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# JUSTIN WILSON

1978-2015

British IndyCar star mourned after Pocono tragedy



“Justin Wilson was a great person and racing driver”

**Jenson Button**

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**POLE POSITION**

# Goodbye to the gentle giant of motorsport

**‘YOU’LL HEAR A LOT MORE OF THIS MAN.’ THAT’S** what I wrote after reporting on Justin Wilson’s debut car-racing weekend in the Formula Vauxhall Junior Winter Series at a dank, gloomy Pembrey in 1994, a display about which I added that he drove with ‘outstanding verve’.

As a towering 16-year-old lad with legs up to his armpits – like a baby giraffe in human form – Wilson was painfully shy, but there was also a friendliness that hinted he’d grow into a fine man. And that personality – for all his qualities behind the wheel of a racing car, documented so beautifully by his friend Simon Strang on page 6 – is what everyone is remembering at this intensely sad time in the wake of his fatal Pocono IndyCar crash (Wilson died on Monday night, after our IndyCar report had gone to press).

Justin’s height unquestionably counted against him in this sport, and there were other right-place-wrong-time setbacks, but there was never a hint of bitterness. That’s why he was so popular, not just among fellow drivers, but with those thousands of behind-the-scenes people who make the sport happen. He had time for them all.

We’ll pay tribute fully next week, but for now it’s goodbye to Justin Wilson, the gentle giant. He’ll be terribly missed.

● This week we also lost Guy Ligier. On page 12, we remember a man whose cars epitomised French cool in a classic era.



*MAS*

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**COVER STORY**



**“It felt under control the whole way. I felt 100 per cent all weekend”**

Lewis Hamilton back on top, p16

**FIND US ON**



Cover images: Michael L Levitt/LAT

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Gentle giant: Wilson was one of GB's finest ambassadors in the US

# Justin Wilson

## 1978-2015

**S**omewhere in an alternative reality, it's possible that, last Sunday night at Pocono, Justin Wilson would have been savouring the latest chapter in his recent renaissance. He'd led the race briefly and run near the front for long periods. Two weeks earlier he'd finished second to his friend Graham Rahal at Mid-Ohio, having produced the kind of road-course performance that had long since marked him among his peers as the gold standard to which they should all strive – yet few could achieve.

The 37-year-old Briton was enjoying the kind of break with Andretti Autosport he'd waited his career for. Wilson was finally driving for one of IndyCar's 'big three' – an opportunity ludicrously overdue him – and he was over the moon about it. "I hope this is just the start of things," he'd texted.

Wilson was making the most of his moment, just in case those plans that he, Honda and Michael Andretti were hatching for 2016 evaporated. Because after all, that's what always seemed to happen to this humble giant of a man.

Astounding misfortune often blighted a career that promised and gave much, but could have delivered so much more. Sadly for those who loved him (and there are so very many of us), his dreams were stolen from him again.

Fate robbed us of the chance to know whether, finally, his sparkling talent could have weighed him into a title fight, though few who worked with him or raced against him were in any doubt. As multiple IndyCar champion Dario Franchitti said at the height of his own pomp: "God help us if somebody ever gives Justin a decent car."

Instead, that will remain an enduring, frustrating and heartbreaking eulogy for a truly wonderful man who made as much of an impact on the lives he touched as he did in a racing car.

The fierce, seemingly bottomless pool of resilience that Wilson applied with such inspiring effect to successfully rebuff the knocks – whether they be because of a lack of cash, or because he couldn't fit his six-foot-four-inch frame into a Formula 1 car – shone a light on a dichotomous layer of his character that sat both at odds and in harmony with the disarmingly kind and refreshingly honest human being he was.

On track, his swashbuckling racecraft was

evident from the beginning. In karts he was bold, ruthless and fair, standing out in a crowd that included Jenson Button, Dan Wheldon and Marc Hynes. His Paul Stewart Racing team-mate Peter Dumbreck would later remark: "There is no better overtaker on Earth". This relentless reflex skill would stay with Wilson through his life and stood in contrast to the tall, quiet, sometimes painfully shy Sheffield lad who would hang around the paddock when the racing was done. He would have hated all this fuss.

His shyness possibly went hand in hand with his dyslexia. In those early years he lacked the confidence to express his thoughts as he wanted to deliver them, which, while it frustrated him, made it all the easier to like him. Yet he was devastating on the track, becoming the first 16-year-old to win a car race in the UK in the 1994 Formula Vauxhall Junior Winter Series at Pembrey – his race debut.

Wilson's resilience hardened as he dallied with a series of necessarily risky career decisions. He signed up for the inaugural Formula Palmer Audi series in 1998. Running short on funds he had to beat Darren Turner to the title, and in doing so attracted the support of series founder Jonathan



Inaugural FPalmer  
Audi title came in '98



F1 debut: Minardi,  
Melbourne 2003



Winning for Dale Coyne  
at Watkins Glen in 2009

Palmer, who not only sought to manage him but delivered on his promise of an International F3000 drive for the champion.

During this time, Wilson methodically worked on his engineering craft — for which he had a flair that would turn into a formidable strength — and his self-presentation, which came ever more naturally to him. And while he would always find this second aspect tough, he would overcome it, as he knew he must in a sport requiring ever-more media savvy. Later in his life, as a far more confident and justifiably proud family man, Justin would work with the International Dyslexia Association (among several charities) to show children what could be achieved.

Two more years in F3000 with Nordic Racing were, as a driver, some of his happiest. Forging a strong relationship with Nordic's chiefs — father-and-son duo Derek and Chris Mower — he built on his reputation for scintillating overtaking and combined that with speed and consistency to deliver a championship win over Mark Webber. It would be his last title.

During this period, he also had to come to terms with the sport's darker side as his F3000 team-mate Gonzalo Rodriguez was killed in an Indycar accident in 1999. This cut into his soul, but typically Wilson processed it, thought it through and responded with a fatalistic approach to the realities of racing. Not long after Wheldon's fatal accident at Las Vegas in 2011 (another personal blow), he said: "There are racetracks you go to that you know are dangerous. Those are the ones you pack your own bags on race morning, so no one else has to."

**"A fierce pool of resilience was applied to rebuff the knocks"**

Possibly this iron streak is why the nickname 'Badass', given to him by his PalmerSport instructor buddies, stuck with him. As one friend pointed out, "Calling him 'Badass' was about as accurate as calling him 'Shorty!'"

With an F3000 title under his belt, and in spite of an impressive eye-catching F1 test for Jordan, it required Palmer's and Justin's father Keith's oversubscribed investment plan to raise enough funds to get him into a Minardi seat for two races. The trouble was he couldn't fit in it! In the end he had to wait until 2003 to take Webber's old drive in a car designed with his lanky frame in mind.

Those Minardi races, and in particular a stellar performance in Canada, got him noticed by Jaguar. Wilson figured he'd got nothing to lose by taking another risk and switched teams mid-season, but with forthright honesty he later admitted he'd needed more experience to make the most of the chance. Wilson scored his only F1 point at Indianapolis, his penultimate F1 race, where he finished eighth, but ran as high as third

in the rain, showcasing what might have been.

In 2004 he switched to the US racing scene that would become his spiritual home. Champ Car was a series that had always fascinated him and, through a year at Conquest and three at Ru-Sport, he would offer the most consistent challenge to the dominant Sebastien Bourdais, with four wins and two series runner-up spots. The irony was that the Newman-Haas team for which the Frenchman drove had considered Wilson before he turned his attentions to F1. "I wanted to be able to say that I'd done F1, without regret," he explained.

When Bourdais got his F1 call-up, Wilson was the obvious choice for Newman-Haas. But instead the Champ Car Series folded into the reunified Indycar Series, giving him a new car and category to learn. Worse still, co-owner and Wilson-backer Paul Newman died, the team ran dry of funds and Wilson was told to find another drive.

After this Wilson carved a niche as the ultimate performance differentiator, brilliantly winning races in circumstances that should not have allowed him to do so — most memorably with Dale Coyne's little team. He never moaned that others had better budgets, stronger packages; instead, he knew he was the measure of any driver in the series. He also dabbled in sportscars, happily winning the Daytona 24 Hours in 2012 on his return from an extended lay-off with a back injury.

He began the 2015 season on the sidelines, finally fed up with driving underfinanced machinery, and instead aligned himself with Andretti Autosport. His performances when his season got going belatedly, matched with his loyalty to the team, earned him the ill-fated drive for the rest of the season.

Justin loved Indycar and the life he'd built in Colorado with his English wife of nine years Julia and their two young daughters Jessica and Jane. He was deeply proud of "my girls".

Those of us at AUTOSPORT who knew him have been left with a profound sense of loss, tinged with the privilege of having spent time in his company. Our sadness is nothing compared with that of his family, including racing brother Stefan, his mother Lynne and father Keith who was Justin's hero. Our thoughts are with them.

Soon after his brother died, Stefan tweeted: "I often told him, I just want to grow up to be half the man he is, as that will make me a pretty good man." That's what Justin inspired in people. ✎ *Simon Strang*

# This week in F1



## RED BULL AND RENAULT CLOSING IN ON DIVORCE

The ongoing feud between Red Bull and power-unit supplier Renault appears to be drawing to a close.

Renault is understood to be in advanced talks with Lotus about taking over the team and becoming a works organisation again, while it is now known that the French manufacturer has also held discussions with Force India.

But with a year remaining beyond this season on its supply contract with Red Bull, the Milton Keynes squad is now apparently looking to extricate itself from the agreement.

Red Bull is citing performance clauses in the deal as its means of escape, a point Renault is seemingly disputing.

Red Bull team principal Christian Horner said: "We can't

afford to have another season like this season.

"It's very damaging and very expensive when you get into this scenario. We have put an awful lot of funding into the engine; we

paid for it – it's not a free engine.

"When you're using a customer product, that's when frustration sometimes boils over."

To add to the angst, Horner has also confirmed that his team is

likely to use a sixth engine of the season for both Daniel Ricciardo and Daniil Kvyat at the forthcoming Italian Grand Prix at Monza, thereby incurring 10-place grid penalties for both drivers.



We can't afford to have another season like this one – it's very damaging and expensive when you get into this scenario

Red Bull boss Christian Horner is not happy with the Renault engine deal



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## FIA clarifies radio rules

The FIA issued Formula 1 teams with a detailed, 31-point list of permitted radio messages as part of its clampdown on pit-to-car communications in the run-up to the Belgian Grand Prix.

But ambiguities resulted in questions being raised among the teams, forcing the governing body to issue further clarity on the matter.

The move is part of the FIA's bid to enforce article 20.1 of the sporting regulations, which specifically states 'the driver shall drive the car alone and unaided'.

The FIA is determined to ensure that the drivers receive only the very basic, but most pertinent of messages from the time they leave the pits around 30 minutes prior to the start of the race to the moments the five red lights disappear.



## Doubts resurface over Monza

F1 supremo Bernie Ecclestone has again cast doubt on the future of the Italian Grand Prix beyond the expiry next year of its current contract.

Earlier in August new legislature was passed by Italy's Senate budget committee to allow the region of Lombardy – of which Monza park is a part – to invest in the race.

But Ecclestone, who is due to hold further discussions with Italian GP and Monza officials at the forthcoming race next week, said: "I don't know about Monza at the moment.

"I hope we don't lose it, but I think there is a good chance we will."



## Russia targets 2017 night race

There is a strong possibility that the Russian Grand Prix could become a night race from as early as 2017.

Although the race at the Sochi circuit only joined the calendar last year and has a contract through to 2020, officials are already looking at an extension through to 2025, as well as towards becoming F1's third night-race venue along with Singapore and Bahrain.

Alexander Saurin, vice-governor of the Krasnodar region where the Sochi circuit is located, said: "Bearing in mind the significantly growing popularity of Formula 1 in Russia, we are considering an extension of the contract.

"We are also assessing the idea [of staging a night race] from a commercial perspective and calculating the cost.

"But we are working towards having a night race some time in the future – not earlier than 2017."

## Hulkenberg: I'll stay in F1

Nico Hulkenberg has no doubt that he will still be in Formula 1 next season, despite being one of those to miss out on a Ferrari seat when the Scuderia announced its retention of Kimi Raikkonen for 2016.

While Force India has yet to make a decision on its driver

line-up for next season, reports suggest that Hulkenberg is the number-one target for next year's newcomer Haas.

Hulkenberg said: "There are a few good options out there, and I'm pretty confident I can put something together and that I'll be here next year in a good car."



## Ground-effect cars move closer for '17

Formula 1 is moving closer to ground-effect being part of the 2017 rules.

A recent meeting of F1 technical chiefs provided a positive response to the request, initiated by the F1 Strategy Group in a bid to aid overtaking.

Downforce would be generated from the floor, in conjunction with a minimal front wing, as opposed to the complex structures seen today, which greatly impact on the airflow of a car following behind.

McLaren racing director Eric Boullier (below) said: "By having a more powerful floor effect you can regain the downforce loss, which is easier to manage.

"The front wings now are so complicated that if you change just two millimetres of a flap you lose the downforce at the back.

"By changing the philosophy of the car, having a less front-wing-dictated car, this would be better.





# Ian Parkes

## From the paddock

Circumstances could force Red Bull to the altar with Mercedes from 2016 as a divorce from Renault looks increasingly likely

**O**h what a tangled web is being woven between Red Bull, Renault and Mercedes; but then, such political machinations are part of the very fabric that makes Formula 1 the sport it is today.

The fallout between Red Bull and power-unit supplier Renault has been long and painful this season, and, following what appears to be a complete breakdown of trust between the two parties, a divorce is now imminent. Although a contract is in place between the two parties through to the end of 2016, the understanding is that Red Bull has officially notified Renault in writing of its intention to terminate the deal at the end of this year.

As you can imagine, that has not gone down too well within the walls of Renault's headquarters at Viry-Chatillon. Red Bull, however, is prepared to activate clauses in the contract relating to performance, – or, as they would likely point out, the lack of it – on Renault's part this season.

Heading into the Italian Grand Prix at Monza, where power is an absolute necessity, Red Bull team principal Christian Horner has already issued a warning that drivers Daniel Ricciardo and Daniil Kvyat are both likely to have to use a sixth engine this season, thus incurring a 10-place grid penalty. It's a strategic hit to ensure Red Bull can be more competitive in the race that follows around Singapore's Marina Bay street circuit,

frustration arises from the fact that Renault is believed to be on the brink of announcing it is to return once more to being a works team, with talks regarding the purchase of Lotus at an advanced stage.

Should the deal go through, for Red Bull that would mean the end of its number-one status with Renault, certainly as far as the remaining year of its contract is concerned. That status is one of the main clauses in the deal, and so arguably could be singled out as a potential breach, and another reason to try to break away early.

Publicly, for now, Horner is calling on Renault to declare its intent for the future so Red Bull can then forge ahead with its own plans. Do not think for one second, however, that Horner is simply and imprudently waiting for a phone call from Renault Sport managing director Cyril Abiteboul to inform him of the French manufacturer's intentions.

As a contingency plan Red Bull has already made approaches to Mercedes regarding an engine deal. Mercedes motorsport boss Toto Wolff had previously refused to entertain the idea, but over time his stance has softened – to such an extent that he can now see the two sides of the argument as to how a supply deal would be beneficial, but then also potentially damaging.

Heading the dominant team in F1 at present, Wolff is acutely aware that this position would come under threat should Red Bull, which knows how to make winning

**“Horner is courting the only options available to him if Red Bull is to remain in F1 beyond 2016”**

which will be more to the RB11's liking. But that is not the way Horner wants to go motor racing, and highlights the issues the team has encountered along the way.

At Spa-Francorchamps, where Daniel Ricciardo retired with what appeared to be an energy recovery-related failure – and therefore within the bailiwick of the engine supplier – Horner's ire was raised yet again. He clearly feels the problems within Renault run deep, because he said: “You need to do a root-and-branch review. There are some very capable people around, but it feels under-resourced.”

Sparing no punches, Horner then highlighted Renault's deficiencies further compared with rivals Mercedes and Ferrari: “You can see the effort and commitment that is going in from Mercedes, and the commitment from Ferrari as well – an enormous amount of resources being committed.”

From a diplomatic standpoint there is no way back from remarks like that. It's a clear sign that Horner is courting the only options available to him if Red Bull is to remain in F1 beyond 2016. Part of Horner's

racing cars, suddenly possess the best engine. On the flipside, aiding a customer team with a strong brand presence that opens doors to a youthful market would likely put greater distance between Mercedes and its biggest rival at present, Ferrari.

For now, Wolff is rightly playing the political game by saying that until the issues between Red Bull and Renault are resolved, it is not Mercedes' position to interfere. This is primarily due to the fact that Mercedes and Renault are involved in a number of initiatives on the road-car side; it's highly likely that Dieter Zetsche, chairman of the board of directors of Mercedes parent company Daimler, would have no desire to annoy his Renault counterpart Carlos Ghosn.

This is why a Red Bull tie-up with Mercedes is far from settled come the day Renault finally shows its hand, since there remain many political moves to be made. But, as the manoeuvring behind the scenes continues, expect at some stage over the next few weeks for Renault to confirm its buyout of Lotus, paving the way for Mercedes and Red Bull to become unlikely bedfellows. ❧

The big talking point from the Belgian Grand Prix was certainly tyres. Following yet another dominant one-two finish for Mercedes, the blowouts for Sebastian Vettel in the race and Nico Rosberg in Friday practice grabbed all the headlines. The fallout from Seb's problem has turned out to be the biggest tyre-related media storm since Silverstone in 2013. So where do we go from here?

From a driver's standpoint, I can empathise with the anger felt by Sebastian, Nico and the others. Having an accident through your own error is one thing. We know we've put ourselves in that position and have made a mistake.

If you hit the wall at Eau Rouge due to driver error, you know a fraction before losing the car that you've gone in a bit too quickly or you're a bit off line. In those cases, you've put yourself in line for a crash and therefore, deep down, feel slightly embarrassed for yourself and sorry for the team.

Motor racing is very much a team sport. As a driver, you put your faith in the team. You trust the mechanics putting the car together. You trust the engineers to have evaluated the stress loads on the car. You trust the brake supplier that the car will slow down when you hit the brake pedal at 200mph. You trust the tyre suppliers to give you a tyre that will not deflate.

This last point is what has led to Sebastian's anger. Yes, they were made in the heat of the moment from a topline driver who believes he's just escaped from having a monumental shunt. But they were also made out of frustration at not being able to trust his equipment or the information he received. This is something that Pirelli and Ferrari have to address.

There seem to be mixed messages, which confuses me. On the one hand, there were comments that the wear prediction for the tyre was 40 laps. On the other hand, they're talking about the tyre being near the end of its life at 28 laps.

Now, I know that temperatures and circumstances change from day to day in motorsport, so it's possible that the original 40-lap number wasn't quite right for Sunday. But 12 laps is a big difference in racing terms.

While I haven't worked with Pirelli in F1 since 2011, one thing I have noticed with the tyre suppliers I have worked with is that they generally err on the



## Karun Chandhok The racer's eye

*Discrepancies over tyre-wear predictions caused problems at Spa. This'll need to be sorted for Monza...*

**"It's going to be vital to rebuild trust between Pirelli and the drivers"**

side of caution when it comes to wear prediction.

They never want to see a tyre delaminate or blow out on track, first from a driver-safety and secondly a PR-nightmare standpoint. Whether it was F1, Le Mans or GP2, the tyre supplier would generally come up with a safe number and the teams would then push the envelope by going perhaps a lap or two longer depending on race circumstances.

This is what confuses me and I'm sure has angered Sebastian. If he was told in a pre-race meeting that the tyre was capable of doing 40 laps but is now being told that it let go because it was near the end of its life after 28 laps, it doesn't really add up.

What goes on in those meetings between the engineers and Pirelli to come up with the numbers is impossible to tell from the outside. But judging on past experience, if the tyre is towards the end of its life you would start to see a considerable performance drop-off. We didn't really see that as Seb's last two laps were a 1m55.9s and a 1m56.1s.

Also, by that stage of the race, they would have had information from

other cars; if the wear prediction had suddenly changed to 22 laps rather than the original 40, there should have been a strong message to Ferrari to call in its man.

Between now and Monza, it's going to be vital to rebuild the trust between Pirelli and the drivers. I have a lot of time for Paul Hembrey and think he's a brilliant leader of Pirelli's motorsport programme. He's been under a lot of pressure at various times since the beginning of 2011 but seems pretty unflappable. Paul's a sharp cookie who knows that the 20 loudest spokesmen for his brand on the planet are on that starting grid and therefore it's vital that he keeps them on side.

Drivers accept the dangers involved with parts on race cars that could fail and go wrong, whether it's wings, brakes, tyres or suspension. What drivers don't accept is not knowing *what* went wrong and not getting clear answers or solutions to these problems.

This is what Nico, Sebastian and everyone else feel they need to hear from Pirelli in the next fortnight. An intense couple of weeks looms.

I wrote this column before the dreadful accident that befell Justin Wilson in the Pocono IndyCar race. His death has stunned the motorsport family and I'd like to offer my sincere condolences to his family and friends. ❧



Vettel was furious after his late-race blowout



Ligier with GP winners Depailler (left) and Laffite

ALL PICS: LAT ARCHIVE

# Guy Ligier

## 1930-2015

12

**G**uy Ligier will always be most closely associated with the brief and glorious period in 1979-81 when the F1 team that bore his name was a genuine world championship contender. The patriotic equipe brought a Gallic flair and passion to the sport, and Ligier himself was a colourful, larger-than-life character known for his strong opinions, which he was never afraid to express.

“He had a great spirit and a strong personality,” says Stefan Johansson, who drove for him in 1988. “He had an incredible passion for his team and racing in general, and was a true racer in the old-fashioned sense. I remember he and Rene Arnoux had a very heated argument in the motorhome after qualifying in Monaco. I couldn’t understand as they spoke in French of course, but Guy banged his fist so hard he broke the table!”

No one knew him better than Jacques Laffite, who first drove for him at Le Mans in 1972, and would earn six of the team’s nine GP victories.

“He was a fantastic guy with a lot of humanity,” he recalls. “He was like a second father for me. He helped me a lot. I was a Ligier driver for nine years, with a little success. He was passionate for sure, and if not, he’d have done nothing. He was always working, and he was a visionary. He was going in



Ligier in a Brabham BT20, US GP 1967

the way that he’d decided to go, and he’d go straight and straight, doing the job. People know him as a hard person, but when you were at home with his family he was doing the cooking for us. He was a big character, but a very nice guy.”

Ligier packed a lot into his lifetime. Born in Vichy in 1930, he lost his parents early, and had to work for everything he had. Starting from nothing, he eventually made a lot of money in road construction, and he was well connected in the complex world of French politics.

He had an extraordinary parallel life in sport. It’s well known that he was an international rugby player, but he was also a top double skulls rower and a successful motorbike racer, winning the 1959



Ex-rugby player and ‘bike champ made four-wheel switch

500cc French title on a Norton. He had a false start on four wheels in Formula Junior in 1960, before making the move full time in 1963. He had some success in GT racing with a Porsche, and also ran in F2, the latter in partnership with his close friend Jo Schlesser. He became a mainstay of Ford France’s GT programme, sharing a car at Le Mans with GP veteran Maurice Trintignant in 1965.

In 1966 Ligier made the bold decision to go into F1 at the age of 36, acquiring a new Cooper-Maserati. He made his debut with the blue car in Monaco and went on to start four other GPs before breaking his knee in a spectacular practice crash at the Nurburgring. He started the 1967 season with the Cooper before switching to

Laffite gave the team six wins. This was the first – at Anderstorp in 1977



Laffite (r) and Depailler took one-two, Brazil '79



Final win for team Ligier founded: Panis, Monaco '96



Pironi won at Zolder in 1980

an ex-Denny Hulme Brabham-Repco, but he made little headway and realised that he'd reached his limit as a driver.

He had more luck in sportscar racing, particularly when sharing a Ford GT40 with Schlesser. They finished fifth in the 1966 Nurburgring 1000Km, and sixth at Monza in 1967, but their biggest achievement was victory in that year's non-championship Reims 12 Hours.

For 1968 Ligier abandoned F1 and dropped back to F2, again in tandem with Schlesser, with a pair of McLarens run by Ecurie Inter Sport. Ligier was devastated when Schlesser was killed in a Honda during the French GP in July, and the team folded.

Ligier raced a Ford Escort in 1969, before making the bold step of becoming a sportscar constructor. Honouring Schlesser by using his initials in the type designation, he ran his JS1 at Le Mans in 1970. The GT car was an early retirement, but it laid the foundations for everything that followed.

For the next few years Le Mans was the focus of Ligier's efforts. In 1971 he became the first constructor to use a Cosworth DFV in the 24 Hours, sharing his JS3 with Patrick Depailler. This prototype entry was a stopgap, and Ligier returned to Le Mans in 1972 with the Maserati-powered JS2, which also formed the basis of an ambitious road-car project.

He made his last appearance at Le Mans as a driver in 1973, but his team continued to run in

1974-75, earning a creditable second place in the last season, having reverted to Cosworth power.

By then plans to enter grand prix racing in 1976 were well under way, using Matra V12 engines, Gitanes sponsorship and many ex-Matra personnel, including design wizard Gerard Ducarouge. Known as the 'teapot' thanks to the huge airbox it ran in the early races, the JS5 soon made an impact, with Laffite earning three podium finishes and taking pole at Monza.

In 1977 Laffite scored the team's first victory, in Sweden with the JS7. After a disappointing 1978 season Ligier cut its Matra ties and switched to Cosworth engines, and added a second entry for Guy's old pal Depailler. Somehow Ducarouge hit the ground-effect sweet spot with his JS11, and the car was the pacesetter at the start of the season, scoring three early wins before rivals caught up.

The team then hit another rich vein of form in 1980, when Laffite and new recruit Didier Pironi were regular frontrunners. Ligier was reunited with Matra, with works Talbot support, in 1981, and Laffite won twice, and was a title contender until the end of the year.

"It was a fantastic time," says Laffite. "Everybody thinks that he was helped with money from the government. But if you needed two million, we had only one. It was not easy for us, but we worked hard. We had a fantastic car in 1979, and in 80-81 there was a chance. We had no regrets, but I think

he would have been happy if we had been world champions, not only for him but for the mechanics and the sponsors. We dreamed about that."

After that golden period the team's form faded. There were a few podium finishes in 1982, and again with Renault power in the turbo era in 1985-86. But Ligier always struggled financially, and after scoring just four points between 1987 and '91 Guy began the process of selling his shareholding. His day-to-day involvement ended after 1992, but the team retained his name. It scored one final win with Olivier Panis at Monaco in 1996 – under Flavio Briatore's majority ownership – before morphing into Prost Grand Prix in 1997.

The Ligier name would continue to be associated with racing projects over the years, in Formula 3 and more recently in LMP2. Guy's main focus was his hugely successful micro-car company, which remains under the management of his family. Its latest model, the JS50, continues the line. Even so, he will be remembered for his contribution to French motorsport.

"Before Guy, people watched F1 on TV in France, but it wasn't very interesting," says Laffite. "He made people know there was a French team which is competitive in the world championship, and he helped a lot with the development of racing in France. Racing has lost a very important guy." *Adam Cooper*

# This week in motorsport



EBREY/LAT

14

## AUSTIN TO DROP AUDI A4 BTCC CAR

Rob Austin's race-winning British Touring Car Championship team will not field its brace of Audi A4s in the series next season.

Former single-seater ace Austin made his BTCC debut in 2011 when his eponymous

team introduced the A4 as one of the first machines built to the recently introduced NGTC regulations.

He took his first win in 2013 at Rockingham before repeating the feat last season, but he and team-mate Hunter Abbott have struggled this year, with Austin earning a best finish of

fifth so far and 13th in the standings.

"We won't be running it next year," he said of the Audi. "We've had to redesign the shell, it's on its third subframe and rocker mounts – we thought we were getting round it but this year shows we aren't.

"The team is working really well;

given the right base-car we'd be competitive. I just want to go racing without a hand behind my back.

"We'll look at anything – it doesn't matter what badge is on it. Front-wheel drive or rear-wheel drive, whatever suits the regulations best."

## Waltrip scales down for 2016

NASCAR team Michael Waltrip Racing is to drop out of the Sprint Cup's full-time squads for 2016.

While the team will continue to run cars on a part-time basis, it means that lead driver Clint Bowyer will be released from MWR at the end of this season. Bowyer, the 2012

series runner-up, is currently on the bubble for the Chase for the Championship, holding down the 16th and final spot.

The decision has been made after the revelation that team co-owner Rob Kauffman is to buy a stake in rival squad Chip Ganassi Racing.



LEVITT/LAT

## Patrick stays on with S-HR

NASCAR fan favourite Danica Patrick has extended her deal with the Stewart-Haas Racing Chevrolet squad.

The former IndyCar race winner is in her fourth season in stock cars, and lies 21st in the points. Team co-owner Tony Stewart said it was "not a short-term deal by any means".



MOIST/LAT

## DE JONG HOPES FOR MONZA

Dutch GP2 racer Daniel de Jong was expected to be transferred home today (Thursday) after his monster shunt in last weekend's Spa round.

De Jong sustained a broken vertebra in the impact, triggered by a collision with Pierre Gasly, but his MP Motorsport team

is hoping he will be fit for the next round, which takes place at Monza next week.

Meanwhile, Italian team Trident gave a GP2 debut at Spa to Formula Renault 3.5 racer Gustav Malja, the Swede scoring a point for 10th place. The team ran another FR3.5 driver, Beitske Visser, in GP3.

For all the breaking news, visit [AUTOSPORT.COM](http://AUTOSPORT.COM)

## Trulli stands down from driving

Jarno Trulli has stepped down from driving for his own Formula E team, which has opted to persevere with its own technologies for the second season of the all-electric championship.

The Trulli team, which has signed Vitantonio Liuzzi and Salvador Duran to drive its Motomatica JT-01s, has yet to record a timed lap in pre-season testing but did finally appear for the final day of running at Donington Park.

With the Formula E freight leaving later this week for the first round in Beijing, the teams effectively had to decide on the morning of the final test whether to stick with their privately developed powertrains or go back to the McLaren-Hewland



package used in season one.

Team principal Lucio Cavuto said signing Duran was important given the problems it has suffered so far. "We are very glad that he trusts us despite two difficult tests," he said. "The fact that he knows the category will give him a lot."



## Andretti back to old tech

The Andretti Autosport Formula E team will revert to the series' season-one powertrain for 2015-16.

The American squad formed Andretti Technologies to develop its own motor and inverter for the ATEC-01, but will go back to the Spark SRT\_01E, which uses a McLaren electronics system and five-speed Hewland gearbox.

Andretti's early-test issues with its new powertrain continued on Monday, so it converted two of its cars to the Spark specification overnight, enabling Simona de Silvestro and Robin Frijns to run.

Team principal Roger Griffiths told AUTOSPORT: "We've taken the decision we're going to step back. It was made at the very top, collectively."

"We've great confidence in the technology from McLaren and Spark. It's the best way forward for the short term."

### DONINGTON TIMES

1 Sam Bird (DS Virgin)	1m30.451s
2 Nicolas Prost (e.dams)	1m30.513s
3 Lucas di Grassi (Abt)	1m30.772s
4 Sebastien Buemi (e.dams)	1m30.801s
5 Jerome d'Ambrosio (Dragon)	1m30.860s
6 Bruno Senna (Mahindra)	1m30.869s

## In brief

### HAMILTON FOR WEC

British sports car driver Archie Hamilton will return to the World Endurance Championship with the Team SARD Morand LMP2 squad at this weekend's Nurburgring round. Hamilton, 24, will race the team's Morgan-Judd/BMW EVO together with regulars Oliver Webb and Pierre Ragues in place of Zoel Amberg, who has missed three GP2 rounds through illness.

### BAMBER IN GTE AM

Le Mans 24 Hours winner Earl Bamber will rejoin the WEC at the Nurburgring in a GTE Am-class Proton Porsche. The New Zealander will share the #88 911 RSR with Christian Ried and Khaled Al Qubaisi in place of Klaus Bachler, who is on ADAC GT Masters duty.

### LAMBO REINSTATED

The Grasser Lamborghini Huracan GT3 driven by Fabio Babini, Andrew Palmer and Jeroen Mul has had its victory in the Blancpain Endurance Series opener at Monza in April reinstated. Its exclusion for a refuelling-restrictor irregularity was overturned by the FIA Court of Appeal, which sat in late July.

### LAWSUIT RESOLVED

The internecine lawsuit filed against Andretti Autosport by Andretti Sports Marketing has been resolved. A statement added that there would be no further litigation.

## FRIJNS IN FORMULA E PLAN

Ex-Formula 1 test driver Robin Frijns and IndyCar rookie Stefano Coletti joined the Formula E testing fray at Donington Park for Andretti Autosport and Team Aguri respectively.

Blancpain Sprint GT Series leader Frijns, who won back-to-back championships in Formula BMW, Formula Renault 2.0 and Formula Renault 3.5 during his single-seater career, hopes to be part of Andretti's full-time line-up for FE's second season.

"It has a very good line-up and it's great fun to race on streets," said the Dutchman. "That's why I want to race here."



## Courtney sub for Sandown?

IndyCar race winner Ryan Briscoe and international GT racer Patrick Long have been mooted as potential replacements for the injured James Courtney at the Holden Racing Team in next month's Sandown 500 V8 Supercar race.

Courtney sustained broken ribs and a collapsed lung last weekend at Eastern Creek when he was struck by an advertising sign that was blown towards him by the downwash from a Navy-helicopter demonstration.

Meanwhile, new Formula E recruit Simona de Silvestro will contest her maiden Bathurst 1000 in an all-female line-up with local Renee Gracie.



## RUSSIAN F3 BREAKS COVER

Russia's new Formula 3 European Championship challenger has hit the track, and has completed 1400 miles of testing at Rustavi International Motorpark in Georgia.

The ArtTech P315 has been driven throughout the tests by Latvian Harald Schlegelmilch, an ex-German F3 Cup frontrunner, and constructor

Artline Engineering reports good progress with the NBE-engined car.

The team, which plans to run a two-car squad, initially slated a race debut for the early September Algarve round, but is now targeting the Masters of F3 at Zandvoort on September 19-20 before contesting the final two European encounters.

## Loeb back in the Supercup

Rally legend Sebastien Loeb returned to the Porsche Supercup at Spa last weekend after a two-year absence.

Driving for his own team, Loeb took a best finish of 13th in the double-header.

F3 Euro Series race winner Jonathan Summerton made his debut for Team PARTRAX. The American finished 17th in race one and could have further outings. Actor and World Endurance regular Patrick Dempsey raced the VIP car.





# LEWIS: AWESOME IN THE ARDENNES

The world champion converted his 10th pole of the year into his sixth victory by leading Mercedes team-mate Nico Rosberg to yet another one-two. **BEN ANDERSON** reports from Spa





**Perez briefly nosed ahead for Force India**



## THE RACE 14:00, 23.08.2015

➤ For 41 of the 43 laps that made up the 2015 Belgian Grand Prix, Ferrari looked to have pulled off a masterstroke in damage limitation. Sebastian Vettel was clinging on for dear life in third place, on a weekend where the Prancing Horse had otherwise looked a little lame.

Then the horse threw one of its shoes. Vettel's heavily worn right-rear exploded on the Kemmel Straight on lap 42, robbing him and his Ferrari team of a podium finish behind the dominant Mercedes of Lewis Hamilton and Nico Rosberg, and leading Vettel to launch a furious rant against the integrity of tyre supplier Pirelli.

It wasn't quite Silverstone 2013, but Vettel's outburst recalled a time when Formula 1 became obsessed with the structural rigidity of Pirelli's tyres, and whether they were so fragile as to be exposing drivers to unnecessary risk following a spate of spectacular delamination events during that year's British GP.

Back then, Pirelli concluded that a combination of tyre-swapping (the process of running tyres on the opposite side of the car for which they were designed, thereby placing undue pressure on the wrong sidewall), the extreme camber settings and low tyre pressures used by some teams, and drivers clattering across some of Silverstone's rougher kerbs, swelled into a perfect storm of rubbery destruction.

So it altered the construction of the tyres (replacing steel belts with Kevlar ones) and the

FIA banned tyre-swapping and began enforcing Pirelli's limits on camber settings and tyre pressures, although Pirelli says a further request to cap the total number of laps permitted on each type of tyre at a given grand prix was ignored...

Since then, things had calmed down considerably, and Pirelli has suffered no repeat of those kinds of failures. Instead, complaints from drivers have generally related to the compounds, usually accusing the tyre supplier of being too conservative with its choices.

The problem at Spa this year was that two different drivers suffered two separate failures of their right-rear tyres at different points in the

weekend, and each had no definitive explanation.

First, Nico Rosberg had a blowout approaching the high-speed left-hander at Blanchimont during the second free practice session on Friday. Pirelli's detailed investigation concluded that something external had cut Rosberg's tyre and that it had not failed because of a structural-integrity problem.

Trouble was, Pirelli couldn't explain where this 'external cut' came from exactly. Rosberg hadn't obviously gone wide anywhere, or run over any debris. This failure does not relate to that suffered by Vettel in the race, except that Pirelli's conclusions did nothing to reassure Rosberg, and clearly this also played on Vettel's mind too.

**An ERS failure grounded Ricciardo**





S. BLOX/HAMILTAT



XPB IMAGES

Poor start left Rosberg too much ground to recover

After he suffered his own spectacular blowout in the closing stages of the grand prix, Vettel was forthright in labelling a situation where tyres could suddenly explode, without warning, at speeds approaching 200mph as “unacceptable”.

### WAS FERRARI PUSHING THE LIMITS?

Pirelli motorsport boss Paul Hembery said immediately after the race that Vettel’s failure was the result of excessive wear.

Vettel started the Belgian GP down in eighth place, after making a mistake on his best lap in qualifying, and Ferrari team principal Maurizio Arrivabene confirmed the Scuderia entered the race with a “plan” – decided at “11 o’clock this morning” – to try to get Vettel to the end using an unconventional one-stop strategy.

The quadruple world champion made that sole pitstop on lap 14 of 43, which meant he had to make a set of Pirelli’s medium-compound tyres last for 29 laps. Pirelli’s projections suggested that sort of stint was easily possible, and Arrivabene insisted Ferrari’s strategy hadn’t been “stupid or crazy”, and that Ferrari’s own Pirelli engineer had not indicated any potential problem from attempting it.

Hembery suggested Vettel’s tyre failure was clearly the result of wear, despite the stint length being within Pirelli guidelines. The problem, Hembery said, was one of real-world experience not matching up precisely with simulation.

“Wear life was indicated at around 40 laps, but it’s an indication, as race conditions can change, and

**Hembery:** “It was never discussed about a one-stop strategy, so that was always going to be on the limit”

some factors involved in racing mean it’s not a precise data,” Hembery explained.

“We give indications and the teams have to make decisions based on the data they have. Before the race we were obviously talking two stops, and people were saying if they needed more margin, three. It was never discussed about a one-stop strategy, so that was always going to be on the limit.”

But Lotus head of trackside operations Alan Permane observed he would be “very surprised” if wear was the cause of the failure, because the performance of Pirelli rubber usually drops off massively when it wears out. Vettel was lapping at a similar pace to other medium runners when his tyre gave out.

Hembery conceded Spa is a circuit that “creates enormous loads into the structure of the tyre” but insisted: “In this case that wasn’t the issue, it was more to do with wear. If you look at the images, the carcass was still intact. It was a wear issue.”

The implication was that Ferrari simply gambled on a strategy that was more aggressive than the norm, and which seemed perfectly feasible

based on simulation, but turned out to be just beyond possible in reality.

You could argue that Pirelli needs to beef up its simulations, but the tyre supplier would rightly point out that the infrequency of testing in modern F1 hampers its efforts to conduct accurate simulations, and thus arrive at predictions.

Because Ferrari’s failure happened at a high-speed part of a high-speed track, on the same weekend as another failure, while using tyres from the same supplier that provided rubber when tyres were exploding too often a couple of years ago, Vettel vented spleen on the record. Understandable in the circumstances.

So if it wasn’t fully the fault of the tyre supplier, the team or the demands of the track, what else could have been at fault here?

A raised ‘sausage kerb’ was installed at the top of Eau Rouge before the weekend began, but was then removed on Friday evening after a sequence of high-flying incidents in the GP3 support practice and complaints from some of the F1 drivers. This allowed them to again take liberties at the final left-hander at the top of the hill (Raidillon) before joining the Kemmel Straight.

Vettel insisted he hadn’t left the track during the race, but replays showed clearly that he ran all four wheels outside the white line that defines the edge of the circuit to ‘straight-line’ Raidillon. Perhaps traversing this (slightly) rougher surface on heavily worn rubber contributed to his downfall...

It’s a view supported by AUTOSPORT ▶



Mercedes boys welcome one-two



Tyre gamble elevated Vettel, and then...



Hamilton had the race well under control

► technical correspondent Gary Anderson. “To me it looked like delamination of the tread starting from the outside shoulder – we saw this a few years ago when the treads started to come off,” he says. “I don’t know what warning the team would have had – the pressure would have been fine, probably even for a few seconds after the tread came off, and again the temperature in that area probably wouldn’t have shown anything.”

“The question is: did they go far enough to wear out the tyre tread, exposing the carcass? I personally don’t think so, because that’s something that gets monitored very closely by both the team and Pirelli, and also – because of the camber – the highest wear should be on the inner shoulder.”

“Vettel was fairly annoyed by it all, and rightly so, but he did say that neither he nor Rosberg on Friday went off the track; well I think they should both sit down and have a look at the replay.”

“If I was involved in the decisions I would instigate that ‘track limits’ means the complete car has to be within the white lines at all times.”

### ALL ABOUT THE BATTLE FOR THIRD

Whether it was a failing of team, tyre supplier, driver, circuit, the FIA in not enforcing track limits, or a combination of all of the above, Vettel’s tyre explosion was the final act in a thrilling fight for third place that lit up an otherwise unexciting and routine race at the front.

Any one of Vettel, Romain Grosjean (who eventually claimed that spot to record his and Lotus’s first podium since the 2013 United States

GP), Force India’s Sergio Perez, Red Bull’s Daniel Ricciardo, or the Williams of Valtteri Bottas could have staked a genuine claim to the place, but all bar Grosjean ran into trouble of one sort or another that extinguished their hopes.

Force India’s Perez (fourth on the grid) made the early running, and even led the race very briefly on the first lap, edging ahead of Hamilton’s Mercedes before they braked for Les Combes.

But Perez ultimately lacked the pace to keep up with the other frontrunners and slipped back as the race wore on, eventually finishing fifth at the head of a train comprising Felipe Massa’s Williams, Kimi Raikkonen’s Ferrari (recovering after a gearbox failure in qualifying) and Max Verstappen’s Toro Rosso.

Ricciardo (sixth on the grid) jumped Perez with

an early pitstop on lap seven, but was easily repossessed by his Mercedes-engined rival on the Kimmel Straight five laps later. The Australian remained within a few seconds of a podium spot until lap 19, when what Red Bull team boss Christian Horner described as a “complete failure” of Renault’s ERS system stranded Ricciardo on the left side of the circuit at the exit of the Bus Stop chicane.

By that time, the hopes of Bottas and Williams of scoring a podium finish were also in tatters. The Finn was favourite to be best of the rest after qualifying third, but he made a bad start and struggled to get his soft tyres ‘switched on’ early in the race. He was still in the mix until the first round of pitstops, when his team fitted a rogue medium tyre to the right rear of his car while putting the intended new softs on the other three corners.



Grosjean took first Lotus podium since 2013



## QUALIFYING

Hamilton was untouchable  
in qualifying yet again



Lewis Hamilton looks an unstoppable qualifying force on current form.

He admits Spa is not one of his favourite circuits, but you wouldn't know it from the way the reigning world champion crushed Mercedes team-mate Nico Rosberg in qualifying for the Belgian Grand Prix.

Hamilton has made a habit of lulling Rosberg into a false sense of security this year, often trailing his title rival heading into Q3 and then reversing the positions with a stunning lap on his first run. Hamilton appeared to find yet another gear at Spa, where both his Q3 laps were easily good enough for top spot.

Rosberg actually maintained a small edge in sector one of the lap (from the startline through La Source and up Eau Rouge to the end of the Kemmel Straight), and was only fractionally slower (less than a tenth) over the last part of the course (from Stavelot to the finish).

But Hamilton was mighty through the middle sector (Les Combes via Pouhon to Stavelot), which Rosberg could lap in no faster than 48.239s, whereas Hamilton went sub-48s on his first run, then 47.786s on his second.

"I just put the sector together," said Hamilton, who confirmed there were no major set-up differences between the two Mercedes. "I got the balance just right. It's an area I've been trying to improve on, because in the past it's always been a weak point. I know all the lines but could never really put the corners together."

Rosberg is getting used to tasting defeat on Saturdays this year, but was genuinely surprised to see Hamilton eclipse him here, given Rosberg felt he was "one step ahead" during practice and the early stages of qualifying.

"I was expecting to be on pole, because it was going really well," Rosberg said. "It was a big surprise, and very annoying. It [the difference] was mainly turns 12, 13 and 14 [Fagnes to Stavelot]."

"The first sector and third sector is just about putting your foot down on a straight, and I'm really good at that! The second sector is where the corners are..."

Rosberg was almost a full second clear of the third-placed Williams of Valtteri Bottas, who lapped to the same tenth as Romain Grosjean's Lotus and the Force India of Sergio Perez, as Ferrari went off the boil.

Kimi Raikkonen's car broke down with a loss of gearbox-oil pressure before he could set a time in Q2, while Sebastian Vettel only managed ninth fastest time after a "costly mistake" at the last corner in Q3, which lost him two tenths.

But even allowing for that error, the Hungarian GP winner would only have pipped Daniel Ricciardo's Red Bull to sixth at best.

Ricciardo was the lone interloper in an otherwise Mercedes-powered top eight. Imagine what he might do with a Merc power unit.

**Hamilton:** "Nico had good pace, but I was able to answer that most of the time"

The resultant drive-through penalty put him out of contention too, though Bottas reckoned he wasn't fast enough anyway.

"The first stint we were really struggling with the tyre," he explained. "People were passing us. For sure the problem at the pitstop cost us a lot — looking at the time without the penalty would have been fifth or something — but the pace was not enough for top three, which was our goal. Definitely not our day."

Apart from Hamilton (obviously), the day actually belonged to Grosjean, who produced a faultless drive to claim that final podium position.

Grosjean qualified his underdeveloped and underfunded E23 — which worked well with the low-downforce demands of Spa — fourth fastest, but a penalty for an unscheduled gearbox change after Friday practice relegated him to ninth on the grid.

He made no progress on the first lap, but thereafter picked his way expertly and cleanly through the frontrunning group with a succession of DRS-assisted passes along the Kemmel Straight and into Les Combes, and was challenging Vettel's Ferrari when the SF15-T suffered its spectacular fate late in the race.

"It has been an incredible weekend for us," said a delighted Grosjean. "I still can't believe we're on the podium. Those guys have been working hard to give us that car to be able to be here."

"Of course going into Turn 1, every time I make a start at Spa I remember 2012 [when he was banned for causing a huge first-corner accident], but it has made me stronger and [able to] be on the podium 10 times. Being here today is special and has the prize of a race win."

Well, not quite. That prize belonged to Mercedes, and specifically to Hamilton, who was equally faultless in recording the 39th win of his grand prix career. The race was pretty much in Hamilton's pocket once Rosberg "completely messed up the start", which was nevertheless not dramatically affected by new rules demanding less assistance for the drivers from the pitwall, or the need to complete a second formation lap when Nico Hulkenberg's Force India broke down and caused an aborted getaway.

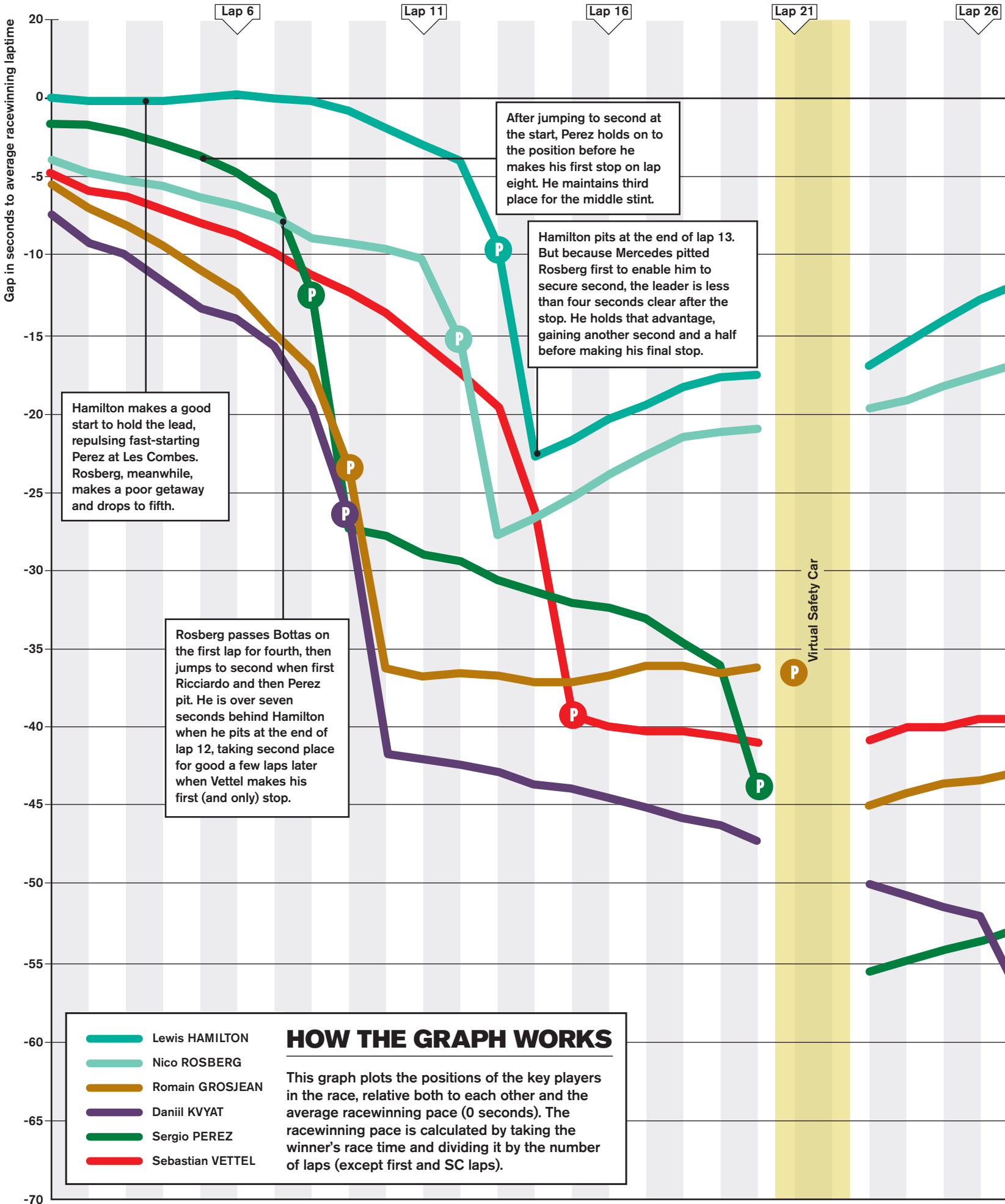
"Nico had good pace, but I was able to answer most of the time so I was fairly relaxed at the front," said Hamilton, who was more comfortable in leading Mercedes' 18th one-two in the last 30 F1 races than his 2.058s winning margin suggested.

"At the end, when I saw a tyre had blown on another car, I was being very cautious, so the last two laps Nico was allowed to close the gap, but it felt really under control the whole way.

"I felt 100 per cent all weekend."

Ferrari felt similarly about its tyre strategy, until the penultimate lap... ❧

# HOW THE RACE WAS WON



Hamilton makes a good start to hold the lead, repulsing fast-starting Perez at Les Combes. Rosberg, meanwhile, makes a poor getaway and drops to fifth.

Rosberg passes Bottas on the first lap for fourth, then jumps to second when first Ricciardo and then Perez pit. He is over seven seconds behind Hamilton when he pits at the end of lap 12, taking second place for good a few laps later when Vettel makes his first (and only) stop.

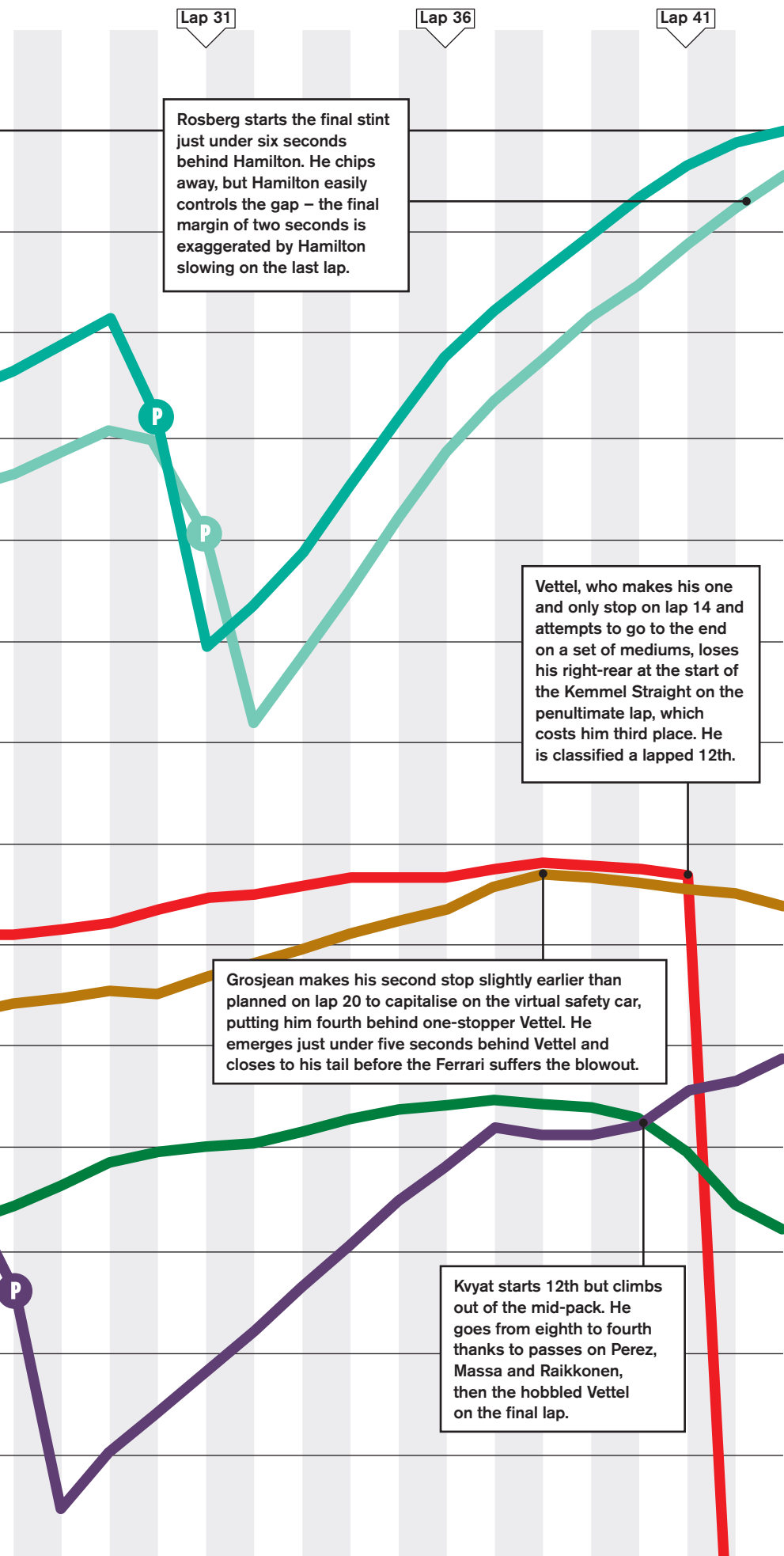
After jumping to second at the start, Perez holds on to the position before he makes his first stop on lap eight. He maintains third place for the middle stint.

Hamilton pits at the end of lap 13. But because Mercedes pitted Rosberg first to enable him to secure second, the leader is less than four seconds clear after the stop. He holds that advantage, gaining another second and a half before making his final stop.

- Lewis HAMILTON
- Nico ROSBERG
- Romain GROSJEAN
- Daniil KVIYAT
- Sergio PEREZ
- Sebastian VETTEL

### HOW THE GRAPH WORKS

This graph plots the positions of the key players in the race, relative both to each other and the average race-winning pace (0 seconds). The race-winning pace is calculated by taking the winner's race time and dividing it by the number of laps (except first and SC laps).

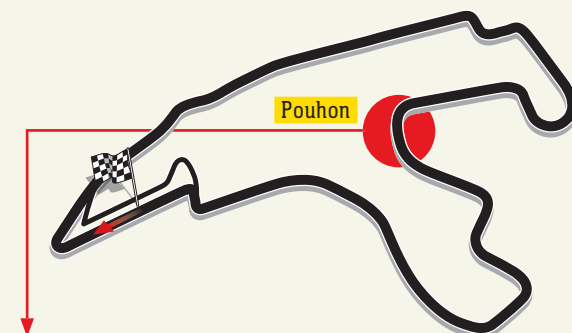


## TRACKSIDE VIEW

**BEN ANDERSON**  
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Most people rave about Eau Rouge, of course, but the fearsome downhill double-left-hander at Pouhon represents one of Spa-Francorchamps' greatest cornering challenges, especially in cars that are endowed with grip and capable of attacking at insane speeds.

For most drivers on the grid, Eau Rouge is not that big a deal – you just need to stay calm, be accurate, and power through. There's a lot of elevation (and a blind exit) but not much else to get excited about, though it gets trickier in the race with heavy fuel loads and loss of downforce from following other cars. Pouhon is a plunging sequence of two left-handers taken at high speed. Judging the exact deceleration and point of entry is extremely difficult when hurtling down the hill at 180mph, and – as Sauber's Marcus Ericsson found out during Friday practice – can bite you hard if you get it wrong.

For Manor racer Roberto Merhi, both corners represent a real challenge.

"With our car Eau Rouge is quite on the limit!" he tells AUTOSPORT. "On the medium tyre it's a proper corner; in World Series or F3 it's not a corner – it's easy flat."

**"For most drivers on the grid, Eau Rouge is not that big a deal!"**

"Pouhon... probably with a World Series car it's harder, because in qualifying you can do it just flat, and in F3 it's about the same. In Formula 1 we need to downshift and also carry a little bit of brake, but it's still a nice corner."

"The second part in a Formula 1 car is harder, because the acceleration is much bigger compared with F3 or World Series. Turn 10 [the first part] is easier, but Turn 11 is a tricky corner and you need to turn into 10 at exactly the right moment, because if you don't you lose the grip and can have a big shunt!"



# STORIES OF THE RACE

## Vettel furious at Pirelli after tyre failure

Sebastian Vettel called tyre supplier Pirelli's performance "unacceptable" after the blowout on his Ferrari that cost him a likely third place in the Belgian Grand Prix.

Ferrari was attempting to recover from a poor qualifying with a one-stop strategy at Spa, switching Vettel from soft to medium tyres on lap 14 and then running to the finish on lap 43.

He was fending off Romain Grosjean for third place on the penultimate lap when his right-rear tyre gave way on the Kemmel Straight.

A furious Vettel said he could have been badly injured had the tyre blown at Eau Rouge. "Things like that are not allowed to happen," he told the BBC. "If it happened 200 metres earlier, I'd be stuck in Eau Rouge. I don't know what else needs to happen.

"What's upsetting for one thing is the result. We

deserved to finish on the podium. The other thing, like I said, if this happens earlier...

"[Tyres are] a theme that keeps coming around, that nobody is mentioning, but is unacceptable."

Mercedes driver Nico Rosberg also suffered a right-rear tyre blowout, as he approached Blanchimont during the second practice session on Friday.

Although Pirelli said that the failure was due to an external cut, rather than a structural failure of the tyre, Rosberg remained sceptical, saying after qualifying: "The problem is that we don't really understand it. There are theories but no real evidence, so that's a bit worrying".

Vettel shared Rosberg's concerns. "What was the answer [from Pirelli]? The same as every time, 'Yeah, well there was a cut, debris, there might be something wrong with the bodywork, the driver went wide.' Bullshit," Vettel added.

"If Nico tells us he didn't go off the track, then he didn't go off the track. Why should he lie to us?"

"It's the same with me, I didn't go off the track, and just out of the blue the tyre explodes. If this happened earlier then I'm f\*\*\*\*d.

"It's probably not as bad as it was at Silverstone some years ago [when Pirelli had a spate of failures in 2013] but it's not acceptable."

After the race, Ferrari denied its pre-planned one-stop strategy represented a risk, because Pirelli guidelines suggested 40 laps were possible on a set of mediums.

But Pirelli motorsport boss Paul Hembery suggested Vettel's failure was down to excessive wear, and the manufacturer called for F1 to again look at requests it first made in 2013 to cap tyre use in races at "50 per cent of the grand prix distance for the prime tyre and 30 per cent for the option".



S BLOKHAW/LAT



TEEZ/LAT



XPB/IMAGES

## Kvyat delivers "best drive of the season"

Red Bull newcomer Daniil Kvyat reckoned his drive to fourth in the Belgian Grand Prix was the best of his season so far, eclipsing the performance that carried him to second in Hungary.

The Russian started down in 12th, after a poor qualifying session, but recovered superbly in the race, staying out on medium tyres while rivals pitted under the virtual safety car on lap 21, then using a set of softer rubber to charge up the order late on.

Kvyat passed Kimi Raikkonen's Ferrari, Felipe Massa's Williams and the Force India of Sergio Perez over the course of the final eight laps of the race, and inherited fourth place when Sebastian Vettel's tyre blew.

"We can start to be happy," Kvyat said. "It was a very exciting race. I think we made our strategy work really well. I got a lot of adrenaline in the last stint with those overtakings! It was pretty cool."



## Grosjean P3 boosts beleaguered Lotus

Romain Grosjean's drive to the podium in the Belgian Grand Prix was a huge boost to the beleaguered Lotus team, which faced a fresh legal row with former reserve driver Charles Pic during the weekend.

Lotus is currently involved in several legal fights concerning unsettled debts, and Pic obtained an order from a Belgian court on the Thursday before the race to prevent the team's cars and equipment leaving the circuit.

Lotus head of trackside operations Alan Permane

said Grosjean's podium result proved the strength of the Enstone operation's racing squad in the face of legal and financial difficulty.

"This is the worst season we've had financially, no doubt," he told reporters after the race.

"We've had to scrimp and scrape for parts, and to get the parts on the track is a massive effort each week, so to be on the podium is unbelievable.

"I know it's the party line, but it really will make a big difference to us."





## Hembery calls for more cameras after Rosberg drama

Pirelli suggested extra video feeds would help identify the causes of tyre failures following a blowout on Nico Rosberg's Mercedes during Friday practice for the Belgian Grand Prix.

Rosberg was approaching Blanchimont when his car suddenly shed its right-rear tyre and pitched him into a high-speed spin.

Pirelli's investigations determined an external cut to the rubber caused the failure, rather than any structural problem with the tyre, though the precise cause of the cut was not determined.

Pirelli motorsport boss Paul Hembery suggested extra video feeds, from the circuits and on the cars, would prove useful in determining the cause in any future incidents.

"In Abu Dhabi they have an elaborate system to pick up track debris," he said. "You'd be surprised at what they pick up – nuts, bolts, bits of metal."



## Williams apologises to Bottas over gaffe

Williams said sorry to Valtteri Bottas following the pitstop blunder that potentially cost the Finn a top-four finish in the Belgian Grand Prix.

Bottas finished a lowly ninth after serving a drive-through penalty as punishment for his team incorrectly fitting a medium tyre to the right-rear while putting softs on the rest of the car at his first pitstop.

Williams head of vehicle performance Rob Smedley could offer no explanation for what happened. "There are two things we should do – the first is apologise to Valtteri because obviously we absolutely ruined his race as he was there with Sebastian [Vettel] and [Romain] Grosjean before that happened," Smedley told Sky Sports.

"Secondly, what we shouldn't do is blame individuals. We need to go away as a group of



people and look at what happened."

Asked by AUTOSPORT for his feelings on the incident, Bottas replied: "It's very disappointing. I've never heard of anything like this happening, but what can you do?"



## Q&A

### ALAN PERMANE LOTUS HEAD OF TRACKSIDE OPERATIONS



**Considering the lack of development on this car compared with other teams, that's a sensational result...**

It's a very good car, and does seem to work well on these low-downforce, lower-type drag-level settings, which is why hopefully Monza will be kind to us. If we could develop it as we would develop any other car we'd have a real chance of finishing higher up than we are now.

**Were you surprised by how strong Romain was in the race?**

We knew the car was good, but if you asked me at two o'clock if we were going to have a podium I would probably have said no, so a little bit surprised, but I think Ferrari allowed us to get close to them, because of their all-or-nothing strategy, and Williams were a little bit slower than I imagined they were going to be. That was all. Our car worked as well as we thought it was going to.

**How good was Grosjean's performance?**

Faultless. It was certainly his best drive for a little while. OK, we had a trying year last year, but if you look back at his performances in 2013 he did this race-in race-out during the last half of that season. This is Romain.

**Why did Maldonado retire?**

Maldonado had a huge excursion at Eau Rouge [on lap two] and damaged the clutch-control system. That locked his clutch out, unfortunately.



## STORIES OF THE RACE



## McLaren continues to flounder as Honda updates engine

McLaren-Honda endured a difficult Belgian Grand Prix, despite the introduction of an upgraded internal-combustion engine for Spa.

Honda boss Yasuhisa Arai spoke before the weekend of aiming to match Ferrari's power output with the latest specification of engine, but in the event Jenson Button and Fernando Alonso qualified adrift of the pack in 17th and 18th.

Both drivers started at the back of the grid after the team decided to fit new engines to both cars again after practice. Alonso made a strong start, but

eventually finished 13th, well adrift of the two Saubers of Felipe Nasr and Marcus Ericsson, while Button finished a lonely 14th, hampered by an ERS-deployment problem.

Explaining McLaren-Honda's ongoing lack of performance in the wake of the combustion upgrade, the team's racing director Eric Boullier told AUTOSPORT that the electrical systems are now the limiting factor. Honda's MGU-H is not yet recovering sufficient energy from the exhaust system to help the MGU-K give the power unit its extra 150bhp boost

of electrical energy for long enough.

"The MGU-H for us is not capable like the others to recharge the battery and support the MGU-K," Boullier revealed.

"We have the limitation of four megajoules per lap, so we burn our 4MJ, but when we burn them we still have not finished the lap, and then it [the ERS deployment] stops working.

"The ICE [internal combustion engine] is better, and looks reliable so far. The biggest hurt is that we can't use all of our electrical power on the lap."

## Sauber struggles after power upgrade

Sauber team principal Monisha Kaltenborn was unhappy with her squad's performance in the Belgian Grand Prix, where it ran the latest specification of Ferrari engine for the first time.

Felipe Nasr (below) anticipated a 0.4s per lap boost from the revised power unit, and both he and team-mate Marcus Ericsson showed promising pace during Friday practice.

But Sauber struggled thereafter. Although both drivers eventually finished well clear of the McLaren-Hondas, they were not competitive with the other midfield runners in the race.

Kaltenborn declared it a "disappointing race for Sauber" despite Ericsson claiming a second consecutive point for a 10th-place finish.

"We did expect more," Kaltenborn told AUTOSPORT. "But you cannot just say it was on the engine side. We were hoping we could have a better package here. The drivers were fine with the balance of the car until the race – it was very difficult to pinpoint what has really happened.

"No mistake was made; we just couldn't get the pace. And that's the puzzling part. We need to find out why."



## Hulkenberg and Sainz miss the start

Toro Rosso driver Carlos Sainz Jr and Force India's Nico Hulkenberg both failed to take up their positions for the start of the Belgian Grand Prix, thanks to engine problems that manifested themselves at the last minute.

Hulkenberg (above) encountered a turbo issue with his Mercedes engine on his way to the grid, and caused the original start to be aborted when the car shut down on him at the end of the formation lap.

The German was pushed into the garage and into retirement as the field rounded Spa for a second green-flag lap, during which Sainz reported a loss of power from his car's Renault engine.

Sainz came into the pits before the start and his team reset the car, but he was almost two laps down by the time he joined the race from the pitlane.

Toro Rosso eventually opted to retire the car early to save on engine mileage, meaning Sainz failed to finish for the fourth consecutive grand prix.

## DRAWING BOARD

by Craig Scarborough

# LOW-DOWNFORCE COMPARISON

## MERCEDES v FERRARI

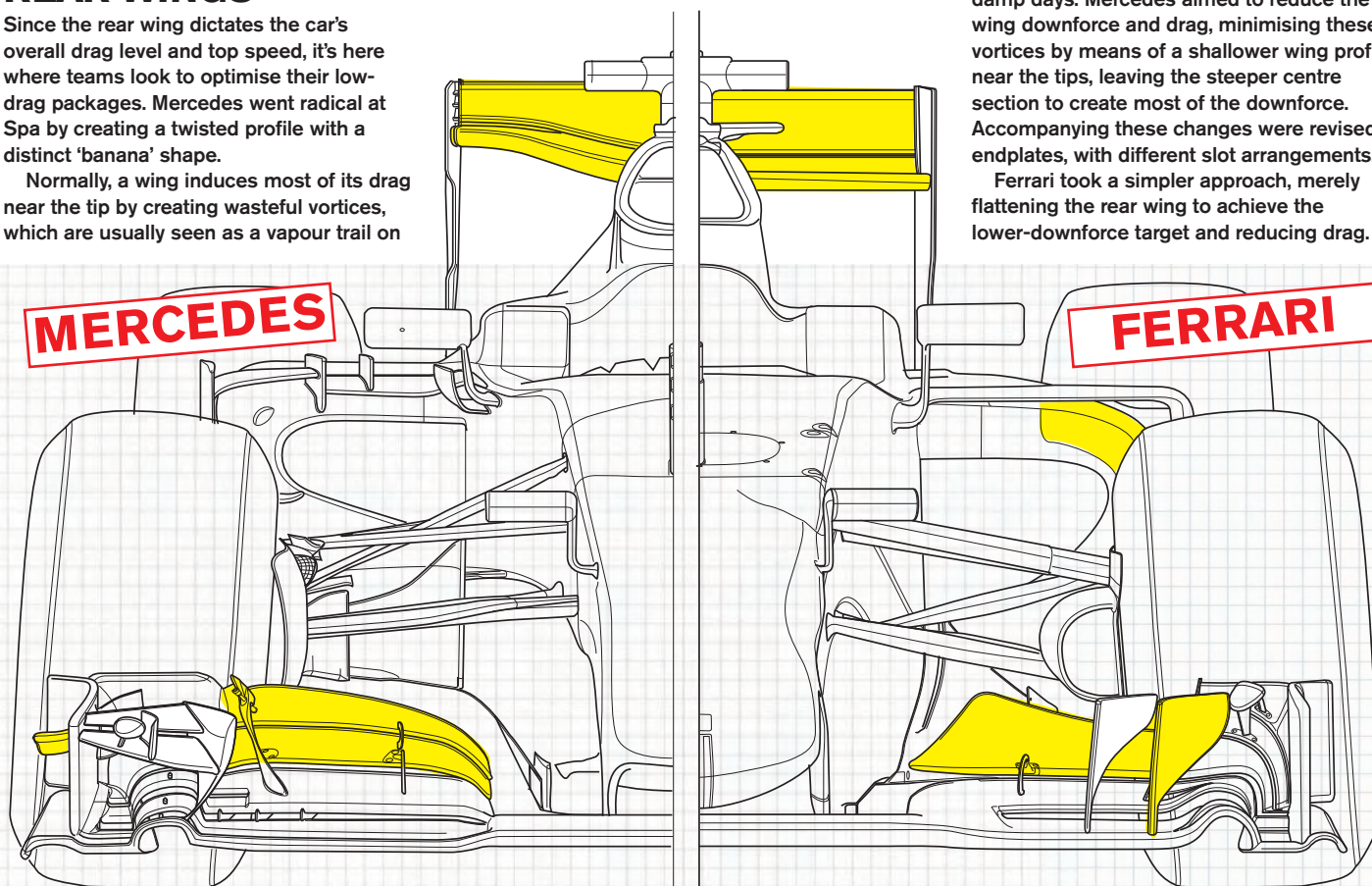
### REAR WINGS

Since the rear wing dictates the car's overall drag level and top speed, it's here where teams look to optimise their low-drag packages. Mercedes went radical at Spa by creating a twisted profile with a distinct 'banana' shape.

Normally, a wing induces most of its drag near the tip by creating wasteful vortices, which are usually seen as a vapour trail on

damp days. Mercedes aimed to reduce the wing downforce and drag, minimising these vortices by means of a shallower wing profile near the tips, leaving the steeper centre section to create most of the downforce. Accompanying these changes were revised endplates, with different slot arrangements.

Ferrari took a simpler approach, merely flattening the rear wing to achieve the lower-downforce target and reducing drag.



### FRONT WINGS

Ferrari made the most changes to the front wing to balance its low-downforce rear unit. Based on the Silverstone front wing, it featured revised cascade winglets, along with a new adjustable flap.

The Scuderia deleted the larger cascade winglet and fitted an r-shaped vane in its place. Then, the usual two-element flap was

switched for a single-element flap with an unusual triangular shape, making the wing shallower near the tip and steeper inboard.

Mercedes followed the usual practice of slimming the two-element flaps to balance the car, while flipping the small fin on the endplate and repositioning it compared with its usual location.

### ENGINES

Neither team used development tokens, but both are expected to spend tokens to provide a power boost for the upcoming Italian GP at Monza. This will be Ferrari's second development step this season, and the first for Mercedes.

### BODYWORK


Running as small a cooling-outlet area as possible can greatly reduce drag, so the bodywork was tighter than usual on both cars. Ferrari took an unexpected step and reverted to its pre-Spanish GP sidepod shape. Since that race, the sidepods have featured a stepped frontal profile, enabling the surfaces to be tightly wrapped to the inclined radiators. For Spa, Ferrari returned to the previous fully rounded profile to streamline the car's overall shape.




# DRIVER RATINGS

## MERCEDES

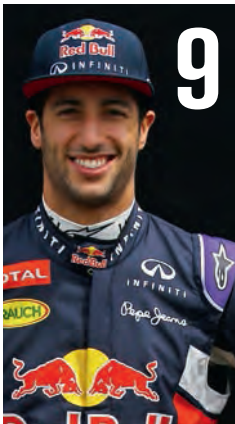



**NICO ROSBERG**   
Felt he was "one step ahead" after Friday, but then Hamilton pulled his customary rabbit out of the hat and Rosberg found himself second in qualifying. Started the race poorly, but fought back well to get back into second. Was fast in the middle of the race, but could never get back on terms. With Hamilton's present form, he cannot afford to make mistakes.




**LEWIS HAMILTON**   
Admitted he's not such a fan of Spa, probably because success depends more on set-up than his spectacular driver input. Said he'd historically struggled to string the crucial second sector together, but nailed it this time to take pole by almost half a second. Resisted Perez's first-lap attentions to dominate the race, and responded to late Rosberg challenge.

## RED BULL




**DANIEL RICCIARDO**   
Red Bull understands the RB11 better now, and Ricciardo drove like a man more at ease with its limitations. Felt more comfortable with the 'Spa' rear wing, as opposed to the skinnier 'Monza' version tried in practice, and did well to bother the Mercedes-powered customers in qualifying. Team reckoned he was a podium contender but for his ERS failure.




**DANIIL KVYAT**   
Lapped pretty close to Ricciardo's pace in Friday practice, after which he was reprimanded for "not paying attention" when released in front of Felipe Nasr in the pits. Qualified a lowly 12th, after a lap he described as "not my best, but not my worst". Sunday was much better, and he said his charge to fourth was the best drive of his Red Bull career so far. Difficult to disagree.

## WILLIAMS

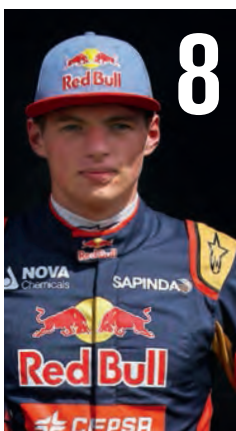



**FELIPE MASSA**   
Abandoned lower-downforce rear wing after Friday practice, but felt the replacement cost him a little straightline speed. Blamed wheelspin out of the chicane for the 0.148s gap to team-mate Bottas in qualifying. Didn't start the race well, but benefited from the woes of others to climb back into the top six, and did well to resist Raikkonen's Ferrari for much of it.




**VALTTERI BOTTAS**   
Did a great job to top a tight qualifying battle for third on the grid, but started the race sluggishly and struggled for pace on his first set of tyres. Hopes of recovering into the podium fight were undone when the team fitted a rogue medium tyre at his first pitstop, and his others were all too close together, making him easy meat for Verstappen late on. A race to forget.

## TORO ROSSO




**MAX VERSTAPPEN**   
Recovered impressively from a 10-place grid penalty for an engine change, and an electrical glitch with that engine that ruined his qualifying, to charge up to Kvyat's Red Bull early on. Turning point was failure to pass Massa, like Kvyat did on lap 14. Late switch to softs was worth a shot, but botched chance to pass Raikkonen for seventh. Nevertheless, scored points again.




**CARLOS SAINZ JR**   
Surprised by making the top 10 in qualifying, given the team was predicting 13th at best, so deserves great credit for another mega effort. Unfortunately, we never got to see what Sainz might have done in the race, thanks to a loss of power that forced him to pit before the start. Joined the action almost two laps down, before retiring the car to save on engine mileage.

## LOTUS




**ROMAIN GROSJEAN**   
Easily his best race since he regularly bothered Red Bull in 2013. Was seventh fastest on Friday, despite missing a session so Jolyon Palmer could drive, and was fourth quickest in qualifying, only to be relegated by an earlier gearbox change. No matter. Picked his way through the field consummately and might have nicked third even without Vettel's blowout.




**PASTOR MALDONADO**   
Crashed heavily on Friday morning, but come qualifying he was in better shape and would have matched Grosjean but for a mistake on his best lap. Started ahead of his team-mate on account of Grosjean's grid penalty, but only managed two laps before going way off track exiting Eau Rouge, which caused his car to lose drive. Silly mistakes proving costly again.

## MANOR



**WILL STEVENS**   
Felt this circuit would play to his strengths, given how comfortable he felt with the updated MR-03B at Silverstone, and got the better of team-mate Merhi by 0.151s in qualifying. Started well, but got squeezed between two cars at La Source, which dropped him back. Wasn't quite fast enough to get back on terms with Merhi after that, but a decent performance.



**ROBERTO MERHI**   
Merhi is still carrying a weight disadvantage to Stevens, but reckons recent changes to the differential and brake settings have made the car more predictable. Wasn't far behind in qualifying and had slightly better pace than Stevens in the race. Two consecutive strong performances (on contrasting circuits) bode well for the rest of 2015.

**BEN ANDERSON** reviews and rates each driver's grand prix weekend performance out of 10

## FERRARI



### SEBASTIAN VETTEL

Vettel wasn't fast on Friday, but the few high-fuel laps he did suggested Ferrari would be in the mix, despite again being slower than Mercedes. Marked down for "costly" mistake in qualifying, but even a perfect lap wouldn't have put him on the second row. Ferrari's aggressive strategy aimed to put him on the podium and Vettel almost pulled it off...



### KIMI RAIKKONEN

Ferrari decided to retain Raikkonen for a further season on the eve of this race, but his poor luck didn't desert him. Was reprimanded in practice (for obstructing Romain Grosjean), broke down in qualifying, and took a grid penalty for a gearbox change. Recovered decently after dropping to second last by the first corner, but then got stuck behind Massa.

## McLAREN



### FERNANDO ALONSO

Underperformed in qualifying, almost half a second slower than Button, but exhaust leak in FP3 didn't help his preparation. Started from the back after collecting a 55-place grid penalty for a double engine change, but gained five places on the first lap with a storming start. Fought briefly with Nasr's Sauber, but ultimately the car was just too slow here.



### JENSON BUTTON

One fewer unscheduled engine-component change than Alonso meant Button's grid penalty was a modest 50 places. Felt the qualifying lap he produced for 17th on the timesheet was as good as his 2012 pole lap here, so was frustrated to find himself consigned to the prospect of a lonely race with Alonso. An ERS-deployment problem robbed him even of that.

## FORCE INDIA



### SERGIO PEREZ

Has struggled to dial into the set-up of the VJM08 since its recent overhaul, but "made a step" here and felt confident from the moment he first turned a wheel. Comfortably outqualified Hulkenberg (for the first time since Monaco) and dreamed of a podium in the race (and led it briefly), but didn't quite have the pace. Still, this was his best drive for a long time.

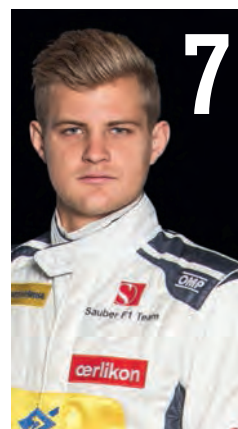


### NICO HULKENBERG

Hulkenberg is delighted by developments made with the VJM08, but was overshadowed by Perez here, which generally hasn't been the case since the car was revised. A mistake at La Source, combined with a small turbo problem, meant he failed to qualify inside the top 10, and a further turbo glitch caused a loss of power on his way to the grid, then stranded him.



## SAUBER



### MARCUS ERICSSON

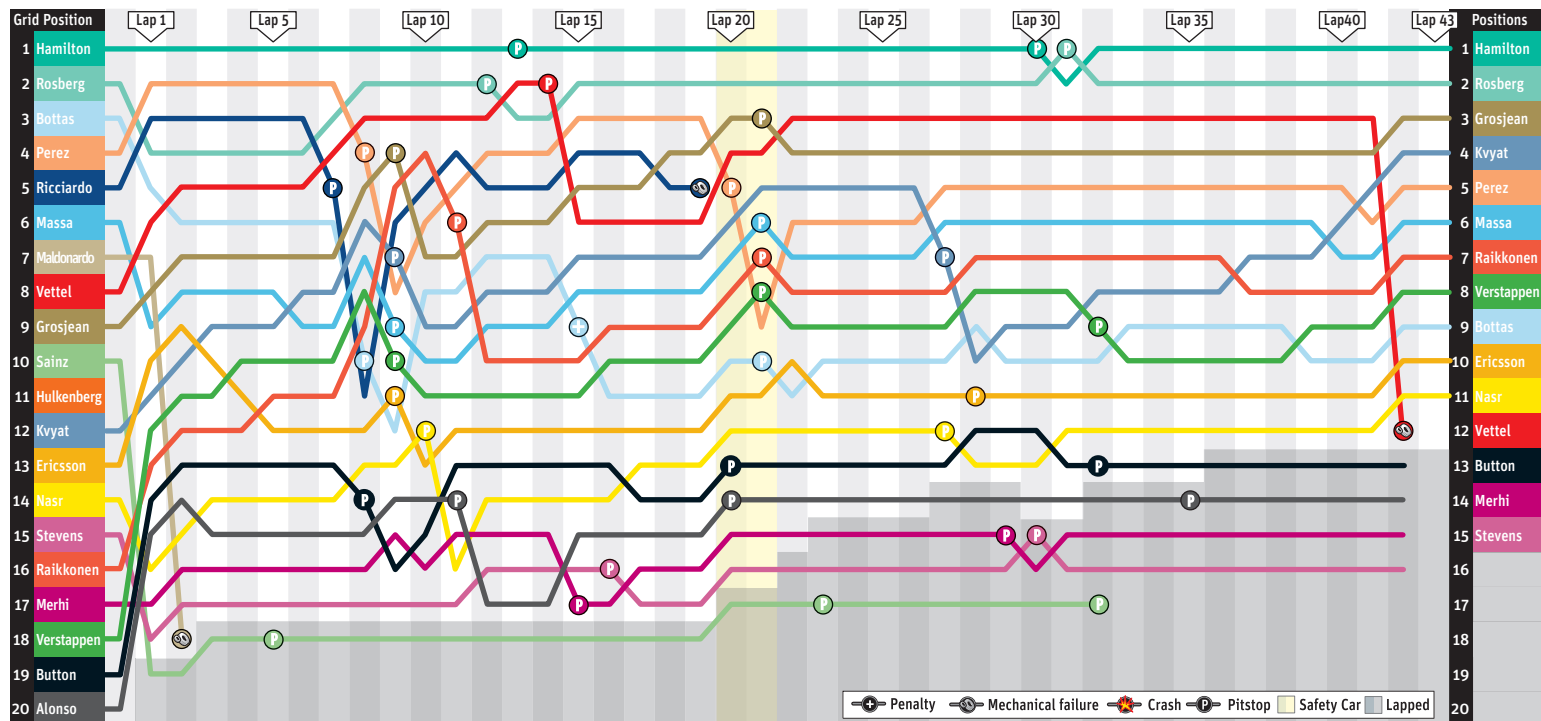
Ericsson's new approach continues to work for him, and he is benefiting from structuring his weekends better and not overdriving when things don't go his way. Pouhon crash on Friday was unfortunate, but he bounced back to outqualify Nasr. The car was uncompetitive in the race, so inheriting the final point was welcome. Beating his team-mate again, even more so.



### FELIPE NASR

Reckoned Ferrari's latest engine would bring Sauber a 0.4s per lap boost here, but the team didn't follow up on the promising pace it showed on Friday. Damper failure meant he didn't escape Q1, after completing what felt like a decent (though vibration-affected) lap. Alternative race strategy failed: he lost ground on the first lap on the medium tyre, and had brake problems.

# RESULTS



### PRACTICE 1: Friday

POS	DRIVER	TIME
1	ROSBERG	1m51.082s
2	HAMILTON	1m51.324s
3	RICCIARDO	1m51.373s
4	RAIKKONEN	1m51.478s
5	VETTEL	1m51.866s
6	KVYAT	1m51.960s
7	VERSTAPPEN	1m52.158s
8	SAINZ	1m52.421s
9	PEREZ	1m52.423s
10	BOTTAS	1m52.511s
11	MALDONADO	1m52.539s
12	HULKENBERG	1m52.614s
13	NASR	1m52.640s
14	MASSA	1m52.653s
15	ERICSSON	1m53.426s
16	ALONSO	1m53.502s
17	PALMER	1m53.799s
18	BUTTON	1m54.225s
19	STEVENS	1m55.501s
20	MERHI	1m56.086s

### PRACTICE 2: Friday

POS	DRIVER	TIME
1	ROSBERG	1m49.385s
2	HAMILTON	1m49.687s
3	RICCIARDO	1m50.136s
4	KVYAT	1m50.399s
5	RAIKKONEN	1m50.461s
6	HULKENBERG	1m50.461s
7	GROSJEAN	1m50.489s
8	ERICSSON	1m50.709s
9	NASR	1m50.928s
10	VETTEL	1m50.940s
11	PEREZ	1m50.971s
12	SAINZ	1m51.037s
13	VERSTAPPEN	1m51.117s
14	BOTTAS	1m51.250s
15	MALDONADO	1m51.317s
16	MASSA	1m51.588s
17	BUTTON	1m51.854s
18	ALONSO	1m52.570s
19	STEVENS	1m54.065s
20	MERHI	1m54.253s

### PRACTICE 3: Saturday

POS	DRIVER	TIME
1	HAMILTON	1m48.984s
2	ROSBERG	1m49.482s
3	VETTEL	1m49.629s
4	RAIKKONEN	1m49.864s
5	PEREZ	1m49.866s
6	RICCIARDO	1m49.930s
7	KVYAT	1m49.980s
8	HULKENBERG	1m50.000s
9	BOTTAS	1m50.179s
10	MASSA	1m50.447s
11	SAINZ	1m50.552s
12	MALDONADO	1m50.585s
13	VERSTAPPEN	1m50.599s
14	NASR	1m50.690s
15	ERICSSON	1m51.054s
16	GROSJEAN	1m51.187s
17	BUTTON	1m51.981s
18	STEVENS	1m54.262s
19	MERHI	1m54.281s
20	ALONSO	no time

Weather: sunny, track 29C, air 21C

Weather: sunny, track 40C, air 23C

Weather: sunny, track 28C, air 21C



### FRIDAY TESTERS

1	PALMER	1m53.799s
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### QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	HAMILTON	1m48.908s (1)	1m48.024s (2)	1m47.197s
2	ROSBERG	1m48.923s (2)	1m47.955s (1)	1m47.655s
3	BOTTAS	1m49.026s (4)	1m49.044s (9)	1m48.537s
4	GROSJEAN	1m49.353s (8)	1m48.981s (7)	1m48.561s
5	PEREZ	1m49.006s (3)	1m48.792s (4)	1m48.599s
6	RICCIARDO	1m49.664s (13)	1m49.042s (8)	1m48.639s
7	MASSA	1m49.688s (14)	1m48.806s (5)	1m48.685s
8	MALDONADO	1m49.568s (12)	1m48.956s (6)	1m48.754s
9	VETTEL	1m49.264s (6)	1m48.761s (3)	1m48.825s
10	SAINZ	1m49.109s (5)	1m49.065s (10)	1m49.771s
11	HULKENBERG	1m49.499s (10)	1m49.121s	-
12	KVYAT	1m49.469s (9)	1m49.228s	-
13	ERICSSON	1m49.523s (11)	1m49.586s	-
14	RAIKKONEN	1m49.288s (7)	no time	-
15	VERSTAPPEN	1m49.831s (15)	no time	-
16	NASR	1m49.952s	-	-
17	BUTTON	1m50.978s	-	-
18	ALONSO	1m51.420s	-	-
19	STEVENS	1m52.948s	-	-
20	MERHI	1m53.099s	-	-

Weather: sunny, track 39C, air 23C

### QUALIFYING STATISTICS

	HEAD TO HEAD	
ROSBERG	1	10
RICCIARDO	7	4
MASSA	6	5
VETTEL	9	2
ALONSO/MAGNUSSEN	5	5
PEREZ	3	7
SAINZ	7	4
GROSJEAN	10	1
ERICSSON	5	6
STEVENS	6	3



### POLE POSITION TROPHY

HAMILTON	AUS	MAL	PRC	BRN	MC	CDN	A	GB	H	B	LH
ROSBERG	E	1									



RACE: 43 LAPS - 187.063 MILES

Table with 11 columns: POS, DRIVER, DRIVER NUMBER, TEAM, LAPS, TOTAL TIME, FASTEST LAP, PITSTOPS, TIME IN PIT, GRID. Lists drivers from Lewis Hamilton to Nico Hulkenberg.

Weather: Sunny, track 38C, air 23C. Winner's average speed: 134.138mph. Fastest lap: Rosberg 1m52.416s (139.370mph) on lap 34. Lap Leaders: 1-30 Hamilton, 31 Rosberg, 32-43 Hamilton.

TYRE CHOICE

Table with 5 columns: STINT 1, STINT 2, STINT 3, STINT 4. Shows tyre choices for each driver across different stints.

N - new; U - used

DRIVERS' STANDINGS

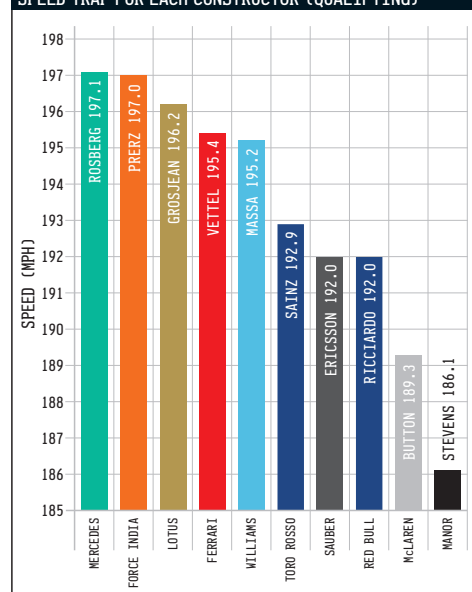
Table with 22 columns: POS, DRIVER, PTS, AUS, MAL, PRC, BRN, E, MC, CDN, A, GB, H, B, I, SGP, J, RUS, USA, MEX, BR, UAE. Shows driver positions and points across various races.



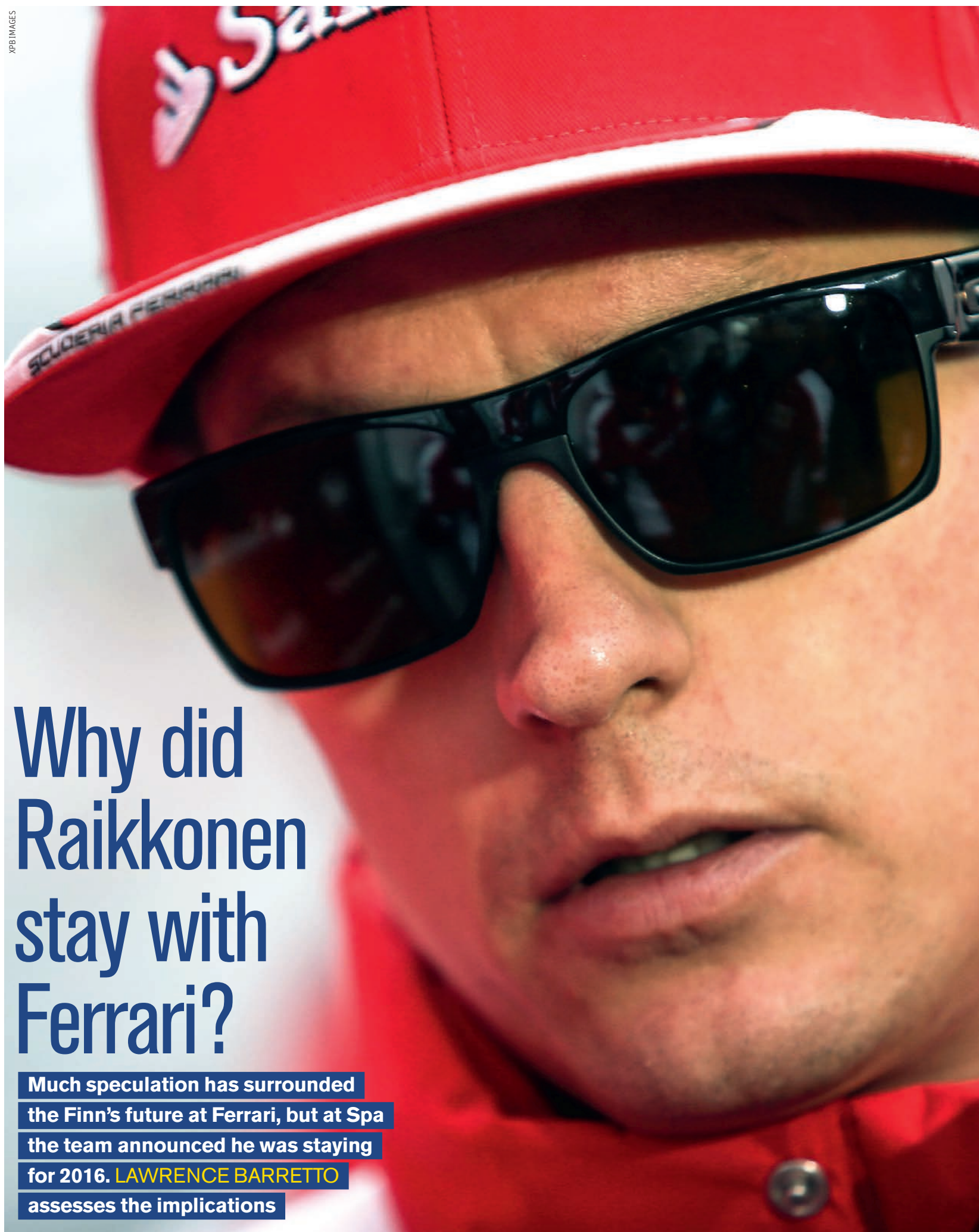
CONSTRUCTORS' STANDINGS

Table with 22 columns: POS, CONSTRUCTOR, PTS, AUS, MAL, PRC, BRN, E, MC, CDN, A, GB, H, B, I, SGP, J, RUS, USA, MEX, BR, UAE. Shows constructor points across various races.

SPEED TRAP FOR EACH CONSTRUCTOR (QUALIFYING)



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# Why did Raikkonen stay with Ferrari?

Much speculation has surrounded the Finn's future at Ferrari, but at Spa the team announced he was staying for 2016. **LAWRENCE BARRETTO** assesses the implications



**K**imi Raikkonen's future in Formula 1 has been one of the biggest talking points of the season so far. Ferrari had an option to retain his services for 2016 or look elsewhere for a driver to partner Sebastian Vettel.

The team had no shortage of alternatives – Valtteri Bottas, Daniel Ricciardo, Nico Hulkenberg and even 17-year-old Max Verstappen were all linked with the seat at some stage this summer.

But after months of fielding questions about its driver line-up, Ferrari put everyone out of their misery last week when it announced that Raikkonen was staying put for another year.

It was slightly surprising. Raikkonen, 36 in October and the oldest driver on the grid, has been outqualified by his Ferrari teammates 24-5 since his return at the start of last year and outraced 20-3. He managed just 35 per cent of Fernando Alonso's points last season and, while improving this year, still only has just over 50 per cent of Vettel's tally.

But Ferrari favours stability. Just six drivers – Michael Schumacher, Rubens Barrichello, Felipe Massa, Raikkonen, Alonso and Vettel – have raced for the Scuderia in the past 15 years (not counting the cameo roles from Luca Badoer and Giancarlo Fisichella as stand-ins for the injured Massa in 2009).

And while there are perhaps better drivers on the market at the

moment, Raikkonen offers Ferrari that continuity. He is also quick – technical director James Allison says there is nothing to choose between Vettel and Raikkonen in terms of speed and that only little errors that have let the Finn down.

He gets on well with Vettel too, with the German vocal in his support of keeping Raikkonen alongside him, and that sits well with the positive atmosphere the team is emitting this term. Why risk all of that when Ferrari could wait one more year and then take someone younger, with an eye on the future? After all, with many drivers out of contract at the end of 2016, it will be a buyer's market.

Ferrari would have had to buy Bottas out of his contract at Williams to get him for 2016, but that will not be the case for '17, while Ricciardo and Verstappen could still be options, and come with an extra year of experience.

Raikkonen has been a different character this year. The 2014 season was incredibly tough for him as he failed to get on top of a car that did not handle the way he liked. After trailing home 13th and one lap down in the United States GP at Austin last year, he admitted hating the situation he found himself in with the handling of the car.

The poor results and increasing pressure on him to deliver meant his reintegration at the team with which he won the 2007 world championship took much longer than anyone anticipated. It is only now, 18 months into his second stint with the team, that Raikkonen has a group of people around him with which he feels comfortable.

Raikkonen was also given a car with a pointy front end that suits his style and that meant he kick-started the season in a far happier mood – team principal



Raikkonen signed a 2016 deal at Spa

**“Ferrari would have had to buy Bottas out of his contract at Williams to get him for 2016”**

not a disaster” and his situation “is what it is”.

On the Tuesday before last weekend's Belgian Grand Prix, a day before his new deal was announced, Raikkonen was said to be in a cheerful mood as he raced young Finnish karters as part of a sponsor event. He was more relaxed, just as he was in the Spa paddock despite another difficult weekend.

Team insiders say that Raikkonen wanted to stay with Ferrari. For him, it was Ferrari or nothing. He felt there was unfinished business with the team and he simply was not done yet. That next win is important to him, not because it moves him one clear of fellow Finn and double world champion Mika Hakkinen, but because that's what he signed with Ferrari for – to win races.

The difference between an unmotivated Raikkonen (see 2009) and a motivated one (see 2012 when he returned to F1 with Lotus) cannot be underestimated. Now that a deal has been done, he has 30 races or so to prove to the team – and more importantly himself – that he can produce the kind of results he knows he is capable of. ☒

Maurizio Arrivabene even joked during pre-season that Raikkonen must have been “sick” because he was smiling so much.

It is just the results that have failed to materialise, through a combination of mistakes and the misfortune of landing the lion's share of Ferrari's unreliability.

While the constant speculation surrounding his future meant the strain increased on Raikkonen, he has dealt with it well publicly, rarely criticising the team and often insisting poor results “are



Raikkonen gets on well with Vettel

## 2016 DRIVER MARKET: THE KEY QUESTIONS



### BOTTAS AND WILLIAMS

Williams holds an option on Valtteri Bottas and will want to keep him. But given he was almost a saleable asset, it will want to do a longer-term deal. Felipe Massa has yet to be confirmed and Jenson Button has been linked with the Grove squad.



### HULKENBERG'S FUTURE

The Le Mans 24 Hours winner said during the Belgian GP weekend that he had “a few good options” for 2016. Staying at Force India is one of those but a top-team berth is not available and the team is understood to be keen to keep him.



### VANDOORNE'S GRADUATION

Claims that McLaren would announce Stoffel Vandoorne as Button's replacement for 2016 at Spa were always nonsense. But he's bossing GP2 and McLaren needs to run him itself or place him elsewhere in F1 next year.



### THE HAAS SEATS

The team claims it has a not-so-shortlist of 10. Esteban Gutierrez (above) is looking very well placed, but the second seat is wide open with some relatively high-profile contenders in the running given its Ferrari affiliations.



### THE RENAULT EFFECT

If Renault does acquire a team to become a full works squad, it has an interest in well-backed Sergio Perez. It could certainly throw a curveball into the driver market that will influence 2016 if a deal to buy a team is done.

# Vandoorne wins at home as Rossi stakes Haas F1 claim

The championship-dominating Belgian added Spa to his scalp, while the American improved his chances of graduating next year. By **AARON ROOK**

**GP2**  
**Spa (B)**  
August 22-23

Round 7/11



MAUGER/LA

THE OBJECTIVE OF ANY GP2 DRIVER IS TO graduate to the pinnacle of the sport: Formula 1. Stoffel Vandoorne picked up yet another win, this time in front of his home crowd, and looks certain to make the eventual step up. The McLaren protege was told by the F1 team at the start of the year that he had to “be the boss” in GP2, and on current evidence he’s doing just that. Despite the odd blip at Silverstone and the Hungaroring, he now holds a staggering championship lead of 105 points.

Many drivers fall by the wayside in their pursuit of F1, but fortunately in GP2 there’s always a chance of retribution and a platform to put yourself in the limelight, which is exactly what Haas F1-linked Alexander Rossi did in Sunday’s sprint race.

Closing the points gap to Vandoorne looks like an impossibility — especially if the Belgian maintains his current form — but Racing

Engineering driver Rossi is refusing to yield. The American previously only had one win in the series, back in 2013 in Abu Dhabi, but this latest victory could be much more significant due to Haas’s imminent arrival, about which Rossi was more than aware when asked about his chances of a seat next year.

“It’s really hard to know where you stand but I think after today I’m in a better position than I was yesterday, because you’re only as good as your last race,” said Rossi following his win.

“Obviously this is a positive thing and we need to carry that forward as many more times as we can and get the Stars and Stripes on the top step as much as possible before they [Haas] make their decision.”

Rossi was defiant about his slim title hopes. “I’m not conceding the championship,” he said. “I know it’s a long shot at this point but it’s not mathematically impossible yet. The priority is winning races. There’s bound to be a track Stoffel’s not strong at, so hopefully we can stumble across that one sooner rather than later.”

Rossi lined up third for the sprint race after finishing sixth in the feature. He had a decent start to jump Nathanael Berthon but had to wait until Les Combes to make the move on his team-mate Jordan King, who ran wide and gifted Rossi the lead. From that point on, Rossi controlled the race and maintained the gap to King. They ran together for the whole race, giving Racing Engineering a one-two and Englishman King his maiden GP2 podium.

Vandoorne made an uncharacteristic mistake in the sprint race. He locked up at the chicane on the virtual safety-car restart, which was deployed as a result of Arthur Pic spinning and beaching

his Campos Racing Dallara in the gravel at Stavelot. This caused Vandoorne to fall into the clutches of Russian Time driver Mitch Evans, who ended up picking up his second podium of the year by passing Vandoorne on the Kemmel straight.

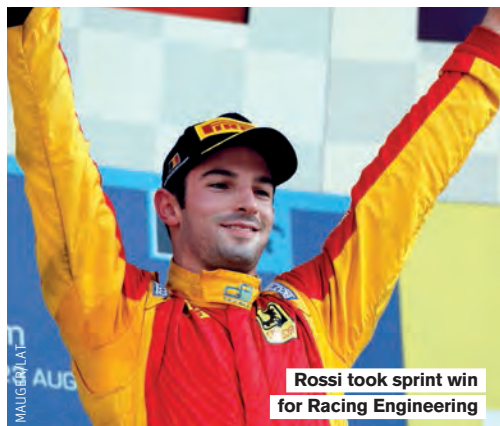
It was business not quite as usual in the feature race. Vandoorne carved his way through the field with the correct tyre call under the safety car to win. But the circumstances surrounding the safety car couldn’t have been more unusual.

MP Motorsport driver Daniel de Jong attempted a bold move on the outside of Red Bull protege Pierre Gasly at Blanchimont, and as the pair ran side by side they rubbed wheels, resulting in de Jong plunging nose-first into the tyre wall. Red flags flew as medical staff extracted de Jong. The Dutchman was subsequently taken to hospital in Liege, where he received surgery on a broken vertebra.

Gasly was issued with a 10-second penalty for the incident, with a further 30-second penalty added to his time for failing to slow down sufficiently during the safety-car period. Gasly apologised and admitted he was surprised to find de Jong on the outside at Blanchimont.

“I didn’t expect him to be there,” said a reserved Gasly. “I wasn’t looking in the mirror because I was already looking at Blanchimont and I didn’t leave him enough space. It was a big one and it could have been much worse, even though obviously it was still really bad. I have to say though I am sorry; hopefully he can be back in the car quite soon.”

The DAMS driver wasn’t the only one to pick up a penalty, such was the chaotic nature of the race. Richie Stanaway, Marlon Stockinger, Sean



Rossi took sprint win for Racing Engineering



Vandoorne was imperious at home



Matsushita (6) and front-row man Rowland get too close

Gelael and Nick Yelloly were also penalised for the safety-car infringement in lieu of a 10-second stop-go penalty. Only Stockinger lost out on points, finishing 10th but demoted to 17th.

Vandoorne took advantage of the brief safety-car period before the red flag was issued to take his mandatory pitstop, while second-place runner Rossi, Evans and Sergey Sirotkin all failed to make their change and had to do so after the restart. With essentially a free pitstop under his belt Vandoorne was able to manage his tyres and ease his way to the home victory that so agonisingly eluded the ART man last year.

Others also benefited from pitting under safety-car conditions, in particular second-placed Pic and Russian Time driver Artem Markelov, who picked up his maiden podium from a lowly 22nd on the grid.

Behind the top three the incidents were piling

up, as were the retirements. Rossi and Evans had a coming-together at the Bus Stop on the final lap; they both cut the second part of the chicane and raced side by side towards the chequered flag, with Evans just coming out on top as they trailed fourth-placed Julian Leal.

The opening lap also produced two incidents at La Source. Formula Renault 3.5 championship leader Oliver Rowland collided with Honda junior Nobuharu Matsushita, which left Rowland with a puncture and a lap down on the field. Further back, Gasly made contact with Norman Nato, putting the Arden International driver out of the race. Matsushita's race came to an end later on when he was involved in another clash at La Source, this time with Nick Yelloly.

FOR FULL RESULTS, PAGE 54



Emil Bernstorff was handed race-one win

GP3 SPA (B), AUGUST 22-23, RD 5/9

## Ocon's seconds close points gap

IT WAS BY NO MEANS A BAD WEEKEND FOR ART Grand Prix driver Esteban Ocon at Spa. After all, he picked up two second-place finishes and closed the gap to championship leader Luca Ghiotto. But what will play on his mind as the series heads to the next round at Monza is the one that got away, for he carelessly lost his race-one victory to a penalty for jumping the safety-car restart.

Mercedes junior Ocon made the perfect start to race one, beating Ghiotto to La Source to take the lead. He then controlled proceedings amid numerous incidents and three virtual safety-car periods but was far too eager on the second restart. The stewards handed him a five-second penalty, which demoted him to second and gifted the win to Emil Bernstorff.

Significantly, Ocon still finished ahead of Ghiotto after the Trident driver picked up his own five-second penalty for a collision with Kevin Ceccon that gave Ceccon a slow puncture.

He couldn't beat his rival in race two though. Ghiotto fought his way into the lead penalty-free this time after a poor getaway, dispatching Alfonso Celis Jr, Ocon and Alex Palou with ease on the Kemmel straight between safety-car periods to claim his third win of the season.

The weekend was littered with various incidents and accidents, the most serious coming in race two when polesitter Alex Bosak suffered a tyre failure at Blanchimont. His right-rear blistered and burst, which sent him heavily into the barrier before his loose wheel bounced across the track, damaging Matt Parry's car.

Nissan protege Jann Mardenborough was involved in the weekend's other big accident. The Brit lost control of his Carlin entry at the top of Eau Rouge in race one and fired into the outside barrier at speed.



Bosak: big impact at Blanchimont



# Wilson accident casts pall over spectacular race

Ryan Hunter-Reay prevailed in an exciting and eventful scrap at Pocono, but the festivities were muted after team-mate Justin Wilson was badly injured. **MARK GLENDENNING** reports

## INDYCAR Pocono (USA)

August 23

Round 14/15



### THERE WAS NO CHAMPAGNE, NO CONFETTI.

Ryan Hunter-Reay pulled into Victory Lane, removed his helmet, gave a small victory punch and then quickly muted his celebration. Just a short time earlier his Andretti Autosport team-mate Justin Wilson had been badly injured in a freak accident, and Hunter-Reay was only just learning how desperate the Briton's plight was.

"When we won the race... just prior to that, I was told he was in the ambulance with Sage [Karam], going to get checked," he said. "I thought everything was fine. I've come to find out, it wasn't that straightforward. I didn't know that it was bad until after I actually crossed the finish line. I was as happy as could be in the car. I had no idea."

In a race thick with incidents and caution periods — 12 of them, for a total of 72 of the race's

200 laps — there was a sad irony in the fact that Wilson was hurt in one of those weird accidents that would be almost impossible to replicate. Chip Ganassi Racing rookie Sage Karam had declared to AUTOSPORT last week that winning his home race at Pocono would be second only to winning Indy, and he was in the lead and 20 laps short of his goal when the rear of his car snapped and spun him up into the wall.

It was a heavy impact, and most of the front of his car was torn away. Amid the debris shower, a particularly large piece — possibly a section of the nose — flew into the air. Wilson, who had jinked around Karam's wreckage, was struck on the helmet. Safety crews swarmed over Wilson's car, and Karam also needed some initial help, although he was eventually able to limp away from his wreckage and was taken to hospital for treatment to an injured foot.



He wasn't the only one in Nazareth to wake up sore on Monday: Marco Andretti took a hard whack to his knee when something broke on his car and tipped him into the wall at an ugly angle earlier in the race.

"It's a tribute to these cars," he said. "They're definitely strong. I just wish the wishbone was a little stronger."

Another accident that had far-reaching ramifications came a little bit before Andretti's, and like so many it took place at a restart. Graham Rahal, who had come into the weekend trailing championship leader Juan Pablo Montoya by just nine points, had pulled alongside Wilson on the way out of Turn 2 and was preparing to carry the fight through to Turn 3. But Tristan Vautier thought he spotted a gap below Rahal, and decided to try to make it three-wide. Rahal had no idea that the Frenchman was there until he dropped down to take the corner, and the resultant impact spun both of them hard into the wall. Once they climbed from their cars, the pair continued with a vocal altercation and a lot of pointing before safety crews finally led them away.

"Vautier is not known as the smartest guy and you see why," said Rahal, who'd been trying to fight his way back into contention after a long pitstop delay almost dropped him off the lead lap.

"He says I turned in on him, but there's not any space. We're already two-wide, he knows that. It just hurts us. I said to him, "You know I'm in the championship hunt for Honda. Why would you



Race ended under yellow-flag conditions

LEVITT/LAT



Hunter-Reay toned down celebration

ABBOTT/LAT



ABBOTT/LAT

### DIXON FRUSTRATION

Championship contender Scott Dixon (above) finished ninth on a day where he struggled to break free of traffic. "I was hanging back a bit to save some fuel so we could move up a bit later," he said. "It just never really materialised with the way the yellows fell, and with that final yellow ending the race with no chance for a restart."

### COLD TYRES COST HELIO

Helio Castroneves suspects that cold tyres might have been a factor in the crash that eliminated him from the race. "I think we didn't warm up the tyres very well and suddenly I lost the rear and just started going," said the Penske driver, who started from pole position. "It's a shame because we had a very fast car."

### DRIVERS' TITLE STILL OPEN

Six drivers remain in contention for the championship going into Sonoma. Along with Juan Pablo Montoya, Graham Rahal and Scott Dixon, Helio Castroneves, Will Power and Josef Newgarden remain within mathematical range of the title.

### HAWKSWORTH ELIMINATED

Jack Hawksworth's race ended after his car was hit by Charlie Kimball's. "I got a good run, pulled up on the straight on him, pulled out three-quarters of the way down his car going into Turn 1, and he just drove me straight into the apron," said Hawksworth. "He tried to get out of it, kind of almost caught it, and then he hit me again."

### KIMBALL GOES SPARE

Kimball (below) was forced to race in a spare car after crashing in qualifying. The Ganassi driver, who'd topped the times in practice, survived his clash with Hawksworth to finish the day in 12th.



LABOINTY/LAT



Vautier incurred Rahal's wrath

SWOPE/LAT

do something like that?" He has no answers."

Vautier, also Honda-powered responded with a strange mix of repentance and defiance. "I felt like I deserved a bit of room," he said. "I just tried to go down the apron and brake, but it was too late. [Rahal] is a championship contender for Honda, so it's tough and you always have to be the bad guy in this kind of story. My side of the story, honestly, I was up alongside quite high and I didn't even get half a car-width to deal with. It was tough, but obviously I feel bad for the guys."

All of these stoppages and restarts played havoc with strategies, but they also kept the field relatively close – there was rarely enough sustained green-flag time to allow anyone to break away – and also provided a lot of opportunities to recover from problems. BHA owner Bryan Herta had barely finished lamenting that his driver Gabby Chaves was hugely off-sequence when the rookie found himself in the lead late on, after another yellow allowed him to pit and resume his place toward the front of the pack with the same fuel load as the cars around him. (He was eventually undone by an engine failure with three laps to go, which left an oil slick on the track and triggered a yellow-flag finish).

The same patchwork of yellows kept Hunter-Reay in contention after a succession of mishaps. "We kept falling back," he said. "We had some issues on the stops. I went long once. We dropped

wheelnuts. We did just a bunch of stuff. We kept going backwards in the pitstops. [But] we were able to have great restarts. Anytime we went backwards, we went forward.

"It was a fantastic race. I hope the fans enjoyed it. In years past here, we've kind of had single-file racing. This was the opposite. It wasn't artificial drafting. It wasn't artificial passing. It was the good cars that were making the moves. It was classic IndyCar oval racing."

At times, it was more than that: on one restart, confusion over whether the race was about to go green or not prompted the mid-pack to briefly hesitate while the lead three or four streaked away. Those behind then all went at once, and spread themselves an extraordinary seven-wide on the run down to the first corner.

"My spotter didn't even know what to say," reflected Montoya.

The moment provided what has to be one of the most striking motorsport visuals of the year, and the fact that the field managed to reorganise itself without triggering another caution was just another quirk of a race that at one point was briefly interrupted to allow a fox to cross the track. The constant delays extended the total race time by so much that Montoya – who has mastered the art of going directly from the pitlane to the airport after the race – missed his flight. But after a day that replenished some of his points advantage following a couple of unlucky races, he could tolerate the inconvenience.

"I ran a smart race," he said after climbing from 19th to third. "We executed. We did what we needed to do."

That will give him a competitive lift going into this weekend's double-points finale at Sonoma, although the thoughts of the championship showdown have taken a back seat to concerns for Wilson's well-being. He is an immensely popular figure within the paddock, and his accident will weigh heavily on the hearts and minds of those within the sport in the days ahead.

**FOR FULL RESULTS, PAGE 54**

# VW exorcises home-rally demons for 1-2-3

Rally Germany was the one event the works Polos had yet to conquer. This year a dominant 1-2-3, led by Sebastian Ogier, put things right. By **DAVID EVANS**



38

## Rally Germany

World Rally Championship  
Trier

August 20-23  
Round 9/13



**AND RELAX. IT'S DONE. VOLKSWAGEN HAS FINALLY** won at home. In the German team's nerve centre in Trier last Sunday lunchtime, the noise of back-slapping and cheering was broken only by the delighted bellow of: "Eins, zwei, drei!"

The jinx was blown apart in the most comprehensive way possible.

One-two-three.

Sebastien Ogier's was the first Polo R WRC home, followed by Jari-Matti Latvala, with Andreas Mikkelsen third.

### THE HISTORY

At Volkswagen's post-season party in Wolfsburg two years ago, there was much amusement that the team had gone around the world and won pretty much everything there was to win, before failing comprehensively at Rally Germany. Such was the season-one delirium, though, it didn't matter.

Twelve months on and the party moved to Hannover. But this time the mirth was a little more forced. When Ogier and Latvala were presented with bottles of wine from the Mosel vines their Polos had uprooted on their way out of the rally for

a second successive year, they made a promise.

And they made a promise not just to anybody, but to the chairman of the board of directors of Volkswagen AG, Martin Winterkorn. It was those words that team principal Jost Capito reached for last week, on the eve of the event that had become the team's nemesis.

### LET'S GET ON WITH IT

Just before half past eight on Friday morning, the timing screens flickered into life above the breakfast tables in Volkswagen's hospitality areas.

"Oh come on," groaned the team's PR chief Andre Dietzel, "let's just get on with it."

He spoke for the whole team. The night before the rally, there had been more thin smiles and reminiscing about years gone by. While sausages were barbecued in the late-summer sunshine, the drivers trotted out now very well-worn lines about setting records straight, making things right.

In the end, the crews were glad to get into the cars to head north towards the opener in Saualtal. It was only a couple of miles outside Trier, but the solitude brought relief and a chance to focus on the task in hand.

It was, Ogier insisted, just another rally. Same process. Nothing special. No mistakes.

First in, the Frenchman clipped a straw bale with the right-front of his Polo early in the stage. The onboard captured a lingering stare at the offending corner. No. Surely not? No? Good. Go.

The first two stages threaded the crews through the high-speed country lanes of the Saarland region. Ogier won them both.

Then came the vineyards and Ogier's biggest test yet. First up, Moselland, where he had the first of

his two big shunts last year, then Mittelmosel, where his rally was ruined two years ago.

Understandably, Ogier dialled the #1 Polo down from warp factor 10 – briefly.

Latvala was quickest through SS3 to move into the lead, where he stayed for the next stage, even though the world champion edged him by 0.4s.

With the morning done the pair were already 15 seconds clear of a chasing pack headed by Mikkelsen in the third VW.

The story of the morning would become the story of the day and, ultimately, the story of the rally. The Polos were first, second and third quickest on seven of Friday's eight stages. In another stat-packed rally, the team could proudly talk of dominating the top three on more than 10 per cent of all the stages they had competed on since Monte Carlo, 2013. Filling 23 of a possible 24 top-three places on Friday morning translated into 96.2 per cent perfection.



Mikkelsen (l) and J-ML  
parade winner Ogier



The start was good, the fight close: Rally Finland winner Latvala was just 9.5s behind Ogier when it went dark on Friday, and promising a big push through his favoured Panzerplatte stages the next day. The guts of this rally, 55 competitive miles, lay in wait along the Baumholder tank-testing tracks out west of Trier.

### THE COMPETITION

Once again, Citroen driver Kris Meeke was the man carrying the fight to the Volkswagens. Running fourth at lunchtime, he was just 5.5s behind Mikkelsen – and that was after he'd dinked the right-rear against a kerb in SS3.

Meeke laughed off talk of challenging the top two, but Mikkelsen remained an interesting prospect. Then came a particularly gravelly right-hander in Waxweiler. The car slipped down a bank, nudged a tree and dropped into a field. No bother. Spectators showed Meeke the way out. Half a minute gone. Not exactly what he needed, but not the end of the world. That came about two minutes up the road, when a compression strut, damaged when he hit the tree, gave way.

The wheel flopped back into the arch. Meeke is a competent mechanic, but not a miracle worker. His tie-wrap, jubilee-clip, ratchet-strap, anything-in-the-boot fix lasted one corner of the next stage. In total, he lost 10 minutes.

As it did in Finland, a small moment had massive consequence. Meeke and co-driver Paul Nagle were gutted, and not looking forward to their next encounter with Citroen team principal Yves Matton.

Meeke's departure brought worries back to the front of Mikkelsen's mind.

"Suddenly we had half a minute over the next car [Dani Sordo] and we were 20s off the lead," he said. "What to do? How to deal with this one? There's so much riding on this. When we were fighting with Kris, that really focused the mind..."

Chances are, Meeke would have swapped his troubles for those of the third-placed Polo man.

### THE WEEKEND

With the nearest rival a minute off leader Ogier, would Capito consider team orders? Now, surely, more than ever, he could be forgiven for breaking his own rule.

"No," he replied firmly. "We won't do that."

When Latvala failed to deliver on his Panzerplatte promise – and actually shipped a total of 22.1s to Ogier – speculation spread like wildfire. Capito had done it. He'd slowed the boys down. There was almost relief in the press office.

Latvala's demeanour hadn't done much to

dispel the stories. Asked at the end of SS16, when the gap had mushroomed to 32.2s, he replied: "There is not really team orders..."

Was that an emphasis on the word 'really' we detected? The direct question had to be deployed. What had Capito said?

"He told us we could drive our own rallies, but he wanted all the cars at the finish," said Latvala.

Same question to Capito. "Bullshit!" he said. "OK, if telling them to bring the cars home is a team order then I made team orders. Seriously, I told them they could fight, but they also know what they have to do."

Latvala's day hadn't been without trouble. An overheating rear differential had flashed warning lights up on his dash, showing an impressive 172C at the stage end. But he admitted the bigger problem was with himself.

"There's no fighting feeling," he said. "And you can't just call the fighting feeling to come. In ▶



Meeke took the fight to VW, until a minor off

► Finland it was there all the time, but here it's not the same. We could play the card, but I don't want to take the risk..."

He admitted he felt restricted. "It's not just Volkswagen that had the bad run here for two years," he said. "I did too. I need to finish this rally."

Putting those points to Ogier brought a wry smile from the rally leader. "So, he's restricted is he?" said the Frenchman. "I don't think so. Not the way he's driving."

Classic Ogier. Firmly in the zone, the focus was on the win. The potential for pitfall, as ever, had been cast to the periphery.

"The pressure's part of the job," he said. The difference between the two drivers at the end of Saturday was marked. Latvala looked tired, emotionally and physically. Ogier, having just destroyed everybody second time through Panzerplatte, looked ready to go out and do it again.

"I'm having fun in the car," he admitted, "I managed the tyres well and was able to use them for all 45 kilometres."

From then on, the deal was done. The misery of the past two years was erased.

### HYUNDAI HISTRIONICS

Hyundai's event was played out to the drama of internal strife – perceived or otherwise – after team manager Alain Penasse essentially told Thierry Neuville to pull his socks up, directing him to show the sort of fight, passion and performance team-mate Hayden Paddon was demonstrating.

The team insisted this was evidence of an open and honest debate, but the demeanour and mood within the Frankfurt squad hinted at something a little stronger. Neuville (last year's winner, don't forget) didn't do himself any favours when he was unable to get the better of fellow i20 WRC driver Dani Sordo – the Spaniard he beat into second place 12 months ago.

Had Volkswagen's shocking run of home form continued this year, Hyundai's result would have looked very different. As it was, fourth and fifth for Sordo and Neuville, both more than two minutes behind the top Polo, didn't look much like evidence of progress with the current car.

Further down the field, Paddon and Kevin Abbring suffered their share of mechanical issues – Abbring was also battling ring-rustiness and a lack of experience in a World Rally Car in all-asphalt competition.

### M-SPORT'S SILVER-LINED CLOUDY DAYS

There were big smiles in the Cumbrian corner of the service park early on Saturday morning. Coming into this event, there had been a quiet confidence about what was on offer. The 2015-specification Ford Fiesta RS WRC came with a radically overhauled in-house engine that offered more torque lower down the rev range.

As M-Sport engineers Chris Williams and



Brit Evans led the M-Sport charge



Ogier/Ingrassia made sure of 2015 win #6

"I'm having fun in the car. I managed the tyres well and was able to use them for all 45 kilometres"

### SEBASTIEN OGIER

Massimo Carrero put their heads together and worked on the new car, the image of firing the Fiesta out of the gazillion-odd hairpins lining the Rally Germany route remained in the backs of their minds.

The moment had come. After a day finding his feet on asphalt, Elfyn Evans had lit the blue touch paper and finished Graftschafft just seven tenths of a second down on Ogier. Nobody came that close to the fully-fit and fighting Frenchman in Trier last week.

He was running sixth at the time, and just over a dozen seconds and a brace of Hyundais lay between Evans and the increasingly coveted spot of first non-Volkswagen.

Malcolm Wilson emerged from M-Sport's control centre and smiled. "We're hunting them down now," he said.

Evans dropped a tenth to Neuville in SS10, but took 3.2s out of Sordo, who suffered a downshifting glitch with his i20's transmission.

When Neuville's first split in the 28-mile Panzerplatte stage popped up at +5.0 to Ogier after 4.8 miles, Wilson was sure. Silently, the message from M-Sport came: watch this...

Four minutes later, Evans's sector-one time zipped in: red, +5.2s. Oh. He finished the stage 1.2s up on Neuville and 6.5s down on Sordo. And it was worse second time through as both Hyundais were 10s-plus faster.

"I don't understand Panzerplatte," said Wilson.

"I really thought we had a chance there."

The time loss was intriguing, since he was dropping virtually the same amount across every sector, raising the question that there was more to this than just an off-stage for Evans.

Tyres had certainly played a part, since his Fiesta was wearing the Michelins more rapidly than his rivals – which was surprising, given the Hyundai's well-known appetite for fronts. There were some minor tweaks to the #5 car's set-up at lunchtime, but they didn't really help. And running a second spare wheel probably took the edge off the engine's extra lift.

The final day gave further strength to the theory that the Fiesta wasn't working quite as well on the second run of stages, when the ambients had risen to knock on the door of the 30s. Evans was sensationally fastest through Stein & Wein first thing on Sunday, third quickest on the next one, but then seventh and eighth on the reruns.

"We weren't at 100 per cent here," said Evans, "there's work to do before the next asphalt event in Corsica, but there's real potential..."

The highs weren't as high for his team-mate Ott Tanak, but the lows were usually a little lower. The Estonian was off the road a couple of times as he tackled his first asphalt event in a Fiesta RS WRC since 2012, finishing a distant eighth.

Up front, Ogier and Julien Ingrassia leapt a little higher than usual when they were on the roof. This was the final piece of the team's jigsaw. The final piece of Ogier's personal puzzle can be slotted into place in three weeks. If he finishes ahead of his team-mates in Coffs Harbour, he'll become a world champion for the third time in succession.

The beers were cold and getting colder, and Ogier was ready for them. Unfortunately, the rest of the team wouldn't be joining him.

"We have to drive back to Hannover tonight," said Capito. "The freight has to be ready to go to Australia on Thursday – we'll all be in the office at eight o'clock in the morning."

Such commitment pays dividends. Big dividends.

FOR FULL RESULTS, PAGE 54



## IN THE PADDOCK

**DAVID EVANS**  
RALLIES EDITOR

@davidevansrally



FOLLOWING FINLAND CAN'T BE EASY. It's a bit like following Heidi Klum down the catwalk. Or placing the ball on the kicking tee after Jonny Wilkinson's just landed an angled, 50-metre right-footer into the wind.

Rally Germany's job is not an easy one. And, in terms of a sporting contest, it failed miserably. Over the weekend, there were just two positional changes inside the top six: Hyundai men Dani Sordo and Thierry Neuville bickering over fourth place.

For the first time in three years, the Volkswagen machine delivered the kind of emphatic result we've seen from planet earth's other three corners since the start of 2013. Fortunately, that provided this rally with a theme. If Polos had dominated Trier for the previous two seasons, there really wouldn't have been much to talk about at all.

Sitting in a windowless media centre, it would have been easy to castigate this rally for its lack of adventure. It would also have been quite, quite wrong. Driving the vineyard stages provides as much of a thrill and sense of wonder as Ouninpohja earlier this month. I know, it sounds odd, but it does. Television pictures offer little insight into just how narrow and bumpy the roads are. Or how steep the drop is into the River Mosel.

These boys are threading the eye of a needle at 100mph. And then there was the crowd and the electric atmosphere in the middle of the Panzerplatte maze.

The fight might have been missing, but Germany still delivered last week.

**Germany: as good as Finland, but different**



**BIG NUMBER**

**30**

Rally Germany was Ogier's 30th career win and the Polo's 30th success in 35 starts.



**Neuville has been told to recapture some form**

## Neuville feeling the heat at Hyundai over his form

**HYUNDAI TEAM MANAGER ALAIN Penasse** has called on Thierry Neuville to up his game and return to the kind of pace he showed when the South Korean firm agreed his multi-million-pound contract at the end of 2013.

The team met with Neuville after the last round in Finland, where the feeling was that he is not showing the performance that brought him close to winning the rally two years ago, albeit when he was driving a Ford Fiesta.

Penasse said: "We spoke a lot after Finland in order to try to help him or see

if there were any problems. We brought to him certain elements to show that he wasn't really going anywhere. Even though he disagrees, people who saw him on the stages tell us: 'He's not as quick as he was.' And these are not just any old spectators, these are former drivers; people who know rallying.

"We were frank with him and we told him we no longer see the Thierry from the past. Now, to finish fifth, he needs two punctures and two people going off in front of him."

Penasse then fuelled speculation of

Hayden Paddon's ascendancy in the team, saying: "We're happy to have Hayden, because we're making progress."

Despite a tough run of form, Neuville is fifth in the championship, 28 points clear of his closest Hyundai colleague.

The Belgian said: "All is fine, look at the championship positions – I feel very comfortable. There's an internal fight [between the drivers] and some drivers are taking more risks than me. I don't see why I should take every risk to try to set second or third-fastest time; we cannot aim higher than this with the current car."

## Judgement on Meeke after Oz

**CITROEN TEAM PRINCIPAL YVES Matton** won't pass judgement on Kris Meeke until after the next round of the WRC in Australia next month.

Matton wants Meeke and Mads Ostberg to continue to make their own strategy – as he allowed them to in Finland and Germany – for the Coffs Harbour-based event before he discusses their performance.

Despite another frustrating event in which Meeke showed great speed,



**Meeke has stay of execution**

but slipped off the road and out of fourth place, Matton said he was sure Meeke could still reach the top.

"I still believe he has all the skills to achieve what we want," said Matton, "but we need to see consistency."

## Kubica misses Australia to test

**ROBERT KUBICA WILL SKIP** next month's Rally Australia, focusing instead on testing his Ford Fiesta RS WRC in time for the next asphalt outing in Corsica.

Kubica's asphalt debut in the 2015-spec Fiesta was spoiled by an engine problem ahead of Rally



**Kubica wants to test for asphalt rallies**

Germany, necessitating a change of unit and a five-minute penalty. Kubica's weekend got worse when he went off the road twice on the Trier stages.

Kubica said: "I have decided not to go to Australia and will work towards Corsica and Catalunya to find the right way with the car and with the tyre. The logistics for Australia are complicated. And we have to look at a lot of things with the suspension and the differentials for the asphalt – these are things we cannot do on the rally.

"The 2014 car was the best Fiesta I ever drove and with this one we have a lot of understeer. I need to know why."

## CHINA EYES DATE

China took a step closer to making its WRC return following the Rally Beijing Huairou candidate event last week. FIA rally director Jarmo Mahonen observed the rally. If it joins the calendar next season, a September or October date is thought likely. Mark Higgins finished second on the event and said: "The stages are good and the organisation in China has really stepped up recently. The word is this will be the rally for WRC."

## WRC '16 DATES CLOSE

WRC Promoter will bring 2016 calendar speculation to an end next week when the schedule of events is presented to the WRC Commission in Paris on Wednesday. It will not be made public, however, until the World Motor Sport Council at the end of the month.

## JAN'S THE SKODA MAN

Jan Kopecky took a lights-to-flag WRC2 win. The Skoda driver was never really threatened and now looks to carry that Fabia R5 pace forward into this week's Barum Rally Zlin, his home ERC round.

## BREEN CZECHS UP

Irishman Craig Breen is another making the short trip from Trier to Zlin for the Czech round of the ERC – but the Peugeot driver's mood is slightly darker after a puncture cost him the runner-up spot in WRC2.



Winning Porsche in scenic Virginia

UNITED SPORTSCAR VIRGINIA INTERNATIONAL RACEWAY (USA), AUGUST 23 RD 8/10

## Starring Tandy hands Pilet points lead

**ENGLISHMAN NICK TANDY CONTINUED** his astonishing run of success by dominating Sunday's Oak Tree Grand Prix with French team-mate Patrick Pilet.

The Le Mans winner qualified his Core-run Porsche Motorsport North America 911 RSR on the pole and led throughout his opening stint before handing over to Pilet after 30 laps. Pilet romped clear of Giancarlo Fisichella during the middle stages of a race that featured only the GTLM and GTD classes as the former F1 driver was unable to match the earlier pace set by his Risi Competizione Ferrari

team-mate Pierre Kaffer.

A forceful move by Earl Bamber, who had taken over from Jorg Bergmeister in the second Porsche, took him past Kaffer immediately after the German had regained the Ferrari seat from 'Fisi' at the final round of pitstops. Kaffer fought back in the final stages, posting the fastest lap, but had to settle for third, well clear of the BMW Team RLL Z4 GTEs of Lucas Luhr/John Edwards and Bill Auberlen/Dirk Werner and the pair of Chevy Corvettes driven by Jan Magnussen/Antonio Garcia and Oliver Gavin/Tommy Milner.

Tandy by then was long gone

for his third successive victory, ensuring that Pilet ended the weekend as the new series leader by five points over Magnussen/Garcia with just two races remaining.

Townsend Bell solidified an impressive opening stint from Scuderia Corsa Ferrari team-mate Bill Sweedler to claim the pair's first GTD class win of the season and move up to second in the points table behind Denmark's Christina Nielsen, who secured her third straight podium with Canadian Kuno Wittmer aboard Kevin Buckler's TRG-AMR Aston Martin.

● Jeremy Shaw

### RESULTS

**1 Nick Tandy/Patrick Pilet (Porsche 911 RSR)**, 92 laps in 2h40m57.210s; 2 Jorg Bergmeister/Earl Bamber (Porsche), +27.267s; 3 Pierre Kaffer/Giancarlo Fisichella (Ferrari 458 Italia); 4 John Edwards/Lucas Luhr (BMW Z4 GTE); 5 Bill Auberlen/Dirk Werner (BMW); 6 Jan Magnussen/Antonio Garcia (Chevrolet Corvette C7.R). **GTD 1 Bill Sweedler/Townsend Bell (Ferrari 458 Italia GT3)**; 2 Christina Nielsen/Kuno Wittmer (Aston Martin V12 Vantage); 3 Ian James/Mario Farnbacher (Porsche 911 GT America). **Points 1 Pilet, 248**; 2 Magnussen/Garcia, 243; 3 Auberlen/Werner, 240; 4= Luhr/Edwards & Kaffer/Fisichella, 233; 6 Bergmeister, 225. **GTD 1 Nielsen, 232**; 2 Sweedler/Bell, 226; 3 Dion von Moltke/Christopher Haase, 224.

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NASCAR SPRINT CUP BRISTOL (USA), AUGUST 22 RD 24/36

## Logano best in Bristol

**JOEY LOGANO TRIUMPHED IN A** late-race pursuit with Kevin Harvick to score his second win from the past three races.

Logano's Penske Ford led most of the last 150 laps, and stayed clear after the final restart with 63 to go despite being chased hard by Harvick, who twice recovered from pit-infringement penalties.

Polesitter Denny Hamlin finished third after Joe Gibbs Racing drivers led the first 224 laps. Hamlin's team-mates Carl Edwards and Kyle Busch were still battling with Logano when forced into green-flag pitstops due to a flat tyre and loose wheel respectively, ending up seventh and eighth.

Behind Jimmie Johnson, Clint Bowyer boosted his Chase hopes



Logano in Victory Lane

with fifth, surviving contact with Michael Waltrip Racing team-mate David Ragan.

### RESULTS

**1 Joey Logano (Ford Fusion)**, 500 laps in 2h45m02s; 2 Kevin Harvick (Chevrolet SS), +0.220s; 3 Denny Hamlin (Toyota Camry); 4 Jimmie Johnson (Chevy); 5 Clint Bowyer (Toyota); 6 Brad Keselowski (Ford); 7 Carl Edwards (Toyota); 8 Kyle Busch (Toyota); 9 Dale Earnhardt Jr (Chevy); 10 Ryan Newman (Chevy). **Chase grid 1 Johnson, 4 wins/792 points**; 2 Kyle Busch, 4/433; 3 Logano, 3/865; 4 Matt Kenseth, 3/753; 5 Harvick, 2/908; 6 Earnhardt, 2/819; 7 Kurt Busch, 2/713; 8 Keselowski, 1/793; 9 Martin Truex Jr, 1/771; 10 Hamlin, 1/712; 11 Edwards, 1/666; 12 Jamie McMurray, 0/696; 13 Newman, 0/683; 14 Paul Menard, 0/674; 15 Jeff Gordon, 0/672; 16 Bowyer, 0/655.

WORLD RALLYCROSS HELL (N), AUGUST 22-23 RD 8/13

## It's heavenly for Hansen

**TEAM PEUGEOT-HANSEN CONTINUED** its run as the form team of WRX with a one-two finish at the most northerly round of the championship in Hell, Norway.

Timmy Hansen won and claimed maximum points to climb to second in the drivers' championship. With team-mate Davy Jeanney finishing second, the pair's points haul moves Peugeot-Hansen into the lead of the teams' championship.

Robin Larsson finished third in his independently run Audi A1, while ex-Formula Renault 3.5 champion Alx Danielsson returned to the series and finished fourth in a Munnich Motorsport Audi.

PG Andersson made a good start and took his joker on the first lap, but was forced to retire with a puncture, while Timur Timerzyanov made the final for the first time this season but also failed to finish.

Andreas Bakkerud, series leader Petter Solberg and Mattias Ekstrom dropped out at the semi-final stages with accident damage.

● Hal Ridge

### RESULTS

**1 Timmy Hansen (Peugeot 208)**, 6 laps in 4m02.645s; 2 Davy Jeanney (Peugeot), +3.675s; 3 Robin Larsson (Audi A1); 4 Alx Danielsson (Audi S3); 5 Per-Gunnar Andersson (Volkswagen Polo); 6 Timur Timerzyanov (Ford Fiesta). **Points 1 Petter Solberg, 193**; 2 Hansen, 152; 3 Andreas Bakkerud, 140; 4 Jeanney, 139; 5 Johan Kristoffersson, 135; 6 Reinis Nitiss, 122.



Hansen fends off Jeanney



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## PORSCH SUPERCUP SPA (B), AUGUST 22-23 RD 6/8

## Eng takes a giant stride

HEADING TO SPA, THE PORSCHE Supercup season had yet to take shape. The campaign's sole double-header always had the potential to define the year, and the trip to Belgium – the third lap of the first race, to be precise – may just be remembered as the moment when Philipp Eng effectively won the championship.

Granted, the Austrian was already leading the standings, but the rapid Michael Ammermuller was 16 points behind in fourth in the standings. He also led the first race

from pole position ahead of Eng. But on the third lap Ammermuller went off at Pouhon and was continuing at reduced pace when a problem in the front-right steering, a milder version of which had caused his original off, pitched him into the Blanchimont barrier and turned his world upside down.

No matter that Eng was relegated by Sven Muller after the restart, his second place – followed up by a revenge victory over Muller in race two after leading from start to finish – mean he now leads



Muller took Saturday win

the championship by 20 points with 40 to play for.

With Ammermuller sixth in race two, Eng's only remaining rivals are Christian Engelhart – who had a characteristic weekend with a fifth and third place after mixing it well but never looking like ending his three-year Supercup win drought – and Alex Riberas, who has yet to win in the series. Now, it's Eng's title to lose.

● Edd Straw

## RESULTS

**Race 1** 1 Sven Muller, 11 laps in 28m54.982s; 2 Philipp Eng, +2.822s; 3 Christopher Zochling; 4 Come Ledogar; 5 Christian Engelhart; 6 Ben Barker; 7 Jeffrey Schmidt; 8 Matteo Cairoli; 9 Kuba Giermaziak; 10 Joffrey de Narda. **Race 2** 1 Eng, 11 laps in 28m30.856s; 2 Muller, +0.783s; 3 Engelhart; 4 Zochling; 5 Schmidt; 6 Michael Ammermuller; 7 Alex Riberas; 8 Barker; 9 Connor de Phillippi; 10 Philipp Frommenwiler. **Points** 1 Eng, 118; 2 Engelhart, 98; 3 Riberas, 83; 4 Ammermuller, 74; 5 Muller, 70; 6 Zochling, 65.



Eng ahead of fellow winner Muller

## SUPERFORMULA MOTEGI (J), AUGUST 23 RD 4/7

## Ishiura from Nakajima

HIROAKI ISHIURA TOOK HIS SECOND win from his second pole position to extend his series lead in his Cerumo/Inging Dallara-Toyota.

A superb start promoted Kazuki Nakajima from fifth on the grid to second, and he pressured Ishiura throughout, especially when he got closer after the pitstops.

Joao Paulo de Oliveira used an early pitstop to leapfrog himself from an early fourth spot to third, while Tomoki Nojiri was on the front row but faded to finish sixth.

Kamui Kobayashi was third early on, but was delayed in the pits and had a collision on the final lap.

● Jiro Takahashi

## RESULTS

**1 Hiroaki Ishiura (Dallara-Toyota)**, 52 laps in 1h23m44.456s; 2 Kazuki Nakajima (D-T), +1.742s; 3 Joao Paulo de Oliveira (D-T); 4 Andre Lotterer (D-T); 5 Daisuke Nakajima (D-Honda); 6 Tomoki Nojiri (D-H); 7 Ryo Hirakawa (D-T); 8 Naoki Yamamoto (D-H); 9 Narain Karthikeyan (D-H); 10 Takuya Izawa (D-H). **Points** 1 Ishiura, 32; 2 de Oliveira, 25; 3 K Nakajima, 24; 4 Lotterer, 20; 5 Nojiri, 11; 6 Kamui Kobayashi, 8.

## V8 SUPERCARS EASTERN CREEK (AUS), AUGUST 22-23 RD 8/14

## Mostert closes the gap

CHAZ MOSTERT EMERGED FROM three races as the biggest challenger to team-mate Mark Winterbottom's points lead.

Mostert won two of the three races in his Prodrive Ford, while after two separate clashes Winterbottom struggled to 16th in Sunday's longer race to see his points lead trimmed to 174. The other race winner was Jamie Whincup, who ended a tough run in the second Saturday race.

Winterbottom and Craig Lowndes had up-and-down weekends, made worse when the

drivers tangled on Sunday. As a result, Lowndes dropped a place to Mostert in the championship.

James Courtney was even worse off, suffering broken ribs when struck by pitlane equipment dislodged during a Navy helicopter demonstration. Endurance co-driver Jack Perkins subbed for Courtney, who remains in doubt for next month's Sandown 500.

● Phil Branagan

## RESULTS

**Race 1** 1 Chaz Mostert (Ford Falcon), 16 laps in 24m49.1655s; 2 Mark Winterbottom (Ford), +1.6287s; 3 Jamie Whincup (Holden Commodore); 4 David Reynolds (Ford); 5 Craig Lowndes (Holden); 6 Rick Kelly (Nissan Altima). **Race 2** 1 Whincup, 16 laps in 24m45.9934s; 2 Fabian Coulthard (Holden), +0.6296s; 3 Mostert; 4 Scott McLaughlin (Volvo S60); 5 Shane van Gisbergen (Holden); 6 Reynolds. **Race 3** 1 Mostert, 50 laps in 1h28m29.5694s; 2 Coulthard, +7.6568s; 3 Jason Bright (Holden); 4 van Gisbergen; 5 McLaughlin; 6 Reynolds. **Points** 1 Winterbottom, 1915; 2 Mostert, 1741; 3 Lowndes, 1660; 4 Reynolds, 1633; 5 Coulthard, 1580; 6 Whincup, 1466.



Mostert heads for victory

KALISZ/LAT

## JAPANESE FORMULA 3

Honda-backed youngster Nirei Fukuzumi took his first F3 win at Motegi, and followed that up with his second. The 18-year-old dominated the weekend, with two poles and two fastest laps to boot. TOM'S pair Nick Cassidy and Kenta Yamashita shared the second places, and are also tied at the top of the points table heading into October's finale at Sugo.

## AUSTRALIAN FORMULA 4

Three second places were good enough to give Tom Randle round honours at Eastern Creek. Jordan Lloyd won two races but a drive-through penalty in the reversed-grid thrash (won by Nick Rowe) dropped him to ninth in the race and second overall for the weekend.

## AUSTRALIAN GT

Audi and Ferrari shared the Eastern Creek wins. Christopher Mies/Ryan Millier won the first race in their R8, while TV presenter Grant Denyer drove through a Sunday storm to win race two in his 458. Tony Quinn (McLaren) leads the series from Audi's Nathan Antunes.

## AUSSIE CARRERA CUP

Jumped starts determined the winners in two of the races at Eastern Creek. Nick Foster left early in the second race to hand a second victory of the weekend to Matt Campbell, while David Russell's temporary departure in the final race handed Foster the win.

## PIRELLI WORLD CHALLENGE

Three-time and reigning series champion Johnny O'Connell (Cadillac ATS-VR) moved to within seven points of leader Ryan Dalziel (Porsche) by virtue of a dominating double victory at Miller Motorsports Park in Utah. James Davison (Nissan) also kept himself in the mix with another pair of seconds.

## NASCAR XFINITY

Kyle Busch took victory at Bristol in a green-white-chequered finish after the car of series and race leader Chris Buescher coughed on its last dregs of fuel at the final restart. Busch beat Kyle Larson and Denny Hamlin as Buescher faded to 11th, with main title rival Ty Dillon in fourth.

## VLN

The Rowe Racing team made it five different manufacturers to have won the five completed races to date this year on the Nurburgring Nordschleife, as Klaus Graf and Christian Hohenadel took victory in the team's Mercedes. Graf pipped the new-spec Merc of Bernd Schneider to pole. It was the Black Falcon Merc that led the first stint but, delayed by yellow flags, Adam Christodoulou, Hubert Haupt and Andreas Simonsen dropped to an eventual second place. A late tyre failure struck the Frikadelli Porsche, but Patrick Huisman, Sabine Schmitz and Klaus Abbelen still claimed third from the Falken Porsche of Martin Ragginger and Alexandre Imperatori.

# Honda steals WSR's thunder as title fight blows wide open

At a track where the WSR BMWs looked set to dominate, home hero

Gordon Shedden and Matt Neal led Honda to a brace of wins.

SCOTT MITCHELL watched the 2015 title fight take another twist

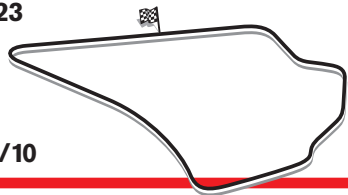


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**BTCC**  
**Knockhill (GB)**  
 August 23



Round 7/10



**KNOCKHILL WAS ALWAYS GOING TO BE A WSR TRACK.**

So the main questions heading north were who would lead its charge, how much ground could Sam Tordoff make up in the title race, and could Andy Priaulx yet fire himself into contention to give BMW a difficult decision to make over his Rockingham/Paul Ricard clash?

In the dry, rear-wheel-drive cars are near-imperious at the Scottish track, though short-wheelbase front-wheel drive machines also have a knack of liking the kerb-laden, undulating circuit. Nonetheless, with Gordon Shedden and Matt Neal combining on Sunday to help Honda outscore the WSR BMW team 2-1, you can't help but feel there was more to be had from the weekend.

Perhaps not from Rob Collard, but Priaulx and Tordoff turned a front-row lockout into third and fourth in race one, Collard proving WSR's saving grace by eventually breaking down a stubborn Mat

Jackson after Priaulx had been aggressively rebuffed, and winning from fourth.

Collard would go on to finish a fine second in race two behind Shedden's Civic Type-R, with Priaulx battling to fifth from 10th, but Tordoff – whose fourth in race one was largely the result of running the control Dunlop tyre while all those around him ran softs – was at the back after retiring on just the third lap. A stellar charge to sixth in race three went unrewarded when he tripped over Rob Austin's Audi trying to take fifth at the hairpin, and retired with damage. Team-mate Priaulx was stripped of a podium in that race for nudging Aiden Moffat out of the way en route to claiming third.

Collard, unsurprisingly (with 66kg of ballast) in the middle of the pack, struggled to make progress and eventually wound up non-scoring after suffering what looked like a mechanical failure coming through Duffus Dip, pitching him into a spin and off track at Leslie's. All three WSR BMW men had a sour end to a Sunday on which the 125i M Sports had serious pace, the sort that should have brought home more than a win and a couple of podiums.

So how did the fastest car win only one race? Why did Shedden only come good in race two after dominating practice? And how did Jason Plato effectively maintain his points lead when Team BMR was (relatively) nowhere on pace and he had a best finish of sixth?

The answer to all three is the championship's enhanced unpredictability.



Collard took the only BMW win – in race one

While Priaulx was unsuccessful in trying to convert pole into victory in race one, dropping behind Jackson's Motorbase Ford Focus early on while his tyres came up to temperature, Collard did ultimately win it for WSR, and third for Priaulx meant he gained ground again on the likes of Shedden and Plato in the title race.

But Priaulx's efforts to get a quicker time in during race one were thwarted by an ill-timed safety car, which halted his momentum just as he was starting to look the most racey in the first phase of the race. And, of course, he was aggrieved at Jackson's driving as they dived for the lead, claiming it "cost me the race".

"I don't think it was fair," he said. "I'm disappointed. I haven't raced against him before but now I know what he's like."

His slow (relatively) fastest lap left him 10th for race two, which he turned into a strong fifth,

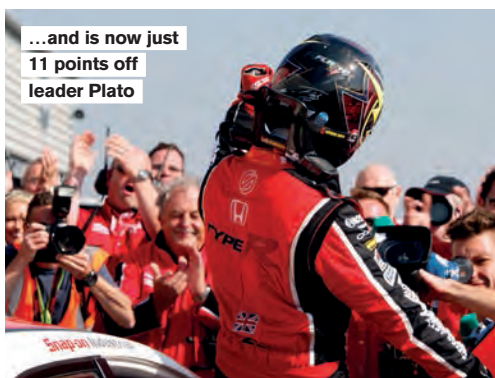




Shedden won race two on home soil...



Returning Jackson (I) led the opener in Ford



...and is now just 11 points off leader Plato

“We’ve rescued it. I’ve only lost five points. It’s game on – we’ve got this one out of the way...”

JASON PLATO

behind the ever-resilient Andrew Jordan (MG), with a battling drive. But with 57kg of ballast on board you have to think that, with a good starting position, he’d have been chasing Shedden for the win instead of fighting through from the fifth row.

So, what of Shedden? The Honda looked beautifully composed over the aggressive Scottish kerbing at all points across the weekend, and he’d looked ominous in practice, topping both sessions. But he might well have been on pole, not fifth, had team-mate Neal not dropped it at Leslie’s, bringing out the red flag just as Shedden was about to complete a hot lap. How different Sunday might

have been had the 2012 champion not had to fight a rearguard action against Rob Austin in race one, a task not made easier by 57kg of ballast. It was also a mirror of Priaulx’s race two – the result could have been very different indeed.

Credit where it’s due, though, for Shedden was excellent and in total control for almost the entirety of the second encounter. He harried Jackson early on, passed him (something not many drivers managed on a feisty Sunday from the Motorbase Ford man) and scarpared clear (twice) to record his third win of the season.

“You get a feeling of what the car’s got,” he said.

“When the safety car came out, the car felt good enough to pull a gap again. Everything just worked.

A fighting eighth in the finale – “I just got stuck, and all that good work could have been undone with a DNF” – capped a strong points haul, and he’s back in the title fight, although given that Plato and Team BMR largely had a weekend to forget, with the rub of the green the Scot probably would have regained the championship lead on home soil.

In fairness to Plato, though, he played a big part in retaining his points advantage.

He led team-mate Colin Turkington by 14 points after Snetterton, and now he leads Shedden by nine (there had been 32 between that pair before Knockhill). Nobody is able to build or maintain a cushion this season. Problematic for Plato? Not considering he qualified way back in 22nd...

That led to him forfeiting a result in race one in order to run his own race and go for a laptimed (a la Croft). It handed his rivals a free run to close the gap, but more importantly put Plato eighth on the grid for race two. He turned that into seventh, then turned fourth on the grid for the finale into sixth. It was unspectacular but effective – the kind of result that he was not unhappy with given that the Volkswagen CC was clearly awkward around Knockhill.

“It’s just the way it is, but this is the only circuit on the calendar with these characteristics, so I’m pleased with the weekend,” he said. “From where we were in qualifying it was a really good weekend.

“We’ve really rescued it; I’ve only lost five points. It’s game on – we’ve got this out of the way ▶



Plato was pleased with damage-limitation weekend



Neal celebrates last-gasp race-three win...

50

► now, and I'm going home pleased."

It was also the kind of result that Turkington would have loved – 10th in race one was followed up by a non-score in race two (contact fighting with Priaulx broke his suspension) and then 15th after a muted charge from the back in the finale.

Turkington has slipped to fourth in the points now, behind Neal – whose penultimate-lap pass on Adam Morgan's Ciceley Mercedes earned him a third race-three triumph of the season – but that could suit the defending champion. The series heads to Rockingham next, a track he has gone well at in the past and one at which BMR has tested – which leaves the Northern Irishman, who'll run 26kg lighter than Plato as he seeks to reduce the 28-point deficit, fairly confident (if frustrated).

"It, potentially, could have been an OK weekend – a damage-limitation job," Turkington said. "I think I was unlucky in race two that it broke the

It's such an up-and-down year. The further up the table the tougher it gets

COLIN TURKINGTON

suspension and that compromised two races.

"It's such an up-and-down year – like how me and Gordon swapped having really strong weekends followed by a poor one. The further up the table the more difficult it gets, but everyone is still in the mix at this stage."

Turkington's right – Tordoff's dismal weekend, at a track where he should have scored big, has dropped him to seventh in the points. But he's still just 43 from the summit, so to rule him out with absolute certainty would be bold with three rounds and nine races remaining.

It's Priaulx whose title credentials have the biggest question mark over them – the Guernseyman has outscored the other big-hitters over the past four meetings and after a difficult start has vaulted into contention. But Rockingham, as has been well documented, clashes with the Paul Ricard ELMS round – a series Priaulx is also a mathematical title challenger in.

It's thought that Priaulx spoke to BMW in the wake of the Knockhill meeting, and while he would not be drawn on his preference it is understood he has delayed finding a replacement for Rockingham in the hope he could claw his way into contention in the title fight. Another strong weekend at Knockhill has helped do exactly that...

Of course, he'd have an additional two points to his name if he had managed to pass Moffat fairly (and not under a cloud of 'were there any yellow flags at Scotsman?') – but the post-race 3.5-second penalty reversed their positions and handed Moffat a maiden rostrum.

The Scot didn't celebrate the breakthrough on home soil on the podium, but wasn't too bitter: "To do it anywhere would have been special but to do it at 18 and on home soil obviously adds to the experience. It's something that always seemed so far away. It's massive."



...for which he had to mug Adam Morgan

FOR FULL RESULTS, PAGE 54

ALL PICS: EBREY/LAT

# IN THE PADDOCK

**SCOTT MITCHELL**  
FEATURES EDITOR

@ScottMitche1189



I WAS CRITICISED AT KNOCKHILL for not being able to find a new way to convey my enthusiasm for the BTCC's Scottish round. But in my defence, my enthusiasm for the trip across the border (for AUTOSPORT, anyway) long pre-dates my contributions to the magazine.

Without meaning to sound like a tour guide, Knockhill is definitely the event I'd go to as a punter. Brands Hatch was my local circuit growing up and heading out to the GP loop remains one of my favourite things to do at a racetrack, but for an overall experience Scotland has Kent beat.

Above all else, Knockhill throws up some great racing – the sometimes unpredictable local weather lends itself to that as well. Qualifying was ace, with pole changing hands twice in the final minute and a half, while the trio of races were



hard-fought and filled with excellent battling. As a weekend, it lacks for little (if anything at all).

Next, we go to Rockingham, and it'd be unfair to say I'm not looking forward to it.

What Corby lacks in scenery – heading there from picturesque Knockhill seems a poor trade – it makes up for in good racing. And the title fight is getting tasty, so it should be another entertaining one.

## Austin loses a TOCA licence

**THE BTCC HAS SUSPENDED ONE** of Rob Austin Racing's TOCA BTCC Licences after Hunter Abbott skipped the Knockhill races to attend the birth of his first child.

Series rules state that a stand-in driver must replace a team's full-time entry if they are unable to participate in a round, or the team's TBL will be withdrawn.

Two teams – Welch Motorsport and Support our Paras Racing – have lost TBLs in the past month because they breached the regulations for reasons that did not count as force majeure.

Owing to the circumstances surrounding Abbott's absence, series bosses have opted to suspend the second RAR TBL for the rest of the season – with the team being granted a second entry for the remaining races – rather than remove it permanently.

Abbott had planned to miss Knockhill in case their child was born over the race weekend but a deal for a stand-in fell through late on. Abbott duly committed to taking part in the races in the belief he would then travel to the hospital.

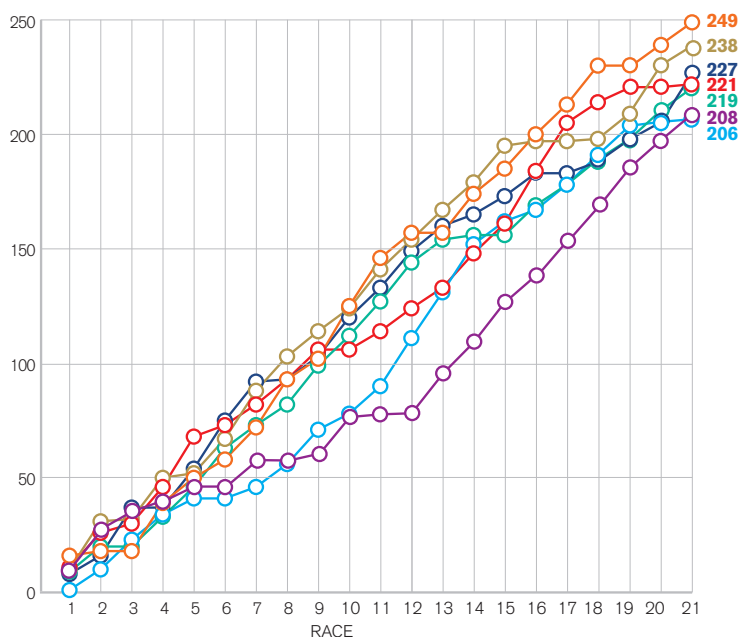
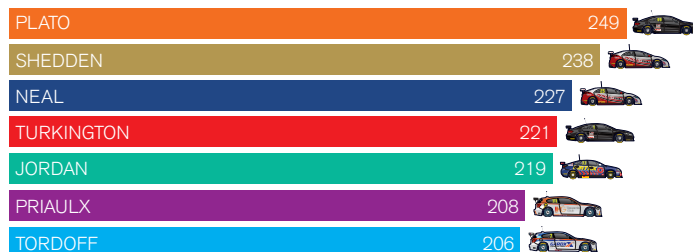
But his partner went into labour in the early hours of Sunday morning, with Abbott travelling to London immediately.



## THE TITLE CHASE

On a weekend in which the WSR BMWs should have earned a huge haul, Sam Tordoff has fallen to the fringes of the title fight. Jason Plato still leads, but Gordon Shedden's now his nearest challenger – while a third reversed-grid victory of the season has vaulted Matt Neal to third.

### TOTAL NUMBER OF POINTS SCORED



## SMILE FOR THE BIRDIE

Official BTCC photographer Jakob Ebrey took the first win of the Knockhill weekend with victory in the fifth annual International BTCC Mini Golf Media World Masters. The snapper carded 42 on the challenging Adventure Golf Island course to defeat series media duo Tom Wood and Simon Melliush. AUTOSPORT understands *Motorsport News* deputy editor and pre-event favourite Matt James missed the event due to a better offer.

## NEW BTCC ENGINE IMMINENT

The British Touring Car Championship is due to give the green light to a rear-end updates package this week, along with confirming the identity of the new TOCA engine supplier. Series director Alan Gow said: "It's not significant enough to make the teams build whole new cars. From the beginning of NGTC we said it was a 10-year programme and five years in we'd do a freshen-up on things we want to correct and improve."

## AMD IN LINE FOR TBL

The AmD Tuning team is first in line to pick up the TOCA BTCC Licence taken from Welch Motorsport prior to the Knockhill weekend. Andy Wilmot's departure from the team, and its subsequent inability to fill the vacant seat in its Proton Persona Gen-2, meant series director Alan Gow rescinded its second TBL and left Dan Welch as the team's only entry. Gow said "it would be reasonable to assume" that AmD will be top of the pecking order for an additional TBL as it is fielding Nicolas Hamilton on an invitational basis at selected rounds this season.

## MOTORBASE GETS A WEIGHT BREAK

Motorbase will run without any penalty ballast for the remainder of the British Touring Car Championship, having originally had 45kg of ballast placed on its Ford Focuses for its late entry to the series. Mat Jackson qualified third at Knockhill and finished second, third and ninth in the three races, and says he will not cut those battling for the championship any slack. "They are fighting for the championship and I've got nothing to lose, that's my attitude," he told AUTOSPORT. "I'm here to pick up wins."



RENAULT UK CLIO CUP KNOCKHILL (GB), AUGUST 22-23 RD 6/9

# Hand gets his fingers on a pair of trophies

AN EIGHT-WEEK SUMMER BREAK FAILED TO HALT Ash Hand's tremendous form as the Team Pyro driver grabbed the points lead from Ant Whorton-Eales with another two wins, taking his tally to seven for the season.

For Whorton-Eales it was a tough weekend as he had to contend with a grid penalty from an incident at Croft last time out, as well as joining new team Maximum Motorsport.

There were no such troubles for Hand as he grabbed both pole positions in an impressive display. "Getting two poles gave me a good confidence boost going into the races and that helped," he said. That confidence was demonstrated at the beginning of race one as he made a good start to keep team-mate and title rival Ashley Sutton at bay. It stayed that way until the end, with Sutton unable to mount a challenge. "It's great to take the points lead," smiled Hand. "We've been working so hard to do that little bit more than everybody else."

Former champion Paul Rivett completed the podium with third place for his WDE Motorsport team in a race that featured surprisingly little incident. As for Whorton-Eales, he made a typically good start to climb to fourth after starting in sixth. He began to pressurise Rivett, but a mistake from the series veteran at the



Hand took the series lead

hairpin delayed him and brought the returning Lee Pattison right onto his tail. Whorton-Eales struggled to get the right set-up all weekend and had to settle for fourth.

"Rivett made a mistake and he held me up," explained the erstwhile points leader. "Then the whole race was a defending game."

Further back Dan Holland blew his terrific fourth-place grid start before the race even got going as he spun off on the formation lap and had to start last. He recovered to eighth.

Race two was more dramatic as an attempted move at Leslie's on the first lap on Hand cost Sutton dear — slight contact put Sutton on the grass, dropping him to fourth. While Hand and Rivett pulled away at the front, Sutton was determined to regain the lost ground and passed Whorton-Eales robustly into Scotsman. This forced Whorton-Eales wide and let Cooksport driver Pattison through too.

At the front, Rivett kept Hand honest in the early stages but fell back into Sutton's clutches late on, allowing Hand to take a straightforward win. Sutton closed the four-second gap rapidly and tried moves at the hairpin on the final two laps, but perfect defensive driving enabled

Rivett to remain second.

"I pushed a little hard on the tyres in the first half of the race," explained Rivett. "I then dropped back, but I had a good feeling I could hold on from Sutton. It was a great race and I'm really pleased to get two podiums."

"Rivett did a good job," said Sutton. "But to pull in that sort of gap so quickly was really good."

Whorton-Eales had to settle for fifth, with Pattison admitting he couldn't stay with those in front. But Whorton-Eales has now slipped to second in the standings, 19 points behind.

Meanwhile, Charles Ladell repeated his sixth of race one on his return to the WDE outfit, while there was battling throughout the field, with Holland topping a four-car train for seventh.

● Stephen Lickorish

**RESULTS (both 20 laps)**

**Race 1** Ash Hand 19m10.934s (79.25mph); 2 Ashley Sutton +1.770s; 3 Paul Rivett; 4 Ant Whorton-Eales; 5 Lee Pattison; 6 Charles Ladell. **Fastest lap** Hand 57.040s (79.96mph).

**Race 2** Hand 19m20.629s (78.59mph); 2 Rivett +4.156s; 3 Sutton; 4 Pattison; 5 Whorton-Eales; 6 Ladell. **FL** Sutton 57.412s (79.44mph). **Points 1 Hand, 331**; 2 Whorton-Eales, 312; 3 Sutton, 299; 4 Rivett, 273; 5 Ladell, 206; 6 Jack Mitchell, 202.



Close stuff: Sutton leads Pattison and Whorton-Eales

GINETTA GT4 SUPERCUP KNOCKHILL (GB), AUGUST 22-23 RD 7/10

# Thriller follows Oliphant double

THE GINETTA GT4 SUPERCUP DRIVERS SAVED all the drama for the final race at Knockhill, after two uneventful thrashes, with all eight Pro drivers inseparable for the majority.

The partially reversed grid handed Reece Somerfield pole and he led to begin with, while Tom Wrigley emerged as his main challenger from the tussle behind.

At mid-distance Wrigley went for the lead into Scotsman and pulled a terrific pass on his fellow privateer. He quickly built up an advantage of four seconds by the time points leader Tom Oliphant had negotiated Somerfield. The Century Motorsport racer therefore settled for second, enabling Wrigley to claim his second win of 2015.

Further back there was more drama as Michael Caine collided with title contender Jamie Orton, which forced the HHC man out. He then clashed with Somerfield at the hairpin, which enabled Will Burns to claim third.

The earlier races were dull in comparison. Oliphant twice won from Burns and Orton, with the only incident of note being Wrigley tangling with former champion Carl Breeze in race two, which crippled Breeze's car.

● Stephen Lickorish

**RESULTS**

**Race 1 (15 laps) 1 Tom Oliphant** 13m05.449s (87.10mph); 2 Will Burns +2.314s; 3 Jamie Orton; 4 Carl Breeze; 5 Tom Wrigley; 6 Ollie Jackson. **FL** Oliphant 51.921s (87.84mph).



Oliphant out front in the Scottish hills

**Race 2 (24 laps) 1 Oliphant** 21m07.409s (86.37mph); 2 Burns +1.075s; 3 Orton; 4 Jackson; 5 Wrigley; 6 Reece Somerfield. **FL** Orton 52.186s (87.40mph). **Race 3 (24 laps)**

**1 Wrigley** 21m30.151s (84.84mph); 2 Oliphant +4.479s; 3 Burns; 4 Somerfield; 5 Breeze; 6 Michael Caine. **FL** Oliphant 52.928s (86.17mph). **Points 1 Oliphant, 560**; 2 Orton, 501; 3 Breeze, 488; 4 Caine, 397; 5 Burns, 380; 6 Somerfield, 354.

**PORSCHE CARRERA CUP GB  
KNOCKHILL (GB), AUGUST 23 RD 6/8**

## Cammish title march continues

DAN CAMMISH TOOK A FURTHER STRIDE CLOSER to winning the Porsche Carrera Cup GB crown with two wins at Knockhill.

Beaten away from the line by polesitter Josh Webster (Team Parker) in the opener, Redline Racing man Cammish was gifted the lead after Webster spun away his advantage at the chicane on lap eight and became ensnared in the gravel.

Cammish then built a lead as team-mate Michael Meadows worked his way up to second and set off in pursuit of the leader, his task eased when Cammish caught traffic in the final third of the race. The elasticated gap was traffic-affected until they were both through, with Cammish then stretching the margin to over two seconds.

Cammish converted pole into a win in race two, but Webster, still smarting from his error in the first stanza, battled his way past the Redline car of James Sutton into second. Traffic threatened to derail DanCam's lead,



**Cammish bats  
off Webster**

but he held on to take a 10th win of the year.

Meadows took third from Sutton, who treated the first half of the race as a job interview by running with the leading group until Meadows was allowed by. Jordan Witt (Redline Racing) took two ProAm1 wins while ProAm2 honours went to Shamus Jennings (G-Cat Racing) and Nerijus Dagilis (Juta Racing).

● Mike Holder

### RESULTS (both 32 laps)

**Race 1 1 Dan Cammish** 28m03.628s; 2 Michael Meadows +2.248s; 3 James Sutton; 4 Stephen Jelley; 5 Jayde Kruger; 6 Tom Sharp. **Fastest lap** Meadows 51.075s (89.30mph).

**Race 2 1 Cammish** 28m25.133s; 2 Josh Webster +0.817s; 3 Meadows; 4 Sutton; 5 Jelley; 6 Sharp. **FL** Sutton 50.940s (89.53mph). **Points 1 Cammish, 248**; 2 Meadows, 174; 3 Webster, 173; 4 Jelley, 168; 5 Sharp, 124; 6 Dino Zamparelli, 106.

**MSA FORMULA KNOCKHILL (GB),  
AUGUST 22-23 RD 7/10**

## Mixed fortunes for the top lads

DAN TICKTUM SUMMED UP HIS KNOCKHILL EVENT perfectly: "I couldn't have had a worse weekend." A collision with title rival Ricky Collard, a fuel-pressure issue and jumped start wiped out the Fortec racer's chances of victory in all three races.

Contrast that with JHR's Sennan Fielding, who bagged a win and two thirds from a very hectic weekend. "I didn't expect that!" he smiled. "I held back from what was going on in front of me and then took advantage to fight through."

The opener set the tone as Carlin's Lando Norris admitted he was "lucky" to win after a wide moment on the opening lap dropped him from first to ninth. But Ticktum and Collard's collision at the hairpin and a track-limit penalty for on-the-road victor Colton Herta handed him the win from the improved Enaam Ahmed.

Race two was controlled by Ticktum until he ground to a halt with minutes to go. As he stopped on track, the red flags were brought out. Fielding was the winner, having benefited from contact between the scrapping Herta and Josh Smith at Clark. It was Norris's turn to have trouble as a collision with Daniel Baybutt forced him out.

Collard was able to salvage something with victory in the finale. The Arden driver led for the remainder once Ticktum had served his penalty.

● Stephen Lickorish

### RESULTS

**Race 1 (23 laps) 1 Lando Norris** 20m04.573s (87.08mph); 2 Enaam Ahmed +0.662s; 3 Sennan Fielding; 4 Sandy Mitchell; 5 Colton Herta; 6 James Pull. **FL** Norris 50.075s (91.08mph).

**Race 2 (19 laps) 1 Fielding** 18m52.111s (76.54mph); 2 Herta +0.722s; 3 Josh Smith; 4 Mitchell; 5 Ahmed; 6 Matheus Leist. **FL** Dan Ticktum 50.423s (90.45mph). **Race 3 (20 laps) 1 Ricky Collard** 17m57.031s (84.69mph); 2 Herta +0.656s; 3 Fielding; 4 Ahmed; 5 Mitchell; 6 Rafael Martins. **FL** Herta 50.389s (90.51mph). **Points 1 Collard, 275**; 2 Norris, 271; 3 Fielding, 233; 4 Ticktum, 217; 5 Herta, 207; 6 Leist, 179.

**GINETTA JUNIORS KNOCKHILL (GB), AUGUST 22-23 RD 7/10**

## Lewis chases Senna to tight finish

TABLE-TOPPER JAMIE CAROLINE WAS IN unstoppable form in the opening Ginetta Junior race. He seared away from pole to lead by two seconds at the end of the opening lap, only to see safety-car boards. They were out because one of Caroline's main title rivals, Billy Monger, broke a driveshaft on the grid.

At the restart, only Senna Proctor was able to live with the Pirtek-backed leading car. But over the closing stages (and after another safety-car period) Proctor was shown the black-and-white warning flag for track-limits abuse. He decided to back off and bank second rather than risk an infringement that would have dropped him down the order.

Lewis Brown came out top of an early skirmish with Matt Chapman, and secured the place when Chapman half-spun at Scotsman after five laps. Fourth-placed Dan Zelos closed in on Chapman at the end, but was unable to make a move. Jonathan Hadfield fended off the recovering Chapman for fifth at the flag.

Ginetta Scholarship winner Stuart Middleton, who'd dominated testing and was scheduled to start on the front row, pulled off on the warm-up lap as the car suffered electrical failure.



**...as Caroline  
picked up damage**



**Proctor took  
a win...**

Caroline's joy disappeared within moments of the start of race two. He failed to see the lights change and was swamped by the pack, dropping to seventh by Duffus. Worse was to follow as he bounced over the left-hand kerb at Leslie's and lost control, firing into the pack. The damage necessitated a pitstop.

All that left Proctor in charge and, try as he might, Brown just couldn't unseat his rival. The top two broke free over the last couple of laps as Zelos had his hands full keeping Hadfield and Chapman at bay. The top five were well clear of Monger, who had charged up from 20th on the grid. He was followed over the line by Middleton, from 21st, who managed to rescue something from the weekend.

● Matt James

### RESULTS

**Race 1 (14 laps) 1 Jamie Caroline** 15m07.348s (70.37mph); 2 Senna Proctor +2.949s; 3 Lewis Brown; 4 Dan Zelos; 5 Jonathan Hadfield; 6 Matt Chapman. **FL** Caroline 1m02.209s (73.31mph). **Race 2 (12 laps) 1 Proctor** 12m51.733s (70.92mph); 2 Brown +0.088s; 3 Zelos; 4 Hadfield; 5 Chapman; 6 Billy Monger. **FL** Stuart Middleton 1m02.964s (72.44mph). **Points 1 Proctor, 337**; 2 Caroline, 334; 3 Zelos, 269; 4 Monger, 264; 5 Brown, 257; 6 Hadfield, 232.

# RESULTS ROUND-UP

## GP2 SERIES

### ROUND 7/11 SPA (B), AUGUST 22-23

#### RACE 1 (25 LAPS - 108.725 MILES)

1 Stoffel Vandoorne (B) ART Grand Prix	1h22m18.099s
2 Arthur Pic (F) Campos Racing	+9.979s
3 Artem Markelov (RUS) Russian Time	+12.856s
4 Julian Leal (CO) Carlin	+13.106s
5 Mitch Evans (NZ) Russian Time	+19.264s
6 Alexander Rossi (USA) Racing Engineering	+19.527s
7 Nathanael Berthon (F) Lazarus	+23.723s
8 Jordan King (GB) Racing Engineering	+29.267s
9 Sergey Sirotkin (RUS) Rapax	+34.144s
10 Gustav Malja (S) Trident	+35.169s
11 Alex Lynn (GB) DAMS	+35.610s
12 Sergio Canamasas (E) Team Lazarus	+35.797s
13 Rio Haryanto (RI) Campos Racing	+41.571s
14 Raffaele Marciello (I) Trident	+46.546s
15 Robert Visoiu (RO) Rapax	+51.632s
16 Andre Negrao (BR) Arden International	+1m03.453s
17 Marlon Stockinger (RP) Status Grand Prix	+1m04.859s
18 Richie Stanaway (NZ) Status Grand Prix	+1m13.894s
19 Pierre Gasly (F) DAMS	+1m15.857s
20 Sean Gelael (RI) Carlin	+1m20.840s
R Oliver Rowland (GB) MP Motorsport	18 laps-accident damage
R Nick Yelloly (GB) Hilmer Motorsport	11 laps-accident
R Nobuharu Matsushita (J) ART Grand Prix	10 laps-accident
R Daniel de Jong (NL) MP Motorsport	4 laps-accident
R Norman Nato (F) Arden International	0 laps-accident

Winner's average speed 79.263mph.

Fastest lap Stanaway, 2m00.177s, 130.370mph.

#### QUALIFYING

1 Vandoorne, 1m56.278s; 2 Rowland, 1m56.425s; 3 Sirotkin, 1m56.513s; 4 King, 1m56.625s; 5 Matsushita, 1m56.659s; 6 Evans, 1m56.661s; 7 Gasly, 1m56.701s; 8 Rossi, 1m56.845s; 9 Lynn, 1m56.985s; 10 Nato, 1m57.019s; 11 Haryanto, 1m57.143s; 12 Marciello, 1m57.218s; 13 Visoiu, 1m57.273s; 14 Pic, 1m57.275s; 15 Yelloly, 1m57.328s; 16 Leal, 1m57.440s; 17 Stanaway, 1m57.528s; 18 Canamasas, 1m57.560s; 19 Berthon, 1m57.615s; 20 Negrao, 1m57.661s; 21 de Jong, 1m57.746s; 22 Markelov, 1m57.809s; 23 Stockinger, 1m58.136s; 24 Malja, 1m58.371s; 25 Gelael, 1m58.402s.

#### RACE 2 (18 LAPS - 78.260 MILES)

1 Rossi, 38m26.855s; 2 King, +1.507s; 3 Evans, +3.225s; 4 Vandoorne, +4.462s; 5 Markelov, +11.642s; 6 Sirotkin, +13.573s; 7 Berthon, +13.770s; 8 Lynn, +14.383s; 9 Canamasas, +15.147s; 10 Haryanto, +18.340s; 11 Leal, +18.954s; 12 Marciello, +20.281s; 13 Stanaway, +25.418s; 14 Negrao, +25.548s; 15 Matsushita, +25.864s; 16 Visoiu, +27.269s; 17 Yelloly, +27.986s; 18 Malja, +29.040s; 19 Stockinger, +34.546s; 20 Nato, +36.590s; 21 Gelael, +46.816s; R Rowland, 15 laps-accident damage; R Pic, 12 laps-spin; R Gasly, 8 laps-accident damage; NS de Jong, 0 laps-injured.

Winner's average speed 122.131mph.

Fastest lap Vandoorne, 2m01.151s, 129.322mph.

#### GRID FOR RACE 2

Decided by result of Race 1, with top eight finishers reversed. Yelloly grid penalty; started 25th.

#### CHAMPIONSHIP

1 Vandoorne, 233; 2 Rossi, 128; 3 Haryanto, 109; 4 Sirotkin, 109; 5 Lynn, 86; 6 Gasly, 61; 7 Marciello, 58; 8 Evans, 57; 9 Matsushita, 48; 10 King, 42.



S. BLOXHAM/LAT

## GP3 SERIES

### ROUND 5/9 SPA (B), AUGUST 22-23

#### RACE 1 (15 LAPS - 65.204 MILES)

1 Emil Bernstorff (GB) Arden International	44m00.242s
2 Esteban Ocon (F) ART Grand Prix	+3.945s
3 Marvin Kirchhofer (D) ART Grand Prix	+4.487s
4 Antonio Fuoco (I) Carlin	+4.763s
5 Luca Ghiotto (I) Trident	+8.551s
6 Alfonso Celis Jr (MEX) ART Grand Prix	+14.541s
7 Alex Palou (E) Campos Racing	+17.492s
8 Alex Bosak (PL) Arden International	+22.432s
9 Ralph Boschung (CH) Jenzer Motorsport	+22.671s
10 Alex Fontana (CH) Status Grand Prix	+23.145s
11 Mitch Gilbert (AUS) Carlin	+24.762s
12 Artur Janosz (PL) Trident	+27.390s
13 Jimmy Eriksson (S) Koiranen GP	+27.442s
14 Zaid Ashkanani (KW) Campos Racing	+29.327s
15 Adderly Fong (PRC) Koiranen GP	+45.303s
R Matheo Tuscher (CH) Jenzer Motorsport	11 laps-accident
R Sandy Stuvik (T) Status Grand Prix	11 laps-accident
R Pal Varhaug (N) Jenzer Motorsport	8 laps-accident
R Seb Morris (GB) Status Grand Prix	8 laps-accident
R Beitske Visser (NL) Trident	7 laps-gearbox
R Matt Parry (GB) Koiranen GP	4 laps-engine
R Jan Mardenborough (GB) Carlin	2 laps-accident
R Kevin Ceccon (I) Arden International	1 lap-puncture/damage

Winner's average speed 88.906mph.

Fastest lap Ghiotto, 2m07.819s, 122.575mph.



S. BLOXHAM/LAT

## INDYCAR SERIES

### ROUND 14/15 POCONO (USA), AUGUST 23 (200 LAPS - 500.000 MILES)

1 Ryan Hunter-Reay (USA) Andretti Autosport Dallara-Honda	3h25m08.1095s
2 Josef Newgarden (USA) CFH Racing Dallara-Chevrolet	+0.1053s
3 Juan Pablo Montoya (CO) Team Penske Dallara-Chevrolet	+0.5696s
4 Will Power (AUS) Team Penske Dallara-Chevrolet	+1.4707s
5 Carlos Munoz (CO) Andretti Autosport Dallara-Honda	+2.0003s
6 Takuma Sato (J) AJ Foyt Enterprises Dallara-Honda	+3.5167s
7 Simon Pagenaud (F) Team Penske Dallara-Chevrolet	+4.5025s
8 Ryan Briscoe (AUS) Schmidt Peterson Motorsports Dallara-Honda	+4.7997s
9 Scott Dixon (NZ) Chip Ganassi Racing Dallara-Chevrolet	+5.6857s
10 James Jakes (GB) Schmidt Peterson Motorsports Dallara-Honda	+6.2994s
11 Gabby Chaves (CO) Bryan Herta Autosport Dallara-Honda	197 laps-engine
12 Charlie Kimball (USA) Chip Ganassi Racing Dallara-Chevrolet	193 laps-mechanical
13 Pippa Mann (GB) Dale Coyne Racing Dallara-Honda	-15 laps
14 Sage Karam (USA) Chip Ganassi Racing Dallara-Chevrolet	179 laps-accident
15 Justin Wilson (GB) Andretti Autosport Dallara-Honda	179 laps-accident
16 Helio Castroneves (BR) Team Penske Dallara-Chevrolet	166 laps-accident
17 Ed Carpenter (USA) CFH Racing Dallara-Chevrolet	156 laps-mechanical
18 Marco Andretti (USA) Andretti Autosport Dallara-Honda	138 laps-accident
19 Tony Kanaan (BR) Chip Ganassi Racing Dallara-Chevrolet	131 laps-accident
20 Graham Rahal (USA) Rahal Letterman Lanigan Racing Dallara-Honda	92 laps-accident
21 Tristan Vautier (F) Dale Coyne Racing Dallara-Honda	92 laps-accident
22 Jack Hawksworth (GB) AJ Foyt Enterprises Dallara-Honda	82 laps-accident
23 Sebastien Bourdais (F) KV Racing Dallara-Chevrolet	36 laps-accident
24 Stefano Coletti (MC) KV Racing Dallara-Chevrolet	19 laps-wheelbearing sensor

Winner's average speed 146.245mph.

Fastest lap Montoya, 40.9227s, 219.927mph.



MAUGER/LAT

#### QUALIFYING

1 Ghiotto, 2m04.943s; 2 Ocon, 2m05.114s; 3 Bernstorff, 2m05.308s; 4 Fuoco, 2m05.458s; 5 Ceccon, 2m05.591s; 6 Kirchhofer, 2m05.144s\*; 7 Parry, 2m05.618s; 8 Tuscher, 2m05.669s; 9 Eriksson, 2m05.704s; 10 Celis, 2m05.834s; 11 Mardenborough, 2m05.869s; 12 Varhaug, 2m05.931s; 13 Morris, 2m05.938s; 14 Palou, 2m05.939s; 15 Gilbert, 2m06.065s; 16 Boschung, 2m06.110s; 17 Janosz, 2m06.314s; 18 Fontana, 2m06.317s; 19 Visser, 2m06.373s; 20 Fong, 2m06.537s; 21 Bosak, 2m06.538s; 22 Ashkanani, 2m06.922s; 23 Stuvik, 2m07.106s. \* grid penalty.

#### RACE 2 (13 LAPS - 56.500 MILES)

1 Ghiotto, 33m36.220s; 2 Ocon, +0.878s; 3 Celis, +5.144s; 4 Tuscher, +6.891s; 5 Palou, +7.993s; 6 Fontana, +8.348s; 7 Janosz, +9.119s; 8 Boschung, +11.014s; 9 Fong, +11.611s; 10 Varhaug, +12.230s; 11 Gilbert, +14.113s; 12 Mardenborough, +14.357s; 13 Ceccon, +14.506s; 14 Morris, +14.900s; 15 Visser, +15.131s; 16 Eriksson, +16.008s; 17 Stuvik, +18.795s; 18 Ashkanani, +32.579s; R Kirchhofer, 5 laps-accident; R Fuoco, 5 laps-accident; R Bosak, 1 lap-accident; R Parry, 1 lap-accident; R Bernstorff, 1 lap-accident damage.

Winner's average speed 100.881mph.

Fastest lap Ghiotto, 2m08.697s, 121.739mph.

#### GRID FOR RACE 2

Decided by result of Race 1, with top eight finishers reversed. Tuscher and Morris grid penalties; started 20th and 23rd respectively.

#### CHAMPIONSHIP

1 Ghiotto, 154; 2 Ocon, 126; 3 Kirchhofer, 113; 4 Bernstorff, 100; 5 Ceccon, 54; 6 Eriksson, 50; 7 Fuoco, 46; 8 Parry, 43; 9 Mardenborough, 32; 10 Boschung, 23.

#### QUALIFYING

1 Castroneves, 220.530mph; 2 Pagenaud, 220.485mph; 3 Power, 220.398mph; 4 Newgarden, 220.141mph; 5 Rahal, 220.118mph; 6 Munoz, 219.831mph; 7 Wilson, 219.685mph; 8 Hunter-Reay, 219.672mph; 9 Sato, 219.578mph; 10 Bourdais, 219.521mph; 11 Dixon, 218.969mph; 12 Kanaan, 218.816mph; 13 Vautier, 218.596mph; 14 Hawksworth, 218.331mph; 15 Jakes, 218.246mph; 16 Chaves, 218.152mph; 17 Mann, 217.372mph; 18 Briscoe, 217.241mph; 19 Montoya, 217.194mph; 20 Karam, 216.401mph; 21 Carpenter, 216.315mph; 22 Andretti, 215.101mph; 23 Kimball, no time; 24 Coletti, no time.

#### CHAMPIONSHIP

1 Montoya, 500; 2 Rahal, 466; 3 Dixon, 453; 4 Power, 439; 5 Castroneves, 423; 6 Newgarden, 413; 7 Andretti, 390; 8 Bourdais, 386; 9 Kanaan, 366; 10 Pagenaud, 356.

RESULTS BY

FORIX

## WORLD RALLY CHAMPIONSHIP

## ROUND 9/13 RALLY GERMANY, AUGUST 20-23

1	Sebastien Ogier (F)/Julien Ingrassia (F) Volkswagen Motorsport Volkswagen Polo R WRC	3h35m49.5s
2	Jari-Matti Latvala (FIN)/Miikka Anttila (FIN) Volkswagen Motorsport Volkswagen Polo R WRC	+23.0s
3	Andreas Mikkelsen (N)/Ola Floene (N) Volkswagen Motorsport II Volkswagen Polo R WRC	+1m56.6s
4	Dani Sordo (E)/Marc Marti (E) Hyundai Motorsport Hyundai i20 WRC	+2m09.3s
5	Thierry Neuville (B)/Nicolas Gilsoul (B) Hyundai Motorsport Hyundai i20 WRC	+2m33.8s
6	Elfyn Evans (GB)/Daniel Barritt (GB) M-Sport WRT Ford Fiesta RS WRC	+2m52.1s
7	Mads Ostberg (N)/Jonas Andersson (S) Citroen Total Citroen DS3 WRC	+3m12.5s
8	Ott Tanak (EST)/Raigo Molder (EST) M-Sport WRT Ford Fiesta RS WRC	+4m26.6s
9	Hayden Paddon (NZ)/John Kennard (NZ) Hyundai Motorsport Hyundai i20 WRC	+4m46.8s
10	Stephane Lefebvre (F)/Stephane Prevot (B) Citroen Total Citroen DS3 WRC	+4m54.5s
11	Kevin Abbring (NL)/Sebastian Marshall (GB) Hyundai Motorsport Hyundai i20 WRC	+9m31.4s
12	Kris Meeke (GB)/Paul Nagle (IRL) Citroen Total Citroen DS3 WRC	+11m00.7s
35	Robert Kubica (PL)/Maciek Szczepaniak (PL) RK World Rally Team Ford Fiesta RS WRC	+47m20.0s
47	Graham Coffey (GB)/Jenny Gabler (D) Ford Fiesta RS WRC	+1h08m40.6s
R	Martin Prokop (CZ)/Jan Tomaneck (CZ) Jipocar Czech National Team Ford Fiesta RS WRC	SS18, punctures
R	Jaroslav Melicharek (SK)/Erik Melicharek (SK) Ford Fiesta RS WRC	SS17, suspension



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## STAGE TIMES

<b>SS1 Sauertal 1 (9.22 miles)</b>
Fastest Ogier 7m58.4s L Leader Ogier
Second Latvala +1.4s
<b>SS2 Waxweiler 1 (10.19 miles)</b>
F Ogier 9m33.1s L Ogier
S Latvala +1.8s
<b>SS3 Moselland 1 (14.44 miles)</b>
F Latvala 14m01.1s L Latvala
S Ogier +0.5s
<b>SS4 Mittelmosel 1 (8.49 miles)</b>
F Ogier 8m06.9s L Latvala
S Ogier +0.1s
<b>SS5 Sauertal 2 (9.22 miles)</b>
F Ogier 7m56.4s L Ogier
S Latvala +2.4s
<b>SS6 Waxweiler 2 (10.19 miles)</b>
F Ogier 9m38.5s L Ogier
S Latvala +4.7s
<b>SS7 Moselland 2 (14.44 miles)</b>
F Ogier 13m54.2s L Ogier
S Latvala +9.4s

## SS8 Mittelmosel 2 (8.49 miles)

F Ogier 8m02.6s L Ogier  
S Latvala +9.5s

## SS9 Grafenschaft 1 (11.40 miles)

F Ogier 10m44.1s L Ogier  
S Latvala +11.8s

## SS10 Bosenberg 1 (10.64 miles)

F Latvala 9m14.9s L Ogier  
S Latvala +9.0s

## SS11 Arena Panzerplatte 1 (1.78 miles)

F Ogier 1m46.5s L Ogier  
S Latvala +10.6s

## SS12 Arena Panzerplatte 2 (1.78 miles)

F Ogier 1m45.6s L Ogier  
S Latvala +11.7s

## SS13 Panzerplatte Long 1 (28.34 miles)

F Ogier 25m39.1s L Ogier  
S Latvala +18.5s

## SS14 Grafenschaft 2 (11.40 miles)

F Latvala 10m41.2s L Ogier  
S Latvala +17.2s

## SS15 Arena Panzerplatte 3 (1.78 miles)

F Latvala 1m45.7s L Ogier  
S Latvala +17.0s

## SS16 Panzerplatte Long 2 (28.34 miles)

F Ogier 25m34.0s L Ogier  
S Latvala +32.3s

## SS17 Bosenberg 2 (10.64 miles)

F Ogier 9m13.6s L Ogier  
S Latvala +33.8s

## SS18 Stein &amp; Wein 1 (12.17 miles)

F Evans 10m48.0s L Ogier  
S Latvala +31.6s

## SS19 Dhronthal 1 (8.75 miles)

F Latvala 9m10.5s L Ogier  
S Latvala +22.6s

## SS20 Stein &amp; Wein 2 (12.17 miles)

F Ogier 10m45.7s L Ogier  
S Latvala +26.6s

## SS21 Dhronthal 2 (Power Stage) (8.75 miles)

F Latvala 9m07.4s L Ogier  
S Latvala +23.0s

## CHAMPIONSHIP

1 Ogier, 207; 2 Latvala, 114; 3 Mikkelsen, 98; 4 Ostberg, 90; 5 Neuville, 80; 6 Evans, 61; 7 Meeke, 56; 8 Tanak, 53; 9 Sordo, 52; 10 Paddon, 46

## MANUFACTURERS

1 Volkswagen Motorsport, 300; 2 Hyundai Motorsport, 161; 3 Citroen Total, 148; 4 M-Sport WRT, 138; 5 Volkswagen Motorsport II, 64; 6 Hyundai Motorsport, 45.

## BRITISH TOURING CAR CHAMPIONSHIP

## ROUND 7/10 KNOCKHILL (GB), AUGUST 23

## RACE 1 (25 LAPS - 31.673 MILES)

1	Rob Collard (GB) WSR BMW 125i M Sport	22m43.347s
2	Mat Jackson (GB) Motorbase Performance Ford Focus	+1.720s
3	Andy Priaulx (GB) WSR BMW 125i M Sport	+1.891s
4	Sam Tordoff (GB) WSR BMW 125i M Sport	+2.734s
5	Gordon Shedden (GB) Honda (Dynamics) Honda Civic Type-R	+7.820s
6	Matt Neal (GB) Honda (Dynamics) Honda Civic Type-R	+7.925s
7	Rob Austin (GB) Rob Austin Racing Audi A4	+8.060s
8	Andrew Jordan (GB) MG (Triple Eight) MG6	+11.128s
9	Adam Morgan (GB) Ciceley Racing Mercedes A-Class	+11.762s
10	Colin Turkington (GB) Team BMR Volkswagen CC	+15.593s
11	Jack Goff (GB) MG (Triple Eight) MG6	+15.772s
12	Jeff Smith (GB) Eurotech Racing Honda Civic	+17.354s
13	Warren Scott (GB) Team BMR Volkswagen CC	+22.315s
14	Martin Depper (GB) Eurotech Racing Honda Civic	+27.282s
15	Mike Bushell (GB) AmD Tuning Ford Focus	+31.678s
16	Josh Cook (GB) Power Maxed Racing Chevrolet Cruze	+31.686s
17	James Cole (GB) Motorbase Performance Ford Focus	+32.381s
18	Dave Newsham (GB) Power Maxed Racing Chevrolet Cruze	+37.459s
19	Robb Holland (USA) Handy Motorsport Toyota Avensis	+43.378s
20	Alex Martin (GB) Team Parker Racing Ford Focus	+47.716s
21	Daniel Welch (GB) Welch Motorsport Proton Gen-2 Persona	+48.120s
22	Aiden Moffat (GB) Laser Tools Racing Mercedes A-Class	+49.683s
23	Jason Plato (GB) Team BMR Volkswagen CC	-1 lap
24	Stewart Lines (GB) Houseman Racing Toyota Avensis	-1 lap
25	Aron Smith (IRL) Team BMR Volkswagen CC	-3 laps
R	Tom Ingram (GB) Speedworks Motorsport Toyota Avensis	11 laps-clutch
R	Kieran Gallagher (GB) Team Hard Toyota Avensis	11 laps-engine
R	Derek Palmer Jr (GB) Support Our Paras Racing Infiniti Q50	8 laps-off
NS	Hunter Abbott (GB) Rob Austin Racing Audi A4	withdrawn

Winner's average speed 83.63mph.

Fastest lap Jackson, 52.424s, 87.00mph.

## QUALIFYING

1	Priaulx, 51.671s; 2	Tordoff, 51.823s; 3	Jackson, 51.835s; 4	Collard, 51.919s; 5	Shedden, 51.924s;								
6	Austin, 51.979s; 7	Neal, 52.054s; 8	Jordan, 52.061s;	9	Turkington, 52.134s; 10	Morgan, 52.135s;							
11	Moffat, 52.165s; 12	Ingram, 52.169s; 13	Goff, 52.206s;	14	A Smith, 52.283s; 15	J Smith, 52.320s; 16	Bushell, 52.391s; 17	Scott, 52.400s; 18	Cole, 52.401s;				
19	Cook, 52.413s; 20	Depper, 52.430s; 21	Abbott, 52.437s; 22	Plato, 52.442s; 23	Newsham, 52.524s;	24	Palmer, 52.904s; 25	Holland, 53.359s; 26	Lines, 53.379s; 27	Welch, 54.381s; 28	Gallagher, 54.513s;	29	Martin, 53.669s.

## RACE 2 (27 LAPS - 34.206 MILES)

1	Shedden, 25m36.720s; 2	Collard, +3.419s;	3	Jackson, +4.371s; 4	Jordan, +4.946s; 5	Priaulx, +5.219s; 6	Austin, +5.831s; 7	Plato, +6.281s;	8	Neal, +7.168s; 9	Moffat, +8.982s; 10	Morgan, +11.772s; 11	Depper, +12.257s; 12	Newsham, +14.134s;	13	Ingram, +14.257s; 14	Goff, +14.560s; 15	Cook, +15.456s; 16	Holland, +17.13s; 17	Cole, +20.734s;	18	Welch, +23.577s; 19	Scott, +24.784s; 20	Martin, +29.754s; 21	Palmer, -1 lap; NC	Tordoff, 22 laps;	R	J Smith, 18 laps; R	Bushell, 16 laps; R	Turkington, 10 laps-accident damage; R	Lines, 9 laps-off; NS	A Smith, electrical; NS	Gallagher, engine.
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Winner's average speed 80.13mph.

Fastest lap Tordoff, 52.240s, 87.31mph.

## GRID RACE 2

1 Jackson; 2 Shedden; 3 Austin; 4 Collard; 5 Jordan; 6 Tordoff; 7 Turkington; 8 Plato; 9 Priaulx; 10 Neal; 11 J Smith; 12 Moffat; 13 Newsham; 14 Morgan; 15 Depper; 16 Cole; 17 A Smith; 18 Cook; 19 Scott; 20 Bushell; 21 Lines; 22 Welch; 23 Holland; 24 Martin; 25 Ingram; 26 Gallagher; 27 Palmer; 28 Goff.

## RACE 3 (25 LAPS - 31.673 MILES)

1 Neal, 22m36.425s; 2 Morgan, +0.350s; 3 Moffat, +11.923s; 4 Priaulx, +12.107s; 5 Austin, +12.372s; 6 Plato, +13.620s; 7 Jordan, +14.530s; 8 Shedden, +15.588s; 9 Jackson, +17.872s; 10 Depper, +19.365s; 11 Newsham, +20.175s; 12 Goff, +20.546s; 13 Cook, +20.772s; 14 J Smith, +22.274s; 15 Turkington, +22.864s; 16 Ingram, +23.082s; 17 A Smith, +24.948s; 18 Bushell, +28.439s; 19 Holland, +33.322s; 20 Cole, +33.916s; 21 Martin, +35.555s; 22 Welch, +39.436s; 23 Lines, +44.919s; R Collard, 21 laps-off; R Tordoff, 20 laps-accident damage; R Scott, 16 laps; R Palmer, 15 laps-driveshaft; NS Gallagher, engine. Winner's average speed 84.06mph. Fastest lap Tordoff, 52.626s, 86.67mph.

## GRID RACE 3

Decided by result of Race 2.

## CHAMPIONSHIP

1 Plato, 249; 2 Shedden, 238; 3 Neal, 227; 4 Turkington, 221; 5 Jordan, 219; 6 Priaulx, 208; 7 Tordoff, 206; 8 Morgan, 188; 9 Collard, 171; 10 Goff, 170.

# Chaotic weekend costs the championship leaders

Alexander Sims and Marco Attard propped up the top 10 in both races, enabling their rivals to close in. **TOM ERRINGTON** reports from a soaking Snetterton



MONTREAL

JONNY ADAM AND ANDREW HOWARD CLOSED TO within two points of championship leaders Alexander Sims and Marco Attard after taking a fourth place at Snetterton, then winning a wet second race that was curtailed by a red flag.

The afternoon downpour played into the hands of Beechdean Motorsport as Adam cantered into a strong lead, then handed the Aston Martin Vantage over to Howard before worsening weather moved the race director to halt proceedings.

Their championship progress was made all the easier by title rival Sims misjudging his braking point into Montreal on lap one, going wide and onto the grass having been caught out by running off the drier racing line. Lack of relevant experience could have been a contributing factor;

Sims missed last year's Snetterton round and had never driven a GT car around the track in the wet.

The title leaders' misery was compounded further when Sims rejoined the track, the Ecurie Ecosse BMW making contact with Ryan Ratcliffe's Ginetta and picking up a puncture.

The crawl to the pits, and the lengthy stop that followed, meant Sims returned at the tail of the GT4 traffic. Triple Eight's Joe Osborne assumed second place, albeit with the BMW some distance behind Adam, who led from the outset.

Osborne would not be allowed to focus on catching the race leader, though, because in short order fellow BMW Z4 driver Phil Keen closed in and probed for a way past. Their battle raged throughout the opening laps before Keen finally

found his way through to second, with Jon Barnes's and Matt Bell's Astons then chasing the final podium place.

The pit window opened as the rain worsened, and a slower stop for Bell when handing over to Derek Johnston meant Barnes's team-mate Mark Farmer assumed third place. Further down the order, Sims handed over to Attard having finally cleared the GT4 pack, although their chances of taking home any silverware were slim at best.

Adam's slick changeover to Howard meant they maintained a gap of around 15 seconds and, although Howard proved more cautious than Adam at the wheel, his advantage decreased only slightly in the final laps.

The intensity of the rain, along with the diminishing light, greatly reduced visibility. The first of many off-track excursions occurred when Academy Motorsport's Will Moore went into the tyre wall, and from that point it seemed inevitable that the red flag would follow.

Not all were caught out in the weather. Rick Parfitt starred after taking over from Ratcliffe in the Ginetta, and surged up the order. He took advantage of propitious off-track mishaps for Lee Mowle (who replaced Osborne in the BMW) and Farmer, making his way up to third. While Parfitt kept it on the island during his ascent, yet more of the grid gyrated or visited the grass, so his final move for third proved redundant. The



Parfitt starred  
in the wet





Beechdean duo made championship gains



Gunn and Chadwick cannot be caught

BRITISH GT4 SNETTERTON (GB), AUGUST 23

## Chadwick and Gunn barrel to title

BEECHDEAN SECURED BACK-TO-BACK GT4 TITLES by a single point, and with a round to spare, as Aston Martin-mounted Jamie Chadwick became the youngest driver to win a British GT title, alongside Ross Gunn.

The pair never troubled the podium places in the Snetterton races, and had a brief scare when Gunn slowed at the pit exit with a throttle issue in race one. The problem was shortlived, though, and they took fifth, before finishing fourth in the incident-filled second race to secure the crown.

ISSY Racing had dominated both practice sessions and secured a double pole before a comfortable opening win at its home circuit, but a lack of a wet set-up for the Lotus left Gavan Kershaw and Oz Yusuf ninth in race two.

The only duo able to challenge Chadwick and Gunn were Optimum Motorsport's Graham Johnson and Mike Robinson, but their results of fourth and fifth weren't enough to keep the Aston pair in contention going into the final round.

Tolman's David Pattison and Luke Davenport

held sway in their Ginetta G55 for much of the second race, only to lose out to the similar car of Fulvio Mussi and Jamie Stanley with three laps to go. Third fell to another Ginetta, that of Aleksander Schjerpen and Fredrik Blomstedt, who continued his racing comeback six years on from his last full season, in Formula Renault UK.

### RESULTS

**Race 1 (30 laps) 1 Oz Yusuf/Gavan Kershaw (Lotus Evora) 1h02m29.742s;** 2 Willie Moore/Dennis Strandberg (Aston Martin Challenge) +17.539s; 3 Aleksander Schjerpen/Fredrik Blomstedt (Ginetta G55); 4 Graham Johnson/Mike Robinson (Aston); 5 Jamie Chadwick/Ross Gunn (Aston); 6 David Pattison/Luke Davenport (Ginetta). **FL** James Nash (Lotus) 1m59.975s (89.08mph). **Race 2 (19 laps) 1 Fulvio Mussi/Jamie Stanley (Ginetta) 48m09.909s;** 2 Schjerpen/Blomstedt; 3 Pattison/Davenport; 4 Chadwick/Gunn; 5 Johnson/Robinson; 6 Rob Garofall/Anna Walewska (Ginetta). **FL** Davenport 2m20.461s (76.09mph). **Points 1 Chadwick/Gunn 164.5;** 2 Yusuf/Kershaw 126; 3 Johnson/Robinson 122; 4 Davenport/Pattison 108.5; 5 Strandberg/Moore 87; 6 Mike Hart 84.

red flag and subsequent countback denied Parfitt a first podium of the season, though he can be satisfied with lapping around five seconds quicker than race leader Howard in the closing moments.

Those on a wet set-up – including both Howard and Parfitt – benefited greatly from the unexpected severity of the rain.

“The forecast was wet, but not this bad! It got heavier as Andrew got in and the drivers did well to stay on track,” said Adam. “We got the wet set-up right, but application was key too, since we’ve tested a lot in the wet. We gambled by going for that set-up and it paid off massively.”

While Adam and Howard celebrated their wet victory, Attard salvaged 10th place. Together with the eighth place in race one, this did not make a vintage weekend for the championship leaders.

Sims was again involved in the action in that opening encounter, running wheel-to-wheel with Farmer's Aston as he tried to force his way into the top five. He then made contact with Mike Simpson's Ginetta. Although the BMW pair crossed the line sixth, the penalty for this collision later cost Sims and Attard two places.

Up ahead, it was another Aston that secured race one victory as Liam Griffin and Rory Butcher took the honours for the Motorbase-run Oman Racing Team. Initially the sister car of Ahmad Al Harthy and the returning Alex MacDowall had led the way, opting to stay out a lap longer than



Griffin and Butcher won the first race

their rivals at the pit window, a decision that paid dividends in the form of an increased lead.

But their race, and likely victory, turned sour when Mike Hart's GT4 Aston turned in to MacDowall at Coram, damaging the Oman car's steering heavily as they both ran off track. That opened the door for Butcher to take a clean run to the flag, Griffin having dispatched the fellow Aston of Andrew Jarman when Jarman became stuck behind Fulvio Mussi's GT4 Ginetta.

Jody Fannin, in for Jarman, held on to secure second place by a narrow margin after a spectacular battle with Bell and Adam late on.

### RESULTS

**Race 1 (32 laps) 1 Liam Griffin/Rory Butcher (Aston Martin Vantage) 1h01m19.183s;** 2 Andrew Jarman/Jody Fannin (Aston) +13.098s; 3 Derek Johnston/Matt Bell (Aston); 4 Andrew Howard/Jonny Adam (Aston); 5 Lee Mowle/Joe Osborne (BMW Z4); 6 Andrew Watson/Ross Wylie (McLaren 650S). **Fastest lap** Adam 1m50.398s (96.81mph). **Race 2 (19 laps) 1 Howard/Adam 46m02.657s;** 2 Jon Minshaw/Phil Keen (BMW) +9.684s; 3 Mark Farmer/Jon Barnes (Aston); 4 Ryan Ratcliffe/Rick Parfitt (Ginetta G55); 5 Mowle/Osborne; 6 Johnston/Bell. **FL** Adam 2m06.984s (84.17mph). **Points 1 Alexander Sims/Marco Attard 143.5;** 2 Adam/Howard 141.5; 3 Butcher/Griffin 123.5; 4 Osborne/Mowle 111; 5 Johnston/Bell 69.5; 6 Keen/Minshaw 57.

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Ecurie Ecosse and Sims struggled



## British GT title fight blown open by errors

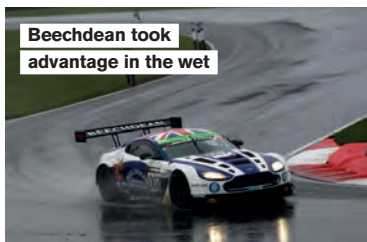
Beechdean closes in on Ecurie Ecosse in wild Snetterton event ahead of Donington Park finale

A STRING OF SURPRISING errors from Alexander Sims at Snetterton has eradicated Ecurie Ecosse's British GT Championship lead ahead of the final round.

Sims and reigning champion Marco Attard endured a torrid weekend in Norfolk, with a best finish of eighth in the Barwell-run team's worst round so far.

Two errors from works BMW racer Sims, which led to a post-race penalty for the BMW Z4 GT3 crew and the loss of a potential win in race two, proved costly.

Beechdean took advantage in the wet



Sims was handed a 30s penalty for clouting Mike Simpson's Ginetta G55 at Nelson corner as he fought his way up to sixth in race one. That dropped the car to eighth. Sims started the soaked race two on pole, but outraked himself into the Montreal hairpin. Sims was then caught in a multi-car collision when he rejoined, which caused a puncture. Sims and Attard could only manage 10th place in that race.

The results mean that Attard's and Sims's championship lead has been whittled down to just two points over Beechdean Aston Martin crew Andrew Howard and Jonny Adam, with just a single race remaining at Donington Park.

Sims admitted to the errors, and promised to fight back. "It was one of those weekends and I made some mistakes, my first for a long time, but these things happen and you have to move on," said Sims.

"I was on what was the dry line but got onto the wet rubber that had been laid down and skated off. When I rejoined there was an incident with cars next to me that then collected me and there was nothing I could do.

"It's unfortunate and I regret the mistake. I'm annoyed at myself but we have to pick ourselves up for Donington."

### BARWELL TO UPGRADE BMW Z4

Regardless of the outcome of this year's title, Barwell Motorsport boss Mark Lemmer confirmed that his team will switch away from the ageing Z4 GT3 for next season.

With BMW's new M6 GT3 on the horizon, development focus will switch away from the Z4. Lemmer said his team was in the market for a new machine for both British GT and the Blancpain Endurance Series next term.



BMW Z4 could soon be replaced

"We won't be running the Z4 next year as it's on a downward curve so we have to invest in something new," Lemmer said. "As an older car the Z4 will be have an unfavourable Balance of Performance and is already quite uncompetitive at certain European circuits.

"The new M6 GT3 looks good, but we're not decided. All we know is that we'll be back with a new car for next year — be it a BMW, Audi, Aston Martin or whatever."

## MacDowall replaces Lloyd in Motorbase's Oman squad

Aston Martin factory driver Alex MacDowall returned to British GT at Snetterton, racing alongside Ahmad Al Harthy for the Motorbase-run Oman Racing Team.

Regular driver Dan Lloyd has left the team due to budget issues, and it is

understood that MacDowall will also race in the finale at Donington Park.

"It's good to fill the gap between the Le Mans and Nurburgring rounds of the World Endurance Championship as it's pretty lengthy," said MacDowall. "I got the call from Motorbase, who wanted a

partner for Al Harthy this weekend and they knew I was a silver-rated driver and I know the Aston well, so that was probably the thinking behind it."

Al Harthy and MacDowall were on course for victory in race one at Snetterton before MacDowall was hit by

a backmarker and suffered steering damage. They recovered to finish ninth, and then added a seventh in race two.

MacDowall also joined British GT for the last two races in 2014, alongside Phil Dryburgh in the PGF-Kinfaun AMR Aston at Brands Hatch and Donington.



**Brown will sample a 650bhp, V8 truck**

**US Racing**

# Brit Brown set for NASCAR Truck debut

**BRITISH GT RACE WINNER**

Daniel Brown will become the first Briton for seven years to take part in a NASCAR Truck Series race when he joins the grid for this weekend's event at Mosport in Canada.

Essex driver Brown, 23, has been offered a seat in one of MB Motorsports' 650bhp, six-litre V8 Chevrolet Silverados for the race at

the former Canadian Grand Prix venue.

Brown will be the second-ever Brit to tackle a modern NASCAR truck race, with Legends ace John Mickel the first back in 2008.

"My family business produces pitlane and set-up equipment and Mike Mittler is one of our contacts in the USA, and it turns out he runs the MB Motorsports truck team," said Brown.

"I went over for a business meeting and ended up being offered a seat in one of the Chevrolets as they only have one road course race per season, and one of his drivers didn't want to do it as he's never raced on a circuit.

"The trucks are mad, and huge. When I first sat in it, it felt quite agricultural but was simply massive in scale. They make the UK Pickup

trucks look miniature."

"They have huge power and not a lot of grip, so I'm expecting it to be a handful. They weigh 1500kg and run tyres with a huge balloon sidewall, which will flex and give a lot of body roll through the corners."

Brown has been active this year in the European Le Mans Series with the Gulf Racing UK team.

**Formula Ford Festival**

# Needell returns to Festival with his original Lotus 69F

**TIFF NEEDELL WILL MAKE A**

return to the Formula Ford Festival this year to contest the Masters celebration race, with the same car he ran in his first shot at the event 43 years ago.

Needell, 63, has entered his Scholar-engined Lotus 69F into the race, which will mark the 40th running of the Festival at Brands Hatch this October 24-25. Needell contested the first-ever Festival at Snetterton in 1972 driving the machine, finishing seventh.

Needell last contested the Festival in 1975 with a Crossle 25F.

"I'm pretty certain I'll be the only one doing this year's event with the car they raced during the first-ever Festival," said Needell. "I love the old Lotus, which I originally got through winning a competition in AUTOSPORT.

"I loved the Festival and used to have some great fights so I couldn't turn down an invitation from Brian Jones [legendary Festival MC] to do the Masters race."



**Needell will wheel out Lotus**

**British Rallycross**

# World RX star to race buggy in Lydden British round

**WORLD RALLYCROSS STAR**

Reinis Nitiss will be back in the UK this weekend when he takes part in the British Rallycross Championship counter at Lydden Hill.

The 19-year-old Latvian will race an RX150 buggy after accepting an invitation to compete in Kent alongside World RX commentator Andrew Coley. The Lydden event falls in between the Norwegian and French world rounds.

"It won't be so easy because I have



**Nitiss will swap the Fiesta for a buggy**

never driven a buggy and there will be no time for me to test before the event," said the Ford OlsbergsMSE driver. "I'm sure the British guys are really fast, but I hope I can get up to speed quickly."

Nitiss, a World RX event winner, does have experience of Lydden Hill in both a front-wheel-drive Super 1600 car and a rallycross Supercar. In May, he finished fifth at the circuit's World Rallycross round in his regular Ford Fiesta.

## In brief

**Fallas injury comeback**

Hillspeed's Hernan Fallas returned from a knee injury at Snetterton's BRDC Formula 4 round, after missing Brands Hatch and Silverstone. He damaged his knee in training and had not driven the car in two months.

**Brunton back in FF1600**

Former Star of Mallory FF1600 champion Alan Brunton plans to return to racing at the resurrected event at the Leicestershire track this October, 20 years after his title win. He has raced sporadically since competing in the Champion of Oulton series in 1996, and has not competed since 2009.

**Yoluc makes his return**

Controversial British GT driver Salih Yoluc returned at Snetterton after serving a ban for exclusions from the first two rounds. Yoluc shared his Von Ryan Racing McLaren 650S with Euan Hankey and finished 10th in race one but was excluded for a clash with Gary Eastwood's Ferrari. He was 13th in race two.

**Mussi in Ginetta**

Fulvio Mussi made a winning return to British GT, seven years after his last race, alongside Jamie Stanley in the Fox Motorsport Ginetta. Fredrik Blomstedt continued his first racing season since 2009 with a British GT debut. He replaced James Birch alongside Aleksander Schjerpen.

British GT

# Beechdean seals back-to-back GT4 championships

**BEECHDEAN MOTORSPORT DUO** Jamie Chadwick and Ross Gunn made history by becoming the youngest drivers ever to lift a British GT Championship title after sealing the GT4 crown at Snetterton last weekend.

A fifth place and a fourth were enough to put the championship beyond doubt for Aston Martin Vantage GT4 drivers Chadwick and Gunn. At just 17

years and 95 days old, Chadwick becomes the youngest driver ever to win a British GT title.

Gunn and Chadwick are also the youngest champion pairing in series history, with a combined age of just 35.

"It feels awesome to be champion, and it's extra special to be the first female and youngest ever to win it," said Chadwick. "The credit has to go to Beechdean AMR. From day one Ross and I clicked and worked well together."

Gunn added: "There's a reason Beechdean has back-to-back British GT4 titles now [following Ross Wylie and Jake Giddings last season]. The reliability has been great and they've done everything right for us. GT4 comes down to speed and reliability and we had both. I want to come back and defend this title next year if I can."



Gunn and Chadwick took title

Clio Cup

# SVR skips Knockhill round

**REIGNING RENAULT UK CLIO** Cup teams' champion SV Racing missed last weekend's Knockhill round after both its drivers switched teams before the event.

Ant Whorton-Eales moved to Maximum Motorsport, while Jack Mitchell switched to 20Ten Racing.

Mitchell's father Terry, who now acts as his manager, said: "We've had to go to another team that offered us a great deal. We've also parted with

Vic Lee [former manager] and wish both him and Danny Buxton at SV well. We wanted to see through what we started, so Jack will finish the year with 20Ten."

SV's absence contributed to the series' lowest grid of the year, with Brett Smith and Graham Field also unable to make the Knockhill round.

Another driver missing was 20Ten's Jordan Stilp, who will no longer race in the series due to budget troubles.



Whorton-Eales left SV for Maximum

Civic Cup

# Civic racer fractures neck

**CIVIC CUP RACER OLI WITHINGTON** was transferred to Northampton hospital with a fractured neck following an accident in the opening leg of Sunday's double-header on Silverstone's International Circuit.

The 27-year-old outraced himself into the left turn out of Vale in wet conditions and was reversing out of the gravel trap when Matthew Webster made the same error and struck the rear of his car.

Rescuers painstakingly extracted Withington and took him to the medical centre, where he spoke of neck pain.

750MC competition secretary Giles Groombridge said: "There is a small run-off area there, then gravel, but you can't get out forwards. The Hondas are modern cars with substantial cages, but Oli's injury may have been exacerbated by him looking over his shoulder to reverse out."

# HUMBLE PYE

## The voice of club racing



Cones proved problematic

# "FATE IS INDISCRIMINATE, DOWN TO TIMING"

**F**lying debris has been on British motorsport fans' minds since the horror of Henry Surtees's fatal accident at Brands Hatch in 2009. Justin Wilson's dreadful IndyCar incident at Pocono on Sunday has sadly refocused global media on an issue that has been around since the sport began. One that will inevitably lead to calls for enclosed 'fighter-plane' cockpit canopies in some international formulas.

Fate is indiscriminate, down to timing, and rarely repeats. It strikes randomly, with potentially devastating effect, at every level. Only last weekend at Silverstone, two incidents involved temporary free-standing corner-demarcation cones striking cars at the 750 Motor Club's meeting on the International Circuit. Luckily no injuries resulted, but warnings must be heeded.

Bikesports champion Adrian Reynard – who won the Formula Ford 2000 Euroseries title in 1979 and as a renowned racing car designer knows more than most about impact forces – was alarmed to have a heavy cone flicked by another car into his Radical SR3's cockpit as he accelerated out of the link onto the Hangar Straight.

"It clipped my left arm [as it landed in the 'passenger' area] then sat still, before trying to join me in the high-downforce left sweeper after Abbey," he remarked.

In a subsequent RGB race

another cone wedged itself horizontally on the nose of Colin Chapman's BDN, where it remained until race end. What might have happened had either cone struck the driver's head does not bear thinking. A third, less dangerous, scenario featured a cone jammed beneath the Deegan brothers' Stock Hatch Citroen Saxos in qualifying.

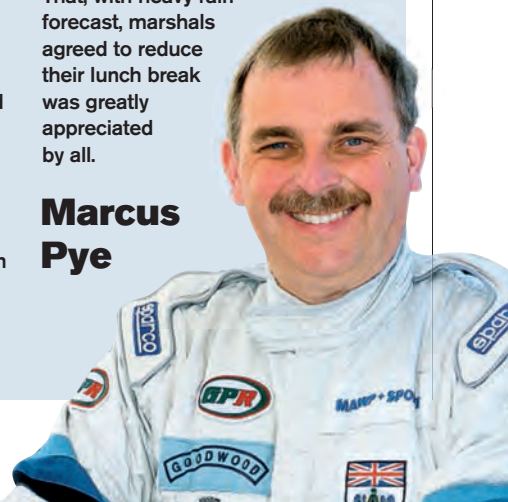
"I am going to write to Silverstone to voice concerns," said 750MC competitions boss Giles Groombridge after the event.

"The Link to the Hangar Straight is quite a tricky section, with a lot of camber going on, and the track edge is not that well defined. I understand that markings are needed, but I want to see if something better can be done."

With few delays beyond a couple of race-stoppers, the 750MC did well to finish the monster 24-race programme on time.

That, with heavy rain forecast, marshals agreed to reduce their lunch break was greatly appreciated by all.

## Marcus Pye





Palmer now has five wins from last seven...



BRDC FORMULA 4 SNETTERTON, AUGUST 22-23 MSVR

# Palmer recovers to extend title lead

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WILL PALMER TOOK A BRACE OF wins at Snetterton, but his weekend was almost derailed after a race-two collision and a poor start in the final.

Three wins in his past four races heading into the weekend meant Palmer had a firm grip on the points lead, and a commanding victory in the opener over HHC Motorsport team-mate Harrison Newey strengthened his hold. The next race's reversed grid put Palmer eighth. While Palmer quickly charged to third, Chris Mealin's climb to the lead from ninth blocked his advances.

Mealin's attack became defence as Tom Jackson and Palmer hounded the Lanar Racing driver. Jackson was the first to make a move, but a safety-car call after a startline collision gave Manxman Mealin brief respite.

Jackson responded well and closed in at the restart, but their lengthy tussle gave Palmer the opportunity to take second. The

race leader proved to be harder opposition and Palmer touched the Senna Straight grass as Mealin aggressively defended.

It was to be a warning sign; moments later Palmer pounced on the inside of Agostini, and Mealin responding by closing the door. Palmer's car rode over Mealin's rear and his rear-right wheel came loose, ending his race. Jackson pounced on the incident to take the win, while Palmer could draw little comfort from Mealin's eventual exclusion.

"I got alongside Mealin and he gave me no room, knocking off my rear wheel and damaging the car," said Palmer. "It was completely illegal. There was a clear gap for me to pass and he closed the door. You can't race with someone who does that."

Mealin defended his move: "I made it clear I was going defensive. We're race winners and he's the championship leader, but when the door's closed, it's closed. He hit me and went over my car."

The battles were less bruising in the finale. Jackson was again a major factor, as Palmer's poor start handed Jackson the race lead.

But Palmer then dispatched Jackson with a superb pass on the inside of Coram early on. From there, Palmer announced his return to the front with a new lap record, beating his previous time by over half a second – and, with the impending introduction of the new



...but he was out of luck in race two

Tatuus-Cosworth F4-016, it will never be surpassed under the present formula.

Palmer's resurgence extended his championship advantage to 74 points heading into the penultimate round at Donington Park. His cause was aided by nearest title rival Rodrigo Fonseca's struggles. Qualifying set the tone as two successive mistakes at Hamilton left grass blocking Fonseca's radiator, forcing him to pit and leaving him 16th on the grid.

There was a brief high with a recovery drive to seventh, but that proved to be as good as it got for the Mexican. His second race lasted mere yards before he and Faisal Al Zubair collided.

"I had a good start, looking likely to get the lead, and Al Zubair hit me and put me out," said Fonseca, who could only finish 12th in the finale after running wide.

Fonseca dropped from second to

fourth in the standings, behind Jackson and fellow triple podium finisher Newey. Consistently quick and a double runner up, Newey came close to registering a victory this weekend. Mealin stopped him challenging Jackson for the win in race two, before Ciaran Haggerty's defending nearly denied Newey a third podium.

● Tom Errington



Jackson claimed middle race

## RESULTS

**RACE 1 (10 LAPS)** 1 Will Palmer 18m34.746s (95.87mph); 2 Harrison Newey +8.163s; 3 Tom Jackson; 4 Ciaran Haggerty; 5 Omar Ismail; 6 Faisal Al Zubair. **Fastest lap** Palmer 1m50.384s (96.82mph). **Pole position** Palmer. **Starters** 19.  
**RACE 2 (10 LAPS)** 1 Jackson 20m01.645s (88.94mph); 2 Newey +2.468s; 3 Al Zubair; 4 Ismail; 5 Jordan Albert; 6 Haggerty. **FL** Jackson 1m51.182s (96.13mph). **P** Akhil Rabindra. **S** 19.  
**RACE 3 (10 LAPS)** 1 Palmer 18m31.465s (96.16mph); 2 Jackson +11.143s; 3 Newey; 4 Ismail; 5 Haggerty; 6 Jack Bartholomew. **FL** Palmer 1m49.751s (97.38mph). **P** Palmer. **S** 19.  
**POINTS** 1 Palmer 418; 2 Jackson 344; 3 Newey 315; 4 Rodrigo Fonseca 303; 5 Haggerty 298; 6 Albert 254.



BRITISH GT SUPPORTS  
SNETTERTON, AUGUST 22-23

## Ginetta title battle rules the day

### THE SEASON-LONG DUEL

between James Kellett and Ollie Chadwick continued where it left off a couple of weeks ago at Brands Hatch. Although Kellett took only one **Ginetta GT5 Challenge** win over the weekend compared with Chadwick's two, he took another step towards claiming this year's title.

Chadwick started from pole in race one, but it was Kellett who led into Riches, with Callum Pointon third. The leaders continued nose to tail until Chadwick went through to hit the front as they passed the pits to complete lap four.

"He was so close," Kellett explained, "I decided to let him go because I was thinking of the championship."

At the flag they were still only a tenth of a second apart, with Pointon retaining third. Luca Hirst pipped Matt Palmer for fourth on the last lap.

The second race began in a similar fashion to the first, with Kellett heading Chadwick and Pointon a close third initially, before losing touch with the lead pair. Chadwick closed on Kellett, but couldn't go by.

"My start had been better than the first," said Chadwick, "and although I was quicker in the technical bits, I just couldn't get close enough."

At the start of the final race Pointon managed to split his rivals by demoting Chadwick from second into Montreal, as Kellett led from pole.

Chadwick tried to snatch the inside line at Agostini but Pointon held him off, which allowed Kellett to make a break.

Chadwick soon reclaimed second at Montreal and closed down Kellett's lead, while

Pointon slipped back to his familiar third place.

Chadwick made his move into Montreal on lap five and emerged with the lead. Kellett stayed with him and then challenged at Coram on the final lap. "We went side by side into Murrays, but I was put on the grass," said Kellett. Chadwick therefore took his second win, and Kellett had to settle for second.

It was just as close behind, as Palmer hit the front of a three-car fight for fourth from Hirst and Jack Minshaw.

Bobby Thompson and Phil House shared the **Volkswagen Racing Cup** spoils. It was a maiden tin-top win for Thompson, and House's first triumph for two years.

Having taken his first pole, Thompson rocketed away from the start in his Golf and was soon into a decisive lead. Joe Fulbrook, also Golf-mounted, led the pursuit from

the Sciroccos of Jack Walker-Tully and House. But Walker-Tully quickly seized second at Agostini, although his tenure in that position was far from secure. Robert Barrable (Golf) followed into third, then attacked Walker-Tully for second. He moved past at Montreal a lap later, but could make no inroads into Thompson's lead. Walker-Tully held on to third, while Fulbrook headed a four-car train for fourth after a battle with Joe McMillan (Scirocco). House took sixth.

A huge scrap for third allowed House and McMillan to escape early on in race two. Walker-Tully overtook Fulbrook into Agostini on the first lap, but the reigning champion then repaid the honour at Montreal.

The battle grew to seven cars, before Michael Epps (Golf) challenged Fulbrook and held the

place from Montreal. But the leaders were long gone. House's defence held firm throughout, in spite of McMillan's presence.

Craig Wilkins was a lights-to-flag winner in the first **Porsche Club** race. Peter Morris and Mark McAleer joined him in an early three-car break but, once McAleer had ousted Morris for second, he reduced Wilkins's lead again in the closing laps. Paul Winter had little to spare as he took fourth over Kevin Harrison.

In race two Morris and Wilkins battled throughout, both well clear of third-placed Harrison, after McAleer retired with a loose exhaust. Morris staged an effective defence, but exiting Agostini for the final time Wilkins was even closer and they soon touched and spun. Wilkins shed a wheel in the process, while Morris rejoined and remained ahead, winning by over five seconds from Harrison, with Winter third.

It was a three-way battle in the first **Northern Saloons & Sports** race. Peter Cook's Mitsubishi Evo led from the start and once onto the straight he was in the clear, with Luke Armiger (Vauxhall Tigra) second ahead of Mike Cutt (BMW M3).

Cook led Cutt for most of the wet race two, but had to retake the position after a spin.

● Peter Scherer



Kellett's win aided his title charge



Thompson claimed a maiden tin-top win



House took his first victory in two years

# Mittell's MC-52B to the power of five

THAT SCOTT AND IAN MITTELL'S MC-52B has been honed to near perfection was proven again when Hampshire maths teacher Scott twice downed Spire-mounted RGB title rival John Cutmore on Silverstone's International Circuit, extending his winning streak to five and taking the championship lead at the 750MC's Summer Festival.

Twice the Mittell's straightline-speed frustrated Cutmore, who outbraked himself into Stowe in his efforts to atone having led most of Sunday's race. Second-row qualifier Al Boulton stalled, scarily, on Saturday, but everybody missed the red Spire, which duly scorched from last to fifth. Boulton mixed it with Mittell and Cutmore on Sunday.

Tim Gray was surprised to be ushered to the back of the **Bikesports** grid for a second run of three wins, yet still blitzed allcomers in the works Spire. Behind Gray, outgoing champion Adrian Reynard led the Radical gang home. With the top eight finishers reversed and Gray long gone, thoughts of a repeat evaporated when a flying marker cone landed in Reynard's SR3R's cockpit [see News] then his tired engine dropped a valve. Phil Cooper was runner-up on a rare outing.

A first-lap clash between the hot

BMW's of Mark Flower (E46 M3) and Martin Gambling (Z3) blew the **Roadsports** enduro wide open. With Rob Horsfield's turbocharged Toyota MR2 Speedster and Allen Gibson's Lotus Exige serving longer pitstops for previous wins, David Gardner relayed Chris Mills into the leading Porsche Boxster but Lloyd Chafer hounded him down. On the final lap Chafer blasted his M3 past on the Hangar Straight to seal a maiden victory. Neville Anderson (Vauxhall Vectra) was a fine third.

Buoyed by qualifying quickest, Kristian White withstood relentless pressure in a five-car train to brilliantly land his first **Toyota MR2** victory over Irishman Martin Farrelly by 0.01s. "It was a bit door-to-door in the last corner," he beamed. Table topper Shaun Traynor gridded seventh, but with fastest laps determining the sequel's grid ran away from pole. The title is his for the taking, but Roadster standout Stuart Nicholls won't give up. Cam Walton's dash from 12th to third showcased a promising talent.

James Bark did everything to close the points deficit to **Clio 182** leader Patrick Fletcher, dominating both stanzas, but despite carrying more success ballast 'Patch' finished fourth and second. **Formula Vee**



mustered its largest field in years and a well-judged double over poleman Graham Gant enhanced Paul Smith's chances of a third title. Ian Buxton climbed from seventh to lead a frenetic opener before colliding with Francis Twyman's Storm at Abbey. The incident also hampered Ian Jordan who – like returning triple champion Martin Farmer – had a miserable weekend. Jack Wilkinson starred in Class B, finishing fourth in race one.

**Locost** points leader Ian Allee led only the final few metres of a superb Saturday round, edging out Tim Neat after an epic slipstreaming scrap with Danny Andrew and Stuart Sellars. Allee was fifth on Sunday, when Sellars dropped the peloton, but he will secure the

championship if he stays out of trouble at Mallory Park's finale.

Two more wins over Robin Gearing's Darvi took David Bartholomew's **750 Formula** run in the Pither Rothery Special to six races and closer to the Goodacre Trophy title. Gearing survived a spin at Stowe on Sunday, while Bill Cowley and Mick Harris each downed the other for thirds.

Graham Rice (GRM) gifted Paul Mason (Darvi) Class B on Saturday, but bounced back from twin spins at Club to top the split on Sunday's drying track.

Carl Swift tightened his grip on the **Tegiwa Civic Cup** crown with convincing wet and dry victories. Adam Shepherd and Endaf Owens ran him closest and Maltese racers

Tim Gray swept away his rivals



## Winner Davis makes his Voyce heard in Compact Cup

Jonathan Davis will long remember his maiden Compact Cup race victory. The polesitter led both ends of the event finale but opportunistically unseated double champion-elect Steve Roberts to regain the initiative.

"Fantastic. I loved every single minute of that," effused Davis, having first shaken the hand of 2014 champion Stuart Voyce whose Voycetune Motorsport team prepares his car.

Davis qualified second to

Jon Watt in BMW Racedays' 42-car field, the weekend's biggest. Silverstone was lashed by a storm as the Nankang-tyred cars lined up for race one, conditions that favoured Roberts and closest title rival James Gornall. They finished 0.46s apart, Roberts having made "a little mistake and touched doors" as he slithered ahead for the first time into Club on the final lap.

Mike Tovey – who described conditions as "horrendous" – and early leader Owen Hunter (minus a windscreen wiper) finished third and fourth, with Watt and Davis fifth and 10th, the latter having run

wide and slipped back at Club.

Back in blazing sunshine with the track drying, Davis started the curtain-closer from pole (set by second-best practice times) and with Tovey and the inspired Joe Wiggin got stuck into combat with Roberts. When Steve, defending furiously, was "forced out wide onto the damp stuff" by Tovey at Village, Davis dived past too.

Approaching Stowe for the last time Roberts was fourth but used all his guile to squeeze past man-to-watch Wiggin to join Davis and Tovey on the podium.

Davis took a surprise win





Mittell saw off title rival Cutmore



Smith is closing in on Formula Vee title

Rodren Vella and Bernard Galea shone. Sunday's opener was stopped for medics to treat Oliver Withington at Club [see News]. Donington winner Danny Winstanley switched to a 1600cc car and, having retired from race one, hurtled from the back to beat Mark Anderson in the sequel.

Gordon Macmillan was elated to win Saturday's **Classic Stock Hatch** race, his first victory since 2003. The Peugeot stalwart doubled-up on Sunday, but was excluded for a non-compliant gearbox. Scott then won, followed by Andrew Thorpe.

The Deegan brothers shared **Stock Hatch** golds, defending champ and quintuple race winner Shayne waving Lee past to his third on Sunday. "I didn't fancy more ballast at Snetterton," he said. The two TBR-built Fiesta ST invitees impressed, although Tom Bell broke fifth gear on Saturday.

A gyration at Club failed to unseat Ben Myall after he deposed Roger Rowe among the **750 Trophy** obscurati. Austin Seven aficionados cheered class winner Ian Grant and admired Gregan Thruston's pluck.

● Marcus Pyle

## RESULTS

**DISKLOK RGB (10 LAPS)** 1 Scott Mittell (Mittell MC-52B) 11m54.33s (93.21mph); 2 John Cutmore (Spire GT3S) +3.55s; 3 Paul Rogers (Contour RGB09); 4 Oliver Hewitt (Spire GT3); 5 Alastair Boulton (Spire GT3); 6 Daniel Larner (Mittell MC-52). **Class winner** Austen Greenway (MNR GM3). **Fastest lap** Mittell 1m09.83s (95.37mph). **Pole** Mittell. **Starters** 33.  
**RACE 2 (12 LAPS)** 1 Mittell 14m17.87s (93.16mph); 2 Cutmore +0.44s; 3 Boulton; 4 Rogers; 5 Duncan Horlor (Spire GT3); 6 Larner. **CW** Matthew Higginson (AB Arion S2). **FL** Mittell 1m09.48s (95.85mph). **P** Mittell. **S** 30.  
**SPIRE SPORTS CARS BIKESPORTS (18 LAPS)**  
**1** Tim Gray (Spire GT3) 20m06.71s (99.34mph); 2 Adrian Reynard (Radical SR3R) +7.50s; 3 Steven Gore (Radical SR3); 4 Mark Conroy (Radical PR6); 5 Philip Cooper (Radical PR6); 6 Gary Baxter (Radical SR3 RS). **CW** Reynard. **FL** Gray 1m05.07s (102.35mph) Record. **P** Reynard. **S** 23.  
**RACE 2 (17 LAPS)** 1 Gray 19m06.71s (100.62mph); 2 Cooper +10.95s; 3 Conroy; 4 Mike Davis (Radical PR6); 5 Mark Boot (Radical PR6); 6 Baxter. **CW** Conroy. **FL** Gray 1m06.19s (100.62mph). **P** Jon Paul-Ivey. **S** 20.  
**CARTEK ROADSPORTS (18 LAPS)** 1 Lloyd Chafer (BMW E36 M3) 46m05.73s (79.47mph); 2 David Gardner/Christopher Mills (Porsche Boxster) +0.76s; 3 Neville Anderson (Vauxhall Vectra); 4 Lewis Batchelor/Simon Phillips (Toyota MR2 Roadster); 5 Allan Gibson (Lotus Exige); 6 Rob Horsfield (Toyota MR2 Speedster). **CW** Gardner/Mills; Martin Farrelly (Toyota MR2 Mk2). **FL** Horsfield 1m18.94s (84.37mph). **P** Mark Flower (BMW E46 M3). **S** 33.  
**MILLERS TOYOTA MR2 (11 LAPS)** 1 Kristian White 15m27.50s (78.99mph); 2 Martin Farrelly + 0.01s; 3 Stuart Nicholls; 4 Shaun Traynor; 5 Ben Rowe; 6 Jim Davies. **CW** Nicholls. **FL** Traynor 1m21.93s (81.29mph).

**P** White. **S** 34. **RACE TWO (12 LAPS)** 1 Traynor 15m33.96s (71.31mph); 2 Nicholls +17.75s; 3 Cam Walton; 4 Alex Knight; 5 Rowe; 6 Jim Davies. **CW** Nicholls. **FL** Traynor 1m30.80s (73.35mph). **P** Traynor. **S** 33.  
**GAZ SHOCKS COMPACT CUP (9 LAPS)** 1 Steve Roberts 15m26.01s (64.73mph); 2 James Gornall +0.46s; 3 Mike Tovey; 4 Owen Hunter; 5 Jon Watt; 6 Richard Miles. **FL** Tovey 1m40.41s (66.23mph). **P** Watt. **S** 42.  
**RACE TWO (11 LAPS)** 1 Jonathan Davis 15m21.16s (78.68mph); 2 Tovey +0.34s; 3 Roberts; 4 Joe Wiggin; 5 Hunter; 6 Gornall. **FL** Tovey 1m23.30s (79.95mph). **P** Davis. **S** 40.  
**K-TEC CLIO RACING 182 (18 LAPS)** 1 James Bark 15.02.21s (81.20mph); 2 Philip Wright +7.71s; 3 Aaron Williamson; 4 Patrick Fletcher; 5 Matt Digby; 6 Pete Morgan. **FL** Bark 1m21.28s (81.94mph) Record. **P** George Williams. **S** 30.  
**RACE TWO (11 LAPS)** 1 Bark 15m03.43s (81.09mph); 2 Fletcher +7.84s; 3 Wright; 4 Williams; 5 Williamson; 6 Digby. **FL** Bark 1m21.26s (81.96mph) Record. **P** Williams. **S** 29.  
**FORMULA VEE (11 LAPS)** 1 Paul Smith (AHS Dominator) 14m21.63s (84.05mph); 2 Graham Gant (WEV FV01) +1.94s; 3 David Hughes (GAC Bears); 4 Jack Wilkinson (Sheane Mk3); 5 Ian Jordan (Sheane Jordan); 6 Craig Pollard (GAC Bears). **CW** Wilkinson. **FL** Pollard 1m17.40s (86.05mph). **Pole** Gant. **S** 33.  
**RACE TWO (11 LAPS)** 1 Smith 14m29.84s (84.22mph); 2 Gant +0.03s; 3 David Hughes; 4 Pollard; 5 John Hughes (Scarab Mk5); 6 Ben Miloudi (Storm). **CW** Wilkinson. **FL** Gant 1m17.44s (86.00mph). **P** Gant. **S** 31.  
**DEMONT TWEEDS YOKOHAMA LOCOST (10 LAPS)**  
**1** Paul Smith (AHS Dominator) 14m21.63s (84.05mph); 2 Graham Gant (WEV FV01) +1.94s; 3 David Hughes (GAC Bears); 4 Jack Wilkinson (Sheane Mk3); 5 Ian Jordan (Sheane Jordan); 6 Craig Pollard (GAC Bears). **CW** Wilkinson. **FL** Pollard 1m17.40s (86.05mph). **Pole** Gant. **S** 33.

**RACE TWO (9 LAPS)** 1 Sellars 15m20.20s (64.44mph); 2 Neat +12.27s; 3 Andrew; 4 Bradley; 5 Allee; 6 Jack Convey. **FL** Sellars 1m41.85s (65.39mph). **P** Andrew. **S** 31.  
**PREMIER CHOICE GROUP 750 FORMULA (12 LAPS)**  
**1** David Bartholomew (PRS 1B) 15m17.54s (87.10mph); 2 Robin Gearing (Darvi P88) +12.55s; 3 Bill Cowley (Cowley MkIV); 4 Mick Harris (Darvi 877); 5 Bob Simpson (SSF); 6 Mark Glover (Racekits Falcon). **CW** Paul Mason (Darvi 92). **FL** Bartholomew 1m14.15s (89.82mph) Record. **P** Gearing. **S** 22.  
**RACE TWO (11 LAPS)** 1 Bartholomew 14m49.31s (82.38mph); 2 Gearing +4.43s; 3 Harris; 4 Cowley; 5 Chris Gough (CGR2 Evo); 6 Glover. **CW** Graham Rice (GRM 750). **FL** Bartholomew 1m19.43s (83.85mph). **P** Gearing. **S** 20.  
**TEGWA CIVIC CUP (6 LAPS)** 1 Carl Swift 8m34.68s (77.84mph); 2 Adam Shepherd +1.68s; 3 Endaf Owens; 4 Mark Higginson; 5 Bernard Galea; 6 Rodren Vella. **CW** Mark Anderson. **FL** Swift 1m21.71s (81.51mph) Record. **P** Swift. **S** 29.  
**RACE TWO (11 LAPS)** 1 Swift 14m54.04s (81.94mph); 2 Owens +5.00s; 3 Higginson; 4 Shepherd; 5 Vella; 6 James Griffiths. **CW** Danny Winstanley. **FL** Swift 1m19.50s (83.77mph) Record. **P** Sam Hathaway. **S** 28.  
**DEMONT TWEEDS YOKOHAMA CLASSIC STOCK HATCH (10 LAPS)** 1 Gordon Macmillan (Peugeot 205 GTI) 14m26.94s (76.82mph); 2 Lee Scott (Ford Fiesta XR2i) +0.45s; 3 Marcus Ward (XR2i); 4 Matthew Stubington (205 GTI); 5 Andrew Thorpe (Citroen AX GTi); 6 Stewart Place (205 GTI). **FL** Scott 1m25.14s (78.22mph). **P** Ward. **S** 23.  
**RACE TWO (9 LAPS)** 1 Scott 15m00.23s (66.58mph); 2 Thorpe +0.75s; 3 Matt Rozier (205 GTI); 4 Stubington; 5 Ward; 6 Thorpe. **FL** Thorpe 1m37.65s (68.20mph). **P** Ward. **S** 23.  
**DEMONT TWEEDS YOKOHAMA STOCK HATCH & HOT HATCH (11 LAPS)** 1 Shayne Deegan (Citroen Saxo VTR) 15m26.09s (79.11mph); 2 Scott Sharp (Saxo) +7.11s; 3 Lee Deegan (Saxo); 4 James Hayden (Saxo); 5 Paul Newton (Saxo); 6 William Hunt (Saxo). **HH** Alistair Camp (Ford Fiesta ST). **FL** Shayne Deegan 1m23.50s (79.76mph). **P** Deegan. **S** 18.  
**RACE TWO (11 LAPS)** 1 Lee Deegan 15m19.85s (73.64mph); 2 Shayne Deegan +1.03s; 3 Sharp; 4 Hayden; 5 Newton; 6 Hunt. **HH** Bell. **FL** Lee Deegan 1m22.68s (80.55mph). **P** Shayne Deegan. **S** 17.  
**750 TROPHY (9 LAPS)**  
**1** Ben Myall (Gerrell Mk1) 16m30.67s (60.63mph); 2 Roger Rowe (RWR Trophy) +15.30s; 3 Andy Schultz (JoMo 750); 4 Pete Birch (Centaur Mk22); 5 Michael Harvey (JB Special); 6 Gregan Thruston (Austin 7). **CW** Ian Grant (Austin 7). **FL** Myall 1m34.35s (P Myall). **S** 14.



Win was a long time coming for Macmillan

Nuttall beat Richards  
home in second race



BRANDS HATCH, AUGUST 22-23 BRSCC

# Richards and Nuttall share the spoils

## CATERHAM VETERAN CLIVE

Richards scored a stylish **Caterham Supersport** victory to beat one of the title favourites, Stephen Nuttall, on Saturday, but the places were reversed the next day. Supersport headed a programme line-up featuring all four generations of the Academy system in eight races.

Richards enjoyed an untypically large winning margin in a race in which 2015 pacesetter Philip Jenkins was vying for the lead for 10 laps before his ailing car fell down the order and eventually stopped.

Richards, Nuttall and Kiwi Danny Killeen contested Sunday's soggy race until the first of several adventures dropped Killeen back. Nuttall took to the front in the closing stages, Richards surviving a brief excursion, while Jenkins progressed from 27th on the grid to finish seventh.

**Tracksport** wins went to Henry Heaton and Jack Sales. Heaton led a 10-car group in race one with Mike Evans, Sales, Lee Bristow, Dan Gore and Max McDonagh completing the top six. Bristow and Evans collided early in race two and after half a



Styrin lost race-one  
victory after penalty

dozen laps Sales went clear. Heaton kept second ahead of Cedric Bloch.

Brothers Olly and Benjamin Wigg did their best to work together in **Roadsport** but David Webber beat Olly and Alistair Calvert to win race one, less than 3.5s covering them. Olly Wigg beat Webber in race two with Calvert third, but Benjamin was well down after a moment.

**Caterham Academy** newcomers had two races. The first was a wet affair, which eighth qualifier David Bevan mastered to win. Competitors in the other half of the entry had a dry track but kept hitting one another. Andrew Perry took the lead when the two ahead went off, beating Russ Olivant, victim of an earlier bump.

Ed Hayes and Richard Styrin enjoyed **Porsche Championship** wins. Styrin was first past the flag both times but had 10s added for a jumped start in race one, demoting him to fourth behind Hayes.

Richard Avery beached at Druids in an effort to take the lead in race two. Hayes finished second to Styrin while Garry Lawrence claimed third

on the last lap after a frenetic battle with Southgate and Nick Hull. David Jones and Nizar El-Chamaa were best in the 924 class.

Mike Jenvey (Gunn) was confirmed as **Excool OSS** champion after the second of the weekend's three races, but he could not deny Duncan Williams a race-winning hat-trick. The margin was small in Saturday's dry encounter but extended to nearly 50s on the wet on Sunday, with everyone else lapped. In race three a couple of mistakes by Williams allowed Jenvey to reach the front before he charged back into the lead. Paul Spencer (Radical SR8) achieved his first podium after Simon Tilling went off in his Ligier.

Both **Golf GTi Mk5** races were won by Jason Tingle, who kept up his record of success in all but one of this year's events. He had to work a bit harder in race two, which was restarted after fluid was dropped at Graham Hill Bend and caused several near-misses.

Thomas Witts was also a double winner in the races for **Golf Mk2** models, extending his points

advantage. Nearest rival Tingle led a lap before falling back and eventually retiring from race one. Tingle couldn't avoid hitting a spinner on the first lap in race two. Craig Roberts won the eight-valve class both times, finishing an impressive third overall in the wet.

The first **Formula Jedi** race went to Ben Hingeley, but the Welshman didn't take the lead from Lee Morgan until the later stages. Points leader Michael Watton missed qualifying, started at the back and finished fifth. In race two Watton, Hingeley and Morgan staged a terrific scrap for the first half dozen laps. Hingeley then moved clear of Morgan, who was demoted to third by a track-limits penalty.

Marc Kemp's Civic dominated both **Honda VTEC Challenge** races, beating Robert Burkinshaw's Integra and Mark Bennett's S2000 that had a second place each. Saturday retirement Stewart Hutchinson charged through to third in race two. Alan Palmer's **Smart** car ended up on its side after a seemingly inevitable clash. Simon Horrobin and Martyn Clatworthy claimed smart class wins.

Roger Evans chased Graham Seager for most of the **Alfa Romeo** race and looked set for victory when Seager outraked himself at the hairpin on the final lap. But Evans then left the door open at the next corner and Seager gratefully seized his opportunity for victory.

● Brian Phillips

Witts (right) won  
both Mk2 Golf races



ANGLESEY, AUGUST 22-23  
2CV 24 HOURS

# SeaLion defends its 2CV crown

TEAM SEALION WAS VICTORIOUS for the second consecutive year in the hotly contested domestic class in the 25th Citroen 2CV 24 Hours at Anglesey, while it was Seventeen Team By Speedeuch that took overall spoils in a marvellous event.

The late entry of Euro car Van Gysegen, which started from the back because of its bigger power, surged through the field from 26th and into the lead as early as lap six of the 24-hour marathon. It wasn't plain sailing after, though.

The lead was exchanged on numerous occasions as all competitors encountered a series of problems with mechanical reliability or on-track errors.

Among it all, the Seventeen Team barely put a foot wrong and took the chequered flag 21 laps ahead of Van Gysegen, with CGS Racing third and PIGA Racing fourth.

Of the regular 'British' 2CVs, Team SeaLion, the 2014 24 Hour winner and 2015 2CV Series champion, began the strongest with eight-time victor Pete Sparrow at the wheel. Often dicing with cars



2015 2CV champs repeat 2014 success

BOURNE

from the Mini class, the squad engaged in an enthralling and close battle with Rent Boys Racing 2.

A split chassis meant time in the garage for SeaLion Racing, but the mechanics mended the car in just 17 minutes when some feared a non-finish. Rent Boys Racing also needed repair work gifting SeaLion the lead, which the team held until the finish. Sparrow, Alec Graham, David O'Keeffe and team manager Martin Harrold added to their trophy cabinet while it was a first triumph for team-mate Jon Davis. A well-deserved second place among the regulars went to Porky Boys, the team's car suffering

steering problems but driven consistently to the podium.

Many past winners tried new ventures with their own machines and multiple-winning teams such as ECAS and Tete Rouge struggled, particularly in the opening part of the race, and were ruled out of overall contention.

The Mini of Slarky Malarky was running in the top three for much of the event but suffered an engine failure and dropped outside the top 20, leaving Team Toyshed to win the Mini class in 15th.

It was the second 2CV 24-hour race to be held at the Welsh circuit. Last year's winner Peter Rundle

described the circuit as a greater physical challenge than former host Snetterton and previous winner Chris Yates said of the treacherous wet conditions: "It was more like powerboat racing."

The race was incident packed, with safety-car periods reaching double figures.

The only Economy Class car in the race, Jelly Snake Racing, finished in an admirable 26th place. The teams classified near the back experienced a number of mechanical issues but displayed racing spirit to press on despite being over 100 laps behind.

● Rian Hoskins

DONINGTON PARK, AUGUST 22 BRSCC

# Deott snatches late Fun Cup sprint win for JPR-UVio

THE FUN CUP ENDURANCE SERIES rolled into Donington Park for what is its only double-header in 2015 and featured one of the strongest driver and team line-ups of the year.

After the previous round at Brands Hatch, the championship was closer than ever with several teams still in contention for the title. Team Racelogic, Scuderia XCat and JPR-Isla Racing were only separated by three points.

Race one was set to be a

thriller; a one-hour sprint race in high temperatures. John Griffiths lined up on pole in the Team Despatch car ahead of Sean Cooper. Team Racelogic had a mammoth task to overcome, starting from the back after winning at Brands Hatch last time out.

Cooper took an early lead ahead of Graham Roberts' JPR-UVio car and the chasing pack. The Super Unleaded car of Adam Lucas and Martin Hamm was the first casualty, spinning out of contention

at Redgate and putting them a lap down. The first race was rather brighter for Racelogic team-mates Julian Thomas, Nigel Greensall and Jon Tomlinson as they carved through the field from last on the grid to sixth.

While Racelogic was making ground, Roberts had taken the lead and charged ahead of the number #98 2 Rent Domino's car as Team Despatch began to fade away.

The drama came to a head after the pit window. As Farquini Deott rejoined in the UVio car he'd taken over from Roberts, he found himself side-by-side with Henry Dawes for the lead.

Things were settled when Dawes was nudged onto the grass when making a move for top spot down the back straight. In doing so he clipped the rear of Deott. Both survived the moment, with Deott just snatching the win at the flag.

Team Honeywell started from pole for the four-hour feature race ahead of Anthony Reid and the Iron Maiden machine. Deott started at the back of the grid after UVio's



READ

earlier win, but quickly climbed through the pack to run inside the top three.

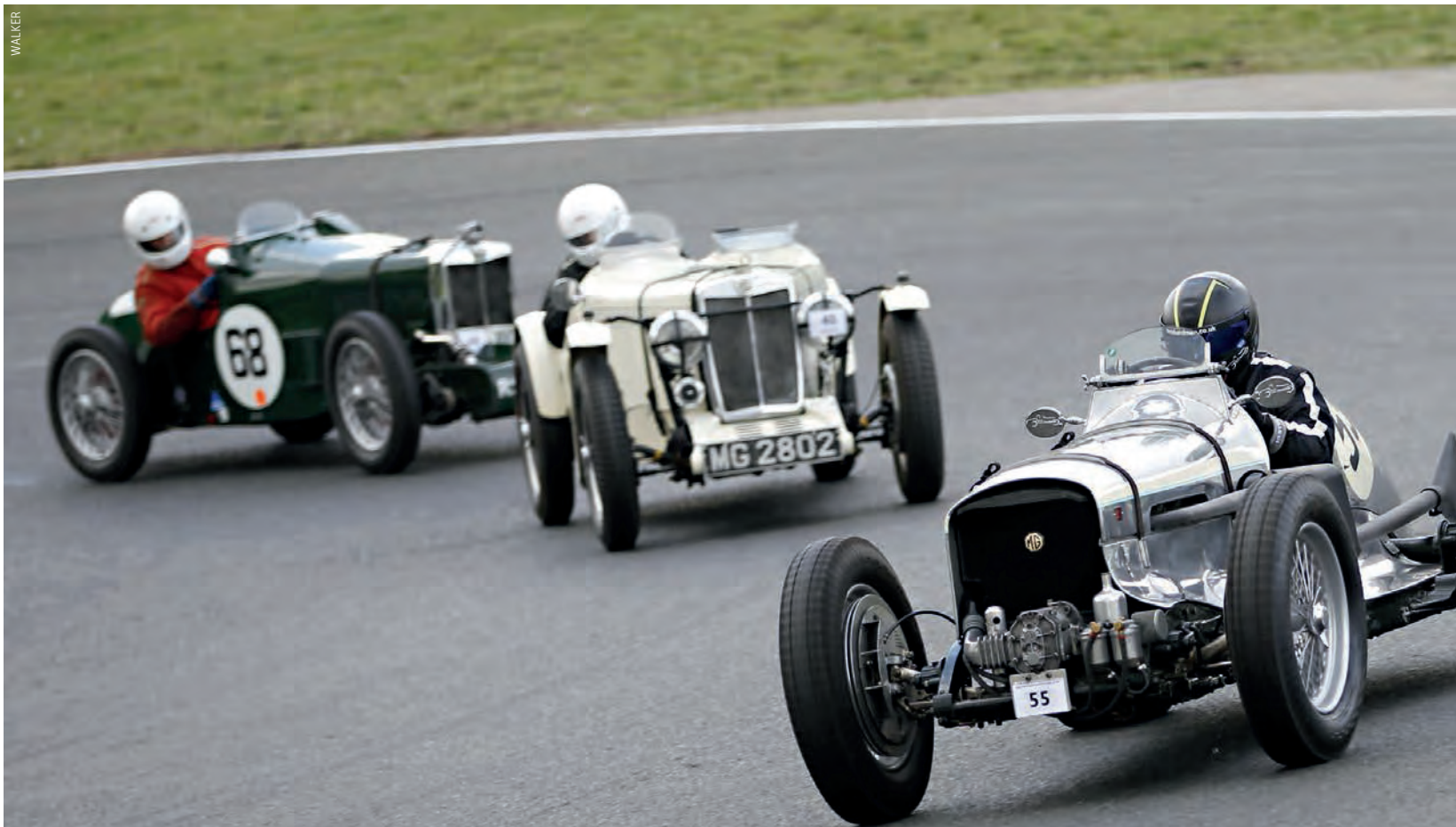
Honeywell went backwards as Peter Belshaw and Marcus Clutton forged ahead in the Sherardize car.

With the race entering the mid stages the order stabilised. The Sherardize machine held sway until the flag ahead of the Domino's #98 car and Team Racelogic. The Domino's car was then excluded for a rear-wing infringement, handing third to Paul Abraham and Scott Blakeney. UVio dropped to ninth after an issue in the final hour.

● Joe Marston



READ



MALLORY PARK, AUGUST 22 VSCC

## Walker takes second win in a row

**TOM WALKER'S SECOND VICTORY** on the bounce topped the VSCC's spectacular return to Mallory Park as, for the second time this summer, a gaggle of 80-year-old cars battled with the energy of Formula Fords.

The 15-minute **Vintage Racing Car** contest was another cracker as Walker's mighty Amilcar-based special fought off as many as four attackers. Although Walker always just had the upper hand in the two-speed, 11-litre, aero-engined monster, it was very close for much of the race. Only in the closing laps was he able to build anything resembling a secure lead.

Walker's major pursuers were the AC/GNs of Tony Lees and Robert Carr, but a clash on the pit straight

ended Lees's race with a couple of laps to go. Carr, winner at Mallory on the last VSCC visit in 2013, took over for second place with his rival from that day Justin Maeers third in his GN Parker. Sue Darbyshire had tagged onto the back of the leading pack mid-race before retiring her Morgan three-wheeler.

"I'm a lucky guy to have this car," said Walker as he comes towards the end of his first season with the Amilcar.

Even older machinery delivered another great spectacle in the annual **Edwardian** race. A tremendous field of pre-1918 cars ran from a handicap start, and that helped ensure a grandstand finish as Jonathan Miller made good use of a full-lap advantage over the

fastest cars in his Stutz Bearcat.

Scything up the order went the three fastest cars of Richard Scaldwell (De Dietrich), Mark Walker (Darracq) and Tony Lees (Vauxhall Viper). It was classic 'arms-and-elbows' stuff as this intrepid trio charged around and reeled in Miller at the rate of around 16 seconds a lap. Out of the hairpin for the final time, they could see the Stutz and it was a frantic dash to the line. Remarkably, Miller got there 0.2s before Scaldwell, with Walker and Lees tucked in behind.

The **Pre-1961 Racing Cars** contesting the Bob Gerard Trophy seemed positively modern in comparison, and it was Fred Harper with the mighty Kurtis Indycar who powered clear for another victory. Initially, Nick Topliss led the pursuit of Harper with ERA R4A, but his challenge wilted in the heat.

Duncan Ricketts moved up into second in Paul Jaye's Alta and he was able to peg the deficit back to around eight seconds after 21 laps in very warm sunshine. But Harper was nursing the Kurtis over the closing stages and was relieved to see the chequered flag.

"We broke the crankcase at Oulton Park and I think we've just done it again," he said, and

indeed a trail of oil attested to this possibility. "I had a little bit left."

Ricketts was pleased with second in the borrowed Alta and was joined on the podium by his son Matt, who had a good run in a Cooper T41. "It's getting better and better," said Ricketts Sr of the Alta as the Gerard family presented the awards in memory of 'Mr Bob'.

Chris Drake introduced the latest addition to his stable in the front-engined **Formula Junior** race, and promptly bagged victory and the John Taylor Memorial Trophy for the effective Terrier. Mark Woodhouse maintained a dogged chase in his familiar Elva 100, but Drake always had a useful margin as the similar Elva of John Arnold completed the top three.

The **500cc Formula 3** field joined the VSCC for the day and it was Cooper pilot Simon Brown who had the measure of the pack. Peter de la Roche never gave up chasing in his year-younger Cooper MkV.

Julian Grimwade powered the ex-James Baxter Frazer Nash Single-Seater to victory in the concluding **Pre-War Scratch** Race despite a typically spirited chase from Justin Maeers in his 1926 GN. Maeers chucked the GN into the Esses in wonderful slides, but was still a couple of seconds adrift of



Edwardian action was a fan favourite



Walker led the vintage contest



Drake and Woodhouse scrap

the Frazer Nash. Tim Greenhill's Wolseley Hornet Special was in the mix until it shed a front wheel at high speed on the Stebbe Straight. Earlier in the day, Grimwade headed Maeers by a bigger margin in one of the short **Pre-War Handicap** races.

Another guest grid was the MG Triple M register contest for **Pre-War MGs** and, despite only starting fourth, Tom Hardman was able to work ahead in the Bellevue Special to give the car its first race win this side of the Second World War. Mike Painter ran him close.

At the start of the day, Jonathan Cobb took a **Pre-War Scratch** win in his Frazer Nash as VSCC president Tim Kneller held a watching brief in his Riley TT Sprite. Other **scratch race** winners included Andrew Mitchell (HRG) and John Seber (Wolseley Hornet Special).

● Paul Lawrence



Henderson leads the field away

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OULTON PARK, AUGUST 22 BRSCC

# Henderson extends Mazda lead with double victory

**FRESH FROM TWO WINS** and a second place at the previous round at Cadwell Park, **Mazda MX-5 SuperCup** championship leader Alan Henderson strengthened his position with two further victories, but he was made to work hard for both by James Blake-Baldwin. The latter led for three laps early on in the opening encounter before Henderson edged back ahead and remained there until the flag. The final podium position went to John Davies despite pressure from Liam Murphy.

Later Blake-Baldwin again hit the front for three laps before Henderson swept back into the lead at Hislop's after half-distance. From there Henderson consolidated his lead, leaving Jonathan Greensmith to claim third position just 0.018s ahead of Simon Goddard. A delighted Henderson quipped: "I've never done that well here before!"

In the opening **SRCC Sports 2000** race, reigning Duratec

champion Patrick Sherrington made an excellent start from pole position in his MCR and established an early lead over the chasing Paul Martin. On the second lap Michael Gibbins passed Martin and set about closing the deficit to the leader. At the chequered flag Sherrington edged it from Gibbins while, 46s to their rear, third-placed David Houghton was kept honest by Paul Streat.

Next time out the leading Sherrington never had time to relax as Gibbins pressurised him constantly in a fine battle of the MCRs. Well behind them, Martin made third place his own despite being tracked by Nick Bates and then Tom Stoten.

Sam Smith made a fine getaway in the first **Mazda MX-5 championship** race from second on the grid to lead polesitter Ben Tuck into Old Hall. A moment three laps in dropped Smith down the order and Tuck took over the lead, where he remained ahead of Darron Lewis. Smith then recovered to sixth position before red flags curtailed

proceedings. A 5s track-limits penalty later demoted Lewis to fourth place.

Smith swept up the inside of Tuck at Old Hall on the fourth lap of the second race to take the lead. They remained in that order until the final lap, when Lewis pounced from third to finish ahead of Smith and Tuck.

Brian Chandler was second in the points pre-Oulton, and had won all three races at Cadwell last time out, but failed to set a time in qualifying. That put him into the first of the races for the slower qualifiers, where he rocketed from 26th to fifth by the end of lap one. He led by the second lap, easing out to a 19s victory. Behind him Martin Tolley, Clive Powles and Brian Trott fought for second place.

A similar fate befell pre-Oulton series leader Simon Baldwin, who was among the slower cars for race two after retiring from the first race. Paul Bateman made a brilliant start to head the field out of Old Hall, but dropped behind Baldwin on the second lap and had to settle for the runner-up position.

In the combined **Northern Formula Ford 1600** event for both Pre-'90 and Post-'89 classes, Doug Crosbie (Van Diemen JL13) claimed the spoils. It was a closely fought affair, interrupted by the safety car, but he beat fellow Post-'89 racers Tom McArthur (Van Diemen LA10) and Josh Fisher (Van Diemen RF99) to the line.

● Graham Read



Crosbie leads Fisher in FF1600

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## RESULTS ROUND-UP

SNETTERTON  
BRITISH GT SUPPORTS, AUGUST 22-23

**GINETTA GT5 CHALLENGE (7 LAPS) 1** Ollie Chadwick 15m17.943s (81.50mph); 2 James Kellett +0.102s; 3 Callum Pointon; 4 Luca Hirst; 5 Matt Palmer; 6 Russ Simpson. **Class winner** Shawn Fleming. **Fastest lap** Chadwick 2m09.399s (82.59mph). **Pole** Chadwick. **Starters** 18.

**RACE TWO (7 LAPS) 1** Kellett 15m18.493s (81.45mph); 2 Chadwick +0.437s; 3 Pointon; 4 Hirst; 5 Palmer; 6 Simpson. **FL** Chadwick 2m09.261s (82.68mph). **CW** Fleming. **P** Kellett. **S** 18.

**RACE THREE (9 LAPS) 1** Chadwick 20m49.545s (76.98mph); 2 Kellett +1.083s; 3 Pointon; 4 Palmer; 5 Hirst; 6 Nick Zapolski. **FL** Chadwick 2m10.360s (81.98mph). **CW** Fleming. **P** Kellett. **S** 18.

**VOLKSWAGEN RACING CUP (15 LAPS) 1** Bobby Thompson (Golf) 32m06.543s (83.21mph); 2 Robert Barrable (Golf) +6.642s; 3 Jack Walker-Tully (Sciocco); 4 Joe Fulbrook (Golf); 5 Joe McMillan (Sciocco); 6 Phil House (Sciocco). **FL** Thompson 2m06.626s (84.40mph). **P** Thompson. **S** 22.

**RACE TWO (14 LAPS) 1** House 30m08.900s (82.72mph); 2 McMillan +0.904s; 3 Michael Epps (Golf); 4 Fulbrook; 5 Lucas Orrock (Sciocco); 6 Aaron Mason (Sciocco). **FL** Orrock 2m07.858s (83.59mph). **P** House. **S** 22.

**PORSCHE CLUB CHAMPIONSHIP (12 LAPS) 1** Craig Wilkins (996 C2) 25m48.230s (82.84mph); 2 Mark McAleer (996 C2) +0.712s; 3 Peter Morris (996 C2); 4 Paul Winter (996 C2); 5 Kevin Harrison (996 C2); 6 Mike Johnson (996 C2). **FL** Steve Cheetham (Boxster S); John Gilmore (944 S2). **FL** Morris 2m07.240s (83.99mph). **P** Wilkins. **S** 18.

**RACE TWO (12 LAPS) 1** Morris 25m49.770s (82.75mph); 2 Harrison +5.492s; 3 Winter; 4 Chris Dyer (Cayman S); 5 Cheetham; 6 Tim Speed (968 CS). **CW** Cheetham; Gilmore. **FL** Wilkins 2m06.111s (84.75mph). **P** Wilkins. **S** 18.

**NORTHERN SALOONS & SPORTS (8 LAPS) 1** Peter Cook (Mitsubishi Evo) 16m42.964s (85.25mph); 2 Luke Armiger (Vauxhall Tigra) +3.818s; 3 Mike Cutt (BMW M3); 4 Andy Wilson (Holden Monaro); 5 Luke Browes (Westfield Zetec); 6 Andrew Wareing (Lotus Europa). **CW** Armiger; Browes; Kirk Armitage (BMW M3); Stephen Kell (Ford Sierra XR4x4); Paul Moss (Citroen Saxo); Mark Leybourne (Westfield FW); Steven Craggs (Ford Fiesta). **FL** Cook 2m02.836s (87.01mph). **P** Armiger. **S** 25.

**RACE TWO (6 LAPS) 1** Cook 15m10.035s (70.46mph); 2 Cutt +0.774s; 3 Armiger; 4 Kell; 5 Armitage; 6 David Botterill (Porsche 944 Turbo). **CW** Armiger; Kell; Armitage; Moss; Craggs; Leybourne; Stuart Carr (Caterham CSR). **FL** Cook 2m25.391s (73.51mph). **P** Armiger. **S** 18.

BRANDS HATCH  
BRSCC, AUGUST 22-23

**CATERHAM SUPERSPORT (34 LAPS) 1** Clive Richards 30m50.689s (79.89mph); 2 Stephen Nuttall +7.936s; 3 William Smith; 4 Andres Sinclair; 5 Danny Killeen; 6 John O'Brien. **FL** Smith 53.795s (80.83mph). **P** Philip Jenkins. **S** 29.

**RACE TWO (26 LAPS) 1** Nuttall 30m03.808s (62.68mph); 2 Richards +1.123s; 3 Killeen; 4 Sinclair; 5 Albert Vella; 6 Tony Mingola. **FL** Killeen 1m02.438s (69.64mph). **P** Richards. **S** 29.

**CATERHAM TRACKSPORT (25 LAPS) 1** Henry Heaton 23m12.581s (78.06mph); 2 Mike Evans +1.189s; 3 Jack Sales; 4 Lee Bristow; 5 Dan Gore; 6 Max McDonagh. **FL** Gore 54.558s (79.70mph). **P** Bristow. **S** 29.

**RACE TWO (33 LAPS) 1** Sales 30m19.286s (78.87mph); 2 Heaton +6.248s; 3 Cedric Bloch; 4 McDonagh; 5 Timothy Dickens; 6 Gore. **FL** Richard Osgerby 54.243s (80.16mph). **P** Heaton. **S** 29.

**CATERHAM ROADSPORT (20 LAPS) 1** David Webber 18m47.780s (77.11mph); 2 Olly Wigg +1.539s; 3 Alistair Calvert; 4 Benjamin Wigg; 5 Damian Milkins; 6 Barry Moore. **FL** Webber 55.113s (78.90mph). **P** Webber. **S** 23.

**RACE TWO (21 LAPS) 1** O Wigg 20m04.294s (73.62mph); 2 Webber +2.102s; 3 Calvert; 4 Anthony Barnes; 5 Milkins; 6 Guy Hawkins. **FL** Webber 55.197s (78.78mph). **P** Webber. **S** 20.

**CATERHAM ACADEMY (12 LAPS) 1** David Bevan 15m15.875s (56.97mph); 2 Rob Watts +2.365s; 3 Rui Ferreira; 4 Kieran McAleer; 5 Rob Yates; 6 William Lloyd. **FL** Bevan 1m09.422s (62.64mph). **P** McAleer. **S** 20.

**RACE TWO (16 LAPS) 1** Andrew Perry 15m31.908s (74.66mph); 2 Russ Olivant +1.990s; 3 Alan Cooper; 4 Lee Collins; 5 Chris Aubrey; 6 Simon Throw. **FL** Olivant 56.579s (76.85mph). **P** Olivant. **S** 19.

**PORSCHE CHAMPIONSHIP (14 LAPS) 1** Ed Hayes (Boxster) 13m03.713s (77.68mph); 2 Andrew Hack (Boxster) +0.852s; 3 Adam Southgate (Boxster); 4 Richard Styrin (Boxster); 5 Richard Avery (Boxster); 6 Garry Goodwin (Boxster). **CW** David Jones (924); Michael Goodacre (Boxster). **FL** Southgate 54.914s (79.18mph).

**P Hayes. S 18. RACE TWO (20 LAPS) 1** Styrin 20m38.609s (70.21mph); 2 Hayes +7.416s; 3 Garry Lawrence (Boxster); 4 Southgate; 5 Nick Hull (Boxster); 6 Goodwin. **CW** Goodacre; Nizar El-Chamaa (924). **FL** Hayes 57.142s (76.10mph). **P** Hayes. **S** 19.

**EXCOOL OSS CHAMPIONSHIP (14 LAPS) 1** Duncan Williams (Juno) 13m19.153s (76.18mph); 2 Mike Jenvey (Gunn T56) +0.386s; 3 Simon Tilling (Ligier J549T); 4 Paul Spencer (Radical SR8); 5 Richard Feans (Radical SR8); 6 Graham Hill (Radical PR6). **CW** Tilling; Hill; Alastair Smart (Radical Clubsport); Michael Stewart (Aquila Synergy). **FL** Williams 44.660s (97.37mph). **P** Williams. **S** 16.

**RACE TWO (23 LAPS) 1** Williams 20m39.356s (80.70mph); 2 Jenvey +48.661s; 3 Hill; 4 Spencer; 5 Feans; 6 Miles Hulford (Wolf GB08). **CW** Hill; Spencer; Smart; Kevin Suenson (Aquila). **FL** Williams 52.557s (82.74mph). **P** Jenvey. **S** 14.

**RACE THREE (26 LAPS) 1** Williams 19m57.008s (94.45mph); 2 Jenvey +7.908s; 3 Spencer; 4 Hill; 5 Feans; 6 Ginger Marshall (Bowlby Mk2). **CW** Spencer; Hill; Smart; Suenson. **FL** Williams 44.607s (97.48mph). **P** Williams. **S** 13.

**PRODUCTION GTI MKS SERIES (13 LAPS) 1** Thomas Wits 16m03.419s (58.67mph); 2 Nick Porter +2.525s; 3 Craig Roberts; 4 Adam Hance; 5 James Colbourne; 6 Josh Johnson. **CW** Roberts. **FL** Chris Webb 1m08.258s (63.70mph). **P** Jason Tingle. **S** 29.

**RACE TWO (13 LAPS) 1** Wits 15m37.243s (60.31mph); 2 Porter +2.539s; 3 Johnson; 4 Hance; 5 Chris Baguley; 6 Roberts. **CW** Roberts. **FL** Wits 58.586s (74.22mph). **P** Wits. **S** 27.

**FORMULA JEDI CHAMPIONSHIP (21 LAPS) 1** Ben Hingley 20m06.652s (75.68mph); 2 Lee Morgan +2.754s; 3 Paul Butcher; 4 Michael Watton; 5 Robert Sayell; 6 Dan Clowes. **FL** Hingley 45.215s (96.17mph). **P** Hingley. **S** 15.

**RACE TWO (27 LAPS) 1** Hingley 20m41.558s (94.56mph); 2 Watton +15.737s; 3 Morgan; 4 Butcher; 5 Alexandre Carrano; 6 Sayell. **FL** Morgan 45.153s (96.30mph). **P** Hingley. **S** 14.

**VTEC CHALLENGE/4TWO CUP (17 LAPS) 1** Marc Kemp (Civic Type R) 15m36.730s (78.91mph); 2 Robert Burkinshaw (Integra Type R) +12.884s; 3 Mark Bennett (S2000); 4 Matthew Walker (Civic); 5 Chris Adams (Integra Type R); 6 Stuart King (Integra Type R). **CW** Burkinshaw; King; Simon Horrobin (Smart). **FL** Kemp 53.467s (81.33mph). **P** Kemp. **S** 26.

**RACE TWO (7 LAPS) 1** Kemp 6m28.095s (78.43mph); 2 Bennett +13.029s; 3 Stewart Hutchinson (Integra Type R); 4 King; 5 Walker; 6 Ryan Focht (Integra Type R). **CW** Bennett; King; Martyn Clatworthy (Smart). **FL** Kemp 53.464s (81.33mph). **P** Kemp. **S** 23.

ANGLESEY  
BARC, AUGUST 22-23

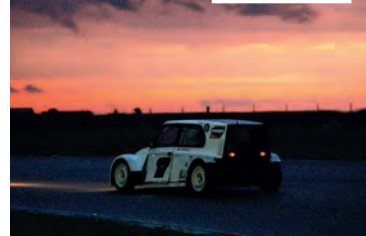
**ELIM CITROEN 2CV 24HR RACE (800 LAPS) 1** Seventeen Team By Speedeuch (Jeremie de Roissart, Gerard de Barbeyrac, Eric Bonnan and Christian Tiggele)

24h00m42.819s (51.64mph); 2 Van Gysegun (Beaufort, Wathelet, Jamar, Wowk, Van Gysegun) -21 laps; 3 CG5 Racing Team (Christophe Hooreman, Steve Hooreman, Alexandre Renaux); 4 Piga Racing Team (Christophe Beckers, Colin Vincent, Mark Dewell, Philippe Lorquet); 5 Team Sealion (Pete Sparrow, Alec Graham, Jon Davis, David O'Keefe); 6 Porky Boys (Steve Jacques, Francis Rotterdam, Richard Lambert, Matthew Lambert). **CW** Team Sealion; Team Toyshed (Chris Slade, Steve Fuzeland, Andy Slade, David Fuzeland); Jelly Snake Racing (Ash Carter, Chris Hall, Ian Beale, Ian Arnold). **FL** Seventeen Team By Speedeuch 1m30.819s (61.44mph). **P** Slarky Malarky (Steven Miles, Ian Stark, Neil Stark, Pete Tervet). **S** 28.

DONINGTON  
BRSCC, AUGUST 22

**FUN CUP CHAMPIONSHIP (41 LAPS) 1** JPR-Uvio (Graham Roberts, Farquini Deotti) 1h00m16.666s (80.73mph); 2 Track Torque/2 Rent Domino's (Chris Hart, Henry Dawes)

**Anglesey hosted 2CV marathon**

Richard Noordhof cuts  
the Brands grass

+0.085s; 3 Sherardize UK/Neilson Racing (Peter Belshaw, Marcus Clutton); 4 Holden Hawthorns Racing (Andy Holden, Rod Barrett, Martin Gibson, Jay Shepherd); 5 DespatchBay.com (Andy Bicknell, John Griffiths); 6 Racelogic (Julian Thomas, Nigel Greensall, Jon Tomlinson). **FL** Sherardize/Neilson Racing 1m24.167s (84.64mph). **P** DespatchBay.com. **S** 28.

**RACE TWO (159 LAPS) 1** Sherardize UK/Neilson Racing 4h00m46.442s (78.40mph); 2 Racelogic +28.233s; 3 Eco Racing (Paul Abraham, Scott Blakely); 4 Team Honeywell (Neil Plimmer, Geoff Fawcett, Tim Wheelodon); 5 Geometric (Guy Wenham, Zoe Wenham, Stephen Johansen); 6 Holden Hawthorns Racing. **FL** Sherardize UK/Neilson Racing 1m23.813s (85.00mph). **P** Team Honeywell. **S** 27.

MALLORY PARK  
VSCC, AUGUST 22

**VINTAGE RACING CARS (15 LAPS) 1** Tom Walker (Amilcar-Hispano Special) 14m58.75s (81.11mph); 2 Robert Carr (AC/GN Special) +6.56s; 3 Justin Maers (GN Parker); 4 Jonathan Cobb (Frazer Nash); 5 Nick Leston (Lovell Elkhart Sprint Racer); 6 Chris Hudson (Bugatti T35B). **FL** Walker 58.84s (82.60mph). **P** Carr. **S** 15.

**EDWARDIAN HANDICAP (6 LAPS) 1** Jonathan Miller (Stutz Bearcat) 7m58.74s (55.39mph); 2 Richard Scaldwell (De Dietrich) +0.19s; 3 Mark Walker (Darracq 200HP); 4 Tony Lees (Vauxhall Viper Special); 5 Rob Hubbard (Sunbeam 16/20); 6 Tom Walker (Hispano Suiza). **FL** Lees 1m08.24s (71.22mph). **P** Lees. **S** 18.

**PRE-1961 RACING CARS (21 LAPS) 1** Fred Harper (Kurtis Indy Roadster) 20m10.34s (84.32mph); 2 Duncan Ricketts (Alta 2-litre) +8.21s; 3 Matt Ricketts (Cooper T41); 4 Robert Cobden (Riley Falcon Special); 5 Tim Kneller (Riley TT Sprite); 6 Steve Russell (Cooper Bristol). **FL** Harper 54.75s (88.77mph). **P** Harper. **S** 12.

**FORMULA JUNIOR (21 LAPS) 1** Chris Drake (Terrier Mk1V) 19m57.11s (85.26mph); 2 Mark Woodhouse (Elva 100) +4.90s; 3 John Arnold (Elva 100); 4 Stephen Barlow (BMC Mk1); 5 Ian Phillips (Cooper Mk10); 6 Paul Dixon (Gemini Mk11). **FL** Martin Sheppard (Stanguellini). **FL** Drake 55.39s (87.74mph). **P** Drake. **S** 15.

**500CC F3 (10 LAPS) 1** Simon Brown (Cooper Mk4) 10m02.75s (80.63mph); 2 Peter de la Roche (Cooper MkV) +2.60s; 3 Stuart Wright (Cooper MkX1); 4 Rodney Delves (Keift); 5 Richard de la Roche (Smith Buckler); 6 Xavier Kingsland (Cooper MkV). **CW** Peter De La Roche; Wright; Shirley Munro (Cooper MkIV). **FL** P de la Roche 59.42s (81.79mph). **P** P de la Roche. **S** 11.

**PRE-WAR SCRATCH (8 LAPS) 1** Julian Grimwade (Frazer Nash Single-Seater) 8m04.96s (80.17mph); 2 Justin Maers (GN Parker) +2.27s; 3 Robert Cobden (Riley Falcon Special); 4 Nick Leston (Lovell Elkhart Sprint Racer); 5 Richard Illife (Riley Elf); 6 Tony Seber (Wolsley Hornet Special). **CW** Seber; Cobden; Bill Cleynert (Wolsley Hornet Special). **FL** Grimwade 58.26s (83.42mph). **P** Nick Topless (ERA R4A). **S** 11.

**PRE-WAR HANDICAP (6 LAPS) 1** Julian Grimwade (Frazer Nash Single-Seater) 6m58.16s (79.20mph); 2 Justin Maers (GN Parker) +17.29s; 3 Anthony Fenwick-Wilson (Raiton LS Tourer); 4 Bill Cleynert (Wolsley Hornet Special); 5 Jo Blakeney-Edwards (Frazer Nash Super Sports); 6 Harry Painter (MG PA). **FL** Grimwade 58.49s (83.09mph). **S** 20.

**PRE-WAR MGS (11 LAPS) 1** Tom Hardman (MG Bellevue Special) 11m46.58s (75.66mph); 2 Mike Painter (MG Kayne) +2.25s; 3 Harry Painter (MG PA); 4 Charles Jones (MG L Magna); 5 Fred Boothby (MG J2); 6 Duncan Potter (MG Monthley Midget). **CW** Boothby; Andrew Morland (MG L1). **FL** Hardman 1m02.43s (77.85mph). **P** Jones. **S** 12.

**PRE-WAR SPORTS (10 LAPS) 1** Jonathan Cobb (Frazer Nash) 10m46.42s (75.18mph); 2 Tim Kneller (Riley TT

Sprite) +3.05s; 3 Richard Illife (Riley Kestrel); 4 Charles Jones (MG L Magna); 5 Greg Lerigo (Riley Special); 6 Malcolm Underwood (Delahaye 135). **FL** Cobb 1m02.85s (77.33mph). **P** Cobb. **S** 13.

**STANDARD AND MODIFIED PRE-WAR SPORTS (9 LAPS)**

**1** Andrew Mitchell (HRG) 9m37.42s (75.75mph); 2 Mark Brett (Ballamy Ford V8) +20.21s; 3 Andy Bush (Riley TT Sprite); 4 David Ozanne (Aston Martin Speed Ulster); 5 Anthony Fenwick-Wilson (Raiton LS Tourer); 6 Fred Boothby (MG J2). **FL** Mitchell 1m02.52s (77.74mph). **P** Mitchell. **S** 23.

**PRE-WAR SCRATCH (7 LAPS) 1** John Seber (Wolsley Hornet Special) 7m38.99s (74.12mph); 2 Andrew Kellock (Fiat AC) +4.12s; 3 Malcolm Underwood (Delahaye 135); 4 Geoff Toms (Fiat 508S); 5 Philip Bewley (Bugatti T35); 6 Andrew Croysdill (Riley 12/4). **CW** Kellock; Underwood; Toms. **FL** Seber 1m03.02s (77.12mph). **P** Kellock. **S** 15.

**PRE-WAR HANDICAP (6 LAPS) 1** Geoff Toms (Fiat 508S) 7m04.91s (68.63mph); 2 Roland Woodtli (Riley 15/6) +28.56s; 3 George Parkinson (Rosengart LR2 Torpedo); 4 Robert Moore (Austin 7); 5 James Whitmore (Riley 12/4); 6 Philip Bewley (Bugatti T35). **FL** Nick Hayward-Cook (Wolsley Hornet Special) 1m07.38s (72.13mph). **S** 21.

OULTON PARK  
BRSCC, AUGUST 22

**MAZDA MX-5 SUPERCUP (10 LAPS) 1** Alan Henderson 20m16.203s (79.67mph); 2 James Blake-Baldwin +1.456s; 3 John Davies; 4 Liam Murphy; 5 Jonathan Greensmith; 6 Simon Goddard. **FL** Henderson 2m00.273s (80.57mph). **P** Henderson. **S** 20.

**RACE TWO (10 LAPS) 1** Henderson 20m17.253s (79.60mph); 2 Blake-Baldwin +3.989s; 3 Greensmith; 4 Goddard; 5 Jonathan (JJ) Clements; 6 Murphy. **FL** Henderson 2m00.020s (80.73mph). **P** Henderson. **S** 20.

**SRCC SPORTS 2000 (18 LAPS) 1** Patrick Sherrington (MCR) 30m53.995s (94.08mph); 2 Michael Gibbins (MCR) +0.173s; 3 David Houghton (Van Diemen RFSC02); 4 Paul Street (MCR); 5 Tom Stoten (Gunn TS11); 6 Nick Bates (Lola B07/90). **CW** Paul Martin (MCR); Colin Peach (Van Diemen RFSC02); Scott Guthrie (Carbir); Clive Steeper (Tiga SC80); Mark Powell (Tiga SC84). **FL** Gibbins 1m41.264s (95.69mph). **P** Sherrington. **S** 29.

**RACE TWO (11 LAPS) 1** Sherrington 18m55.568s (93.86mph); 2 Gibbins +0.771s; 3 Martin; 4 Stoten; 5 Houghton; 6 Bates. **CW** Martin; Peach; Guthrie; Steeper; Damien Griffin (Lola T598). **FL** Sherrington 1m41.931s (95.06mph). **P** Sherrington. **S** 28.

**MAZDA MX-5 RACE 1A (6 LAPS) 1** Ben Tuck 12m42.018s (76.30mph); 2 Benjamin Short +3.790s; 3 Paul Bishop; 4 Darron Lewis; 5 Richard Breland; 6 Sam Smith. **FL** Tuck 2m05.358s (77.30mph). **P** Tuck. **S** 26.

**RACE 2A (7 LAPS) 1** Lewis 14m48.486s (76.34mph); 2 Smith +3.070s; 3 Tuck; 4 Short; 5 Bishop; 6 Breland. **FL** Lewis 2m05.273s (77.35mph). **P** Tuck. **S** 26.

**RACE 1B (10 LAPS) 1** Brian Chandler 21m25.380s (75.38mph); 2 Martin Toller +19.264s; 3 Clive Powles; 4 Brian Trott; 5 Kevin Brent; 6 Richard Collins. **FL** Chandler 2m06.596s (76.54mph). **P** Russ Lindsay. **S** 23.

**RACE 2B (7 LAPS) 1** Simon Baldwin 15m07.561s (74.78mph); 2 Paul Bateman +6.265s; 3 Collins; 4 David Henderson; 5 Lindsay; 6 Guy Carter. **FL** Baldwin 2m07.720s (75.87mph). **P** Ivan Leary. **S** 19.

**FORMULA FORD 1600 NORTHERN PRE-'90 & POST-'89 (9 LAPS) 1** Douglas Crosbie (Van Diemen J13) 20m15.627s (71.74mph); 2 Tom McArthur (Van Diemen LA10) +0.169s; 3 Josh Fisher (Van Diemen RF99); 4 Matthew Cowley (Reynard 88FF); 5 Jaap Bljleven (Reynard 88FF); 6 Jamie Jardine (Reynard 84FF). **CW** Cowley; Jardine; Matthew Chisholm (Van Diemen RF92). **FL** Fisher 1m49.120s (88.80mph). **P** Crosbie. **S** 23.



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# THIS WEEK

LETTERS • ON TRACK • TV PICKS • FROM THE WEB • AUTOSPORT.COM

Want to have your say on motorsport? Email [autosport@haymarket.com](mailto:autosport@haymarket.com)



## It's time for closed cockpits

Current racing drivers look back on the earlier days of motorsport with horror, seeing the cavalier attitude to safety which was prevalent at the time.

Since then improvements to cars and tracks have changed the situation dramatically, but one thing remains: the drivers' heads are still sticking out. Future generations of drivers may look back at the current era in horror too, that this most vital part of the driver's anatomy was so exposed, and so vulnerable.

As far as visibility of the drivers is

concerned, they can't be seen anyway, other than maybe a glimpse through the helmet opening, or of some gloved hands on the wheel.

Technically, I'm sure a closed cockpit can be designed that will work well in withstanding large impacts and deflecting airborne debris, and also be easily removable if the driver is in trouble.

Where there's a will, there's a way. And following relatively recent events, it needs to be done ASAP.

Mike Vickers, by email

**If drivers are concerned about** tyre failures they should stay within track limits. The amount of times that cars exceed track limits has become ridiculous. No one would drive a road car (even a Ferrari or Mercedes) onto the pavement at 70mph and not expect a failure, but this is now standard practice on a circuit.

Circuit owners should paint the white lines the same width as a tyre and use a gloss paint with no grip.

Chris Rouse  
Perth

**So, possibly to the surprise of** some, Kimi Raikkonen has signed for Ferrari for 2016. As a result, 'Bottas

talks with Williams ongoing! Let's face it, with Mercedes and Ferrari out of the equation, where can he now best further his career? Haas? I think not.

Williams has now got Valtteri by the short and curlies. Perhaps his management should have made a deal with Williams sooner.

Martin Chambers  
By email

**Vettel's outburst against Pirelli** was out of order. A typical "it's never my fault" Vettel response when things don't go his way.

Yes, he'd had a very frightening tyre failure, but it wasn't Pirelli's fault. Ferrari and Vettel had pushed the

envelope too far. If a one-stopper was viable, someone else would have done it.

On a happier note, fantastic job by Lotus and Romain Grosjean – well done!

Richard Hargrave  
Hitchin

### CORRECTION

On page 18 of last week's magazine, the main photo is incorrectly captioned as being from the 2010 German Grand Prix. Thanks to reader James Singleton for pointing out that the photo is in fact from 2013, "obvious from (among other things) that the cars are on Pirelli tyres rather than Bridgestones!"

## BIG NUMBER

**27** Years since there was a world championship sportscar enduro at the Nurburgring (although there were shorter races in 1989-91). Jean-Louis Schlesser/Jochen Mass (Sauber-Mercedes) won in '88.



## MILESTONE

Julian Godfrey leads the British Rallycross Championship into the penultimate round at Lydden. He's bidding for a fifth title.

## WHAT'S ON TRACK IN THE UK

### EVENT OF THE WEEK



**Derek Bell Trophy:** always spectacular

### OULTON PARK HSCC

**August 29-31**

One of the highlights of the historic racing calendar, the Gold Cup brings three days of competition to Oulton, with qualifying on Saturday and racing over Sunday and Monday. Fastest action should come from the F2/F5000 hordes in the Derek Bell Trophy, while the Sunday-only Guards Trophy will also be a highlight. Tin-tops, sportscars and various levels and eras of single-seaters complete a bulging 20-race programme.

### BRANDS HATCH BARC

**August 29-30**

Some down-to-earth club racing supports the British Superkart Championship on the Indy circuit, with Kumho BMWs, Max 5s, Clubmans and Quaife *MN* Saloons all taking to the track.

### KIRKISTOWN 500MRCI

**August 29**

It's the penultimate Northern Irish meeting of the year, with BOSS Ireland likely the fastest action of the day. FF1600, Roadsports, Fiestas, Formula Vee and Formula Sheane are also on the schedule.

### SNETTERTON BARC

**August 30-31**

The British Endurance Championship tops the bill with a couple of 90-minute races on the full 300 circuit on Sunday,

but there's plenty on Monday, including Britcar Trophy, MGOC and Junior Saloons.

### BRANDS HATCH MSCC

**August 31**

After the BARC two-dayer, the action continues into Monday with the 30th anniversary of the Morgan Challenge.

### ROCKINGHAM BARC

**August 30-31**

It's the Cars & Stripes American Auto-Fest, with the only racing being the Pickups on the oval.

### LYDDEN



### COMBE

### CASTLE COMBE CCRC

**August 31**

A packed Bank Holiday Monday in Wiltshire, with double-headers for all the local series joined by the Ferrari Owners Club and Monoposto.

### LYDDEN HILL RALLYCROSS

**August 31**

The British championship returns to the sport's spiritual home for round seven.

### GURSTON DOWN HILLCLIMB

**August 29-30**

British Hillclimb aces head to the outskirts of Salisbury, with 160 entries expected across 22 classes.

## WHAT'S ON TRACK AROUND THE WORLD

### WORLD ENDURANCE

**Rd 4/8**

Nurburgring, Germany  
August 30  
fiawec.com

### SUPER GT

**Rd 5/8**

Suzuka, Japan  
August 30  
supergt.net

### INDYCAR SERIES

**Rd 15/15**

Sonoma, California, USA  
August 30  
indycar.com

### ADAC GT MASTERS

**Rd 6/8**

Sachsenring, Germany  
August 29-30  
adac-gt-masters.de

### DTM

**Rd 6/9**

Moscow Raceway, Russia  
August 29-30  
dtm.com

### V8 STOCK CARS

**Rd 8/12**

Cascavel, Brazil  
August 30  
stockcar.com.br

### EUROPEAN RALLY CHAMPIONSHIP

**Rd 7/10**

Zlin, Czech Republic  
August 28-30  
fiaerc.com

### SUPER TC2000

**Rd 7/12**

Santa Fe, Argentina  
August 30  
super-tc2000.com.ar

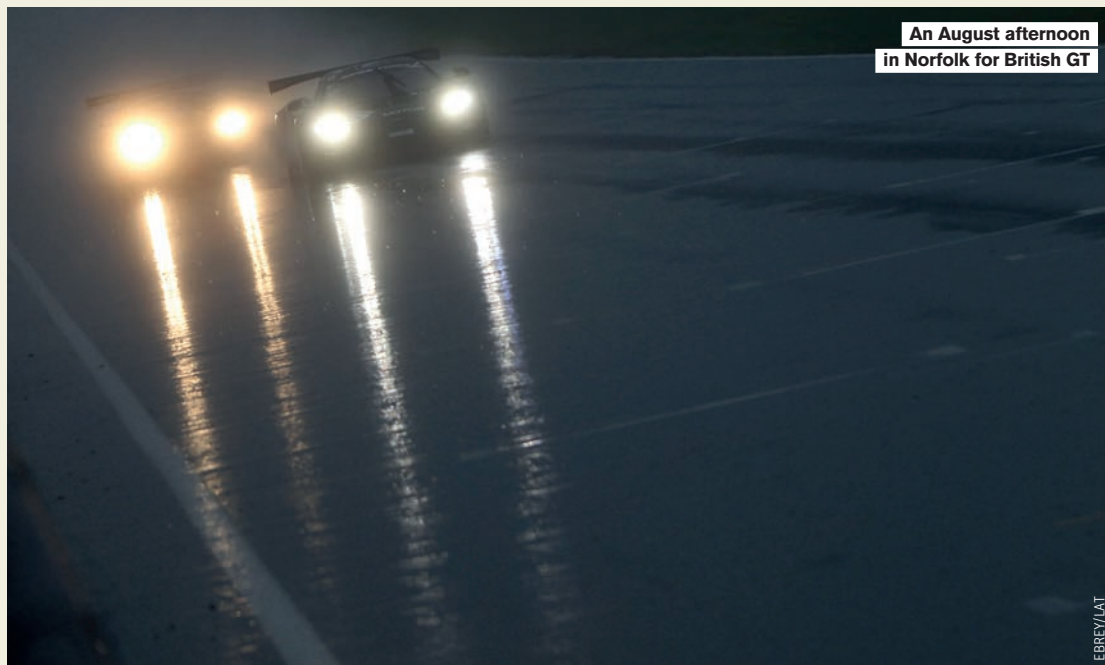


**WEC**

Toyota, Audi and co end post-Le Mans break

# FROM THE SOFA

## WHAT'S ON TELEVISION



An August afternoon  
in Norfolk for British GT

EBREY/LAT

## Is live television a silver bullet?

**IF YOU'RE TRYING TO MAKE A** splash as a headlining British motorsport series, the juggernaut that is the British Touring Car Championship has to be your benchmark. And its television package has been absolutely integral to it holding its position as the lynchpin of domestic car racing for so long. You can count on finding the touring cars on telly in a predictable slot – from the old days of half-hour highlights a week later on *Grandstand*, to its present day-long takeovers of ITV4, complete with support package.

The British GT Championship isn't trying to be the BTCC, but its paddock's belief that its enviable driver, team and car line-up and quality of racing and storylines deserves a much greater profile is understandable. And organiser SRO has made the pursuit of better television a priority for just that reason, hoping not only to increase the sofa-bound eyeballs on its action, but to woo those viewers into attending races too.

Most of the 2015 British GT schedule can be watched live on Motors TV, and it's a BTCC-esque deal with the support package included. Which meant that last Sunday could be spent flicking from the TOCA package at Knockhill on ITV4 to the GT bill at Snetterton on Motors.

But that channel-flicking comparison

also showed how difficult it will be for British GT to use live television as the launchpad it desires in a modern broadcast landscape. The elements weren't doing British GT any favours: the swoops and glorious Scottish backdrop of a sunny Knockhill versus the challenging but flat

Snetterton, with its surrounding environs ever less visible in an encroaching gloom that became a

race-curtailing torrential downpour.

The impact of seeing sizeable BTCC crowds in the background of TV shots cannot be underestimated either. Packed spectator banks and car parks within vision on sports broadcasts are subliminally effective: all these people are

"Snetterton became ever less visible in the gloom"



Sunshine and big crowds in Scotland

EBREY/LAT

here loving this, c'mon, you know you want to be too. Snetterton's smattering of hardy broly-wielders didn't generate the same allure on screen. It's a tough chicken/egg conundrum.

On paper British GT lacks nothing as a television spectacle: delectable cars, close racing and at Snett some title-battle-skewing major upsets too. The energy that a BTCC live broadcast oozes is a hard thing to replicate from a standing start. Its decades of consistent TV presence, drivers whose hero-or-villain status has been established over 20 or so years, presenters familiar as ex-racers or from ITV's Formula 1 days, all the factors that add up to create the BTCC's TV momentum – and which were so powerfully apparent in its Knockhill broadcast – have grown from the roots of the *Grandstand* days.

And back in that four-channel world, anything lucky enough to earn a regular slot on one of those stations had a much better shot at an audience than a series trying to find its TV feet in the 21st century multiplicity.

Will any other British motorsport series ever be able to grow through TV as the BTCC has? Probably not. Will more live TV help British GT get more attention? Definitely. Will it be the silver bullet that punches the series into the nation's consciousness? Unlikely.

Matt Beer

## TV pick of

Edited by Katie Grimmett



### MOTOGP BRITAIN - LIVE

BT Sport 2

Sunday 1245-1430

We keep the two-wheeled mentions sparing in these pages, but an exception has to be made for MotoGP's visit to this island (back to Silverstone again since its putative new Welsh home doesn't quite exist yet). Yamaha duo Jorge Lorenzo and Valentino Rossi are tied atop the standings in a tough battle for supremacy, with defending champion Marc Marquez off the ropes and regaining ground in what may become the MotoGP era's greatest championship fight yet. The full raceday is live on BT.



### DTM MOSCOW - LIVE

Saturday BT Europe 1415-1545

Sunday ESPN 1400-1545

How do you ramp up wider interest in your ultra-high quality but perhaps not universally well-known championship? Well, one way is for the motorsport boss of a major manufacturer to be heard ordering a driver to 'push out' a rival marque's title contender (and one of his team-mates for good measure). That's what happened with the Audi controversy last time out in the DTM at the Red Bull Ring, and that's why there will suddenly be even more eyeballs glued to the screen to see what unfolds next as the series visits Russia.

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## ONLINE

### Top stories on AUTOSPORT.com in the past week

#### F1 POISED FOR GROUND-EFFECT RETURN

Following a meeting of top tech personnel ahead of the Belgian Grand Prix, F1 moved closer to defining its 2017 rules package.

#### LOTUS FACING BELGIAN GP IMPOUND THREAT

Former Lotus reserve driver Charles Pic's legal action over the terms of his 2014 reserve-driver deal spilled over into the GP weekend.

#### RED BULL CONSIDERS EARLY RENAULT SPLIT

The latest episode in the Red Bull engine saga could involve the team splitting with Renault as early as the end of the 2015 season, citing contractual performance clauses.

#### RENAULT IN TALKS WITH FORCE INDIA

French manufacturer has sounded out Force India chief Vijay Mallya about the possibility of acquiring a majority stake in the team.

#### AUTOSPORT+

#### WHAT MAKES ME ANGRY WATCHING F1

Gary Anderson lost his patience with F1 over the Belgian GP weekend, and he believes there are several things that need to be improved.

#### MALDONADO CAR FAILURE SELF-INFLICTED

Lotus reveals that Pastor Maldonado's car shut down in the Belgian GP because the Venezuelan went off-track in spectacular style, damaging its clutch-control mechanism.

# the week



#### WEC NURBURGRING - LIVE Motors TV Sunday 1130-1830

At last, it's back. The two months since Le Mans seem a very long time. Porsche has bragging rights after its triumph in the 24-hour classic but the resurgent Audi team is very much in the fight. You couldn't say the same for reigning champion Toyota so far in 2015, though. Hard-fought LMP2 and GTE classes add up to a field both larger and with greater strength in depth than any other, and even across six hours of racing the action rarely flags. The Nurburgring is a new venue for the WEC circus too, and a home one for all three major LMP1 squads.



#### INDYCAR SONOMA - LIVE BT Sport 2 Sunday 2100-0130

IndyCar should be ramping up the excitement for a six-way final-round championship showdown led by a 2000s Formula 1 folk hero, but Justin Wilson's devastating accident at Pocono last week means the Sonoma finale takes place under a terrible cloud. Juan Pablo Montoya has bolstered his points lead over Graham Rahal and last year's Sonoma winner Scott Dixon but, with double points (unwisely) on offer, nothing is certain for the 1999 CART champion.



#### ERC - RALLY ZLIN Eurosport Sunday 0000-0030

It's not so long since Craig Breen seemed to be running away with the 63rd European Rally Championship. But a few mistakes and misfortunes have wiped out that collection of wins and now he trails Kajetan Kajetanowicz. The mammoth 143-car entry also includes the en masse return of the Skodas at home, led by factory man and 2013 ERC champion Jan Kopecky, while fellow local heroes Vaclav Pech and Tomas Kostka have switched to the all-conquering new Fabia R5 too. Eurosport covers these rallies in masterful fashion too, so try to catch the highlights.



#### CLASSIC F1: BRAZIL 2003 Sky Sports F1 Saturday 2100-2330

Sky's retro slot goes into classic Italian GP mode as Monza looms next week, starting with Alain Prost enraging Ron Dennis by donating his trophy to the tifosi in 1989 (Tuesday night) and followed up by Johnny Herbert's unlikely 1995 triumph (Wednesday night). Before then, the theme is 2003, with the Melbourne, Monaco and Silverstone races popping up. Our preference is that season's crazy Interlagos race. Any grand prix where it takes a week to work out the winner is going to be worth revisiting.

## HOT ON THE WEB THIS WEEK

YouTube **WILSON VS WHELDON VS BUTTON VS DAVIDSON**



**SEARCH FOR:** 1989 Clay Pigeon Karting Superprix Cadet Heat  
 Not a single one of them is over 11 years old, yet what happened when the much-missed Justin Wilson and Dan Wheldon, along with Anthony Davidson, visited nine-year-old Jenson Button's home track is definitely required viewing.

## @AUTOSPORT TWEETERS

- |   |   |  |
|---|---|--|
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# Paul Frere

■ Belgian GP ■ Spa ■ June 3 1956 ■ Lancia-Ferrari D50 ■ Journo ditches pen; takes second



Frere powers through the rustic Eau Rouge

**D**uring 1954 I'd been driving for Gordini in Formula 1, and the following year I raced at Monaco and Spa for Ferrari. But by the end of '55 I was rather busy with journalism and decided that I would only do long-distance races in '56.

I arrived at Spa on the Friday to watch the first practice session for the Belgian GP. Ferrari's team manager, Sculatti, had previously asked me to drive in the race because Luigi Musso had crashed during the Nurburgring 1000Km and injured himself. I had declined, saying I was not doing F1 anymore as I was not in practice enough, but when I arrived at the circuit there were four red Lancia-Ferraris in the pits and only Fangio, Collins and Castellotti to drive them.

I was very keen to try the car – it was clearly the best GP car of the season – but not to race it, so, when practice was almost over, I went to Sculatti and told him I would like to do two or three laps in the spare, just to get the feel of it. "And then

you will drive it in the race, won't you," he said. "Won't you?"

"No!" I said. I did a few laps and was so enthusiastic about the car that I agreed to practice again the next day. Fangio had done a shattering 4m09.8s (the first man ever to lap Spa at more than 200km/h), beating his own record set the previous year with the Mercedes by more than 10s, a fantastic

achievement. I managed the more modest time of 4m23.2s, which was eighth fastest, and put me on the third row of the grid. I enjoyed the car so much and Spa was my home circuit and one of my favourites, so I decided to take part in the race.

During practice somebody had told me that Fangio had been going under the Englebert Bridge on the downhill run to Burnenville almost flat, with

just the tiniest lift off the throttle. I just could not believe this, and was utterly incapable of doing it myself.

That evening in the Hotel d'Angleterre I found Jean Behra having dinner. I said to him: "People tell me Fangio takes that bend into Burnenville almost flat – what about you?" "Oh yes," he said. "That's easy. I just lift off for 50 metres, turn the car and bang – full chat!" This did not make me feel good at all.

On race day it was raining. Moss shot into an early lead with the works Maserati, but after five laps Fangio went past him. I was back in the middle of the field, having quite a dice with the two Vanwalls of Harry Schell and Maurice Trintignant.

After 10 laps I was in fifth place, but then Moss lost a wheel and Castellotti retired. Fangio had the race in his pocket until his Lancia-Ferrari blew up at Stavelot, which left my other team-mate Peter Collins in the lead from Jean Behra in the Maserati and myself.

My pit signals told me that I was getting closer and closer to Behra until I could see his Maserati in front of me. I soon caught him, and do you know where I overtook him? Right in the curve leading to Burnenville! He lifted off too early and I went by. He repassed me briefly but I overtook him again (setting the third fastest lap of the race – 4m17.4s – in the process) and drove away.

Behra then retired and Collins took his first world championship race win, with myself second and Moss third in the Maserati – he had taken over from Cesare Perdisa. If only John Heath could have been there; we were all his proteges at HWM!

The crowd had been cheering me like mad during the race and naturally they gave me a great reception at the finish. I must say, I think it was quite amazing for me – an amateur driver – to finish second in my only grand prix of 1956, after coming to the circuit as a spectator. And no Belgian has finished second in the Belgian GP before or since. ✘  
First printed on April 12 1990;  
Paul Frere was talking to Chris Nixon

## PROFILE

Paul Frere was not only one of the world's leading car journalists, but also a very respected racer. His biggest successes came in sportscar racing, with an all-Belgian victory with Olivier Gendebien with a Ferrari in the 1960 Le Mans 24 Hours the highlight. Before then he had driven for the Jaguar and Aston Martin teams, finishing second at Le Mans with Peter Collins in '55. He attended Le Mans as a journalist until his death in 2008, aged 91, since when a corner at Spa was named in his honour.



JBL/COX/HAM/LAT

**NEXT WEEK** How Hamilton is so fast  
Plus: WEC at the 'Ring; IndyCar showdown

# Adam takes lead

The penultimate races for British GT at Snetterton last weekend brought some nail-biting action and saw Sunoco Whelen Challenge leader, Alexander Sims, eventually lose his point advantage over Jonny Adam and drop to second place in the Sunoco Whelen Challenge Standings. In the first race a 30 second penalty saw teammates Sims and Attard finish in 8th place after a clash with another competitor. Then in the second race, which was wet throughout and ended early due to weather conditions, Sims went in confident but lost all placings after running off on the first lap and then suffered from a puncture. Eventually he finished in 10th place which comes as a massive blow to his Challenge and Championship score, but it now means that Beechdean's Jonny Adam rules until the final rounds at Donington. Jonny Adam, with a massive 15 point lead could secure the win at final rounds, but we will also have to see how Radical do in their rounds...the Challenge continues!



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



1 J Adam	BRITISH GT3	96.25
2 A Sims	BRITISH GT3	81.13
3 S Malvern	Radical Enduro	74.94
4 T Woodward	Radical SR8 Euro	74.50
5 A Howard	BRITISH GT3	71.50

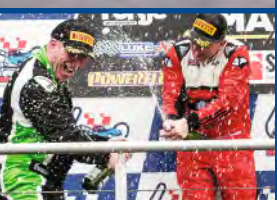
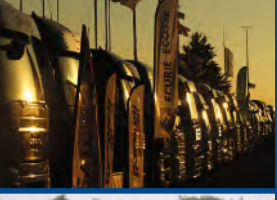


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1 P McClughan	Radical Sprint	104.17
2 N Newstead	Mini Challenge (JCW)	94.21
3 B Dimmack	Radical Sprint	89.44
4 R Gunn	BRITISH GT4	83.19
5 J Chadwick	BRITISH GT4	80.44

Points correct as of 24.08.15



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## Next eligible races

### Sunoco Whelen Challenge

Britcar 29-30/8  
Radical 4-6/9  
British GT 12-13/9

### Sunoco 200 Challenge

Radical 4-6/9  
British GT 12-13/9  
Radical 12-13/9

Visit [www.sunocochallenge.com](http://www.sunocochallenge.com) for more information



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remaining

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