

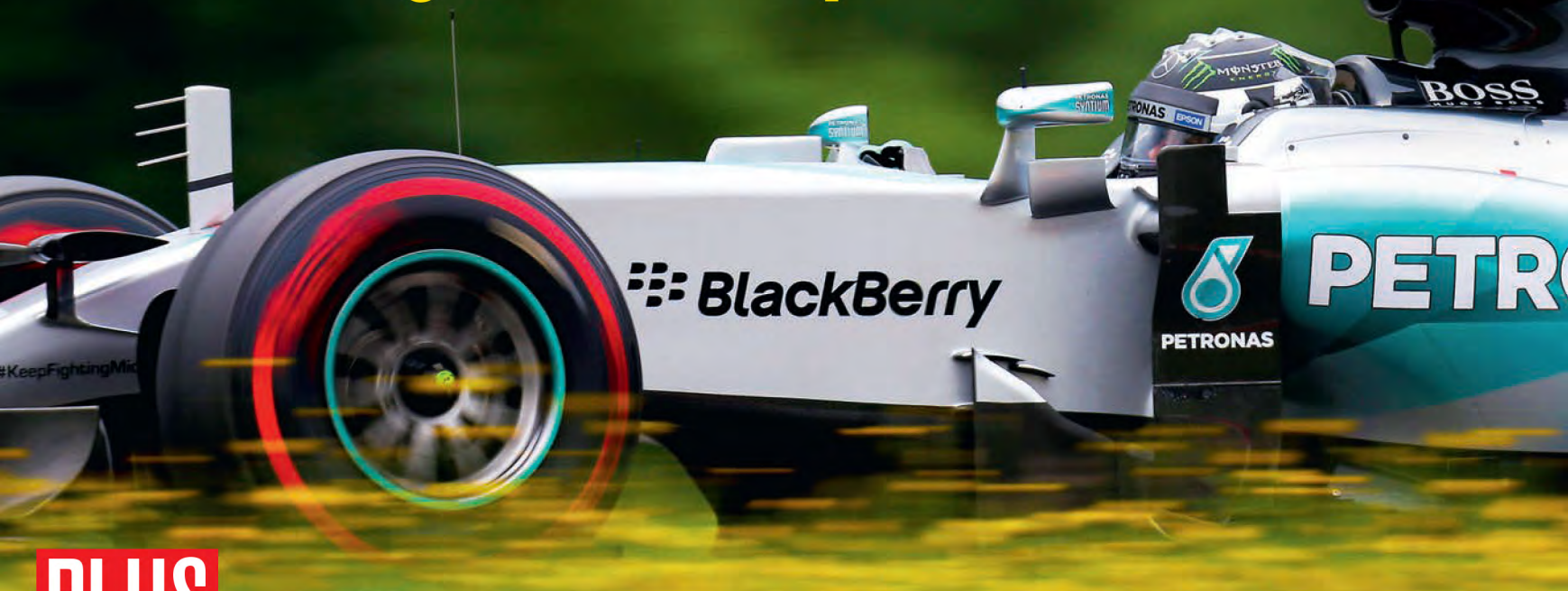
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POLE POSITION

Rosberg has a real responsibility to F1

HOW DIFFERENT THE CURRENT PUBLIC DISCOURSE would be concerning Formula 1 were there to be a classic title fight. If Nico Rosberg's consummate victory in the Austrian Grand Prix doesn't prove to be a one-off, it could be very good news for F1.

Even if a title scrap is between two drivers in the same team, it can still produce a classic season. Would anyone honestly say that the 1984 season, in which Niki Lauda beat McLaren team-mate Alain Prost to the championship by just half a point, was dull? And who would resist the chance to watch Ayrton Senna and Prost going toe-to-toe in the same team in '88 and '89? So what if they won 25 out of 32 races over two seasons?

Of course, the ideal is multiple drivers over more than one team battling for the title. And that's a fact that lies at the heart of F1's whole identity crisis. Mercedes has done a superb job, but if one or two other teams had matched it we would be witnessing thrilling battles at the front. If that happened, everyone would be talking about how brilliant the rules are.

As the so-called stakeholders argue over the future of the sport, they would do well to remember that.



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COVER STORY

"Racecraft was the area where I needed to push on a little bit from last year"

Nico Rosberg, p18



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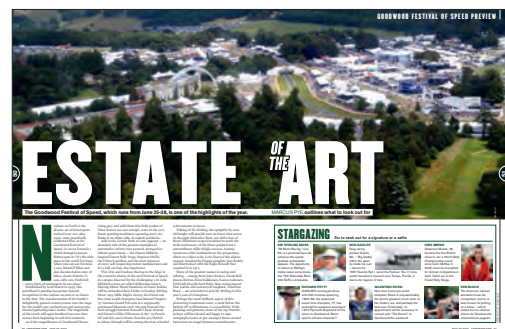
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THE BIG PICTURE

Pierluigi Martini had a fright when he demonstrated a Minardi M187 at the Red Bull Ring. The 54-year-old made a hasty exit after his Motori Moderni engine caught fire

Photographer GEPA/XPB





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This week in F1

FERRARI HAPPY TO GIVE RED BULL ENGINES



Ferrari would be glad to supply engines to rivals Red Bull, according to its chairman Sergio Marchionne.

Red Bull has been critical of current supplier Renault, and the four-time world champion team's owner, Dietrich Mateschitz, launched another assault on the French manufacturer last weekend. The Red Bull-Renault deal runs to the end of 2016, and both

parties have said that they are considering their F1 futures.

Marchionne (right of pic, left), whose Ferrari team currently supplies Sauber and Manor, said: "I have a lot of respect for Red Bull. I think they will find their way again and if we can help them get there, we'd be more than glad to do it.

"It's in our DNA, we've done it before. I think we can provide engines

to any teams that want to race."

He added he had no concerns about supplying a potentially very strong rival.

"As long as we keep control over the aerodynamic work on the car, I think there are going to be enough distinguishing traits between us and the competition," he said.

Murray on best British car panel

Formula 1 design legend Gordon Murray is among a panel of industry experts who have selected a shortlist of 10 for the public to vote for 'The Best British Car Of All Time'. This will be revealed at the Classic & Sports Car Show on October 30-November 1. To vote, visit www.classicandsportscarshow.com.



Pirelli and Michelin duel

Pirelli and Michelin will go head to head to become Formula 1's next tyre supplier.

Michelin's bid is based on switching from 13-inch to 18-inch rims and longer-lasting rubber.

Pirelli's proposal is more flexible. The company's motorsport boss, Paul Hembery, said: "We've said we will supply what they want. It's not our position to change the rules."



ROSBERG: LIFT AND COAST NOTHING NEW

Nico Rosberg has downplayed criticism of fuel-saving in modern F1, pointing out it has been a factor for decades.

"Lift and coast is the most efficient way to save fuel – they even did it in the 1980s," he said. "My dad [Keke] did it when he was racing with Alain Prost at McLaren [in 1986, pictured above]. Nothing has changed."

For all the breaking news, visit AUTOSPORT.COM



Ecclestone: Red Bull won't quit

Formula 1 boss Bernie Ecclestone does not believe Red Bull will follow through on its recent threats to quit the world championship.

Several senior figures at the team, including its billionaire owner Dietrich Mateschitz, have hinted Red Bull could withdraw from F1 on the back of engine supplier Renault's weak form.

Ecclestone said: "I don't think so. I know Mr Mateschitz very well.

"There'd be more chance of him pulling out if he was winning than when he was losing. [Mateschitz] is a bit frustrated. He's spent a lot of money and has been fantastic for F1.

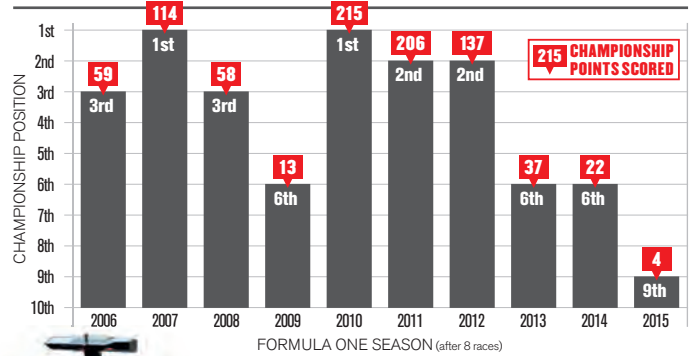
"I think he's a reasonably intelligent guy, he knows what he says and what the effects are."

ALONSO: McLAREN SHOULD FOCUS ON 2016

Fernando Alonso has suggested it is time for McLaren-Honda to concentrate on next year's car following the problems it has encountered so far this season.

Alonso and Jenson Button took heavy penalties in Austria after switching to their fifth internal-combustion engines of the season. "With the position we are in and the performance we have, I think concentrating on next year is the clever option for us now," he said. "I don't have any problem starting every race from the pitlane if we keep improving."

McLAREN AFTER EIGHT RACES OVER THE PAST 10 YEARS



"We need to hurry up and get it done"

Ferrari chairman Sergio Marchionne calls for F1 to decide on its plans for 2017 and beyond

MONZA AND IMOLA COULD SHARE ITALIAN GP

Bernie Ecclestone is considering a plan to alternate the Italian Grand Prix between Imola and Monza.

The F1 boss has held talks with both circuits recently in the hope of saving the race.

Ecclestone said: "Imola proposes an alternation with Monza. It can be done.

"I want Italy to stay on the F1 calendar at all costs, but while Imola has contacted me, I haven't heard anything from Monza for a month.

"There is a will to save the Italian GP, but the money is lacking [from Monza]. Imola was a nice experience that could live again, once Monza's contract expires at the end of 2016."

THREE OF THE BEST IMOLA GRANDS PRIX



1981

Ferrari's Gilles Villeneuve and Didier Pironi dominate early in a wet/dry race, but Villeneuve guesses the weather wrong and Pironi's tyres fade, allowing Nelson Piquet through.



1990

Ayrton Senna spins off with a puncture while leading, and Nigel Mansell catches a 360-degree spin at Tamburello while battling Gerhard Berger for the lead. Riccardo Patrese beats Berger to the line.



2005

In the year of no tyre changes, Michael Schumacher's Bridgestones outlive Fernando Alonso's Michelins, but Alonso withstands 20 laps of incessant pressure to win.



Pay-cut reports provoke anger for Raikkonen

Kimi Raikkonen has slammed Formula 1's media for speculating about his Ferrari future, following reports he could have to take a pay cut to keep racing in 2016.

The Finn's future beyond the end of this season is currently unclear. He said during pre-season testing "there is an option in the contract" but he wouldn't "worry about it".

Speaking about the rumours, Raikkonen said: "I heard something about that - I'd be interested to know who wrote it. First of all you have no idea what my contract says. You never have.

"Have you seen my contract? So you just come up with bullshit - yes or no?"

"Maybe you should start writing some things that make sense."

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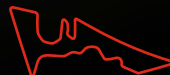
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Lawrence Barretto

From the paddock

There's too much hand-wringing going on about the state of F1, and not enough intelligent reasoning. And do we really need change?

Were we to believe everything we've heard in recent months about the state of Formula 1, we would think the so-called pinnacle of motorsport is locked in a cycle of self-destruction.

Drivers both former and current are happily articulating their reservations in public; ex-Red Bull driver Mark Webber has said Formula 1 is not in great shape while Ferrari's Kimi Raikkonen has called for the sport to be more exciting.

And Red Bull's billionaire owner Dietrich Mateschitz, whose team is enduring a woeful season with an underpowered and unreliable Renault engine making things worse, is throwing the considerable commercial weight of his organisation into lobbying for change, threatening to leave F1 unless he gets his way.

Should the sport give its participants a say in its direction? We already have the much-maligned Strategy Group, in which a handful of grandee teams enjoy a vote while those far outside the winners' circle are denied any form of input. And after around 18 months and countless meetings since the group first sat, what is there to show for it? Not a lot.

Admittedly, the FIA recently put out a statement listing the proposals put forward by the Strategy Group for 2017, which included such things as faster cars and refuelling. But Felipe Massa made a good point when he said while faster cars will be more fun for the drivers, those watching on TV may not notice the difference.

not forget that people wanted an open competition rather than a GP2-style standardised series. And the very nature of open competition means that someone will be dominant while someone else will tank and the rest battle it out among themselves in the middle.

F1 is much closer now than in days gone by. No longer do you see drivers taking pole by more than a second, nor see the race leader lap everyone up to third or fourth. Races these days aren't just about those at the front either, with exciting battles all the way throughout the field.

It's the responsibility of Mercedes' rivals to build a car and operate a team well enough to challenge the pacesetters. And is it such a bad thing that Red Bull and McLaren are facing a fight to be competitive?

The two teams have enjoyed success in the past and now it's interesting to see how they respond to their current predicament. What will Red Bull threaten to do next, and can McLaren-Honda finally get on top of its seemingly never-ending problems.

Mercedes is dominating, and those who don't like it are quick to moan. They complain about drivers doing too much lifting and coasting, and at the same time hail the recent Le Mans 24 Hours as a real spectacle.

But firstly, as Nico Rosberg points out, lifting and coasting has been around F1 for decades. Secondly, drivers at Le Mans have a fuel-usage-per-lap limit during qualifying, so they are lifting and coasting too. Yet no

“Eighteen months since the Strategy Group first sat, what is there to show for it? Not a lot”

The Williams driver added that change is all well and good if it's well thought out – and that's the problem. It isn't. Most of these ideas are too reactive. Take refuelling, for example. No sooner had we heard it was a possibility than Mercedes boss Toto Wolff said it will only return if it is affordable.

Considering expense was one of the key reasons for getting rid of it in the first place, it's hardly surprising that a return will cause costs to rise, which is not ideal in an age when F1 is trying to reduce spending.

Formula 1 is criticised for not producing exciting races weekend after weekend, but you can go through the Wimbledon tennis fortnight and only have a handful of really exciting matches. Similarly, your typical Premier League weekend could only feature one match exciting enough to warrant pole position on *Match of the Day* while the majority jostle for the honour of being among the least dull.

Yes, the Mercedes dominance is far from ideal, but let's

one complained about that. It feels like Formula 1 is trapped in an echo chamber of negativity.

If it needs to change – which I'm not sure it does – and you want a democratic process, then abolish the Strategy Group. Then privately ask the drivers what they think, since they are the ones behind the wheel. Ask the teams too, if you want. FIA president Jean Todt should then gather the material, take the time to consider it properly, and then make a decision.

There should be a commitment to stick to those rules for at least a 10-year period. That consistency will not only allow the competition to tighten all the time – because a rule change only widens the gap between the frontrunners and those behind – but also encourage new teams to enter because they know what they are signing up to for the foreseeable future.

Someone has got to make a call one way or the other and then we can get on with it. I believe that decision lies with the FIA. So... over to you, Jean. ❧



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This week in motorsport

CIRCUIT OF IRELAND COULD JOIN WRC

The Circuit of Ireland could join Rally GB in the World Rally Championship next year.

The Belfast-based event has run at European Rally Championship level for the past two seasons, but could step up if any of the current events with a question mark fail to make the grade for 2016.

Rally Argentina is being investigated after spectators were injured this year, and AUTOSPORT understands there are concerns about the long-term viability of the Corsican round: the island event (October 2-4) is bankrolled by the governing body of French motorsport, and is running a controversial route with just three long stages each day.

Significant emphasis is being placed upon China's return to the world championship, but sources in the series admit it is now "highly unlikely" to be next year.

The Circuit of Ireland has been popular with both rally fans and Northern Irish government officials, with minister Arlene Foster confirming interest in the step up to WRC to AUTOSPORT.



DPP/ERC

14

Ekstrom goes retro for Norisring

Audi DTM star Mattias Ekstrom will race with a retro livery in this weekend's Norisring round. The colours commemorate the 25th anniversary of Hans Stuck's win at the venue in the V8 Quattro



WTCC FINALE SET FOR FRIDAY

The night race in Qatar that will end the World Touring Car Championship season will move from November 20-22 to the following Friday pending ratification from the FIA World Motor Sport Council.

The Qatar government is hosting a summit of Arab nations that weekend

and has requested sporting events to be moved on account of security and the availability of accommodation. Date clashes with Formula 1 and skiing made an alternative weekend slot untenable.

The move frees up drivers to race in the Macau Guia, should they wish to.

Wilson tackles Pikes Peak

US-based Briton Justin Wilson is to make his debut in the Pikes Peak hillclimb this weekend, in a converted HPD LMP2 car.

Wilson, who has been out of a full-time IndyCar drive this season, will drive the ARX-04b for Honda Performance Development as a possible precursor to a bid on the outright record, set by Sebastien Loeb

in the Peugeot 208 T16 two years ago.

The car will be powered by a 3-5-litre V6 twin-turbo in place of the regular 2.8-litre LMP2 engine.

HPD hopes to return to the United SportsCar field later this season with the ARX-04b, which contested just the Daytona 24 Hours before it was ditched by Extreme Speed Motorsports.



WILLIAMS/LAT

For all the breaking news, visit AUTOSPORT.COM

Mahindra runs powertrain

Formula E team Mahindra Racing ran its new powertrain for the first time last week, with Bruno Senna driving.

The Carlin-run squad, one of eight approved to develop its own parts for the 2015-16 season, tested its 'M2Electro' for two days at Dunsfold.

Team boss Dilbagh Gill said: "It was a very proud moment for the entire team. It was very exciting to see our second-generation car on track."



➔ LONDON FORMULA E PREVIEW, PAGE 54

Turvey joins Battersea grid

Versatile Briton Oliver Turvey will make his Formula E debut on home ground this weekend at the Battersea finale.

The McLaren Formula 1 test driver, 2013 Le Mans 24 Hours LMP2 winner and Super GT Honda ace will join the

Campos-run China Racing team alongside championship leader Nelson Piquet Jr.

Piquet has confirmed he will stay with the team for at least 2015-16. "I'm happy to stay for the foreseeable future," he said. "We've had some amazing results."



XPBIMAGES

DTM SORTS TYRE ISSUE

DTM manufacturers returned to the Lausitzring for a test that was postponed due to concerns over Hankook's tyres.

After an event dominated by Audi, BMW and Mercedes raised questions about handling inconsistencies.

A Hankook review, requested by the DTM, found that the latest batch had a higher median weight – towards the upper limit of the permitted range – than the previous batch.

Its production process has now been revised.

During the test, Volkswagen Formula 3 protege Antonio Giovinazzi (right) had his second DTM test outing with Audi.



Mikkelsen stays on at Volkswagen

Volkswagen has confirmed that Andreas Mikkelsen will remain with the team for "several years" in the World Rally Championship beyond the end of his current contract, which was up next season

MCKLEIN

Verstappen wants LM24

Jos Verstappen is one of the drivers in the frame to join Jan Lammers in an all-Dutch Le Mans 24 Hours line-up in 2016.

"I think I can still do it," said Verstappen, who has raced at Le Mans twice. "I just need some practice and to lose a few kilos."

Lammers is focusing on an LMP2 programme with amateur racer Frits van Eerd, whose Jumbo supermarket company backs Verstappen's son Max.

7 BIG NUMBER

Max Verstappen also wants to race at Le Mans in the future. So far seven of the 15 Dutch F1 racers have contested the 24 Hours. Lammers and Gijs van Lennep have won it, while Verstappen Sr, Boy Hayje, Carel de Beaufort, Ben Pon and Christijan Albers have also competed.

FIA EYES KARTS-TO-F3 BAN

A ban on drivers moving straight from karting to the Formula 3 European Championship was discussed last week by teams and FIA officials.

The FIA called the meeting in Geneva amid concerns over driving standards, with teams and officials involved.

Max Verstappen was the first of the modern era to move from karts to Euro F3, with Callum Iloft and Alessio Lorandi following in his footsteps this season.

Another item of discussion was a limitation of entries for 2016, with 32 cars the figure proposed.

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Karun Chandhok

The racer's eye

Nico Rosberg overcame a psychological barrier in Austria: beating Lewis Hamilton in a straight fight. Now he needs to focus on repeating that

The Austrian Grand Prix was easily Nico Rosberg's most convincing win against Lewis Hamilton in their time as team-mates in Formula 1. It was the first time that Nico has beaten Lewis after starting behind him – and in a straight fight with no external factors aiding his victory.

This is hugely important for him and for the world title battle as Lewis has been on a real roll this season – even the Monaco Grand Prix pitstop-strategy debacle didn't rattle him and he won two weeks later in Canada.

What will be really important for Nico, Tony Ross and the guys on his side of the garage to understand now is just what happened in Austria that made them so strong. I always believe that while it's important to understand why you're uncompetitive, it's equally important to understand why you are strong so you can try to repeat that. In Austria, despite the changeable weather, Nico generally had the upper hand on Lewis, quicker in both sessions on Friday and also in Q1 and Q2.

Nico matched his Q2 time in Q3, which tells me he had more time in hand as the track was still evolving. Most others, including Hamilton, found around 0.5s in Q3.

In the post-race press conference, Nico touched upon his improved race pace this season compared with 2014. This was certainly evident in Austria, but is that only because he got to the first corner first?

In the previous races, when he's been behind Lewis, perhaps he's had better pace than he's been able to show



be in constant communication to try to get some free space to do the last lap. It sounds like they had some communication gap with the timing of this final lap but even so, the drivers should generally keep going until they see the chequered flag, so it was really surprising to see Kimi pit a lap before everyone else.

The Austrian GP wasn't the most exciting race, but we saw some stand-out driving yet again. Nico Hulkenberg underlined his star quality and showed yet again why he deserves a top seat with a typically solid performance. He and Force India showed their ability to react quickly when Valtteri Bottas got past the first time by pitting on the next lap and doing the undercut to get back ahead.

This can only work if you have a driver who understands that despite being passed, he needs to hang

“From what he's been saying, Nico is clearly more comfortable in race trim this season”

because he didn't have track position. It's hard to tell from the outside purely looking at the stats, but what's positive from what he's been saying is that he's clearly more comfortable in race trim this season.

Rosberg was lucky that the start worked in his favour this time but, if he wants to consistently beat Lewis, he'll now need to focus on outqualifying him and getting track position, because clearly last weekend showed that if he can do that, the race comes to him quite naturally.

Changeable weather is always a real nightmare for the drivers and engineers. Ferrari and Kimi Raikkonen were clearly the biggest victims of this in Q1 and it does make you wonder why a top team with so many experienced engineers and a very experienced driver got caught out.

In your first year of Formula Ford at Knockhill, your team will tell you that on a drying track it's best to carry a bit more fuel and make sure you do the last lap of the session. The most important thing, rather than 4kg of fuel or a bit more front wing, is to plan your timing and

onto the car in front for the in-lap and then hammer the out-lap to make the time back up, which Nico did superbly. Bottas got ahead again later on but that was inevitable in a car that's clearly quicker at the moment.

Max Verstappen I thought was also very good last weekend. While he's grabbed lots of headlines this season, I have actually been more impressed by Carlos Sainz since Melbourne. In Austria, though, Max always looked a couple of tenths ahead and his car control in the wet FP3 was fantastic to watch. To be the fastest of the four Red Bull-owned cars in a tricky qualifying session was very impressive. His battle with Maldonado in the race was also very exciting: hard but fair.

It's Silverstone next and Lewis will be highly motivated to deliver a victory at home. Nico's also very good around Silverstone though and, if he can strike once again in Lewis's backyard, that will really lay down a marker for the second half of the season. For the sake of the title battle, let's hope that Austria wasn't a one-off! ❧

ROSBERG OUTRACES HAMILTON TO WIN

The world champion won the qualifying battle, but his team-mate jumped him off the line and then romped to a consummate victory. **BEN ANDERSON** explains how Rosberg found the pace to win







Rosberg seized the initiative on lap one

THE RACE 14:00, 21.06.2015



Could Nico Rosberg really beat Lewis Hamilton in a straight fight? It's a question we'd been asking ourselves since he became a genuine Formula 1 title contender for the first time last season.

Ferrari's continuation of its recent tendency to fade as an F1 weekend wears on turned the 2015 Austrian Grand Prix into another exclusive fight between the Mercedes pair, and presented an opportunity to answer that question.

Rosberg's stock has risen with the tide of Mercedes' dominance in F1, since the V6 turbo engine regulations were introduced for 2014. Sure, he won three races for the Three-Pointed Star during the final two years of the V8 era, but last season was his first at the true sharp end of motorsport's pinnacle.

Although he won five GPs and led the 2014 title race until September's Singapore Grand Prix, there was a feeling that his team-mate Hamilton could always dig that little bit deeper and find something extra to make the difference in the races, even if he qualified behind Rosberg, which he did more often than not.

If you analyse all the races Rosberg won last season, he never snatched victory from the jaws of defeat. In Australia he started behind, but Hamilton retired early with an engine failure. Rosberg's other four wins all came after starting the race with the advantage. In Monaco, he won from a controversial pole position.

In Austria and Germany, he started well ahead thanks to problems for Hamilton in qualifying. Even in Brazil, where Hamilton qualified a close second to Rosberg, Hamilton was applying pressure before his brake-bias-induced spin that settled the matter.

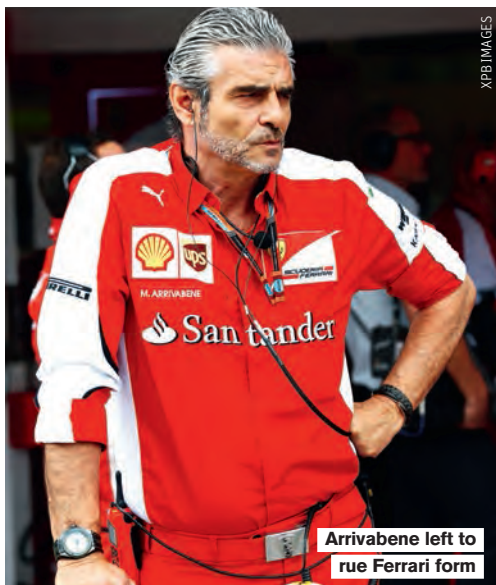
By contrast, Hamilton turned the tables on Rosberg on several occasions to win from behind last year. Rosberg was quicker in Bahrain but Hamilton defended brilliantly after passing him at the start; Hamilton pressured Rosberg into two braking errors at the first chicane in Italy; he drove around the outside of his rival in the wet in Japan to steal victory

there; he capitalised on Rosberg's massive lock-up at Turn 1 in Russia to reclaim the lead after losing it from pole; he overtook his team-mate for the lead in the United States as Rosberg failed to use the correct ERS setting to defend position; and he beat his rival into the first corner in Abu Dhabi before engine gremlins struck Rosberg's car.

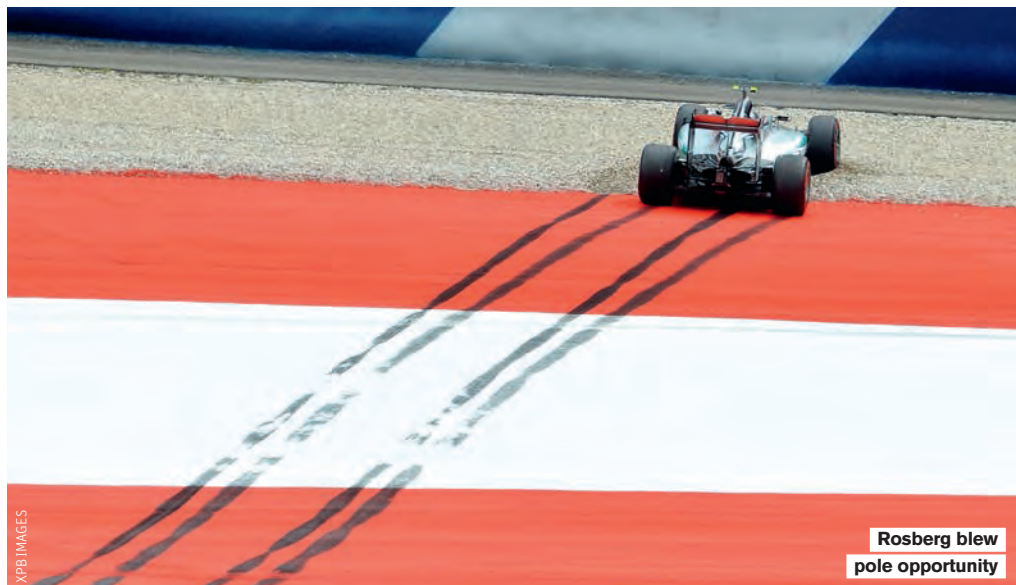
Although Rosberg usually outqualified Hamilton last year, Hamilton usually found a way to win anyway, and that made the difference in the final reckoning, as well as suggesting Rosberg had a deficit to make up in terms of Sunday afternoons.



Once again Rosberg had upper hand in Austria



Arrivabene left to rue Ferrari form



Rosberg blew pole opportunity



Raikkonen-Alonso shunt brought out safety car

Heading into this season Hamilton knew he had to drastically improve his qualifying form, in order to make his title defence a little easier than his second career title victory. So far he has started seven of the eight races from pole position, putting yet more pressure on Rosberg to find ways to win from behind.

Rosberg has won one race starting behind Hamilton this year already, but only thanks to the strategic blunder that prevented certain victory for Hamilton in last month's Monaco GP.

The jury was still out on Rosberg 'the racer'. But his consummate victory in the Austrian GP suggests, for the first time, that he can turn the tables on Hamilton when things don't go right for him on Saturday.

And how horribly wrong they had gone on Saturday at the Red Bull Ring. Rosberg was comfortably faster than Hamilton during Friday practice, and carried an edge through the first two segments of qualifying too.

Then he threw away a golden opportunity to claim pole position by going off on his final flying lap in Q3 (with Hamilton already having spun at Turn 1 on his final effort), and the stage looked set for another Lewis Hamilton cakewalk.

Not this time. As the red lights went out to signal the start of the race, Rosberg gained a better launch than Hamilton, who was caught out by the amount of revs he got from his Mercedes engine and wheelspun away his pole advantage.

Hamilton: "I took my foot off the gas and it was still on – like the throttle was still on – then got lots of wheelspin"

"I had a problem with the wait revs [the revs the drivers hold before dropping the clutch]," said Hamilton. "I took my foot off the gas and it was still on – like the throttle was still on – and then I dumped the clutch and just [got] lots and lots of wheelspin.

"Not the best way to start a race, but something we will work on to improve on my side of the garage."

Rosberg powered up the inside of Hamilton, who edged across to try to block the attack, but to no avail. He tried to repass Rosberg on the run up to Turn 2, and on the run down to Turn 3, but Rosberg defended the inside line well both times, and secured the lead just as Fernando Alonso's McLaren-Honda and Kimi Raikkonen's Ferrari were busy smashing into the barriers further back down the straight.

"We've been developing the clutch so that's a lot better now, more consistent, and I've had a lot of great starts lately in the last four races – and today as well," explained Rosberg.

"A lot of it is down to the clutch settings that my engineer put in, and reaction times and clutch settings, and the last part is me feeding in the throttle in the right way.

"The big one is the clutch settings and that just worked out today. Of course it's so important to get into Turn 1 first. Between the two of us that's the job done really."

Well, not quite. There was still the small matter of 70 more laps of the Red Bull Ring to negotiate – plenty of time for Hamilton to come back at his rival, as he has done so successfully in the past.

Once the stricken McLaren and Ferrari were cleared from the circuit under safety-car conditions, Rosberg set about making sure this race didn't follow the pattern of history and prevent him securing his 11th grand prix victory.

A smooth track surface, cool temperatures (27C track and 15C air on race day) and relatively hard tyres meant this was always going to be a straight forward one-stop race, so Rosberg's task was to build a big enough gap to ensure he could make his without conceding track position to Hamilton.

Rosberg's advantage across the start/finish line during the first phase of the race was never more than 4.287s (at the end of lap 25), and his average pace through the first stint (until his pitstop on lap 33) was 1m12.568s. Hamilton went two laps longer before ▶

Rosberg held the advantage throughout



XPB IMAGES

Podium expressions told the whole story



XPB IMAGES

Massa got the better of Vettel for third



DUNBAR/LAT

Rosberg's delight was manifest



XPB IMAGES

► making his own stop, and his average laptime until then was 1m12.634s. Rosberg thus had a 0.066s per lap advantage over his team-mate on the super-soft tyre — small but crucial.

Rosberg actually made a small mistake on his in-lap, locking up under braking for the Turn 2 hairpin, and then locked up again as he tried to attack the pit entry without breaking the speed limit.

Hamilton's in-lap (1m15.964s) was 1.196s quicker than Rosberg's (1m17.160s), but his pitstop was 0.4s slower and overall he lost 0.101s in the pitlane. But Rosberg was faster on the out-lap (1m29.701s compared with Hamilton's 1m30.436s) and also set the fastest lap of the race (1m11.235s) on his first flier on the harder-compound tyre (Hamilton's in-lap).

All this meant Rosberg actually increased his lead over Hamilton around the pitstops, to the point that Hamilton questioned over the radio why Rosberg was so far ahead.

Rosberg's average pace on the soft tyre (discounting the final two laps when he cruised home) was 1m11.642s, while the equivalent pace from Hamilton (discounting a slow last lap) was 1m12.008s, suggesting Rosberg had an even bigger (0.366s) advantage per lap on the harder of the two tyres.

"It was an added, extra bonus that I was quicker today and that was great to see," Rosberg added. "It was one of the easier wins, there was no pressure — except

for a little bit at the pitstop, but I was stopping first so I was pretty comfortable about that.

"And that's great to see, because racecraft was the area where I needed to push on a little bit from last year, and this year it's really coming good so I'm happy about that."

Perhaps more impressive than the fact that he was faster throughout the race than Hamilton was how Rosberg delivered those fast laps when they mattered around the pitstops. It's so easy to lose races in these moments, and the best drivers usually make sure this is where they really turn up the heat.

Hamilton's stop was fractionally slower



DUNBAR/LAT

How many times did Michael Schumacher win races by being fast around the stops during his long and distinguished career? OK, so Rosberg was a bit scruffy on his in-lap, and had the advantage of running new softs for two laps while Hamilton drove on with old super-softs, but his out-lap and pace just after that were superb, and ensured he would win the Austrian GP even without the five-second time penalty slapped on Hamilton for crossing the white line at the pitlane exit.

Hamilton insisted afterwards that he didn't feel he "went over anything", but he'd been pushing the limits of the pit exit since practice and TV replays showed he'd clearly crossed the white line.

"You can see he's pushing really hard on that in-lap, like Nico with the locking wheels [on the pit entry], and if you know that this is probably the only chance of passing your team-mate you need to take some risks," Mercedes team chief Toto Wolff explained.

"I think I saw a little bit of a snap on the right-hander and he [Hamilton] was on the throttle early to have the best possible go at Nico, and then he just crossed the line with that snap.

"When you push yourself so much to win the race these things can happen."

Hamilton kept the pressure on as best he could over the remainder of the race, but Rosberg's extra advantage on the soft tyre told and prevented



QUALIFYING



This was a qualifying session of imperfect conditions, and thus imperfect judgement. It began with a wet and treacherous track that improved throughout the hour, making it difficult to know how to best use the tyres, how hard to push, how much risk to take...

Nico Rosberg thought he had to risk it all. Mercedes team-mate Lewis Hamilton was 0.2s clear after the first runs in Q3, despite trailing his nearest rival up to that point.

A likely pole for Rosberg was slipping away. He was 0.078s down on Hamilton through the first sector of his final flier (from the start/finish line through Turn 1 and up the hill), but a mighty run through sector two (the heavy braking zones of Turns 2 and 3 to the downhill left sweeper of Turn 5) gained him 0.160s back.

That meant he was 0.082s up on Hamilton with just four corners left to negotiate.

Rosberg thought he was two tenths up on his own previous best (in fact he was 0.254s up on the 1m08.634s lap he set in Q2, and 0.348s ahead of his fastest Q3 lap) – enough, if he could sustain form through the final two corners, to take pole by 0.075s.

He was unaware Hamilton had spun under braking for Turn 1 on his own final flier, and said afterwards he wouldn't have wanted the distraction of knowing. Rosberg was fully concentrating on the job in hand, which is all you can do. But he slightly overcooked it coming into the tricky downhill right of Turn 8, and ran wide onto the damp AstroTurf.

He tried to maintain momentum coming into the final right of 9, but couldn't get the car slowed down enough so ran straight on.

Hamilton spun away his chances of pole at this race last year under braking for Turn 2. This time, his mistake didn't matter.

"I had to beat Lewis's time, [and] that benchmark was two tenths quicker than my laptime up to then, and I was two tenths up on my time up until the last two corners, which meant I was exactly equal with Lewis's benchmark," said Rosberg.

"So I knew I had to pull out one or two hundredths more, and that meant I took that little bit more risk in the last two corners, which was necessary, but I overdid it unfortunately."

Ultimately that risk was unnecessary. In fact 'simply' matching his own earlier effort in the final sector would have been enough, because it was 0.066s better than Hamilton earlier managed on what turned out to be the pole lap.

But when the lap is so short, the circuit so tricky, and the margins so fine, things are not so straightforward. Who said Formula 1 was easy?

Rosberg: "Racecraft was the area where I needed to push on a little bit from last year, and it's really coming good"

Hamilton producing the sort of attack that worked so well for him in 2014.

But as strong as Rosberg was here – now twice unbeaten since this circuit returned to the F1 calendar – was Hamilton below par?

We know he's highly sensitive to the feeling he gets under braking, and it's possible that something isn't working quite right in this area on this particular track. He's now twice spun under braking on his crucial lap in qualifying here, which features an odd blend of severe up-and-downhill braking zones, which make it tricky to achieve the correct braking balance.

Wolff was unsure why Hamilton could not get on terms with Rosberg around the Red Bull Ring. "I can't really tell you," he said. "This is a particular circuit – very different to all the other circuits and very different asphalt."

"I think it's just very close between the two of them. We've seen last year that it can vary who has the edge."

And this time it was emphatically Rosberg, who was clearly delighted to achieve what he described as "one of the easier wins" over his arch-rival, and hack Hamilton's lead in the championship to 10 points.

His only real concern was a front-right tyre vibration that developed with around half a dozen laps to run, but Wolff said afterwards that this was stabilised by "tuning down" the brakes, and it made no difference to the final result, or the emphatic statement made by Rosberg's overall performance.

This was arguably the first time that he has genuinely outraced Hamilton since they began fighting for F1's ultimate prize. And although he dislikes talking about momentum, Rosberg will undoubtedly draw strength from the fact that he has won three of the past four races, and the last of those with one of the most impressive drives of his career.

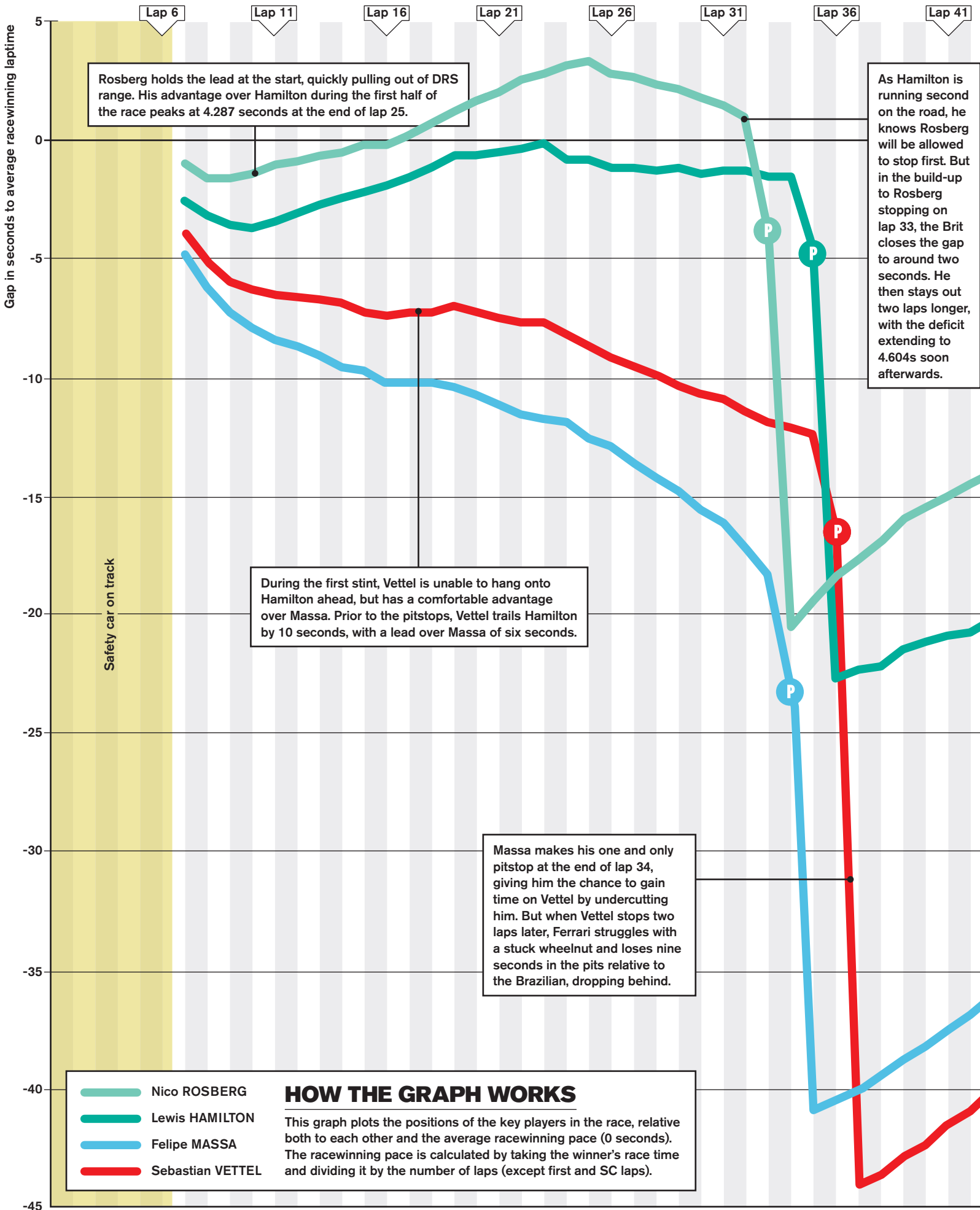
But one question mark still remains. Cast your mind back to the Bahrain GP of 2014, where Rosberg was faster in race trim than Hamilton but could not find a way back past after falling behind. Rosberg has still yet to make a genuine passing move on his rival stick, beyond overtaking him at the start.

That Hamilton has managed this several times before should provide some small crumb of comfort on a day in which he had to admit he was simply outraced. Rosberg's task now is to make sure he can do it consistently. 🏆



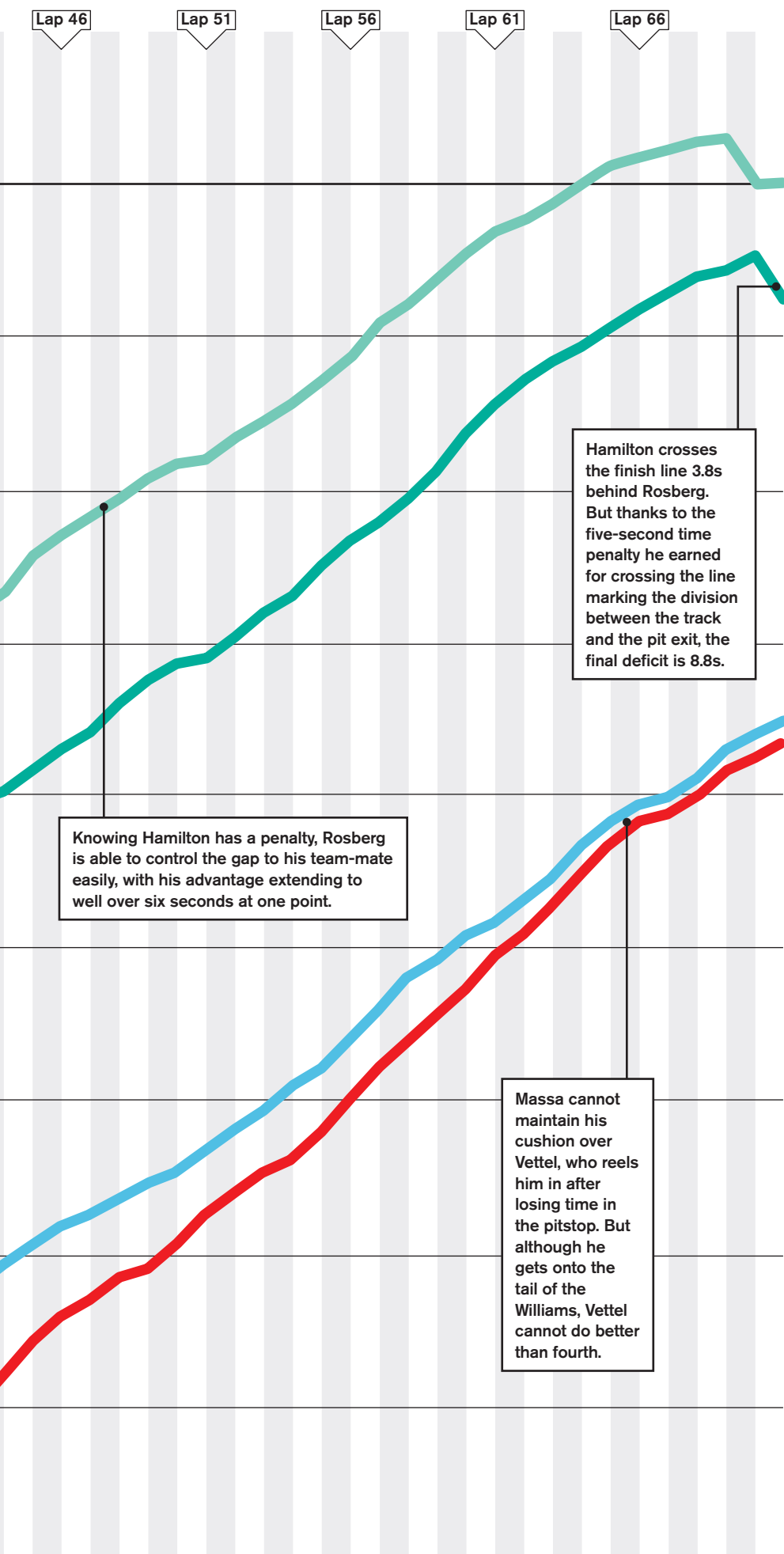
Rosberg had to walk back after qualifying spin

HOW THE RACE WAS WON



- Nico ROSBERG
- Lewis HAMILTON
- Felipe MASSA
- 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).

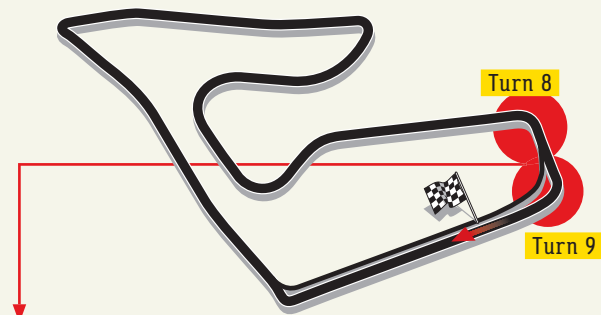


TRACKSIDE VIEW

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The week after winning the Le Mans 24 Hours for Porsche, Nico Hulkenberg returned to his day job in Austria: battling to break out of Formula 1's midfield with Force India.

And the German admitted that spending the previous weekend racing round the clock in a closed-top sportscar had left its mark, as he tried to readjust to the demands of driving a prototype single-seater again.

Of course Hulkenberg is a professional, so it didn't take him too long to get back up to speed, but his first run in free practice on Friday was significantly slower than that of team-mate Sergio Perez.

The Mexican worked down to a 1m 12.344s within five flying laps of the Red Bull Ring, while Hulkenberg was over half a second slower over the same number of laps.

But things clicked back together as the German refamiliarised himself with the VJM08, and after his second run he'd worked down to a 1m 12.031s best – just a tenth slower than Perez.

"It took me quite a while to get back into the groove with this car, after I've driven something else for quite a few laps, but then back to business really," Hulkenberg said. "The circuit's got a nice flow and it's really quick. It looks pretty easy on paper, but it's not as easy as it looks on paper."

From my trackside vantage point on the outside of Turns 8 and 9, which are both relatively fast right-handers with tricky downhill braking zones, Hulkenberg didn't initially look as confident as some others in attacking these corners.

But by the end of the session he looked as assured as you would expect from a driver who has been champion of multiple junior single-seater series, qualified on pole for a grand prix, and won the greatest endurance race on earth.

A good driver is clearly a good driver, whatever they happen to be sitting in.

"Hulkenberg's a pro, so it didn't take him long to get back up to speed in Austria"



XPB IMAGES



Stewards declare no fault for Raikkonen-Alonso crash

The Austrian Grand Prix stewards decided no driver was at fault for the collision that took world champions Kimi Raikkonen and Fernando Alonso out of the race on the opening lap.

Alonso's McLaren ended up on top of Raikkonen's Ferrari against the barriers between Turns 2 and 3 after Raikkonen, who was trying to recover from a lowly grid position, lost control and speared into the Spaniard's MP4-30, giving Alonso nowhere to go.

TV pictures were not clear regarding the cause of Raikkonen's loss of control, but after investigating the clash the FIA decided no one was to blame.

"It was a really odd place, quite far away from the corner," said Raikkonen. "Whether it was my fault or not it was the same result."

"I got some wheelspin and suddenly moved left. I don't know exactly what caused it."

When asked if there was a problem on the car, Ferrari team boss Maurizio Arrivabene said: "Honestly I don't think so. I thought Alonso touched Kimi, but apparently it's not true. Alonso doesn't have any responsibility."

"Apparently there's no images on the camera of Alonso so we have to trust Kimi. He said the car had wheelspin and that's it. Alonso didn't touch him."

Arrivabene also dismissed suggestions that Raikkonen had suffered the same torque-mapping problem that caused him to spin in the Canadian Grand Prix shortly after a pitstop.

"We don't think so," he added. "This time it was on the straight."

Alonso suggested the fact Raikkonen was starting on soft tyres among a group of cars on super-softs could have been a factor.

"I think starting with the prime tyre he had less grip, so out of Turn 2 he started wheel-spinning and losing the car a little bit," said the McLaren driver, who described the crash as "scary" and "strange".

"I was in the wrong place," said Alonso. "It was a very strange incident because he lost the car in fifth gear or something like that."

"Obviously it was quite scary. [Kimi's] car was moving left, right, left, right, with a lot of wheelspin."

"We were overtaking him left and right – all the cars – and then he lost the car on the left and I was on the left at that point and we crashed."

Both drivers were unhurt in the accident but made precautionary visits to the medical centre.



CONTESSILAT

DID YOU KNOW?

This was Fernando Alonso's fifth retirement in seven starts since returning to McLaren this year. He retired only eight times in 96 starts for Ferrari – just three of those for the kind of reliability problems that have hit him this year.



Hulkenberg loses out to Bottas

Le Mans 24 Hours winner Nico Hulkenberg came off second best to Valtteri Bottas's Williams in the battle for fifth at the Austrian Grand Prix, but a double points finish for Force India means it has risen to fifth in the constructors' championship.

Hulkenberg split the Williams pair of Felipe Massa and Bottas in qualifying and ran fifth in the early stages of the race.

Bottas fell behind Max Verstappen's Toro Rosso on the first lap but re-passed the Dutchman at Turn 2 on lap 15 and set off after Hulkenberg. He overtook Hulkenberg around the outside at Turn 3 10 laps later, but lost ground at the pitstops and had to re-pass the Force India at half-distance.

Hulkenberg's eventual sixth place, combined with team-mate Sergio Perez's rise from 13th on the grid to ninth, means Force India has vaulted past Lotus in the title race.

Q&A

BOB FERNLEY
FORCE INDIA DEPUTY
TEAM PRINCIPAL



What did you make of the race and particularly Nico's performance?

We came into the race feeling that we could get both cars into the points. Given the starting position of Checo [Perez], I think we probably got the best we could out of the race. From our point of view, our objective after eight races was to keep the deficit as low as possible to fifth [in the constructors' championship], so to be fifth is a tremendous effort from the team.

Was it possible for Nico to split the two Williams runners in the race?

I think we could have fought, but Nico is wise enough to know we're not racing Williams at the moment. Our job was to make sure we consolidate and make sure we stay ahead of the other teams before the upgrade. Maybe when the upgrade comes in we can genuinely fight with Williams on merit, but that wasn't the job of today.

Have you seen a different Nico since Le Mans?

From Nico's point of view I think that Le Mans win has put him back into the frame where he should be and given him the confidence in himself again, which is very important. We've never for one minute questioned his ability, but all drivers, if they go through a bit of a lean patch, start to question themselves. I think Le Mans ticked the box for him so he's off and running again.

Engine penalties 'sad' for Formula 1

McLaren racing director Eric Boullier has called for a rethink on Formula 1's stringent system of engine-penalty rules.

Jenson Button and Fernando Alonso both started at the back of the Austrian Grand Prix grid after incurring substantial penalties. Button required a fifth engine of 2015, after a spark-plug failure in Friday practice, and the team also elected to fit Button's sixth turbo and MGU-H, and his fifth MGU-K. This earned a 25-place drop.

Alonso was in line for a 20-place penalty after taking his fifth engine, turbo and MGU-H of 2015 following first practice. An unscheduled gearbox change after FP3 then took his total to 25.

Red Bull drivers Daniel Ricciardo and Daniil Kvyat both received 10-place grid penalties for fitting their fifth Renault engines of the season.

Boullier believes F1's decision makers were too optimistic when putting together the engine regulations ahead of the 2014 season.

"I find it sad for F1 to have two world champions like Jenson and Fernando sitting at the back of the grid," he said. "When you see other engine manufacturers struggling after three years of development, we should have a rethink.

"Because obviously it's a bit too harsh, maybe too ambitious, to turn up with this technology and be reliable."



Wheelnut problem costs Vettel third

Ferrari team principal Maurizio Arrivabene has demanded his team makes changes to its wheelnuts following the problem that cost Sebastian Vettel a podium finish in the Austrian Grand Prix.

Ferrari again trailed Mercedes at the Red Bull Ring, but looked set for a comfortable third-placed finish until Vettel lost around 10 seconds to a sticking nut on the right-rear wheel at his pitstop.

Once under way Vettel closed down Felipe Massa's Williams late in the race, but couldn't find a way past and had to settle for fourth.

Arrivabene praised the German's drive, and defended his pit crew following the delay.

"It was not a problem of the mechanics, it was our fault, and we have to make sure we fix it," he said. "We threw away one more time a podium for a stupid piece that we need to fix, as soon as possible.

"It's not the first time, and for me it's not acceptable."



Kvyat's hopes dashed in Austria

Daniil Kvyat described his Austrian Grand Prix as "like driving in hell" after his Red Bull sustained damage on the opening lap.

The Russian started the race towards the back of the field as a result of an engine-change penalty, and he was caught up in a tangle with Sergio Perez's Force India shortly after the start.

He pitted for a new front wing at the end of the opening lap, but his RB11 was badly damaged in other areas as well, making it difficult to drive.

"We had too much damage so we had no speed," said Kvyat, who finished the race in 12th. "There were some drivers braking on the straight after the start, maybe they forgot which pedal to use, and I had nowhere to go. From then on it was a bit like driving in hell, to be honest. We were hoping for a miracle, which didn't happen."

STORIES OF THE RACE



S. BLOKHAM/LAT

Maldonado questions Verstappen's driving

Lotus driver Pastor Maldonado believes Toro Rosso rival Max Verstappen was not "respecting the rules" in their Austrian Grand Prix battle.

Maldonado, running on the faster super-soft tyres, caught and passed Verstappen for seventh late in the Red Bull Ring race.

Asked by AUTOSPORT if he was happy with Verstappen's driving during their close fight, Maldonado replied: "He was a bit... let's say not aggressive, but he wasn't really respecting the rules.

"You must leave some space for the other car and he was not respecting that.

"He was a bit on the limit a few times but it's OK. If the

stewards don't say anything then I say OK, they allowed us to race and that's great."

The battle ended when Maldonado lurched sideways on the start/finish straight as he pulled out to pass Verstappen, who then locked up and shot off onto the Turn 1 run-off.

Verstappen said he enjoyed the fight, but felt he would have beaten the Lotus but for an earlier delay behind Daniil Kvyat's struggling Red Bull.

"He cost me a few seconds, maybe what I needed to secure P7," said Verstappen. "Normally if it's the other way around we don't make it too difficult for them [Red Bull].

"I didn't say anything on the radio, there's no point."

As soon as the DRS closed I recovered the grip so it was a bit scary but OK. Good control!



Maldonado on his lurid sideways moment before he passed Verstappen

28



DUNBAR/LAT

Horner praises Ricciardo charge

Red Bull boss Christian Horner reckons Daniel Ricciardo's recovery drive to 10th in the Austrian Grand Prix shows the Australian is back to "business as usual", after frustration took over at the previous race in Canada.

Ricciardo suffered brake problems in qualifying at the Red Bull Ring, limiting him to 14th fastest time, and he also received a grid penalty for an unscheduled engine change.

He started 18th as a result and also had to serve a five-second time penalty at his pitstop to complete the sanction.

Ricciardo was unhappy with Red Bull's lack of pace in Montreal, scene of his maiden F1 win in 2014, but Horner said his charge had put that firmly behind him in Austria.

"I think Montreal was a bit of a one-off for him and business as usual for him today," Horner said. "I think all things considered, for where he had to start and the handicap he had, he did a good job."

Sauber suffers 'horrifying' Austrian GP

Sauber team principal Monisha Kaltenborn described the Austrian Grand Prix as a "horrifying race" for her team, after both cars finished outside the points for the second consecutive race.

Marcus Ericsson suffered multiple problems, while Felipe Nasr struggled with overheating brakes for the second race in succession.

Ericsson was slow away after jumping the start, which earned him a penalty, and he also suffered damage from debris before his car twice shut down briefly on track with an ECU problem.

"It was a really horrifying race," Kaltenborn told AUTOSPORT. "Everything just went wrong for

Marcus, so what else can he do?"

"And Felipe was doing absolutely fine, but we are not getting our act together on his brake cooling and that's absolutely unacceptable."

Nasr, who was passed for 10th by Daniel Ricciardo with 11 laps to go, said Sauber should have scored points easily in Austria.

"I was just trying to survive the race," he said. "It's frustrating not to take the opportunity because it was an easy race to score points.

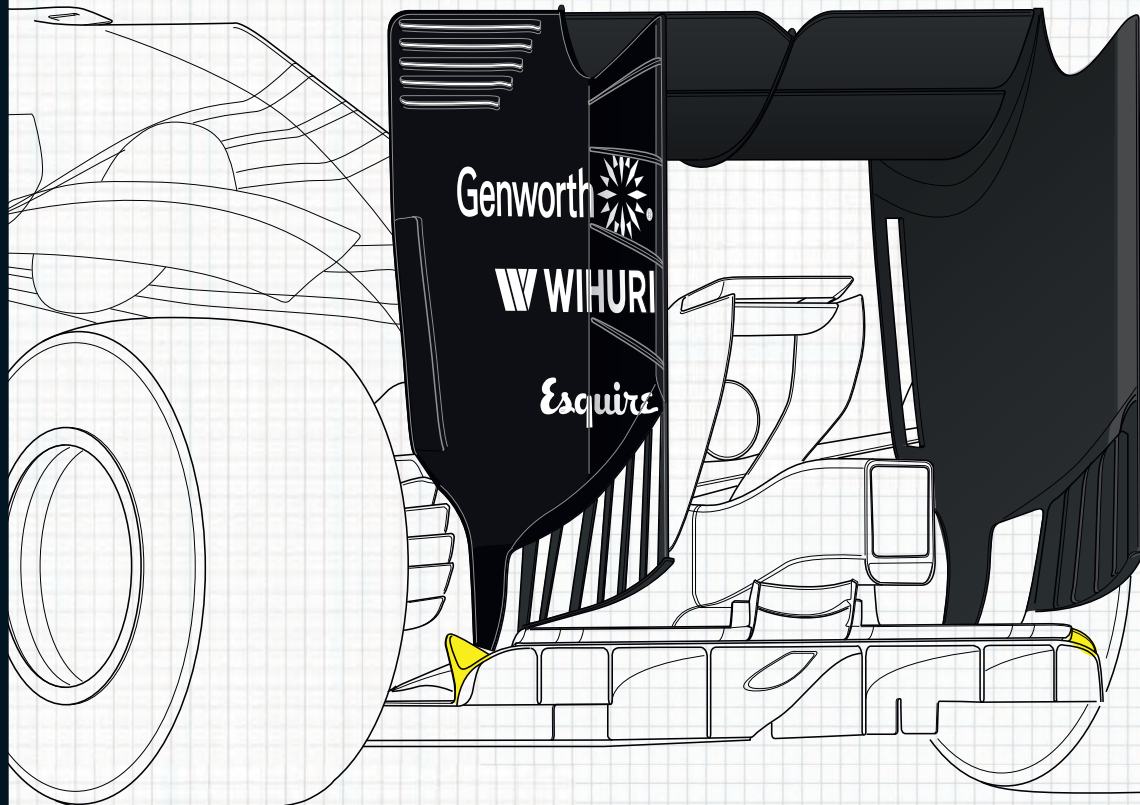
"It's the second time in a row that we have the same problem, so we need to find a solution as soon as possible."



XPB IMAGES

DRAWING BOARD

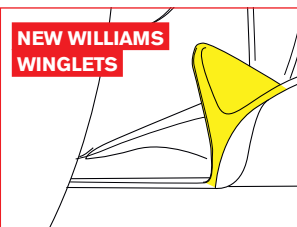
by Craig Scarborough



WILLIAMS GETS NEW REAR END

A major update has been added to the Williams – everything from the bargeboard backwards is new. Most importantly, there was a new rear wing. They have rectangular-shaped endplates with large vertical slits in the leading edges, while the upper-wing profile has a 'V' cut out in the trailing edge. Below this a revised diffuser now sports large flicks on its outer corners, similar to the small winglets Ferrari has added in this area.

NEW WILLIAMS WINGLETS



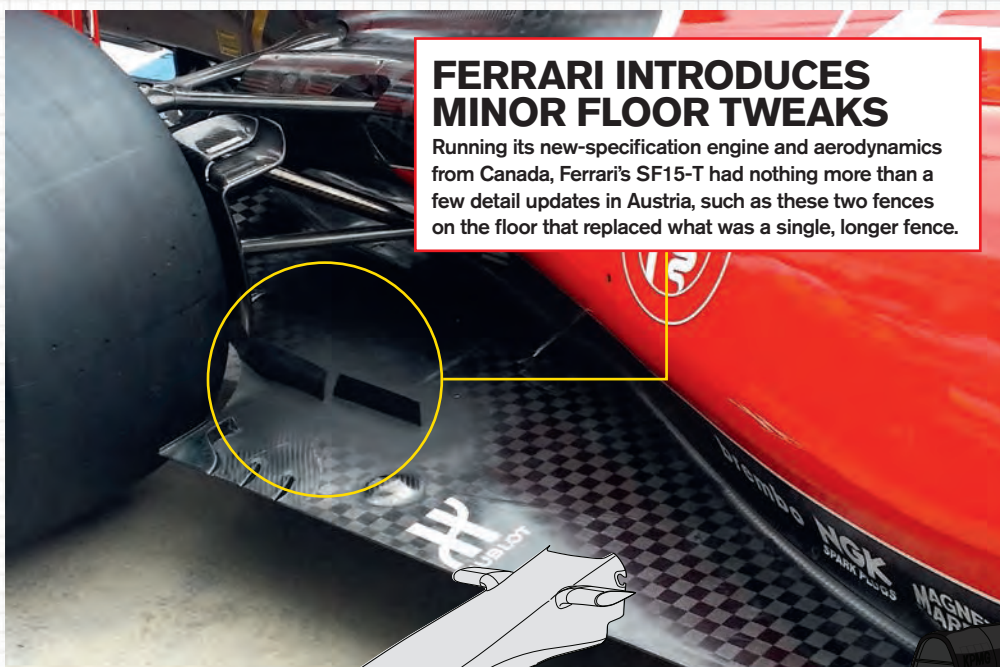
RED BULL COPIES WING FASHION

Red Bull ran a new front-wing cascade winglet set-up for Austria. It is unusual for the team to follow fashions pioneered by other teams, but the wing sports what is now the most common format of a winglet and an r-shaped vane. Previously, Red Bull used a similar winglet but attached a secondary smaller winglet to it.



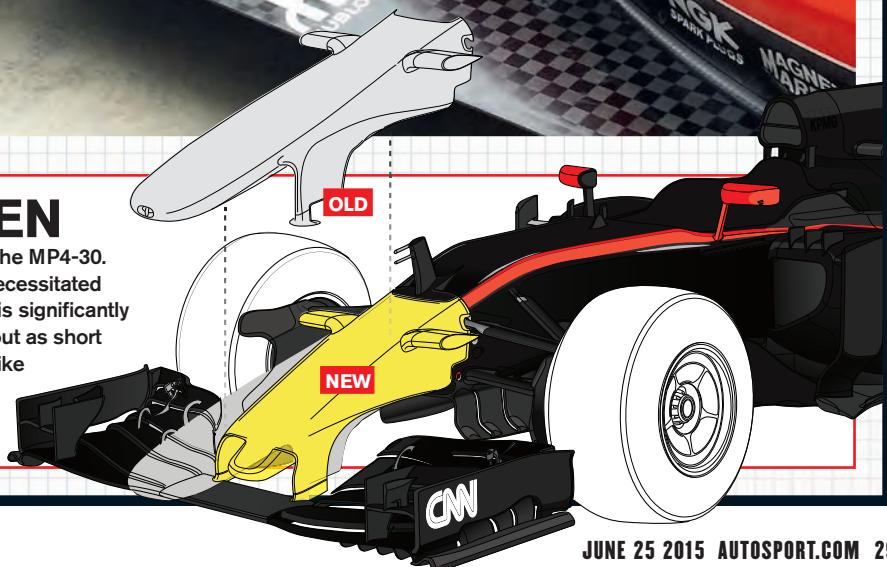
FERRARI INTRODUCES MINOR FLOOR TWEAKS

Running its new-specification engine and aerodynamics from Canada, Ferrari's SF15-T had nothing more than a few detail updates in Austria, such as these two fences on the floor that replaced what was a single, longer fence.



NOSE JOB FOR McLAREN

McLaren rushed to bring a complete aerodynamic overhaul to the MP4-30. Fundamental to this upgrade was the new short nose, which necessitated crash-test certification to be allowed to run on track. The nose is significantly shorter than the previous-specification design. The nose is about as short as the regulations allow, which slims it down to form a thumb-like tip. Allied to the nose, the front wing, sidepods and floor were all new. The all-new floor sports a unique four-slot set-up in the area ahead of the rear wheels.



DRIVER RATINGS

MERCEDES



NICO ROSBERG

Rosberg had the edge over team-mate Lewis Hamilton during Friday practice, and was faster in the early stages of qualifying too. He blew his pole shot by going off at the final turn after running wide at the previous one. He made up for it with a brilliant start and first lap to steal Hamilton's thunder in the race, and was faster than his rival throughout. A convincing performance.



LEWIS HAMILTON

The world champion trailed Rosberg through Friday practice and was fortunate to take pole after spinning under braking for Turn 1 on his final Q3 lap. But thanks to Rosberg's own error it didn't matter. Made a mess of the start and from there had his work cut out. He wasn't fast enough to challenge Rosberg, even without a five-second penalty for crossing the pit exit line.



XPBIMAGES

30

McLAREN



FERNANDO ALONSO

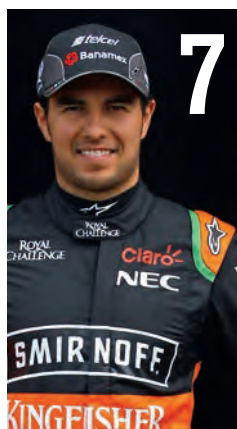
Alonso ran the latest major aero update, but started the weekend with a fifth engine, turbo and MGU-H, which meant a 20-place grid penalty. This became 25 when his gearbox broke in Saturday practice. After qualifying 15th he was due a drive-through penalty early in the race, but never made it that far after getting wiped out by Raikkonen's Ferrari on the opening lap.



JENSON BUTTON

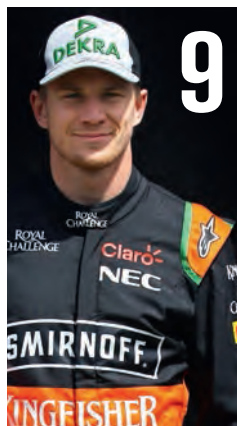
Button joined Alonso at the back of the grid thanks to another penalty for an engine change, following a fourth spark-plug failure of the season on Friday. He chose to switch tyres under the safety car, before serving his 10s stop/go penalty (for 22 unserved grid penalty places) at the restart, but he had to stop shortly thereafter when an intake system sensor failed.

FORCE INDIA



SERGIO PEREZ

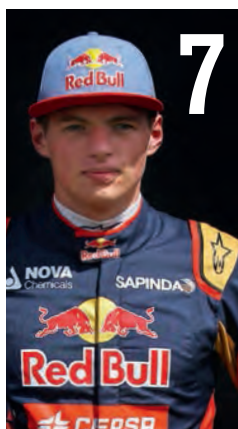
Force India has been developing the VJM08 since Monaco and both cars got a fresh Mercedes engine for this race. Perez was great here last year, finishing sixth, with fastest lap, and was required to perform a similar miracle after his crucial lap in Q1 was spoiled following Alonso's McLaren. He survived a hit from Kyat's Red Bull on lap one to salvage points for seventh.



NICO HULKENBERG

Hulkenberg said it took him some time to readjust to driving in F1 again after winning the Le Mans 24 Hours for Porsche, but he produced his best qualifying lap of the year to split the Williams drivers and start fifth on the grid. He couldn't keep the recovering Bottas behind in the race, but the team knows it is not quick enough to fight Williams now, so P6 was superb.

TORO ROSSO



MAX VERSTAPPEN

The teenager is frustrated by Renault's power deficit, but gave himself a chance of a good result by using a high-downforce set-up to qualify P7. He jumped Bottas on the first lap and held off the Williams as long as he could, then spent the last few laps fighting off Maldonado's Lotus. His defences were dubious, but a few errors rendered that moot. Good performance nevertheless.



CARLOS SAINZ JR

Toro Rosso brought several updates for Austria, but Sainz wasn't particularly fast using a low-downforce set-up (part of a split-strategy plan) in free practice, then felt he didn't have enough time to adapt when he was (rightly) switched to high-downforce for qualifying. He produced an excellent first lap to rise to ninth, but a slow stop and electrical failure spoiled his day.

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

RED BULL



DANIEL RICCIARDO

Ricciardo admitted his expectations in Canada were too high, having won in 2014, so frustration got the better of him given Red Bull-Renault's current predicament. He failed to make the top-10 grid shootout for the first time this year after brake woes. Grid penalty for an engine change meant he started 18th (with a 5s penalty at his first pitstop), but drove well to salvage a point.



DANIIL KVIAT

The Russian is finding better rhythm in the RB11. He was close to Ricciardo in qualifying before the Aussie's brake problems struck. Kvyat lost his P8 grid slot to an engine-change penalty, and broke his front wing rear-ending Sergio Perez's Force India at the start, which meant an early stop and some lost downforce. He battled on in hope of points, but the damage was too great.

WILLIAMS



FELIPE MASSA

Last year's polesitter had to be content with row two this year in updated FW37. He didn't string his sectors together, but wouldn't have qualified any higher anyway. Massa looked on for a solid fourth in the race too, until Sebastian Vettel's pitstop problem handed him third. He kept calm in the face of a Vettel fightback late-on to score his first podium of the season.



VALTTERI BOTTAS

Bottas returned to the scene of his maiden F1 podium finish and felt another was possible after trying substantial aero updates to the FW37 on Friday, but he ended up a disappointing sixth. He lost ground on lap one of the race and had to fight back past Verstappen and Hulkenberg (twice) to salvage P5 while managing his brakes. Not his best race.

FERRARI



SEBASTIAN VETTEL

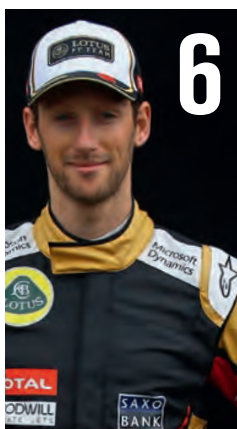
Vettel suffered a spate of gearbox problems in Friday practice, which limited Ferrari's chances to gather valuable data, but he bounced back to fill his customary best-of-the-rest role in qualifying behind the Mercs. He gradually lost touch during the first part of the race, but would have finished a comfortable third without the 10s lost to a wheelnut problem at his pitstop.



KIMI RAIKKONEN

Dismissed suggestions that he must take a pay cut to remain at Ferrari next season with his customary acerbic tone, and was on the offensive again after qualifying, blaming the team for failing to escape Q1 on a rapidly improving track when the flag fell. His race lasted just two corners, after he collided with Alonso after losing control on the back straight.

LOTUS



ROMAIN GROSJEAN

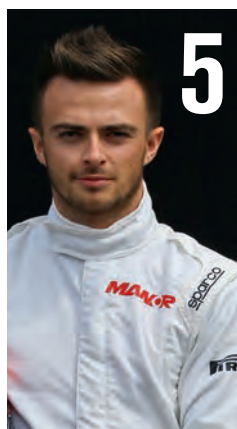
Grosjean reckons the Lotus struggles on the super-soft tyres with heavy fuel, which is why the E23 has been quicker in qualifying than in race trim recently. He felt a top-five grid slot was on, but for the suspected hydraulic leak that spoiled Q3. He lost out in early battle with Sainz and Perez, but was still in the hunt for points when a gearbox problem struck.



PASTOR MALDONADO

Revelled in the handling of the E23 right from the off and reckoned he would have made the top 10 "easily" in qualifying, but for a mistake on his final flier that he estimated cost him seven tenths. He stalled briefly at the start, but recovered to salvage seventh after a close fight with Verstappen at the end. Showed he can keep cool in combat in the face of aggressive defence.

MANOR



WILL STEVENS

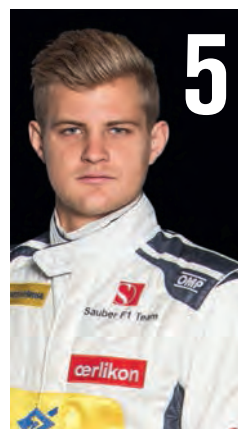
Stevens was confident of a strong showing at a circuit he knows from his Renault 3.5 days, but he was again shaded by his improving team-mate. He was outqualified by a huge 1.297s, but estimated he lost 1.1s to battling with Ricciardo and Massa in Q1. He also went off and damaged his car's floor. His race lasted one lap before debris from Kvyat's wing punctured a radiator.



ROBERTO MERHI

Merhi is no longer overdriving in the early stages of the weekend, and is back to using the theoretically better front-wing spec. He felt he was almost pushed into the wall by Raikkonen's Ferrari after a good start to the race, and was following closely when the Finn and Alonso speared into the wall exiting Turn 2. He was 13th after the first lap, but eventually finished 14th.

SAUBER



MARCUS ERICSSON

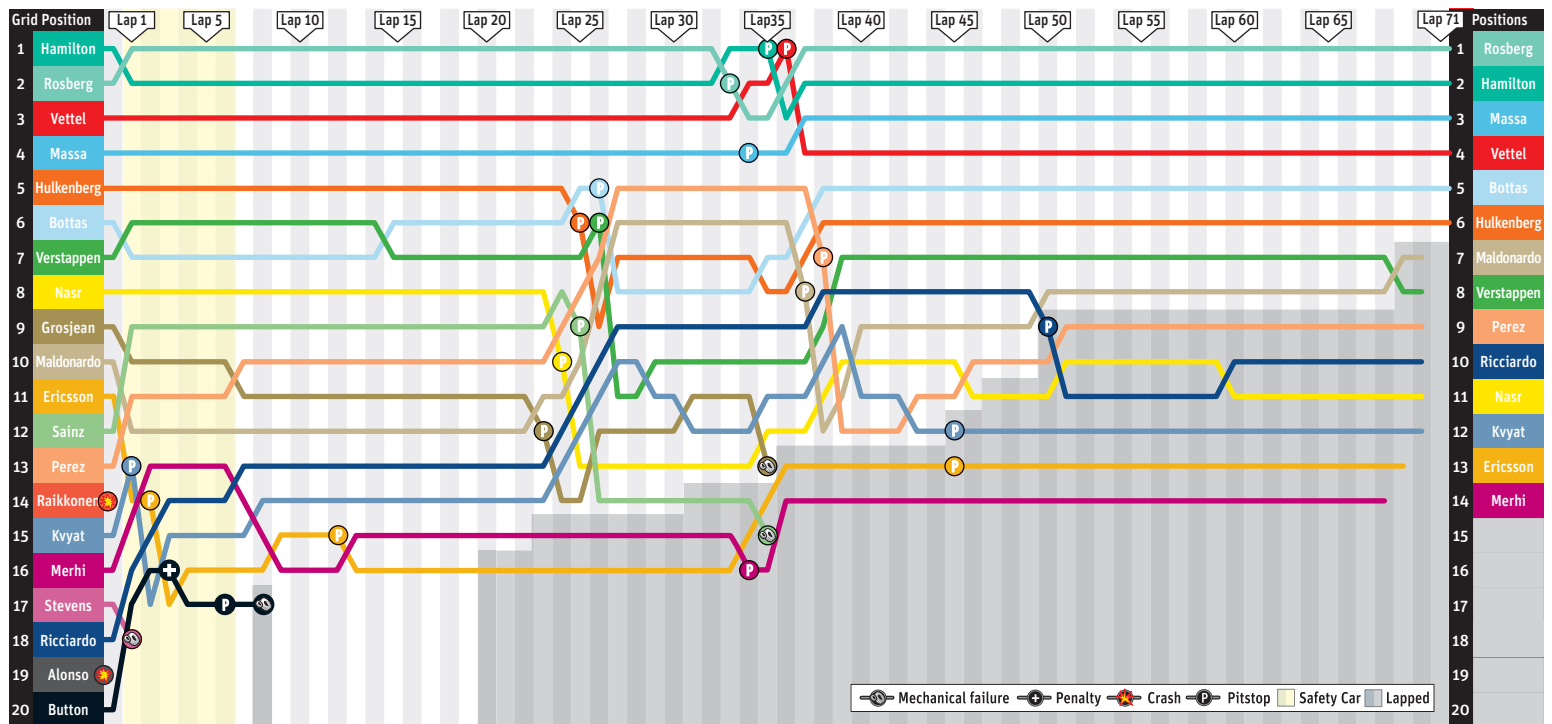
After a decent showing in Canada last time out, Ericsson trailed team-mate Felipe Nasr at this track and qualified nearly 0.4s slower than the Brazilian. Still, Kvyat's grid penalty bumped him up a place, but sadly he jumped it to incur a drive-through. He also damaged the car running over debris early on, before ECU trouble briefly switched off the car (twice!) on track.



FELIPE NASR

The Brazilian hasn't been happy with his braking feeling since switching from Brembo to Carbon Industrie material for Canada. Set-up changes to get him the right feeling transformed his form here. Felt he did "everything right from the first session", and was confident of a points finish, but his brakes overheated, and his chances of a result faded with them.

RESULTS



PRACTICE 1: Friday

POS	DRIVER	TIME
1	ROSBERG	1m10.401s
2	HAMILTON	1m10.709s
3	RAIKKONEN	1m11.028s
4	BOTTAS	1m11.452s
5	NASR	1m11.633s
6	KVYAT	1m11.642s
7	RICCIARDO	1m11.724s
8	VERSTAPPEN	1m11.825s
9	MASSA	1m11.890s
10	PEREZ	1m11.905s
11	SAINZ	1m11.948s
12	MALDONADO	1m12.004s
13	HULKENBERG	1m12.031s
14	PALMER	1m12.050s
15	ERICSSON	1m12.159s
16	BUTTON	1m12.920s
17	ALONSO	1m13.272s
18	STEVENS	1m13.937s
19	MERHI	1m15.459s
20	VETTEL	1m15.684s

PRACTICE 2: Friday

POS	DRIVER	TIME
1	VETTEL	1m09.600s
2	ROSBERG	1m09.611s
3	RAIKKONEN	1m09.860s
4	MALDONADO	1m09.914s
5	HAMILTON	1m10.137s
6	HULKENBERG	1m10.160s
7	GROSJEAN	1m10.267s
8	VERSTAPPEN	1m10.356s
9	NASR	1m10.495s
10	PEREZ	1m10.585s
11	SAINZ	1m10.631s
12	KVYAT	1m10.686s
13	ERICSSON	1m10.744s
14	BOTTAS	1m10.746s
15	MASSA	1m11.011s
16	ALONSO	1m11.517s
17	RICCIARDO	1m11.676s
18	BUTTON	1m11.919s
19	STEVENS	1m12.522s
20	MERHI	1m13.094s

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	VETTEL	1m09.994s
2	HAMILTON	1m10.011s
3	RAIKKONEN	1m10.177s
4	PEREZ	1m10.221s
5	ROSBERG	1m10.332s
6	MASSA	1m10.408s
7	BOTTAS	1m10.417s
8	VERSTAPPEN	1m10.436s
9	MALDONADO	1m10.576s
10	GROSJEAN	1m10.863s
11	HULKENBERG	1m11.009s
12	ERICSSON	1m11.058s
13	SAINZ	1m11.139s
14	KVYAT	1m11.139s
15	ALONSO	1m11.168s
16	RICCIARDO	1m11.819s
17	NASR	1m11.906s
18	BUTTON	1m12.616s
19	STEVENS	1m13.328s
20	MERHI	1m13.960s

Weather: 16C, sunny/cloudy

Weather: 16C, overcast

Weather: 12C, overcast/wet



FRIDAY TESTERS

POS	DRIVER	TIME
1	PALMER	1m12.050s

Classic cars and drivers performed



QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	HAMILTON	1m12.218s (13)	1m09.062s (2)	1m08.455s
2	ROSBERG	1m10.976s (1)	1m08.634s (1)	1m08.655s
3	VETTEL	1m11.184s (3)	1m09.392s (3)	1m08.810s
4	MASSA	1m11.830s (8)	1m09.719s (8)	1m09.192s
5	HULKENBERG	1m11.319s (5)	1m09.604s (5)	1m09.278s
6	BOTTAS	1m11.894s (9)	1m09.598s (4)	1m09.319s
7	VERSTAPPEN	1m11.307s (4)	1m09.631s (6)	1m09.612s
8	KVYAT	1m12.092s (12)	1m10.187s (10)	1m09.694s
9	NASR	1m12.001s (11)	1m09.652s (7)	1m09.713s
10	GROSJEAN	1m11.821s (7)	1m09.920s (9)	no time
11	MALDONADO	1m11.661s (6)	1m10.374s	-
12	ERICSSON	1m12.388s (14)	1m10.426s	-
13	SAINZ	1m11.158s (2)	1m10.465s	-
14	RICCIARDO	1m11.973s (10)	1m10.482s	-
15	ALONSO	1m12.508s (15)	1m10.736s	-
16	PEREZ	1m12.522s	-	-
17	BUTTON	1m12.632s	-	-
18	RAIKKONEN	1m12.867s	-	-
19	MERHI	1m14.071s	-	-
20	STEVENS	1m15.368s	-	-

Weather: 12C, overcast/drying

QUALIFYING STATISTICS

	HEAD TO HEAD	
ROSBERG	1	7 HAMILTON
RICCIARDO	5	3 KVYAT
MASSA	5	3 BOTTAS
VETTEL	7	1 RAIKKONEN
ALONSO/MAGNUSSEN	3	4 BUTTON
PEREZ	2	6 HULKENBERG
SAINZ	5	3 VERSTAPPEN
GROSJEAN	7	1 MALDONADO
ERICSSON	2	6 NASR
STEVENS	4	2 MERHI



POLE POSITION TROPHY

HAMILTON
AUS MAL PRC BRN MC CDN A 7

ROSBERG
E 1



RACE: 71 LAPS - 190.773 MILES

POS	DRIVER	DRIVER NUMBER	CAR	LAPS	TOTAL TIME	FASTEST LAP	PITSTOPS	TIME IN PITS	GRID
1	NICO ROSBERG	6	MERCEDES	71	1h30m16.930s	1m11.235s	1	21.768s	2
2	LEWIS HAMILTON	44	MERCEDES	71	+8.800s	1m11.475s	1	21.869s	1
3	FELIPE MASSA	19	WILLIAMS-MERCEDES	71	+17.573s	1m11.613s	1	22.447s	4
4	SEBASTIAN VETTEL	5	FERRARI	71	+18.181s	1m11.499s	1	31.882s	3
5	VALTTERI BOTTAS	77	WILLIAMS-MERCEDES	71	+53.604s	1m12.248s	1	22.777s	6
6	NICO HULKENBERG	27	FORCE INDIA-MERCEDES	71	+1m04.075s	1m12.541s	1	21.685s	5
7	PASTOR MALDONADO	13	LOTUS-MERCEDES	70	-1 lap	1m11.785s	1	21.847s	10
8	MAX VERSTAPPEN	33	TORO ROSSO-RENAULT	70	-1 lap	1m12.349s	1	21.984s	7
9	SERGIO PEREZ	11	FORCE INDIA-MERCEDES	70	-1 lap	1m12.377s	1	26.689s	13
10	DANIEL RICCIARDO	3	RED BULL-RENAULT	70	-1 lap	1m11.689s	1	27.710s	18
11	FELIPE NASR	12	SAUBER-FERRARI	70	-1 lap	1m13.050s	1	22.803s	8
12	DANIIL KVYAT	26	RED BULL-RENAULT	70	-1 lap	1m12.316s	2	50.743s	15
13	MARCUS ERICSSON	9	SAUBER-FERRARI	69	-2 laps	1m12.516s	3	1m08.892s	11
14	ROBERTO MERHI	98	MARUSSIA-FERRARI	68	-3 laps	1m14.939s	1	23.926s	16
R	ROMAIN GROSJEAN	8	LOTUS-MERCEDES	35	gearbox	1m12.881s	1	22.016s	9
R	CARLOS SAINZ	55	TORO ROSSO-RENAULT	35	power unit	1m13.234s	1	27.638s	12
R	JENSON BUTTON	22	McLAREN-HONDA	8	electrical	1m52.208s	2	52.831s	20
R	WILL STEVENS	28	MARUSSIA-FERRARI	1	oil leak	-	-	-	17
R	KIMI RAIKKONEN	7	FERRARI	0	collision	-	-	-	14
R	FERNANDO ALONSO	14	McLAREN-HONDA	0	collision	-	-	-	19

Weather: 15C, cLOUDy. Winner's average speed: 126.785mph. Fastest lap: Rosberg 1m11.235s (135.845mph) on lap 35. Lap leader: 1-32 Rosberg, 33-35 Hamilton, 36 Vettel, 37-71 Rosberg.

TYRE CHOICE

STINT 1	STINT 2	STINT 3	STINT 4
Supersoft u	Soft n		
Supersoft u	Soft n		
Supersoft u	Soft n		
Supersoft u	Soft n		
Supersoft u	Soft n		
Supersoft u	Soft n		
Soft n	Supersoft n		
Supersoft u	Soft n		
Soft n	Supersoft n		
Soft n	Supersoft n		
Supersoft u	Soft n		
Supersoft u	Soft n	Supersoft u	
Supersoft n	Soft n	Soft u	Supersoft u
Supersoft n	Soft n		
Supersoft u	Soft n		
Supersoft n	Soft n		
Supersoft n	Soft n	Soft u	
Supersoft n	Soft n		
Soft n			
Supersoft n			

N - new; U - used

DRIVERS' STANDINGS

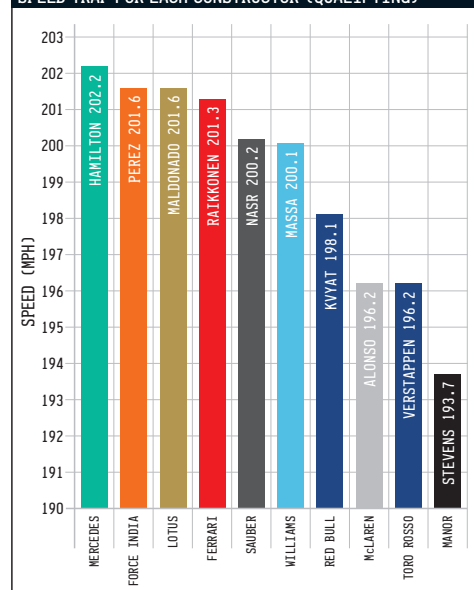
POS	DRIVER	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	A	GB	H	B	I	SGP	J	RUS	USA	MEX	BR	UAE	
1	HAMILTON	169	1st	2nd	1st	1st	2nd	3rd	1st	2nd	1st	-	-	-	-	-	-	-	-	-	-	-
2	ROSBERG	159	2nd	3rd	2nd	3rd	1st	1st	2nd	1st	-	-	-	-	-	-	-	-	-	-	-	-
3	VETTEL	120	3rd	1st	3rd	5th	3rd	2nd	5th	4th	-	-	-	-	-	-	-	-	-	-	-	-
4	RAIKKONEN	72	ret	4th	4th	2nd	5th	6th	4th	ret	-	-	-	-	-	-	-	-	-	-	-	-
5	BOTTAS	67	DNS	5th	6th	4th	4th	14th	3rd	5th	-	-	-	-	-	-	-	-	-	-	-	-
6	MASSA	62	4th	6th	5th	10th	6th	15th	6th	3rd	-	-	-	-	-	-	-	-	-	-	-	-
7	RICCIARDO	36	6th	10th	9th	6th	7th	5th	13th	10th	-	-	-	-	-	-	-	-	-	-	-	-
8	KVYAT	19	DNS	9th	ret	9th	10th	4th	9th	12th	-	-	-	-	-	-	-	-	-	-	-	-
9	HULKENBERG	18	7th	14th	ret	13th	15th	11th	8th	6th	-	-	-	-	-	-	-	-	-	-	-	-
10	GROSJEAN	17	ret	11th	7th	7th	8th	12th	10th	ret	-	-	-	-	-	-	-	-	-	-	-	-
11	NASR	16	5th	12th	8th	12th	12th	9th	16th	11th	-	-	-	-	-	-	-	-	-	-	-	-
12	PEREZ	13	10th	13th	11th	8th	13th	7th	11th	9th	-	-	-	-	-	-	-	-	-	-	-	-
13	MALDONADO	12	ret	ret	ret	15th	ret	ret	7th	7th	-	-	-	-	-	-	-	-	-	-	-	-
14	VERSTAPPEN	10	ret	7th	17th	ret	11th	ret	15th	8th	-	-	-	-	-	-	-	-	-	-	-	-
15	SAINZ	9	9th	8th	13th	ret	9th	10th	12th	ret	-	-	-	-	-	-	-	-	-	-	-	-
16	ERICSSON	5	8th	ret	10th	14th	14th	13th	14th	13th	-	-	-	-	-	-	-	-	-	-	-	-
17	BUTTON	4	11th	ret	14th	DNS	16th	8th	ret	ret	-	-	-	-	-	-	-	-	-	-	-	-
18	ALONSO	0	-	ret	12th	11th	ret	ret	ret	ret	-	-	-	-	-	-	-	-	-	-	-	-
19	MERHI	0	DNQ	15th	16th	17th	18th	16th	ret	14th	-	-	-	-	-	-	-	-	-	-	-	-
20	STEVENS	0	DNQ	DNS	15th	16th	17th	17th	ret	-	-	-	-	-	-	-	-	-	-	-	-	-
21	MAGNUSSEN	0	DNS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



CONSTRUCTORS' STANDINGS

POS	CONSTRUCTOR	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	A	GB	H	B	I	SGP	J	RUS	USA	MEX	BR	UAE	
1	MERCEDES	328	43	33	43	40	43	40	43	43	-	-	-	-	-	-	-	-	-	-	-	-
2	FERRARI	192	15	37	27	28	25	26	22	12	-	-	-	-	-	-	-	-	-	-	-	-
3	WILLIAMS	129	12	18	18	13	20	0	23	25	-	-	-	-	-	-	-	-	-	-	-	-
4	RED BULL	55	8	3	2	10	7	22	2	1	-	-	-	-	-	-	-	-	-	-	-	-
5	FORCE INDIA	31	7	0	0	4	0	6	4	10	-	-	-	-	-	-	-	-	-	-	-	-
6	LOTUS	29	0	0	6	6	4	0	7	6	-	-	-	-	-	-	-	-	-	-	-	-
7	SAUBER	21	14	0	5	0	0	2	0	0	-	-	-	-	-	-	-	-	-	-	-	-
8	TORO ROSSO	19	2	10	0	0	2	1	0	4	-	-	-	-	-	-	-	-	-	-	-	-
9	McLAREN	4	0	0	0	0	0	4	0	0	-	-	-	-	-	-	-	-	-	-	-	-
10	MARUSSIA	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-

SPEED TRAP FOR EACH CONSTRUCTOR (QUALIFYING)



FOR IN-DEPTH RESULTS
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What do the drivers think of Formula 1?

Ex-Red Bull driver Mark Webber claims Formula 1 is “not in great shape”,

Mercedes chief Niki Lauda says it needs to become a riskier sport, while

Red Bull boss Christian Horner reckons the cars are too easy to drive.

But what do the drivers think? LAWRENCE BARRETTO found out



34

FELIPE MASSA, WILLIAMS



“Sometimes change is not changing anything”

“It is not about just making the cars quicker on the track, because if you are three seconds quicker on the television nobody understands.

“The car will be even quicker, we will brake even later, so maybe overtaking will be more difficult.

“People want to see competition, people want to see overtaking, and people want to see fights.

I think that needs to be the change.

“I think in Formula 1 we’ve always had a lot of change, but maybe sometimes change is not changing anything.

“If you look in the past, it was a lot worse than how it is now. The difference in qualifying was maybe one and a half seconds to third. They [the leaders] were lapping the third every race.

“People need to not look in the past without remembering so well and saying the past was amazing.”

JENSON BUTTON, McLAREN



“I don’t think the racing is bad now”

“I would love more mechanical grip and more downforce produced by the floor, with less emphasis on the wings.

“Mechanical grip is massively important. With downforce, we have to find a way of doing it so it doesn’t affect the dirty air of cars and actually make it more difficult to overtake.

“That would improve my enjoyment of driving and when you see us loving it more, I think the fans will love it more.

“The cars will look better on track as they will carry more speed through corners and I think the racing will be even better. Though honestly, I don’t think the racing is bad now.

“Making the cars quicker through corners will be a good thing, so long as it’s done in a way which doesn’t hurt the racing.”

LEWIS HAMILTON, MERCEDES



“I miss big, wide grippy tyres and a wide car”

“Naturally I miss the sound. 1996 was my first Grand Prix at Spa and when I walked into that paddock and heard one of the cars come past, the roar went through my ribcage.

“I thought, ‘Wow, I want to do

this even more than I did before.’ Now you don’t have that roar, so I miss that.

“I miss big, wide grippy tyres and a wide car with real gearboxes, not that I’ve ever got to experience that really in Formula 1. Now it’s about efficiency, about fast gearshifts and technology evolving.

“We don’t want to go back in time because otherwise the world’s going to be stuck in the stone age.”



Hamilton fondly recalls the sound of the 1990s

CARLOS SAINZ JR, TORO ROSSO



“Just make the cars quicker”

“It’s not so physically demanding as it was 10 years ago. But mentally it’s really tough to work through all of those switches while at the same time you’re trying to save your tyres.

“At the same time you’re trying to handle your battery and your brake balance for every different corner. So it’s not easy. It’s tough, but in a different way.

“I would prefer to simplify that stuff and just make the cars quicker and let me focus more on making my car quicker.”

FERNANDO ALONSO, McLAREN



“Things are probably too complicated”

“I would change many things. Probably the cars and the technology are too complex, especially for the people at home.

“People want to see cars racing and overtaking each other, fighting for positions, not saving tyres, saving fuel, talking about DRS, tokens, penalties.

“The penalties that we had in Austria are very difficult to understand at home.

“There are things that are probably too complicated. Some of the rules are made by top engineers and top mathematicians, and people at home don’t care about those things.”

SERGIO PEREZ, FORCE INDIA



“I would like to be pushed as a racing driver”

“I think that Formula 1 is already quite risky, though probably not as risky as in the nineties because the cars are safer.

“Sometimes I read comments that it’s too easy to drive the cars but I don’t think it’s the case. To get the maximum out of a race and qualifying is very, very hard.

“Lap after lap to be consistent with our switches, to react at the right time with the car balance and so on, is difficult.

“I would like to be pushed as a racing driver to drive every lap at the limit of the car and extract the best from the car.”

WILL STEVENS, MANOR



“The car is not the easiest thing to drive”



“Physically the cars are easy to drive now. The series below are harder purely because they’ve got no power-steering. If you had no power-steering in a Formula 1 car, I’m sure they’d be the most physical car there is.

“The car is not the easiest thing to drive because we’re fighting with the car.

“It depends what you want. Do you want cars moving around more, and more of a show from people spinning off? That’s going to make lap times slower.

“If people want to go quicker then the cars are going to be easier to drive, because the cars will have more grip, which then means it’s easier to find the limit.”

VALTTERI BOTTAS, WILLIAMS



“I’m very much enjoying myself in the current cars”

“I think all the drivers would like the cars to be quicker with more power, as that’s always fun.

“I’m not saying the current cars are not exciting to drive as I’m very much enjoying myself in the current cars.

“But if I could decide now and make changes, more power would be nice.”



ETHERINGTON/LAT



Massa cautions against rose-tinted spectacles

“If you look in the past, it was worse than now”

DUNBAR/LAT

Stoffel Vandoorne: Unstoppable GP2 force

No matter what is thrown at him, Vandoorne has looked utterly in control during the 2015 GP2 season – and he was again in Austria. By **EDD STRAW**

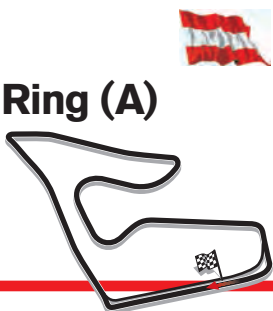


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GP2 Red Bull Ring (A)

June 20-21

Round 4/10



THERE IS A BIG DIFFERENCE BETWEEN SOMETHING being easy and being *made* to look easy. After racking up his fifth consecutive feature-race victory, a run stretching back to the 2014 season finale in Abu Dhabi, runaway GP2 championship leader Stoffel Vandoorne insisted that his win “was not easy”.

It would be easy to scoff, to accuse the McLaren junior driver of false modesty. But the reality is that, like any true artist, he had made the extraordinary look ordinary. So accustomed has Vandoorne become to achieving the remarkable that he admitted it was a “little bit disappointing” not to take a double by passing Rio Haryanto for victory in the sprint race.

To put into context just how disappointing it really is to follow up a win with a second place, bear in mind that in just under 10 and a half seasons of GP2 the double has been achieved just seven times.

So what did Vandoorne do so well? First of all, he aced qualifying. You wouldn't have bet the farm on that happening after the first half of the session, during which he lagged behind Sergey Sirotkin. But as has so often been the case in 2015 it was a case of ‘cometh the hour, cometh the Belgian’ and Vandoorne nailed a lap to take pole position.

Qualifying is so often half of the battle in motorsport. But not in GP2, for the necessity of running two different compounds of Pirellis can sometimes mean the chances of the early-race leader closing out victory depends on how quickly they clear slower traffic after stopping.

Vandoorne wasn't happy about his pace on that first set of Pirelli super-softs, so when he pitted after seven laps he had been unable to drop Sirotkin. The Russian had made a flying start from fourth on the grid, having dropped out of pole-position contention in the second half of qualifying, and sat behind Vandoorne early on.

Then Vandoorne really earned his victory. In all four of this year's feature races, he has faced some kind of adversity. In Bahrain the timing of the safety car went against him. At Barcelona the DRS was not working when he was trying to come through the midfield after an early stop, only to reactivate in time for his late-stopping pursuers to benefit from it. In Monaco he ran second behind Alexander Rossi before jumping him in the pits.

It was a similar story in Austria, as a slow stop meant he dropped behind Sirotkin and Nobuharu

Matsushita, who both stopped a lap later. Matsushita compliantly let his ART team-mate past, but Sirotkin put up more of a fight. Well, he tried to do so, but soon had to cede the lead.

Vandoorne had won the battle to be at the front of the early stoppers, but that was just one part of the war. For those who had started on the harder Pirellis were still out and circulating up front. Initially, it was Pierre Gasly who had the advantage, but it was his DAMS team-mate Alex Lynn who ended up in combat with Vandoorne.

Lynn complained of being baulked by Simon Trummer in qualifying and started ninth, slipping to 12th off the line. But as the race played out he came into his own. Before he could take on Vandoorne, he had to make his way past Gasly, who assumed the lead once the super-soft starters were out of the way. Gasly's pace was compromised because of front-wing damage sustained coming across the line at the end of lap one. Lynn asked for some assistance from the team, but was told he had to find his way past Gasly. Eventually he did, at which point he started to attack in an attempt to establish a pitstop's advantage over Vandoorne.

So Vandoorne had a simple task – clear the slower traffic and get into clear air. He did that to perfection. So much so that, by the time he crossed the line, his advantage was almost 12s.

“It was one of the hardest wins of the season because I had to battle my way through the field,” said Vandoorne. “It's always a good feeling when you managed to do that and it's



Vandoorne is the class of 2015 field



Ghiotto is back on track after poor FRenault 3.5 campaign

GP3 RED BULL RING (A), JUNE 20-21 RD 2/8

Ghiotto win underlines career reboot

WHEN LUCA GHIOTTO APPEARED ON THE GP3 scene at Spa last August, it was during an underwhelming campaign in Formula Renault 3.5. He was beginning to question himself when he claimed a shock pole position in wet conditions on his first time in the car.

"It was a difficult season last year and that's why I decided to do the Spa round just to see if I had some mental problem," said Ghiotto. "When I took pole, I saw that I was still able to drive and that the problem was something else!"

Victory from pole in the sprint race at the Red Bull Ring, despite losing the lead to Esteban Ocon at the start, proved that there's no problem with his driving. Ghiotto attacked after the intervention of the safety car, caused by Kevin Ceccon clattering the stalled car of Mitch Gilbert at the start and then collecting Samin Gomez.

At the restart, Ocon could only hold out until the Turn-2 hairpin on the second lap. After taking the lead, Ghiotto checked out to take a

dominant victory during which he could "push 100 per cent" while others found they had to take care of their tyres.

Ocon slipped to third behind charging Ferrari protegee Antonio Fuoco. The Italian had taken the restart in sixth, passing Sandy Stuvik, Emil Bernstorff and Marvin Kirchhofer to move up to third before dispatching Ocon with six laps remaining.

In the sprint race, Colombian Oscar Tunjo charged from ninth on the grid to bag his first GP3 win. Again, the safety car was deployed early after Fuoco drove into Jann Mardenborough and Sandy Stuvik at Turn 2. Tunjo restarted sixth.

From this unpromising position, over the course of just six laps, he dispatched polesitter Ralph Boschung, Bernstorff, Ghiotto, Ocon and then leader Kirchhofer to seal his victory.

Ocon, who finished third behind Kirchhofer, was subsequently excluded for his undertray being too low. This promoted Ghiotto to third.



First-turn squeeze was costly for Yelloly



Haryanto deserved race-two win

difficult to overtake. Today showed that we were capable of doing it."

As if there was any doubt...

It was Sirotkin that finished a strong second, with Lynn coming through to third after passing Matsushita late on following his stop. Lynn had reason to rue the time lost behind Gasly, but third was a solid enough result and the missing time would have been nowhere near enough to challenge Vandoorne.

With Lynn out of contention immediately in the sprint race after stalling on the grid (he then showed what might have been possible by getting high-on a lap down and pulling away from the leaders), Vandoorne came desperately close to the double. Thanks to nearest championship rival Rossi and Nick Yelloly clashing at the first corner,

Vandoorne jumped to third immediately. It was unfortunate for Yelloly, who had shown good pace after his belated start to the season and looked a serious threat for sprint-race victory before the combination of a bad start and the clash – itself the consequence of there not being room for him, Haryanto and Rossi at the turn-in point.

Haryanto had the lead and for half of the race the Campos Racing driver kept the Russian Time car of Artem Markelov at bay. The Russian, who has been a revelation this season after spending most of last year as back-of-the-grid fodder, tried to pass into the Turn 3 right-hander at half-distance, but ended up only running wide into the gravel and clipping Haryanto's front wing as he did so.

At that point, a Vandoorne victory was odds

on. But that reckoned without how well Haryanto was driving. He was quick enough where he needed to be – the final corners and out of the first two turns – to ensure Vandoorne could never seriously challenge.

But it tells you everything you need to know about how well Vandoorne did that it required a high-class drive to deny him that second win. His championship lead over Rossi is 76 points with over half of the season remaining, which is hardly impregnable. But given the way he's driving, the rest may as well give him his crown now, send him off to F1 and spend the rest of the year starting their fight for the 2016 title.

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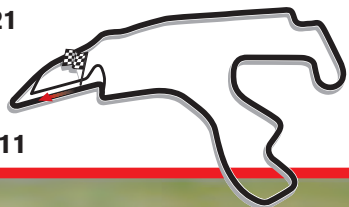
Dennis won race
two from Ferrucci

Euro F3

Spa (B)

June 20-21

Round 5/11



Dennis avoids the menaces

THE HIGHS AND LOWS OF SPA DIDN'T APPLY TO just the circuit topography last weekend, for a dramatic trio of races featured some sensational racing and disgraceful driving. Jake Dennis had celebrated his 20th birthday during the week and the Prema Powerteam squad acknowledged it in typical motorsport fashion with a cake fight; Dennis would avenge this by twice spraying something to wash the crumbs off: champagne.

He wouldn't have predicted such an outcome on Friday evening. The second qualifying session, which decided the grid for races two and three, was terminated just before the end with a red flag. On a drying track, with times tumbling each lap, that early finish provided a lottery of a grid. A grumpy Dennis, who had been gearing up for a quick lap, was only seventh fastest, while Prema team-mates Lance Stroll and Felix Rosenqvist had dropped from the top two spots to third and fourth, with both having backed off on their last completed lap to find a clear track for a final attack that never came. Running in tandem, Mücke Motorsport man Mikkel Jensen and the other Prema car of Brandon Maisano had leapt to first and second respectively, a maiden F3 pole for the Dane.

With many live-timing systems unable to cope with the stress of working out second-fastest times, that meant that – as often happens – the

Late birthday
gift for Dennis

grid for race three remained a mystery to everyone for the best part of an hour. Prema boss Rene Rosin reckoned it was Stroll, then heard rumours it was Rosenqvist. No one expected it to be Dennis, least of all the 2012 McLaren AUTOSPORT BRDC Award winner himself.

And he wouldn't have been too confident in his chances of winning race two, even though he was elevated to fifth on the grid when two cars ahead failed scrutineering. But then Dennis, who was running four used tyres, watched in amazement as Stroll, Jensen and Rosenqvist went side by side up the Kemmel straight, before Stroll veered across on Jensen, who was knocked into Rosenqvist, sending the furious F3 veteran on a wild ride along the barriers and out of the race.

Now he had to contain Santino Ferrucci, who had two new Hankooks on his Mücke car, and Dennis "really needed a safety car". He got it pretty soon, as Gustavo Menezes was launched into a frightening aerial backflip when he clipped the rear wheel of Maisano, and the race ended under caution.

You could call Dennis lucky, but a brilliant piece of racing on the first lap had taken him past Rosenqvist and Maisano in one move, and he would show the same kind of craft in race three.

This time Dennis lost his pole advantage to Jensen at the start on a very damp track, with most of the field on slicks. "Jensen was the bravest of them all through Eau Rouge – he absolutely rinsed me," said Dennis admiringly. "Fair play to him – I think he was flat."

But Jensen couldn't hang on. After an early safety car, Dennis attacked into Les Combes, locked up, somehow got it around the corner, and then Jensen was spinning – "I have no idea why," said Dennis – into the barriers at the following left-hander.

First Dennis had to fight off a cameo starring role from Tatiana Calderon, who went from 27th

Jensen crashed out
of two lead battles

on the grid to the lead on wet-weather tyres before fading as the track dried, then first-race winner Charles Leclerc, who trimmed the gap to below a second by the flag.

Leclerc, along with Giovinazzi, had been well and truly done over by the sudden end of second qualifying, losing a third-fastest time he set just as the red flag appeared. He started on the fifth row for the finale, but again picked his way through. "I was a bit stupid five laps from the end because I locked up really hard twice in one lap," said the Van Amersfoort Racing driver. "I don't say I could have won the race, but it would probably have been a bit closer. Still, we have taken the best we could out of our places on the grid."

Such canniness from a rookie – as all around him others fired themselves and others off the track – has propelled Leclerc into the championship lead. From grid positions of sixth, 10th and ninth, he'd never expected that. For him, Spa was a case of downs, then ups.

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IN THE PADDOCK

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CAN SOMEONE FROM EUROPEAN F3 organiser Formel 3 Vermarktungs kidnap Emanuele Pirro and only let him out for race weekends?

The presence of the multiple Le Mans 24 Hours winner, ex-Formula 1 racer and 1982 European F3 runner-up on the stewards' panel made a considerable difference to the mood in the paddock. Teams told of how he dealt calmly with the drivers after incidents, explained things in a driver-to-driver way, and made a difference to the competitor-official relationship.

One driver's dad told me it was a bit late to be tackling driving standards, but I reckon it's better late than never.

The biggest punishment meted out was that to Lance Stroll, who was banned from race three for taking out Mikkel Jensen and Felix Rosenqvist as the trio battled for the



Maisano (right) received grid penalty for Menezes flip

DENISE/ESSAY

second-race lead. "I really think he still has to improve the perception of what is around him," said Pirro. "I am convinced that he is a good boy, and that he didn't want to do anything that he has done.

"The stop [ban] in this case is not really a punishment, but it's more a time to reflect and think about it, and I have to say he took

it in a really mature way and I am proud of him for that."

This hard-but-nice attitude Pirro likens to parenting, but wants to consider himself more as "an older brother who is here to make sure things are done in the right way. I have a big passion for younger people – when I see this bunch of kids I really feel

a lot of sympathy for them."

So far so good. But the bad news is that Pirro is only on board once more – at the Hockenheim finale. FIA president Jean Todt said the idea of always having an ex-driver among the stewards will be discussed, but that's not good enough. If F3 is to continue the good work from Spa, it needs one now.

Stewards hear Rosenqvist rant

FELIX ROSENQVIST TURNED

driving-standards vigilante after being taken out of potentially-winning positions in all three races.

The Swede was pushed off by Antonio Giovinazzi in race one, crashed out thanks to Lance Stroll's race-two move, and was spun around by Markus Pommer in race three – all three assailants were penalised by stewards.

Rosenqvist spent an hour with officials railing about track etiquette. "I think these are the worst driving standards I have ever experienced," he fumed. "It's such a shame this is happening."



Rosenqvist vents to AUTOSPORT

MILESTONE

Alexander Albon earned third place in the first race at Spa. It was the Anglo-Thai's maiden F3 podium, and the first for Signature since its return. The last for the team was when Marco Wittmann won the Macau GP qualification race in 2011.



Sette Camara grabbed a third

Camara flashes for Motopark

SERGIO SETTE CAMARA SCORED a surprise first podium for the Motopark team since its return to European F3 in the chaotic second race of the weekend.

The 17-year-old Brazilian made the crucial move for third on Brandon Maisano in between safety cars.

Team-mate Sam MacLeod had also

shown pace, qualifying fifth, but failed the vacuum test concerning the control of airflow to the engine due to a cracked inlet manifold, which expanded in the cold conditions.

Another Motopark driver, Markus Pommer, was black-flagged from a podium place in race three after run-ins with Felix Rosenqvist.

Leclerc takes stealthy lead

CHARLES LECLERC PLAYED A low-risk game of stealth by intelligently moving from sixth on the grid to win the first race of the weekend and propel himself into the points lead.

Prema Powerteam drivers Felix Rosenqvist and Jake Dennis had blitzed qualifying, but the team's decision to run a low-downforce set-up – "It was only the blade rear wing, Macau-style," said Rosenqvist – wore out the rear tyres and left them struggling in the middle sector.

Rosenqvist battled pre-weekend series leader Antonio Giovinazzi for first place, but a brusque defensive move



Leclerc won the opener

from the Italian with three laps remaining punctured his right-rear and sent Rosenqvist down the escape road.

"I didn't want to take any risks, because if I tried to pass Felix, he would just pass me back and Antonio would be gone," said Leclerc, who had been right behind the leading duo when they collided, but hung back as he was on the dry inside line. "I was expecting it a little bit to be honest!" he said.

CRASH ENDS RAO RUN

Matt Rao, last year's British F3 runner-up, ran as high as sixth in the third race, but the Fortec man crashed out when he hit Fabian Schiller entering Les Combes, earning himself a five-place grid penalty for the next round at the Norisring. Team West-Tec driver Schiller had earlier earned his first F3 points with ninth in race one.

FITTIPALDI PENALISED

Pietro Fittipaldi qualified in the top six for all three races, but was slung to the back of the grid for the second and third as his Fortec car did not have the sufficient 1kg of fuel left in it for a sample. The team attributed it to being "a bit marginal on the call". Fittipaldi raced from the back to 10th in race three, his second points finish of the weekend.

BOCCOLACCI BUOYED

Lotus F1 junior Dorian Boccollacci ended a disastrous start to his rookie season with fifth place – his first points – in race two. Signature's 16-year-old, a graduate of French Formula 4, then fought for fourth with Sergio Sette Camara in the finale before he was taken out, Sette Camara earning a drive-through penalty.

RUSSELL'S PODIUM

George Russell took his first podium finish since the Silverstone opener after storming from 21st to third in the finale. The Carlin driver won an on-track fight with team-mate Callum Iott, then moved into third when Antonio Giovinazzi was forced by officials to pit for a new front wing after clipping the wet-tyre-shod Tatiana Calderon in Eau Rouge.

WTCC
Slovakia Ring (SK)

June 21

Round 6/12



Frenchmen lead a Citroen double 1-2-3

Yvan Muller and Sebastien Loeb won a race each to headline a pair of dominant 1-2-3 finishes for the C-Elysees. By **STUART CODLING**

ONE WORLD CHAMPIONSHIP POINT MIGHT BE considered a measly haul for such a highly rated talent, but Nestor Girolami had to fight all the way on his much-anticipated World Touring Car Championship debut. The reigning Argentinian Super TC2000 champion is keenly aware that if he is to achieve his ambition of moving full-time to the WTCC next season, and fighting against the Citroens that dominated both races at the Slovakia Ring last weekend, he has to capitalise on every opportunity that comes his way.

This pleasant but somewhat remote part of Slovakia was not the ideal venue for any driver tasked with piloting a Honda Civic newly saddled with 60kg of compensation weight, let alone one making their first appearance in the WTCC apart from a single day's testing in a Lada. The compact but varied and deceptively long layout of the Slovakia Ring, more undulating than a casual glance would suggest thanks to the presence of several landscaped mounds around the course, ruthlessly punished the Civic's limitations. A fast first sector exposed the Honda's straightline-speed deficit – an unavoidable consequence of the donor car's two-volume shape – while the combination of long corners and short ones in which the driver must turn-in on the brakes, deliberately provoking the rear into a brief slide, proved tricky for a car not as nimble and ready to pivot as it once was.

Of course, the Citroens carry the maximum compensation weight too, but they have long since learned to live with it. "Believe me," sighed Yvan Muller, "without 60 kilos we would be even faster..."

Thus the C-Elysees occupied their customary positions at the head of the grid, challenged only by Lada's fleet of three constantly improving Vestas led by Rob Huff. By the end of the two practice sessions it was simply a question of which Citroen driver would be the fastest, how many of them would make it through to the coveted Q3 top-five grid shoot-out, and what the margin would be to Huff.

Muller, who just a few races ago declared the championship race between himself and Lopez over, only to have his wrists slapped by series

boss Francois Ribeiro on account of pronouncements such as this not being good for box office, produced a simply dazzling pole lap. So fast was he through the first sector that his margin over Lopez remained intact in spite of an error later in the lap. Sebastien Loeb was six tenths further in arrears in third, and the last of the factory Citroens was absent from the top five since Ma Qing Hua had exceeded the track limits at Turn 9 on his hot lap in Q2 and seen the time scratched.

Instead Huff lined up fourth, a tantalising hundredth of a second off Loeb's time, with team-mate Nicky Catsburg fifth. Sixth for Jaap van Lagen in the third Vesta would have given the top half-dozen a symmetrical feel, but he tilted for 10th place – pole position for the reversed-grid race two – and secured it. The grid order made less-pleasing reading for Honda since just

one Civic qualified in the top 10, at least earning Gabriele Tarquini a front-row spot on the reversed grid. But he was still outpaced by two privateer Chevrolets, albeit the latest-spec ones piloted by Hugo Valente and Tom Chilton.

"If we'd had the car as it is now all the way through last year," said Chilton, "we'd have been in with a shot at the championship."

The final insult came when European Touring Car Cup frontrunner Mato Homola, also making his WTCC debut this weekend, outqualified all the remaining Civics in a Chevrolet that has been in mothballs since Macau last year, and which barely ran during practice owing to a brake problem. Girolami wound up 18th on the grid.

"Tiago [Monteiro] says the 60kg is costing the Honda maybe a second and a half," said Girolami. "But we're taking things step by step. Everything in the WTCC is new to me. There are lots of things I have to learn, many different procedures with the car. If I can finish, maybe I can arrive in 10th or 12th position. That's the best opportunity for me," he confessed.

The following day he delivered on his word. Muller led race one from pole, putting Lopez back in his box after a challenge at the first corner, and decisively laying down a margin ("I was wary of the slipstream so I wanted to build a gap," he said later). Loeb aided Muller's cause by shadowing Lopez and keeping him on the defensive throughout, and they gradually eased clear of Huff's yellow Lada, which in turn had to contend with the presence of Valente's Chevrolet. A power-steering failure sent Catsburg to the pits but the main opportunity for those behind to gain positions arrived courtesy of Ma, who was



Van Lagen's Lada (r) had race-two pole, but the Citroens were coming...



Muller won race one
to cut team-mate
Lopez's points lead



HOMOLA GATED

Slovakian Mato Homola (above) made a positive impression on his debut although brake problems on his elderly Chevrolet, mothballed since Macau last year, meant he achieved little running in practice. The 20-year-old was delayed in race one when he made a mistake in his starting procedure and then suffered a broken splitter, before his engine went off-song in race two.

GIROLAMI RETURNS

Nestor Girolami has confirmed he would like to race in two further WTCC rounds this season, in Thailand and Qatar, as well as the planned outing at Vila Real next month.

KIA CONSIDERS

Representatives from South Korean car manufacturer Kia attended the Slovakia round amid reports that the company is evaluating a possible WTCC entry in future.

THE STATE OF INDEPENDENTS

Hugo Valente's two wins in the Yokohama Drivers' Trophy category for independent runners enabled him to close up on Norbert Michelisz and Tom Chilton at the top of the standings. Michelisz and Chilton each failed to finish a race at the Slovakia Ring after picking up punctures.

CRUZE CONTROLLED

Hugo Valente and Tom Chilton ran new-spec Chevrolet Cruzes this weekend, with a revised rear-suspension layout that offers a greater range of adjustment.



Debutant Girolami got stuck in aboard Honda

Tiago says 60kg costs the Honda maybe a second and a half. If I finish, maybe I can be 10th

NESTOR GIROLAMI

painfully slow away from seventh on the grid owing to a clutch problem.

Chilton was the first to benefit, though his race nearly came to an end at Turn 1 when van Lagen hit him. Instead it was van Lagen who broke for the pits at the end of the lap, to ensure his car could be fettled in time for race two.

Mehdi Bennani (Citroen) and Norbert Michelisz (Honda) also elevated their privateer machinery to the top 10, but retired with a transmission problem and a puncture respectively, enabling Monteiro to complete an impressive recovery from a lowly 17th on the grid. Tom Coronel survived a duel with the recovering Ma to make it home ninth overall, and third of the independent runners, while the impressive Girolami completed the top 10. He had snatched four places on the opening lap, then contrived to pass Stefano D'Aste on the infield twists because the Chevrolet was faster down the straight, even when Girolami's Civic was in its slipstream. Attrition ahead

then made a deserved points finish his.

Tenth place was on the table for Girolami in the second race too, but it was not to be. Loeb, Lopez and Muller made extraordinarily quick starts from eighth, ninth and 10th on the reversed grid, such that Loeb was up to second by Turn 1. Tarquini had already left van Lagen for dust, though his lead would last but two laps before Loeb surged through, followed by his team-mates, and the top-four order was set to the chequered flag. "I never thought to be on the podium in race two," admitted Muller. "None of us were expecting this..."

Their cause was aided by Ma having another terrible start from fourth on the grid, appearing to pre-empt the lights (enough to warrant a drive-through penalty for jumping the start) before stopping in his box. Cars behind swerved to avoid the stationary C-Elysee, those at the back of the train naturally having greater momentum as they reached the critical point, giving Girolami a fright as the Chevrolets of

D'Aste and John Filippi ahead peeled off sharply left and right, leaving him mere fractions of a second in which to react.

Valente was the top privateer once more in fifth, pushed in the final laps by van Lagen once the Dutchman no longer had to contend with Huff, who retired when an outsized rock thrown off from one of the gravel traps punched a hole in the front of his car. Bennani ended a lonely race in seventh, no doubt pleased to have a margin over the somewhat physical battle between Michelisz and Monteiro behind him. Girolami crossed the line 11th, just aft of Coronel's bootlid.

A low-key debut, then, in terms of headline results, but it was a commendable performance and promises much.

"I'm working very hard for this," confirmed Girolami. "The important thing is to make a good show, lap by lap."

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Sunoco challenge latest

We are nearing the half way point for the eligible Sunoco Challenge Championships, but what does this mean for the standings?

Earlier this month Radical racers took a blow to their standings and, despite best efforts at Oulton last weekend, the top 5 racers stand firm. British GT's Alex Sims still leads by 11 points, but can anyone in the next Radical Euro Masters rounds at the Red Bull Ring overtake him? Only time will tell...

In the Sunoco 200 Challenge Radical Sprint's McClughan fought hard to hold on to his lead, but failed to finish in his last race which means he now shares the top spot with MINI Challenge's Neil Newstead. Newstead gained near-perfect points during his rounds at Silverstone earlier in the month, with 3 wins, 3 fastest laps and a pole position, he now faces a battle to get ahead of Radical's McClughan!



Avon Tyres
British GT
Championship

Next eligible races

Sunoco Whelen Challenge

Radical Euro Masters 4-5/7
Radical Enduro & British GT 10-11/7
British GT 1-2/8

Sunoco 200 Challenge

MINI Challenge & F3 Cup 27-28/6
British GT & Atom Cup 10-11/7
GT Cup, F3 Cup & Atom Cup 25-26/7

See our website www.sunocochallenge.com for more information



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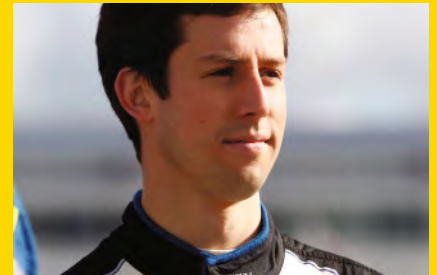
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1	A Sims	British GT3	92.13
2	M Attard	British GT3	81.13
3	T Woodward	Radical Euro	80.00
4	J Adam	British GT3	79.75
5	Butcher/Griffin	British GT3	78.38

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200
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1	P McClughan	Radical Sprint	100.00
2	N Newstead	MINI Challenge (JCW)	100.00
3	R Gunn	British GT4	89.38
4	B Dimmack	Radical Sprint	84.17
5	J Chadwick	British GT4	83.88

Points correct as of 22.06.15

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Nissan's first French enduro victory eased Le Mans pain



BLANCPAIN ENDURANCE PAUL RICARD (F), JUNE 20 RD 3/5

Nissan's French polish adds shine

A WEEK AFTER A CHALLENGING return to the top class at Le Mans, Nissan tasted success in a French long-distance race with victory in the six-hour Blancpain Endurance Series race at Paul Ricard.

In a warm-up for the next major twice-around-the-clock event – July's Spa 24 Hours – the RJN-run GT-R Nismo GT3 car of Katsumasa Chiyo, Wolfgang Reip and Alex Buncombe took charge before the midway point.

Victory was only secured, however, after surviving a final-hour chase from the Bentley of Steven Kane, who was on Buncombe's tail when he spun with six minutes left.

Chiyo qualified the #23 Nissan in second place, and after a five-place grid penalty for a pitlane infringement, the Japanese racer quickly dragged the car back up onto the tail of Lamborghini poleman Mirko Bortolotti.

His cause was helped by a first-lap incident – Maxime Soulet's Bentley eliminating Silverstone-winner Rob Bell's McLaren and Norbert Siedler's Ferrari.

Reip kept pace with the double-stinting Bortolotti until the second round of pitstops, after which Buncombe was able to overtake the Huracan's second driver, Giovanni Venturini, and gain the lead.

Chiyo put in a rapid second shift

in hour four to build a 30-second gap as Venturini served a penalty for a pitstop foul, firing up his car while in the air as a mechanic tripped and delayed his release.

Inheriting second at the Lamborghini's expense was the Marc VDS BMW, which started from the pitlane after an engine change but scaled the 60-car field. Maxime Martin passed the #7 Bentley of Andy Meyrick at the halfway mark to move into third.

After an early penultimate pitstop at which Kane took over, the Bentley re-passed the BMW for second and halved the Nissan's advantage. That margin was slashed again through the final round of stops and Kane closed to within two seconds when

Buncombe ran wide with 20 minutes left.

However, Kane's own late error secured the Nissan's maiden outright series victory.

"This is my first year in the Pro class alongside two amazing drivers and it all came together tonight," said Buncombe. "Chiyo has been a star all weekend. He is awesomely fast in the GT-R."

With 33 points for the win, Chiyo, Reip and Buncombe moved into a one-point lead over 'Bentley Boys' Guy Smith, Meyrick and Kane, who escaped a brush with the barriers to hold onto second.

Martin finished just 10 seconds down in the Z4 GT3 he shared with Markus Paltalla and Lucas Luhr.

The Rowe Racing Mercedes of Nico Bastian, Stef Dusseldorp and Daniel Juncadella led twice in the second half of the race, with a strategy of later pitstops eventually yielding fourth.

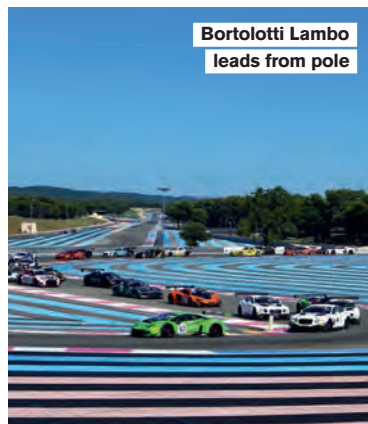
Nissan was in contention for a double victory, with GT Academy graduates Mark Shulzhitskiy, Gaetan Paletou and Ricardo Sanchez battling for the Pro-Am honours with the Ferrari of Michael Lyons until being hit by final-hour gear-selection woes.

Lyons brought the Kessel entry he shared with Michael Broniszewski and Alessandro Bonacini home a fine fifth overall ahead of the penalised Lamborghini, driven to the flag by Adrian Zaugg.

Laurens Vanthoor, Robin Frijns and Jean-Karl Vernay had been points leaders after second-places at Monza and Silverstone but failed to score in a difficult race for Audi.

Vanthoor switched to one of the new R8 LMS cars alongside Rene Rast and Mike Rockenfeller, but the big-name trio lost five laps to a first-hour gearbox problem.

Frijns and Vernay were joined by Nico Muller and climbed from 42nd to eighth when Frijns ran into the similar car of Markus Winkelhock.



Bortolotti Lambo leads from pole



Reip, Buncombe and Chiyo celebrate

FULL RESULTS, P44

RESULTS ROUND-UP

GP2 SERIES

ROUND 4/10 RED BULL RING (A), JUNE 20-21 RACE 1 (40 LAPS - 107.444 MILES)

1 Stoffel Vandoorne (B) ART Grand Prix	35m42.694s
2 Sergey Sirotkin (RUS) Rapax	+11.788s
3 Alex Lynn (GB) DAMS	+15.318s
4 Nobuharu Matsushita (J) ART Grand Prix	+15.849s
5 Artem Markelov (RUS) Russian Time	+19.420s
6 Alexander Rossi (USA) Racing Engineering	+21.154s
7 Rio Haryanto (RI) Campos Racing	+22.583s
8 Nick Yelloly (GB) Hilmer Motorsport	+26.897s
9 Arthur Pic (F) Campos Racing	+35.069s
10 Mitch Evans (NZ) Russian Time	+38.649s
11 Robert Visoiu (RO) Rapax	+42.068s
12 Jordan King (GB) Racing Engineering	+42.569s
13 Pierre Gasly (F) DAMS	+44.489s
14 Julian Leal (CO) Carlin	+49.600s
15 Raffaele Marciello (I) Trident	+50.336s
16 Andre Negrão (BR) Arden International	+50.729s
17 Rene Binder (A) Trident	+54.619s
18 Marco Sorensen (DK) Carlin	+55.933s
19 Marlon Stockinger (RP) Status Grand Prix	+59.209s
20 Norman Nato (F) Arden International	+59.505s
21 Daniel de Jong (NL) MP Motorsport	+1m02.603s
22 Simon Trummer (CH) Hilmer Motorsport	+1m15.237s
23 Richie Stanaway (NZ) Status Grand Prix	-1 lap
R Nathanael Berthon (F) Lazarus	1 lap-gearbox
NS Zoel Amberg (CH) Lazarus	unwell

Winner's average speed 120.023mph.
Fastest lap Lynn, 1m15.757s, 127.737mph.

QUALIFYING

1 Vandoorne, 1m14.174s; 2 Matsushita, 1m14.263s; 3 Gasly, 1m14.300s; 4 Sirotkin, 1m14.434s; 5 Haryanto, 1m14.481s; 6 Marciello, 1m14.483s; 7 Yelloly, 1m14.538s; 8 Pic, 1m14.650s; 9 Lynn, 1m14.818s; 10 Evans, 1m14.861s; 11 King, 1m14.574s*; 12 Rossi, 1m14.881s; 13 Leal, 1m14.893s; 14 Stanaway, 1m14.922s; 15 Markelov, 1m14.978s; 16 Nato, 1m14.996s; 17 Binder, 1m15.030s; 18 de Jong, 1m15.207s; 19 Visoiu, 1m15.396s; 20 Stockinger, 1m15.434s; 21 Negrão, 1m15.537s; 22 Berthon, 1m15.750s; 23 Sorensen, 1m15.853s; 24 Trummer, 1m16.159s. *grid penalty.

RACE 2 (28 LAPS - 75.187 MILES)

1 Haryanto, 35m57.944s; 2 Vandoorne, +0.450s; 3 Matsushita, +0.905s; 4 Sirotkin, +1.368s; 5 Evans, +3.395s; 6 Gasly, +6.362s; 7 King, +6.722s; 8 Rossi, +7.929s; 9 Visoiu, +9.389s; 10 Marciello, +19.942s; 11 Pic, +22.034s; 12 de Jong, +31.108s; 13 Nato, +31.730s; 14 Binder, +34.330s; 15 Stanaway, +36.352s; 16 Sorensen, +37.945s; 17 Berthon, +40.651s; 18 Trummer, +42.119s; 19 Stockinger, +59.175s; 20 Lynn, +1m04.756s; 21 Negrão, +1m14.124s; 22 Leal, -1 lap; EX Markelov, +7.921s; R Yelloly, 1 lap-accident damage.
Winner's average speed 125.431mph.
Fastest lap Lynn, 1m15.963s, 127.390mph.

GRID FOR RACE 2

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

CHAMPIONSHIP

1 Vandoorne, 155; 2 Rossi, 79; 3 Haryanto, 70; 4 Sirotkin, 46; 5 Lynn, 42; 6 Evans, 35; 7 Matsushita, 29; 8 Marciello, 24; 9 Leal, 24; 10 Canamasas, 23.



Vandoorne ruled from the front

RESULTS BY FORIX

GP3 SERIES

ROUND 2/8 RED BULL RING (A), JUNE 20-21 RACE 1 (24 LAPS - 64.435 MILES)

1 Luca Ghiotto (I) Trident	38m25.156s
2 Antonio Fuoco (I) Carlin	+11.958s
3 Esteban Ocon (F) ART Grand Prix	+12.641s
4 Emil Bernstorff (GB) Arden International	+13.437s
5 Jann Mardenborough (GB) Carlin	+19.335s
6 Marvin Kirchhofer (D) ART Grand Prix	+19.709s
7 Sandy Stuvik (T) Status Grand Prix	+28.749s
8 Ralph Boschung (CH) Jenzer Motorsport	+29.462s
9 Oscar Tunjo (CO) Trident	+33.071s
10 Alex Fontana (CH) Status Grand Prix	+34.521s
11 Pal Varhaug (N) Jenzer Motorsport	+36.069s
12 Matheo Tuscher (CH) Jenzer Motorsport	+39.669s
13 Matt Parry (GB) Koiranen GP	+40.589s
14 Alex Palou (E) Campos Racing	+42.534s
15 Alfonso Celis Jr (MEX) ART Grand Prix	+42.934s
16 Alex Bosak (PL) Arden International	+43.331s
17 Adderly Fong (PRC) Koiranen GP	+43.848s
18 Zaid Ashkanani (KW) Campos Racing	+44.126s
19 Seb Morris (GB) Status Grand Prix	+48.713s
20 Jimmy Eriksson (S) Koiranen GP	-1 lap-off
R Artur Janosz (PL) Trident	-2 laps
R Mitch Gilbert (AUS) Carlin	0 laps-accident
R Kevin Ceccon (I) Arden International	0 laps-accident
R Samin Gomez (YV) Campos Racing	0 laps-accident

Winner's average speed 100.629mph.
Fastest lap Ghiotto, 1m21.854s, 118.222mph.



Tunjo celebrates race-two win

FORMULA 3 EUROPEAN CHAMPIONSHIP

ROUND 5/11 SPA (B), JUNE 20-21

RACE 1 (16 LAPS - 69.633 MILES)

1 Charles Leclerc (MC) Van Amersfoort Racing Dallara-Volkswagen F314	35m35.057s
2 Felix Rosenqvist (S) Prema Powerteam Dallara-Mercedes F315	+1.511s
3 Alexander Albon (T) Signature Dallara-Volkswagen F315	+2.651s
4 Santino Ferrucci (USA) Mücke Motorsport Dallara-Mercedes F312	+3.938s
5 Jake Dennis (GB) Prema Powerteam Dallara-Mercedes F315	+6.460s
6 George Russell (GB) Carlin Dallara-Volkswagen F312	+7.388s
7 Mikkel Jensen (DK) Mücke Motorsport Dallara-Mercedes F312	+15.550s
8 Pietro Fittipaldi (BR) Fortec Motorsports Dallara-Mercedes F315	+18.333s
9 Fabian Schiller (D) Team West-Tec Dallara-Mercedes F312	+20.096s
10 Alessio Lorandi (I) Van Amersfoort Racing Dallara-Volkswagen F312	+22.600s
11 Ryan Tveiter (USA) Carlin Dallara-Volkswagen F312	+23.133s
12 Sam MacLeod (GB) Motopark Dallara-Volkswagen F315	+23.667s
13 Maximilian Gunther (D) Mücke Motorsport Dallara-Mercedes F312	+24.220s
14 Callum Ilott (GB) Carlin Dallara-Volkswagen F312	+30.581s
15 Brandon Maisano (F) Prema Powerteam Dallara-Mercedes F312	+30.735s
16 Sergio Sette Camara (BR) Motopark Dallara-Volkswagen F314	+33.597s
17 Arjun Maini (IND) Van Amersfoort Racing Dallara-Volkswagen F312	+34.095s
18 Dorian Boccia (F) Signature Dallara-Volkswagen F314	+34.417s
19 Markus Pommer (D) Motopark Dallara-Volkswagen F315	+38.648s
20 Martin Cao (PRC) Fortec Motorsports Dallara-Mercedes F312	+43.779s
21 Michele Beretta (I) Mücke Motorsport Dallara-Mercedes F312	+44.009s
22 Gustavo Menezes (USA) Carlin Dallara-Volkswagen F312	+45.230s
23 Matt Rao (GB) Fortec Motorsports Dallara-Mercedes F313	+47.351s
24 Nabil Jeffri (MAL) Motopark Dallara-Volkswagen F314	+49.410s
25 Tatiana Calderon (CO) Carlin Dallara-Volkswagen F314	+49.958s
26 Kang Ling (PRC) Mücke Motorsport Dallara-Mercedes F312	+50.846s
27 Nicolas Pohler (D) Double R Racing Dallara-Mercedes F313	+53.833s
28 Julio Moreno (EC) T-Sport Dallara-NBE F312	+54.500s
29 Lance Stroll (CDN) Prema Powerteam Dallara-Mercedes F315	+1m11.946s
30 Mahaveer Raghunathan (IND) Motopark Dallara-Volkswagen F314	+1m21.234s
31 Raoul Hyman (ZA) Team West-Tec Dallara-Mercedes F314	+1m25.728s
R Antonio Giovinazzi (I) Carlin Dallara-Volkswagen F315	13 laps-puncture
R Matthew Solomon (AUS) Double R Racing Dallara-Mercedes F313	12 laps-puncture

Winner's average speed 117.411mph.
Fastest lap Ferrucci, 2m11.654s, 119.005mph.

QUALIFYING

1 Ghiotto, 1m19.350s; 2 Ocon, 1m19.555s; 3 Palou, 1m19.624s; 4 Kirchhofer, 1m19.803s; 5 Bernstorff, 1m19.823s; 6 Parry, 1m19.877s; 7 Stuvik, 1m19.970s; 8 Fuoco, 1m19.977s; 9 Eriksson, 1m20.127s; 10 Gilbert, 1m20.130s; 11 Boschung, 1m20.144s; 12 Mardenborough, 1m20.175s; 13 Tuscher, 1m20.296s; 14 Celis, 1m20.333s; 15 Fontana, 1m20.346s; 16 Janosz, 1m20.379s; 17 Tunjo, 1m20.399s; 18 Ceccon, 1m20.404s; 19 Varhaug, 1m20.431s; 20 Fong, 1m20.776s; 21 Morris, 1m20.787s; 22 Ashkanani, 1m20.927s; 23 Bosak, 1m21.172s; 24 Gomez, 1m21.770s.

RACE 2 (18 LAPS - 48.307 MILES)

1 Tunjo, 26m51.893s; 2 Kirchhofer, +3.034s; 3 Ghiotto, +4.093s; 4 Bernstorff, +5.394s; 5 Morris, +10.494s; 6 Fontana, +11.179s; 7 Parry, +11.257s; 8 Boschung, +14.686s; 9 Janosz, +18.900s; 10 Eriksson, +19.657s; 11 Gilbert, +19.787s; 12 Fong, +19.940s; 13 Mardenborough, +20.255s; 14 Ashkanani, +27.495s; 15 Bosak, +28.306s; 16 Gomez, -1 lap; EX Ocon, +3.441s; EX Tuscher, +8.438s; R Stuvik, 0 laps-accident; R Fuoco, 0 laps-accident; R Palou, 0 laps-accident; R Celis, 0 laps-accident damage; NS Varhaug-hydraulic pump; NS Ceccon-accident damage.
Winner's average speed 107.887mph.
Fastest lap Ghiotto, 1m22.058s, 117.928mph.

GRID FOR RACE 2

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

CHAMPIONSHIP

1 Ghiotto, 66; 2 Kirchhofer, 47; 3 Ocon, 44; 4 Bernstorff, 41; 5 Mardenborough, 32; 6 Fuoco, 30; 7 Eriksson, 20; 8 Tunjo, 17; 9 Ceccon, 10; 10 Fontana, 7.



Eriksson (11) had a trying weekend



Race-one went Leclerc's way

BLANCPAIN ENDURANCE SERIES

ROUND 3/5 PAUL RICARD (F), JUNE 20 (171 LAPS – 615.320 MILES)

1	Katsumasa Chiyo (J)/Wolfgang Reip (B)/Alex Buncombe (GB)	Team RJN Nissan GT-R Nismo GT3	6h00m47.719s
2	Guy Smith (GB)/Andy Meyrick (GB)/Steven Kane (GB)	M-Sport Bentley Continental GT3	+7.988s
3	Maxime Martin (B)/Lucas Luhr (D)/Markus Palmtala (FIN)	Marc VDS Racing BMW Z4 GT3	+10.190s
4	Nico Bastian (D)/Daniel Juncadella (E)/Stef Dusseldorp (NL)	ROWE Racing Mercedes SLS AMG GT3	+52.995s
5	Michal Broniszewski (PL)/Alessandro Bonacini (I)/Michael Lyons (GB)	Kessel Racing Ferrari 458 Italia GT3	+1m39.014s
6	Mirko Bortolotti (I)/Giovanni Venturini (I)/Adrian Zaugg (ZA)	GRT Grasser Racing Team Lamborghini Huracan GT3	-1 lap
7	Morgan Moullin Traffort (F)/Alessandro Pier Guidi (I)/Tristan Vautier (F)	Akka ASP Ferrari 458 Italia GT3	-1 lap
8	Maro Engel (D)/Oliver Morley (GB)/Sean Johnston (USA)	Black Falcon Mercedes SLS AMG GT3	-1 lap
9	Frederic Verwisch (B)/Filip Salaquarda (CZ)/Marco Bonanomi (I)	ISR Audi R8 LMS ultra	-1 lap
10	Duncan Cameron (GB)/Francisco Guedes (P)/Matt Griffin (IRL)	AF Corse Ferrari 458 Italia GT3	-1 lap
11	Marko Asmer (EST)/Alexey Karachev (RUS)/Alexey Vasilev (RUS)	GT Russian Team Viatti Mercedes SLS AMG GT3	-1 lap
12	Maxime Soulet (B)/Maximilian Buhk (D)/Andy Soucek (E)	M-Sport Bentley Continental GT3	-2 laps
13	Sergio Jimenez (BR)/Caca Bueno (BR)/Valdeno Brito (BR)	BMW Team Brasil (AH) BMW Z4 GT3	-2 laps
14	Dennis Andersen (DK)/Martin Jensen (DK)	Insight Racing Ferrari 458 Italia GT3	-2 laps
15	Arno Santamato (F)/Gilles Vannelle (F)/Enzo Guibbert (F)	Sport Garage Ferrari 458 Italia GT3	-2 laps
16	Ahmad Al Harthy (OM)/Daniel Lloyd (GB)/Jonathan Adam (GB)	Oman Racing Team (Motorbase) Aston Martin Vantage GT3	-3 laps
17	Adrien de Leener (B)/Cedric Sbirrazzuoli (F)	AF Corse Ferrari 458 Italia GT3	-3 laps
18	Miguel Toril (E)/Kenneth Heyer (D)/Jan Seyffarth (D)	Car Collection Motorsport Mercedes SLS AMG GT3	-3 laps
19	Sacha Bottemanne (F)/Max Koebolt (NL)/Pieter Schothorst (NL)	WRT Audi R8 LMS ultra	-3 laps
20	Marcel Fassler (CH)/Christopher Haase (D)/Christopher Mies (D)	Phoenix Racing Audi R8 LMS ultra	-3 laps
21	Alvaro Parente (P)/Bruno Senna (BR)/Adrian Quaife-Hobbs (GB)	Von Ryan Racing McLaren 650S GT3	-3 laps
22	Dominik Schwager (D)/Steve Parrow (D)/Pierre Kaffer (D)	Black Pearl Racing by Rinaldi Ferrari 458 Italia GT3	-3 laps
23	Adrien Tambay (F)/Edoardo Mortara (I)/Gregory Guilvert (F)	Sainteloc Racing Audi R8 LMS ultra	-3 laps
24	Rino Mastronardi (I)/Fabio Mancini (I)/Andrey Birzhin (RUS)	Glorax Racing Ferrari 458 Italia GT3	-4 laps
25	Leo Machitski (RUS)/Timur Sardarov (RUS)	Team Russia by Barwell BMW Z4 GT3	-4 laps
26	Michael Meadows (GB)/Paul Wilson (GB)/Stuart Leonard (GB)	Leonard Motorsport Aston Martin Vantage GT3	-4 laps
27	Olivier Grotz (L)/Karim Ojeh (SA)	Boutsen Ginion Racing BMW Z4 GT3	-4 laps
28	Anthony Pons (F)/Fabien Barthez (F)	Akka ASP Ferrari 458 Italia GT3	-4 laps
29	Thomas Kemenater (I)/Hendrik Hedman (USA)/Elton Julian (USA)	Dragon Speed Ferrari 458 Italia GT3	-4 laps
30	Rene Rast (D)/Laurens Vanthoor (B)/Mike Rockenfeller (D)	WRT Audi R8 LMS ultra	-5 laps

PRO-AM 1 Broniszewski/Bonacini/Lyons; **2** Morley/Johnston/Engel; **3** Guedes/Cameron/Griffin.

AM 1 Mancini/Birzhin/Mastronardi; **2** Sardarov/Machitski; **3** Ojeh/Grotz.

Winner's average speed 102.327mph.

Fastest lap Chiyo, 1m57.580s, 110.172mph.

In each car, first-named driver started the race.

QUALIFYING

1 Bortolotti, 1m56.638s; **2** Norbert Siedler-Rinaldi Racing Ferrari, 1m56.981s; **3** Kane, 1m57.000s; **4** Mark Shulzhitskiy-RJN Nissan, 1m57.009s; **5** Kevin Estre-Von Ryan McLaren, 1m57.031s; **6** Chiyo, 1m56.827s*; **7** Yelmer Buurman-Black Falcon Mercedes, 1m57.035s; **8** Engel, 1m57.148s; **9** Soucek, 1m57.149s; **10** Parente, 1m57.244s; **11** Jensen, 1m57.245s; **12** Franck Perera-TDS BMW, 1m57.312s; **13** Fabio Babini-Grasser Lamborghini, 1m57.405s; **14** Vanthoor, 1m57.441s; **15** Verwisch, 1m57.455s; **16** Guilvert, 1m57.510s; **17** Pier Guidi, 1m57.553s; **18** Marco Cioci-AF Ferrari, 1m57.590s; **19** Thomas Jager-ROWE Mercedes, 1m57.634s; **20** Meadows, 1m57.710s; **21** Kaffer, 1m57.736s; **22** Haase, 1m57.531s*; **23** Bruno

Spengler-ROAL BMW, 1m57.756s; **24** Mastronardi, 1m57.792s; **25** Schothorst, 1m57.813s; **26** Lyons, 1m57.815s; **27** Dusseldorp, 1m57.819s; **28** Asmer, 1m57.826s; **29** Jimenez, 1m57.854s; **30** Joe Osborne-Triple Eight BMW, 1m57.858s. *grid penalty.

CHAMPIONSHIP

1 Chiyo/Reip/Buncombe, 45; **2** Smith/Meyrick/Kane, 44; **3** Jean-Karl Vernay/Robin Frijns/Vanthoor, 43; **4** Frank Stippler/Stephane Ortelli, 30; **5** Shane van Gisbergen/Rob Bell/Kevin Estre, 26; **6** Dusseldorp/Bastian, 24; **7** Palmtala/Luhr/Martin, 19; **8** Bonanomi/Salaquarda/Verwisch, 18; **9** Juncadella, 17; **10**= Venturini/Zaugg/Bortolotti, Buhk/Soulet/Soucek & Sean Walkinshaw/Martin Plowman/Craig Dolby, 16.

QUALIFYING 1

1 Rosenqvist, 2m10.173s; **2** Dennis, 2m10.411s; **3** Giovinazzi, 2m10.964s; **4** Fittipaldi, 2m11.008s; **5** Maisano, 2m11.112s; **6** Leclerc, 2m11.121s; **7** Albon, 2m11.172s; **8** Ferrucci, 2m11.224s; **9** Iltott, 2m11.240s; **10** Pommer, 2m11.244s; **11** Russell, 2m11.297s; **12** Jensen, 2m11.348s; **13** Hyman, 2m11.370s; **14** Stroll, 2m11.397s; **15** MacLeod, 2m11.459s; **16** Tveiter, 2m11.547s; **17** Gunther, 2m11.716s; **18** Menezes, 2m11.742s; **19** Schiller, 2m12.060s; **20** Calderon, 2m12.216s; **21** Jeffri, 2m12.394s; **22** Beretta, 2m12.470s; **23** Solomon, 2m12.528s; **24** Sette Camara, 2m11.802s*; **25** Lorandi, 2m11.465s*; **26** Rao, 2m12.588s; **27** Ling, 2m12.750s; **28** Pohler, 2m12.772s; **29** Maini, 2m13.051s; **30** Cao, 2m13.344s; **31** Boccolacci, 2m12.103s*; **32** Raghunathan, 2m13.426s; **33** Moreno, 2m18.066s. *grid penalty.

RACE 2 (12 LAPS – 52.225 MILES)

1 Dennis, 36m05.200s; **2** Ferrucci, +0.711s; **3** Sette Camara, +1.056s; **4** Maisano, +1.853s; **5** Boccolacci, +2.393s; **6** Leclerc, +3.397s; **7** Gunther, +3.849s; **8** Hyman, +4.250s; **9** Giovinazzi, +4.786s; **10** Lorandi, +5.340s; **11** Iltott, +6.127s; **12** Tveiter, +7.043s; **13** Russell, +8.163s; **14** Rao, +9.226s; **15** Schiller, +11.086s; **16** Albon, +11.651s; **17** Jeffri, +13.973s; **18** MacLeod, +14.240s; **19** Solomon, +16.170s; **20** Cao, +16.407s; **21** Fittipaldi, +17.733s; **22** Pohler, +18.582s; **23** Maini, +20.145s; **24** Beretta, +21.649s; **25** Calderon, +23.269s; **26** Moreno, +25.487s; **27** Raghunathan, +27.202s; **28** Pommer, +29.397s; **R** Menezes, 9 laps-accident; **R** Stroll, 5 laps-accident; **R** Jensen, 5 laps-accident; **R** Rosenqvist, 5 laps-accident; **R** Ling, 2 laps-accident.

Winner's average speed 86.832mph.

Fastest lap Rosenqvist, 2m11.944s, 118.743mph.

QUALIFYING 2

1 Jensen, 2m13.707s; **2** Maisano, 2m13.786s; **3** Stroll, 2m14.072s; **4** Rosenqvist, 2m14.175s; **5** Dennis, 2m14.579s; **6** Ferrucci, 2m14.584s; **7** Boccolacci, 2m14.666s; **8** Sette Camara, 2m14.756s; **9** Pommer, 2m14.881s; **10** Leclerc, 2m15.371s; **11** Iltott, 2m15.495s; **12** Menezes, 2m15.660s; **13** Giovinazzi, 2m15.061s*; **14** Rao, 2m15.954s; **15** Tveiter, 2m16.058s; **16** Gunther, 2m16.082s; **17** Pohler,

2m16.167s; **18** Maini, 2m16.408s; **19** Cao, 2m16.616s; **20** Russell, 2m16.770s; **21** Lorandi, 2m17.045s; **22** Moreno, 2m17.245s; **23** Solomon, 2m17.427s; **24** Hyman, 2m18.005s; **25** Schiller, 2m19.209s; **26** Raghunathan, 2m19.663s; **27** Ling, 2m19.840s; **28** Beretta, 2m20.601s; **29** Jeffri, 2m20.801s; **30** Calderon, 2m21.020s; **31** Albon, no time; **32** Fittipaldi, 2m14.482s*; **33** MacLeod, 2m14.379s*. *grid penalty. **excluded from qualifying.

RACE 3 (14 LAPS – 60.929 MILES)

1 Dennis, 35m15.713s; **2** Leclerc, +0.885s; **3** Russell, +7.198s; **4** Iltott, +9.535s; **5** Rosenqvist, +11.450s; **6** Maisano, +22.025s; **7** Lorandi, +23.020s; **8** Gunther, +23.605s; **9** Albon, +24.000s; **10** Fittipaldi, +25.376s; **11** MacLeod, +26.208s; **12** Ferrucci, +27.520s; **13** Boccolacci, +31.289s; **14** Tveiter, +35.380s; **15** Giovinazzi, +42.488s; **16** Maini, +45.571s; **17** Cao, +45.663s; **18** Calderon, +1m01.722s; **19** Moreno, +1m21.399s; **20** Ling, +1m21.436s; **21** Beretta, +1m27.808s; **22** Sette Camara, +1m53.710s; **23** Jeffri, +2m00.442s; **24** Raghunathan, +2m11.271s; **25** Solomon, -2 laps; **R** Pommer, 10 laps-black-flagged; **R** Schiller, 7 laps-accident; **R** Rao, 6 laps-accident; **R** Jensen, 4 laps-accident; **R** Hyman, 1 lap-accident; **R** Pohler, 0 laps-accident damage; **NS** Menezes, accident damage; **NS** Stroll, banned.

Winner's average speed 103.674mph.

Fastest lap Rosenqvist, 2m16.329s, 114.924mph.

GRID FOR RACE 3

1 Dennis; **2** Jensen; **3** Pommer; **4** Rosenqvist; **5** Sette Camara; **6** Maisano; **7** Iltott; **8** Boccolacci; **9** Leclerc; **10** Maini; **11** Ferrucci; **12** Rao; **13** Tveiter; **14** Giovinazzi; **15** Moreno; **16** Cao; **17** Pohler; **18** Gunther; **19** Lorandi; **20** Hyman; **21** Russell; **22** Beretta; **23** Schiller; **24** Raghunathan; **25** Solomon; **26** Jeffri; **27** Calderon; **28** Albon; **29** Fittipaldi; **30** MacLeod; **31** Ling*. *made to start from pitlane.

CHAMPIONSHIP

1 Leclerc, 217.5; **2** Dennis, 189; **3** Rosenqvist, 188; **4** Giovinazzi, 184; **5** Russell, 91; **6** Gunther, 74.5; **7** Albon, 67; **8** Jensen, 59.5; **9** Stroll, 52; **10** Ferrucci, 50.



WORLD TOURING CAR CHAMPIONSHIP

ROUND 6/12 SLOVAKIA RING (SK), JUNE 21

RACE 1 (11 LAPS – 40.403 MILES)

1	Yvan Muller (F)	Citroen Total Citroen C-Elysee WTCC	23m19.032s
2	Jose Maria Lopez (RA)	Citroen Total Citroen C-Elysee WTCC	+1.749s
3	Sebastien Loeb (F)	Citroen Total Citroen C-Elysee WTCC	+2.868s
4	Rob Huff (GB)	Lada Sport Lada Vesta WTCC	+12.282s
5	Hugo Valente (F)	Campos Racing Chevrolet RML Cruze TC1	+16.882s
6	Gabriele Tarquini (I)	Honda Racing Team JAS Honda Civic WTCC	+17.194s
7	Tom Chilton (GB)	ROAL Motorsport Chevrolet RML Cruze TC1	+21.737s
8	Tiago Monteiro (P)	Honda Racing Team JAS Honda Civic WTCC	+25.131s
9	Tom Coronel (NL)	ROAL Motorsport Chevrolet RML Cruze TC1	+27.040s
10	Nestor Girolami (RA)	Honda Racing Team Sweden (Nika) Honda Civic WTCC	+34.695s
11	Stefano D'Aste (I)	Munnich Motorsport Chevrolet RML Cruze TC1	+41.017s
12	John Filippi (F)	Campos Racing Chevrolet RML Cruze TC1	+45.612s
13	Mato Homola (SK)	Campos Racing Chevrolet RML Cruze TC1	-2 laps
R	Ma Qing Hua (PRC)	Citroen Total Citroen C-Elysee WTCC	8 laps-clutch
R	Nicky Yatting (NL)	Lada Sport Lada Vesta WTCC	8 laps-powersteering
R	Mehdi Bennani (MA)	Sebastien Loeb Racing Citroen C-Elysee WTCC	8 laps-transmission
NC	Jaaap van Lagen (NL)	Lada Sport Lada Vesta WTCC	8 laps
R	Norbert Michelisz (H)	Zengo Motorsport Honda Civic WTCC	7 laps-puncture
R	Gregoire Demoustier (F)	Craft Bamboo Chevrolet RML Cruze TC1	1 lap-mechanical

Winner's average speed 103.966mph.

Fastest lap Muller, 2m05.748s, 105.347mph.

QUALIFYING 3

1 Muller, 2m03.736s; **2** Lopez, 2m03.959s; **3** Loeb, 2m04.583s; **4** Huff, 2m04.598s; **5** Catsburg, 2m04.905s.

QUALIFYING 2

1 Muller, 2m04.248s; **2** Lopez, 2m04.478s; **3** Loeb, 2m04.570s; **4** Huff, 2m04.629s; **5** Catsburg, 2m04.729s; **6** Valente, 2m04.858s; **7** Ma, 2m05.012s; **8** Chilton, 2m05.108s; **9** Tarquini, 2m05.312s; **10** van Lagen, 2m05.346s; **11** Homola, 2m06.081s; **12** Bennani, 2m06.103s.

QUALIFYING 1

1 Lopez, 2m04.066s; **2** Ma, 2m04.691s; **3** Huff, 2m04.722s; **4** Catsburg, 2m04.755s; **5** Valente, 2m04.828s; **6** Loeb, 2m04.853s; **7** Muller, 2m04.921s; **8** van Lagen, 2m05.114s; **9** Tarquini, 2m05.286s; **10** Chilton, 2m05.333s; **11** Homola, 2m05.435s; **12** Bennani, 2m05.466s; **13** Michelisz, 2m05.659s; **14** Filippi, 2m05.691s; **15** Coronel, 2m05.729s; **16** D'Aste, 2m06.191s; **17** Monteiro, 2m06.263s; **18** Girolami, 2m06.264s; **19** Demoustier, no time.

RACE 2 (11 LAPS – 40.403 MILES)

1 Loeb, 23m26.146s; **2** Lopez, +3.188s; **3** Muller, +7.626s; **4** Tarquini, +12.144s; **5** Valente, +16.266s; **6** van Lagen, +16.634s; **7** Bennani, +18.793s; **8** Michelisz, +30.442s; **9** Monteiro, +30.691s; **10** Coronel, +31.666s; **11** Girolami, +32.150s; **12** D'Aste, +40.429s; **13** Demoustier, +42.916s; **14** Filippi, +45.517s; **15** Homola, +45.690s; **R** Chilton, 8 laps-puncture; **R** Catsburg, 8 laps-oil warning light; **R** Huff, 8 laps-cooling system; **R** Ma, 7 laps-clutch. Winner's average speed 103.440mph. Fastest lap Loeb, 2m06.620s, 104.621mph.

GRID FOR RACE 2

Decided by qualifying, but with the top 10 reversed.

CHAMPIONSHIP

1 Lopez, 239; **2** Muller, 209; **3** Loeb, 178; **4** Monteiro, 108; **5** Tarquini, 96; **6** Michelisz, 86; **7** Ma, 84; **8** Chilton, 61; **9** Huff, 55; **10** Valente, 55.

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**PORSCHE SUPERCUP RED
BULL RING (A), JUNE 21 RD 3/8**

Zochling from Eng in Austrian 1-2

THERE WAS A STRANGE SENSE OF déjà vu engulfing the Porsche Supercup paddock at the Red Bull Ring. Just as in the previous round of the one-make Formula 1 support series in Monaco, the Fach Auto Tech squad gave a late call-up to a former category regular, who went on to win the race under intense pressure from Philipp Eng.

The only difference was that, rather than Jaap van Lagen – who was contesting the World Touring Car round at the Slovakia Ring 200 miles away – the winning driver in car #7, which had started the season in the hands of Simon Trummer, was Christopher Zochling.

But the German Carrera Cup regular claimed his win on home soil in a very different way to van Lagen's in Monaco. Whereas the Dutchman led from start to finish, Zochling had to battle his way through from fifth on the grid.

With the grid scrambled by rain – and a late red flag – in qualifying, Zochling climbed to third at the start. Eng, meanwhile, started second but was shuffled down to



Fach stand-in
Zochling wins

fifth place after getting squeezed between Michael Ammermuller and Sven Muller at the first corner.

Porsche junior Connor de Phillippi had converted pole into the lead and, once clear of Muller, Zochling started to close in. It only took him six laps to take the lead from the American but, while he appeared to be home free, it didn't take long for Eng to come into the frame after climbing the order.

During the closing laps, Zochling had to deal with Eng being right on

his bootlid, eventually taking the flag just a few car lengths clear. De Phillippi battled hard to hang onto a podium slot, but after Ammermuller attempted to take the position up the inside at Turn 1 with six laps to go and spun after contact, he eventually fell into the clutches of Alex Riberas. With less than three laps remaining, Riberas attacked into Turn 3 with a late-braking move to secure third.

Eng's second place, combined with Ammermuller finishing down

in ninth after his spin, gives the Austrian the lead in the points despite the fact that he has yet to win a Supercup race in 19 starts.

● Edd Straw

RESULTS

1 Christopher Zochling, 16 laps in 25m10.952s; 2 Philipp Eng, +0.658s; 3 Alex Riberas; 4 Connor de Phillippi; 5 Christian Engelhart; 6 Robert Lukas; 7 Matteo Cairoli; 8 Philipp Frommenwiler; 9 Michael Ammermuller; 10 Sven Muller. **Points** 1 Eng, 50; 2 Engelhart, 42; 3 Ammermuller, 39; 4 Riberas, 38; 5 Giermaziak, 29; 6 de Phillippi, 28.

GT MASTERS SPA (B), JUNE 20-21 RD 3/8

Zakspeed breaks its duck

WITH SECOND PLACE IN THE FIRST race and victory in the second, Zakspeed Mercedes duo Sebastian Asch and Luca Ludwig continued their strong run to extend their points lead and bring their record to five podium finishes out of six.

Their victory in wet conditions on Sunday was the maiden GT Masters race win for the Zakspeed team and the first success for Mercedes this season.

Saturday honours went to Schubert BMW pairing Jens Klingmann and Dominik Baumann, who made excellent progress after a rather lacklustre start. Behind the Zakspeed Merc, Jeroen Bleekemolen and Luca Stolz came third in their HTP Bentley.

After a downpour led to the start of Sunday's race being delayed, HP Mercedes men Harald Proczyk and Bernd Schneider looked set for victory, after Schneider had taken pole. But a late-race stop-and-go penalty for a pitstop infringement blew their chances, handing the win to Asch/Ludwig from Corvette drivers

Daniel Keilwitz/Andreas Wirth and Florian Stoll/Marc Basseng with the MS Racing Audi.

● Rene de Boer

RESULTS

Race 1 1 Jens Klingmann/Dominik Baumann (BMW Z4 GT3), 25 laps in 1h01m50.672s; 2 Luca Ludwig/Sebastian Asch (Mercedes SLS AMG GT3), +7.470s; 3 Luca Stolz/Jeroen Bleekemolen (Bentley Continental GT3); 4 Martin Ragginger/Klaus Bachler (Porsche 911 GT3-R); 5 Claudia Hurlgen/Uwe Alzen (BMW); 6 Daniel Dobitsch/Edward Sandstrom (Audi R8 LMS ultra). **Race 2 1 Ludwig/Asch**, 18 laps in 51m19.320s; 2 Andreas Wirth/Daniel Keilwitz (Chevrolet Corvette C6.R), +2.874s; 3 Florian Stoll/Marc Basseng (Audi); 4 Jordan Pepper/Nicki Thiim (Audi); 5 Klingmann/Baumann; 6 Hurlgen/Alzen. **Points 1 Asch/Ludwig, 109**; 2 Bachler, 81; 3 Stolz/Bleekemolen, 52; 4 Tomas Enge, 51; 5 Klingmann/Baumann, 51; 6 David Russell, 50.



Ludwig splashes
his Merc away

SUPER GT BURIRAM (T), JUNE 21 RD 3/8

MOLA grinds out a win

VETERAN SATOSHI MOTOYAMA

combined with Masataka Yanagida to take the MOLA team's Nissan to victory on the series' Thailand trip.

Yuji Tachikawa extended his pole record to 20, his Cerumo Lexus edging out James Rossiter's TOM'S Lexus by just 0.008 seconds.

On a scorching track temperature of 55C, Tachikawa started well and led from Rossiter, with TOM'S deciding to gamble on not changing tyres at the driver change, meaning the Brit moved into conservation mode.

Brake failure forced Hiroaki Ishiura into the pits to retire the Cerumo machine in the second stint, so Yanagida took over in front and established a winning advantage. Kazuya Oshima and Yuji Kunimoto upheld honour for Lexus by taking sixth, with Honda men Koudai Tsukakoshi and Hideki Mutoh making it all three marques in the top three.

The Rossiter car, now in the hands of Daisuke Ito, faded to eighth, while team-mates Andrea Caldarelli and Ryo Hirakawa preserved their series lead in sixth.

● Jiro Takahashi

RESULTS

1 Satoshi Motoyama/Masataka Yanagida (Nissan GT-R), 66 laps in 1h38m26.734s; 2 Kazuya Oshima/Yuji Kunimoto (Lexus RC F), +7.931s; 3 Koudai Tsukakoshi/Hideki Mutoh (Honda NSX Concept-GT); 4 Hironobu Yasuda/Joao Paulo de Oliveira (Nissan); 5 Tsugio Matsuda/Ronnie Quintarelli (Nissan); 6 Andrea Caldarelli/Ryo Hirakawa (Lexus); 7 Kohei Hirate/Heikki Kovalainen (Lexus); 8 Daisuke Ito/James Rossiter (Lexus); 9 Juichi Wakisaka/Yuhi Sekiguchi (Lexus); 10 Takashi Kogure/Oliver Turvey (Honda). **Points 1 Caldarelli/Hirakawa, 30**; 2 de Oliveira/Yasuda, 27; 3 Quintarelli/Matsuda, 26; 4 Yanagida/Motoyama, 24; 5 Oshima/Kunimoto, 19; 6 Mutoh/Tsukakoshi, 19.



Nissan won
in Thailand



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V8 SUPERCARS HIDDEN VALLEY (AUS), JUNE 20-21 RD 5/14

Lowndes' long innings hits a century



Lowndes leads the way from Slade

CHAZ MOSTERT, CRAIG LOWNDES AND David Reynolds shared the wins at Hidden Valley but it was Lowndes's success that stole the headlines.

The veteran became the first driver to score 100 wins in Australian Touring Car/V8 Supercar with his Saturday win. Amazingly, he set the milestone in the series' 888th race, in his #888 Holden – from the Triple Eight stable.

Lowndes fought back after an incident-filled opening race, which Mostert dominated, to take the win. On Sunday Reynolds, under pressure to perform in a contract year, took

his second career win from pole position ahead of Fabian Coulthard, who was the hard-luck story of the weekend. The New Zealander qualified second for all three races, but in the first two he was bundled off the track through no fault of his own, with James Courtney penalised for one of them.

It was a terrible weekend for reigning champ Jamie Whincup, who is now eighth in the points. Meanwhile, the Nissan Altimas and DJR Penske Ford driver Scott Pye showed their best form of the year.

● Phil Branagan

RESULTS

Race 1 1 Chaz Mostert (Ford Falcon), 21 laps in 27m48.7583s; 2 Mark Winterbottom (Ford), +1.0188s; 3 Rick Kelly (Nissan Altima); 4 James Moffat (Nissan); 5 Michael Caruso (Nissan); 6 Scott Pye (Ford). **Race 2 1 Craig Lowndes (Holden Commodore)**, 21 laps in 27m50.5225s; 2 Tim Slade (Holden), +1.8391s; 3 Mostert; 4 Pye; 5 Shane van Gisbergen (Holden); 6 James Courtney (Holden). **Race 3 1 David Reynolds (Ford)**, 70 laps in 1h20m42.3270s; 2 Mostert, +0.8712s; 3 Fabian Coulthard (Holden); 4 van Gisbergen; 5 Winterbottom; 6 Nick Percat (Holden). **Points 1 Winterbottom, 1165**; 2 Lowndes, 1070; 3 Coulthard, 1010; 4 Mostert, 991; 5 van Gisbergen, 940; 6 Courtney, 935.

WORLD RALLYCROSS ESTERING (D), JUNE 20-21 RD 5/13

Jeanney has the bottle

DAVY JEANNEY TOOK HIS PEUGEOT-Hansen-run 208 to an impressive winning margin of almost five seconds over championship leader Petter Solberg.

Jeanney dominated the weekend and claimed maximum points. From pole position, the Frenchman led throughout the final, taking his joker on lap five, and was never troubled.

Solberg's Citroen ran second in the opening laps and he took his joker on lap two. He returned to the main circuit behind Johan Kristoffersson, who played his joker on the final lap, releasing Solberg into second and Timmy Hansen into third.

Kristoffersson's team-mate

Tord Linnerud had his best World RX outing to date to make the final. Although he finished sixth in his VW Polo, he was promoted to fifth when Andreas Bakkerud was disqualified for 'unsporting behaviour'. Mattias Ekstrom had a troubled weekend, and didn't qualify for the semi-finals.

● Hal Ridge

RESULTS

1 Davy Jeanney (Peugeot 208), 6 laps in 3m45.662s; 2 Petter Solberg (Citroen DS3), +4.901s; 3 Timmy Hansen (Peugeot); 4 Johan Kristoffersson (Volkswagen Polo); 5 Tord Linnerud (VW); 6 Andreas Bakkerud (Ford Fiesta). **Points 1 Solberg, 138**; 2 Kristoffersson, 103; 3 Bakkerud, 88; 4 Hansen, 79; 5 Reinis Nitiss, 77; 6 Jeanney, 77.



Jeanney's first win of 2015

TCR INTERNATIONAL SOCHI (RUS), JUNE 21 RD 7/11

Comini goes back ahead

STEFANO COMINI MOVED BACK INTO the series lead after winning race two in his Target Competition SEAT.

The first race was a benefit for the Craft-Bamboo SEATs, with Jordi Gene heading Pepe Oriola home for a one-two finish. Andrea Belicchi, in the other Target SEAT, was third.

Mikhail Grachev led the early going in race two before Comini passed him on lap four. Oriola also moved up, but his chase of the leader was in vain.

Pre-weekend points leader Gianni Morbidelli was seventh in race one in his West Coast Honda, and turbo failure meant he non-started later on.

RESULTS

Race 1 1 Jordi Gene (SEAT Leon Racer), 11 laps in 26m04.706s; 2 Pepe Oriola (SEAT), +0.598s; 3 Andrea Belicchi (SEAT); 4 Stefano Comini (SEAT); 5 Sergei Afanasiev (SEAT); 6 Mikhail Grachev (SEAT). **Race 2 1 Comini**, 11 laps in 26m14.548s; 2 Oriola, +0.611s; 3 Grachev; 4 Afanasiev; 5 Gene; 6 Kevin Gleason (Honda Civic TCR). **Points 1 Comini, 194**; 2 Oriola, 192; 3 Gianni Morbidelli, 181; 4 Gene, 174; 5 Belicchi, 146; 6 Gleason, 139.

ETCC

Single Make Trophy entrants in SEAT Leons won both European Touring Car Cup races at the Slovakia Ring. Petr Fulin beat local driver Mato Homola by 4.680s in the first, though Ferenc Ficzra ran second until dropping out with a front-right puncture. Dusan Borkovic came through from third on the grid to win the second.

SMP FORMULA 4

Finn Niko Kari had the biggest success at Sochi, scoring two race wins. Kari took the honours in the first race after leading all the way from Aleksey Korneev. After an early fight in race two Kari beat Korneev again, with Vladimir Atoev repeating his first-race third and Brit Enaam Ahmed claiming fourth. Kari and Atoev both stalled at the start of race three, so it was Korneev topping an all-Russian podium from Nikita Troitskiy and Nerses Isaakyan.

LAMBO SUPER TROFEO

Patrick Kujala has finally been beaten, after extending his run to five out of five in the first race at Paul Ricard. Daniel Zampieri led that one, but co-driver Roman Mavlanov was hit with a stop-go penalty for breaking the minimum-pitstop-time limit. Alberto Cerqui and Giacomo Barri claimed second. Mavlanov passed Kujala for the lead in race two, and then the Finn spun and served a drive-through penalty, leaving Mavlanov and Zampieri to win.

VLN

Porsche claimed its 200th win in the history of the Nurburgring Nordschleife-based series. The Frikadelli 911 GT3-R of Patrick Huisman, Sabine Schmitz and Klaus Abbelen survived a pit-fire scare to claim the honours.

GLOBAL RALLYCROSS

Sebastian Eriksson claimed his first win in the US-based series at Daytona to take over the championship lead. The Swede brought his Olsbergs MSE Ford Fiesta home ahead of Ken Block and Steve Arpin. Nelson Piquet Jr finished sixth, with Scott Speed down in ninth.

GERMAN FORMULA 4

Swede Joel Eriksson (below) led all the way in the first two races at Spa with his Motopark car. Briton Lando Norris made a great impression on his series debut with Mucke Motorsport. He was fourth in race one, second in race two, and then went on to win the reversed-grid race from the fourth row ahead of Australian Joey Mawson. Russian Robert Schwartzman was third in all three races. Ferrari youngster Guan Yu Zhou was the other driver on the podium, taking second in the opener. Harrison Newey scored a best of fifth.





ESTATE

The Goodwood Festival of Speed, which runs from June 25-28, is one of the highlights of the year.

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As if the magnificence of Goodwood House,

rising grey and solid from this little pocket of West Sussex was not enough, acres of the very finest sporting machinery spanning every era flanks it on either side, in asphalt paddocks.

Add in the Cartier Style et Luxe pageant – an abundant mix of the greatest examples of automotive artistry ever penned, arranged on vibrant green lawns – the Hannu Mikkola-inspired Forest Rally Stage, Supercar thrills, the FoStech pavilion and the overt presence of every self-respecting motor manufacturer and it’s a full-on four-day experience.

‘Flat-Out and Fearless: Racing on the Edge’ is the evocative theme of the 23rd Festival of Speed, its campus bisected by the challenging 1.16-mile hillclimb course on which (following today’s Moving Motor Show) hundreds of iconic bolides will be unleashed from Friday to Sunday. Stirling Moss’ 1955 Mille Miglia victory, his friend and five-time world champion Juan Manuel Fangio’s ’57 German Grand Prix win in a supposedly outclassed Maserati 250F, the epic beyond-the-limit struggle between Renault’s Rene Arnoux and Ferrari’s Gilles Villeneuve at the ’79 French GP and this year’s titanic Porsche 919 Hybrid Le Mans triumph will be among the four-wheeled

achievements in focus.

Talking of Sir Stirling, the sprightly 85-year-old knight will preside over no fewer than seven of the eight Mercedes-Benz 300 SLRs (two of them Uhlenhaut coupes) reunited to mark the 60th anniversary of the three-pointed star’s extraordinary Mille Miglia success. Among numerous other landmarks on the programme, albeit on a bijou scale, is 60 Years of the Alpine marque, founded by Dieppe garagiste Jean Redele and intertwined with the Regie Renault that acquired it in 1973.

Many of the greatest names in racing and rallying – among them John Surtees, Derek Bell, Jenson Button, Kimi Raikkonen, Rauno Aaltonen, NASCAR king Richard Petty, drag-racing legend Don Garlits and motorcycle megastar Valentino Rossi – are scheduled to join Sir Stirling in this year’s cast of champions.

Perhaps the most brilliant aspect of this pioneering Goodwood event, a week before the British GP at Silverstone, is accessibility. With planning and patience, most of the top throttle-jockeys will be relaxed and happy to sign autographs (some at pre-arranged times around interviews on stage) between commitments.



OF THE ART

MARCUS PYE outlines what to look out for

51

WARNER/LAT

STARGAZING

Six to seek out for a signature or a selfie

SIR STIRLING MOSS

'Mr Motor Racing', now 85, is a perennial favourite wherever the sport's greatest ambassador appears. The opportunity to reflect on Stirling's stellar career as he drives the '722' Mercedes-Benz 300 SLR is unmissable.



DON GARLITS

Drag racing pioneer Garlits, 83 – 'Big Daddy' within the sport he made his own – demos his 1957 Swamp Rat 1 rail at the Festival. The 17-time world champion's museum near Tampa, Florida, is mecca for legions of fans.



KRIS MEEKE

Meeke, 35, became the first British driver to win a World Rally Championship round since Colin McRae in 2002 when he triumphed for Citroen in Argentina in April. Catch up on the Forest Rally Stage.



RICHARD PETTY

NASCAR's winningest driver with 200 victories spanning 1960-84, the stetsoned seven-time champion, 77, has restored his awesome bewinged 1970 Plymouth Superbird for his return to Goodwood. Motorsport's ultimate character?



VALENTINO ROSSI

Nine-time motorcycle world champion Rossi is unquestionably the sport's greatest circuit racer of the modern era, and perhaps the best ever. Fortunately, no appointment will be necessary to consult with 'The Doctor' at Goodwood this weekend.



KEN BLOCK

The American internet sensation loves his competition, but he is best known for putting on a show – which makes him an obvious choice for Goodwood's entertainment pageant.

SIDEBAR PICS: LAT, BLOXHAM/LAT



MAZDA'S CENTREPIECE

In its 85th anniversary the Mazda Motor Corporation has taken this year's centrepiece to highlight its long racing heritage in a dramatic 36-metre sculpture created by visionary Gerry Judah. Those of us who were at Le Mans in 1991 when Johnny Herbert, Bertrand Gachot and Volker Weidler carried off the ACO's coveted prize in a vividly-hued 787B will love one on the twisted steel edifice (with an LM55 Vision Gran Turismo concept car) and another on track. And in Chevron's Golden Jubilee year I can't wait to see Swede Kent Abrahamsson's Mazda-motivated B16, parked after Le Mans (only its third race) in 1970. Take your earplugs!



FORMULA 1: A FESTIVAL FAN FAVOURITE

Every year leading Formula 1 teams – and some of their best drivers – travel to Goodwood to perform demonstrations, sample some of history's finest machines and give fans a rare, up-close look far from the confines of a grand prix paddock. For McLaren's Jenson Button, the appeal is clear.

"I actually got sent a video of every year I've been at the Festival of Speed, little clips of me driving the cars and also interviews and stuff," he says. "First of all, oh my God, I had some interesting haircuts over the years. But my quote is always the same – you know, I love coming here, it's great seeing the fans and them being able to come close.

"It's a very special event for every driver – it's a very busy event, it's not one where you can walk around and really look at that many cars and what have you, but it means a lot going there. And it's not just the British public that go and watch – people travel from all over the world to come to the Festival of Speed.



"It's one day out of our lives and the fans deserve that, definitely. It's a special event for them, because they're right up close. It's very difficult to get close to drivers at a grand prix and I think it's a really important weekend for racing drivers, motorbike riders and their supporters. I think it's a very special weekend."



F1 PRESENCE

MERCEDES

Nico Rosberg	Sunday
Anthony Davidson	Friday and Saturday

MCLAREN

Jenson Button	Saturday
Stoffel Vandoorne	all three days
Nyck de Vries	all three days

FERRARI

Kimi Raikkonen	Friday
Marc Gene	all three days

RED BULL

Pierre Gasly	all three days
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WILLIAMS

Felipe Massa	Saturday
Alex Lynn	Sunday



GOODWOOD'S COMPETITIVE STREAK

One of Great Britain's most capricious and unforgiving hillclimb courses provides the Festival of Speed's competitive focus. Given that nine-time World Rally champion Sebastien Loeb was three seconds short of matching Nick Heidfeld's 41.60s record – set in a McLaren-Mercedes MP4-13 car in 1999 – in Peugeot's jaw-dropping, but undergeared, 208 T16 Pikes Peak winner the F1 car's mark is unlikely to be beaten until specialist speed hillclimbers are invited back, Graham Wight Jr's 42.90s in a

Gould GR51 having come closest in 2003.

Nonetheless, Sunday afternoon's shootout (to which the quickest competitors who have opted to be timed will be invited to run in descending order of qualifying) will bring out the best in them. The quickest machinery at Goodwood has always been diverse and this year's crop is no exception. Provided his fire-breathing Toyota Celica Pikes Peak contender can be persuaded to run cleanly, Kiwi Steve Millen knows the Sussex lane's nuances well enough to scoop top honours.

Although NASCAR stock cars are not designed for this kind of exercise, BTCC veteran Anthony Reid – winner in 2012, aboard a Chevron GR8 GT3 – certainly won't be holding back in a Michael Waltrip Racing Toyota Camry and neither will historic racer Andy Newall in Sir Anthony Bamford's 1972 Can-Am McLaren M8F.

Goodwood virgin Michael Lyons' 1m07.64s (125.37mph) lap of Thruxton in his F1 Hesketh 308E back in April demonstrated that the 24-year-old ELMS sportscar and Blancpain GT racer is not short of cojones. The combo must thus be regarded among the favourites, alongside James Littlejohn and Joe Twyman in the pair of ex-David Purley LEC F1 CRP1s owned by Gary Wright and Charlie Birkett.

Among the 'must see' cars on the hill will be Duncan Pittaway's monstrous 1911 FIAT S76, Andy Middlehurst's BRM H16-engined Lotus 43 (Jim Clark's 1966 US GP winner), Stephen Hepworth's fewshly-restored BRM-Chevrolet P167 Can-Am contender and the 2001 Dallara SP1 LMP of James Cottingham and Max Girardo.

Not everything is competitive, with demo runs aplenty. Pierluigi Martini will be reunited with the Minardi M189 he drove in the 1989 Portuguese Grand Prix, the race in which he became the only driver to lead a race for the Italian marque.



Entrance to the FOS is by advance-booked tickets only. Passes cannot be bought on the gate but – as AUTOSPORT closed for press – there was still very limited availability of tickets for Friday. Book online at <https://ticketing.goodwood.com> or call the telephone hotline on 01243 755055 if you've missed out. A collection point will be open at the adjacent Goodwood Motor Circuit.





Party
in the

Park

Motorsport is back in London. But how big a deal is Formula E's Battersea debut? **GARY WATKINS** explains

Chandhok demonstrated car at Formula E announcement

STALEY/LAT



August 14 last year was a momentous day not just for Formula E but for British motorsport. Yet there was no fanfare, no gathering of the great and the good, and no press call. The top-secret goings on behind locked gates in Battersea Park next to the River Thames early that morning as good as sealed the return of motor racing to London this weekend.

A test run at 5am around the perimeter roads of the 200-acre park, which make up the 1.81-mile London ePrix circuit, by Abt Sportsline driver Lucas di Grassi in one of the championship organiser's Spark-Renault SRT_01E Formula E one-make electric racers had a two-fold significance. It provided the proof required by the Motor Sport Association and the FIA that the roadways were suitable for racing and convinced the local council that proposed event would not impact negatively on local residents.

Within four months, the Formula E finale in Battersea had been signed off. Two months later, the necessary planning permission had been achieved. Motor racing would return to the capital after an absence stretching back nearly 43 years to the closure of the Crystal Palace parkland circuit in south London.

Formula E had achieved one of its biggest victories to date. It had secured a race venue barely two miles from the very heart of London and a start-finish line a stone's throw from the River Thames.

The road to the Formula E event in London, which became a double-header on its final confirmation with the granting of planning permission in February of this year, began long ago. In fact, the seeds were sown long before series boss Alejandro Agag and his newly created Formula E Holdings company won the right to promote the FIA championship nearly three years ago.

The Spaniard, who describes himself as a Londoner, used to live in Battersea, just across



from the park. Its internal roads, he always thought, would make an excellent racing circuit.

"I used to run there – not every day, but at least once a week – and my kids used to play there," says the former boss of the championship-winning Barwa Addax GP2 team, who has now moved out to the London suburbs. "Every time I was running in the park, I was thinking, this is a race circuit close to the heart of London. That's the origin of the idea."

A race in London was always one of the top priorities for Formula E.

"We felt we had to be in London for the championship, let's say, to be complete," Agag reveals. "In the beginning it was our idea to have

London as the first race, but we quickly realised that it is probably harder doing this kind of race in the UK than anywhere else in the world. It is certainly a lot easier to race in Beijing [scene of the inaugural Formula E race last September] than it is London. That's why we postponed it, but we never had the idea of dropping it."

Formula E began the search for a London location almost immediately upon Agag and his company winning the right to promote the FIA's Formula E Championship in August 2012. The first approach was made to Wandsworth Borough Council, in which Battersea Park lies, before the end of that year. It wasn't the only candidate, but it was always the favoured one.

THE ROAD TO BATTERSEA

AUGUST 2012

Formula E Holdings wins the contract to run the FIA's new electric-vehicle championship. Wandsworth Council is approached about the possibility of putting on the race in Battersea Park before the end of the year.

MARCH 2013

The first eight host cities for the inaugural season of Formula E in 2014/15 are announced, with London among them. London is envisaged, but not announced, as the setting for the opening round in September 2014.





“It is harder doing this kind of race in the UK” ALEJANDRO AGAG

why it was where we always really wanted to go.”
The idea of a Formula E event in the capital had the support of London Mayor Boris Johnson, but it wasn't initially well received by Wandsworth Council. Rather, the first approach was met with scepticism, according to deputy leader councillor Jonathan Cook, who also has responsibility for the borough's parks and open spaces.

“People are always coming to us with weird and wonderful ideas for things in Battersea Park,” he says. “We put this one firmly in that bracket to start with. Our initial reaction was that it all sounded a bit too much.”

“Formula E's initial plan would have had a far greater impact on the park, which was always going to be the big issue, than what we have ended up with. But give them their due, they took every suggestion we made on board and had a pretty fundamental rethink about how they would structure things.”

The original plan from Formula E called for the use of Armco barriers and required much longer set-up and tear-down schedules than those laid out when planning permission was finally granted earlier this year.

“Our tree officers said it was not ideal to be drilling holes into the ground near the roots of so many mature trees,” explains Cook. “The system they have come up with is predominantly concrete blocks that sit on the surface, which is far less invasive.”

“Formula E also wanted a lot more time than we were able to give them. We have a very busy schedule of something like 600 events in the park annually, so we kept going back to them to say, ‘If you want to do this, you really have got to do it quickly’. At every turn they have scratched their heads, and said, ‘OK.’” ▶

“We looked at other options,” explains Agag. “We looked at the Olympic Park [in east London] and we looked at a street track that would have incorporated Hyde Park Corner.” The area around Wembley Stadium was another location that came under consideration.

The Olympic Park was a no-go because it was undergoing redevelopment following the 2012 London Olympics.

“It wasn't a finished product,” continues Agag. “They were still considering where to put roads and buildings; it was changing so we wouldn't have been able to set up a course there.”

A circuit incorporating public roads would have been even more problematic. There was

no Deregulation Act – the Bill for which was only passed this year and when it is finally implemented will allow road closures without a specific Act of Parliament – and Agag was also concerned about the PR implications.

“We did very detailed feasibility and traffic-impact studies,” he says of the putative layout incorporating Hyde Park Corner. “The biggest thing that we wanted to minimise was traffic disruption. If you create a huge traffic jam in London for two weeks, people were going to hate Formula E. That would have been a bad starting point.”

“We don't have that problem with Battersea. It is also very close to the heart of London. That is

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SEPTEMBER 2013

A provisional 10-date calendar is announced with London as the London finale on June 27. Beijing is the championship opener in September 2014.

OCTOBER 2014

The ExCeL exhibition centre near London City Airport puts itself forward as an alternative to Battersea Park.

DECEMBER 2014

FIA World Motor Sport Council rubber-stamps the new championship's provisional calendar.

MARCH 2014

AUTOSPORT breaks the story that Battersea Park is Formula E's favoured site for the London round. No confirmation is available from either the championship or the local council.



JUNE 2014

Formula E announces that Battersea Park is the “preferred venue” for the London date. Wandsworth Council says that any decision on the race will be subject to public consultation and the normal planning process.



Di Grassi tried out Battersea last summer

► Di Grassi's dawn test run in August was, says Cook, "a very powerful tool".

"It was amazing to be able to say, 'You might like to know that we have already tested a car in the park and no one noticed,'" continues Cook. "And it was in the middle of the summer when everyone would have had their windows open."

This was the message that Cook was able to convey in an important public meeting, attended by Agag and senior Formula E officials, held in a church hall across the road from the park in November last year.

"It started off a little bit edgy," explains Cook. "People were grumpy, basically. They were



Formula E has targeted major city locations

"I wasn't driving at racing speeds but my report was very positive" LUCAS DI GRASSI

understandably concerned, and there were a few unhelpful rumours, as is always the case with these things. The idea of the meeting was to address those. I have to say the Formula E people were superb, and at the end of the meeting there was a big round of applause."

The secret test didn't just convince the local populace; it persuaded the MSA, which had to submit an application for a grade 3 international racing circuit in the park to the FIA, that racing on its roads was viable. There was concern that the steeply crowned roads would not be suitable.

Di Grassi immediately got the opposite impression when he drove the circuit in sections aboard the Spark-Renault last summer.

"We were doing one corner at a time, then going back and doing the next corner, actually in the opposite direction to which we will be racing," explains the Brazilian, who had been working with Formula E before he was signed up for season one by Abt. "It wasn't possible to do a full lap and I wasn't driving at racing speeds, but in the end the report I wrote was very positive. The only negative thing I said was that it was very narrow, so it would be important to come up with some places where we could overtake."

There are changes being made to the infrastructure of the park in order for the circuit to be laid out. The roadways are being widened for short distances in key areas, and two car parks

are being resurfaced and realigned.

One will become a 500-metre section of the track, with chicanes at either end linking it with Carriage Drive South to which it runs adjacent. Another will be incorporated into a chicane. The same goes for the gravel boules courts in the west of the park.

The pits will be located on what is known as the British Genius Site, an exhibitions space in the park and, up until the mid-1970s, home to a permanent funfair.

Under the terms of the planning consent and Formula E's contract with the local council, these changes will be reversed when the fixture ceases. That is unless the council deems that it wants to retain any of the improvements.

The planning permission has a five-year life, which mirrors the contract between the council and Formula E, though there are release clauses on either side.

"We have the possibility to get out of the contract, and so does the council," says Agag. "It might not work for either of us, but I am confident it will. I believe the race is going to be a big success."

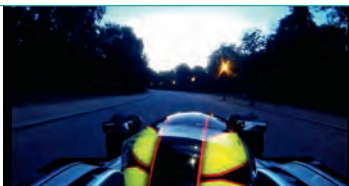
Motorsport is back in London and right at its heart. That, as Agag points out, would have been unthinkable before the advent of the FIA's series for electric vehicles. "We shouldn't forget that the reason we are racing here this weekend," he says, "is that we are an electric championship." ❧



Crystal Palace hosted parkland motor races

AUGUST 2014

Lucas di Grassi takes to the roads of Battersea Park in one of the two Formula E test cars to evaluate its feasibility for racing.



SEPTEMBER 2014

The relevant committee at Wandsworth Council agrees in principle that the race can go ahead. The decision is subject to further public consultation and a review by Heritage Lottery Fund, which invested heavily in the park in the late 1990s and early 2000s.

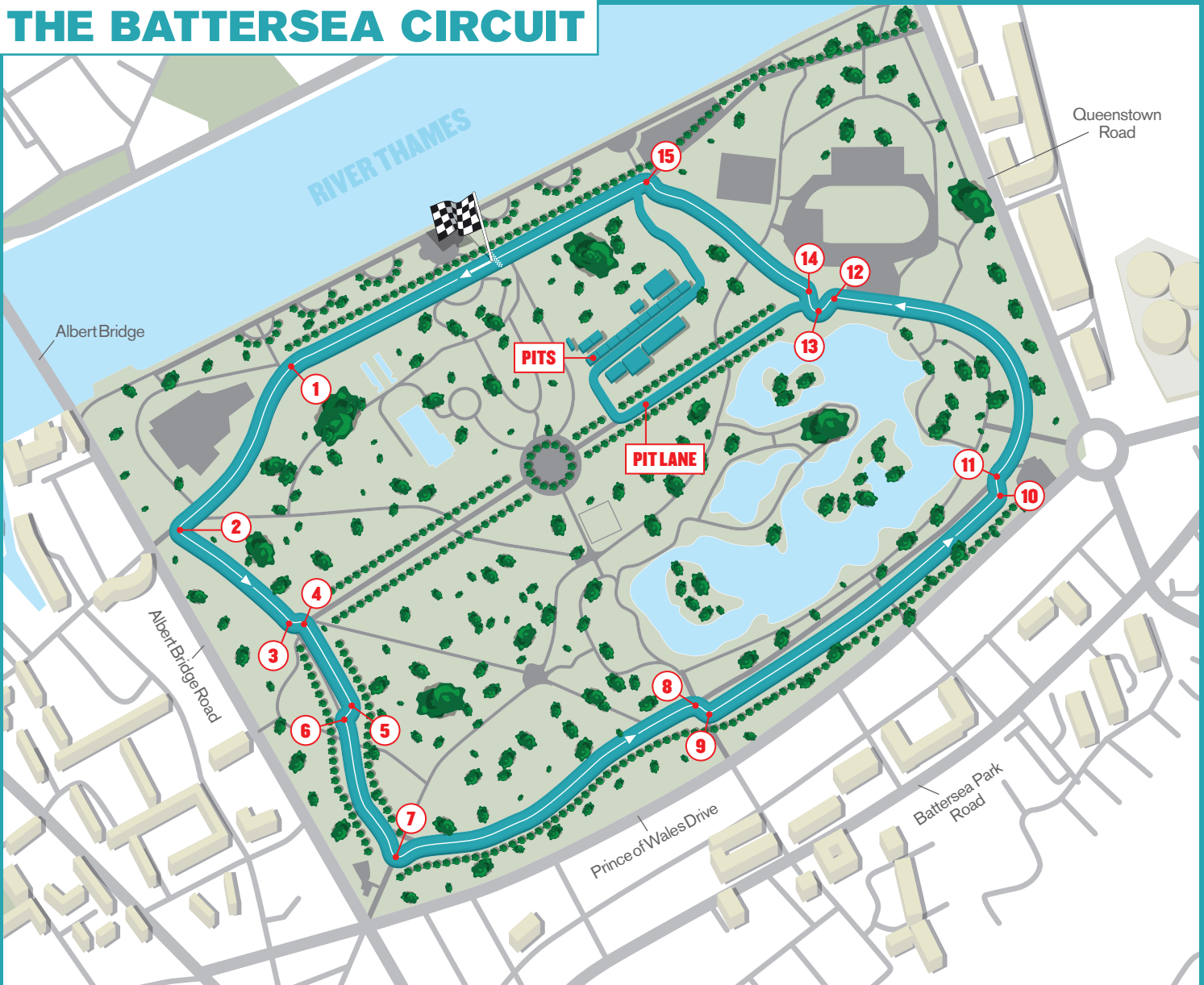
NOVEMBER 2014

The local council and Formula E allay concerns of local residents at a public meeting close to the park.

DECEMBER 2014

Final approval is given by the council's community and services overview and scrutiny committee, and then its executive.

THE BATTERSEA CIRCUIT



Expect the London ePrix circuit in Battersea Park to throw up the unexpected. The camber of some of the roads are going to make for some interesting racing lines, reckons Abt driver Lucas di Grassi.

"With the camber angles, you are going to have very different grip levels across the track," reckons the Brazilian. "You will see some very

unusual racing lines that will look a bit unnatural. You might see people braking on the inside to an approach to a corner because that is where you are going to have the most grip.

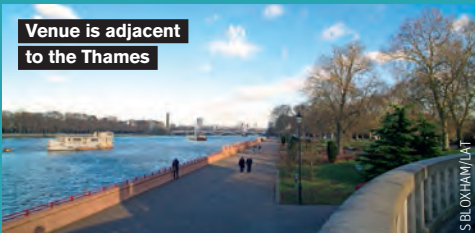
"That's going to be the trick in Battersea; you will have to work out how to use the camber and the kerbs to your advantage. Maybe it is a little bit like the Nurburgring Nordschleife in that respect."

"YOU ARE GOING TO SEE DIFFERENT GRIP LEVELS, SOME UNUSUAL RACING LINES" *DI GRASSI*

The Battersea Park circuit will not be the fastest venue on the Formula E calendar this season, reckons di Grassi. But it isn't going to be the slowest, either.

"It should have a reasonable average speed and it is going to be quite exciting, with plenty of changes of direction and what look like good chicanes," he says. "It is narrow and that is going to make overtaking difficult, but that is a small price to pay for having a circuit right in the middle of London."

Venue is adjacent to the Thames



Parkland track will prove challenging

FEBRUARY 2015

Planning permission is granted for the event, which Formula E announces will now be its first two-day double-header.



MARCH 2015

Advanced works begin for the construction of the London ePrix circuit.

JUNE 15, 2015

Event set-up begins less than two weeks ahead of the race as per planning consent.

JUNE 27-28, 2015

The inaugural Formula E Championship climaxes with a double-header round in London.



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Di Grassi, Piquet and Buemi can all win the title

WHO IS ON THE BRINK OF HISTORY?

Three ex-F1 drivers lead the race for the inaugural Formula E title, writes MITCHELL ADAM



Only at Formula E's seventh race did the series find a repeat winner, and that slow-burn has translated into a tight championship fight heading to Battersea Park's double-header. Nelson Piquet Jr jets into London as the man to catch on 128 points, 17 ahead of Lucas di Grassi and 23 clear of Sebastien Buemi. With 30 points on offer for each race – including three for pole and two for fastest lap – normally that would be enough, but there'll be 60 up for grabs this weekend.

That means Nicolas Prost (46 behind) and Jerome d'Ambrosio (51) are also in mathematical contention, but they essentially need massive weekends and problems elsewhere. Ditto Sam Bird, who would need to score a perfect 60 and hope for zeroes elsewhere to beat former F1 podium finisher Piquet on countback.

So, realistically, it's between Piquet, di Grassi and Buemi for the title.

Piquet has the upper hand, and could actually wrap it up on Saturday with third, if neither of his rivals score a point.

He has been Mr Consistent, finishing no lower

than fourth since round three and netting wins in Long Beach and Moscow. The latter added a new string to his bow, building a lead over the first half of the race and saving battery in the second.

Chasing his first title since British F3 in 2004, Piquet is happy to lead from the front.

"You always want to start the last weekend of the season with a points lead, the benefit always helps you," he says.

"We're planning on going over there and not doing anything silly, just play it safe, the game

"FOR ME THE CHAMPIONSHIP IS FULLY OPEN. THERE IS STILL A LOT OF OPPORTUNITY" LUCAS DI GRASSI

we've been playing all year.

"The team know what we're doing and we'll just have to keep the same rhythm and we're going to be all right."

If not for a penalties issued across recent rounds, the situation would look very different.

It would likely be di Grassi on top. However, he lost his Berlin Tempelhof win and 25 points

RACE FOR THE TITLE

POS	DRIVERS	PTS
1	Nelson Piquet Jr (BR)	128
2	Lucas di Grassi (BR)	111
3	Sebastien Buemi (CH)	105
4	Nicolas Prost (F)	82
5	Jerome d'Ambrosio (B)	77
6	Sam Bird (GB)	68

There are a maximum of 30 points available for each round – 25 for a win, three for pole position and two for the fastest lap – so the London double-header means six drivers can still win

for illegal front-wing and wheel-faring modifications, which his Abt team claims were repairs rather than performance-seeking.

Having finished second to Piquet in Moscow, di Grassi was still unhappy about the penalty, but less fazed by the points deficit.

"I think London is going to be very interesting, because there's still 60 points," di Grassi says.

"You know that one mistake can cost you 20, 15, even 25 points. For me the championship is fully open. There is still a lot of opportunity.

"Our bad luck at one point has to turn and we'll try to get those points back."

Buemi joined Piquet and di Grassi on the Moscow podium, but was demoted to ninth place for an unsafe release in the pitlane. The penalty followed an already costly blunder by e.dams, which worked to a minimum pitstop time of 68 seconds, not the actual 58. Without it, he'd have been 10 points behind Piquet, not 23.

"I'm behind in the championship, so I don't have so much to lose from that point," Buemi notes. "I will push as hard as I can and try to win the races. That is the only way we will have any opportunity to fight for the championship."

Piquet extended points lead with win in Russia



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ELECTRICAL TECHNICIAN

We are currently seeking an Electrical Technician to maintain and develop our on-car wiring systems and garage based Electrical equipment. You will be responsible for the production of high quality Electrical and Electronic components, looms and assemblies using your experience of Autosport or Aerospace connectors, MIL spec wiring, heat shrink moulded parts and PCB assemblies.

SENIOR ELECTRICAL TECHNICIAN

You will be responsible for the production of high quality Electrical and Electronic components, looms and assemblies within the time scales set, to required specifications using Autosport or Aerospace connectors, MIL spec wiring, heat shrink moulded parts and PCB assembly

In this role you will also provide leadership, mentoring and technical support to a team of Electrical Technicians and work closely with the Electronics Production Team Leaders assisting with day-to-day task planning. You will liaise closely with both the Electronics Design and Test & Inspection Groups providing feedback and build information as required.

It is essential for the successful applicant to have strong leadership and organisational skills, as a requirement for this position you will have experience in a Motorsport or Aerospace build environment, with ideally a BTEC NC in Electrical or Electronic Engineering (or equivalent).

ELECTRICAL SYSTEMS ENGINEER

Working with our Mechanical and Electronic Engineers you will be responsible for the design, installation and specification of our Electrical Systems. You will have a good understanding of the wiring, connectors and heatshrink systems used within a Formula 1 environment and ideally have experience in the use of Computer Aided Design Harness packages.

Applicants for this role should ideally have a recognised qualification in an Electronics discipline, combined with relevant experience of Motorsport Electrical and Electronic Systems.

SENIOR ELECTRONICS SUPPORT ENGINEER

We currently have a requirement for a Senior Electronic Support Engineer, working as part of our Electronics Support Group. You will be responsible for all aspects of our Electrical and Electronic operations during Rig tests and at Race and Test events as required.

Applicants should be degree qualified in an Electronics discipline and you will have an immeasurable knowledge and experience, of both on and off-car Motorsport Electronic systems, including Chassis and Engine controllers, Data logging, Telemetry and Radio systems, coupled with an inherent understanding of their associated control software. These skills will be enhanced by a thorough understanding of all types of electrical installations, Autosport connectors, MIL spec wiring, moulded parts and sensor technologies.

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Record F1 grid for Silverstone

Historic entry surpasses 40 cars for Silverstone event's Silver Jubilee

A RECORD GRID OF MORE than 40 three-litre Formula 1 cars will be part of next month's Silverstone Classic.

The grid for the July 25-26 event follows last weekend's unprecedented 34-car FIA Masters Historic F1 Championship field at Monza's Coppa Intereuropa event.

The current entry for the 25-minute double-headers numbers 43, with eight Williams chassis – including an ex-Alan Jones 1981 FW07 for ex-F1 driver and Le Mans 24 Hours winner Paolo Barilla – among the medley of 1966-85 machines.

This year the Classic is celebrating 25 years since the inaugural BRDC Historic Festival of 1990, in which the modern event

has its roots. It will host the fourth of eight rounds in the Historic F1 series. Among the leading entries will be Joaquin Folch in the ex-Nelson Piquet Brabham BT49C, reigning champion Greg Thornton (Lotus 91) plus Britons Steve Hartley and David Abbott (Arrows A4s) and Simon Fish (Ensign N180).

Former category champion Martin Stretton is back in the US-owned Tyrrell 012 while a real dark horse will be experienced historic all-rounder Andy Wolfe in a Tyrrell 011.

New names to the Historic F1 arena include former F2 racer Jamie Brashaw in the ex-Steve Allen Arrows A1 and F5000 frontrunner Neil Glover in a 1982-vintage Arrows A5. Sports and GT racer

Nick Padmore will be among the very quickest in the Lotus 77 of Max Smith-Hilliard.

Meanwhile, the boom in Historic F1 racing in Europe is being mirrored in North America and a 35-strong grid will contest the Monterey Motorsports Reunion event at Laguna Seca (August 13-16).

Former British Touring Car champions Matt Neal and Gordon Shedden will return to the Classic this year, sharing the pre-'66 Under 2-Litre Touring Cars Lotus Cortina built by their BTCC squad Team Dynamics.

Last year's U2TC winners Richard Meaden and Grant Tromans will be back, as will runners-up Neil Brown and Richard Dutton – both pairs also in Lotus Cortinas.

Belgian double at Monza's Classic warm-up

With erstwhile points leader Greg Thornton's Barcelona and Brands Hatch-winning Lotus 91 dramatically sidelined by an engine fire in race one at Monza, which precluded him from starting the second leg, the FIA Masters title race is wide open.

Loic Deman (Tyrrell 010) continued his promising season with a double victory in Italy. The Belgian fought for

supremacy in Saturday's opener with Paolo Barilla, who was leading on the last lap when his engine died due to a fuel-pressure issue. Fellow Radical graduate Simon Fish (Ensign N180) thus chased Deman home, with Italy's Stefano di Fulvio (Tyrrell 012) third. Deman, di Fulvio and Andy Wolfe (Tyrrell 011) scored a marque clean sweep on Sunday. Historic F1 rookie Jason Wright topped the

Pre-'78 division on both days in his Squadra Kenny Rogers Shadow DN8.

The FIA Lurani Trophy Formula Junior round provided a new victor in Westie Mitchell and his 1963 De Tomaso-Ford. The former HSCC Historic FF1600 champion's maiden win in the ex-works monocoque chassis came after he rebuild it following a shunt at last month's Donington Historic Festival.

SCOTT MITCHELL
FEATURES
EDITOR

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THE SILVERSTONE CLASSIC

was my first experience of historic racing back in the summer of 2013, and I can't think of too many other events that would have provided quite the introduction to the discipline.

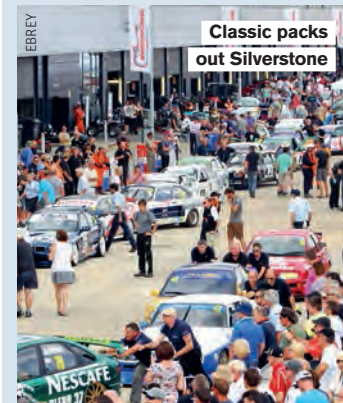
You can go to the home of the British Grand Prix for a lot of race meetings throughout the year, but precious few actually convey Silverstone's grandeur – if you're on the National circuit, for example, it's easy to lose sight of how impressive the facility is.

The Classic doesn't fall into this category; it's an event that packs out every bit of space the circuit has to offer – just ask the people who have to hotfoot it between paddocks without using a bus or a car!

This year's event is the Classic's Silver Jubilee, and there are bound to be plenty of additional elements to the weekend that make it worth attending. For me, I find few things as curious and enticing as a full grid of cars that disappeared from the mainstream long before I was born. So the idea of a massive grid of largely 1970s and '80s Formula 1 cars this year is as attractive as they come.

I can end up the butt of office jokes about my age, though that doesn't bother me; missing out on certain eras of racing on the other hand certainly sometimes does.

That's the main reason I have found myself open to the experience of historic racing. It's a priceless (as long as I'm not competing!) window to a time that long pre-dates my ability to follow motorsport.





Supercup will be bolstered by locals

Carrera Cup GB

Carrera Cup GB racers invade Supercup

EIGHT PORSCHE CARRERA CUP GB contenders will guest in the Porsche Supercup round supporting next week's British Grand Prix.

Carrera Cup points leader Dan Cammish and reigning champion Josh Webster had already been officially confirmed, and will now be joined at the Silverstone event by frontrunners Stephen Jelley

and Tom Sharp, along with Jack Falla, Karl Leonard, Ryan Cullen and Graeme Mundy.

Sometime British Touring Car Championship racer and 2014 Carrera Cup race winner Jake Hill will also be in the field after lining up a drive with the In2 Racing squad. "This is the biggest opportunity of my career so far to showcase what I can do," he said.

"I've won lots of races in various series and tested Ferrari and Mercedes GT machinery, but this is a chance to see what it's like to actually race at a grand prix.

"I tested the Porsche at Silverstone last week. We managed to get down to a really good time for the condition of the tyres and on a busy track."

Cammish added: "Racing against

the best Porsche drivers in the world is exactly the right experience that I'm looking to get, as that's where I see my future.

"There's quite a few other guys from the championship racing too. It's a bit of an invasion, so hopefully we can demonstrate the quality of the Carrera Cup GB field and get some good results."

BRSCC

Close Caterham racing as BRSCC visits Zandvoort

PHILIP JENKINS SCORED A brace of Caterham Supersport victories at the BRSCC's annual overseas adventure to Zandvoort.

Polesitter Jenkins edged out Stephen Nuttall by half a second in the opener, before demolishing the field in race two.

David Robinson and Aaron Head battled out two great Superlight R300-S skirmishes. Robinson won both. In the opener he won by a mere 0.05s; in race two the gap was an infinitesimal 0.017s.

It was even tighter in Roadsports as Olly Wigg missed out on adding to his first-race win by nine thousandths of a second to David Webber. The Tracksport wins went to Dan Gore and Jack Brown.

Richard Avery prevented Ed Hayes from scoring a hat-trick of Porsche

Championship wins when Hayes retired on the opening lap of race three.

Stuart Waite eased to a Production BMW and Racing Saloons double, while the Zandvoort Sports and Saloon Trophy wins were shared between Philip Jones (two), Martin Schiele and Richard Finlay.



Tiny margins split the Caterham drivers

FF1600

Combe FFord star Higgins to join Champion of Brands grid

REIGNING CASTLE COMBE

Formula Ford 1600 champion Adam Higgins will enter the next round of the Champion of Brands series, flanked by his brother and father.

Higgins, 28, is planning to run his Van Diemen JL12 in the event on the Brands Indy track this weekend. His older brother Richard, 33, will compete with his similar machine.

Meanwhile their 66-year-old father Bob, a four-time Combe FF1600 champion, hopes to race at Brands



Higgins wants more variety

in his Van Diemen RF90.

"I want to branch out and get some variety as I heard myself called a Castle Combe expert recently," said Adam Higgins. "While that's great, I'd like to be known for racing at some other tracks too."

"My dad was stuck with the same label, despite him having success at other circuits during the 1980s.

"We prepare the cars ourselves and it's a bit of a race against time for dad because his engine is being rebuilt."

In brief

Butel switches to JHR

MSA Formula racer Jack Butel will switch to the Zip Young Guns JHR squad for the remainder of the season. The 19-year-old contested the first four rounds with SWB Motorsport but will now partner Sennan Fielding.

Donkin to Clio Cup

Local racer Paul Donkin will join the Renault UK Clio Cup for this weekend's round at Croft with the SV Racing squad. Donkin, who has previously raced in the Atom Cup, made a one-off outing in the series at Brands Hatch last year, but struggled in the inclement weather conditions.

Grady's Ginetta move

Fiesta Junior driver Connor Grady will move to the Ginetta Junior Championship for the rest of the season with the Total Control Racing squad. The 14-year old finished on the podium in Fiestas earlier this season and competed in the Ginetta Winter Series in 2014. He has also raced with success in Super One karts.

Arden test for karter

Karter Ayrtton Simmons is hoping to graduate to MSA Formula next season and will test with championship race-winning squad Arden at the end of this month. Simmons would be unable to compete in the first rounds in 2016 because he does not turn 15 until the end of April.

Mini Challenge

Ex-BTCC driver Curley to race Butler-Henderson Mini

MINI CHALLENGE POINTS LEADER

Charlie Butler-Henderson will miss this weekend's round at Brands Hatch, with fellow ex-British Touring Car Championship driver Ian Curley drafted in to take his place.

Mini Se7en and double Miglia champion Curley, 42, will drive for the Bill Sollis-run Oakfield team in the car used so far this year by series rookie

Butler-Henderson, who has to miss the event due to clashing commitments.

"It makes my heart sink," said Butler-Henderson of missing the round, which forms part of the Mini Festival. "We have to drop a race [on dropped scores] in the championship, but I'm going to miss three. It's going to be tough but I'll be back for Oulton Park, ready to continue the attack."

Curley, who took part in the BTCC in a Lexus in 2005, said he could appear in more races later in the season too.

"I talked to Bill about racing the car earlier in the season, but now I have this chance," he said. "I will get to test the car on the Friday before the meeting and that will be it, but I have watched the racing and it seems very exciting. I don't know how I will get on, but it's something I could look at doing more of in future."



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"MASTER CADWELL PARK AND YOU CAN RACE ANYWHERE"

One seasoned racing sage said the above to me at the Lincolnshire circuit on Sunday. Having made the 500-mile pilgrimage twice in three weekends, for Vintage Sports Car Club and 750MC events, I wouldn't disagree. Much of the racing I've witnessed, talked and written about has been of the very highest order, as if the grandeur of the place inspires clubmen. How can it not?

I've only competed there three times – in Formula Ford, FVee and Clubmans K-Sport's experimental roots – but have loved the place's climbs and swoops since doing a week's course with Graeme Glew's Team Touraco school's Lola T540s in the early 1980s. Driving the 2.19 miles in something half-quick is exciting, so cutting 1m22.8s (95mph) laps, as Tim Gray did in the Spire Bikesports car on Sunday, must be like flying an aerobatics plane with the wings upside down.

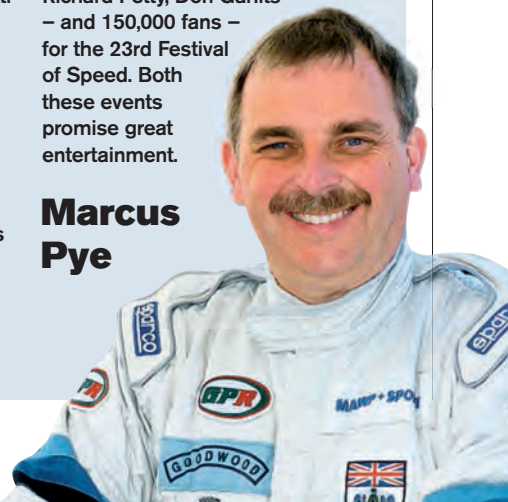
Cadwell's length is not far short of Thruxton's yet, twisted like spaghetti to follow the dramatic undulating contours of the fertile green Wolds, its sinuous grey course couldn't be more different. My favourite place in the country to watch drivers at work is not visible from either commentary point, alas. Stand beside the devilishly cambered Hall Bends, where the track writhes and burrows through the woods, and you will quickly spot the technicians from the rest.

I made a point of overseeing the 750 Formula qualifying session

from there (at the spot where I had observed Mark Gillies hustling ERA R3A through a fortnight before) and mentally logged the order – David Bartholomew (PRS 1b), then Darvi trio Robin Gearing (P88), Peter Bove (Mk4/5) and 10-time champion Mick Harris (877) – which was subsequently formalised on the time sheets. The 750s, whose broad spectrum of cars I love, set a fine tone for the event, in which Sport Specials, Mazda MX-5s and Toyota MR2s also starred.

This weekend it's the Historic Sports Car Club's annual visit and, following disappointing turnouts for all bar the FF1600s at Snetterton, in a tightly packed mid-season, a tremendous entry suggests many racers were girding their loins to ride the switchback. While my beloved Audi A4 could almost find its way to Louth on autopilot, I'll be at Goodwood joining motorsport legends including Sir Stirling Moss, Lewis Hamilton, Richard Petty, Don Garlits – and 150,000 fans – for the 23rd Festival of Speed. Both these events promise great entertainment.

Marcus Pye



Le Mans-winning Porsche at FoS

Porsche's Le Mans 24 Hours-winning 919 Hybrid will take part in hillclimb runs at the Goodwood Festival of Speed this weekend. The German marque had yet to confirm the driver of the #19 car as AUTOSPORT closed for press, but one of its winning drivers – Nico Hulkenberg, Nick Tandy and Earl Bamber – was in the frame



ADAC F4

Norris wins in German F4

MSA FORMULA RACE WINNER

Lando Norris was victorious on his debut in the German Formula 4 Championship at Spa last weekend.

The 15-year-old also achieved second and fourth-place finishes with the Mucke Motorsport squad.

Norris took advantage of the dry side of the grid to vault from his seventh place grid slot to lead race three. He avoided incidents around him on the largely wet circuit to take the lead from poleman Marek Bockmann. Following a late safety car, Norris managed the restart and held the lead until a red flag halted the race.

"My first German F4 weekend could

hardly have gone any better," Norris said, "especially since I've never competed at Spa before."

This was not his first European F4 outing. Norris achieved a best result of third in an Italian F4 round last month.



EBREY/LAT

Robertson (87) under attack in race one



MG LIVE SILVERSTONE, JUNE 20-21

Penalties cost Robertson and Hill wins

LARGE GRIDS, CLOSE RACING AND changeable weather made for some entertaining action at MG Live, with no shortage of talking points.

There was certainly controversy in the two **MG Trophy Championship** races with both on-the-road victors stripped of their wins.

Poleman Cody Hill failed to capitalise on his grid position in the opener as he spun at Becketts on the opening lap in damp conditions, handing the lead to Colin Robertson. The Scot looked on course to claim another win at the circuit –

he completed the double at this event last year – but was handed a 15-second penalty for exceeding track limits, which demoted him to seventh.

This meant a tremendous scrap between Graham Ross and Ross Makar was actually for the lead. Makar looked odds-on to take his fourth win of the season but torrential rain on the final tour caused him to have an almighty slide out of Woodcote, which handed Ross the win by a minuscule 0.088s.

Robertson again took the lead at

Copse in the dry second race, but this time he had Hill on his tail throughout. The Aussie appeared to time his move to perfection as he passed Robertson at Becketts on the final lap but was later excluded for his car being underweight.

This allowed Robertson to make up for his earlier disappointment and claim the win, a great way for him to celebrate 10 years in the championship. Ross was second, while Jason Burgess snatched third by just 16 thousandths of a second from Makar.

One of the biggest grids of the weekend came in **Equipe GTS**, as 42 cars tackled the Silverstone Grand Prix circuit. Tom Smith once again proved to be the class of the field as he picked up another two victories – his fourth and fifth of the year.

The horribly wet conditions of the first race suited his extravagant driving style as he won comfortably from the similar MGB of James Cottingham by some 23 seconds, with Pete Foster's Triumph TR4 a further minute back.

In the rain-free race two, Smith had a challenge on his hands. He lost out to Nigel Winchester's fast-starting Ginetta G4 and spent



Wilkins chased by Morris in Porsches

the first half of the race dicing with the class-one runner, before the Ginetta came to a smoky halt, handing Smith another easy win.

Rod Begbie took a superb second having rocketed through the order after starting 34th in his TVR.

The race was red-flagged after Foster and Brian Arculus made contact when lapping a backmarker, which resulted in Foster's TR4 rolling over. Thankfully, he was able to walk away.

The weekend's biggest grids were in the combined **Cockshoot Cup** and **MG Cup** thrashes, with 55 cars jostling for space.

All of them avoided front-row qualifier Paul Clackett's ZS when his



Smith's MG battles with Winchester's G4



Dunkley's first victory is only half of his great day

THERE WAS A DOUBLE CELEBRATION for James Dunkley in the Midget/Sprite Challenge as he combined winning his first race with proposing to his girlfriend.

The Midget driver enjoyed a thrilling battle for the lead with the series' regular winner Paul Sibley, but eventually won by just a tenth of a second. A damp qualifying session threw up a mixed grid with Dunkley in seventh behind some of the less-modified Midgets, but there was no question over who would get pole as Sibley was fastest by some 13 seconds.

But that advantage was wiped out in the dry race as Dunkley made a great start to climb to second by the end of the first lap and then duelled with Sibley for the remainder.

On the final lap, Sibley seemed to snatch the lead on the Wellington Straight but Dunkley hadn't given up and squeezed out the Class A points

leader at Luffield.

"It's fantastic," said Dunkley, "I thought I had won but there was no chequered flag. I then panicked on the last lap, but got the lead back at Luffield. I always said if I won at Silverstone I would get down on one knee and so I did."

Behind the front two there was more squabbling, with Sam Healey's Sprite claiming third from Edward Reeve's and Martin Morris's Midgets.

The Class B tussle was even closer as Andy Southcott's Midget snuck it from Richard Wildman's by just 0.014s after both were handed penalties for exceeding track limits.

MIDGET/SPRITE CHALLENGE (9 LAPS) 1 James Dunkley (MG Midget) 22m07.435s (88.82mph); 2 Paul Sibley (MG Midget) +0.097s; 3 Sam Healey (Austin Healey Frogeye Sprite); 4 Edward Reeve (MG Midget); 5 Martin Morris (MG Midget); 6 Chris Southcott (MG Midget). **Class winners** Southcott; Pippa Cow (MG Midget); Nigel Lackford (Austin Healey Frogeye Sprite); Kim Dear (MG Midget). **Fastest lap** Sibley 2m24.569s (90.62mph). **Pole** Sibley. **Starters** 25.

engine expired at the start. This made it easy for Gary Wetton, who won the Cockshoot division on both occasions in his ZR. Philip Standish took second but was later demoted a place after passing Ashley Woodward under yellow flags. His troublesome weekend continued in race two when a spin and contact with Woodward at Aintree dropped him down and he could only salvage sixth.

Oliver Coles (ZR) took his maiden win in the MG Cup element, after car troubles befell James Darby's pole-sitting MGB. Points leader Ed Davies was victorious in race two after passing Paul Eales early on.

Ex-British GT racer Craig Wilkins grabbed an unassailable lead at the start of the first **Porsche Club** race when poleman Gary Duckman's Boxster ran wide at Becketts. Mark McAleer and reigning champion Peter Morris went off on fluid when fighting for second, promoting Kevin Harrison's 996.

It was then Wilkins's turn to experience trouble in race two as a slow getaway in his 996 handed Morris the advantage. Good defensive driving from Paul Winter thwarted Duckman's attempts to wrest second.

Saturday's wet weather negated the advantage of the V8 MGBs, as four-cylinder versions were able to

RESULTS

MG TROPHY CHAMPIONSHIP (8 LAPS) 1 Graham Ross (ZR 190) 21m53.977s (79.76mph); 2 Ross Makar (ZR 190) +0.088s; 3 Doug Cole (ZR 190); 4 Cody Hill (ZR 190); 5 Paul Luti (ZR 170); 6 Jake Fraser-Burns (ZR190). **CW** Luti; John Gil (ZR 160). **FL** Hill 2m41.002s (81.37mph). **P** Hill. **S** 31.

RACE 2 (8 LAPS) 1 Colin Robertson (ZR 190) 20m00.905s (87.27mph); 2 Ross +0.433s; 3 Jason Burgess (ZR 190); 4 Makar; 5 Fraser-Burns; 6 Rob Perkins (ZR 190). **CW** Daniel Molloy (ZR 170); Gil. **FL** Ross 2m27.150s (89.03mph). **P** Hill. **S** 31.

EQUIPE GTS (8 LAPS) 1 Tom Smith (MGB Roadster) 26m27.371s (66.02mph); 2 James Cottingham (MGB Roadster) +23.557s; 3 Pete Foster (Triumph TR4); 4 David Beresford (MGB Roadster); 5 Craig Taylor (MGB Roadster); 6 Jordan Spencer (MGB Roadster). **CW** Foster; Nigel Winchester (Ginetta G4); Brian Arculus (Lotus Elite); Alistair Pugh (Triumph Spitfire Le Mans). **FL** Smith 3m14.655s (67.30mph). **P** Smith. **S** 42. **RACE 2 (9 LAPS) 1 Smith 23m57.606s (82.02mph);** 2 Rod Begbie (TVR Grantura) +35.005s; 3 Martin Richardson (MGB FIA Roadster); 4 Beresford; 5 Rob Cull (TVR Grantura); 6 Robin Ellis (Lotus Elite). **CW** Ellis; Tony Wilson-Spratt (WSM MGB); Ian Hulett (WSM Sprite Sprint); Stephen Bolderson (MGB Roadster). **FL** Begbie 2m37.277s (83.30mph). **P** Smith. **S** 42.

COCKSHOOT CUP (6 LAPS) 1 Gary Wetton (MG ZR 190) 17m14.728s (75.97mph); 2 Ashley Woodward (MG ZS 180) +13.457s; 3 Philip Standish (MG TF LE 50); 4 Simon Lowery (MG ZS 180); 5 Howard Hunt (MG ZS); 6 Ian Winstanley (MG ZR 160). **CW** Winstanley; Ian Staines (MG Midget); Adam Key (MGF VVC). **FL** Wetton 2m48.675s (77.67mph). **P** Wetton. **S** 33. **RACE 2 (8 LAPS) 1 Wetton 20m31.718s (85.09mph);** 2 Hunt +23.236s; 3 Lowery; 4 Michael Ashcroft (MG ZR 190); 5 David Morrison (MG Midget); 6 Standish. **CW** Morrison; Key; Jeremy Toes (MG Midget). **FL** Wetton 2m31.494s (86.48mph). **P** Wetton. **S** 32.

MG CUP (6 LAPS) 1 Oliver Coles (MG ZR 170) 19m15.342s (68.04mph); 2 Iain Dowler (MG ZR 160) +10.521s; 3 Ed Davies (MG ZR); 4 David Brown (MG ZR 160); 5 Paul Eales (MGB GT); 6 Ashley Cross (MG ZS 180). **CW** Eales; Shaun Holmes (MGC GT). **FL** Coles 3m00.884s (72.43mph). **P** James Darby (MGB GT). **S** 20. **RACE 2 (8 LAPS) 1 Davies 22m05.144s (79.09mph);** 2 Coles +13.339s; 3 Eales; 4 Dowler; 5 Brown; 6 Kevin Hewer (MGB GT). **CW** Eales. **FL** Davies 2m37.953s (82.94mph). **P** Darby. **S** 20.

PORSCHE CLUB CHAMPIONSHIP (10 LAPS) 1 Craig Wilkins (996) 26m41.651s (81.80mph); 2 Kevin Harrison (996) +0.395s; 3 Mike Johnson (996 C2);

4 Peter Morris (996 C2); 5 Gary Duckman (Boxster S); 6 Chris Dyer (Cayman S). **CW** Jonathan Evans (Boxster S); James Cameron (911 Carrera). **FL** Duckman 2m37.355s (83.26mph). **P** Duckman. **S** 22.

RACE 2 (9 LAPS) 1 Morris 25m27.433s (77.19mph); 2 Paul Winter (996 C2) +3.178s; 3 Duckman; 4 Johnson; 5 Dyer; 6 Wilkins. **CW** Evans; Cameron. **FL** Morris 2m35.976s (83.99mph). **P** Duckman. **S** 21.

BCVB CHAMPIONSHIP (6 LAPS) 1 Simon Cripps (MGB Roadster) 18m21.274s (71.38mph); 2 Jordan Spencer (MGB GT V8) +6.917s; 3 Ian Prior (MGB GT V8); 4 Jonnie Wheeler (MGB GT V8); 5 Neil Fowler (MGB GT V8); 6 Russell McCarthy (MGB GT V8). **CW** Spencer; Prior; Simon Tinkler (MGB GT). **FL** McCarthy 3m00.051s (72.76mph). **P** McCarthy. **S** 25.

THOROUGHbred SPORTS CAR CHAMPIONSHIP (5 LAPS) 1 Russell McCarthy (MGB Roadster) 15m00.230s (72.76mph); 2 Rob Spencer (MGB GT V8) +10.213s; 3 Simon Cripps (MGB Roadster); 4 Ken Deamer (MGB GT V8); 5 Peter Samuels (MGB Roadster); 6 Jordan Spencer (MGB GT V8). **CW** R Spencer; Deamer; Keith Files (Triumph TR6); Simon Alexander (MGB Roadster). **FL** McCarthy 2m57.392s (73.85mph). **P** R Spencer. **S** 29.

HEALEY DRIVER INTERNATIONAL INVITATION CHALLENGE (17 LAPS) 1 David Grace/Anders Schildt (3000 Mk1) 50m49.338s (73.04mph); 2 Jeremy Welch (3000) +0.351s; 3 Jack Chatham/Oliver Chatham (3000); 4 David Smithies (3000); 5 Martyn Corfield (100/4); 6 Christaen van Lanschot (3000). **CW** Corfield; Neil Hardy (100M); Harvey Woods (Sebring Sprite). **FL** Welch 2m34.279s (84.92mph). **P** Welch. **S** 24.

ICONIC 50s (8 LAPS) 1 Martyn Corfield (Austin Healey 100/4) 21m51.853s (79.89mph); 2 Robin Ellis (Lotus Elite) +0.509s; 3 Rod Begbie (Elva-Climax MkIV); 4 Brian Arculus (Lotus MkIX); 5 Graham Coles (MGA Coupe); 6 Rae Davis (MGA Le Mans). **CW** Begbie; Coles; Howard Maguire (Playford MG); Anthony Binnington (MGA Roadster); John Bussey (MG TC). **FL** Ellis 2m41.711s (81.01mph). **P** Mark Ellis (MGA Twin Cam). **S** 24.

ALLCOMERS RACE (20 LAPS) 1 William & David Smallridge (Sunbeam Tiger) 49m57.196s (87.42mph); 2 Ian Prior/Tom Smith (MGB GT V8) +33.372s; 3 Mark Halstead/Stuart McPherson (Ginetta G4); 4 Mark & Ted Williams (AC Cobra); 5 Nigel Jenkins (Ferrari 355 Challenge); 6 Ian Fletcher/Ian Smythe (Fletcher Hornet). **CW** Halstead/McPherson; Jenkins; Dan Ludlow (Honda Civic Type R); Jim Gathercole (Lotus Elan +2); Andrew Speight/Andrew Wolf (MG Midget). **FL** W Smallridge 2m18.863s (94.35mph). **P** Smallridge/Smallridge. **S** 40.



perform well. Simon Cripps won the **BCV8** encounter for the second time this year from the impressive Jordan Spencer, while Russell McCarthy's smaller-engined machine was also triumphant in the Thoroughbred Sports cars race.

Jeremy Welch overcame painful memories of his father Denis's death at this track in last year's Silverstone Classic to finish a close second, behind David Grace/Anders Schildt, in the **Austin Healey** race, which celebrated the 60th birthday of the BMC competitions department.

Martyn Corfield provided more success for the marque in the **Iconic 50s** race while it was a happy Father's Day for David Smallridge, who won



the **Allcomers** race thanks to the efforts of son William in their Sunbeam Tiger. They were aided by a lengthy pitstop for early leader Nigel Jenkins's Ferrari 355. The race had earlier been restarted after James Coles's ZR rolled over the slow-starting Caterham of Graham Booth. ● Stephen Lickorish



CADWELL PARK, JUNE 20-21 750MC

Boyd and Shalders above the rest

SUNDAY'S SENSATIONAL PROTECH Sport Specials round, in which defending champion Paul Boyd (Eclipse SM1) dived audaciously inside Martin James's Ariel Atom at Charlies to seize the initiative, topped the 750 Motor Club's 24-race Summer Solstice weekend marathon.

Fifth into Coppice at the lights, front-row starter Boyd also delayed Saturday victor Ben Shalders (Caterham R400), who fell to seventh in the stampede. Recovering quickly, they zapped Steve Owen's Westfield, then closed on the Atoms of Matt Ellis and James, fighting with Clive

Hudson (Eclipse).

Boyd hit the front on lap six, but Shalders ousted James from second next time round. Having rounded Coppice outside Boyd, with two wheels on the grass, Shalders attacked onto The Mountain on the final lap. Side by side into the Hall Bends, Boyd refused to yield.

Despite losing a rear wheel in Friday testing and graunching the Pither Rothery Special's proboscis in Saturday's race, David Bartholomew went top of the **750 Formula** table with a double over Mick Harris and Peter Bove. Erstwhile points leader Robin Gearing's attempt to pass

Bartholomew onto The Mountain in the wet opener resulted in no score and a bent Darvi.

Both **750 Trophy** races showed how good the club's 'historic' class can be. Christian Pedersen's raucous Austin 7 Monoposto pipped Ben Myall's Gerrell Mk1 first time out. Later Myall bested Martin Kemp, whose Racekits Merlin was built last year in the spirit of the regulations.

Toyota MR2 returnee Alric Kitson twice trounced allcomers in a Rogue Roadster, blitzing Mark Jessop's 2007 lap record. "Now I've got to decide whether to do more," he said, having beaten the charging Tim Heron and top qualifier Mick Nicholls in the closer. Now Davies edged Nicholls in heat one.

That each **5Club Mazda MX-5** competitor would contest two of Sunday's three races guaranteed that somebody other than Ben Short would win for the first time this year. Jack Sycamore duly shaded team-mate James Rogers in the opener.

Subsequently, quickest qualifier Short twice pipped Will Blackwell-Chambers, who jinked ahead over The Mountain on the penultimate lap of the restarted finale, only to be repassed round the outside at Coppice. "Will was quicker than me

everywhere other than onto the straight, so I had to strike quickly," said Short, now on nine from nine. "Will and James are driving brilliantly, so I fear my winning streak may soon be at an end."

Tim Gray seared to another **Bikesports** double, but fell 1.7s short of Formula Jedi racer Richard Mitcham's outright circuit record when his Spire's new Avon tyres proved fractionally smaller than the Dunlops, causing it to bottom in the opening stanza. As Gray shaved 0.07s from his category record, Adrian Reynard improved from third to second in his aero-tweaked Radical. Septuagenarian Peter Lague (Spire) reset the RGB class record on his Cadwell debut, then had a hairy spin through Charlies when a suspension joint pulled out.

Double champion Paul Smith extended his **Formula Vee** series lead with wet and dry wins over Peter Belsey and Craig Pollard, who squeezed ahead in Sunday's race.

Lincolnshire's James Bark was in a class of his own in the colourful **Renault Clio 182** championship, the VW Golf GTi convert seeing off first Matt Digby then – with hazard lights blinking – Patrick Fletcher. Success ballast hurt points leader Andrew Tibbs, but he salvaged fifth and sixth.

Peugeot 205 GTi stalwart Matt Rozier's long-awaited return to



The Deegan brothers hit in Stock Hatch



Boyd (1) and Shalders
duel in Sport Specials

Classic Stock Hatch's victory lane was popular. Having beaten local star Pip Hammond (Vauxhall Nova) and champion Lee Scott (Ford Fiesta) on Saturday, he aced Scott in a tighter Sunday sequel. Gordon MacMillan's third rewarded a great team effort to replace the bottom end of his Peugeot's engine overnight.

Glowering looks in the Deegan brothers' camp followed a **Stock Hatch** contretemps, which led to neither reigning champion Shayne nor runner-up Lee finishing on Saturday. Not that Paul Jarvis cared, for by running on their pace and steering clear of trouble he snared a narrow maiden win over Scott Sharp. Confidence buoyed, Jarvis split the Deegans on Sunday. Three Hot Hatch Fiesta STs ran concurrently out front in class, with Toby Bearne prevailing.

Allan Gibson's second **Roadsports** enduro victory in three was dominant, but Rob Horsfield negated his draconian Silverstone winner's penalty at the stops to suppress Neville Anderson's well-driven Vauxhall Vectra.

RAF Warrant Officer Ed McKean (BMW 325i) won the safety car-interrupted **Armed Forces Challenge** after guest Wayne Rothwell was docked 90 seconds for missing the pitstop window.

● Marcus Pye

McClughan failed to
win race three



OULTON PARK, JUNE 20 MSVR

Reversed-grid crash stops McClughan taking a treble

IT WAS TWO WINS FROM THREE again for Paddy McClughan in the **Radical Sprint Championship** after the reversed grid of race three proved to be the double winner's downfall when he crashed out while avoiding a spinning car on the opening lap.

A startline shunt brought the safety car out in race one and eliminated Peter Belshaw, Darren Nelson and Elliott Goodman. Ben Dimmack had the lead from the green flag, but McClughan was soon on the attack and led into Lodge on the fifth lap. By the chequered flag McClughan had stretched his lead to over 11 seconds, with Dimmack clear of third-placed Brian Caudwell.

Brian Murphy and John Macleod swapped the order as they fought for fourth place before it was settled in Murphy's favour, while Tony Wells recovered from stalling at the start to complete the top six.

It was lights to flag for McClughan in the second race,

while Macleod ousted Caudwell from second on lap two. As the lead grew, Wells arrived on Macleod's tail and a brief hesitation at Brittens chicane provided all the opportunity he needed. Murphy was clear in fourth with Dimmack surviving two spins to take fifth.

Dimmack went from the third row of the grid to lead race three on the opening lap. Macleod was soon into second and stayed close throughout. With McClughan off at Island on the opening lap, Caudwell completed the podium from Joe Stables and Goodman.

The safety car reduced the first **Lotus Elise Trophy** stanza to a one-lap sprint after the casualties of a mid-race crash had been recovered. Luigi Mazza had led from the start and retained his advantage from the green flag, with James Little just fending off David Ellesley in the fight for second.

Mazza led the second race from lap two but was unable to consolidate his lead. Jason Baker and Craig Denman made it a three-way fight, and with a lap to

go Denman had second into Old Hall. But the intensity of the fight had allowed Freddie Hetherington to close in too. Baker snatched the win from Mazza on the last lap, with Denman dropping to fourth behind Hetherington.

With both Kye Wheatley and Mark Richards left behind at the start, Dave Morgan led for most of the first **Radical SR1 Cup** race. A spin dropped Richards back and left Rob Watkins to challenge for the lead. He led into Cascades on the last lap, but Morgan snatched it back, while Wheatley retained third.

Watkins and Morgan duelled for the lead in race two, with a brief interregnum for a safety car. In the end it was Watkins who had the advantage, while Richards took third from Lewis Gee on the last lap.

Victory was very clear-cut for Adam Gore in the **Lotus Cup UK**. He only lost his lead during the pitstops, before heading Adam Balon's similar Exige by over 30 seconds at the flag. Alex Reed completed the podium.

A small **Radical Enduro** grid sprung to life in the closing laps when Steve Burgess made it into second past Tony Wells, who then had Phil Keen on the attack in Peter Belshaw's car. Keen finally got by at Old Hall with three laps remaining, while early pacesetter Scott Mansell handed to David Lidbetter, who followed Wells to the flag. James Abbott's Spyder won on the road overall.

● Peter Scherer



Baker topped close
Elise race two

McKay ends Paterson's win streak

IT'S BEEN SIX WEEKS SINCE

Porsche Carrera Cup racer Paul McKay was injured in a crash at Spa-Francorchamps, but son Daniel delivered a fantastic Father's Day gift with two **Legends** wins from three races.

McKay's win in the first heat was only secured on the last lap as he lunged past championship leader John Paterson approaching Scotsman corner. Although Paterson briefly got back alongside at Clark, it wasn't enough to fluster the youngster, who went on to break Paterson's 2015 winning streak.

Normal service was resumed in the second heat, but Paterson had to fight a race-long duel with title rival David Hunter. McKay retired after a first-corner collision, but there was further drama at the last corner as Steven McGill collected Hunter, which allowed Alan Freeland to snatch second place.

The final race was full of action after an early safety car because of a start-line crash. Hunter led to begin with but later struggled with a steering-rack problem.

With Hunter now trailing, Paterson and McKay swapped the lead several times before finding themselves in a drag race to the line. McKay was through first by just 0.040s, and Hunter rounded out the podium.

The first **Mini** race was incredibly close as most of the field circulated in one long train. Former champion Oliver Mortimer continued his good form from May and led until lap seven, when reigning champion Kenneth Thirlwall got past on



McKay picked up a brace of close wins

the way out of the hairpin.

Race two followed similar lines and Mortimer was left to rue a slide at the exit of Clark, which cost him momentum and allowed Thirlwall through. Immediately, Kyle Reid and Joe Tanner seized the opportunity and demoted Mortimer to fourth.

The top eight were reversed for race three and a chaotic first corner helped Lewis Carter emerge in front. Tanner made a dive for the lead at the hairpin after recovering from a grassy moment in avoidance of the lap's earlier dramas.

Having taken the lead, Tanner held it to the flag despite significant pressure from fellow frontrunners Thirlwall and Mortimer.

Adam McKay continued his winning form in the **Formula Fords** but fellow teenager Neil MacLennan made the biggest impression as he hounded his slightly more experienced teammate over every lap.

Both encounters were resolved by less than two tenths of a second after these race-long duels. Van Diemen driver Jordan Gronkowski continued to gather solid points

with two third places.

Tommy Gilmartin's Morgan Plus 8 was back on winning form in its first appearance of the season in the **Classics**, although it was Mike Cannon's Lotus 7 that won the first race on the road before being disqualified for a technical infringement.

Triumph TR8 pilot Shonny Paterson kept his hopes for a win alive until the final corner in race two. He appeared to be the quicker driver through the backmarkers but could do nothing to pass Gilmartin's big Morgan.



Tanner held off Thirlwall in final race



MOIR



MOIR

Orr resisted pressure from MacAulay

Roddie Paterson's Caterham and Ian Donaldson's Mitsubishi Evo were the class of the modern **Saloons and Sportscars** field as they took a win apiece.

George Orr took the lead of the first **Fiesta** race at Clark on lap two and survived race-long pressure from reigning champion Wayne MacAulay.

The pair swapped positions in the second race and enjoyed an equally closely contested fight.

Steven Dailly won the rescheduled **BMW Compact** race from May's abandoned meeting and went on to victory in a further two thrashes.

Andrew Winchester reeled in David McNaughton and passed him to take his first win in the Group B&C race.

● Jonathan Crawford



DUNLOP

Birley twice topped MN Saloon races

LYDDEN HILL, JUNE 20-21 **BARC**

Birley and Banham in control as racing returns to Lydden

LYDDEN ECHOED TO THE SOUND of engines after an eight-month interregnum since the circuit's previous race meeting. The BARC South Eastern Centre organised another varied programme of entertaining racing on the one-mile asphalt track, which nestles in the folds of the hills around Dover.

The club's former chairman, Rod Birley, was more pleased than most to return to Lydden as he extended his lead in the **Motorsport News Saloon Championship** with two more victories in his Escort WRC.

Birley's first race had to be red-flagged after a nasty incident when Perry Winch slewed off the track at North Bend and launched his Clio into a series of rolls. Fortunately he was unhurt.

After the restart Birley continued to pull away from Andy Banham's Subaru. Matthew Turner chased hard until he outraked himself at the Devil's Elbow and his BMW slid into the gravel. Tom Knight thus inherited third place ahead of the impressive Nick Proudlock, winner of Class D with his Escort Mk1.

Once again Birley led away from

Banham in race two. Knight held a comfortable third place until his BMW slowed and pulled off the track. Proudlock seemed safe in third, but in the latter half of the race Bill Richards put in a late surge and his Mini almost caught Proudlock on the line.

Ian Conibear, a regular winner at Lydden, was equally dominant in the **Sevensque** series. His Caterham claimed pole and then led the first race from start to finish. Tony Bennett chased in vain, pursued by Peter Hargroves, who pipped Tim Bishop to third place.

The six starters for the second race were reduced to five when Bennett's R300 smote the tyre wall soon after the Devil's Elbow. Thereafter the remaining entrants avoided further drama while Conibear controlled the pace from the front.

The **Intermarque** entry boasted three former world hot rod champions in Malcolm Blackman, John Steward and Ricky Hunn. But it was the reigning Intermarque champion, Matt Simpson, who started from pole and then



DUNLOP

Brockhurst won in Intermarque

eased away to a comfortable win over Blackman, who remains the points leader.

The current Lydden lap record holder, Chris Brockhurst, held third place throughout ahead of Simon Smith, who fought off David Brooks in a frantic fight for fourth.

A superb second race was spiced up by a reversed grid for the top seven. Smith led for most of the early laps while the emotions of those bottled up further back began to manifest themselves. Blackman and Lewis Smith tangled and took to the gravel at the Elbow in an incident that cleared the way for Simpson to hound leader Brockhurst all the way to the flag.

Tom Bridger led the **Tin Tops** initially, but polesitter Barnaby Davies soon squeezed past and his Toyota Starlet went on to win from Chris Whiteman (Honda Civic). Bridger's Rover 220T began to lose power through overheating and he fell back to finish a distant third, just ahead of Peter Osborne. Championship leader Terry Searles was eliminated when his MG ZR180 was tagged into the barrier at the exit of North Bend.

Davies soon overhauled Bridger in race two, despite a partially reversed grid, and he continued his domination in the finale.

● Kerry Dunlop



Winch was unhurt after this hefty shunt

DUNLOP

Team Racelogic (1)
won chaotic race

HAWKINS



BRANDS HATCH, JUNE 20 BRSCC

Seven safety cars in Fun Cup thriller

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A TRULY MEMORABLE FUN CUP

enduro kept the few spectators superbly entertained throughout almost four hours of hectic action on Saturday. Through it all, Jon Tomlinson, Julian Thomas and Nigel Greensall steered their shared car to a tense victory despite needing an engine change after qualifying and suffering a stop/go penalty for too short a pitstop.

A lap-two fracas cost the first and third fastest qualifiers a couple of laps each from which they never recovered, prompting the first of seven caution periods and setting the tone for the following hours.

The race came down to a roughly 20-lap dash after the last safety-car period and featured six cars

contesting victory, plus Anthony Reid who was determined to be involved despite running 19 laps behind following earlier problems.

With every respect to the winning co-drivers, Greensall was the right man to have at the wheel at this stage and he seemed narrowly in charge when, in a final twist, a heavy shower sent cars flying off in all directions. This brought out red flags, and the 14s covering the top six in the official results greatly exaggerated the real differences between them.

Jonny McMullan, 2014 Irish Young Driver of the Year, added to his reputation with two wins in the **FF1600 National and Triple Crown** twin championships.

The first was achieved in a frantic affair that featured up to eight cars battling wheel-to-wheel, but the second gave him a comparatively relaxing time while rivals tried to recover from race-one problems which affected their starting positions.

Canadian Patrick Dussault, winner of a support race at the Canadian Grand Prix two weeks earlier, caught the eye in race one when his Ray vaulted over the back wheel of Tom McArthur's Van Diemen at Graham Hill. The race ended early when Chris Middlehurst and Luke Cooper



McMullan was class of FFord field

clashed wheels and crashed at Hailwood Hill.

McMullan won from Luke Williams, whose Ray shed its nosecone on the back of the leading car along the way, with David McArthur and Andy Charsley next.

Williams was missing from the race-two grid after the team found chassis damage that had nothing to do with his earlier bump. This left McMullan to drive well clear while Middlehurst scorched through from 16th on the grid to second place ahead of Stephen Daly.

Dussault was in trouble again, a jumped start relegating him from fourth on the road to sixth. One place behind Middlehurst on the grid, Cooper reached eighth to win his class.

Clumsy backmarkers played their part in a surprisingly eventful first **Ferrari Formula Classic** race. A brush with a slower car hampered leader James Cartwright and allowed Gary Culver to close up, giving Culver a comfortable lead when Cartwright plunged off at Paddock soon afterwards.

Then Darren Wilson lost a hard-earned third when he was taken out at Graham Hill Bend. Despite a crumpled car, he regained the place from Peter Everingham.

Culver won race two from Tim Walker and Everingham. Wilson fell off at Clark Curve early on and Cartwright appeared late for one slow lap before heading back to the paddock.

● Brian Phillips



Just one of the many clashes in Fun Cup

HAWKINS

DOUNE BRITISH HILLCLIMB CHAMPIONSHIP, JUNE 20-21

Summers shines to extend lead

THE UNCOMPROMISING

barriers of the Curse of Cambus hill claimed many victims on the longest day, but rising above it all was championship leader Alex Summers, who took the joint-best points haul of the weekend.

In the absence of his co-driver Scott Moran, and with a disastrous point-free day for third-placed Trevor Willis, Summers soared further away at the head of the leaderboard with a win and a second place.

There was some weather effect in round 13 and it briefly threatened the final encounter, which was won in a virtuoso display of Doune mastery by Jos Goodyear, who also matched Summers' 19-point haul.

Goodyear suffered an electronic glitch in the first skirmish that slowed him slightly for second place when split times predicted a winning finish.

Summers said: "I'd have taken that score if I had been offered it at dawn this morning." Goodyear was thankful that the sparks gremlin did not return in the last clash. "We are determined to clear the fault before the next event," he said.

As morning class runs developed, a light shower had the effect of leaving leading Caterham driver Dave Warburton in eighth place. He would find himself outpaced by all except the unfortunate Trevor Willis who hit the barriers at the Junction with damage that ended his day as he had insufficient



Summers topped the first run-off

WALDER

repair parts in his trailer.

The new 2015 partnership of Wallace Menzies and Tom New continued well with Menzies taking both third spots and New moving up to seventh overall. Will Hall was the other beneficiary of Willis's misfortune; he is now only three points behind after taking fourth and fifth, even though his new powertrain still has issues.

For the first time ever, all three GWR Raptors were in a run-off, scoring points to the delight of their Scottish constructor, 2001-2002 hillclimb champion Graeme Wight Jr. Also in that shoot-out was the GWR car's predecessor, the svelte little PCD Saxon.

Like the Raptors, it was designed by ex-Lotus F1 designer Martin Ogilvie but in the hands of local driver Steve Marr it failed to score.

Driving Raptor 3, Richard Spedding took the new car into a run-off for the first time. Popular local man Les Mutch got the original ex-Lee Adams Raptor 1 into both run-offs with sixth in the first stanza and ninth in later on in the afternoon.

A number of Scots enroll in the championship to pitch themselves against the frontrunners at both Doune MSA events. Mutch and Marr were not the only locals to have a say in the points scoring.

Best of them was Ross Napier driving the now-venerable but still-beautiful ex-Tony Marsh and Martin Groves Gould GR37. A throwback to the David Grace years of the late 1990s with its tuneful Cosworth DFL, Napier took 10 points via fifth and seventh.

The final run-off-contending

Scot was George Coghill Jr, Wallace Menzies's brother-in-law. Already with a point in the locker from Craiganlet, Coghill scored five points for a successful day in the ex-Eyles brothers British Sprint Championship-winning chassis.

Worst affected by the rain was Alastair Crawford, with a passing two-minute shower compromising his run.

Continuing his quest for Hillclimb Leaders points, current top scorer Colin Satchell travelled up from Devon.

On his first ever trip to Scotland he was beaten into third in class by locals Aonghus Drummond and Stuart Read but the handful of points he scored kept him at the top.

● Eddie Walder



Goodyear missed out on double with a glitch

WALDER

RESULTS ROUND-UP



750 Formula cars brightened Cadwell

JONES

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CADWELL PARK 750CM, JUNE 20-21



SPORTS SPECIALS (3 LAPS) 1 Ben Shalders (Caterham R400) 4m52.88s (80.65mph); 2 Paul Boyd (Eclipse SM1) +0.90s; 3 Steve Owen (Westfield 7SE); 4 Clive Hudson (Eclipse SM1); 5 Darren Berris (Westfield V8); 6 Anton Landon (Cyana Duratec). **CW** Landon; Paul Cooper (RAW Striker). **FL** Shalders 1m35.58s (82.37mph). **P** Shalders. **S** 28. **RACE 2 (9 LAPS)** 1 Boyd 14m40.34s (80.49mph); 2 Shalders +0.37s; 3 Martin James (Ariel Atom); 4 Hudson; 5 Steve Owen (Westfield 7SE); 6 Matt Ellis (Ariel Atom). **CW** Nigel Brown (Sylvia Phaser); Adrian Cooper (Procomp LA Gold). **FL** Shalders 1m35.67s (82.30mph). **P** Hudson. **S** 28.

750 FORMULA (9 LAPS) 1 David Bartholomew (PRS 1B) 15m07.99s (78.04mph); 2 Mick Harris (Darvi 877) +12.28s; 3 Peter Bove (Darvi Mk4/5); 4 Dave Robson (SDAR 83); 5 Chris Gough (CGR2 Evo); 6 Mark Glover (Racekits Falcon). **CW** Andrew Kemp (Racekits Falcon). **FL** Robin Gearing (Darvi P88) 1m35.91s (82.09mph). **P** Bartholomew. **S** 17. **RACE 2 (9 LAPS)** 1 Bartholomew 14m42.42s (80.30mph); 2 Harris +17.41s; 3 Bove; 4 Glover; 5 Robson; 6 Rod Hill (Mystic T4). **CW** Kemp. **FL** Bartholomew 1m36.54s (81.55mph). **P** Bartholomew. **S** 17.

750 TROPHY (8 LAPS) 1 Christian Pedersen (Austin 7 Monoposto) 16m01.14s (65.53mph); 2 Ben Myall (Gerrell Mk1) +0.75s; 3 Martin Kemp (Racekits Merlin); 4 John Slatter (Centaur Mk16); 5 Lyndon Thruston (DNC); 6 Michael Harvey (JB Special). **CW** Ian Grant (Austin 7). **FL** Pedersen, 1m56.11s (67.81mph).

P Pedersen. **S** 16. **RACE 2 (7 LAPS)** 1 Myall 13m49.45s (66.44mph); 2 Kemp +1.10s; 3 Pedersen; 4 Harvey; 5 Thruston; 6 Trefor Slatter (Centaur Mk11). **FL** John Slatter 1m55.12s (68.39mph). **P** Pedersen. **S** 15.

TOYOTA MR2 GROUPS B V C (9 LAPS) 1 Jim Davies 16m16.48s (72.57mph); 2 Mick Nicholls +0.44s; 3 Mark Barber; 4 Nigel Ralphson; 5 Stuart Nicholls; 6 Martin Farrelly. **CW** M Nicholls. **FL** Paul Cook 1m46.70s (73.79mph). **P** M Nicholls. **S** 19.

GROUPS C V A (9 LAPS) 1 Alric Kitson 16m05.42s (73.40mph); 2 Tim Heron +11.03s; 3 Kristian White; 4 Mark Barber; 5 William Gallacher; 6 Farrelly. **CW** Heron. **FL** Kitson 1m45.21s (74.83mph). **P** Kitson. **S** 21.

GROUPS A V B (9 LAPS) 1 Kitson 15m59.07s (73.88mph); 2 Heron +10.59s; 3 M Nicholls; 4 Davies; 5 Ralphson; 6 White. **CW** Heron; Dave Hemingway. **FL** Kitson 1m44.03s (75.68mph). **RECORD**. **P** Kitson. **S** 22.

MX-5 CUP GROUPS B V C (9 LAPS) 1 Jack Sycamore 16m11.44s (72.94mph); 2 James Rogers +1.63s; 3 Jason Greatrex; 4 Adam Bessell; 5 Michael Comber; 6 Scott Leach. **FL** Rogers 1m46.25s (74.10mph). **RECORD**. **P** Sycamore. **S** 21.

GROUPS C V A (9 LAPS) 1 Ben Short 16m06.91s (73.28mph); 2 Will Blackwell-Chambers +0.29s; 3 Rogers; 4 Comber; 5 Jason Greatrex; 6 Kris Greatrex. **FL** Short 1m46.02s (74.26mph). **RECORD**. **P** Rogers. **S** 21.

GROUPS A V B (5 LAPS) 1 Short 9m00.31s (72.86mph); 2 Blackwell-Chambers +0.41s; 3 Sycamore; 4 Bessell; 5 Stephen Craggs; 6 Marco Aghem. **FL** Sycamore 1m46.05s (74.24mph). **P** Short. **S** 22.

BIKESPORTS (9 LAPS) 1 Tim Gray (Spire GT-3) 12m58.88s (90.98mph); 2 Richard Stables (Radical PR6) +39.86s; 3 Adrian Reynard (Radical SR3R); 4 Steven Gore (SR3); 5 Tim Porter (Radical SR3); 6 Gary Paterson (SR3). **CW** Reynard; Peter Lague (Spire GT3); Gaetan Rombouts-Howitt (Radical Prosport). **FL** Gray 1m22.82s (95.06mph). **RECORD**. **P** Gray. **S** 13.

RACE 2 (14 LAPS) 1 Gray 20m14.35s (90.77mph); 2 Reynard +51.80s; 3 Gore; 4 Stables; 5 Mike Davis (PR6); 6 John Prickett (PR6). **CW** Reynard; Rombouts-Howitt; Lague. **FL** Gray 1m22.98s (94.88mph).

FORMULA YEE (3 LAPS) 1 Paul Smith (AHS Dominator) 5m50.43s (67.40mph); 2 Peter Belsey (Spyder Mk2) +4.83s; 3 Ian Buxton (GAC Daghorn); 4 Paul Taylor (GAC Bears); 5 Ian Jordan (Sheane Jordan); 6 Tim Probert (Storm). **CW** Anthony Mitchell (Ray FV91). **FL** Smith 1m54.15s (68.97mph). **P** Smith. **S** 23.

RACE 2 (9 LAPS) 1 Smith 14m57.97s (78.91mph); 2 Craig Pollard (GAC Bears) +0.20s; 3 Belsey; 4 Jordan; 5 Buxton; 6 Taylor. **CW** Ed Lowndes (Scarab Mk2). **FL** Pollard 1m37.80s (80.50mph). **P** Pollard. **S** 21.

CLIO 182 (8 LAPS) 1 James Bark 14.01.80s (74.82mph); 2 Matt Digby +3.28s; 3 Patrick Fletcher; 4 Philip Wright; 5 Andrew Tibbs; 6 Nick Carter. **FL** Bark 1m43.55s (76.03mph). **RECORD**. **P** Bark. **S** 24.

RACE 2 (9 LAPS) 1 Bark 15m48.99s (74.67mph); 2 Fletcher +2.19s; 3 Digby; 4 Pete Morgan; 5 Wright; 6 Tibbs. **FL** Bark 1m44.36s (75.44mph). **P** Bark. **S** 25.

CLASSIC STOCK HATCH (8 LAPS) 1 Matt Rozier (Peugeot 205 GTI) 14m49.61s (70.80mph); 2 Pip Hammond (Vauxhall Nova GTE) +1.86s; 3 Lee Scott (Ford Fiesta XR2i); 4 Edward Cooper (Nova); 5 Mervyn Beckett (Nova); 6 Matthew Stubington (205 GTI). **FL** Scott 1m48.93s (72.28mph). **P** Rozier. **S** 22.

RACE 2 (7 LAPS) 1 Rozier 12m55.21s (71.09mph); 2 Scott +0.31s; 3 Gordon MacMillan (205 GTI); 4 Andrew Thorpe (Citroen AX GTI); 5 John Peerless (205 GTI); 6 Beckett. **FL** Rozier 1m48.62s (72.48mph). **P** Rozier. **S** 22.

STOCK HATCH (9 LAPS) 1 Paul Jarvis (Citroen Saxo VTR) 16m17.07s (72.52mph); 2 Scott Sharp (Saxo) +1.46s; 3 Steve Powlesland (Saxo); 4 Craig Robertson (Saxo); 5 Scott Sharp (Saxo); 6 Ryan Polley (Saxo). **CW** Toby Bearne (Fiesta ST); Eliot Dunmore (Min). **FL** Shayne Deegan 1m45.22s (74.81mph). **P** Deegan. **S** 22.

RACE 2 (7 LAPS) 1 Shayne Deegan 12m35.26s (72.97mph); 2 Jarvis +8.37s; 3 Lee Deegan; 4 Powlesland; 5 Sharp; 6 Nick Thornton-Jones. **CW** Bearne; Dunmore. **FL** S Deegan 1m45.92s (74.33mph). **P** S Deegan. **S** 21.

ROADSPORTS (24 LAPS) 1 Allan Gibson (Lotus Exige) 45m40.85s (68.94mph); 2 Rob Horsfield (Toyota MR2) +29.87s; 3 Neville Anderson (Vauxhall Vectra); 4 Nick

Sanderson (SEAT Leon); 5 Steve Hewson (Peugeot 106); Grant Hatfield/Jonathan Pressley (Mini). **CW** Hewson; Benjamin Corbey (Honda CRX). **FL** Gibson 1m44.17s (75.58mph). **RECORD**. **P** Gibson. **S** 28.

ARMED FORCES (21 LAPS) 1 Ed McKean (BMW 325i) 40m39.88s (67.76mph); 2 Chris Slator (Peugeot 306) +1 lap; 6 Paul Waterhouse (Peugeot 205 GTI); 4 Chris Wood (BMW 328i); 5 Chris Camp (Lexus IS200); 6 Tom Pearce (Mitsubishi Lancer E6). **FL** Darren Berris (Westfield V8) 1m40.13s (78.63mph). **CW** Wood; Wayne Rothwell (Tiger ZR6). **P** Rothwell. **S** 18.

OULTON PARK MSVR, JUNE 20



RADICAL SPRINT (10 LAPS) 1 Paddy McClughan (SR3) 20m40.103s (78.14mph); 2 Ben Dimmack (SR3) +11.637s; 3 Brian Caudwell (SR3 RSX); 4 Brian Murphy (SR3 RSX); 5 John Macleod (SR3 RSX); 6 Tony Wells (SR3). **CW** Joe Stables (PR6); Barry Liversedge (SR1). **FL** McClughan 1m47.292s (90.31mph). **P** McClughan. **S** 20.

RACE 2 (12 LAPS) 1 McClughan 21m09.085s (91.62mph); 2 Wells +25.641s; 3 Macleod; 4 Murphy; 5 Dimmack; 6 Martin Verity (SR3 RSX). **CW** Simon Garmston (PR6); Liversedge. **FL** McClughan 1m38.637s (98.24mph). **P** McClughan. **S** 19.

RACE 3 (9 LAPS) 1 Dimmack 15m07.776s (96.07mph); 2 Macleod +0.631s; 3 B Caudwell; 4 Stables; 5 Elliott Goodman (SR3); 6 Verity. **CW** Stables; Liversedge. **FL** B Caudwell 1m38.923s (97.95mph). **P** John Caudwell (SR3 RSX). **S** 15.

LOTUS ELISE TROPHY (7 LAPS) 1 Luigi Mazza 19m59.067s (56.57mph); 2 James Little +3.867s; 3 David Ellesley; 4 Jason Baker; 5 Jason McNulty; 6 Craig Denman. **FL** Mazza 2m11.509s (73.68mph). **P** Little. **S** 27.

RACE 2 (11 LAPS) 1 Baker 21m47.157s (81.54mph); 2 Mazza +0.423s; 3 Freddie Hetherington; 4 Denman; 5 Little; 6 McNulty. **FL** Baker 1m56.409s (83.24mph). **P** Daniel Rowbottom. **S** 25.

RADICAL SR1 CUP (11 LAPS) 1 Dave Morgan 20m29.626s (86.68mph); 2 Rob Watkins +0.204s; 3 Kye Wheatley; 4 Peter Tyler; 5 James Barwell; 6 Mark Tishaw. **FL** Watkins 1m49.080s (88.83mph). **P** Wheatley. **S** 12.

RACE 2 (10 LAPS) 1 Watkins 19m58.381s (80.86mph); 2 Morgan +1.201s; 3 Mark Richards; 4 Lewis Gee; 5 Tyler; 6 Richard Wilson. **FL** Watkins 1m49.042s (88.86mph). **P** Rob Ellice. **S** 12.

LOTUS CUP UK (30 LAPS) 1 Adam Gore (Exige V6) 1h00m11.631s (80.49mph); 2 Adam Balon (Exige V6) +31.602s; 3 Alex Reed (Exige V6); 4 Adrian Hall (Exige S1); 5 Marcus Jewell (2 Eleven); 6 Adam Knight (Exige V6). **CW** Hall; Jewell; James Little (Elise). **FL** Reed 1m48.812s (89.05mph). **P** Ken Savage (2 Eleven). **S** 21.



Hub failure gave Johnson a scare

JONES



Abbott leads Radical Enduro field

RADICAL ENDURO (48 LAPS) 1 James Abbott (Spyder) 1h22m09.267s (94.36mph); 2 Steve Burgess (SR3) +7.139s; 3 Peter Belshaw/Phil Keen (SR3 RSX); 4 Tony Wells (SR3); 5 Scott Mansell/David Lidbetter (SR3 RSX); 6 Nick Jones/Scott Malvern (SR3 RSX). **CW** Burgess. **FL** Abbott 1m36.131s (100.80mph). **P** Hui-Sun Kim/Stuart Moseley (SR3 RSX). **S** 13.

KNOCKHILL

SMRC, JUNE 21



SCOTTISH LEGENDS (8 LAPS) 1 Daniel McKay 8m10.420s (74.39mph); 2 John Paterson +0.092s; 3 David Hunter; 4 Steven McGill; 5 Alan Freeland; 6 Billy Wait. **FL** McKay 59.998s (76.01mph). **P** Paterson. **S** 16. **RACE 2 (8 LAPS)** 1 Paterson 12m35.019s (60.40mph); 2 Freeland +1.899s; 3 Stewart Black; 4 Ivor Greenwood; 5 McGill; 6 Hunter. **FL** Paterson 1m00.148s (75.82mph). **P** Freeland. **S** 17. **FINAL (10 LAPS)** 1 McKay 14m38.360s (62.30mph); 2 Paterson +0.040s; 3 Hunter; 4 Freeland; 5 Black; 6 Greenwood. **FL** McKay 59.993s (76.02mph). **P** John Bushby. **S** 17. **MINI COOPER CUP (ALL 9 LAPS)** 1 Kenneth Thirlwall 9m41.202s (70.62mph); 2 Oliver Mortimer +0.875s; 3 Joe Tanner; 4 Kyle Reid; 5 Ian Munro; 6 Shane Stoney. **FL** Thirlwall 1m03.394s (71.94mph). **P** Mortimer. **S** 20. **RACE 2 (11 LAPS)** 1 Thirlwall 9m40.420s (70.72mph); 2 Reid +0.167s; 3 Tanner; 4 Mortimer; 5 Paul Bell; 6 Lewis Carter. **FL** Mortimer 1m03.020s (73.02mph). **P** Thirlwall. **S** 20. **RACE 3 (11 LAPS)** 1 Tanner 9m38.059s (71.00mph); 2 Thirlwall +1.337s; 3 Mortimer; 4 Reid; 5 Bell; 6 Morgan Murray. **FL** Thirlwall 1m03.155s (72.21mph). **P** Stoney. **S** 19.

FORMULA FORD 1600 (BOTH 12 LAPS) 1 Adam MacKay (Ray GR14) 11m12.435s (81.39mph); 2 Neil MacLennan (Ray GR09) +0.135s; 3 Jordan Gronkowski (Van Diemen JLO12K); 4 Matthew Chisholm (Van Diemen RF92); 5 Neil Broome (Swift SC93C); 6 Sebastian Melrose (Ray GR14) **CW** Chisholm. **FL** MacLennan 55.230s (82.59mph). **P** MacLennan. **S** 11. **RACE 2 (11 LAPS)** 1 MacKay 11m12.208s (81.41mph); 2 MacLennan +0.142s; 3 Gronkowski; 4 Melrose; 5 Broome; 6 Fergus Barlow (Ray GR09). **CW** Broome. **FL** MacLennan 55.226s (82.58mph). **P** MacKay. **S** 11. **CLASSICS SPORTS AND SALOONS (BOTH 12 LAPS)** 1 Tommy Gilmartin (Morgan Plus 8) 11m42.930s (77.86mph); 2 Shonny Paterson (Triumph TR8) +9.655s; 3 Stan Bernard (Porsche 911); 4 Bruce Weir (Datsun 240Z); 5 Keiron Baillie (Lotus 7); 6 Alasdair Coates (Mustang). **CW** Bernard; Baillie; Mike Stewart (Marcos GT); Richard Merrell (Alfa Giulia GT); Ian Morton (MG Midget). **FL** Mike Connon (Lotus 7) 56.562s

(55.56mph). **P** Connon. **S** 18. **RACE 2 (11 LAPS)** 1 Gilmartin 11m45.389s (77.58mph); 2 Paterson +1.451s; 3 Baillie; 4 Bernard; 5 Weir; 6 Coates. **CW** Baillie; Bernard; Stewart; Merrell; Morton. **FL** Gilmartin 58.012s (78.61mph). **P** Gilmartin. **S** 14.

SALOONS AND SPORTSCARS (BOTH 12 LAPS) 1 Roddie Paterson (Caterham) 14m22.830s (74.00mph); 2 Ian Donaldson (Mitsubishi Evo) +2.104s; 3 David Headen (Caterham CSR); 4 Paul Brydon (BMW M3); 5 Finlay Crocker (SEAT Leon Eurocup); 6 Andrew Morrison (SEAT Leon Cupra). **CW** Donaldson; Brydon; Mark Dawson (VW Corrado); Iain Sinclair (Westfield); Olly Ross (Mazda MX5). **FL** Brydon 51.939 (87.81mph). **P** Donaldson. **S** 20. **RACE 2 (11 LAPS)** 1 Donaldson 10m48.562 (84.38mph); 2 Paterson +3.001s; 3 Headen; 4 Brydon; 5 Crocker; 6 Mark Dawson (VW Corrado). **CW** Paterson; Brydon; Dawson; Sinclair; Michael Kelly (Mazda MX5). **FL** Paterson 53.071s (85.93mph). **P** Paterson. **S** 15.

SCOTTISH FIESTAS (BOTH 12 LAPS) 1 George Orr (ST) 12m36.240s (72.37mph); 2 Wayne MacAulay (ST) +0.631s; 3 Chris Milford (ST); 4 Kevin Whyte (ST); 5 Peter Cruickshank (ST); 6 John Balfour (ST). **CW** Steven Gray (XR2). **FL** Orr 1m02.028s (73.52mph). **P** MacAulay. **S** 16. **RACE 2 (11 LAPS)** 1 MacAulay 14m25.148s (68.53mph); 2 Orr +0.734s; 3 Milford; 4 Whyte; 5 Balfour; 6 Russell Morgan (ST). **CW** Gray. **FL** Orr 1m03.334s (73.16mph). **P** Orr. **S** 16. **SCOTTISH BMW COMPACT CUP CLASS A&C (ALL 12 LAPS)** 1 Steven Dailly 12m43.839s (71.65mph); 2 Cliff Harper +6.978s; 3 Greig Sutherland; 4 Jonathan Sinclair; 5 Martin Buchan; 6 Douglas Simpson. **FL** Dailly 1m03.089s (72.29mph). **P** Harper. **S** 20. **CLASS A & B (11 LAPS)** 1 Dailly 12m51.331s (70.95mph); 2 Harper +9.313s; 3 Andrew Winchester; 4 Gary Clark;



Tanner and Mortimer clash at Knockhill

MOIR



Nunn spins ahead of Fun Cup winners

5 Calum King; 6 Shaun Forsyth. **FL** Dailly 1m03.711s (71.58mph). **P** Dailly. **S** 17. **CLASS B & C (11 LAPS)** 1 Winchester 12m59.100s (70.24mph); 2 David McNaughton +1.179s; 3 Harper; 4 Neil MacInnes; 5 Phil Dryburgh; 6 Nick Runcie. **FL** Winchester 1m03.815s (71.47mph). **P** Winchester. **S** 24. **CLASS A & C (11 LAPS)** 1 Dailly 12m44.492s (71.59mph); 2 Clark +11.605s; 3 Michael Courts; 4 Greig Sutherland; 5 Richard Sutherland; 6 Sinclair. **FL** Dailly 1m03.266s (72.09mph). **P** Dailly. **S** 20.

LYDDEN HILL

BARC, JUNE 20-21



MOTORSPORT NEWS SALOON CAR CHAMPIONSHIP (8 LAPS) 1 Rod Birley (Ford Escort WRC); 2 Andy Banham (Subaru Impreza); 3 Tom Knight (BMW E36); 4 Nick Proudlock (Ford Escort Mk1); 5 Paul Nevill (Ford Escort RS2000); 6 Mark Cripps (BMW M3). **CW** Knight, Proudlock, Nevill, Gary Cole (Citroen BX19). **P** Birley. **S** 13. **RACE 2 (15 LAPS)** 1 Birley; 2 Banham; 3 Proudlock; 4 Bill Richards (Rover Mini); 5 Ian Butler (Ford Focus); 6 Matthew Turner (BMW M3). **CW** Proudlock, Butler, Turner, Cole. **P** Birley. **S** 16.

SEVENESQUE SPORTS (15 LAPS) 1 Ian Conibear (Caterham 7) 12m49.903s (69.73mph); 2 Tony Bennett (Caterham R300) +16.169s; 3 Peter Hargroves (Caterham 7); 4 Tim Bishop (Caterham 7); 5 Alastair Heys (Westfield Megabus); 6 John Chasey (Caterham 7). **CW** Hargroves, Bishop, Heys. **P** Conibear. **S** 6. **RACE 2 (11 LAPS)** 1 Conibear 8m23.553s (78.18mph); 2 Hargroves +0.559s; 3 Bishop; 4 Heys; 5 Chasey; no other starters. **CW** Hargroves, Bishop, Heys. **FL** Conibear 44.556s. **P** Conibear. **S** 5.

INTERMARQUE (14 LAPS) 1 Matt Simpson (Vauxhall Tigra) 10m23.180s (80.40mph); 2 Malcolm Blackman (Vauxhall Tigra) +3.837s; 3 Chris Brockhurst (Vauxhall Tigra); 4 Simon Smith (BMW Z4); 5 David Brooks (Vauxhall Tigra); 6 Mike Thurley (Vauxhall Tigra). **FL** Simpson 43.640s. **P** Simpson. **S** 16. **RACE 2 (15 LAPS)** 1 Brockhurst 11m19.152s (79.04mph); 2 Simpson +0.153s; 3 S Smith; 4 Steve Burrows (Peugeot 206 CC); 5 Thurley; 6 Lewis Smith (Vauxhall Tigra). **FL** S Smith 44.177s. **P** Burrows. **S** 16.

TIN TOPS (11 LAPS) 1 Barnaby Davies (Toyota Starlet) 10m32.241s (62.27mph); 2 Chris Whiteman (Honda Civic Type R) +11.507s; 3 Tom Bridger (Rover 220T); 4 Peter Osborne (Vauxhall Astra VXR); 5 Robert Farndon (Volkswagen Golf GTI); 6 Carey Lewis (Honda Civic Type R). **CW** Whiteman, Ryan Steel (Citroen Saxo), Cliff Pellin (Ford Fiesta ST150). **FL** Davies 46.651s. **P** Davies. **S** 20. **RACE 2 (15 LAPS)** 1 Davies 11m58.411s (74.72mph); 2 Bridger +8.589s; 3 Whiteman; 4 Lewis; 5 Pellin; 6 Osborne. **CW** Whiteman, Steel, Pellin. **FL** Davies 46.885s. **P** Davies. **S** 19. **RACE 3 (15 LAPS)** 1 Davies; 2 Whiteman; 3 Bridger; 4 Pellin; 5 Lewis; 6 Osborne. **CW** Whiteman, Steel, Pellin. **P** Davies. **S** 21.

BRANDS HATCH

BRSCC, JUNE 20



FUN CUP CHAMPIONSHIP (226 LAPS) 1 Jon Tomlinson/Julian Thomas/Nigel Greensall 3h57m15.615s (69.03mph); 2 Graham Roberts/Farquini Deott +3.797s; 3 Neil Plimmer/Geoff Fawcett/Tim Wheelodon; 4 Tom Roche/Neil Primrose; 5 Simon Bonham/Rob Thomas; 6 Tom Mills/Paul Abraham. **FL** Roberts/Deott 56.111s (77.50mph). **P** Sarah Reader/John Gilbert/Steve Machin. **S** 28.

FF1600 NATIONAL & TRIPLE CROWN CHAMPIONSHIP (15 LAPS) 1 Jonny McMullan (Van Diemen LA10) 14m42.182s (73.94mph); 2 Luke Williams (Ray GR13) +1.397s; 3 David McArthur (Van Diemen LA10); 4 Andy Charsley (Ray GR15); 5 Thomas Capezone (Swift SC10); 6 Benjamin Spurge (Ray GR08/09).

CW Paul Mason (Swift SC94); Matthew Cowley (Reynard FF88). **FL** Chris Middlehurst (Mygale GV15K) 50.336s (86.39mph). **P** McMullan. **S** 18. **RACE 2 (24 LAPS)** 1 McMullan 20m24.866s (85.20mph); 2 Middlehurst +3.329s; 3 Stephen Daly (Ray GR11); 4 Capezone; 5 McArthur; 6 Patrick Dussault (Ray GR13/14). **CW** Luke Cooper (Swift SC92); Cowley. **FL** McMullan 50.183s (86.65mph). **P** McMullan. **S** 17.

PIRELLI FERRARI FORMULA CLASSIC SERIES (22 LAPS)

1 Gary Culver (328 GTB) 20m47.386s (76.69mph); 2 Tim Walker (328 GTB) +10.750s; 3 Darren Wilson (328 GTB); 4 Peter Everingham (328 GTB); 5 Pete Fisk (328 GTB); 6 Myles Poulton (328 GTB). **CW** Walker; John Swift (308 GTB); William Moorwood (308 GT4). **FL** James Cartwright (328 GTB) 55.171s (78.82mph). **P** Culver. **S** 13. **RACE 2 (11 LAPS)** 1 Culver 20m54.189s (76.27mph); 2 Walker +7.200s; 3 Everingham; 4 Poulton; 5 Fisk; 6 Richard Allen (328 GTB). **CW** Walker; Peter Moseley (308 GTB); Moorwood. **FL** Culver 55.742s (78.01mph). **P** Culver. **S** 13.

DOUNE

BHC, JUNE 20-21



ROUND 13: 1 Alex Summers (3.5 Gould-NME GR61X) 37.28s; 2 Jos Goodyear (1.3s GWR-Suzuki Raptor 2) 37.85s; 3 Wallace Menzies (3.5 Gould-NME GR55) 38.18s; 4 Will Hall (2.0 Force-AER/Xtec WH) 38.88s; 5 Ross Napier (3.5 Gould-Cosworth GR37) 40.33s; 6 Les Mutch (1.6 GWR Suzuki Raptor 1) 40.35s; 7 Alastair Crawford (2.8 Gould-NME GR55) 40.83s; 8 Tom New (3.5 Gould-NME GR55) 41.26s; 9 George Coghill Jnr. (1.3t Force-Suzuki PC) 41.99s; 10 John Bradburn (3.5 Gould-Cosworth GR55) 42.33s; 11 Dave Warburton (2.5 Caterham-Duratec) 48.25s; DNF Trevor Willis (3.2 OMS-Powertec 28).

ROUND 14: 1 Goodyear 35.64s BTD; 2 Summers 37.36s; 3 Menzies 37.53s; 4 New 37.96s; 5 Hall 38.97s; 6 Bradburn 40.34s; 7 Napier 40.95s; 8 Coghill Jr 41.23s; 9 Mutch 41.29s; 10 Richard Spedding (1.6 GWR-Suzuki Raptor 3) 41.82s; 11 Steve Marr (1.0 PCD-Suzuki Saxon) 43.06s; 12 Crawford 44.55s.

CLASSES Jim King (2.0 Renault Clio) 51.68s; Grant McLennan (2.0 Subaru Impreza) 53.15s; Craig Nicol (2.2 Caterham Super 7) 44.38s; Brian Beverley (1.4 Vauxhall Nova) 53.10s; Aonghus Drummond (1.8 Honda Integra) 49.06s; Donald McCaskill (Mitsubishi Evo 5) 53.61s; Stuart Dow (1.3 Caterham Superlight) 45.96s; Graham Clarke (1.3 Radical Prospert) 47.15s; David Seaton (5.0 Pilbeam-Rover MP43) 44.13s; Steve Owen (0.6 OMS Hornet) 46.01s; Marr 40.86s; Mutch 40.13s; Goodyear 36.63s; New 38.03s.

POINTS 1 Summers, 122; 2 Scott Moran, 95; 3 Willis, 82; 4 Hall, 79; 5 Menzies, 74; 6 Goodyear, 70; 7 New, 53; 8 Crawford, 48; 9 Bradburn, 38; 10 Dave Uren, 24.



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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



Hulkenberg can only gain from Le Mans experience

Diversifying has its own reward

One hopes that Nico Hulkenberg's win at Le Mans highlights to other racing drivers that competing in multiple disciplines does reward.

One suspects that Nico's financial value has gone up, his public appeal has increased, he advanced his own driving skills, and he had a lot of fun!

I am sure the great multi-discipline

drivers of the past such as Stewart and Moss are impressed.

Having a British driver in three of the four winning cars was a superb result. One thing British was missing though – where was McLaren? Surely a GTE slot beckons... Maybe Button and Alonso can find more success.

Rob Cullum, by email

How can those in control of F1 wonder why people are switching off in droves? Cars sent to the back of the grid for changing a gearbox. Engine development restricted in a formula which is supposed to be at the cutting edge of technology.

Tyres which degrade if you drive too hard. A fuel consumption limit which means that unless there is a safety car you will have to resort to coasting for much of the race. Threats that if you attempt to overtake you may be subject to 'investigation'.

Drivers allowed to make a complete balls-up into a corner, knowing that they have so much 'run-off' that there is no chance of hitting anything, (ensuring that spectators need binoculars to watch the 'action'), but two wheels over a white line out of the pits and any chance of fighting for the win is taken away.

A few weeks back I watched the

Indianapolis 500 while sitting on the edge of my seat. Thanks, JPM, fantastic. It will be Indianapolis, not Silverstone, for me next year, which even with the airfare will cost much the same.

Fifty-five years of watching Formula 1, and I have never been more bored.

Colin Thomas
Sutton Coldfield, West Midlands

Am I being silly or are the problems with the current F1 engines down to the fact that they can't be developed without penalties? Surely the best option would be to allow the engine manufacturers to develop as they see fit, provided they don't ask their customer teams for any more money.

Ron Aspin
By email

I have been an avid fan of Formula 1 since I was an eight-year-old and I am now 70. Watching F1 just

recently is becoming almost intolerable. The powers that be seem to compound the total lack of spectacle with ridiculous time and grid penalties. When will they ever learn?

Dr Richard Thompson
By email

Bravo Gary Watkins, your analysis of Nissan's humiliating Le Mans LMP1 performance is spot-on. Deluded PR spin and crackpot design concepts will never triumph over experience and engineering excellence.

What a shame Darren Cox and Ben Bowlby's extravagant, half-baked, GT-RLMs completely overshadowed Nissan's (conventionally engineered!) domination of LMP2.

Do the honourable thing guys – while Nissan still has a racing reputation worth salvaging.
Mark Adams
Sevenoaks, Kent

BIG NUMBER

4 Jamie Green has four Norisring DTM wins to his name, in 2008, '09, '10 and '12. With three wins in four 2015 races, he has every chance of taking a fifth

REMEMBER WHEN

1964 Racing returns to south London with Formula E at Battersea Park, but Crystal Palace was a great F2 venue in the past. Jochen Rindt shot to prominence with victory in 1964



WHAT'S ON TRACK IN THE UK

GOODWOOD FESTIVAL OF SPEED

June 25-28
Close-quarters hillclimbing and motorsport icons – F1 machines, bikes and cars make their annual FoS appearance.

CROFT BTCC

June 27-28
Round five takes place in North Yorkshire, with Team BMR's Jason Plato leading the championship.



BRANDS HATCH MSVR

June 27-28
Minis of every variation, old and new, will compete at the fourth Brands Hatch Mini Festival.

CADWELL PARK HSCC

June 27-28
Historic racing with the HSCC Wolds Trophy. Retro GTs, tin-tops and a full single-seater programme.

KIRKISTOWN 500MRCI

June 27
Kirkistown's regulars – Formula Ford, Saloons, Karts and Roadsports – are joined by Formula Sheanes.

DONINGTON PARK AMOC

June 28
The Aston Martin Owners Club headlines, accompanied by



retro GTs, sportscars and the Intermarque Championship.

SNETTERTON BRSCC

June 27-28
The Excool OSS Championship supplies a flavour of Le Mans, heading a packed weekend bill.

MONDELLO PARK BRITISH RALLYCROSS

June 27-28
Rounds four and five of the championship will be held at the Irish venue.

EVENT OF THE WEEK



Battersea Park hosts Formula E

LONDON FORMULA E

June 27-28
The final race of the inaugural FIA Formula E season takes place around London's Battersea Park. Nelson Piquet Jr leads

Lucas di Grassi and Sebastien Buemi in the race for the title. Hopes of a British winner on home soil lie with Sam Bird and Oliver Turvey.

WHAT'S ON TRACK AROUND THE WORLD

INDYCAR SERIES

Rd 10/15
Fontana, California, USA
June 27
indycar.com

DTM

Rd 3/9
Norisring, Germany
June 27-28
dtm.com

EUROPEAN FORMULA 3

Rd 6/11
Norisring, Germany
June 27-28
fiaf3europe.com



WORLD TOURING CARS

Rd 7/12
Paul Ricard, France
June 28
fiawtcc.com

EUROPEAN TOURING CARS

Rd 3/6
Paul Ricard, France
June 28
fiaetcc.com

AUTO GP

Rd 3/6
Paul Ricard, France
June 27-28
autogp.net

UNITED SPORTSCAR

Rd 6/10
Watkins Glen, New York, USA
June 28
imsa.com



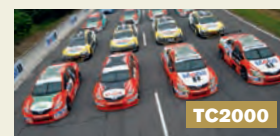
Will Jamie Green win again at the Norisring?

NASCAR SPRINT CUP

Rd 16/36
Sonoma, California, USA
June 28
nascar.com

V8 STOCK CARS

Rd 5/12
Santa Cruz, Brazil
June 28
stockcar.com.br



SUPER TC2000

Rd 5/12
Rafaela, Argentina
June 28
super-tc2000.com.ar

SCANDINAVIAN TOURING CARS

Rd 3/7
Mantorp Park, Sweden
June 25
stcc.se

JAPANESE FORMULA 3

Rd 5/8
Okayama, Japan
June 27-28
j-formula3.com

FROM THE SOFA

WHAT'S ON TELEVISION

Q&A

NEIL COLE WORLD RX REPORTER

@neilcole

AUTOSPORT: You work in several different motorsport disciplines – World RX, WTCC, Le Mans – how does your role differ in each?

Neil Cole: In World RX I'm the live reporter, getting interviews with teams in the spotters' tower and also getting interviews with the drivers before and after they go out for their races. As part of the post-production process I harvest interviews around the paddock and also help direct the camera crew to get the shots to make up the highlights package. In WTCC, I'm in the OB (outside broadcast) truck building highlights as a producer, before voicing them. At Le Mans I had the great pleasure of hosting Eurosport's nightly '24 minutes' show.

AS: What are the challenges of the live reporter position?

NC: You've got to recognise everybody. I'm lucky that my training was in live television, so live talkback is something I've been working with for 15 years. At an event I can be next to a noisy car where the driver is asking me what the interview is about while I can hear the commentary, director and often a script consultant in my ears. It's a lot about filtering the good stuff out and focusing on what's important.

AS: How much does a good relationship with the drivers help?

NC: Over the years I've been in a privileged position to spend time with drivers when they're off duty. But, you must never presume that you have a

Cole is much happier with paddock role



MALCOLM GRIFFITHS

"I'm happy to interview and talk but I'm not a commentator"

familiarity with them. I work hard to strike that balance. I've got a long standing professional relationship with Sebastien Loeb, because I was there the year he won his first world title and every year afterwards. When I see him in the WTCC paddock, he knows who I am and it's an open invitation to talk to him, which isn't always the easiest thing to get.

AS: How does your reporting role compare with actually being in the commentary box?

NC: It's totally complementary. At World RX I can hear the commentary in my ear,

so I'm aware of everything that is happening on circuit and try to ask a question relevant to the commentary. As I found out when I had to waffle live on air at Le Mans recently, as much as I try, I am not a commentator. I'm very happy to do interviews and talk to camera but shouting over pictures is not something I can do.

AS: What has been your best career moment in motorsport presenting?

NC: One was when I was working in the WRC and drove a rally car with tuition from Tommi Makinen in Finland. I felt I was going really quickly. At the end of it I said, "What was the difference in speed between us?" He replied, "20 per cent." I couldn't believe it, but he said, "Yes, I am 80 per cent quicker than you." Which is one of my favourite quotes.

AS: You're a stand-up comedian too?

NC: I love having lots of different plates spinning. The skills that I use on stage when I'm playing to 200 people in Swindon weirdly translate to what I do on camera too. It's about thinking quickly. I'm constantly striving to get better at everything. The more different things I do, hopefully the better I'll get and one day I'll get it right.

Neil Cole was talking to Hal Ridge

TV pick of

Edited by Aaron Rook



S.BLOXHAM/LAT

FORMULA E LONDON - LIVE
ITV4 Saturday 1500-1745

ITV Sunday 1500-1745

The inaugural Formula E season comes to a close with a spectacular double header around Battersea Park in London. Nelson Piquet Jr leads after a comfortable Moscow victory but Lucas di Grassi and Sebastien Buemi are still within striking range with two races left.

The big occasion means a TV promotion too – after comprehensive coverage on ITV4 all season, the finale moves on to the main ITV channel on Sunday. Both qualifying sessions are live too, from 1130 each day.



ABBOTT/LAT

INDYCAR FONTANA - LIVE
ESPN

Saturday 2100-0100

The next round of the IndyCar series takes place on the extremely fast two-mile superspeedway in California. Recently revitalised Juan Pablo Montoya leads the championship with two wins, which included an Indianapolis 500 triumph, and eight top-10 finishes.

However, Montoya's Team Penske team-mate Will Power will want to close the gap, as will New Zealander Scott Dixon who currently sits third, also with two wins. If you don't fancy staying up late you can also catch highlights on ESPN the following day.

Fast-paced RX is tough environment



MCKLEIN/DE

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ONLINE

Top stories on AUTOSPORT.com in the past week

ANALYSIS: WILL McLAREN PATIENCE RUN OUT?

Ahead of an Austrian Grand Prix weekend that turned out even worse than expected, Ian Parkes wondered how many more blows McLaren, Honda, Alonso and Button could take.

FERRARI BOSS ATTACKS 'STUPID' WHEELNUTS

After Sebastian Vettel lost third place to a slow pitstop, Maurizio Arrivabene declared Ferrari had to take action over the component at fault.

MALDONADO: VERSTAPPEN WENT TOO FAR

Pastor Maldonado suggested Max Verstappen "didn't really respect the rules" during their spectacular battle for seventh place at the Red Bull Ring.

RAIKKONEN CRASH 'STRANGE' - ALONSO

Alonso and Raikkonen gave their takes on their "scary" and "unusual" pile-up, as did Button - who had a great view of it unfolding.

RENAULT 'DESTROYED' F1 FOR RED BULL

Red Bull owner Dietrich Mateschitz launched an astonishing tirade against engine supplier Renault amid a troubled Austrian Grand Prix weekend.



WHERE TO NOW FOR RENAULT?

Drop out, buy a team or just plug on with Red Bull? Dieter Rencken examines Renault's options.

the week



GOODWOOD FESTIVAL - LIVE
Motors Sat 1330-1900/Sun 0930-1500
Sky Sports F1 Sunday 1500-1700

The annual festival is one of the highlights of the British summer but if you can't make it to Lord March's back garden, not to worry. Motors TV and Sky F1 are both showing sections live, and it's streamed on AUTOSPORT.com, too.

The theme this year is 'Flat-Out and Fearless - Racing on the Edge' which pays tribute to those who gave it everything, no matter what the risks were. Lewis Hamilton returns to the festival while Valentino Rossi makes his debut, flying in directly from Assen.



WTCC FRANCE - LIVE
Eurosport 2
Sunday 1130-1330

The home crowd at Paul Ricard has a choice of favourites: its touring car legend or its rally legend. Four-time World Touring Car champion Yvan Muller will be hoping the French fans can lift him to another victory and help him catch current leader and Citroen team-mate Jose Maria Lopez.

And Sebastien Loeb's Slovakia win last week was a reminder that the World Rally Championship superstar shouldn't be forgotten, either. He's just about hanging on in third in the points.



NASCAR SONOMA - LIVE
Premier Sports
Sunday 1930-2300

Just when you thought NASCAR couldn't get any crazier or do anything else to shock you, think again. The Terminator himself - Arnold Schwarzenegger - will lead the field away at Sonoma as he drives the pace car.

The Sprint Cup on a road course is always a great spectacle and a chance for an underdog to outmuscle the bigger names and snatch a surprise Chase place. Carl Edwards took his first non-oval win here last year, while AJ Allmendinger won a thrilling second road date at Watkins Glen. Let's just hope Arnie isn't allowed to do the winner's interview, though.



BTCC CROFT - LIVE
ITV4
Sunday 1100-1815

The British Touring Car Championship heads north to Croft for what is always an exciting event. Jason Plato leads the championship and heads to his 'home' circuit hoping to extend his lead, but the North Yorkshire track often offers up a surprise or two. That tight first complex is rarely negotiated smoothly.

ITV4 is back to showing the race day live and uninterrupted, so you can have a lazy Sunday watching the Renault UK Clio Cup, MSA Formula, Ginetta Juniors and the GT4 Supercup and the Porsche Carrera Cup, too.

HOT ON THE WEB THIS WEEK

YouTube GRAND PRIX GREATS BACK ON TRACK IN AUSTRIA



SEARCH FOR: Vintage Vroom - F1 Legends at the 2015 Austrian Grand Prix
 Some of Formula 1's elder statesmen were back in action at the Austrian GP, reunited with machines that played a defining role in their careers - at once nostalgic, poignant and fun. Plus Nelson Piquet keeps it classy with an impromptu goosing of Alain Prost

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John Webb Brands Hatch categories

The circuit boss created plenty of entertaining series. **MARCUS SIMMONS** picks his favourites

The sheepskin-coated, cigar-puffing impresario who ruled Brands Hatch from the early 1960s to the late '80s might have looked like a '70s football manager,

but John Webb is one of those figures to whom motorsport owes an enormous debt of gratitude.

Rarely content with the status quo, his ability to think laterally

gave British – and in some cases world – motorsport some of its favourite categories of racing. There are thousands of people who would never have raced without Webb's

ideas facilitating it. They weren't all a success – Formula Turbo Ford, Formula Talbot and Formula F100 spring to mind – but here are the best.



1 Formula Ford 1600
Approaching its half-century, Formula Ford's first race was held in 1967 and the category is still going strong in club-racing form today. At its peak in the '70s and '80s, FF1600 was prevalent around the world, with the globe's top young guns competing in the end-of-season Festival at Brands.

2 Formula 5000
Webb imported the Formula A category from America for 1969, and until the end of '75 British fans enjoyed spectacular, mainly V8 Chevy-powered beasts sliding their way around in the hands of top drivers on the fringes of F1. They weren't that reliable, but sight and sound were top notch.

3 Formula Atlantic
Another US import (where it was called Formula B), Atlantic arrived for 1971, but its heyday was 1973-'75. Engine of choice was the sparky 1600cc Ford Cosworth BDA, and briefly it looked like taking over from F3 in the UK. Top stars included Tony Brise, Alan Jones and Gunnar Nilsson.

4 Formula Ford 2000
For 1975 Webb created FF2000 – based on the Ford Pinto engine – to provide a series for FF1600 graduates for whom F3 was too daunting or expensive. By the '80s it was prevalent across Europe and had top young stars competing (including Ayrton Senna) before fading at the end of the decade.

5 Thundersports
Seems unbelievable now, but from 1983-'89 a two-driver, mini-enduro series brought together Group C (albeit with Porsche's 956/962 banned), Can-Am and '70s two-litre Group 6 cars – plus assorted randomness. Balance of Performance not invented yet... And it supported GPs at Brands.



6 British Formula 1
With plenty of used DFV-powered F1 cars on the market, Webb launched a new single-seater series for 1978, with F2 cars filling the grid. Uptake was slow but 1979 – Keegan v Kennedy v de Villota – was a classic. Lasted one more year before a sabbatical and anaemic revival in '82.

7 Sports 2000
Webb failed with Formula F100 – and late '80s Multisports would also miss the mark – but hit gold with this baby sports-racer series, effectively FF2000 in wheel-enveloping bodywork. Launched for 1977, it was on the wane by the late '80s but brought talented drivers and designers to the fore.

8 Thundersaloon
The brew had worked with sportscars, so Webb transplanted the same idea to tin-tops from 1985. As with Thundersports, it was split into over and up to 2000cc, with potent V8-powered heavy metal hybrids in the top class and raucous two-litre Escorts snapping at their heels.

9 Formula First
With FF1600 becoming ever more expensive, Webb introduced FFFirst for '87. The cars were unwieldy, sideways-everywhere, Van Diemen-built, 1600cc Ford XR2-engined wheelbarrows, but they unearthed the talented Ollly Gavin, Kelvin Burt, Guy Smith, Peter Dumbreck and Robbie Kerr.

10 Group 8
With F5000 becoming too pricey, Webb filled the two years (1976-'77) before British F1 with this eclectic ShellSport-backed single-seater series. F1 battled F5000 machines at the front, but on a wet day they could be outshone by an F2 racer, and even FAtlantics weren't too far off the pace.

NEXT WEEK

BRITISH GP PREVIEW

Plus: Formula E Battersea and Goodwood

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