got to the RAC] but Juha really wanted to give me a first win on home soil – 'Boyo, we will win this for you,' he promised before the start."

Grist owns the Toyota the pair will use on the Great Orme stage and can't wait to use it in anger at home again. "I'm really looking forward to getting back into the Toyota with Juha and whizzing around the street stage in Llandudno," said Grist.



Kankkunen and Grist: 1993

GROUP RALLYING EDITOR

DAVID EVANS

"The future needs to be mapped out properly"



I'm guessing you probably don't want to hear any more about driving up a mountain on the Atlantic's far side. Fair enough. But with the season's second most fever hill to be run the week after next, it's possible this column might return to the subject of cars climbing.

Now, back to rallying. And I've had an idea. Actually, it's not my idea, it's the idea of somebody who's not really allowed to have ideas in the World Rally Championship anymore. But he had this one and was happy to pass it over to me.

We all know about the success of the current set of World Rally Car regulations; the metal's faster than it's ever been and, by extension, there's talk aplenty about the show and the spectacle. Let's be honest, these things really are a bit special.

There's a chance of regulation change at the end of next season, or the FIA could leave the current cars in place for another three years. As much as we'd all love to see that, there have to be concerns about the sustainability of such a plan. And those concerns are two-fold.

Firstly, there's the obvious one: will the current four manufacturers sign up for more of the same until the end of 2022? And secondly, what will it say about world rallying's approach to the use of alternative energy if we're still running these cars in four years?

So, what's the answer? There's no quick fix, no overnight rule change that can make these cars more affordable or more green. Except there is.

At the end of next season, say thank you and goodnight to the current specification of World Rally Car. And use R5 as a bridge to the future.

Apart from Toyota, every manufacturer has an R5 car homologated and in use right now. And it wouldn't take Tommi Makinen's men long to get one up and running – it's being thought about and, quite possibly, it's under way already.

So, nobody loses out – the current teams can stay and play for as long as it takes for the FIA to generate a workable set of rules incorporating a more sustainable energy use moving forward. And using R5 would buy the FIA time. Let's face it, at least two of the current manufacturers have questionable futures at rallying's highest level; let's not allow Peugeot-Citroen uber-boss Carlos Tavares to hold a guillotine above our necks or Ford to put a gun to our head via that of M-Sport.

Instead, tweak the restrictor size of R5, give them another millimetre of air, more aero (but this time make the wings inefficient so we can lower corner speeds) and let's crack on with cars from... M-Sport, Citroen, Hyundai, Skoda, Proton, Volkswagen, most likely Toyota and quite possibly Opel and a good few more makes.

Each of those teams running three cars would mean 24 factory seats. *Twenty-four.*

I'm not naive enough to think all 24 of those seats would be paid professional drives, but there would be many more cars available for drivers to progress to than there are right now. The impact on the driver market would be massive with a trickle-down effect that can only be positive for younger drivers.

Undoubtedly, the drivers would hate the step down in power. But every now and then, something's got to give for the good of the sport. Like I said, not my idea. Unless you like it, then it's all my own work...

RALLY NEWS

IN THE SERVICE PARK

MICHAEL GILBEY

Leading Welsh Road Rally co-driver standing with driver Andy Davies
Age: 30 From: Betws Bledrws, Wales



It's in the family

"It's all my dad's fault! I remember going to watch him competing on road rallies and stage events on Epynt when I was a kid, which then led to a fascination with his maps and pacenotes when he was finished with them. I've still got them now. I'm not much of a spectator, but I love being involved either as a competitor, marshal or in some professional capacity."

Where did you start?

"I started doing road rallies with dad when I was 15. I went the wrong way at the first junction of my first event – can't say I haven't been consistent since then! Once I had learned the basics, I started doing events every weekend with other drivers. My top tip to navs starting out would be 'get busy' – there's no such thing as too much experience!"

Why road rallying?

"It's a sport where the man or woman in the passenger seat has as much or a greater bearing on the result. Stage events are a lot of fun too but in a different way. For me, there's no feeling quite like getting to the end of a road rally having absolutely nailed every junction, farm and control... it's the best!"

What's your career highlight?

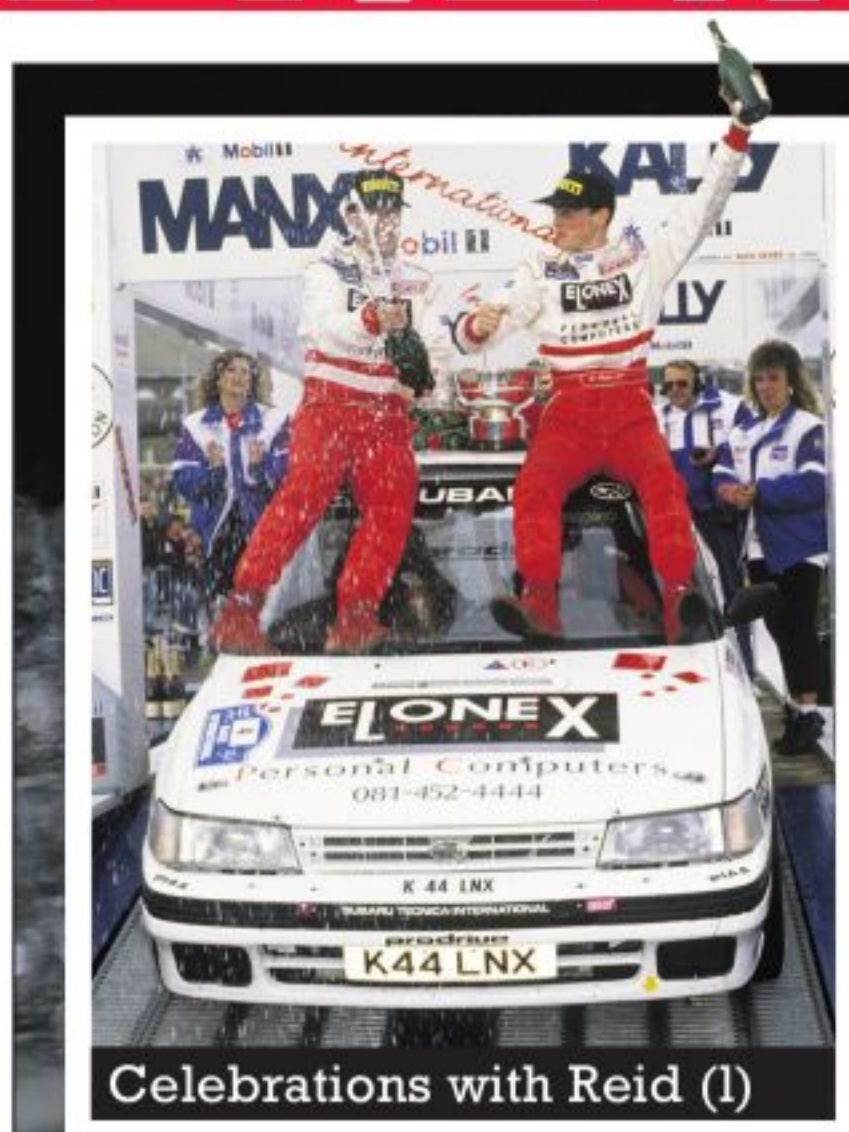
"I've been fortunate to compete all around Europe and in South Africa, and I certainly don't want to sound like I'm disparaging anything else I've been able to do, but winning the Pacemaker and Bro Caron rallies gave me a feeling I haven't had elsewhere. Both very emotional, for different reasons, and both on my list of events I've always wanted to win. Competing on two WRC events in 2014 comes pretty close!"

Joining Andy Davies

"We did the Classic Tracks and Ystwyth together a few years ago, we've always been good friends, and we share a strong ambition to be WAMC Road Rally champions. It seemed sensible to team up this year to try to make that dream happen! We had a false start on the Bagger, but three events into the championship and we're in the lead. All we have to do is hang on for the rest of the year..."

Fancy driving?

"I tried, briefly... managed a couple of top 10s, but also managed a couple of fairly big accidents. I drive like I navigate, all or nothing. After writing dad's Vauxhall Astra off on the 2012 Bro Ddyfi, I decided it was safer in the passenger's seat."



Celebrations with Reid (1)



Subaru powered Burns to the BRC crown



Burns: 1993 champion

BURNS' LEGACY FULLY RESTORED FOR DEMOS

BRC-winning car to make appearances at Goodwood and Rallyday

By Jack Benyon

The Subaru Legacy which Richard Burns used to win the 1993 British Rally Championship has been fully restored, and will complete demonstration runs at the Goodwood Festival of Speed and Rallyday later in the year.

The car is owned by the man who ran Burns in his early years in the Peugeot Challenge, David Williams, and has been restored to 1993-spec by

Autosportif in Oxfordshire.

"In total it's taken a year and a half to do," said Williams, whose son Tom is competing in the Junior World Rally Championship and is Burns' godson. "It's perfect now, it's just how it was when he did the championship.

"We've had a new fuel tank in it as it was seeping, and it's had a full service. In total it's taken a year and a half to do."

Williams is hoping that Robert Reid, who co-drove Burns to the

title in 1993, will sit in the passenger seat of the car, which will be driven by Tom Williams.

"He's tested it and has done 30km or 40km and he's totally confident in it," added David Williams. "It would be nice to have Robert sit in it with him.

"It has to stay on Tarmac, because Richard didn't want it to run on gravel and get gravel rash up the side. I'm just trying to do what he asked of me.

"To use Richard's words, when it was original it was

perfect, so I've just tried to make it perfect for him."

The car is scheduled to run at Goodwood on July 12-15 and Rallyday on September 17. Williams confirmed it will run with proper fuel and Pirelli tyres, to keep it sounding and looking as original as possible.

As part of Castle Combe's Rallyday celebrating 60 years of the BRC, two people who formed one of its most heated rivalries, Jimmy McRae and Russell Brookes, will be in attendance.

Five-time champion and record holder McRae said: "Rallyday is an event I always look forward to. I haven't been for a couple of years, but it's a great chance to get out and about among the real enthusiasts of the sport. And obviously a really good chance to drive some great rally cars."

Brookes added: "There's always a good crowd at Rallyday. The chance to go back and meet them all and say hello to so many old friends is very welcome."



Edwards grabbed last-gasp victory

Edwards: Adapting to tricky set-up was key to BRC Ypres victory

Matt Edwards believes the decision to adapt to a tricky European set-up on his Ford Fiesta R5 was key to his Ypres British Rally Championship victory.

Edwards had ongoing electrical issues throughout the event, which cost him a penalty for being late out of service on Friday, but clawed back time. That charge, allied to a final-stage puncture, robbed Keith Cronin of a second class win on the event in a row.

"We did a lot of work on set-up in the test to adapt to an aggressive Euro tar set-up instead of the Irish tar set-up," said Edwards. "The Irish set-up is great, but it has a pace boundary on fast Tarmac whereas the euro tar is like a race car set-up.

"It just takes a lot of adapting to drive. It wasn't comfortable to start with, but I forced myself to learn it as I knew it had more potential.

"The pace was really strong and I looked at the times from last year

and we've more than halved the gap to the frontrunners from last year."

The win means Edwards has taken both the BRC events so far this season and sits on top of the standings, 20 points ahead of Cronin, who crashed into a ditch earlier in the event.

The M-Sport driver is also competing in the BTRDA Rally Series and leads that on dropped scores, with the next round, the Nicky Grist Stages, next weekend.

BRC Junior points leader and Ypres winner Williams secures Hyundai R5 test

Ypres Prestone Motorsport News Junior British Rally Championship winner James Williams has won an R5 test with Hyundai courtesy of leading the championship after the halfway mark.

Vauxhall Adam R2 driver Williams will join the eventual winner of the series – or whoever finishes second if he wins – at a test in Europe on a yet to be decided date.

"It's a massive step for my career," said the Welshman. "To work with a team like Hyundai Motorsport is going to be a great experience for me. I'm going to enjoy every second and learn as much as I can.

"At this present moment, Hyundai lead the drivers' World Rally Championship, [so] any association is a great benefit.

"I'm just really pleased for my team,

we've got a chance to show what we can do, and if all goes well there might be a possibility of taking things further. But I'm not counting any chickens, the aim is to do well and learn as much as possible.

"I never like to underestimate my competition, so I will be working even harder to ensure we continue with this good run of results."



Williams (1) leads points at halfway mark

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Photos: SMJ Photography

WEST TO DEFEND MN CIRCUIT CROWN WITH A NEW ENGINE



West moves to new Smith & Jones motor

Motorsport News Circuit Rally champion Chris West will switch to a Smith & Jones 2.5-litre engine and return to the series on Michels next year, in a bid to defend his title in his Peugeot 306 Maxi F2 car.

West scored maximum points on three of the eight rounds of the series last year to take the title with a round to spare in his ex-Francois Delecour and Gilles Panizzi test car.

"I am delighted to have agreed

this support package with Smith & Jones Engineering," said West. "The increased torque and power of the engine together with the extra performance of the Michelin tyre will, I'm sure, make me able to defend the title.

"I can't wait for November, let the fight be on!"

The engine supplier will also partner the championship in 2018/19, providing stage-side parts and assistance.

It is usually an engine seen competing in Ford Escort Mk2s against the infamous Millington unit, but now it wants to work with West to develop the engine in a front-wheel-drive car.

"This is fantastic news for our championship," added series co-ordinator Darren Spann. "To now have a partnership with Smith & Jones Engineering further enhances our whole package

as competitors have someone there at each round to help optimise and run their engines where needed.

"This, together with the news that our current champion will be using a Smith & Jones engine next season, is just amazing.

Will Jones of Smith & Jones added: "It's the perfect place for us to showcase our engines and we really can't wait for the new season to start."

Championship to benefit from upgraded TV package with longer programmes

The Motorsport News Circuit Rally Championship is set to roll-out an upgraded TV package for 2018/19, with increased footage online and a return to an hour-long programme.

Torque, which is responsible for TV and online coverage for circuit racing series such as the LMP3 Cup and GT Cup, will produce the footage, while

regular presenter Paul Woodford will return, to be joined by last year's presenter Sam Coleman.

As well as a return to a longer programme, the championship has promised more on-board footage from the eight-round series, as well as enhanced graphics and more "heat-of-the-moment interviews". Increased footage on social media and on

the championship's website is also on the cards.

"I am absolutely over the moon to be able to form this new and innovative partnership with Torque," said championship co-ordinator Darren Spann. "This will see us significantly step up the whole media package with enhanced graphics, multiple cameras

and in-car footage.

"While we are very grateful for the commitment and coverage Special Stage has provided us with over the previous three years, we truly believe this is a huge step forward and we are very eager to begin working together with Torque to further enhance and grow the championship."



Entries are open for the Ulster Rally, the next round of the British and Irish Tarmac Rally Championships, after the event was launched last week. The event moves from Londonderry to Antrim for 2018. The August 17/18 event will have 104 stage miles for competitors to attack. L-R: Ulster event director Robin Harkness, R2 driver Johnnie Mulholland, Mayor of Antrim and Newtownabbey Paul Michael and R5 drivers Jonny Greer and Desi Henry.

Smith and Millington take the Enville honours

Enville Stages

By Dave Thomas

Organiser: Warrington & DMC When: July 1 Where: Anglesey Circuit Championships: ANWCC; SD34; NW Stage Rally Challenge Stages: 10 Starters: 54

Peter Smith and John Millington in a Ford Fiesta R5 won the heated Enville Stages, ahead of a very close battle in which the runners-up tied.

Last year's runners-up Dave Willett/John Davies (Ford Escort Mk2) just got the place from John Stone/Jack Morton (Fiesta S2500 Millington) by virtue of being one second quicker on the opening stage, with both winning their classes.

Over two minutes behind came Jack Ives/Dave Read, taking class honours in their Escort. Martin Williams and Martin Allwood were second just ahead of local Eric Roberts/Merfyn Williams who had problems all day in their Escort.

Local crew Gethin Jones/Tomos Williams took the 1400cc class by over six minutes in their Vauxhall Nova, and well inside the top 10 overall in eighth. Calvin Woods/Connor Aspey were second in the class in their Volkswagen Lupo.

The 1600cc class went to the immaculate Escort Mk1 of Mark Roberts/Stephen Landen by over minute from the ever-improving Ashleigh Morris/James Morris (Fiesta R200).

Results

1 Peter Smith/John Millington (Ford Fiesta R5) 50m40s; 2 Dave Willett/John Davies (Ford Escort Mk2) +32s; 3 John Stone/Jack Morton (Fiesta S2500); 4 Jack Ives/Dave Read (Escort Mk2); 5 Martin Williams/Martin Allwood (Escort Mk2); 6 Eric Roberts/Merfyn Williams (Escort Mk2); 7 Chris Berry/Heather Merrison (Escort Mk2); 8 Gethin Jones/Tomos Williams (Vauxhall Nova); 9 John Darlington/Lauren Hewitt (Subaru Impreza); 10 Lee Jones/Ian Jones (Mitsubishi Lancer Evo VI).
Class winners: Jones/Williams; Mark Roberts/Stephen Landen (Ford Escort Mk1); Ives/Read; Willett/Roberts; Smith/Millington

REVELLING IN HISTORIC RALLYING

PAUL LAWRENCE

"Sportsmanship is alive and well in historic rallying"



We have grown accustomed to personal conflict as an accepted part of modern sport and motorsport is no different. From the top of the sport down, personal rivalries, posturing, questionable tactics and whining to the media are commonplace.

But it does not always have to be so. On a Saturday morning this spring in the heart of Kielder forest I saw two fierce rivals enjoying their sport with mutual respect, great humour and constant banter.

The key players were Paul Barrett and Matthew Robinson. Northern Irishman Barrett starred on the season-opening Rally North Wales in his freshly-prepared Escort Mk2, while Robinson is an established ace in historic. He's parked the Fiat 131 project and gone back to his faithful Mk2 this season but missed Rally North Wales due to pressures of work.

Barrett went into Kielder first on the road, with no lines to follow. "We're at the head of some good drivers," he admitted before the start. The opening stage of the Pirelli Rally was Robinson's first competitive mileage since the end of the Roger Albert Clark Rally, over five months earlier. But you'd never have guessed as he scythed through Pundershaw 10 seconds quicker than anyone. "I thought I'd had a good first stage, but he took 10s out of me," said Barrett.

But the decider on this event was over 15 miles in The Forks. Much of the stage had been run on the final day Caplestone Fell stage of the Roger Albert Clark, albeit in the other direction. I caught up with them just down the C200 at the arrival control for the final Whitesike test and both crews were buzzing.

Barrett jumped out of the car and said to Robinson: "I don't care if you've taken 15s out of me in there; that was unreal! Some craic!" In fact, Barrett had turned the tables on Robinson to take a 15s profit and seal his victory. There was just time to swap rear wheels around before the last stage to make the most of the available rubber and, with his wheel change done, Barrett dived in to help Robinson change his wheels.

"I kept it stood on that right pedal as much as I could but I was beaten by a mad Irishman," said Robinson with a broad grin. "I couldn't wish to have been beaten by a better guy. The Irish lads like Paul, his brother Ryan and Marty McCormack are awesome guys to race against and we have a great craic with them. That's what it is all about; a good day's sport."

Barrett, too, had loved every minute of the contest. "Everyone works hard to come rallying and to be competing with people like Matt Robinson, that's what makes it for me. Matthew's pace was so good today."

Respect is due to two fine drivers and worthy ambassadors for historic rallying.

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WORLD RALLYCROSS: SWEDEN

Photos: mcklein-imagedatabase.com

As oldest son of 14-time European Rallycross champion Kenneth, Timmy Hansen has spent much of his 26-year life attending the Swedish round of rallycross' highest level.

In 2015, he saw a golden opportunity to make childhood dreams come true, diving up the inside of race leader Mattias Ekstrom in the very last corner of the final at Holjes. He pushed Ekstrom's Audi S1 wide with his Peugeot 208 to claim victory on track, only to be handed a penalty demoting him to runner up slot as Ekstrom took a second World RX win.

Move forward three years and Hansen arrived at Holjes still talking about the feeling of crossing the finish line first at home. Through the early part of the current campaign, Hansen had arguably been the closest challenger to runaway points-leader Johan Kristoffersson, but in the opening five rounds didn't have a trouble-free event to his name. For his home round, Peugeot Sport introduced a new evolution of its 208 WRX, including changes to chassis, suspension, engine and transmission.

Given the competitive pace of its first 2018-spec car, a new machine was always going to be a risk for the French outfit in its first campaign running the RX operation in-house but, on its debut, the car showed decent potential. So much so that come the final, Hansen started on the second row of the grid, took his joker on lap one and set about hunting down the race leaders.

As has become the norm over the last 12 months, the race leader when Hansen took his lap-one joker was Kristoffersson. Only once did the reigning champion not top the order in qualifying, beaten by team-mate Petter Solberg in Q3 and he started from pole for the final following a commanding drive in semi-final 1. Fending off the attentions of Andreas Bakkerud in the run to Turn 1 in the final, Kristoffersson never looked back, leading Bakkerud and Kevin Hansen (driving the older-spec 208 WRX) on the opening lap.

Timmy Hansen had been followed into the joker by Mattias Ekstrom and Jerome Grosset-Janin, who all climbed a position when Kevin Hansen retired on lap two. Ekstrom pressured Timmy Hansen hard while the Peugeot driver closed in on Bakkerud ahead.

Kristoffersson and Bakkerud waited until the final four to take their jokers, Hansen had done enough to move to second, as Bakkerud eased himself into the gap between Hansen and EKS team owner Ekstrom.

Into the right-hander before the cambered left for the velodrome section, Ekstrom nudged the rear of his colleague, who in turn was pushed into Hansen. In a near-replica move to the one he pulled on the same driver at the same corner in 2013 to claim his maiden Supercar win, Bakkerud forced Hansen wide and passed the Swede on the run down the hill, towards the end of the lap.

Sensing an opportunity to make it a double Audi podium, Ekstrom also went for a move to pass Hansen at the right-hander before the circuit's jump, the front-left wheel of his S1 making heavy contact with the right-rear of Hansen's 208, sending Ekstrom's car into the air and sideways across the road, as Hansen careered off the circuit.

As the fireworks were let off for Kristoffersson crossing the finish line first to take another maximum score and extend his lead to 40 points ahead

KRISTOFFERSSON POWERS CLEAR OF THE CHAOS BEHIND

Hal Ridge watched the VW man extend his championship lead



Johan Kristoffersson

Fireworks at the finish for the world champion

RESULTS

FIA World Rallycross Championship round 6/12

When: June 30/July 1 Where: Holjes, Sweden Starters: 67

POS	DRIVER	CAR	TIME
1	Johan Kristoffersson	Volkswagen Polo	4m14.969s
2	Andreas Bakkerud	Audi S1	+2.977s
3	Jerome Grosset-Janin	Renault Megane RS	+5.956s
4	Timmy Hansen	Peugeot 208	-1 lap
5	Kevin Hansen	Peugeot 208	-5 laps
6	Mattias Ekstrom	Audi S1	Penalty

Euro RX Supercar (6 laps): 1 Reinis Nitiss (Ford Fiesta) 4m21.920s; 2 Thomas Bryntesson (Ford Fiesta) +1.276s; 3 Lukas Walfridson (Renault Clio); 4 Cyril Raymond (Peugeot 208); 5 Rene Munnich (SEAT Ibiza); 6 Peter Hedstrom (Volkswagen Polo).
RX2 (6 laps) 1 Guillaume De Ridder 4m34.145s; 2 Henrik Krogstad +1.294s; 3 Simon Olofsson; 4 Oliver Eriksson; 5 Ben-Philip Gundersen; 6 Christian Brooks. **Euro RX TouringCar (6 laps):** 1 Fredrik Magnussen (Ford Fiesta) 4m44.903s; Sivert Svardal (Mazda RX-8) +6.051s; 3 Kenneth Johansen (Ford Fiesta); 4 Sondre Hansen (BMW 120); 5 Tobias Daarbak (Ford Fiesta); 6 Daniel Holten (Ford Fiesta). **Points (after 6/12 rounds):** 1 Kristoffersson 165; 2 Bakkerud 125; 3 Petter Solberg 119; 4 Sebastian Loeb 117; 5 Hansen 116; 6 Ekstrom 114.

of Bakkerud, who was second at Holjes, Ekstrom made it across the line third followed by Grosset-Janin.

But, just like in 2015, it was in the stewards' rooms where the final result would ultimately be decided. Ekstrom was demoted to sixth for the contact, and also reprimanded for repeatedly pushing Bakkerud earlier in the lap.

The Swedish pair had come together again, but this time the party that came off worst, Hansen in this instance, didn't benefit hugely from Ekstrom's penalty. The Peugeot driver also then received his own reprimand for delivering a piece of his mind to Ekstrom behind the podium after the race, for 'unsportsmanlike behaviour'.

All that promoted Grosset-Janin, who had qualified 10th at the Intermediate stage, into third, the first podium for GC Competition's Prodrive-built Renault Megane RS RX and the first top-three finish for the young squad.

Solberg didn't make the final, he retired from semi-final two while leading, his Volkswagen Motorsport-

built Polo Supercar coming to an abrupt halt on the fourth lap. His former World Rally Championship rival Sebastien Loeb also failed to make the final cut and so dropped from second to fourth in the championship standings. The battle for 'best of the rest' behind the relentlessly precise and impressive Kristoffersson sits between Bakkerud, Solberg, Loeb, Hansen and Ekstrom who are covered by just 11 points as WRX heads into the second half of the season.

In Sweden, Marcus Gronholm's GRX Taneco team was again the best behind the factory cars on pace, with its WRC-derived Hyundai i20 Supercars. But both Niclas Gronholm and Timur Timerzyanov suffered punctures in the semi-finals and so failed to make the final.

British driver Oliver Bennett set a best time of 13th in Q4 with his Mini Cooper and wound up 15th overall, two places ahead of Timo Scheider who endured engine problems on his WRX return.

Svardal surpasses expectations with title

The Holjes event hosted the last ever round of the FIA European Rallycross Championship for TouringCar. The rear-wheel-drive category that was introduced in 2007 has been wrapped up by the FIA following a lack of competitor support in recent years.

Somewhat predictably, in the series' final term, the entries were large, the competition was close and the racing exciting.

Three drivers entered the final race in contention for the title. But it was young Norwegian Sivert Svardal who finished second, despite issues with his Mazda RX-8 in the closing stages, who took the title by a single point. He headed final-round winner Fredrik Magnussen in a year in which Svardal had aimed to make "at least

one final" in his maiden season. He surpassed all expectations.

European Rallycross Championship leader Reinis Nitiss claimed his second win of the year in Supercar but initially finished second in the final after being pushed off on the fifth lap by Cyril Raymond, who was later given a five-second penalty and dropped to fourth.

Thomas Bryntesson and Lukas Walfridson completed the podium, as British driver Andy Scott made the semi-finals.

Guillaume De Ridder moved himself into RX2 title contention with a second win of the season. Henrik Krogstad and Simon Olofsson scored their personal best finishes of the season in second and third.



Magnussen leads new TouringCar champion Svardal in Sweden

BRITISH GRAND PRIX PREVIEW

Matt James talks you through the likely stand-out performers this weekend

THE TALE OF THE TALENT

A recent radio advert proudly proclaims that this is the “most open F1 season for years”. That doesn’t seem to be too wide of the mark, with Mercedes not enjoying anything like the dominance it has had in previous seasons. While Lewis Hamilton still leads the way, he is looking over his shoulders at threats coming from several quarters. And leading into Silverstone this weekend, the next chapter is going to be difficult to predict too. The nature of the track will even out the strengths of the various packages and so the outcome is immensely hard to predict. This truly could become one of the most competitive competitions for seasons.

MERCEDES



Hamilton will have the support of fans

Constructors’ position: 2nd
Before the start of the campaign, Lewis Hamilton told anyone who would listen that he would relish a close fight with rival teams. He felt the chance to get his gloves off would put even more of a fire in his belly. Father Christmas was listening –

but, once unwrapped, it doesn’t appear that the gift bestowed by Santa was quite the present Lewis was hoping for. Rather than the others catching up, it has been a difficult Merc underneath him – plus some strategic blunders – that have left him with a huge battle for a fifth title.

The season might be a tough one, but when Hamilton hooks it all up he is imperious. It will be a well-won title if he does claim it. His team-mate Valtteri Bottas needed to convince his bosses that he fully justified his role alongside Lewis after a tepid 2017. The water is still lukewarm,

unfortunately for him and Merc.

44 Lewis Hamilton (GBR)
Championship position: 2nd
Best 2018 result: three wins

77 Valtteri Bottas (FIN)
Championship position: 6th
Best 2018 result: 2nd

FERRARI



Vettel will be in contention for win

Constructors’ position: 1st
Ferrari has turned into a different animal (a prancing horse?) in 2018. Far from starting with a flourish and then falling apart at the slightest sign of turbulence, it has kept up the heat on Mercedes this year. Sebastian Vettel has pounced when he can, and the SF71H is capable of leading the line pace-wise

if the Silver Arrows have the slightest flaw. If it hadn’t been for an over-eager Max Verstappen in China too, Vettel could easily have another 10 points in his pocket – but quite a few drivers on the 2018 entry list could have that complaint too. Kimi Raikkonen still occupies the second Ferrari seat. No, really, he does. His last GP win was before he rejoined Ferrari five

years ago. The Scuderia has rising star and Sauber incumbent Charles Leclerc in the wings. Will common sense break out? This is F1, so don’t hold your breath.

5 Sebastian Vettel (DEU)
Championship position: 1st
Best 2018 result: Three wins

7 Kimi Raikkonen (FIN)
Championship position: 3rd
Best 2018 result: 2nd

RED BULL

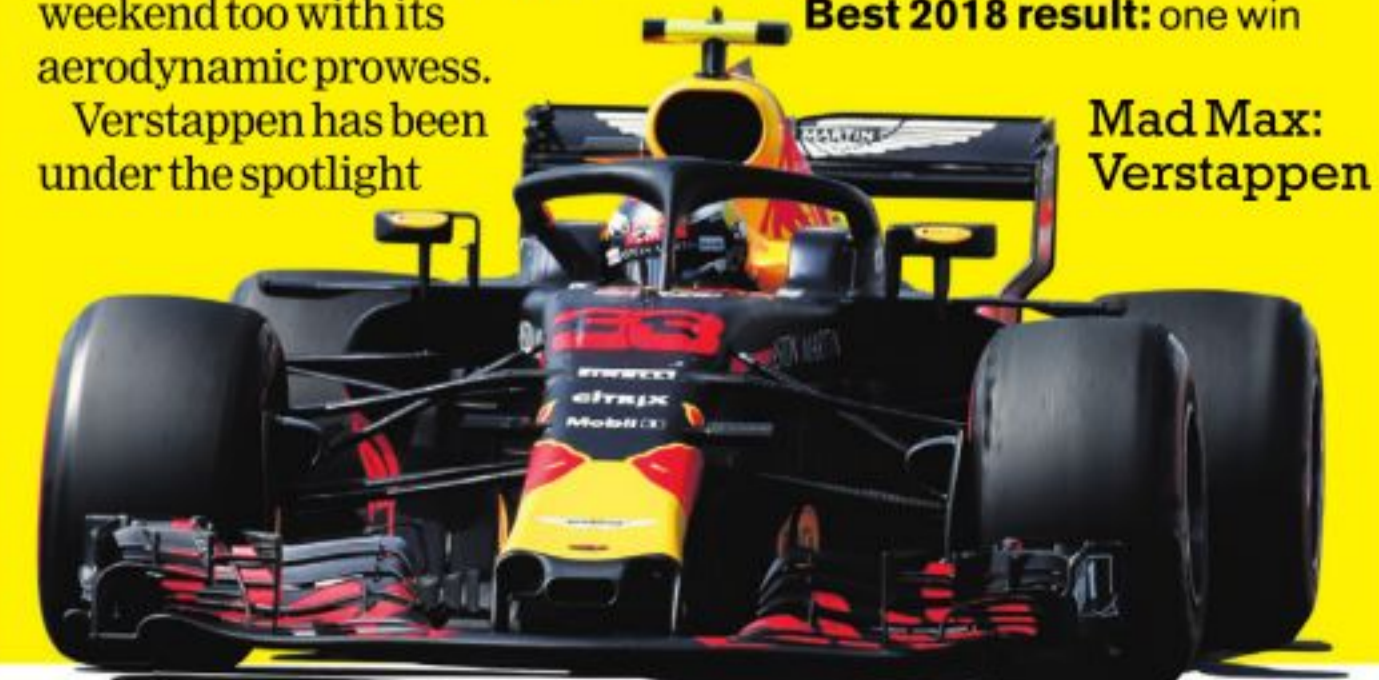
Constructors’ position: 3rd
The constant message coming out of Milton Keynes at the start of the season was that they had the most exciting driver combination on the grid. As the two RB14s finished the Azerbaijan in component form after being magnetically attracted to each other for much of the event, the downside of its impetuous duo was graphically underlined. Intra-team friction aside, the team has provided a car for Max Verstappen and Daniel Ricciardo which is capable of winning races and should perform well in the UK this weekend too with its aerodynamic prowess. Verstappen has been under the spotlight

this season and has driven into the top three in the points – Hamilton, Vettel and Ricciardo – at various stages. Thankfully for the fans, he is showing no signs of ironing out the tiger-ish edges to his driving and the criticism he has come under is something that a number of future greats have experienced during the early stages of their careers. Coincidence?

3 Daniel Ricciardo (AUS)
Championship position: 4th
Best 2018 result: two wins

33 Max Verstappen (NLD)
Championship position: 5th
Best 2018 result: one win

Mad Max: Verstappen



FORCE IN



Perez has scored a podium finish

Constructors’ position: 5th
The American team, still in its freshman period in Formula 1, is very much a team of two halves in 2018. It has the potent Ferrari engine in it, and the impressive early season testing form has been carried over in some of the races, so long as the mechanics remember to do the wheel nuts up. On circuits where the car can stretch its legs, it has been potent and there are certainly plenty of places to open it up at Silverstone. The chassis is competent without being stunning, and its position in the

RENAULT

Constructors’ position: 4th
Renault rejoined as a fully-fledged manufacturer team in 2016 and said that it would take a couple of seasons to put the infrastructure in place that it wanted to push itself back to the forefront of F1 racing. It has made progress, certainly, and the squad is the best of the

Constructors’ position: 6th
The all-conquering McLaren team, with the strongest driver line-up on the grid, has won every race so far this season and will expect more of the same this weekend. That could have been the intro to this piece 30 years ago. In fact, it probably was in 1988. Since then, the team has slipped into a crisis, and even a switch of engine hasn’t solved things. The Honda relationship was soured from both sides and they were desperate to part. So, in came Renault and guess what? Things haven’t improved vastly. Fernando Alonso is still among the best three drivers

on the grid, finished in the title chase. He is getting especially strong, seems to have backwards start of 2018 to grips with. He could well set his direction. Stoffel Vandoorne will be a right team, especially since he seems to have backwards start of 2018 to grips with. He could well set his direction. Stoffel Vandoorne will be a right team, especially since he seems to have backwards start of 2018 to grips with. He could well set his direction. Stoffel Vandoorne will be a right team, especially since he seems to have backwards start of 2018 to grips with.



Photos: LAT

REPEAT AT SILVERSTONE

REDA BULL

midfield division. The trouble is, there are six other cars to get through – Mercedes, Red Bulls and Ferraris – to make any real impact. Renault worked hard to get Spaniard Carlos Sainz and pair him with Nico Hulkenberg, and there were many who raised eyebrows when Christian Horner said Red Bull's pairing was the

most exciting. Enstone has a fair claim too.

The car is a neat package but there are doubts about the strength of the engine, which means any assessment of the chassis is hard to make.

But, so long as the lessons are learned throughout 2018, then this will be

another season of progress.

27 Nico Hulkenberg (GER)
Championship position: 9th
Best 2018 result: 6th

55 Carlos Sainz (ESP)
Championship position: 10th
Best 2018 result: 5th



Hulkenberg has topped 'Class B'

but he last year was in the top three of the championship in 2013. Being frustrated, since McLaren have taken a step back even since the time as others have got on with their new cars. Vandoorne's performance is also in doubt, and he would not feel sorry for the terms of his career: wrong time.

McLAREN



Alonso has had a very poor run of late

14 Fernando Vandoorne (BEL)
Championship position: 16th
Best 2018 result: 8th

14 Fernando Alonso (ESP)
Championship position: 8th
Best 2018 result: 7th

FORCE INDIA



Constructors' position: 7th

It is all very good being the best value for money team on the grid, as Force India has been over the last few years, but it means the margins are fine. Any problem with the development can take longer to fix, and that seems to have finally caught up with the Silverstone-based operation this season.

From knocking on the door of the top six, it has struggled to break in the top 10 and this is a hard habit to break. It is a good job the cars are pink, otherwise they would have gone completely unnoticed.

In Esteban Ocon, it has one of the most talked about hot prospects in F1 and he is acquitting himself well enough to maintain that lofty spotlight – but it is easy to overlook his experienced team-mate Sergio Perez.

The Mexican has been on the podium this year and is ahead of his young French rival in the points.

11 Sergio Perez (MEX)
Championship position: 11th
Best 2018 result: 3rd

31 Esteban Ocon (FRA)
Championship position: 12th
Best 2018 result: 6th

Constructors' table is blunted by the fact that only half of the team has been able to score points. It seems, at times, that Romain Grosjean is trying to come up with new ways of retiring from a motor race and, as a result, is way behind Kevin Magnussen in the points table.

Romain Grosjean (FRA)
Championship position: 15th
Best 2018 result: 4th

Kevin Magnussen (DEN)
Championship position: 10th
Best 2018 result: 7th



Magnussen is 10th in the points standings

TORO ROSSO

Constructors' position: 8th

Keep your friends close and your enemies closer? Well, that wasn't quite the case for Toro Rosso when it swapped to Honda for this season, but there was a tacit acknowledgement that Red Bull would be keeping a very close eye on its junior team in 2018 as it wanted out of its troubled agreement with Renault.

While the Japanese powerplant

hasn't pushed the Italian team to the very front of the pack, it has done enough to impress the Austrian financiers of Red Bull, which has inked a deal to use the motor.

As for Toro Rosso itself, the season has been up and down. The chassis is effective enough, and Pierre Gasly has shown that he belongs at this level and has exploited the engine when he can, while team-

mate Brendon Hartley seems like he is ambling towards his P45 (he is still in a job at the time of writing...).

10 Pierre Gasly (FRA)
Championship position: 13th
Best 2018 result: 4th

28 Brendon Hartley (NZL)
Championship position: 19th
Best 2018 result: 10th



Gasly has shone on occasion in 2018

SAUBER

Constructors' position: 9th

The rebranded team with its Alfa Romeo backing for 2018 was expected to maintain its position at the rear of the grid.

In recent seasons Sauber has been scrapping around for any crumbs in terms of points and occasionally, very occasionally, it was able to Hoover up a tasty morsel of 10th position.

And then came Charles Leclerc. He has scored more in the first half of his rookie season than the Swiss team managed in the whole of 2016 and 2017 combined. Even Marcus Ericsson has weighed in with a couple of points too.

Leclerc will need something

unusual to happen in terms of safety cars or weather to reach the heady heights of the bigger points at Silverstone, but he will still be one to watch – fans will be watching a future winner.

Sadly for the team, it seems Leclerc is high on the shopping list of others, which means it will lose its best asset. Welcome to life at the back of the F1 grid.

9 Marcus Ericsson (SWE)
Championship position: 18th
Best 2018 result: 9th

16 Charles Leclerc (MCO)
Championship position: 14th
Best 2018 result: 6th

Leclerc has a bright future ahead



WILLIAMS



Williams has had a big struggle

Constructors' position: 10th

Since the beginning of 2005 and now, Williams has scored a single grand prix victory. Seems unthinkable, doesn't it? The echoes of Tyrrell are unmistakable, and there can only be hope that Williams doesn't go the same way...

Russian Sergey Sirotkin was chosen to partner Lance Stroll this season for his pace and not for his deep pockets, the team insisted. We are still waiting to see the pace that the team promised us – but then, he is in a Williams. Stroll isn't consistent enough to either show himself in the best light or drag a struggling team out of its doldrums.

There is nothing wrong with the engine, and so the blame has to be pointed at the team itself. Williams won its first grand prix at Silverstone with Clay Regazzoni back in 1979. Do not expect the same to happen this weekend.

18 Lance Stroll (CAN)
Championship position: 17th
Best 2018 result: 8th

35 Sergey Sirotkin (RUS)
Championship position: 20th
Best 2018 result: 13th

BRITISH GRAND PRIX PREVIEW

Twenty years ago, Michael Schumacher won the British GP in the pits. By **Matt James**

WHEN THE RULEBOOK WAS TURNED UPSIDE DOWN AT SILVERSTONE



Schuey and a very confused-looking Hakkinen on podium



The start of the race was simple: the end wasn't...

There was a huge saga in the build up to the biggest sporting event of the year in 1998, and it all centred around a precocious talent and whether he could perform at the highest level. That particular drama played out for Ronaldo and the Brazilian football team, which was about to lose the World Cup final to France in Paris.

It took place four hours after the chequered flag had fallen to welcome Mika Hakkinen's McLaren across the line at the British Grand Prix in another sporting showdown that produced drama by the bucketload – and the man who crossed the line first wasn't actually the victor.

Michael Schumacher's decision to dart his Ferrari from the lead into the Silverstone pitlane on the final lap of the British Grand Prix in 1998 baffled most people watching the race.

Even ITV commentators Murray Walker and Martin Brundle were grasping for an explanation. That was especially the case as Schumacher was declared the winner, even though he had been in the pits.

That year, the fans had endured all that the British summer could throw at them. The heavens opened and the race was hit by a downpour later which

almost brought the event to a halt. A safety car period controlled the pace for some of the later laps and it was a truly treacherous grand prix which caught out many – and the highest profile among them were Schumacher's main rivals, the McLaren pairing of leader Hakkinen and second-placed David Coulthard.

They both spun with Coulthard getting stuck in the gravel at Abbey, although Hakkinen continued, and that slip-up seemed to have gifted the race to the German.

The point of controversy happened on lap 43. Schumacher was deemed to have overtaken Alex Wurz's Benetton under a stationary yellow flag and the stewards received a report from a marshal. This incident was reported at 1515hrs – however, later investigations revealed that the report was unsigned and it did not state specifically on what lap the incident occurred.

The note was transmitted to race control two minutes later and the race director did not find out for another 10 minutes as the safety car was called out amid increasingly bad rain.

After the delay, the race director informed the stewards, who decided to hand out a stop-go penalty. However, that information was not translated to the team until 1546hrs.

That was on the 58th lap of the 60-lap event, and 31 minutes after the incident

had been reported. Rules dictate that teams must be informed within 25 minutes. This was a major slip-up on the part of the officials – and another crucial fact that caused confusion was that any notification of the penalty wasn't posted on the screens until the final moments of the race.

But, while officials and Ferrari top brass, including technical director Ross Brawn, furiously waved bits of paper at each other and debated the rights and wrong of a penalty applied to Schumacher, the Italian team decided to cover off any potential censure with a controversial last-lap pit halt.

ITV pitlane reporter James Allen was perfectly positioned the Ferrari pit area at the time to watch the drama unfold.

"At that time, the guy who was in charge of the rulebook as far as Ferrari were concerned and how they reacted to the rules was Stefano Domenicali," says Allen. "That was his role, and so Ross Brawn had him there and they were both centrally involved in it. Domenicali was driving it – he knew every area of the rules – he was almost like the team's lawyer. Ross was shaking his head because he didn't agree with it. It would have been him, Domenicali, who would have been exploring the best way to sort this out. There had also been the incident four

years beforehand when Michael had been black flagged for overtaking on the warm-up lap. So for Michael and Ross, there was a sense of déjà vu in what was happening. It was a very, very perplexing moment.

"They needed to sort it out and they needed to find a clever solution. The impression I got was that they would do what they had to do at the time and then sort things out later. But there was a lack of clarity surrounding it."

That left Hakkinen to take the flag at Woodcote but Schumacher had crossed the timing line – in the pitlane – ahead and officially finished the race. Such an eventuality had not been thought of in the rulebook up until that point.

Schumacher crossed the timing line 22 seconds clear of Hakkinen, but the decision of the stewards meant the Ferrari man had a 10-second penalty applied to his race time.

Schumacher himself was baffled. Due to a radio communication failure, there was no information coming to him from the boffins and strategists, and he was isolated.

He initially thought there might have been a problem with his restart when the safety car went in and he pressured the Benetton of Giancarlo Fisichella in front of him as he was eager to set off after leader Hakkinen. That wasn't actually a transgression, because he didn't pass the Italian before the timing

line to resume racing – even though it was close.

Sitting down after the race, Schumacher was confused: "Everybody saw what happened, but what I still don't know is the reason for my penalty to come in. I thought it was maybe the situation with Giancarlo but I didn't think I passed him on the line. I don't know what else was wrong."

"The radio was gone about half the race through: I had no communication. I got a sign then on the pit board with an arrow to come in and I thought maybe we have a fuel problem and that is why I have to pit – I wasn't thinking of anything like that [a penalty]. We were lucky to win this race."

That last comment could be slightly disingenuous, as once Schumacher had retaken to the circuit after the flag, he continued to circulate for two slowing down laps – and in the process, making sure he crossed the finish line on the circuit itself. If he hadn't had any communication from the team, then it was an exceptionally sharp thing to do... a real belt-and-braces approach to make sure any arguments after the race would be watertight.

Allen adds: "One of the really impressive things with Ross Brawn was that he approached the whole situation as if he was a lawyer. He wasn't one, but he acted like he was. He always had his arguments laid out,



Photos: Sutton Images, LAT



Schumacher ended his race in the pitlane

and had a structure to them. He would have been on top of all of it. I just remember it being a very confusing thing happening at the moment but Ross and Ferrari was on top of it.

"It had been quite a political season. There was lots of stuff swimming around and it was before we got the common ECU in F1, so there was rumours of traction control and all sorts. There was a feeling of persecution between Ferrari and McLaren – and Ferrari had come from a long way back in that year. It was a great season, but things like this were swirling around. Silverstone was just part of a number of things that were going on in the background, and it was a season of ups and downs."

But even at the end of the race, that wasn't the end of the matter. McLaren was furious and immediately lodged an appeal to the stewards, but protests from its boss Ron Dennis were thrown out.

McLaren's contention was the application of the law: the rulebook stated that if the incident was in the final 12 laps of the race, a penalty would be additional time added to the offender's race duration.

The incident was before that, and so McLaren argued that it should have been a complete drivethrough (or, at least, 25 seconds slapped on Schumacher's race time, which

would have been the period needed to complete a drivethrough).

If the censure had been implemented at 25 seconds, Schumacher would have lost the race to Hakkinen...

Not content with the solution meted out at Silverstone, Dennis took the matter to the FIA International Court of Appeal and even went so far as to suggest that the entire race should be rerun.

The decision, which was taken the day after the following race in Austria, went further: the FIA court said that the 10-second penalty should be overturned because it hadn't been applied properly.

It also decided to suspend the licences of the three stewards of the meeting, who had been responsible for the shambles.

Indian Nazir Hoosein, Canadian Roger Peart and Briton Howard Lapsley took the blame.

"I think it was a bad day for the sport in terms of its storytelling. It was an odd set of circumstances – but it certainly didn't reflect well on F1 at all," says Allen. "I put it up there with the race at Indy in 2005 when only six cars took the start after the tyre trouble. It was a very hard job to relay this information to the public, and that is not what racing should be about." ■



Schumacher was said to have overtaken Alex Wurz (above)



Hakkinen threw the race away with this Becketts moment

Keeping the crowd in the loop...

While the watching public were baffled by the decisions being made in race control and being argued out by Ferrari in the pitlane, it was even more perplexing for those who were trackside.

Silverstone commentator Ian Titchmarsh (right) was calling the race on the public address system and admits that there had been some confusion.

"The commentators on the PA rely upon information coming to them from the timing monitors, and there was no notification until right at the end of the race," he recalls. "That was unusual, and in that position, you can only say what is happening in front of you."

"I knew there was some kind of penalty, even though I wouldn't have known at the time exactly what it is for because the interpretation of the rules is very hard to make on the hoof – and it is even harder when some of the officials and the



Ferrari team are arguing among themselves too.

"There was a frustration, but with such limited information, it was hard to know what to say."

Titchmarsh reported that Schumacher had pitted, but there were even more factors which made the Ferrari man's halt tougher to unravel. "It was the first year that the startline had been moved to between Woodcote and Copse – so that meant that, for the first time, the timing line, and the finishing line, were in a different place to the start line which is something people had to take into account," explains Titchmarsh.



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BRITISH GP PREVIEW



Photos: LAT

There are plenty of drivers in the junior ranks fighting for home glory. By Jack Benyon

F2 PREVIEW



ART team-mates Russell and Aitken

THE BRITS IN F2 RIDING THE CREST OF A WAVE



Norris will be attacking Russell on track



Carlin's Norris is a title contender

Whether the drivers are good, bad or somewhere inbetween, the general British media always play-up the home favourites for the British Grand Prix. But this year, they don't need any help as the talent does all the talking for itself. Four drivers, three of which have Formula 1 roles, make for an appetising fight for Formula 2 honours at Silverstone.

Step forward one of the strongest group of British drivers to compete in F2, GP3 or any F1 support series in recent memory. There's no logical place to start, so alphabetically will do. British-Korean driver Jack Aitken is fresh from finishing second in the GP3

championship last year, and after a problem-laden first part of the season, it's time for some luck at home against his rivals.

"It's a friendly rivalry we have which is quite nice – the home fans like to see tough competition at the front," he says. "I don't think they mind who wins, as long as one of us is up there. But obviously it means a lot to us and I imagine we'll all be fighting really hard."

Joining Aitken in the battle is Alexander Albon – the British-Thai driver who has the most poles of any of the drivers on this list. But reliability issues have set him back and he's been chasing his tail for a number of rounds in a bid to rejoin the championship fight.

The alphabet has done its part in saving the favourites for last, starting with Lando Norris.

The McLaren Formula 1 junior

has been linked with three F1 teams already this year and at 18 years old, continues to defy his age.

"Generally I've gone pretty well there in the past," he says. "It'll be nicer to win, potentially, in front of your home fans. I don't think it puts any extra pressure on me. It just makes me want to do better – it's more rewarding."

And rewarding it would be, to get one up on George Russell. Norris – the reigning European Formula 3 champion – and Russell are seen as the two next British F1 hopefuls above the others, although all have a brilliant chance.

Reigning GP3 champion and Mercedes junior Russell loves Silverstone. But he's got his eye on something bigger.

"We're all here for one reason. It's nice to win at Silverstone but I'd prefer to win the championship,"

he declares. "I've had a tricky start to the year with some bad luck so I'm just looking to gather up points and get back in the title hunt."

Picking a winner is tough. Russell has arguably been the best package this year when all goes his way, but Norris's rapid race pace makes him virtually unstoppable when he can qualify near the front. Albon is a proven race and pole winner while Aitken also has a win under his belt. Expect Norris and Russell to duke this one out, but Albon and Aitken could easily join in.

Of the other drivers, Nyck de Vries and Artem Markelov have both won but been fast and inconsistent. They could deliver a crushing home defeat. Norris's team-mate, Sergio Sette Camara, is also consistent and another capable of denying the Brits a dream win at home. ■

STANDINGS

FIA Formula 2
After 12 of 24 rounds

POS	DRIVER	PTS
1	George Russell (GBR) ART Grand Prix	132
2	Lando Norris (GBR) Carlin	122
3	Artem Markelov (RUS) Russian Time	94
4	Alexander Albon (GBR/THA) DAMS	89
5	Sergio Sette Camara (BRA) Carlin	86
6	Antonio Fuoco (ITA) Charouz Racing System	82

ILOTT AIMING TO FILL THE GP3 POWER VACUUM

A lot has changed in a year in GP3. The car and the calendar are the same, but the graduation of George Russell and Jack Aitken to Formula 2 – both of whom have been plugged into F1 cars in tests this year already – has left a power vacuum the remaining drivers are struggling to fill.

One Brit hoping to step up and satisfy that role is home favourite Callum Iloft, the Ferrari Academy driver having taken a first victory in the series in the Paul Ricard sprint race two weeks ago. The prospect of racing at Silverstone is extra motivation for the driver who has filled one of the seats vacated by Aitken and Russell at the ART Grand Prix squad.

"To be racing here is something special that's personal to me," says Iloft. "Just because of the British Racing Drivers' Club, the fact that I'm English, it all adds up really. It's a nice circuit, very high speed and flowing."

His team-mate for this year, Jake Hughes, has had an even tougher

start to the season than Iloft. Tyre struggles have hampered his progress, both switching them on in qualifying and making them last in the races. But Silverstone will be a welcome trip home to something familiar, in a bid to return to his status as pre-season title favourite.

Iloft and Hughes will have to defeat a number of challenges to their home glory. Anthoine Hubert, their French team-mate, was the highest-placed driver in the 2017 championship to return this year, and has impressed in 2018 after a recent tie-up with Renault was announced. Dorian Bocciacci of MP Motorsport has shown winning potential in a team new to the series, and Nikita Mazepin is in the fourth ART Grand Prix car and won the first race of the season in Barcelona. Giuliano Alesi won one of last year's Silverstone races, the reversed-grid encounter, and being the son of Jean, he is not short of Formula 1 pedigree. Now he must deliver on it.

In the same boat of recognisable names is Pedro Piquet, son of Nelson Sr. Driving with Jenzer as a rookie, he'll struggle for outright honours but has made big steps forward at the previous rounds. ■

GP3 PREVIEW



Iloft is a driver at top squad ART

STANDINGS

GP3 Series
After 6 of 18 rounds

POS	DRIVER	PTS
1	Callum Iloft (GBR) ART Grand Prix	69
2	Anthoine Hubert (FRA) ART Grand Prix	63
3	Leonardo Pulcini (ITA) Campos Racing	61
4	Nikita Mazepin (RUS) ART Grand Prix	51
5	Giuliano Alesi (FRA) Trident	50
6	Pedro Piquet (BRA) Trident	46



Hubert (r) has been man to beat this year

PORSCHE SUPERCUP

Yellooly heads British Porsche contingent

It's not just in F2 and GP3 that British drivers are fighting at the front – there's also a Brit in title contention in the Porsche Supercup.

Nick Yellooly, a simulator driver for the Force India Formula 1 team, is in the mix after taking a win in the second round in Monaco.

While it's reigning champion Michael Ammermuller who currently leads the way, Yellooly brings with him the experience of finishing runner-up in the equally-competitive German Carrera Cup series last term.

And the 27-year-old is looking forward to competing on home turf.

"I can stay at home, which is really nice as you have your own bed and everything is normal," he says. "The two races that I said I wanted to win this year are Monaco and Silverstone so if I can do that, I'll be happy."

More Brits to watch for are Carrera Cup GB champion Josh Webster and Tom Sharp.

FIA MASTERS F1

Helping to mark Silverstone's 70 years as host of the British GP, the FIA Masters Historic Formula 1 for 1966-85 cars will run two races over the weekend.

It's set to be a momentous F1 return for Tommy Byrne. The British Formula 3 champion, considered one of the finest raw talents ever to have raced, will drive a Hesketh 308/1 – his first competitive outing at Silverstone since 1984.

Aerodynamics design ace Adrian Newey will line-up alongside in his own Lotus 49 while usual historic F1 stars Nick Padmore and Jamie Constable will likely be the frontrunners.

RACING REPORTS

BRANDS HATCH: HSCC BY PAUL LAWRENCE
JUNE 30/JULY 1

Photos: Gary Hawkins



Glover (7) beat Thornton home

When it is good, the Derek Bell Trophy is stunning and Saturday's opener was up there with the best. There were no surprises when Michael Lyons stormed away from the 25-car field at the start, pushing the family Lola T400 around at a pace that none of his rivals could ever hope to match, going clear at around three seconds a lap.

But in Lyons' wake, it was a different matter and a thrilling race developed as the Formula 5000s of Neil Glover (Chevron B37) and Greg Thornton (Surtees TS11) went head-to-head with Mark Charteris (F2 March 742) and Matt Wrigley (FAT Atlantic March 79B).

Driving his F2 car like his Mallock, Charteris gave Glover all sorts of grief and twice used his prodigious corner speed at Paddock to dive ahead. Ultimately, power told and the smaller-engined cars were edged back to fourth and fifth but the spectacle of these four cars running neck-and-neck was magnificent.

"It was one of the toughest races I've ever done as my mirrors were full of Greg and Mark," said Glover after a hard-earned second. Charteris added: "It's very hard following the 5000s – they make a big hole in the air!"

Sunday's second race followed a similar crowd-pleasing format but this time Thornton managed to squeeze ahead of Glover in the fight for second. Charteris followed him through to complete the podium as Glover dropped to fifth behind Wrigley after a late spin.

Later, Charteris wrapped up a superb weekend with a commanding Classic Clubmans victory.

Two excellent grids from the HGPCA, split at 1961, provided double wins for Jon Fairley (Brabham BT11/19) and Geraint Owen who had his Kurtis 500 Indy Car running better than ever. Peter Horsman (Lotus 18/21) gave stern chase to Fairley in the opener until a backmarker cost Horsman any chance of challenging. On Sunday, Horsman spun into Druids on the first lap and later halted his recovery drive when the throttle stuck open. Owen had to keep pushing to hold off the flying Will Nuthall in his father's Alta after a stunning drive to wrestle the car ahead of Rod Jolley's Monzanapolis Lister Jaguar.

Jon Milicevic completing seven out of seven in Historic F3 on Saturday does not tell the story of a mighty challenge from Andrew Hibberd who did a good share of leading until forced to ease back his pace when a carburettor problem left him badly short of engine revs.

Steve Smith, Christoph Widmer and Michael Scott battled for third and all deposed Hibberd in the closing stages, but Swiss commuter Widmer was a last-lap retirement when a loss of brakes pitched him off at Clearways. Roles were reversed on Sunday when Hibberd made much of the running until Milicevic was sidelined by a broken rocker. An elated Widmer got his repaired Brabham up for the final podium position.

The opening Classic F3 race was



Fairley claimed a double win in his Brabham BT11/19 in HGPCA Pre '66 races

rather spoiled by a long safety-car period from the start. David Shaw (Ralt RT1) went from sixth on the grid to first inside two corners as his rivals stumbled, including Tom Bradshaw's Argo which cut out at Druids, and Shaw then controlled the dash to the flag as Ian Jacobs (Ralt RT3) and Simon Jackson (Chevron B43) chased hard. Frenchman Fred Rouvier went from the Paddock gravel and dead last on lap one to eighth in four racing laps.

With the electrical short fixed, Bradshaw was mighty on Sunday and was on a mission from 25th on the grid.

He passed 10 by Surtees on lap one and charged past Jackson to take the lead with laps to spare.

John Burton overcame a scary lack of brakes to dominate the opening Pre '80 Endurance race in his Chevron B26 despite a constant chase by the ever-improving Osella PA3 of John Spiers, which posted a late retirement after a gravelly spin. Burton did it again on Sunday while Spiers starred by narrowly getting the better of Kevin Cooke's March 75S after a lengthy chase.

It was never going to take long for

WINNERS

Classic Clubmans Mark Charteris (Mallock Mk20/21)	(Brabham BT11/19) Race 2: Jon Fairley (Brabham BT11/19)
Classic Formula 3 Race 1: David Shaw (Ralt RT1) Race 2: Tom Bradshaw (Argo JM6)	Historic Formula 3 Race 1: Jon Milicevic (Brabham BT21B) Race 2: Andrew Hibberd (Brabham BT18)
Derek Bell Trophy Race 1: Michael Lyons (Lola T400) Race 2: Michael Lyons (Lola T400)	Historic Formula Ford Qualification race: Kevin Stanzl (Crossle 20F) Race 1: Richard Tarling (Jamun T2) Race 2: Ben Mitchell (Merlyn Mk20)
Formula Junior Chris Goodwin (Lotus 22)	Historic Touring Cars Philip House (Ford Lotus Cortina)
HGPCA Pre '61 Race 1: Geraint Owen (Kurtis 500C) Race 2: Geraint Owen (Kurtis 500C)	Pre '80 Endurance Race 1: John Burton (Chevron B26) Race 2: John Burton (Chevron B26)

Chris Goodwin to score his first Formula Junior win after a handful of races in his Lotus 22 and it came late on Sunday as a safety-car period helped him edge away from Peter Morton's Lightning Envoyette. When Morton was boxed behind a lapped car at the restart, the matter was put beyond doubt.

A good Historic Saloon field delivered an excellent contest as John Spiers and Philip House went head-to-head in Lotus Cortinas. Spiers, fresh from racing his Osella, set the early pace but House chipped away and was narrowly ahead at the flag.



Tarling (1) and Mitchell (24) were in the thick of thrilling FF1600 action

Mitchell and Jackson's tangle presents Tarling with a golden opportunity

Christmas came six months early for Richard Tarling in the opening Historic FF1600 Championship race on Saturday when title rivals Ben Mitchell and Cameron Jackson went off together with two laps to go.

While Tarling gratefully swept ahead, Jackson recovered best to take second from Mitchell and claw back four championship points in their developing title contest. "I probably wasn't quite quick enough to win on my own, so I sat back and waited," said Tarling. "I was in the right place at the right time!"

A stunning lead battle raged all the way until lap 12 as both Mitchell and Jackson took turns to set the pace. Mid-race, Jackson even built a slight margin when Mitchell dropped back behind Tarling as Callum Grant went with them. But it all came to a head at Dingle Dell with a lap and a half to run.

"We went two wide into Dingle Dell, I went over the kerb and bounced towards Ben," said Jackson. Both cars skittered

through the gravel as Tarling swept past. However Jackson and Mitchell recovered for second and third before Grant arrived in fourth. "We both did well to not hit each other and recover," said Jackson, while Mitchell added: "It was good to salvage a podium."

Ed Thurston had an unusually lonely race to fifth from Max Bartell while Sam Mitchell did well to finish seventh after initially running in the top three. Sam was on his elder brother's gear box when Ben's car clipped a kerb and jumped out of gear at Graham Hill Bend, forcing Sam to throw his car into a spin to avoid collecting his brother.

Sunday was just as action-packed as Ben Mitchell claimed his fifth win from 10 races to retain the overall title lead. On paper, Mitchell had a clear run to a two-second victory but, of course, it was far from being that easy.

Jackson was away best and was trying to press home his advantage when he took too much kerb at Stirlings on the

second lap and the Lola snapped into a spin. Jackson recovered quickly, but was now down in seventh as Mitchell started to make good his escape.

Jackson faced a mountain to climb on a damage limitation mission and duly tigered his way through the jostling pack. Tarling proved to be the biggest problem and they battled mightily before Jackson finally got second place and far more points than he expected as he rejoined seventh. "It was really tough to get back to second," said Jackson. Tarling, meanwhile, had driven a stormer and later discovered that a wishbone was pulling out of the Jamun's chassis.

Grant and Sam Mitchell were next up, having run right in the lead pack, but the final glory went to Ben Mitchell. "It was very close in the early laps," said the Gloucestershire racer. After four races in a fortnight, his points lead over Jackson has grown by just one point. The title race is going to run and run!

PEMBREY: 750MC BY IAN SOWMAN

JUNE 30/JULY 1

Photos: Steve Jones

WARD JOINS CLASSIC STOCK HATCH TITLE FIGHT AFTER A TRIP TO PEMBREY



Ward scored a brilliant double

Ford Fiesta XR2i driver Marcus Ward scored two Classic Stock Hatch victories at Pembrey to make it four in a row, which put him in contention for the title as the season reached half-way.

Pete Morgan claimed pole for both races in his XR2 but Ward grabbed the initiative at the start of the first. Morgan remained a thorn in his side until his engine failed on the penultimate lap, promoting the Vauxhall Nova of Ted Cooper and points leader Lee Scott (XR2i) onto the podium.

After replacing a valve overnight, Morgan was back on song on Sunday but, pushed hard by Ward – who found another half-a-second despite carrying an extra 25kg of success ballast – he repeatedly exceeded track limits and had 15 seconds added to his time. Ward was bewildered to receive a garland, but pleased that his brother Scott (XR2i) was on the podium for the first time after he had made up two places when he went three wide with Cooper and Lee Scott through Diben on the penultimate lap. Cooper was classified third, Andy Philpotts' XR2i fourth and Scott fifth, his lead over Marcus Ward cut to seven points but with Ward 18 ahead on dropped scores.

Patrick Fletcher's hopes of claiming the Clio 182 title for a third successive year suffered a setback when he was excluded from victory in the final race after clumsily challenging championship

rival Jack Kingsbury for the lead at Brooklands on lap one of 11. With Fletcher having to count the zero when scores are dropped, just a handful of points now separate Fletcher, Kingsbury – who retired from race three, having had two podiums earlier in the weekend – Mark Balmer and Ryan Polley.

Balmer had won a tepid opener from Andrew Tibbs but the second race was livelier, with Tibbs benefiting when Fletcher and Kingsbury touched at Hatchets on the third lap of 12, taking his first win since 2015. Having been delayed by the loss of his front bumper, Balmer retrieved fifth from Polley at Brooklands on the final lap.

Although Fletcher cruised to the on-the-road win in the final bout, Tibbs was promoted to victory. Don de Graaff got his mojo back after a trying start to the year with second position and fastest lap on a track that was surprisingly grippy in spite of rain.

Mark Burton won only one Locost race – compared to three at Croft – but he still extended his championship lead by three points. After a second restart, Louis Wall took the opener by passing Burton into the final corner of the race, but Burton retaliated on Sunday morning with an exhibition of defensive driving on a circuit that provides slipstreaming aplenty. Martin West and Ben Powney – who almost dead-heated with Wall – completed the podium.

The finale was stopped early, much



Burton only took one Locost win this time, but still extended his points lead

to the chagrin of Wall who had just passed Powney for the lead at Hatchets. Thus Powney, who admitted that he "drove like a plonker" on Saturday, claimed the win from Wall and West, who remains winless.

Paul Maguire scored two MX-5 wins from three, but Ben Hancy's delight at his first category win in the second encounter was a weekend highlight. That was set up when Maguire ran onto the grass at Honda on lap three and Hancy seized his chance, just as Maguire's win in the curtain-closer was sealed when he aced the start to lead – from fifth – by Hatchets.

Paul Smith dominated the RGB Sports 1000 encounters, giving the Mittell MC-53 a double victory over championship leader Billy Albone, who endured a trying weekend. Just prior to Saturday's race Albone's car wouldn't start, leaving him to race Jonathan McGill's Spire GT3 from the back of the grid to second.

Electrical issue fixed, he was back in his own Spire on Sunday, but an unwell Albone could not keep pace with Smith, who demolished his own lap record – set a day earlier – by 2s. After 15 years of racing in RGB Colin Chapman took his first podium, before Danny Andrew took

WINNERS

750 Formula	(Honda Integra DC2)
Race 1: Ed Pither (PRS 1b)	
Race 2: Ed Pither (PRS 1b)	
Classic Stock Hatch	Locost
Race 1: Marcus Ward (Ford Fiesta XR2i)	Race 1: Louis Wall
Race 2: Marcus Ward (Ford Fiesta XR2i)	Race 2: Mark Burton
	Race 3: Ben Powney
Clio 182	MX-5 Cup
Race 1: Mark Balmer	Race 1: Paul Maguire
Race 2: Andrew Tibbs	Race 2: Ben Hancy
Race 3: Andrew Tibbs	Race 3: Paul Maguire
Historic 750 Formula	RGB Sports 1000
Race 1: Simon Boulter (Time 3B)	Race 1: Paul Smith (Mittell MC-53)
Race 2: Simon Boulter (Time 3B)	Race 2: Paul Smith (Mittell MC-53)
Hot Hatch	Sport Specials
Race 1: Steve Sawley (Honda Civic)	Race 1: Rob Johnston (Cyana MK2)
Race 2: Ben Rushworth	Race 2: Matthew Booth (MK Indy RR)

third on Sunday – his first finish in a year, having had his brakes stick on while leading in the early stages of race one.

Rob Johnston took the lead of the first Sport Specials race at Hatchets to win in his Cyana, but in race two the corner proved his downfall as a half-spin there as he challenged leader Matthew Booth's MK Indy left him playing catch-up. Lee Emm had a strong weekend, a Class B win and second in his Mazda-engined Locost increasing the gap to Johnston, although the fast-starting Rogue Xenon of Leighton Norris defeated him on Sunday.

Vella travels all the way from Malta to take part in vibrant British racing scene

For motorsport enthusiasts in one of the world's smallest and most densely populated countries, the opportunities to compete are limited – which is why the joint leader of the 750 Motor Club Hot Hatch Championship, Rodren Vella, travels from Malta to the UK to race.

"Motorsport is very popular in Malta, especially drag racing and hillclimbs. It is just the tracks that are missing," said Vella, a web designer by day. "My father used to race karts. Back in those days there were temporary tracks for karting, but they went away so I couldn't do that. I started to go to Sicily, to compete in Time Attacks there."

Vella's desire to put his motorsport activities on a more professional footing led to him making his first

foray into racing in the then 750 Motor Club-run Civic Cup. "I was interested in it as I owned Honda Civics in Malta, so I got into it in 2015 and only moved away from it because last year I was sharing the drive. I'd done some upgrades for endurance racing, like bigger brakes to last the distance, so Hot Hatch is the right place for me now as my car meets the regulations."

Vella had a win at Anglesey in his first year in the Civic Cup, and enjoyed class success alongside fellow Maltese driver Bernard Galea in the 750MC Roadsports series last term. Galea continues to play an instrumental role in Vella's racing.

"My mate Bernard lives here (near Leicester) and he keeps the car and looks after it for me," explained Vella, 29. "We prepare it together but

there's not much time because he is busy and I'm not here, flying over every time."

Vella, who lives in the town of Rabat, always aims to take in a pre-event test day before every round to "get prepared for the race day" and is often accompanied by Galea, whom "he can't thank enough". With an eye to his own development, Vella has a keen interest in tin-top racing in particular, and pays close attention to the Renault UK Clio Cup and British Touring Car Championship. "It is interesting because you can see the progression people are making into the higher categories, people like Ash Sutton – I liked to follow him when he moved up."

Other than having two lonely races, things could have gone little

better for Vella when he made his debut at Pembrey, which he describes as "a nice flowing circuit as long as you get the car set-up right". He took his Civic to two more victories in Class B – the up to 200bhp per tonne split – picking up fastest lap in both races. Michael Winkworth did likewise in his Saxo in Class C, however, to leave them tied together.

Up front, Steve Sawley took the first race in his Class A Civic although, after qualifying dramas, Ben Rushworth had climbed from the back to second on the opening lap. The Integra driver passed Sawley on the inside at Brooklands on lap two of the second race, before reeling out a 5s gap, aided when Sawley went off at Senna to avoid a backmarker collision.



Vella is helped in Hot Hatch by countryman Galea

RACING REPORTS

SNETTERTON: MSVR BY GRAHAM KEILLOH
JUNE 30/JULY 1

Photos: Richard Styles

Gareth Downing claimed two GT Cup victories from three at Snetterton, cruelly denied a clean sweep by a deflating tyre. He cruised to a brace of opening sprint race wins, an extra alternator belt ensuring no repeat of the battery problems that hobbled his Mosler in the last round at Spa-Francorchamps.

GTO championship leader Nigel Hudson finished second in race one in his Aston Martin Vantage GT3 and likely would have repeated the result in race two. But two separate spins on old tyres let GTC winner John Dhillon finish ahead.

In the following day's pitstop race, Downing built-up a 27-second lead over Hudson even though his minimum pitstop time was 15s longer and Hudson was due to hand over to Pro driver Adam Wilcox.

But Downing's stop was slow – his team discovered he had a deflating front-left tyre and the wheelnut couldn't be removed in the heat so they tried to re-inflate it instead.

Downing rejoined in fourth but returned to the pits five laps later for more air, then his tyre failed during the final lap on the back straight. He still brought the car home sixth overall, though, and second in GTO class as the Hudson/Wilcox pair took the win.

"Very, very nearly!" said Downing afterwards. "It would have been nice to finish the weekend off with getting all three. The pace was always there and I think we'd got enough of a cushion."

Wilcox, who thought that catching Downing on track was possible, added: "I was looking forward to a bit of a race, then I came round and it was said over the radio that the Mosler was behind."

Points leading pair Colin Noble and Tony Wells departed with both LMP3 Cup wins. They won the opener after a close fight with Jack Butel and Dominic Paul – both duos in Ligier JS P3s. Paul shadowed leader Wells in the first stint and that was continued with Noble leading Butel after the Pros took over. Noble edged clear late on to win by 5s, beating just four other cars on the grid, one of which was a Radical RXC taking part in the P4 class.

The following day's race looked like a role reversal with leader Butel holding off Noble in the second stint. But with five minutes left, Butel stopped with a mysterious electrical problem. It was resolved by a reset from the cockpit but by that time he had dropped to fourth and Noble won comfortably.

Mark McAleer and Mark Sumpter took a win apiece in the **Porsche Club Championship**. McAleer led all of race one to head a close five-car battle, while in race two Sumpter, with worn tyres, just hung on ahead of Simon Clark with McAleer third.

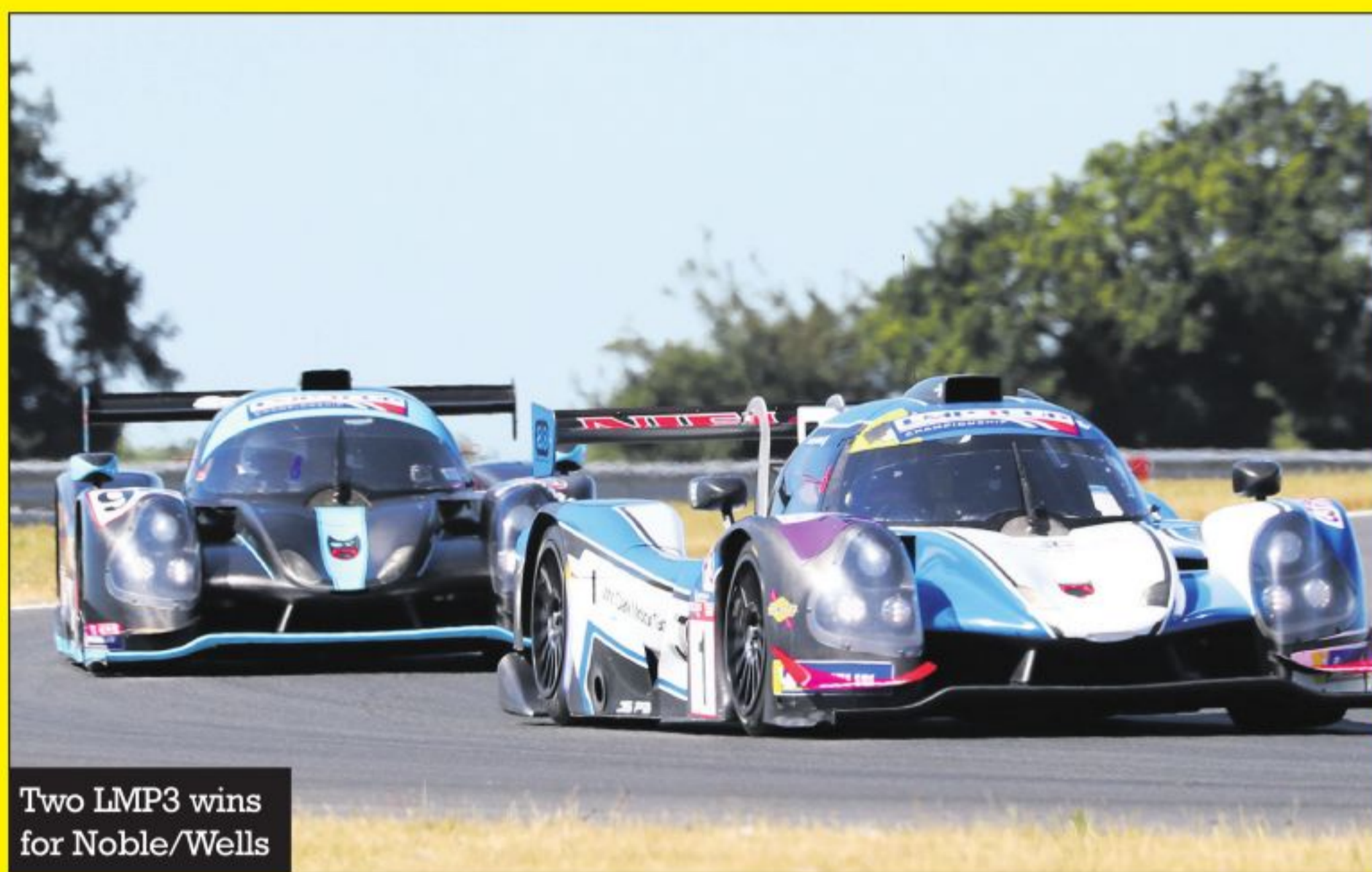
Jonathan Evans, driving a Boxster, lost his clean sweep of Class 2 wins this year as his seat belts came undone during the first race and that forced him to stop to redo them. This let Andrew Mugeridge onto the win, although Evans made amends by taking class victory in race two.

Ingvar Bjerge was first home in the opening two **British Superkart** races, although he is not registered for the championship. Chris Hulme pipped Tom Rushford on the line for the third win. Meanwhile, it was Paul Platt who claimed all three sets of F250 spoils to make it 10 wins from 11 this season.

MOSLER MASTERCLASS HALTED BY TYRE WOES



Downing was on course for treble



Two LMP3 wins for Noble/Wells

RACE WINNERS

Allcomers

Race 1: Ian McDonald (Radical SR1)
 Race 2: Ian McDonald (Radical SR1)
 Race 3: Ian McDonald (Radical SR1)
 Race 4: Ian McDonald (Radical SR1)

British Superkarts

Race 1: Ingvar Bjerge (Anderson/VM)
 Race 2: Ingvar Bjerge (Anderson/VM)
 Race 3: Carl Hulme (Anderson/VM)

GT Cup

Race 1: Gareth Downing (Mosler)
 Race 2: Gareth Downing (Mosler)
 Race 3: Nigel Hudson/Adam Wilcox (Aston Martin Vantage GT3)

LMP3 Cup

Race 1: Colin Noble/Tony Wells (Ligier JS P3)
 Race 2: Colin Noble/Tony Wells (Ligier JS P3)

Porsche Club Championship

Race 1: Mark McAleer (996 C2)
 Race 2: Mark Sumpter (996 C2)

OULTON PARK: MSVR BY DOM D'ANGELILLO
JUNE 30

Photos: Ollie Read

Like a heavyweight-boxing match, the lead of the **Radical Challenge Championship** ebbed and flowed over the course of the Oulton Park meeting with SR3 titans Steve Burgess and Dominik Jackson trading blows across three races.

The first heavy hit went the way of Burgess, taking his first win following a tough meeting last time out at Spa. His results, however, left him without having to take any pitstop success seconds during the first 40-minute race. Jackson on the other hand, who had celebrated a hat-trick of wins in Belgium, had to take the maximum 20 seconds during his stop.

With only 5s separating the leader Jackson from Burgess at the pitstops, the 20s delay looked to prove the deciding factor in the race result. While Burgess claimed victory in a critical race one ahead of Mark Richards and Brian Murphy, Jackson lost an additional chunk of time when he ran off at Cascades.

"My brakes had boiled from standing still [in the pits] for so long, from there on in I had to pump them to slow down – must have been about 30-40 times a lap" he said, after finishing a distant eighth. Round 1 to Burgess.

Round 2: the 20-minute sprint went the way of the Nottingham-based driver too, while Jackson had to settle for a narrow second place, finishing only 1s behind his title rival before he clawed back some much needed points in race three.

It was a role reversal from the meeting's opener, this time Burgess was burdened with a 20s success penalty while Jackson's eighth in race one

BURGESS REIGNITES RADICAL SR3 TITLE CHARGE WITH OULTON BRACE



Burgess (2) and Jackson (4) battle

meant he didn't have any. Jackson went on to take a comfortable victory, 14s ahead of Kristian Jeffrey. With Burgess sixth, it tipped the balance of the championship standings in his favour, now ahead of Jackson by eight points as they head into the second half of the season.

Tom Rawlings finally overcame his torrid run of misfortune and unreliability throughout 2018 by taking

his first victory in race two of the **Monoposto Moto 1000 championship**, featuring a grid shared with 1800, 1600 and Classic 2000 models. His Speads looked set to break its early season woes in race one but overheating in the mid-morning Cheshire sun forced him into retirement before things got any worse. This gifted Richard Gittings and his Jedi Mk6 his first win of the season.

With temperatures soaring for the

second race, Rawlings was understandably dubious about his chances and, despite still suffering from overheating, he managed to cling onto the lead to celebrate only his third finish in eight races.

"I still had to slow down and manage everything right until the last lap. But it's great to finally get the win," Rawlings admitted.

"Damage limitation" was how Lotus

RACE WINNERS

Radical Challenge Championship

Race 1: Steve Burgess (SR3 RSX)
 Race 2: Steve Burgess (SR3 RSX)
 Race 3: Dominik Jackson (SR3 RSX)

Monoposto 1800, 1600, Classic 2000 and Moto 1000

Race 1: Richard Gittings (Jedi Mk6)
 Race 2: Tom Rawlings (Speads)

Lotus Cup UK & Elise Trophy

Race 1: Joe Taylor (Exige S2)
 Race 2: Joe Taylor (Exige S2)

Sports 2000

Race 1: Tom Stoten (Gunn TS11)
 Race 2: Tom Stoten (Gunn TS11)

Monoposto F3, 2000, FR2000 and Moto 1400

Race 1: Ben Cater (Dallara F306)
 Race 2: Ben Cater (Dallara F306)

Elise Trophy points leader summed up his weekend, following a second and third. "We knew it was going to be a tough weekend. I've got the heaviest car on the grid and she struggles in quick direction changes, which you get a lot here," he summed up.

Both wins went to his nearest title rival Joe Taylor, who continues to chip away at Denman's points deficit at the top of the table following three consecutive wins.

SPORTING SCENE

Photos: mkpics.net

WOOD AIMS FOR BIGGEST TITLE



Wood claimed the points crown

English points champion Billy Wood says this weekend's National Hot Rod World Final will be the biggest challenge of his season.

Wood, who drives a Vauxhall Tigra A, beat three-time World Final winner Chris Haird to the English title at the final round at Aldershot on June 10 to finish as the leading scorer, but knows that this weekend's 75-lap challenge will be even tougher. Despite that, he is relishing the prospect of going toe-to-toe with Haird at Ipswich.

"You just can't discount anyone when you get to the World Final - some people can come out of nowhere and be bang on the pace and you have really fast guys from across the regions, particularly Northern Ireland," said Wood.

Unlike the points-paying rounds, which use partially reversed grids for the heats, the annual World Final is a standalone race and uses timed qualifying laps to set the grid. Wood said that it would present a golden opportunity for him.

"What I want to do is race



Wood: race is tough

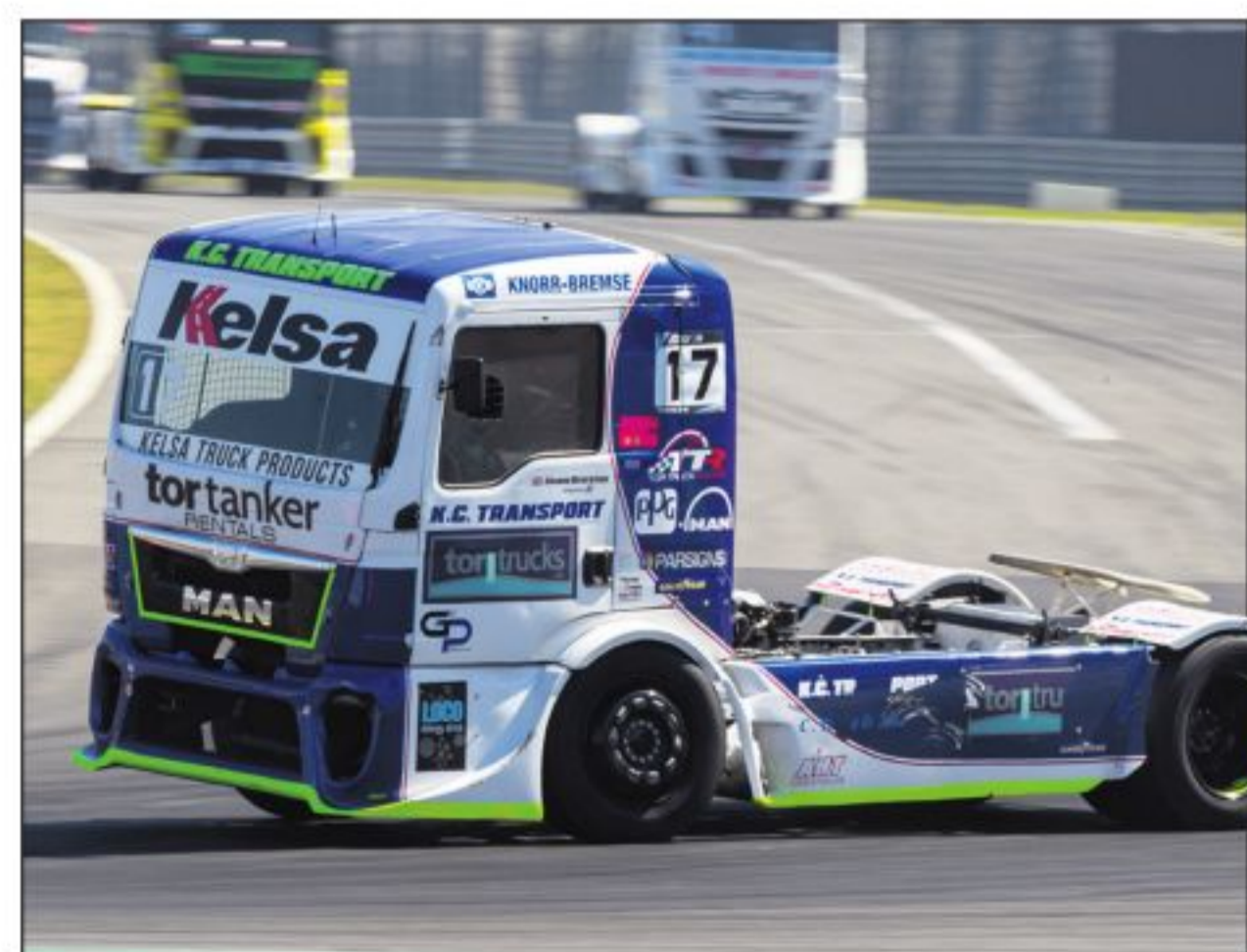
alongside Haird," added Wood. "We have been rivals all season long. When I am behind, I have been able to catch him and when he has been behind, he has been able to catch me. What I want to do is have a proper race with him all the way through, gloves off. That would be a real satisfaction for me."

Qualifying for the event takes place on Saturday with the main event kicking off on Sunday lunchtime. For event details, please see *What's On*, page 31.

WORLD FINAL STARTERS

National Hot Rod line-up

NO	DRIVER	REGION	CAR
9	Glenn Bell	Northern Ireland	Vauxhall Tigra A
17	Rob McDonald	Scotland	Vauxhall Tigra A
20	Derek Martin	Northern Ireland	Vauxhall Tigra A
23	Aaron Dew	England	Ginetta G40R
36	Roy Anderson	Scotland	Vauxhall Tigra A
51	Damien Mulvey	Republic of Ireland	Vauxhall Tigra A
54	Adam Hylands	Northern Ireland	Vauxhall Tigra A
55	Alistair Lowe	England	Vauxhall Tigra A
66	John Van Den Bosch	Netherlands	Peugeot 206cc
70	Shane Murray	Northern Ireland	Ginetta G40R
77	Ian McGuigan	Scotland	Vauxhall Tigra A
92	Jack Blood	England	Vauxhall Tigra B
95	Gavin Murray	England	Vauxhall Tigra A
115	Chris Haird	England	Vauxhall Tigra B
136	Ivan Grayson	England	Vauxhall Tigra A
152	Shaun Taylor	England	Vauxhall Tigra B
155	Lee Pepper	England	Peugeot 206cc
162	Carl Waller-Barrett	England	Vauxhall Tigra A
174	Jason Kew	England	Vauxhall Tigra A
199	Jaimie McCurdy	Northern Ireland	Ginetta G40R
209	Kym Weaver	England	Vauxhall Tigra A
305	Billy Wood	England	Vauxhall Tigra A
316	Paul Frost	England	Ginetta G40R
342	Adam Heatrick	Northern Ireland	Vauxhall Tigra B
467	Winnie Holtmanns	Germany	Vauxhall Tigra A
491	Colin Smith	England	Vauxhall Tigra A
565	Dan Smith	England	Vauxhall Tigra A
639	Terry Hunn	England	Mazda RX-8
844	Billy Bonnar	England	Vauxhall Tigra A
925	Jeff Riordan	Republic of Ireland	Vauxhall Tigra A
940	Gary Woolsey	Northern Ireland	Ginetta G40R
960	Mark Heatrick	Northern Ireland	Vauxhall Tigra A
962	John Christie	Northern Ireland	Ford Fiesta
994	Keith Martin	Northern Ireland	Vauxhall Tigra A
TBA	Wild Card		



Brereton collected silverware at the Nurburgring

Brits shine in amateur section of ADAC Truck GP

Ryan Smith and Shane Brereton took plenty of silverware home from the 33rd ADAC Truck Grand Prix at the Nurburgring at the weekend, with Smith winning three of four BTRA races and Brereton winning all four FIA ETRC Grammer Cup races.

As Antonio Albacete (MAN), Steffi Halm (Iveco), Jochen Hahn (Iveco) and Anthony Janiec (MAN) shared outright honours between them, Brereton mopped up the Grammer Cup for the chrome-graded [amateur] drivers in his MAN with Olly Janes (Freightliner) and Terry Gibbon (MAN) joining him for an all-British podium in the final race.

Smith was out of luck in the European races, a brake problem on Sunday meaning he elected to start from last on the 22-strong grid but he still stormed up to eighth. He had better fortune in the BTRA races winning three of four (the third coming from 11th on the grid after a 10-place grid drop from pole for speeding in the pitlane). In the final race, from eighth on the semi-reversed grid, he tangled with Heinz-Werner Lenz (Mercedes-Benz) and retired with damage to the front right. That enabled former British Rally Championship frontrunner Jamie Anderson (MAN) to take a maiden win from Luke Taylor (MAN).

Prodrive forced to rethink cooling on World RX Renault Meganes

British firm Prodrive was forced to repackage the rear cooling on GC Kompetition's Renault Megane RS RX ahead of the sixth round of World RX in Sweden last weekend.

The Megane, introduced for 2018, had originally had its radiators and fans low in the rear compartment of the car,

with warm air exhausted through the boot floor and out of the rear. Although the removal of the boot floor section is not permitted, it is allowed to move plastic trim, and with part of the boot floor in the Megane RS being plastic, Prodrive used the grey area to design its Supercars cooling.

After instruction from the FIA, Prodrive has been forced to lift the radiator and fans, with the warm air now being exhausted through the boot panel.

The Megane's Ohlins dampers also featured at upgrade for Holjes. Jerome Grosset-Janin was third in the final (see report, page 19).



Megane was updated in Sweden

MN RALLYCROSS EDITOR

HAL RIDGE

"Holjes struggle is well worth it"



Seldom does an event live up to its nickname, but the Swedish round of the World Rallycross Championship absolutely does. The 'Magic Weekend' on the first weekend of July each year is just that.

The Holjes circuit, a typically Scandinavian affair with unrelenting jumps and cambered corners created by the natural undulations of the Varmland landscape is adored by drivers. There isn't a straight to speak of, or a moment to collect one's thoughts.

Fans flock to the woodland venue, situated in a village home to less than 200 people, to camp among the trees. Many arrive days early to get the parties started, which run long into each night, although it never gets totally dark in the lower reaches of the 'land of the midnight sun'. A trip up the interesting 'happy street' is a must for any visitor, where the most hardcore fans dance and drink around the clock. Despite more than a little intoxication, there is no ill feeling or malice.

"The people at Holjes are so just so happy," notes Peugeot driver Timmy Hansen. "Even if they are fans of Petter [Solberg] they come and have a joke and at the end wish me good luck. It's an amazing place."

Developments have been made to Holjes' infrastructure in recent years, the paddock is now mainly hard-standing, with new grandstands and FIA-spec safety fencing on the 2018 introductions list.

But, some aspects leave more than a little to be desired. The toilet facilities are largely primitive, while connection to the outside world can be ropey at best.

Yes, the 2018 edition was the 'best' that Holjes' internet has been in recent memory, until the World RX television crew needed to gather enough internet together to live-stream the qualifying stages. Then the rest of the paddock, and media centre, suffered.

Fibre-optic installation has been mooted for at least the last half-decade. As more manufacturers become increasingly involved in the sport, especially with the lure of 'EWRX' in 2020, those amenities *must* improve.

For me, it's one of the highlights of the season and I hope that Holjes remains on the World RX schedule for years to come.

Having traditional circuits at the pinnacle of the sport is crucial and Holjes is the best of those, it just needs to invest. With over 50,000 fans rolling up the narrow road into the venue last weekend, there must be the finances available to do that.

"It's an amazing event but there are some things we have to try to improve. To get away from here is difficult and the internet is not good, but there is nothing not solvable," said Volkswagen Motorsport director Sven Smeets, whose thoughts are shared by Bruno Famin at Peugeot and Audi's Dieter Gass too.

Let's hope Finnskoga MK invests a bit more, I'm already looking forward to the three-and-a-half-hour drive from Oslo airport to the woods next season.

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MN does not always agree with opinions expressed in letters

MN SAYS...

Get ready for a great British GP party

As we all head to Silverstone for the grand prix, it is time to celebrate the venue

Not that he needed it, but the painful retirement from the Austrian Grand Prix will give Lewis Hamilton the fire he needs to bounce back in style at Silverstone this weekend, and what a stage it is for him to perform on. It is a track that shows F1 at its best, and one that fans can enjoy from so many superb vantage points.

It is time to pack the Union flag and head for the A43 for the annual pilgrimage. But the dark clouds still remain: for how much longer will British fans be able to travel to the track and enjoy F1? The track's owners, the British Racing Drivers' Club, has initiated its break clause in its contract, meaning this could be the penultimate race at the circuit. This is likely to be a hot topic at the weekend and will fill many column inches. Most of it will be supposition, because there are things going on in the background to make sure the race remains on the schedule.

Hopefully, the action on the circuit this weekend will make sure that all of the politics and backroom dealings are put firmly in the shade.

Matt James, Editor (Twitter: @MattJMNews)



YOUR PICS



LETTERS@MOTORSPORT-NEWS.CO.UK

Photographs must be of a good quality and please send no more than three images



Damian Cole's Jag XJS shot from Mallory Park recently

ART EDITOR MIKE STOKOE'S
FAVOURITE OF THE WEEK!



A Volkswagen and Audi interface at the top of Paddock Hill at Brands, by Gary Hill



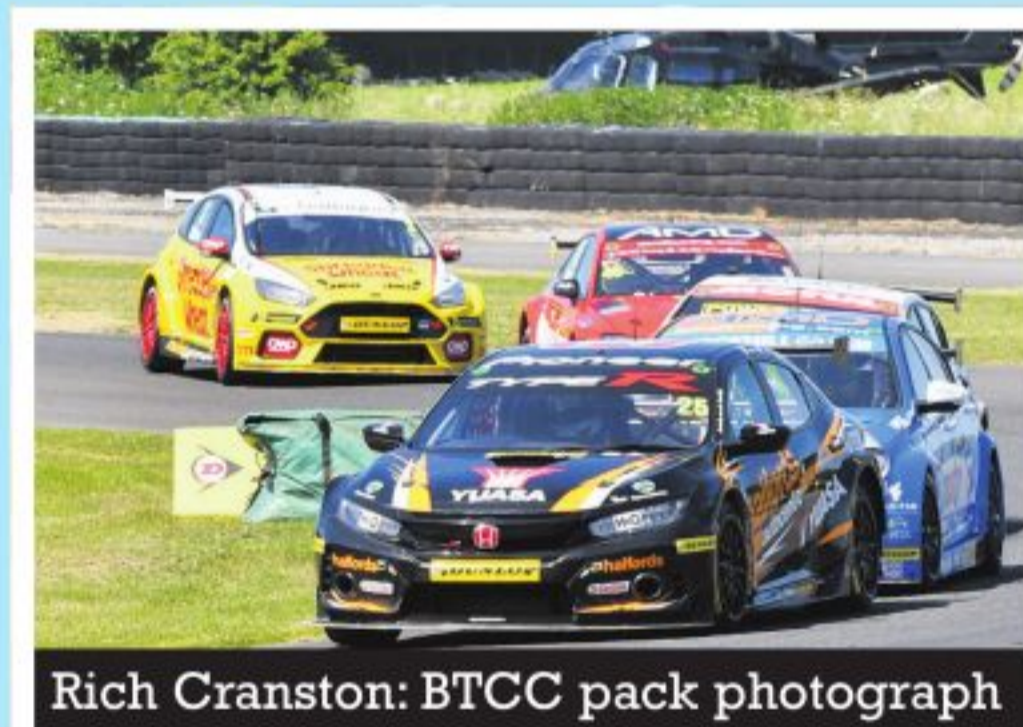
Dan Lloyd, taken by Michael Vickers



Drama at Oulton Park, by James Lomax



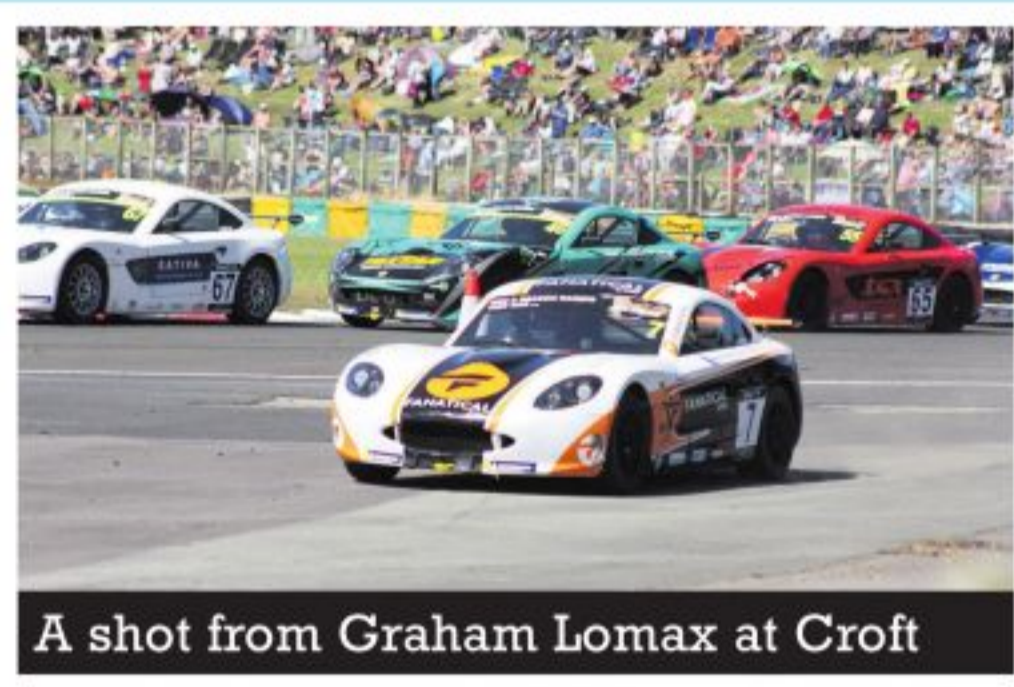
Autograss shot, by Richard Salisbury



Rich Cranston: BTCC pack photograph



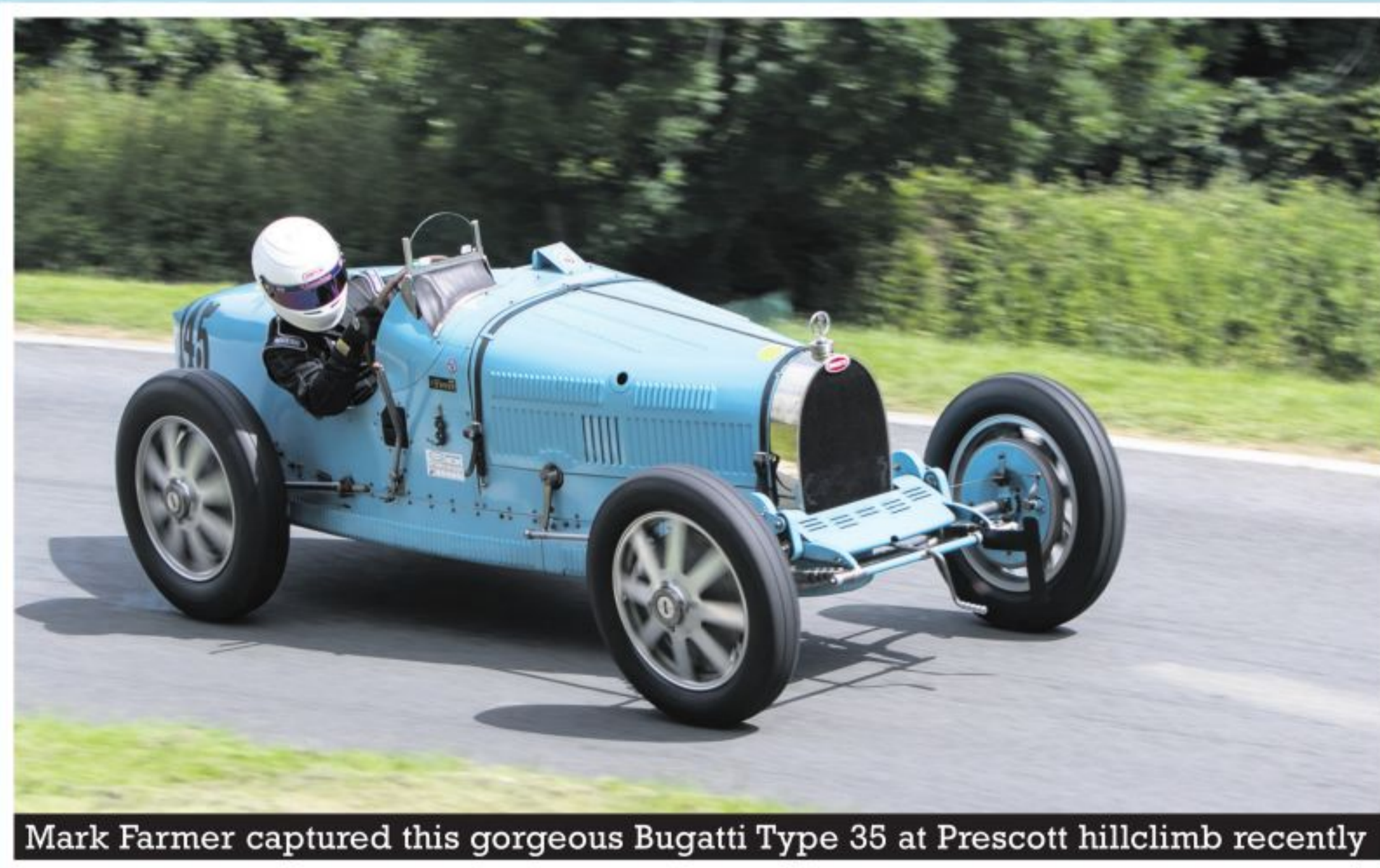
Dusty action, from Duncan Stephens



A shot from Graham Lomax at Croft



Dave Santos-Wing's photo of Neil Moroney's slip up at in Ralli22 at Prescott



Mark Farmer captured this gorgeous Bugatti Type 35 at Prescott hillclimb recently

GOT AN OPINION?

LET US KNOW: LETTERS@MOTORSPORT-NEWS.CO.UK

TV GUIDE 

Relive the many thrills and spills from the **British Mini Challenge** as the series visited Silverstone for some action-packed racing (Thursday, 1200-1230hrs).

Journalist Peter Windsor speaks with former racing driver and team manager

Gerard Larrousse in the latest instalment of **The Windsor Interviews** (Friday, 2100-2130hrs). The Frenchman recounts his career, which included two Le Mans 24 Hour wins and running his own team in F1 for almost a decade. Head to the Circuit de la

Sarthe for the **Le Mans Classic** with one of the highlights being Group C racing. Prototypes from between 1982 and 1993 take to the circuit once again (Saturday, 1020-1135hrs).

There's more Le Mans Classic action throughout the weekend on Saturday and Sunday.

LIVE 



McLaughlin leads in Australian Supercars

Australian Supercars: Townsville

■ **Race 1:** Saturday, 0650-0845hrs
 ■ **Race 2:** Sunday, 0650-0845hrs

TCR Europe: Hungaroring

■ **Race 1:** Saturday, 1230-1330hrs
 ■ **Race 2:** Sunday, 1300-1400hrs

LIVE TV

Formula 2: Silverstone

■ **Race 1:** Saturday, 1545-1715hrs, Sky Sports F1
 ■ **Race 2:** Sunday, 0925-1045hrs, Sky Sports F1

1230hrs, Sky Sports F1

Euroformula Open: Hungaroring

■ **Race 1:** Saturday, 1400-1500hrs, BT Sport 1
 ■ **Race 2:** Sunday, 1200-1300hrs, BT Sport 1

GP3: Silverstone

■ **Race 1:** Saturday, 1740-1835hrs, Sky Sports F1
 ■ **Race 2:** Sunday, 0815-0925hrs, Sky Sports F1

International GT Open: Hungaroring

■ **Race 1:** Saturday, 1500-1645hrs, BT Sport 1
 ■ **Race 2:** Sunday, 1300-1430hrs, BT Sport 1

Porsche Supercup: Silverstone

■ **Race:** Sunday, 1135-



Dixon leads IndyCar

NASCAR: Daytona

■ **Race:** Saturday, 2330-0330hrs, Premier Sports

IndyCar: Iowa

■ **Race:** Sunday, 1900-2200hrs, BT Sport ESPN

LIVE F1



Formula 1 returns to Silverstone for the British GP

British Grand Prix

■ **Race:** Sunday, 1230-1710hrs
 ■ **Highlights:** Sunday, 2020-2130hrs

Sky Sports F1 HD coverage

■ **Drivers' press conference:** Thursday, 1400-1430hrs
 ■ **FP1:** Friday, 0945-1155hrs
 ■ **FP2:** Friday, 1345-1550hrs
 ■ **FP3:** Saturday, 1045-1215hrs
 ■ **Qualifying:** Saturday, 1300-1545hrs

Channel 4 HD coverage

■ **FP1:** Friday, 1000-1135hrs
 ■ **FP2:** Friday, 1355-1600hrs
 ■ **FP3:** Saturday, 1055-1225hrs
 ■ **Qualifying:** Saturday, 1255-1550hrs
 ■ **Race:** Sunday, 1300-

LISTINGS

RACING

FRIDAY-SUNDAY

■ **Silverstone, Northants**
British Grand Prix: F1, F2, GP3, Porsche Supercup, Historic F1
Starts Friday, practice from 0835hrs Saturday, racing from 0940hrs (qualifying from 0845hrs) Sunday, racing from 0820hrs **Admission** from £175 **Web** silverstone.co.uk **Contact** 08704 588260

SATURDAY/SUNDAY

■ **Thruxton, Hants**
Trucks: Caterham Graduates, Kumho BMW, Clio Cup, Mighty Minis, MGOC, Pickups **Starts** Saturday, racing from 1355hrs (qualifying from 0900hrs) Sunday, racing from 0900hrs **Admission** adult £20, under 15 free **Web** barc.net **Contact** 01264 882200

■ **Snetterton, Norfolk**
BRSCC meeting: Caterham Academy, Alfa Romeo, Fiesta, Fiesta Junior, Global GT Lights, Clubmans, Civic Cup, HRDC Coys Trophy, HRDC Allstars **Starts** Saturday, racing from 1335hrs (qualifying from 0900hrs) Sunday, racing from 0900hrs **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Cadwell Park, Lincs**
Motorbike meeting: Northern Sports/Saloons **Starts** Saturday, racing from tba (qualifying from 0900hrs) Sunday, racing from tba (qualifying from 0900hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Mondello Park, Ireland**
CKMC meeting: Formula Vee, Formula Sheane, Stryker Sports car, Touring Car, SEAT, Ginetta Junior, Future Classics, Fiesta Zetec, Fiesta ST, Legends Cars **Starts** Saturday, racing from 1300hrs (qualifying from 0930hrs) Sunday, racing from 1300hrs (qualifying from 0930hrs) **Admission** adult Euro 15, child under 16 free **Web** mondello.ie

SUNDAY

■ **Lydden, Kent**
CTCRC meeting: Pre '66 Touring Cars, Pre '83 Group 1 Touring Cars, Pre '93 Touring Cars, Pre '03 Touring Cars, Pre '05 Touring Cars, Blue Oval Saloons, Classic and Historic Thunder Saloons, Intermarque **Starts** racing from tba (qualifying from 1200hrs) **Admission** adult £10, children under 13 free **Web** lyddenhill.co.uk **Contact** 01304 830557

RALLY

■ **Sligo, County Sligo**
Sligo Stages Rally
Starts 0945hrs
Admission free
Web connachtmotorclub.com

SPORTING SCENE SATURDAY

■ **Barbon Manor, Cumbria**
British Hillclimb
Starts 0930hrs
Admission adult £8, under 14 free
Web britishhillclimb.co.uk

SATURDAY/SUNDAY

■ **Ipswich, Suffolk**
Spedweekend World Final
Starts 0930/1200hrs
Admission adults Saturday/Sunday £35 each day, Weekend £50, children 5-14 £20 each day, Weekend £26
Web spedworth.co.uk

■ **Droitwich, Worcs**
Chateau Impney Hillclimb
Starts 0845hrs
Admission adults Saturday £25, Sunday £30, Weekend £50, children 2-15 £5 per day
Web chateauimpneyhillclimb.com

SUNDAY

■ **Harewood Hill, NYork**
British Hillclimb
Starts 0800hrs
Admission adult £10, under 14 free
Web britishhillclimb.co.uk

Details correct at time of press

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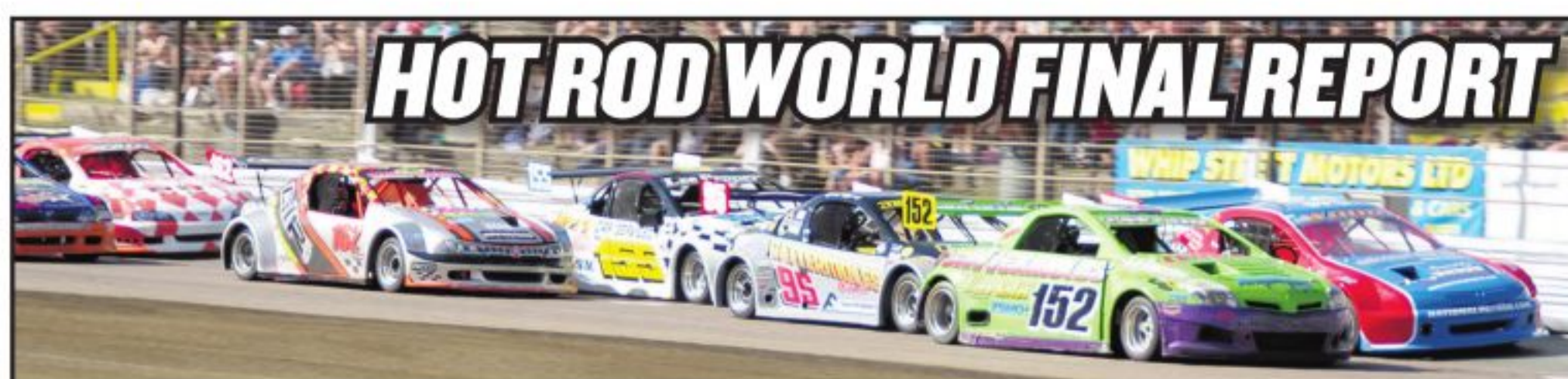
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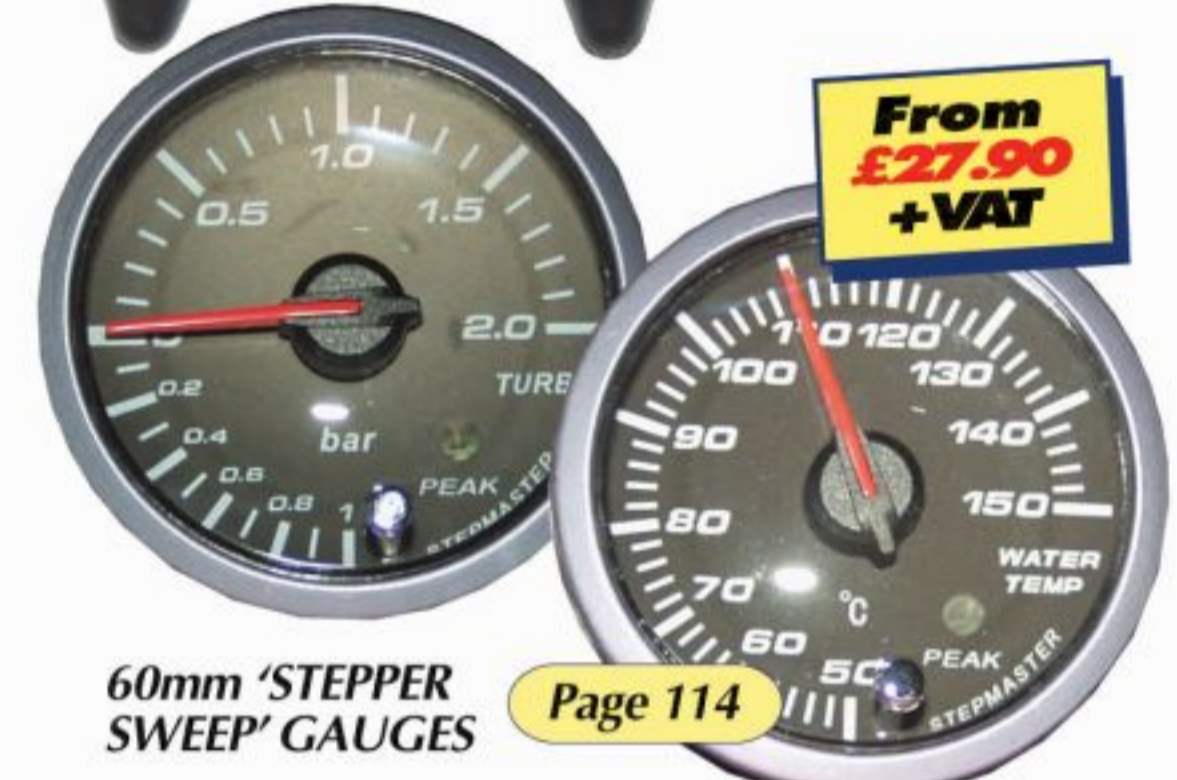
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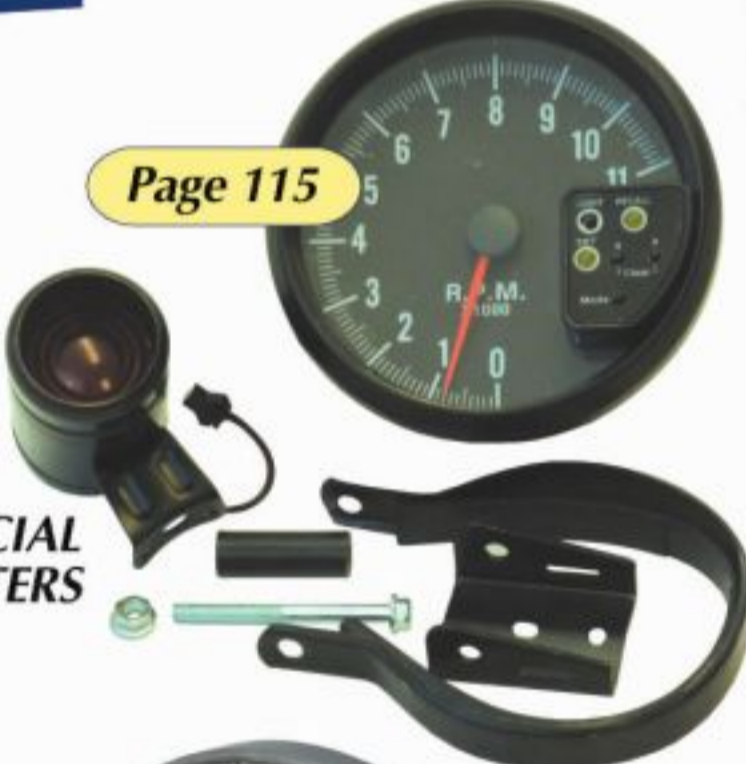
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