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SILVERSTONE PREVIEW

WHY THE BRITISH GRAND PRIX MATTERS

What does it really mean for F1, fans and UK motorsport?



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OF SPEED

AND
FORMULA E:
PIQUET JR
TAKES TITLE



Official fuel consumption figures for the all-new Audi RS 3 Sportback in mpg (l/100km) from: Urban 24.8 (11.4) – 25.2 (11.2), for comparative purposes and may not reflect real driving results. Optional wheels may affect emissions and fuel consumption

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an RS 3 Sportback. Search RS3.



Extra Urban 43.5 (6.5) – 44.8 (6.3), Combined 34.0 (8.3) – 34.9 (8.1), CO₂ emissions 194 – 189g/km. Standard EU test figures figures. Image for illustrative purposes only, includes optional extras.



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NEW FOR 2015

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The beer tent is the social centre of the Fan Village, and will feature live music on both the Friday and Saturday evenings

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Chances to win great prizes throughout your stay, including race tickets, watches and champagne. One golden ticket winner will win flights, accommodation and tickets to the **#AbuDhabiGP**, courtesy of **Yas Marina Circuit**

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POLE POSITION

British motorsport is still good for business

SEPARATED BY JUST 60-ODD MILES, LAST WEEKEND'S

Battersea Formula E double-header and the Goodwood Festival of Speed provided a great opportunity for those in the area to take in two great events. Felipe Massa was among those to double up.

But while what we at AUTOSPORT like to think is the real 'Glorious Goodwood' plus the return of circuit racing to the centre of London for the first time since 1972 are both huge stories, the British Grand Prix remains the jewel in the crown of the British motor-racing calendar. Ben Anderson, in his article, asks why.

There was a time when races on British soil were the only opportunity for most in this country to see their heroes. Not so now, as for a long time there has been live coverage of all world championship races. So it's fascinating to ask exactly why, in a world more connected than ever before, a race in this country matters so much. Turns out that the impact of the race is far more multi-faceted than you might imagine.

For all those going to Silverstone, you will have a great time, despite all the negativity surrounding F1. Grand prix cars are still the fastest in the world, and F1 is definitely due a great race...



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COVER STORY

"British motorsport doesn't rely totally on a grand prix, but it is the pinnacle of our sport"

Alan Gow, p16



XPB IMAGES

FIND US ON



Cover image: Staley/LAT

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This week in F1

RED BULL RING F1 TESTING UPDATE

ROSBERG FASTEST ON FINAL TEST DAY

Mercedes' Nico Rosberg set the pace on the final day of testing last week at the Red Bull Ring in Austria.

The German clocked a time of 1m09.113s, 0.818s ahead of Ferrari's Esteban Gutierrez, and was one of eight drivers to complete more than 100 laps.

It was a smoother day for the teams after rain played havoc on Tuesday, with a brief smattering of drizzle just before lunch the only interruption.

Red Bull was on course for a trouble-free day when Daniel Ricciardo stopped at the pitlane entry with a brake problem.

Valtteri Bottas, whose Williams did not run the unique winglet spotted on the car on Tuesday, set the pace in the morning with a 1m10.029s.

McLaren tested new aero components, including its shorter nose, with Fernando Alonso doing more than 100 laps.

Reigning DTM champion Marco Wittmann made his debut in a Formula 1 car as he achieved the most laps of anybody with 158 in the Toro Rosso.

Pascal Wehrlein swapped the Mercedes, which he drove on Tuesday, for the Force India and finished fifth ahead of Lotus reserve driver Jolyon Palmer.

Ferrari Academy driver Antonio Fuoco clocked up an impressive number of laps on his debut before spinning and hitting the wall at Turn 1.



YOUNG GUNS IN AUSTRIA



ANTONIO FUOCO

Ferrari SF15-T

The 19-year-old crashed on his F1 debut with Ferrari but was otherwise pleased with his performance.



MARCO WITTMANN

Toro Rosso-Renault STR10

The reigning DTM champion said the neck pain was worth it after his first drive in an F1 car.



STOFFEL VANDOORNE

McLaren-Honda MP4-30

The GP2 leader drove the MP4-30 for the first time, enjoying a trouble-free day gathering aero data.

MAIN IMAGE: DUNBAR/LAT

It's quite funny that Pastor said that!



Max Verstappen's response to Pastor Maldonado's comment that he didn't "respect the rules" during their Austrian GP battle.



US-Qatari group eyeing F1 stake

A joint American and Qatari effort is reportedly targeting the purchase of a substantial stake in Formula 1 from its current primary shareholder, CVC Capital Partners.

The *Financial Times* reports that

RSE Ventures, owner of NFL's Miami Dolphins, and Qatar Sports Investments, whose portfolio includes Paris Saint-Germain FC, are keen to acquire a 35.5 per cent stake in F1's holding company from CVC.

TODT DEFENDS V6 ENGINES

FIA president Jean Todt disagrees with those who believe Formula 1 should drop its current 1.6-litre turbocharged V6 engines.

"If somebody says to me that a

good prescription is to get rid of these engines, I don't agree," admitted Todt. "I agree that they're too expensive, but it was the right thing to have these engines."

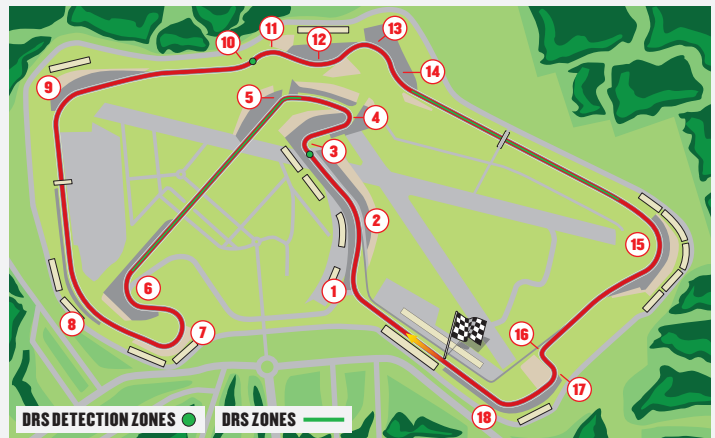


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F1 PREVIEW

BRITISH GRAND PRIX

July 3-5



CIRCUIT INFORMATION

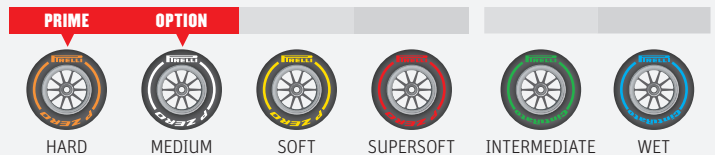
SILVERSTONE

LENGTH 3.660 miles NUMBER OF LAPS 52



2014 POLE POSITION Nico Rosberg 1m35.766s
 QUALIFYING LAP RECORD Lewis Hamilton 1m29.607s (2013)
 RACE LAP RECORD Fernando Alonso 1m30.874s (2010)

TYRE ALLOCATION



UK START TIMES

LIVE ON BBC AND SKY SPORTS F1
THURSDAY
 FP1 1000 FP2 1400
SATURDAY
 FP3 1000 QUALIFYING 1300
SUNDAY
 RACE 1300

PREVIOUS WINNERS

2014 Lewis Hamilton Mercedes
 2013 Nico Rosberg Mercedes
 2012 Mark Webber Red Bull
 2011 Fernando Alonso Ferrari
 2010 Mark Webber Red Bull
 2009 Sebastian Vettel Red Bull
 2008 Lewis Hamilton McLaren
 2007 Kimi Raikkonen Ferrari
 2006 Fernando Alonso Renault
 2005 Juan Pablo Montoya McLaren

THEMES TO WATCH



HAMILTON v ROSBERG
 The title battle hotted up in Austria as Nico Rosberg took his third race in four. How will Lewis Hamilton respond on home soil?

GRID PENALTIES
 McLaren and Red Bull had hefty grid penalties for engine infringements in Austria. Are more on the way at Silverstone?

FORCE INDIA PART II
 Deputy team principal Bob Fernley says team's season starts here, with the introduction of its long-awaited B-spec car.

RED BULL RING JUNE 23-24

POS	DRIVERS	CAR	DAY 1	DAY 2
1	Nico Rosberg	Mercedes F1 W06	-	1m09.113s
2	Esteban Gutierrez	Ferrari SF15-T	-	1m09.931s
3	Valtteri Bottas	Williams-Mercedes FW37	-	1m10.029s
4	Marco Wittmann	Toro Rosso-Renault STR10	-	1m10.103s
5	Pascal Wehrlein	Force India-Mercedes VJM08	-	1m10.253s
6	Jolyon Palmer	Lotus-Mercedes E23	-	1m10.373s
7	Fernando Alonso	McLaren-Honda MP4-30	-	1m10.718s
8	Daniel Ricciardo	Red Bull-Renault RB11	-	1m10.757s
9	Felipe Nasr	Sauber-Ferrari C34	-	1m10.922s
10	Pascal Wehrlein	Mercedes F1 W06	1m11.005s	-
11	Esteban Ocon	Force India-Mercedes VJM08	1m11.192s	-
12	Max Verstappen	Toro Rosso-Renault STR10	1m11.328s	-
13	Antonio Fuoco	Ferrari SF15-T	1m11.331s	-
14	Romain Grosjean	Lotus-Mercedes E23	1m11.509s	-
15	Pierre Gasly	Red Bull-Renault RB11	1m11.757s	-
16	Raffaele Marciello	Sauber-Ferrari C34	1m11.826s	-
17	Stoffel Vandoorne	McLaren-Honda MP4-30	1m12.530s	-
18	Susie Wolff	Williams-Mercedes FW37	1m13.248s	-

TESTING TECHNICAL ROUND-UP

Both Force India and Williams caught the eye with new designs in Austria

The nose of the VJM08 sported two distinct nostrils venting air through the crash structure. They appear to allow more air to pass along the car, but it retains its length to better meet the FIA crash tests. It could be legal with some strict interpretations of the nose rules or it's a testing-only design.



Williams ran its car with interesting winglets mounted ahead of the rear tyres. In this position the two-element wings would create an upwash, which would be useful for both downforce and drag reduction, by managing the airflow over the rear tyres. It transpires these devices were a temporary part used to create an aerodynamic effect for future design consideration.

Rosberg: I've done work for Hamilton

Nico Rosberg joked that he did the hard work for Mercedes team-mate Lewis Hamilton by driving on the final day of testing last week in Austria.

It was the second day of in-season running that Rosberg has done this year, following his day at the post-Spanish GP test, while Hamilton has not been present at either test.

"It definitely helps being in the car, but Lewis is going to take the same set-up, so it's just that I've done the job for both of us," said Rosberg.



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Ben Anderson

From the paddock

Formula 1 is in too much of a state for Jean Todt's collaborative approach to be effective. He needs to start knocking heads together

Listen to FIA president Jean Todt speak about the state of Formula 1, and you begin to wonder about the perfect circle of inertia that sometimes surrounds the sport he governs.

The F1 teams (a certain proportion of them in any case) agree rules and commercial contracts, then complain that the regulator and the commercial-rights holder are ruining the category and not permitting them to function properly. The commercial-rights holder blames the teams for being too greedy and having too much power, and criticises the direction of the category as defined by the regulations – but pockets the vast proportion of F1's revenues. The FIA seems an impotent middleman, unable or unwilling to bash heads together and take control of the sport it regulates and once owned.

What role should the FIA take in shaping Formula 1, and what leadership has current president Jean Todt (in power since 2009) shown in trying to ensure the governing body's flagship motor-racing product remains at the forefront of worldwide sporting excellence?

I'm not really sure how to answer that question. Todt is rarely visible or vocal at grands prix; not in the way his predecessor Max Mosley was. The Frenchman seems to take a hands-off approach to governing F1. Perhaps that is simply his style of presidency – taking a back seat in order to make more-considered judgements.

"I think you can achieve much more by knowing

When US consultant McKinsey delivered its findings at the start of this year, Todt says the FIA came up against the familiar blockade of team opposition to change, so its proposals weren't adopted.

The cost debate hasn't gone away. Meanwhile F1 seems trapped in a spiral of negativity, intent on destroying itself by talking its imperfections up and its virtues down. This is a time where leadership, isolated from the vested interests that drag F1 down so often, is badly needed.

Todt's answer? We should simply all be more positive and work closer together.

But why does the president of the FIA have to be so collaborative? Why can't he decide independently on the correct course of action, empowered by the fact that he is leader of an organisation that represents the best interests of F1? Why can't he then work to bring the vested interests into line, even allowing for the power of F1's Strategy Group selective to interfere?

Regardless of the fact that the FIA does not have absolute power on the Strategy Group (it, the commercial-rights holder and the teams each hold six votes), why is Todt, as president of the custodian of the category, not more vocal in pushing for the F1 he wants to see?

Again, perhaps it is simply his collaborative style. The FIA is also in a difficult position, because the previous regime signed over the commercial rights

"F1 seems intent on destroying itself by talking its imperfections up and its virtues down"

confrontation, rather than by confrontation," Todt says. "If I can avoid it, I prefer to avoid it. Maybe I put more interest on the things that are not directly linked to F1. People may interpret that as me not being interested in F1, but that is not true. I am not *only* interested by F1."

That's probably because Formula 1 represents a mere fraction of the FIA's global responsibility, which includes other forms of motorsport as well as non-sporting transport and road-safety campaigns. But AUTOSPORT's concern is naturally only with the motorsport element of this portfolio, and particularly with F1 in this case. In that regard, Todt's record seems, well, obscure.

He's made repeated statements about the vital need to cut costs in Formula 1 (even though he claims it is less expensive than it was 10 years ago) and, against a backdrop of independent teams pleading poverty at the back end of last season, the FIA commissioned a detailed study to examine how F1 could get costs under control.

to F1 to a third party, and is now dependent on that third party for income.

Perhaps Todt appears ineffectual because the president of the FIA is no longer able to be effectual due to factors outside his control... But Mosley operated under its terms, and he appeared more active and engaged in F1.

Todt points out the hypocrisy of smaller teams willingly signing up to the commercial deals they now complain about vociferously. In fact, everything he said in Paris suggests he is well able to identify F1's many incongruous ills.

But his 'collaborative' approach to solving them only works when everyone's interests are broadly aligned. Sometimes, it is necessary to wield the big stick to knock everyone into line.

Mosley was prepared to do that and seemed, for all his undoubted faults, a real leader of F1. Todt, rightly or wrongly, looks like more of a passenger. ❧

This week in motorsport

CITROEN TO QUIT WRC OR WTCC IN '17

Citroen is to ditch either its World Rally Championship or World Touring Car Championship programme in 2017.

Citroen CEO Linda Jackson told AUTOSPORT that next year will be the final season running two global FIA programmes. A decision on which series the manufacturer will remain in is expected in the coming months – ensuring sufficient time, should it be needed, for an all-new World Rally Car to be built to new 2017 WRC regulations.

Jackson said: "For 2016 we have our two disciplines: world rally and world touring, but I can safely say to you that we are reviewing the decisions and for 2017 nothing has been decided. But we have made the decision that Citroen will only be officially involved in one discipline for 2017. We haven't decided yet what that is and clearly we are looking at it."

The WTCC had been expected to run under the PSA Group's high-end brand DS, but last week's confirmation of its agreement with Formula E team Virgin (below) – under which it will produce its own powertrains and compete under the DS Virgin Racing banner – has put an end to that.

There is speculation that Sebastien Loeb Racing – which enters Mehdi Bennani in the WTCC with a Citroen C-Elysee – will take over the WTCC commitment as a semi-works effort. This would tie in with Jackson's confirmation that Citroen would not be "officially" involved in the Eurosport series.

● Loeb tested Peugeot's 2008 DKR for two days earlier this month and is considering a first Dakar Rally outing with the French firm. His decision will depend largely on whether he opts to spend a third season in the WTCC, in which he currently lies third in a factory Citroen.



MCKLEIN



MAUGER/LAT

GT3 MERC SET FOR DEBUT

The replacement for the ultra-successful Mercedes-Benz SLS AMG GT3 racer will be given a race debut in the VLN long-distance championship on the Nurburgring Nordschleife this weekend.

The new Mercedes-AMG GT3, which is powered by the same

6.2-litre normally aspirated V8 as its predecessor, will be raced in the fourth round of the VLN on Saturday by Mercedes test and development drivers Bernd Schneider, Thomas Jager and Jan Seyffarth. The race outing follows 7500 miles of development testing.



Busch needs Chase points

Sonoma NASCAR Sprint Cup race winner Kyle Busch still faces a long haul to qualify for the series' Chase for the Championship play-offs.

While the first places in the 16-driver Chase are awarded to race winners from the first 26 rounds, that is on the proviso that they are within the top 30 in the points table.

Busch missed the first 11 rounds after sustaining multiple leg injuries in a crash at Daytona, and the Joe Gibbs Racing Toyota driver languishes 37th in the points with 10 races until the cutoff.

He is 136 points adrift of 30th-placed Cole Whitt.



LEPAGE/LAT

Yeah, we have our work cut out for us. We knew we did in the beginning, and I knew we put us in the hole in points

Kyle Busch on his task

For all the breaking news, visit AUTOSPORT.COM

Palmer bids for BTCC contract

Jonathan Palmer's MotorSport Vision company has tendered to run the British Touring Car Championship from 2017.

A decision on the future organisation of the series is expected imminently, with the Motor Sports Association's invitation to tender for the five-year contract put out back in February.

"We believe we could do a very good job of promoting the BTCC," said Palmer. "I would absolutely love it. I think the championship is good as it is, but at MSV we could make it even better."

Existing organiser TOCA, which reassumed control of the championship in 2005 and has run it for all but four years since 1991, has tendered.

Series director Alan Gow (right, with Palmer), who is chairman of the MSA but excluded from the decision process, said: "There is only one organisation that has made the BTCC what it is and that's TOCA."



In brief



CHANG IN FOR CAO

British Formula 3 champion Martin Cao has finished his European F3 programme with Fortec Motorsport. Cao (above) will be replaced by Andy Chang from the next round at Zandvoort. Peter Li also returns to Fortec's line-up at the Dutch track.

BRC DATES REVEALED

The calendar for next year's revived British Rally Championship has been revealed: Mid-Wales Stages (March 5-6); Circuit of Ireland (April 8-9); Pirelli Rally (April 29-30); Jim Clark Rally (May 27-28); Scottish Rally (June 24-25); Ulster Rally (August 12-13); Granite City Rally (September 9-10).

MARC VDS TOPS TEST

The Marc VDS BMW squad topped both sessions of last week's official test ahead of the Spa 24 Hours. Augusto Farfus was fastest in the morning in the Belgian team's #45 Z4 GT3, while Maxime Martin got within 0.05s of his team-mate in the #46 car in the afternoon.

BRUNI FOR SPA 24

The AF Corse Ferrari squad has entered an additional 458 Italia in the Pro-Am class of the Spa 24 Hours for a roster of drivers that includes reigning World Endurance GT champion Gianmaria Bruni. The Italian will be joined by Alessandro Pier Guidi, Stephane Lemeret and Pasin Lathouras.

AUTO GP TAKES BREAK

The Auto GP series has been suspended after just two rounds due to a lack of entries.

Audi stars at Phoenix

Three-time Le Mans winners Andre Lotterer and Marcel Fassler will contest the Spa 24 Hours with the Phoenix Audi squad.

The factory LMP1 drivers will drive a second-generation R8 LMS ultra with another former winner of the Le Mans 24 Hours in Mike Rockenfeller at the blue-riband round of the Blancpain Endurance Series on July 25/26. Lotterer and Fassler finished sixth at Spa with Phoenix in 2012 (right).



SUBARU TCR UNDER WAY

A two-car team of Subaru WRX STI contenders is scheduled to bring variety to the TCR International Series in time for the Singapore Grand Prix support round in September.

Italian squad Top Run, which has a long and successful history in rallying, is flat-out preparing the cars ready for a test programme.

Top Run boss Antonio Agnello said: "We aim to start testing by the first week of August and, if everything goes according to plan, we will apply for the homologation immediately afterwards. To race in Singapore is a priority goal."

The Subaru would take on the numerically dominant SEAT Leon Racer, and winning Audi TT and Honda Civic.



NEW HYUNDAI GETS RUNOUT

Hyundai back-to-back tested its new-generation i20 WRC against the current car in Finland last week. The team would not be drawn on the results, but the new i20 is reckoned to be a significant step forward.

ARTTECH F3 FOR ALGARVE

The new ArtTech P315 Formula 3 contender is set to make its race debut in the European championship round at the Algarve circuit in early September.

Russian constructor Artline Engineering reports that the car will be finished within two weeks, ready for testing at the Rustavi track in Georgia.

Artline's Egor Nazarov told AUTOSPORT that the squad's German-based race team plans to contest the final three Euro F3 rounds in 2015 with two cars, powered by NBE engines.

The company will also adapt the car so that it can be run with engines from Mercedes and Volkswagen.



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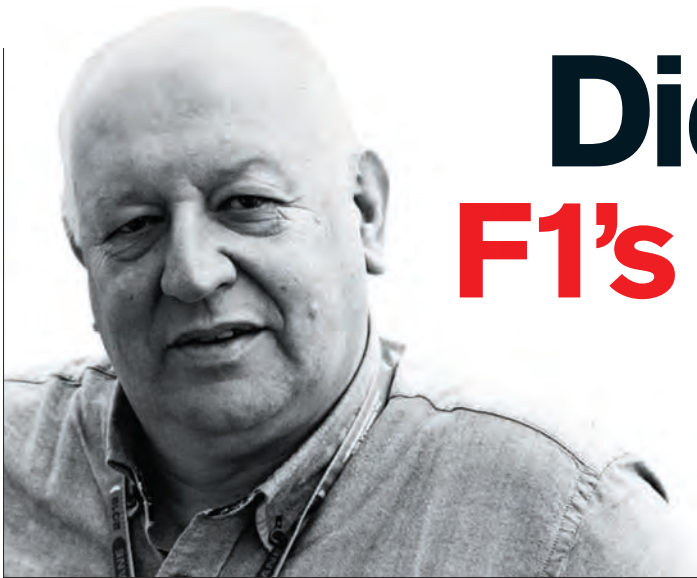
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Dieter Rencken

F1's political animal

As F1's major commercial-rights holder, CVC Capital Partners, looks for an exit, it's clear that turbulent times lie ahead

With all and sundry, including the usually jaunty *Red Bulletin* paddock magazine, talking down Formula 1 at the Austrian Grand Prix, there was clearly something seriously amiss in the Land of Bernie Ecclestone, particularly after suggestions did the rounds that F1's CEO had recently insinuated the product was "crap" – since denied – and the visit of two CVC Capital Partners "heavies" to the Red Bull Ring.

Given the venture fund controls the majority of F1's commercial rights yet keeps an extremely low profile, the presence of co-founder Donald Mackenzie and Peter Brabeck-Letmathe, chairman of the Formula One Group, was significant.

CVC generally works to seven-to-10-year acquisition cycles, with this November marking a decade since it acquired F1's rights in a deal blessed by the EU (and FIA) early the following year. But with CVC's planned Singapore IPO now aborted, the fund needs to exit its most profitable investment and settle with fundholders.

While there is talk of CVC being "F1's owner", the rightful is the FIA, the sport's governing body, which during the late 1990s leased the rights to Ecclestone's family businesses for, eventually, 113 years at a fee originally agreed for 10 years. CVC later acquired majority control of these rights via a convoluted process.

That lease is vested in Jersey-registered Delta Topco – FOG's parent – and is likely to remain so regardless of changes in shareholding, particularly as the FIA retains

with Delta Topco best equated to a parent, and its shareholders being the offspring.

As long as the parents fulfil their share of the deal, offspring may move in and out as they wish, and do not affect the overall lease agreement. All this is, though, (undisputed) supposition pending sight of the terms and conditions of the original 113-year deal.

What is known about the Qatari connection? Well, the sovereign desert state, once under British rule, invests the bulk of its oil/gas income in real estate and industrial holdings across the globe via various sovereign funds. One such fund is Qatar Sports Investment, which invests in sports and leisure industries, with the proceeds then reinvested in Qatar's sport and entertainment sector.

The USA partner in the consortium is RSE Ventures, which enjoys a strong record in sport-related investments, and is backed by Related Companies, a major New York real-estate player. According to sources, it has yet to submit a formal bid, although this is believed to be a formality to be completed within weeks.

RSE has strong ties to the Miami Dolphins through Stephen Ross, owner of Related and the National Football League team. Obviously, enormous commercial and sports expertise underpins the project, with Qatar providing funding in return for having the majority interest in the venture.

Subsequently, news broke that the bid may face competition, including a syndicate backed by Liberty

“CVC's involvement with F1 will end shortly, and many believe it's not a moment too soon”

a veto over change of control. While F1 has proven extremely profitable, numerous controversies surround F1 and have hit CVC's image as competent managers. From a PR perspective, CVC's dabble in F1 has been little short of disastrous.

So, when news broke that a US-Qatari consortium wants to acquire stakes in F1's commercial rights, possibly even a 41 per cent share (or higher) by striking a deal with CVC for its 35.5 per cent, and acquiring the 5.3 per cent held by Ecclestone, all the pieces dropped into place.

Saliently, should this (or any other) consortium acquire a major slice in Delta Topco, there would be no change of control even if share ownership within the holding company changes, and thus, depending upon the exact clauses contained within the rights deal agreed by the previous FIA administration, the governing body may have no sway over the transaction.

In simplistic terms, the commercial rights "lease" is like a tenancy agreement between the FIA and Delta Topco,

Global (a US-based media company) and Sky, while another could well be from a team consortium, with the Big Four – Ferrari, Mercedes, Red Bull and McLaren – said to be eyeing a DTM-type structure, whereby teams promote the championship for their own account, possibly in cahoots with Ecclestone.

Whatever, it appears CVC's involvement with Formula 1 will end shortly; and many believe it's not a moment too soon, because the common belief is that FOG has been managed primarily for the benefit of fundholders, not the good of F1.

The sticking point could, though, be EU approval, because having granted F1 almost free reign for the past 15 years, the Commission appears to be heading for a clampdown.

So, any bids are likely to be thoroughly investigated by the EU. That could put a spoke in the wheels of many a suitor, and delay CVC's exit. One should also be careful what one wishes for... ❧



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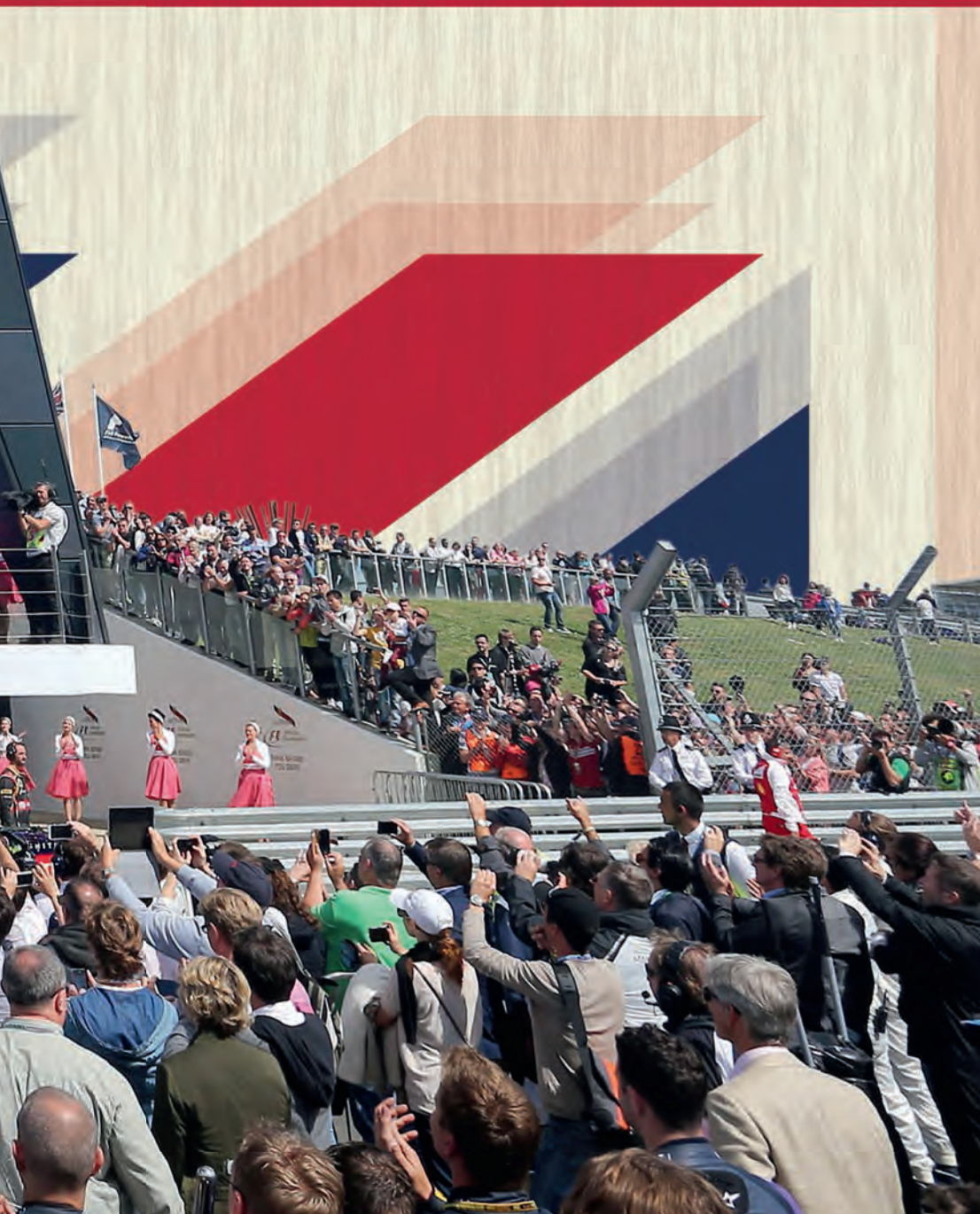
4 FORMULA 1 SANTANDER BRITISH GRAND PRIX

RENAULT SPORT F1

TOTAL

DOES THE BRITISH GRAND PRIX MATTER?

Everyone agrees that a Formula 1 race in Great Britain is of vital importance. **BEN ANDERSON** digs deeper and asks whether, in the 21st century, the race is as important as it once was



This weekend, thousands upon thousands of Formula 1 fans will descend on Silverstone for the 66th world championship British Grand Prix. This race is as old as the world championship itself, symbiotic with the birth and growth of a competition with a status unrivalled in all motorsport.

There is, of course, a 'British' grand prix history (with Brooklands and Donington) that pre-dates the creation of the world championship. But since Alfa Romeo's Giuseppe Farina won the inaugural world championship GP in 1950 (at Silverstone), Britain's run on F1's calendar has remained unbroken. Of all the countries to host Formula 1, only Italy can match that statistic.

For that reason alone the British GP is a special race, providing a rare constant on a calendar forever shifting to the shape drawn by a seemingly tireless glut of nouveau-riche countries desiring GP racing as a vehicle by which to market themselves to the wider world.

It's had to share the honour/burden with first Aintree and then Brands Hatch down the years, but Silverstone has hosted most British GPs – 48 to be precise – and every one held since 1987. For a home-grown driver (and there are three on the grid for this year's edition), the appeal of the British GP is obvious. But beyond the patriotic fervor of racing in front of your own flag-waving fans, does the British GP really have any special meaning?

For McLaren-Honda's Jenson Button, who this weekend will start his 16th British GP having never finished on the podium at his home race, it most certainly does. ►

1950



MAIN IMAGE: XPB IMAGES



Button, with his wife Jessica, loves the race

▶ “For a British driver it’s very special because there’s the home support, but I think for every driver it’s a great weekend,” he says. “There seems to be a lot of British fans who truly love the sport. Normally they get rained on, but still pretty much every year it’s a full house, whatever the conditions, which is fantastic.”

“As drivers, we love having big crowds, because we’re trying to put on a show, and when you’ve got few people in the grandstands it takes away from the atmosphere. So it’s great to have a full house; it’s great going on the parade lap and seeing so many people, even if they’re not supporting the British drivers. It’s great to see people out there. The great thing about the British public is they support homegrown talent, but they also support other drivers.”

“Being British, I absolutely love the race. I like the layout of the circuit – I preferred the old one, but I still like the new circuit. There’s so much history, and it’s one of the few great circuits that’s fast and flowing, like Suzuka or Spa or, I suppose, Monza. So it is special.”

It’s a view echoed by Button’s fellow Brit Lewis Hamilton. The reigning world champion (like most successful F1 drivers) no longer resides on these shores, but the Monaco-domiciled Stevenage man still relishes his home race more than any other. Hamilton reckons Britain’s special affinity for all things sporting elevates the status of the British GP.

“The British Grand Prix is special because sport is huge in the UK,” he says. “We’ve got great sportsmen and women, and also a lot of the Formula 1 teams are based in the UK. There’s great technology, there’s support in schools, and great engineers from the UK.”

“The grand prix particularly is special because it’s our home race and personally I have more support there than anywhere around the world; that’s an incredible feeling in itself.”



1960



1970



1980

Marlboro
British Grand Prix



And then there’s the history. Silverstone is a legendary circuit – a circuit that’s been in Formula 1 for a long, long time.”

It’s important not to underestimate the importance of history when considering what makes the British GP a significant event on the calendar. At a time when traditional venues such as Hockenheim, the Nurburgring and Monza are being priced out of F1, Silverstone provides a proud constant – a modern and contemporary venue with its own unique identity. F1 is (meant to be) a forward-looking sport; Silverstone and the British GP allow it to simultaneously look backwards and understand

where it comes from.

“If you look at the foundations of motor racing and the history of how it came about – racing around the old barrels of a disused war airfield – and the way the silicon valley of motorsport is in that one-hour window around Silverstone, for all of those reasons it matters,” says two-time British GP winner David Coulthard. “It’s the British Grand Prix. It’s like going to Wimbledon, it’s like going to Ascot. As a standalone race, the name ‘British Grand Prix’ isn’t more important, in terms of points awarded, than Monaco or any other race, but the backbone of Formula 1 is based in Britain. That makes its status even more important.”

“If we had a Swiss GP in Zurich would it evoke any kind of warm, cuddly memories? No. I think it is vitally important to have [historic venues]. It was interesting watching football recently, how important the FA Cup is. Lots of teams don’t field strong line-ups because their main focus is the Premier League, but it still evokes very positive memories for a lot of people and it still gets a sell-out. It’s important to celebrate that.”

And then there’s the driving challenge, something Silverstone – despite being revised several times during the past 28 years of



Monza is one of few tracks with Silverstone’s historic status



Hamilton works the crowd after 2014 win



Historic Silverstone has global appeal

WHY THE BRITISH GP MATTERS OUTSIDE THE UK

Speak to drivers and teams who have absolutely no patriotic reason to care about the British Grand Prix, for whom the annual 'pilgrimage' to Silverstone is 'just' another race on the calendar, and one word comes up repeatedly: tradition.

Multiple world champions Fernando Alonso and Sebastian Vettel, who've seen and done it all many times, appreciate the special significance of the race that began it all.

"Not being British, there's not anything special when you go there, but for sure it's one of the circuits with a nice atmosphere, and you're happy to race in front of those people because they love Formula 1," explains Alonso. "The tradition of motorsport is in Britain and it's been concentrated at Silverstone for decades. You enjoy the weekend for that reason."

"It is a special race," adds Vettel. "There are a couple of races on the calendar, like the British GP, that are very important if you look at the history of Formula 1. It's a grand prix where there are a lot of fans, a lot of attention, and it's a great track, so there are lots of things that make it very enjoyable for the drivers."

Even foreign teams with no physical links to the UK feel the lure of history when they head to Britain every summer.

"The British Grand Prix is a race with a strong tradition, a big heritage, and we have had some successful moments there, so we very much look forward to that race," says Monisha Kaltenborn, team principal of Swiss squad Sauber.

"Silverstone is one of the traditional tracks, which all teams like to go to. It has a standing within that group of special circuits and should very much have a place in Formula 1."

"THERE ARE A LOT OF BRITISH FANS WHO TRULY LOVE THE SPORT. IT'S A FULL HOUSE"

JENSON BUTTON

unbroken British GP hosting — has always retained. It's a fast and demanding circuit, with its own character; a shining light in a dark tunnel filled with ten-a-penny Tilkedromes.

That's another important element in making this race a special one, whether you personally like the layout or not.

"Silverstone has always been one of those unique circuits in that it's got spaces," says 1996 world champion and 1994 British GP winner Damon Hill. "It's a big track, with some real high-speed, challenging corners. Most drivers like that and people

like to see the cars go fast.

"It's come under pressure now because of the change in fashion to have events at circuits that are purpose-built, near city centres, so that's always going to be a difficulty. But I think, despite that, the annual pilgrimage to Silverstone is up there with Wimbledon as a social event in the calendar."

"I think as a track Silverstone stood for more in the past, because when [Keke] Rosberg did the 160mph average lap he did that because the corners allowed it," argues Coulthard. "They were meaty, fast corners. It's been neutered ▶



Kaltenborn is a fan of British GP



COATES/LAT

WHY THE BRITISH GP MATTERS TO SILVERSTONE

Silverstone's delight was clear in 2009 when it signed a 17-year deal to host the British Grand Prix and keep the fabled race on the calendar. The Northamptonshire circuit had hosted the nation's first race back in 1950 and was hurt when Donington snuck in and secured a deal for 2010 onwards.

But when that fell through, Silverstone stepped in with the required investment and has never looked back. "We host the British Grand Prix because we love Formula 1," says Silverstone managing

director Patrick Allen. "It's important to both the local and national economy and is the nucleus of the motorsport industry, with four of the teams on our doorstep and a hub for high-tech engineering.

"Formula 1 needs a British Grand Prix. And if you saw our social-media channels, it would be pretty clear how important the race is to British fans, who are the most loyal fans on the calendar. The place is always packed, whereas some of the new venues are not even half full."

Silverstone, which is set to be a sell-out this year, has a deal which runs until the end of 2026, with a break clause for either party after 2019. But while Allen understands why others will be envious of Silverstone's position, the venue has no plans to give up its right as it is key to its business model.

"It is satisfying to have the deal we have," he said. "We are the only circuit which has a licence to hold a grand prix, which puts us in an enviable position. I can



XPB IMAGES

...allowing famous venue to step in

understand why other circuits would want to host a race, because it's not just the brand essence it gives you but the whole economic value it gives to the circuit, which helps us put on other events.

"But you have to invest in the facilities, something we are prepared to do. The same cannot be said of other facilities. The grand prix is central to our business as it builds the Silverstone brand and helps us attract visitors all year round that in turn helps make hosting the grand prix viable."

● Lawrence Barretto

Donington development soon hit trouble...



GIBSON/LAT

▶ slightly by the changes, but thankfully Cope and Becketts are still very impressive.

"Stowe has a unique challenge – that drop down the hill. Somewhere like Club, where the kink on the start-finish straight is, spoils it a little bit through the Farm section, and all those new bits – they are modern Tarmac bollocks."

That may be so, but Silverstone has had to adapt to survive. Donington Park's doomed attempt to take the race to Leicestershire in 2010 (under the ill-fated guidance of Simon Gillett) forced the British Racing Drivers' Club, which owns Silverstone, to upgrade the facility

(at great expense) to ensure the survival of the biggest race in British motorsport.

If nothing else, that highlights the significance of the British GP to the industry of motorsport in the UK.

"Bernie wants to reduce your bargaining position so that he can get the best deal; he's not in the business of trying to help out anyone," says Hill, who was BRDC president during Donington's failed bid to host the race. "But having said that, I think he wanted to put pressure on Silverstone to improve the facilities, and I think that happened.

"It's a big weight to bear to have an event that is self-sustaining and doesn't have government support. It really does rely heavily on the fans' support for grand prix racing.

"A British driver can make the difference between going bust and sellout. Lewis Hamilton doing well again is terrific. We need that."

The BRDC will often talk about the importance of having British drivers succeeding in Formula 1, claiming this is key to ensuring the wider sport thrives in the UK. As Hill explains, it's certainly an important part of putting bums on seats at the British GP itself,



XPB IMAGES

“A BRITISH DRIVER CAN MAKE THE DIFFERENCE BETWEEN GOING BUST AND SELLOUT”

DAMON HILL



1990



Damon Hill won his home race in 1994



2000



2010

EBREY/LAT

but does the race really have any wider significance for motorsport?

Alan Gow, boss of the British Touring Car Championship and chairman of UK motorsport's regulatory body the MSA, is not so sure.

"British motorsport doesn't rely totally on a grand prix, but it is the pinnacle of our sport and our industry and a great showcase," he says. "People like to think, and so do I, that Britain's the home of motorsport in the world. Whether that's a bit old-fashioned now I don't know, but it's right and proper we have a grand prix.

"If we didn't, would British motorsport all of a sudden take a dive? No it probably wouldn't. It'd be a shame but I don't think it would actually hurt our sport to an extent we would suffer that badly from it.

"The GP is in its own little vacuum and it doesn't really feed into anything else. You'd like to think it does but it doesn't. It'll encourage people to get involved in motorsport, and as far as putting motorsport in front of people it does a great job for that, but it doesn't have an impact on other forms of motorsport.

"I'd like to think motorsport in this country is much more mature than being reliant on one event per year. I wouldn't like to try that theory out, and maybe in the long term it may have

some damage, but I'd like to think British motorsport is a far more robust industry than to live and die on one event."

Gow highlights the multi-national nature of Grand Slam tennis as an example of how countries can succeed in a sport without the need for a 'halo' home event that showcases that sport. And the fact that it has been possible for many years to watch Formula 1 races anywhere in the world surely lessens the impact of any individual event in terms of snaring new fans or future participants.

So perhaps the British Grand Prix's wider impact is felt more keenly at a commercial level. Motorsport is a niche industry, but significant when you consider just how much takes place in this country on a given weekend, and that seven of the 10 teams that currently participate in F1 are based in the UK, employing several thousand people themselves and supporting a wider industry of suppliers that helps them go racing in the first place.

Chris Aylett, chief executive of the UK's Motorsport Industry Association, reckons the British Grand Prix has a significant impact on wider UK motorsport from a business perspective.

"Something that is often overlooked is that



British GP always has a festival atmosphere

LEICESTER/LAT

our industry relies on entertainment and sponsorship, so anything that raises the attention of potential sponsors and brings wealth to the industry, whether it's teams, grands prix or suppliers, [is significant].

"The British Grand Prix is, next to Monaco, far and away the most popular in the world. None get near it. It eclipses Wimbledon, it makes the FA Cup look Mickey Mouse – that's a very powerful statement of support from the British public from their pockets.

"Sometimes the income all goes into our industry in one way or another. For an F1 team, the majority of a new sponsor's money will be ►



STALEY/LAT



“THE GP HAS A DIRECT EFFECT ON THE HEALTH OF THE MOTORSPORT INDUSTRY”

THE MIA'S CHRIS AYLETT

► spent on the industry of motorsport. It's not taken out in profit, it's spent on technology, on making the car go faster.

“The British GP does attract investors into the industry, which attracts sponsors. That wealth allows people to employ more people or pay better wages. It has a direct effect on the strength and health of the industry, which is reflected in jobs.”

Like Gow, Aylett stops short of declaring the British GP vital to the continued good health of the entire wider motorsport industry, but believes it does play a key role in boosting it.

“I've just come back from a tour of American races, and we don't understand the power of a paying crowd demonstrating to sponsors that a sport is popular,” Aylett adds. “If Wembley was empty for the big games, they'd lose sponsorship. If Wimbledon didn't have people sitting in the grandstands it would very quickly lose its way. So, having a sell-out crowd at your biggest event is very powerful for sponsorship and sponsorship pays the money that keeps people in jobs.”

Many of which involve being part of an F1 team, of which seven on the current grid are

based in the UK and thus consider the British GP a 'home race' (even if squads such as Mercedes, Red Bull and Force India have foreign corporate identities). This means many more of the employees who contribute significantly, but aren't part of the race teams, can head to the circuit to see the fruits of their labours perform in the flesh – rewarding them (beyond their pay packets) for their continued hard work.

The race also has strong emotional and some commercial significance for these teams.

“I guess in this day and age, our sponsors are all global sponsors, so there's not quite the



New pit/paddock facilities helped Silverstone keep up



“THE TEAM AT SILVERSTONE DO A GREAT JOB. THEY PUT ON A REALLY GREAT SHOW”
CLAIRE WILLIAMS

same significance, but all of our sponsors have UK bases and being a UK team it allows them to come to the event,” explains Lotus CEO Matthew Carter. “Obviously Lotus Cars is UK based, so it does hold a significance, and we’ve now got Jolyon [Palmer] – a UK driver – as our third driver, so there are lots of parallels we can draw across the weekend.”

“The British GP has been on our calendar for years, so there’s a historical reason why it should stay on it – it’s one of the greatest tracks, the drivers love it – but for us at Williams, most importantly, it’s our home race,” adds deputy team principal Claire Williams. “If there were ever any question about it being removed from the calendar, that would be a serious issue for us.

“It’s also a great race; the team at Silverstone do a great job. I’ve been a part of that organisation and no one should underestimate the effort that’s involved. They put on a really great show and it’s a great venue for teams to come and work at.”

But of course there are many of those – usually state-of-the-art motorsport metropolises – that lack, well, soul, a certain *je ne sais quoi* that cannot be manufactured by heavy spending and massaging patriotic ego.



British fans among the most passionate

Perhaps the British GP’s true significance comes from a special atmosphere, created by continuous history and a fervent and engaged motorsport public.

Allow a Frenchman to explain. “It’s one of the historic grands prix, of which we have less and less, but even compared with some of the

European races there is a great atmosphere,” says McLaren racing director Eric Boullier. “There is massive support from the fan community. Every grand prix is different; some of them look like each other, maybe, but you have a different atmosphere everywhere, and the strongest one in terms of fans’ feeling is Silverstone. ▶

“WE CELEBRATE F1 AT THE PLACE WHERE IT STARTED”

DAVID CROFT

WILL STEVENS INSISTS MANOR EXPERIENCE IS WORTH IT

Will Stevens was always going to have his work cut out to demonstrate his talent when he signed with Manor for his rookie Formula 1 season. The delay in ensuring the team's survival means the car was and remains woefully off the pace. But that hasn't dented Stevens's confidence.

The 23-year-old has done a solid job so far, generally outperforming team-mate Roberto Merhi, even once his weight advantage is factored in, although it's been much closer in recent races. Based on his current position, Stevens believes that's the best he can do. "I want to prove I am ready to stay in F1 and have a career in it," he says. "To do that, I need to be beating my team-mate and so far we have done that and I hope that continues."

Though he doesn't have a car that's strong enough to highlight his skills, Stevens believes his position still provides crucial opportunities for his progression.

"There is so much to learn in F1, not just the driving, but also working with the team

and doing the travelling," he says. "I've given the maximum in every race so far and learned something on every lap. By no means am I anywhere near my full potential."

Stevens's next chance to show that potential will be on home soil at Silverstone, a prospect he is relishing. "I can't wait to get there," he said. "It's a great track and the British GP will be special as it will be my first. I just hope I can put on a good show." And now that Stevens has had a taste of F1, he has no intention of letting go: "I want to get to the end of the season and know that I haven't held anything back. I've dreamed forever of getting to F1 and now I'm here I want to make it last. It's not just me coming for a year and then going out. I want to achieve big things. This is an important year for me to prove that. So far, so good."

● Lawrence Barretto



24

► "I'm staying in a hotel near the track, where every day you have 300 fans waiting for you, and it's funny because if you ignore them they boo you, but if you spend enough time with them to sign pictures, they love you and they clap you. You see them every year. Silverstone is magic."

Amid the fact that TV audiences for F1 are declining, it's interesting to note that Silverstone (with a bit of help from cut-price ticket deals this year) is continually able to make the British GP a sell-out. For lead Sky Sports F1 commentator David Croft, one of the many who work in F1's massive television circus, the fans



Croft: British GP tops all our sporting events

who attend the British GP every year are a big part of what makes the event so special.

"You get a great crowd at Monza, cheering on 99 per cent for Ferrari – whoever's driving for them; you get a great crowd at Austin, cheering on Sergio Perez and Esteban Gutierrez – Lewis Hamilton is also very big in the States. But you get a great crowd at Silverstone cheering everybody on."

"I do think – and I'm not trying to suck up to the fans who go there – they are the most knowledgeable crowd of the season, without a doubt. And they give great respect to every single driver, because they're fans of the sport."

"I remember Natalie Pinkham's first season when we were at BBC 5 Live. We got out of the car on the Thursday in Turkey and I said, 'Listen to that'; and she said, 'What? I can't hear anything'. And I said, 'Yeah, because there's no one here; wait 'til you go to Silverstone and the place will be buzzing, even on a Thursday morning'. And it is. A country stages a race; Silverstone stages a festival."

"I've been to Wimbledon, I've been to test matches at Lords, I've been to an FA Cup Final, I've been to world darts, I've been to the Derby, I've been to the Open golf, I've been to the top British sporting events and Silverstone is up



there above pretty much all of them.

"It's the home of the world championship, and we come back every year to celebrate F1 at the place where it all started."

A special race in a special place, which holds the history of F1 within its grounds, supports industrial endeavour in the UK, showcases British sporting excellence year after year, and continually attracts a large crowd of some of the most enthusiastic fans on the planet.

Sure, it's not the be all and end all, but Formula 1, and motorsport in general, would be poorer without it. ❧

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IS WINNING THE BRITISH GRAND PRIX AS BIG A DEAL AS YOU DAMNED RIGHT

At the 71st time of asking, Johnny Herbert took his first grand prix victory at Silverstone in '95.

When Damon Hill launched his Williams up the inside of Michael Schumacher's Benetton at the Priory left-hander on lap 46 of the 1995 British Grand Prix, he believed the move would seal a famous home win. As both cars flew into the gravel trap after the inevitable and infamous collision, it's doubtful that Hill spent any time reflecting on the fact that he had guaranteed a British victor – it just wasn't him.

Just over 40 seconds behind, Johnny Herbert was minding his own business in third with the second Benetton-Renault, unaware that this was going to be the biggest day of his racing life. He was just 16 laps away from winning at Silverstone, an achievement that seemed impossible in the aftermath of his horrific F3000 crash at Brands Hatch seven years earlier.

"The gap to the top two was there, but I was solid in third," recalls Herbert. "Pace-wise everything was good and then the accident happened with Damon and Michael. But I didn't think, 'Now I'm first'; it wasn't until I got a call from Ross [Brawn] on the radio that I realised I was in the lead."

Herbert did have the Williams of David Coulthard not far behind. But DC would have to wait another four years for his first British GP victory, for he was served with a stop-go penalty for speeding in the pits. Herbert was informed of the penalty, so when Coulthard attacked into Stowe on lap 49, Herbert didn't put up a fight. He reclaimed the lead a lap and a half later and turned it into his first grand prix win. Not that it was easy.



Schumacher yes, but JH still wonders about the Flav hug



Hill-and-Schumacher smash left door open for JH win

"The weird thing was, and I didn't get it every race but quite a few, was the way my toe got chopped off in my accident and stitched back on led to me having a big callus scar underneath it on my throttle foot," says Herbert. "For the last 14 or so laps it got so unbearably painful that I had to revert to left-foot braking, which I couldn't do normally because my ankle hardly moves so I had to do it all through the knee and hip.

"I left-footed for one lap, then did two normally, just to allow time to recover. Luckily, pace-wise I didn't go any slower but it was a struggle because I was screaming in the car! I never told my teams about it because I'd be straight out!

"Fortunately, with DC getting the penalty, the pressure was off and I didn't have to race him."

Herbert crossed the line 16 and a half seconds clear of Jean Alesi's Ferrari, with Coulthard having to be satisfied with third.

"That last lap, coming up to the line, my biggest thought was about everything that I had gone through to get into the position to win," said Herbert. "All the problems getting back after the crash – I was very lucky that Peter Collins gave me the initial chance at Benetton in 1989. If I hadn't done Rio and finished fourth, I would never have had a career.

"Is winning the British Grand Prix as big a deal as you expect it to be? Damned right it is! It was

an awesome experience to be there with the thousands of people that turned up. For the last five laps, I remember the flags were waving all around the track. That's the great thing; they supported all of the British drivers and it was a really nice vibe.

"That slowing-down lap felt like a month because you had this whole spectacular scene to absorb. I can still pop my head in the bubble today and go back there, which is nice."

Herbert's win could not have been more timely. Relations between him and team principal Flavio Briatore were non-existent – as early as the second race of the season in Argentina, Herbert had lost access to Schumacher's data. Before the British GP, rumours abounded that Herbert was on the brink of being replaced by Jos Verstappen, still under Briatore's management but out of a drive after the closure of the Simtek team.

"The relationship with Flavio never got better after I was told about the data stuff," says Herbert. "I had finished second in Spain for a one-two, but there was never any dialogue. Then you see the photos at Silverstone and he's hugging me!

"The worst thing is that he asked me for my cap and being the nice idiot I was, I gave it to him! Stupid... that's the one thing I regret doing. Then, when I won later in the year at Monza, he got on the podium, took the constructors' trophy, pissed off and that was that. He was always

EXPECT IT TO BE? IT IS

EDD STRAW hears his story



DC leads but
he's on a penalty



Silverstone's true
fans love a British win

focused on Michael. I just had to concentrate on doing the best I could.

"It was difficult because I knew in qualifying I had no chance – my pins weren't working in the right way – but it was better in the race. I just had to concentrate and do the best I could in the car. Michael had a very sharp input, massively sharp and I never liked that. But you couldn't just wind off the front wing because that made it understeer. It's impressive what Michael did with that car."

The victory guaranteed Herbert's place in the team for the rest of the season. He finished a career-best fourth in the drivers' championship and helped Benetton to the constructors' title. There was also the Monza victory, which came after Hill again collected Schumacher.

But it was clear that Herbert's future was not with Benetton, and he found a berth at Sauber for 1996. Another indication of just how well Herbert actually did is that the following year Jean Alesi scored only two more points than Herbert in a Benetton that still handled the way Schumacher wanted it to.

"When Gerhard Berger was at Benetton the following year, in testing he came up to me and said, 'I can see now why the hell you couldn't drive the thing, because it is so sharp.'"

But at Silverstone, that car still gave Herbert his day of days. One that those there to witness it will never forget. ❧



**"FOR THE LAST
14 LAPS I WAS
IN UNBEARABLE
PAIN AND HAD TO
REVERT TO LEFT-
FOOT BRAKING"**

Why Jenson Button is keeping faith in McLaren-Honda

Finishes are proving hard to come by, let alone points, but the 2009 world champion is convinced that the new partnership can turn things around. By **LAWRENCE BARRETTO**



BUTTON'S 15-YEAR PODIUM ITCH

Jenson Button was 0.8s away from a podium at last year's British Grand Prix. Had there been one more lap, the Briton felt he could have caught and passed Red Bull's Daniel Ricciardo and stood on the rostrum in front of his home fans for the first time in 15 attempts.

The chances of coming even remotely close to that this year are slim, and the 2009 world champion concedes it will be difficult. "It won't be a great race this one," he says. "To race in front of the home crowd will be great, it always is. It's just a pity I can't fight for a podium."

Reflecting on his Silverstone record, with three fourth-place finishes since his debut in 2000, Button says: "I think we've just had problems at the wrong time of the season, so it has never worked out for me. I've been so close to a podium but that's the way it goes."

McLaren took tactical penalties in Austria in the hope that it can get through Silverstone and the following race in Hungary, where the Hungaroring's layout should suit the car, without any more.

"Hopefully Silverstone will be a much more positive weekend," says Button. "I love racing in front of the home crowd because they are so supportive, not just for the British drivers but for everyone. We will try to put on a good show."



JENSON BUTTON AT THE BRITISH GP

YEAR	FINISHED
2014	4th
2013	13th
2012	10th
2011	DNF

2010	4th
2009	6th
2008	DNF
2007	10th
2006	DNF
2005	5th
2004	4th
2003	8th
2002	12th
2001	15th
2000	5th



Loose wheel in '11 caused race exit



Button's had little to cheer at Silverstone

problem is resolved," he says, "but there are a lot of problems when you are trying to push an engine. The media will say the engine is not fast enough, but when we push the engine we have reliability issues and then they say it's not reliable enough. You can't win. All you can do is do your own thing and focus on what you know is best with the engine in terms of the power you can deliver through the season. You will always have problems. The challenge is to limit those."

Button believes his experience working with the Japanese and understanding their culture is proving useful, but admits it will take time for each team of engineers to understand each other's way of working. "Having worked with Honda certainly helps," says Button.

"It was difficult initially, because most team members haven't worked with a Japanese manufacturer before. We're getting there though, and I hope to have good input and help the team come to grips with the cultural differences."

For now, despite having just four points, Button remains convinced that McLaren-Honda has made progress and will continue to do so.

"It's important that we don't forget how far we've come," he says. "Yes, both cars retiring from the Austrian GP was not at all the result we've been working so hard for, but we are focused on the progress we're still making. There's still a huge amount of belief within the team."

It's that belief that is driving Button onwards – but for how long can he keep that up? ❧



Button: keeping the team talking

Jenson Button knows what it's like to be up against it in Formula 1. After an impressive debut season with Williams in 2000, his follow-up year with Benetton was a real struggle. Similarly, his last two years when Honda was a works squad in 2007 and '08 didn't go much better. But this season – having fought hard to remain in F1 for a 16th successive year – is arguably his toughest yet.

The Briton has failed to make qualifying twice in eight races, was handed a brutal 25-place grid penalty in Austria for engine modifications, and has an eighth place in Monaco to show for his and the team's hard work this season.

Button, though, is still seeing the positives. "I'm not in a terrible position at all," he tells AUTOSPORT. "I'm racing for McLaren, a team which has won multiple world championships. It has the money to go racing and a lot of talented people. I'm also alongside a double world champion [Fernando Alonso] regarded as one of the best drivers ever to have driven a Formula 1 car. The potential is there."

While Red Bull and Renault's relationship disintegrates amid a barrage of public mudslinging, McLaren-Honda exudes an air of calm and positivity. Those within McLaren refuse to criticise Honda and that position is reciprocated. Button sees no reason why that will change despite the lack of progress, at least in terms of results.

"We are one team," says Button, "so there's no finger-pointing. We are working together to improve. When times are tough, you work together; when you win, you celebrate together. This is McLaren-

"There are a lot of problems when you try to push an engine"

JENSON BUTTON

Honda, not McLaren and Honda."

Austria was the latest in a line of challenging weekends for the McLaren-Honda alliance, because both cars were out of the race by lap eight. "It was a pretty bad weekend for all of us but we won't let it get us down," he says. "You've got to still be positive. People at the factory watch this and you've got to keep everyone positive, and if we don't it will stay like this. We are all in a good place and know what this can be. We've got to stay strong. We're measured on where we finish on a Sunday afternoon, which doesn't take into account the progress we've made behind the scenes, or in practice and qualifying in the build-up to the race, so it can sometimes be difficult to see the positives after a tough grand prix."

There is a feeling that Honda underestimated the challenge of entering Formula 1, a year after the new V6 engine regulations were born but several years after Mercedes had begun development on its class-leading power unit.

Having worked with Honda in the past, Button is confident the company will meet the challenge. "Every time we have a problem, that



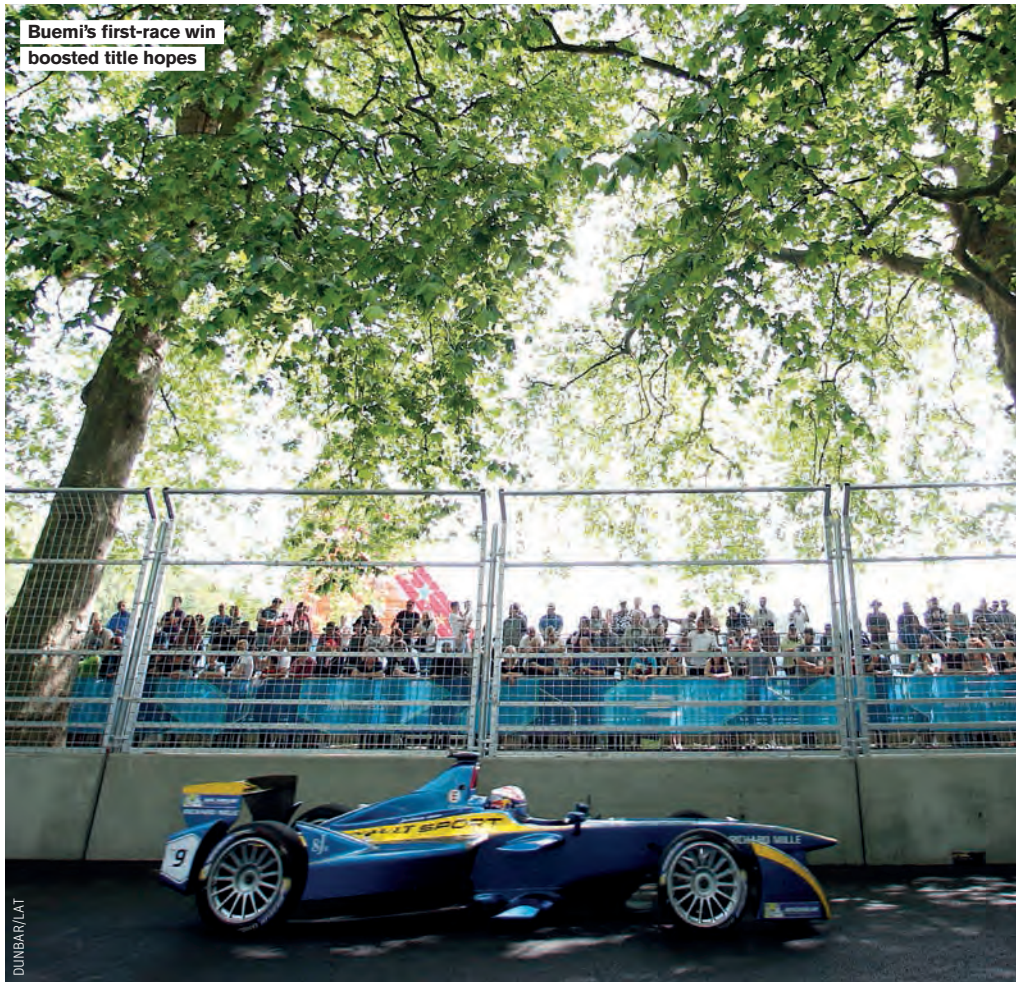
Teamwork is the key, says Button

PIQUET JR'S TITLE BUT BIRD'S RACE

Sam Bird won an intense final encounter as Nelson Piquet Jr fought tooth and nail around the Battersea circuit to edge the inaugural Formula E title by a single point. By **GARY WATKINS**



Buemi's first-race win boosted title hopes

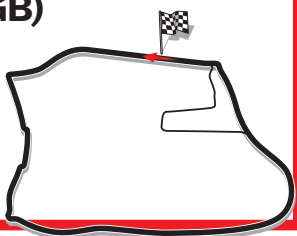


Formula E

London (GB)

June 27-28

Round 10/10



BUEMI 141, PIQUET JR 138. THAT WOULD HAVE BEEN the points score had the two title contenders finished in their starting positions at the end of Sunday's Formula E finale in London. Nelson Piquet Jr might have held a narrow points lead going into the second of the two races, but he looked like he had a mountain to climb from 16th on the grid. Yet after 29 dramatic laps around Battersea Park, the Brazilian was crowned inaugural champion by a solitary point from Sebastien Buemi.

It was a remarkable turnaround, because things hadn't looked very good for Piquet Jr even at the end of the first lap of the 1.81-mile London ePrix circuit. He might have forced his Team China Racing Spark-Renault SRT_01E up from the eighth row of the grid to 12th position, but e.dams driver Buemi had made up one place from his starting position of sixth. At that point the score was Buemi 143, Piquet Jr 138.

It must have been more than a little unsettling for Piquet Jr, who'd arrived in London for the double-header Battersea round with a healthy 17-point lead over Abt driver Lucas di Grassi and 23 points in hand over Buemi. That lead had been cut to just two five points after a superlative

performance from Buemi on Saturday, which yielded a dominant victory from pole position on the first of two iterations of the track to be used over the weekend (see page 36). Piquet, by comparison, could only finish fifth from fourth on the grid.

Worse still, it had rained during qualifying, and Piquet Jr was out on track in the third group of five cars when conditions were at their wettest. Hence why he ended up down in 16th, a seemingly insurmountable 10 places down on his championship adversary.

Piquet and the Campos-run TCR squad were forced to turn to the energy-saving strategy that played a key part in their success over the second half of the season.

"It was the only chance we had," said the former Renault Formula 1 driver. "It was going to be no good fighting with people, using up energy and then stopping on the same lap as everyone else. We had to try something different and then count on a bit of luck."

Piquet Jr did go deeper into the race than his rivals aboard the first of his Spark-Renaults: two laps longer than first and second-placed Stephane Sarrazin and Loic Duval; and one longer than Buemi. The problem was that he'd lost contact with the car ahead, that of TCR team-mate and Formula E debutant Oliver Turvey.

It didn't help, either, that just before the pitstop sequence began Buemi had bagged the fastest lap of the race and the two points that come with it. So while Piquet Jr had got up to 11th thanks to Nick Heidfeld's Venturi entry encountering power issues, he had actually fallen further behind his Swiss adversary. The scores on the doors were now Buemi 145, Piquet Jr 138.

A drive-through for Jean-Eric Vergne for using too much power changed the balance slightly just before the pitstops. Piquet moved up to 10th and now had a point. Buemi 145, Piquet Jr 139.

The first stroke of luck that Piquet and TCR were looking for came when Buemi half spun at the tight left-hander at Albert Gate straight after

Vast crowd watched Buemi win race one





Sarrazin led until a power infringement

leaving the pits in his second car. The problem was that it came with the loss of just one place, to Mahindra driver Bruno Senna. Buemi 143, Piquet Jr 139.

Fastest lap for Turvey on lap 17 then made it Buemi 141, Piquet Jr 139. It's fair to say that things were pretty interesting.

A safety car after Fabio Leimer went off in his Virgin entry changed the picture once again. Piquet Jr was right with team-mate Turvey, who had Salvador Duran's eighth-placed Aguri car just ahead of him.

Turvey ceded position to his team-mate on lap 23 and then Piquet pulled off an amazing around-the-outside move on Duran straight afterwards at the fast Turn 13 left-hander. All of a sudden, the 'as it stands' score stood at Piquet Jr 142, Buemi 141.

Buemi now had to gain back a position if he was going to add the drivers' title to the teams' crown that e.dams had sealed on Saturday courtesy of his victory and seventh place for team-mate Nicolas Prost. The Swiss had run right with Senna from the moment he collected up his out-lap misdemeanour and contact was made on more than on occasion.

Buemi tapped Senna again into fourth-placed Loic Duval, who slowed dramatically as he approached the 28kW/h maximum energy discharge, as they entered the final chicane for the last time. The e.dams car moved alongside the Mahindra car in the middle of the sequence, but Senna left him no room. In that moment, the championship was gone.

Buemi suggested that Senna's defence hadn't been entirely fair. "I think he fought very hard, a bit too hard," he said.

Senna wasn't having that. "He hit me," said the Brazilian of his rival. "I had the weight of two cars as I tried to brake for the chicane." ▶



Daniel Abt crashed out of the first race



Piquet Jr and TCR
celebrate title win

► The points changed again seconds after the chequered flag when race winner Stephane Sarrazin's Venturi second car was revealed to have used more than the permissible 28kW/h. Buemi and Piquet Jr both moved up a place, to fifth and seventh positions respectively, and each gained a couple of points. The final score was Piquet Jr 144, Buemi 143.

Buemi looked a dejected man afterwards, admitting that it was disappointing to lose out by just a single point.

"It is very difficult to get the temperature in the brakes in these cars, so maybe I could have left more of a margin," he said. "But I didn't lose the championship here; I lost it at a lot of other races."

Buemi pointed to last month's Moscow round and the loss of a podium finish for an unsafe release in the pits. There was also a grid penalty for going over the maximum energy allowance that deprived him of pole position at the Long Beach race in April.

Di Grassi uttered almost identical words after making sure of third in the championship with sixth position on the back of fourth in Saturday's encounter.

"I can go home with my head held high," said the Brazilian. "I didn't lose the championship this weekend, I lost it in Berlin with what I consider to be a very harsh penalty [for exceeding his energy allocation]."

In Sunday's race, that same issue deprived veteran Sarrazin of what would have been his first victory in a single-seater since his 2003



Bird couldn't believe
he'd actually won

Dallara-Nissan campaign with Racing Engineering. The Frenchman crossed the line less than a second ahead of Sam Bird's Virgin Racing car, but had gone over the maximum by 0.4kW/h. He admitted that he had taken his eye off the ball as he'd strived to keep a charging Bird behind him. Rules are rules, and a 49-second time penalty dropped him to 15th position.

Bird was a man on the move at the end. The Briton had gone a lap longer than both Sarrazin and second-placed Duval in his first car. He almost made it out of the pits ahead of Duval, but was able to pass straight after the safety car with a daring move at the final chicane.

He closed down a deficit of nearly two seconds to Sarrazin and was right with him for the final five laps. A second victory was his when the telemetry showed Sarrazin's error.

"I pushed him very hard and he ran out of energy," said Bird, "so it was a good strategy."

Jerome d'Ambrosio had followed Bird past team-mate Duval to take third and follow up on his runner-up spot to Buemi in the first race. Such a good weekend for the Dragon Racing vaulted the squad from fourth to second in the teams' standings.

The French e.dams squad had to be content with victory in the teams' championship, although team principal Alain Prost could only try to console his disappointed driver at the post-event awards dinner at the Natural History Museum on Sunday night.

"I've lost a championship to a Piquet and another to a Senna," he said, "so Sebastien, you really had no chance against both of them."



Prost Sr watches
his son's progress

FORMULA E

ROUND 10/10 BATTERSEA PARK (GB), JUNE 27-28 RACE 1 (29 LAPS - 52.708 MILES)

1	Sebastien Buemi (CH)	Team e.dams Renault	47m54.784s
2	Jerome d'Ambrosio (B)	Dragon Racing	+0.939s
3	Jean-Eric Vergne (F)	Andretti Autosport	+1.667s
4	Lucas di Grassi (BR)	Audi Sport Abt	+2.409s
5	Nelson Piquet Jr (BR)	China Racing (Campos)	+7.370s
6	Sam Bird (GB)	Virgin Racing	+7.762s
7	Nicolas Prost (F)	Team e.dams Renault	+8.553s
8	Loic Duval (F)	Dragon Racing	+9.507s
9	Oliver Turvey (GB)	China Racing (Campos)	+10.032s
10	Stephane Sarrazin (F)	Venturi (Signature)	+12.077s
11	Simona de Silvestro (CH)	Andretti Autosport	+15.946s
12	Karun Chandhok (IND)	Mahindra Racing (Carlin)	+35.595s
13	Nick Heidfeld (D)	Venturi (Signature)	+41.034s
14	Fabio Leimer (CH)	Virgin Racing	+42.697s
15	Jarno Trulli (I)	Super Nova	+43.273s
16	Bruno Senna (BR)	Mahindra Racing (Carlin)	+48.423s
17	Salvador Duran (MEX)	Amlin Aguri	+1m01.987s
R	Alex Fontana (CH)	Trulli (Super Nova)	25 laps-electrical
R	Daniel Abt (D)	Audi Sport Abt	15 laps-accident
R	Sakon Yamamoto (J)	Amlin Aguri	15 laps-accident

Winner's average speed 66.004mph.
Fastest lap di Grassi, 1m28.229s, 74.159mph.

QUALIFYING

1 Buemi, 1m24.648s; 2 d'Ambrosio, 1m25.104s; 3 di Grassi, 1m25.105s; 4 Piquet, 1m25.144s; 5 Vergne, 1m25.182s; 6 Prost, 1m25.258s; 7 Turvey, 1m25.829s; 8 Senna, 1m25.879s; 9 Bird, 1m25.894s; 10 Duran, 1m25.964s; 11 Duval, 1m25.988s; 12 Heidfeld, 1m26.128s; 13 Abt, 1m26.302s; 14 Sarrazin, 1m26.318s; 15 Chandhok, 1m27.160s; 16 de Silvestro, 1m27.208s; 17 Yamamoto, 1m27.456s; 18 Fontana, 1m28.083s; 19 Leimer, 1m28.152s; 20 Trulli, 1m26.852s*. * grid penalty.

RACE 2 (29 LAPS - 52.708 MILES)

1 Bird, 45m48.792s; 2 d'Ambrosio, +6.973s; 3 Duval, +9.430s; 4 Senna, +10.147s; 5 Buemi, +10.689s; 6 di Grassi, +11.204s; 7 Piquet, +11.561s; 8 Duran, +12.402s; 9 Turvey, +14.142s; 10 Prost, +14.535s; 11 Abt, +23.170s; 12 de Silvestro, +24.610s; 13 Chandhok, +31.501s; 14 Fontana, +38.423s; 15 Sarrazin, +48.680s; 16 Vergne, 28 laps-accident; R Heidfeld, 23 laps-power; R Leimer, 17 laps-accident; R Trulli, 14 laps-second car didn't start; R Yamamoto, 6 laps-accident
Winner's average speed 69.029mph.
Fastest lap Bird, 1m26.790s, 75.389mph.

QUALIFYING

1 Sarrazin, 1m23.901s; 2 d'Ambrosio, 1m23.965s; 3 Duval, 1m24.107s; 4 Bird, 1m24.241s; 5 Senna, 1m24.318s; 6 Buemi, 1m24.385s; 7 Heidfeld, 1m25.494s; 8 Duran, 1m25.649s; 9 Fontana, 1m25.689s; 10 Prost, 1m27.093s; 11 di Grassi, 1m32.570s; 12 Turvey, 1m33.626s; 13 de Silvestro, 1m34.167s; 14 Vergne, 1m35.032s; 15 Prost, 1m35.111s; 16 Piquet, 1m35.284s; 17 Leimer, 1m35.543s; 18 Abt, 1m38.473s; 19 Chandhok, 1m41.232s; 20 Yamamoto, no time.

CHAMPIONSHIP

1 Piquet, 144; 2 Buemi, 143; 3 di Grassi, 133; 4 d'Ambrosio, 113; 5 Bird, 103; 6 Prost, 88; 7 Vergne, 70; 8 da Costa, 51; 9 Duval, 42; 10 Senna, 40.

IN THE PADDOCK



VIRGIN TERRITORY AHEAD?

VIRGIN RACING AND NEW PARTNER DS Automobiles appear to be ahead in the development for the powertrains that will be allowed in the 2015/16 Formula E Championship.

Over the Battersea weekend, Virgin and DS, a sub-brand of Citroën, formally announced the link-up that has been common knowledge since the beginning of May. They revealed that they have been working together since the beginning of the year and that they are already running the new technology in the back of a Spark SRT_01E.

The new powertrain has been developed by the Citroen Racing operation in Versailles, from which the French manufacturer's World Rally Championship and World Touring Car Championship programmes are run.

Sources have revealed that the new package has undertaken nine days of testing at venues including Guadix in

Spain and Lurcy-Levis in France, but would give no specific details.

Virgin team principal Alex Tai (below) acknowledged that testing has gone well. "All I can say is that testing has met our expectations and our expectations are very high," he said.

Asked if he believed Virgin and DS were ahead of their rivals, he replied: "That is entirely possible and I hope so."

The Mahindra squad, which is one of eight so-called manufacturers allowed

to develop the electric motor, inverter and gearbox for next season, became the first Formula E entrant to confirm that it has tested its new technology two weeks ago. It ran its Spark test car for two days at the Dunsfold airfield in the UK with Bruno Senna driving.

The Abt team, which races under the Audi Sport Team Abt banner is believed to have run a car with its technical solution.

Team China Racing was due to run its powertrain, developed by the sister NEXTEC organisation, in a car at Barcelona this week. Testing of the motor developed by Renault is due to begin in mid-July.

The manufacturers had to homologate new parts this week, although the final specification will not be set until the beginning of August, ahead of six days of official testing at Formula E HQ Donington Park.



Todt wants 'no car-swap' races soon

FIA PRESIDENT JEAN TODT WANTS TO bring forward the move to single-car races.

An abandonment of the practice of swapping cars mid-race is scheduled for season five of Formula E in 2018/19 under the technology road map laid out for the championship. However, Todt believes that the switch to single-car races should happen at the earliest possible opportunity.

"We need to keep the duration of the races but use just one car," he said, although when asked to be specific on



a timescale, he would concede only "shorter, but there is no time commitment".

Formula E championship manager for the FIA Frederic Espinos said that the five-year plan remained in place for now.

"We are leaving the door open, because battery technology is developing very fast," he explained. "If the technology changes, this is something we can work on."

Francois Sicard, managing director of the e.dams squad, said that it would be "optimistic to have one-car races in year four or even in year five".

Espinos said that the plan was to introduce a new-spec battery in 2016/17

(season three), as per the road map, which would allow those teams registered as manufacturers to develop their own technology. Maximum energy is due to rise from 28kW/h to 33kW/h at this stage.

"The maximum life of the batteries is two years, so we have to make a change in year three," he explained. "We don't want to block new technology, but we can't afford to spend millions. That is why we have to work together on the new battery."

Todt also revealed that he was didn't like the minimum time that is set for the changes of car, but said that it "was something we had to do for safety reasons".



TURVEY TOP ROOKIE

Oliver Turvey, who was brought into the Team China Racing line-up to aid Nelson Piquet Jr's championship chances, claimed the best results of the five Formula E debutants Battersea. The McLaren Formula 1 development driver claimed ninth place in each of the two races.

ALGUERSUARI ILL

Virgin Racing driver Jaime Alguersuari was unable to compete in London after his racing licence was suspended by the FIA on health grounds. The Spaniard fainted after the Moscow ePrix two weeks before Battersea and is undergoing further tests. He was replaced by Manor F1 test and reserve driver Fabio Leimer, who had tested for Aguri and Virgin's 2015/16 car.

EXPANDED CALENDAR

What is expected to be a 12-race calendar for the second season of Formula E in 2015/16 will be confirmed by the next World Motor Sport Council, which will take place in Mexico from July 8-10.

SOLAR SO GOOD

Series boss Alejandro Agag has expressed his vision for the Formula E grid to be recharged using solar power in the future. "The drive for us is that the whole grid will be powered by solar power and this is the first step towards that," he said. He was talking about the launch of a new partnership with Lightsources, which set up London's first solar park to power key components of Formula E's infrastructure last weekend.

I thought which muppet has parked in the wrong place?



Sam Bird explains the dawning realisation that he had won his hometown Formula E race after arriving in parc ferme

Overtaking is possible around Battersea track



Formula E answers London calling

The overwhelming success of the London Formula E event has given all concerned the perfect basis to make it an annual event – providing the council agrees. **GARY WATKINS** investigates

The London round of the Formula E Championship in Battersea Park has a “big future”, according to series boss Alejandro Agag.

He declared the first motor-racing fixture in London since 1972 to be a major success and is confident that the championship will return to the 1.81-mile London ePrix circuit in its second season in 2015-16.

“This event definitely has a future,” said Agag, who confirmed that it was a sell-out attended by 30,000 people on each day.

“There were some questions, but

I think they have all been properly answered,” he said.

“We have worked very hard to have this race in the park and we hope that it will be the home of Formula E in London for many years to come.”

The London ePrix will be listed on the season-two Formula E calendar, which is due to be published after the next meeting of the FIA World Motor Sport Council in Mexico on July 10. The event will, however, remain subject to the London Borough of Wandsworth, in which the park lies, giving approval

for the continuation of the fixture.

Formula E has a five-year agreement with the council to run the race, which mirrors the life of the planning permission granted last February, but there are get-out clauses on either side.

Wandsworth Council deputy leader Jonathan Cook said that the local authority believed that the double-header event had been a success, but he stressed that no final decision could be made about the future of the ePrix until the weekend had been fully examined.

“We will undertake a thorough

review, as we said we would do and is normal procedure after any big event like this,” he said on Monday. “The critical thing is the de-rig, that it is completed on schedule [which included a full reopening of the park on Wednesday morning] and that the park is left looking like there wasn’t anything happening in it at the weekend.”

Cook explained that this review process would begin almost immediately and that a report would be presented to the relevant council committee in September. Only at this point could the event

IN THE PADDOCK

GARY WATKINS
CONTRIBUTOR
@gazzasportscars



I WAS ALWAYS GOING TO BE easily pleased. Racing in my home city is something I've dreamt of seeing since I learned about the Crystal Palace circuit a few years after it shut its gates. But I really do believe the Battersea Park event was a success.

Overtaking was never going to be particularly easy on such a tight layout,

Sell-out crowd saw two days of racing



MAUGER/LAT

but the likes of Jean-Eric Vergne and Sam Bird proved it was possible. And with some panache.

To say there is room for improvement would be incorrect – because there just isn't any room in Battersea Park. An odd tweak here or there may help to create a bit more overtaking, but the London ePrix circuit is what it is.

And I'm not too disappointed with the form that it took last weekend and is likely to again in the future. Battersea provided me with my best spectating experience of Formula E cars yet, and Battersea Park was my third event of the season for AUTOSPORT. Watching at Turn 1 was pretty spectacular even once the offending bump had been removed, and the elevated viewing platforms at the chicanes made for decent viewing.

Add an amazing setting to a track on which it is possible to overtake – one good enough to create an unbelievably thrilling climax to the inaugural championship – and Formula E must be onto a huge winner in Battersea.

Battersea event made for a great racing spectacle

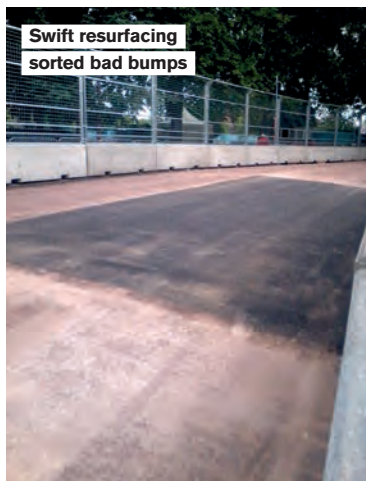


DUNBAR/LAT

“We had some real racing and saw some good overtaking manoeuvres”

ALEJANDRO AGAG

Swift resurfacing sorted bad bumps



Mayor Boris Johnson tried out an FE racecar

37

S BLOHAM/LAT

be confirmed for next summer. Agag stated that he believed the narrow and bumpy Battersea track was suitable for the FIA's electric-vehicle championship, even though temporary revisions had to be made between first and second practice ahead of the opening race on Saturday. TECPRO barriers were placed on the circuit on the exit of the Turn 1 left-hander to shroud a dangerously bumpy section of track, which was then resurfaced in time for opening practice on Sunday.

“When I saw that we were going to have a rolling start [because no-overtaking yellows were in force at Turn 1], I thought we were in for another Monaco-style race,” he said. “But we had real racing and saw some good overtakes.”

Formula E and the FIA believed that they had no choice but to set up the arrangement of barriers to take the cars away from the offending dip between two bumps after Jerome d'Ambrosio's Dragon

Racing Spark-Renault SRT_01E broke a rear suspension pushrod in opening practice. The barriers narrowed the track to less than two cars' width and meant that yellows were permanently on display.

FIA Formula E general manager Frederic Espinos explained that installing the barriers was the only solution available in the short time that was available, but he confirmed that examination to other cars had

revealed signs of damage to the underfloor planks.

Formula E opted to attempt a patch to the track surface for Sunday to remove the bumps, in the knowledge that if unsuccessful they could reinstall the barriers. The short section of new asphalt was in place by 9pm on Saturday and given the all-clear the following morning.

Major resurfacing to the Battersea

Park roads to eradicate the heavy camber of the opening sector or to make the track wider to facilitate more overtaking will not be possible in the future. Formula E's agreement with the council is to keep the existing surface of the roadways, according to Councillor Cook.

“We were keen as a matter of principle that they took the carriageways as they were,” he said.

Mahindra driver Karun Chandhok, who together with d'Ambrosio is one of the two Formula E drivers' representatives, suggested that it would be pretty difficult to create more overtaking opportunities within the constraints of the park's roadways.

“You are going to need longer straights into slower corners, so there is not a lot you can do at Battersea,” he explained. “Maybe we could make the Turn 9/10 chicane slower to help. Anything to be done for next year is going to be pretty minor, though.”

Bumps caused d'Ambrosio suspension-upright failure



DUNBAR/LAT

FANS HAIL ROSSI AT CATHEDRAL OF SPEED

MotoGP king and Goodwood debutant Valentino Rossi wowed crowds at the 23rd Festival of Speed by riding *and* driving up the hill. He joined a truly staggering roster of megastars and machinery. **MARCUS PYE** saw it all

Champions to clubmen entertained the capacity audience at last weekend's 23rd Goodwood Festival of Speed, the annual gathering of the clans in which race, rally and motorcycle stars mingle with entertainers from more esoteric branches of the sport. But the debut of nine-time world champion motorcycle racer Valentino Rossi – who personified the Flat Out and Fearless: Racing on the Edge theme perfectly – stole the show.

Fresh from a sensational Dutch TT victory at Assen, Yamaha's MotoGP championship leader lit up Lord March's ball in Goodwood House on

Saturday evening. 'The Doctor' then wowed a huge influx of yellow-clad fans on Sunday with his good humour and excitement at riding a YZR-M1 amid the greatest number of two-wheeled champions in the event's history.

Having addressed the adoring multitude in an almost-papal balcony scene with TV's Suzi Perry, the refreshingly urbane and articulate 36-year-old Italian drove Mazda's 1991 Le Mans-winning 787B and Stefano Macaluso's Lancia Delta S4 rally car with gusto. Then, because 'Vale' expressed interest, Henry Pearman strapped him into his Rothmans Porsche 962.

From Duncan Pittaway's fire-breathing Fiat S76 – the 28.4-litre four-cylinder monster in which Pietro Bordino raised the World Flying Mile Land Speed Record to 116mph at Saltburn Sands in 1911

– to modern grand prix cars in the hands of Jenson Button, Kimi Raikkonen, Nico Rosberg and Anthony Davidson, the living encyclopaedia again covered all bases and unearthed unexpected gems either side of a sensational wide-open hillclimb shootout.

Six decades after his staggering Mille Miglia win, Sir Stirling Moss starred in an incredible Mercedes-Benz 300SLR reunion. Alpine, Mazda and Yamaha marque focuses delighted festival goers, as did a celebration of Derek Bell's career. Meanwhile NASCAR king Richard Petty, Cup champion Bobby Labonte, drag-racing pioneer Don Garlits, bikers extraordinaire Kenny Roberts and Freddie Spencer and off-road aces Ken Block and BJ Baldwin helped crate the largest slice of Americana yet seen in West Sussex.





Rossi fancied a run in Rothmans Porsche 962. So he got one



Williams F1 man Felipe Massa tried a 1990 FW13B for size



Moss reprised role in 1955
Merc 300SLR Mille Miglia win

MERCEDES-BENZ 300SLR REUNION

Who would have believed that 60 years on from their glorious heyday, seven of the eight Mercedes-Benz 300SLR sports cars would be reunited at an event in England presided over by 1955 Mille Miglia hero Stirling Moss? Such magical moments are made at Goodwood, however, and the Three-Pointed Star's M-B Classic arm in Stuttgart thrives on such history.

Shoulder to shapely shoulder they sat in a seductive silver row under a paddock shelter, five open racers (in twin and single-boom guises, according to whether navigators were called up) and two coupes named for London-born design chief Rudolf Uhlenhaut. Sadly, no amount of cajoling from on high could persuade a German museum to release the missing machine.

Such automotive tours de force need exercising though, thus with advanced desmodromic-valved fuel-injected straight-eight engines purring the spectacle of a train of

four on track was a twice-daily feast for fanatics. At 85, Sir Stirling led the cavalcade of course in 722, the car in which he and Denis Jenkinson covered almost 1000 miles in just over 10 hours to win the 1955 Mille Miglia.

"[This is] the most fantastic car ever built," was Moss's eulogistic assessment of the 300SLR. "This will do 180mph day and night, and feels just as good today as it did back then. It is



worth more than my life is!"

Having installed her husband, Lady Susie Moss watched on as Stirling was pursued up the course by another Susie (Wolff), and husband Toto (executive director of M-B's currently dominant F1 team for which Nico Rosberg and Anthony Davidson drove a 2013 W04), 87-year-old Hans Herrmann (Moss's contemporary GP racer and winner of Porsche's first Le Mans 24 Hours victory with Richard Attwood in 1970), and Klaus Ludwig who took turns to drive.

Stirling also relived the first of his 16 world championship GP victories, at Aintree in 1955, by driving a W196 – from which the 300 SLR was derived – to huge applause from the audience. His partner in poignant track moments on Saturday and Sunday was Sir Jackie Stewart (left), at the wheel of a W196 streamliner in which his hero Juan Manuel Fangio was not as confident in period.



Richard Petty starred in his Plymouth Superbird

J. BLOXHAM/LAT



Over a century old, Fiat S76 has 28 litres

HAWKINS



Bell got back in 1970 Surtees TS7 GP car

J. BLOXHAM/LAT



Traditional fireworks thrilled Festival goes on Saturday

NIGEL HARRIMAN

DEREK BELL: LOCAL HERO

Victorious on his racing debut in a Lotus 7 at the estate's motor circuit on March 14 1964 (the 60th Members' Meeting), Derek Bell MBE has always been Goodwood's local hero. Having graduated to F3 he won twice more there, before his F1 break with Ferrari in Monza in '68.

A gracious and delightful champion, 'Dinger' has always supported the Festival of Speed, thus the 40th anniversary of the first of his five Le Mans 24 Hours wins – in 1975 with Jacky Ickx in a Gulf-Cosworth GR8 – merited celebration.

Derek was transported back to 1970 with runs in Lincoln Small's Brabham-FVA BT30, in which he finished runner-up to Tecno-mounted Clay Regazzoni in the European F2 title race, and John Surtees's DFV-powered TS7 with which he won his F1 world championship point at Watkins Glen.

Bell also made his Le Mans debut that season, in a factory Ferrari 512S with Ronnie Peterson. The Commendatore's call came following his race at Spa in Jacques Swaters's yellow Ecurie Francorchamps version, which (now in 512M form) he demonstrated on Sunday.

Amid a plethora of Porsches (936 and Rothmans 956 winners, again with Ickx, and 962C marking his '86 and '87 victories with Hans-Joachim Stuck and Al Holbert) the double world sportscar champion sampled 917 to Kremer K8 Spyder.

Derek's versatility was illustrated by F5000 Lola T332, BMW 3.0 CSL and the Harrods McLaren F1 GTR in which he finished third at Le Mans in '95, with son Justin and Andy Wallace. But being followed up the hill by his beloved Porsche 924 Carrera GT, driven by younger son Sebastian, 16, was extra special.



'Dinger' in Ecurie Francorchamps Ferrari

STALEY/LAT

787B Le Mans winner was main Mazda star

HAWKINS/LAT



ROTARY CLUB CONVENTION

As if the distinctive cacophonous zup-zup-zup of five rotary engines revving in an unprecedented Wankelfest beneath the extraordinary homage to the Mazda Motor Corporation's competition history was not enough, Valentino Rossi's Sunday-afternoon run in its 1991 Le Mans 24 Hours-winning 787B topped the multi-sensual focus for spectators.

Crafted from 1200 metres of steel bar and weighing 120 tonnes, Gerry Judah's 36m tower – dwarfed locally only by Chichester Cathedral's 82m spire – sent another of the Nigel Stroud-designed 787Bs and the solid evocation of the LM55 Vision Gran Turismo (designed as a download for the PlayStation 3's Gran Turismo 6 computer game), spiralling into the sky in front of Goodwood House.

The graphics of this futuristic concept racer hurtling up a virtual version of the hillclimb course that has formed the Festival of Speed's spine since 1993 – particularly the aerial view of it hurtling past Lord March's home with the Mazda installation rising from the carriage circle – is magnificent and was shown with a realistic soundtrack on big screens all weekend.

With IMSA GTO and GTP Mazdas on course, and period racer/team manager Pierre Dieudonne among their drivers, it was disappointing that the Chevron B16 that took the Hiroshima company to Le Mans in 1970 with Belgians Yves Deprez and Julien Vernaeve remained dormant in the paddock. Much sadder, though, was the heavy hit that another 787B (in a slightly bizarre darker orange-and-green livery) took against the bales at Molecomb corner on Friday.

'Mad Mike' Whiddett delighted with drifts

J.BLOXHAM/AT



2012 Chevy custom truck

Double Baja 1000 winner 'Ballistic' BJ Baldwin is a superstar in the USA. The iron man's 7.5-litre Chevrolet V8-engined Trophy Truck boasts two feet of suspension travel at the rear and 30" at the front, thus leaps four-foot berms effortlessly. Despite lurching alarmingly under power, it handled the hill and rally stage with surprising agility.

J.BLOXHAM/AT



1978 March-BMW 782

Bruno Giacomelli dominated the 1978 European F2 Championship in Robin Herd's BMW M12/7-powered March 782. Superbly restored for BMW Group Classic by UK-based Cars International, chassis S1 was handled by Venezuelan Johnny Cecotto, double world motorcycle champion and works March-BMW racer in '82 en route to F1.

J.BLOXHAM/AT



2011 Mitjet Mini 'Pikes Peak'

Jean-Philippe Dayraut, French ice-racing king and founder of the Mitjet budget-racing phenomenon, took his extraordinary Mini to Colorado's Pikes Peak hillclimb in 2009. Formerly bodied as a Dacia, the downforce-laden four-wheel-drive machine has a 900bhp Nissan Skyline motor. And it's for sale at £140,000, a fraction of its build cost!

J.BLOXHAM/AT





J.BLOXHAM/AT

1905 Darracq 200hp

With a 25.4-litre V8 engine twisting its flimsy frame, this spartan 990kg racer set a land speed record at 109.65mph in December 1905. Third owner Mark Walker uses it on the road. In lurid, elbows-out style, he beat a Ford GT40 and an Alfa Romeo Tipo B (P3) with a 69.57s run in the televised Shootout!



J.BLOXHAM/AT

2015 Citroen DS3 WRC

Rally Argentina winner Kris Meeke conquered the Hannu Mikkola-designed Forest Rally Stage in his Citroen DS3 WRC, wowing the crowds – and a roster of lucky guest co-drivers – in the state-of-the-art French machine. This remarkable microcosm of the sport told its story from Bob Beales's 1958 VW Beetle to the present day.



J.BLOXHAM/AT

Olly Clark's outrageous Subaru topped Shootout



HAWKINS

Smith won DFV Formula 1 battle

CLARK OF THE COURSE BEATS FRENCH INVADER

The powerful image of Time Attack champion Olly Clark, head in his hands in disbelief as top qualifier Jean-Phillippe Dayraut's deciding run fell 0.6s short, said it all after the most exciting Hillclimb Shootout in FoS history. That this element was televised will immortalise his stunning victory.

Son of the late Roger Clark, Olly qualified his 780bhp Subaru Impreza second, 1.33s adrift of the Frenchman's 900bhp Nissan-powered 4wd Pikes Peak contender, but unleashed a near-perfect run that bumped Kiwi Rod Millen, in his Toyota Celica 'PP' turbocar last seen in 2008, to third.

Quickest over the first 100 metres of the 1.16-mile course (although Clark pulled a staggering 120mph through the speed trap, to his 112mph), Dayraut was 0.25s up against the clock at the Molecomb split, but the Briton's courage through the flint wall right-left section all but negated the deficit. His charge of 145mph through the final kink to the finish turned it round as Dayraut's winged monster stalled at 133mph.

Michael Lyons, who had led an exceptionally strong Cosworth DFV-powered F1 posse into battle (and also hit 145mph in the morning's class run) took



J.BLOXHAM/AT

Franklin drove beautiful 312P

three stabs of throttle to fire his ex-Rupert Keegan Hesketh 308E into the notorious off-camber left at Molecomb, previously taken in a glorious powerslide. That slip was sufficient for the emboldened Jeremy Smith to pip him to fourth by 0.12s in the six-wheeled March. Smith's time was 0.1s inside Roger Wills's 2010 BTD in his Williams FW05.

James Littlejohn shaded buddy Ollie Hancock for sixth by 0.07s after limited running in the charismatic WDK Motorsport-prepared LECs shared with owners Garry Wright and Charlie Birkett. The three-litre '70s F1 quartet, on circuit tyres, were blanketed by 0.21s,

ahead of Alex Buncombe's brawny GT3 Nissan, the brave James Cottingham's straw bale-shaving Dallara-Judd V10 prototype and Enda Garvey, who wound up his ex-Ari Vatanen Pikes Peak Peugeot like never before.

There were big cheers for David Franklin – the 1979 British hillclimb champion – who was a stylish 12th in Arnold Meier's sensational '69 Ferrari 312P, while Mark Walker clocked 69.57s in his 1905 Darracq for 30th in the 35-car field!

Goodwood Festival of Speed Shootout 2015

- 1 Olly Clark (Subaru Impreza 'Gobstopper II')** 44.91s;
- 2 Jean-Phillippe Dayraut (Mitjet Mini Pikes Peak)** 45.51s;
- 3 Rod Millen (Toyota Celica PP)** 45.88s;
- 4 Jeremy Smith (March-Cosworth DFV 2-4-0)** 47.05s;
- 5 Michael Lyons (Hesketh-DFV 308E)** 47.17s;
- 6 James Littlejohn (LEC-DFV CRP1 002)** 47.19s;
- 7 Ollie Hancock (LEC-DFV CRP1 001)** 47.26s;
- 8 Alex Buncombe (Nissan GT-R Nismo GT3)** 47.37s;
- 9 James Cottingham (Dallara-Judd SP1 LMP)** 47.72s;
- 10 Enda Garvey (Peugeot 405 T16 GR PP)** 49.27s;
- 11 Andy Newall (McLaren-Chevrolet M8F)** 49.78s;
- 12 David Franklin (Ferrari 312P)** 50.08s.

Priaulx breaks his duck as WSR dominates

Croft has always been heralded as a rear-wheel-drive circuit.

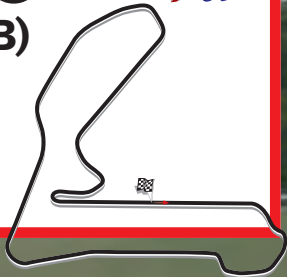
SCOTT MITCHELL watched WSR divide and conquer last weekend

BTCC

Croft (GB)

June 28

Round 5/10



FOLLOWING UP A SEASON IN WHICH YOU WIN four different titles in the British Touring Car Championship cannot be easy, but it's been particularly difficult for WSR in 2015.

Since clinching the drivers' title with Colin Turkington, the teams' crown and the corresponding driver and team Independents' honours, the squad has faced a line of challenges. It was, along with the other teams in the series that run rear-wheel-drive cars, hit by a rule change regarding the mandated ballast box, which impacted on the weight distribution of its trio of BMW 125i M Sports. It lost title sponsor eBay and Turkington's services as a result. And it's had a difficult start to the season that's included reliability issues (rare for Dick Bennetts's meticulous operation), some concerns over straightline speed and team-mates driving into one another.

But Bennetts can always count on his birthday to put a smile on his face – if only for the fact that it falls on the BTCC's annual pilgrimage to Croft. Renowned as a rear-wheel-drive circuit, the north-eastern venue has been very kind to WSR BMWs, which prior to the weekend had racked up five poles and nine wins in eight visits.

True, they were all with Turkington (across 320si and new NGTC machinery), but WSR has been able

to unlock more potential than any other team using rear-wheel-drive machinery. Why?

"It's hard to say," said Bennetts. "We learned something here years ago and we use the same philosophy. Even with the 3-Series we were quick here, and had a one-two with Colin and Stephen Jelley in 2009."

They went one better in race one on Sunday. Sam Tordoff led the charge in qualifying, edging Andy Priaulx by just 0.070s, with Rob Collard making it a 1-2-3 only to have his best lap removed for exceeding track limits.

Come Clervaux for the first time, it didn't matter, with Collard beating Gordon Shedden off the line to take third. Tordoff made a slight mistake through the chicane a few laps in and allowed Priaulx to dive by at Tower, while Collard managed his soft Dunlop tyres perfectly to complete a historic clean sweep of the podium for the team. "We wondered if it was the car or Colin that is quick here," said Bennetts. "We proved it's both."

The trick to rear-drive dominance at Croft is a mix of the abrasiveness of the track and the layout, which has corners that require plenty of steering while applying the power. It's often assumed there's a traction advantage, particularly out of the hairpin, but Priaulx insisted the benefits were elsewhere.

"We wondered if it was the car or Colin Turkington that is quick at Croft. We proved it's both"

DICK BENNETTS

"There's no gain on braking or on exits or straights," he reckoned. "The front-wheel-drive cars have to wait in the middle phase of the corner. For me it's like being able to balance the car in the middle state."

Turkington, a master of this track in the past – he has 10 wins in the north east, and was quickest of the FWD Team BMR contingent last weekend – agreed. "We've got to manage the entry phase a bit more in FWD. You can be a bit more aggressive on the throttle in the BMW but now I need a bit more patience in the Volkswagen."



Those benefits led to a victory in the opening race that removed a nagging monkey from Priaulx's shoulders: the three-time world champion's homecoming had been a mixed bag since clinching pole for the season opener at Brands.

"A weight's been lifted off my shoulders," he added. "The last time I won a race in a touring car was 2010! It's kind of nice because I've been quick enough to win and it just hasn't happened. I don't think there's many guys who have come back and won in their first year."

Being laden with 75kg of ballast made Priaulx's race-two task difficult, but a comfortable fourth highlighted just how strong the BMWs were. With Priaulx out of the picture, Tordoff came to the fore – even with 66kg of additional weight, he was completely unchallenged as Jason Plato clinched second ahead of team-mate Turkington despite nursing a broken damper.

"The way the race panned out played into my hands and allowed me to drive at my own pace," said Tordoff. "I was quite grateful for that."

That win – Tordoff's second of the season – left it up to Collard to give WSR the perfect weekend. Starting on pole for the partially reversed-grid race was a good omen but, when Shedden raced into an early lead in the opening laps of the final race, it



looked like it might just be out of reach. The Scot was running the soft tyres though, and despite great pace in the early phases – which he felt was not abusing the rubber – his Honda slipped back into Collard's clutches and he was powerless to stop the BMW getting past. Thereafter, a comfortable run to the flag followed a perfectly

judged drive from the leading driver to start the race on the medium-compound tyre.

Priaulx, also on softs, nailed Shedden with a great move at the Complex on the final lap, cutting back underneath the Civic Type-R at the right-hand apex and sliding past before braking for the hairpin. And with Tordoff a comfortable ▶



Plato bagged a sole podium

▶ sixth – harrying Plato despite having 75kg and soft tyres – it capped a perfect day for WSR, with the youngster firing himself into fourth in the points and firmly into title contention.

“I feel better in the car and I’m in a purple patch of form,” Tordoff said. “We’ve had a slow start to the year but I envisaged myself challenging for the title. If we can keep picking up points when we’re good it’s going to leave me somewhere close.”

Unsurprisingly, Tordoff, Priaulx and Collard top scored at Croft. Best of the rest were Turkington and Shedden, each of whom left with a podium finish, as did Plato after a smart bit of strategy (that not everyone agreed with) paid dividends.

A difficult qualifying session, the result of traffic and 75kg of ballast by virtue of his status as championship leader after Oulton, consigned Plato to 12th on the grid for race one. But he didn’t take up his grid slot, instead opting to head for his pitbox at the end of the green-flag lap. A lap and a half later he rejoined and, in clear air, set the third-fastest time to earn a second-row start for race two. “I don’t like doing it because I wasn’t racing,” he admitted, “but needs must.”

Third on the grid became second at the flag in race two – at Priaulx’s expense – and Plato followed that up with fifth in the finale. What could have been a Sunday mired in the midfield ended in a good effort in damage limitation, and the two-time champion’s just 10 points adrift of Shedden heading into the summer break.

In truth, Plato never looked quite as sharp as team-mate Turkington did, although he was hindered by a loss of track time in first practice due to a power-steering problem. But Turkington excels at Croft, much like Plato at Oulton. The Northern Irishman admitted he was much happier with the balance of his CC here, and it showed with fifth in qualifying and second of the front-drive cars. A boost-pressure issue dropped him to seventh in race one after a fine drive on softs, but third and fourth thereafter were welcome returns.

Of the front-drive contingent, only Shedden looked stronger, and the Scot deservedly moved back to the head of the points even though he couldn’t turn his heroics on the soft tyre in race



Collard fought hard with Shedden

“I feel better and I’m in a purple patch of form. We had a slow start but I envisaged fighting for the title”

SAM TORDOFF

three into a win. Third in qualifying was a fine effort with 66kg of ballast, and after losing out to Collard at the start of the opener he ran a very lonely fourth throughout. Race two was more problematic after a sluggish getaway and a controversial incident with Collard on the run from Tower to the Jim Clark Esses – after which each driver had strong words to say about the other – didn’t help, but he still managed fifth. Then, even though he was mugged by Priaulx at the penultimate corner for second in the denouement, Shedden still cut a chuffed figure post-race.

“The BMWs have dominated all weekend and we’ve got a front-wheel-drive car on softs on the podium,” he enthused. “The car was fantastic but it’s always so hard on tyres round here. Five laps to go it was OK; four laps from home it wasn’t.”

Two men who had been chalking up points in admirable fashion prior to Croft – Matt Neal and Andrew Jordan – found the going tough, while

Aron Smith (Team BMR) and Adam Morgan (Ciceley) had largely anonymous weekends. All four were surprising, and their underwhelming fortunes pointed to a simple case of not quite getting it together when it counted.

Neal qualified sixth and finished fifth in the opener, while Jordan climbed to sixth from 10th. Both results pointed to promising racedays, but both faded in race two before Jordan failed to finish the finale and Neal slipped back to ninth having enjoyed a mid-race flourish. While both are still firmly in the title hunt, striking back at Snetterton will be essential to ensure they are not cut adrift.

The lack of pace shown by this quartet allowed Tom Ingram to shine in his Speedworks Motorsport Toyota Avensis. The sophomore showed well at the season opener at Brands, bagging two sixths, but has had mixed results since in the fiercely competitive fight between the gaggle of cars often squabbling over the final few points positions.

Ingram topped FP1 and was strong in FP2, but struggled to deliver in qualifying after hitting traffic. From 13th he rose to eighth in the first race, matched that in the second and took seventh in the finale. In each encounter he demonstrated strong racecraft and a couple of very neat moves at the hairpin (one of which harshly earned a couple of licence penalty points).

Given there are 39 points between the top six drivers heading into the second half of the year, this season has the makings of a thriller. But adding the likes of Ingram into the mix for reversed-grid honours on the right weekend means the individual race meetings should be just as exciting. ▶



Ingram battled to three top-eights



Win meant a lot to Priaulx

FOR FULL RESULTS, PAGE 62

demon tweeks

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Light Enduro	1st Dom Whiting	2nd Chris Hackworth	3rd Tom Golding	Light Heats	1st Chris Hackworth	2nd Dom Whiting	3rd Tom Golding
Inter Enduro	1st Bobby Trundley	2nd Luke Cousins	3rd Joe Holmes	Inter Heats	1st Joe Holmes	2nd Bobby Trundley	3rd Luke Cousins
Heavy Enduro	1st Chris Carter	2nd Adrian Wisniewski	3rd Rob Bennett	Heavy Heats	1st Tomek Zautowicz	2nd Rob Bennett	3rd Chris Carter

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IN THE PADDOCK

SCOTT MITCHELL
FEATURES EDITOR

@ScottMitchell189



UNSURPRISINGLY, THERE WAS A clamour to see how Nicolas Hamilton fared on his BTCC debut last weekend. I was asked several times before the event how I thought he'd get on, and several times since how well he did. So here's my verdict: perfectly respectably.

Maybe that sounds harsh for a young man with cerebral palsy, who was in a wheelchair a few years ago. Maybe it sounds generous for a young man who qualified slowest and finished at the back in all three races. But Hamilton told me on Sunday morning: "All people need to look for is progress." So let's do that.

Hamilton qualified 29th, within half a second of the next driver and a shade over four seconds from pole – but his best lap should have been a second faster had he not been baulked at the Complex. This was at a track he hadn't driven since 2012, with three days' (cumulatively) testing a touring car under his belt following a racing absence of more than two years (and a one-day test in a Ginetta G55 during that time). Prior to that, he spent two years in the Renault UK Clio Cup. That's it.

Hamilton went from 5.2s off the pace in FP1 to setting a best lap 3.5s slower than the best in race three. That's undeniable progress. Beyond that he kept his nose clean, avoiding any incidents in the three races and coming home 22nd in the finale.

Spending some time with him in the AmD truck on Sunday morning made it crystal clear how difficult it is just to move around, let alone drive a racing car.

"I just want people to get behind me and be inspired by what I do," he said. His debut was a big step towards achieving just that.



Hamilton had an encouraging debut

Priaulx wary of 'smokescreen'

WSR IS HOPING ITS HAT-TRICK of British Touring Car Championship victories at Croft will spark a turnaround in form and not become a "smokescreen", as feared by Andy Priaulx.

Three-time world champion Priaulx and team-mates Sam Tordoff and Rob Collard shared the victories in the north-east last weekend, with Tordoff moving into fourth position in the drivers' championship.

Priaulx said he was concerned the team's performance at Croft, which has always suited its rear-wheel-drive BMWs, would mask some of the issues it has had this season.

"We've got to go to the next level," he said. "This is a nice little smokescreen, but we've got to be looking at the performance. We need to develop over the winter, look for the scientific advantage, that extra bit."

He has targeted the team's Neil Brown Engineering BMW engines



WSR is keen to kick on from Croft

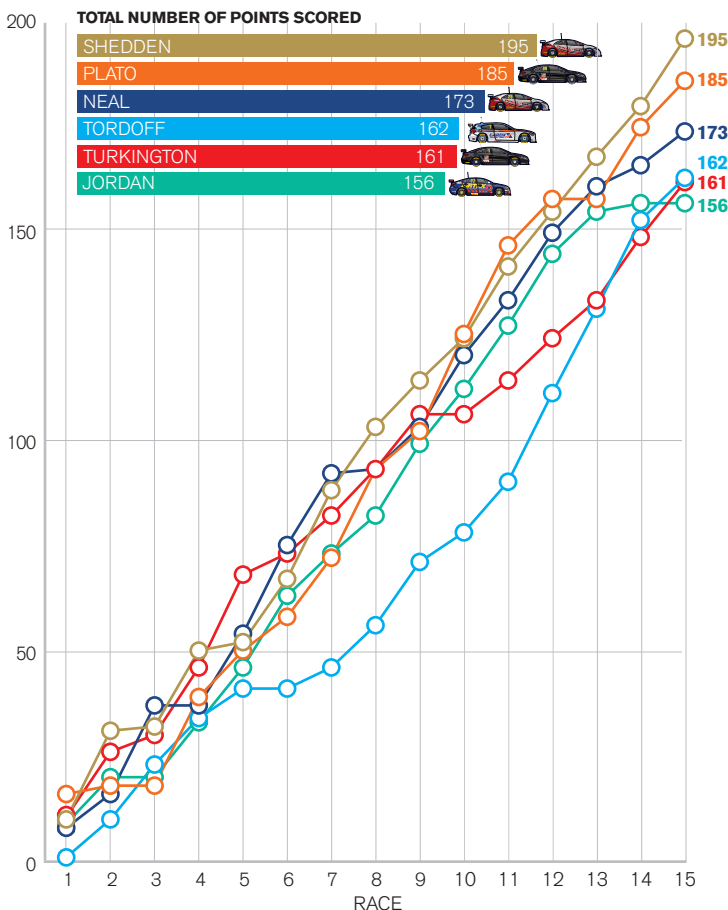
EBREV/LAT

adopting direct injection and fly-by-wire throttle control as two areas in which the team can improve, adding: "We have a strong engine but it's how it takes the boost that's the issue."

Team boss Dick Bennetts later said that an engine upgrade from NBE and repairs following Oulton will help ensure the team does not slip back again.

THE TITLE CHASE

People probably underestimated Shedden as a driver, but our graph shows how foolish that is. A strong trio of results at Croft helped move him back into the points lead, ahead of Plato. Tordoff's strong weekend has thrust him into contention, but Jordan has dropped back after a miserable meeting



PENALTIES FOR WSR

WSR picked up a 30-point penalty in the constructors' standings after three engine rebuilds, described as precautionary by team boss Dick Bennetts following the failure of Andy Priaulx's NBE-built BMW motor at Oulton Park.

COATES MAKES DEBUT

Max Coates was another driver to make his British Touring Car Championship debut at Croft. The 22-year-old has joined the Support our Paras Racing team for the remainder of the season, and kicked off his BTCC career with a best result of 20th in his Infiniti Q50.

COOK EXTENDS LEAD...

Josh Cook continued his march towards the Jack Sears Trophy with two wins at Croft. The class leader was top rookie in races one and three in the north east, and now leads Stewart Lines by 60 points.

...AFTER MASSIVE HIT

Cook failed to finish the second race after a huge crash. The JST leader flew into the barriers at Clervaux in the second encounter (below) for a reason he was not sure of after the race. The Power Maxed team managed to repair the Chevy for race three, in which he was 15th.



EBREV/LAT

REMEMBER WHEN

2009



A team last scored a 1-2-3 in the BTCC? RML's trio of Chevrolets did exactly that at Silverstone in 2009

MSA FORMULA
CROFT, JUNE 27-28 RD 5/10

Title fight heats up as Norris and Ticktum clash

THE HEAT WAS WELL AND TRULY TURNED UP in the MSA Formula title battle at Croft, as championship rivals Lando Norris and Daniel Ticktum squabbled, resulting in a race exclusion and an appeal to the MSA National Court.

The tussle was just what points leader Ricky Collard wanted to see. It wasn't all plain sailing for the Arden man though. He was handed a time penalty in a largely languid opening skirmish that erupted into life on the final lap, when the fight for the lead ahead of him turned ugly.

Having dictated the pace throughout race one, Norris drove faultlessly in his Carlin car, maintaining a comfortable lead despite Fortec racer Ticktum doing his best to fill his mirrors. With Sennan Fielding and Collard on their own in third and fourth, Ticktum sought to close the gap on the final tour. He opted to take the inside line out of the Complex and dive up the inside of Norris into the Hairpin. Ticktum locked up and hit Norris into a race-ending spin, before continuing to provisionally take victory.

"I wasn't always going to make the move but I felt that the opportunity was there," Ticktum said later. "I needed the points."

A short time after, Fielding and Collard appeared, with yellow flags waving, and Fielding heading wide. Collard nipped in front to take second on the road before being handed a one-second time penalty. Ticktum was later



Ameya Vaidyanathan gets airborne



Ticktum beat Norris in a fiery race one

excluded by stewards and handed a five-place grid penalty, which was upheld by the clerk of the course after appeal. The team opted for the decision to be referred to the MSA National Court which, for now, has reinstated Ticktum with race victory and title points. Tarun Reddy took his maiden podium finish although the Indian never physically stood upon it.

Further back at the Complex, Darius Karbaley had opted to make a daft move up the inside of Jack Butel, which ended in a collision first with the tyre stack and then with the sidepod of Butel, leaving them both stranded.

With Ticktum's grid penalty under appeal, he was allowed to remain in provisional positions for the two other races. That allowed his teammate Josh Smith to start on pole, and dominate the reversed-grid affair for his maiden win.

It was a tougher one for Collard, who appeared in the assembly area too late and was forced to start from the pitlane instead of his seventh-place grid slot. The scrap for second between Colton Herta and Louise Richardson enabled Smith to win by four seconds. Collard impressed, scything his way through and past Norris for 12th.

It was part two of Norris-versus-Ticktum in a more sedate final encounter. The crowd held its breath as the pair headed to Clervaux from the front row. As it was, Ticktum nipped ahead from the outside to lead into the first corner and was never headed thereafter. Norris filled his mirrors throughout with Collard also close by, although visibly struggling for straight-line speed. Collard was able to gain better traction out of the Hairpin to get side-by-side with three laps left and pass Norris by the time they reached Clervaux.

● Russell Hayes

RESULTS

Race 1 (15 laps) 1 Daniel Ticktum 20m45.330s (92.14mph); 2 Sennan Fielding +7.650s; 3 Ricky Collard; 4 Tarun Reddy; 5 Louise Richardson; 6 Matheus Leist. **Fastest Lap** Lando Norris 1m22.274s (92.98mph). **Race 2 (14 laps) 1 Josh Smith 19m21.405s (92.22mph);** 2 Colton Herta +3.999s; 3 Richardson; 4 Fielding; 5 Leist; 6 Reddy. **FL** Herta 1m22.218s (93.04mph). **Race 3 (15 laps) 1 Ticktum 20m53.770s (91.52mph);** 2 Collard +0.606s; 3 Norris; 4 Fielding; 5 Petru Florescu; 6 Richardson. **FL** Norris 1m22.725s (92.47mph). **Points 1 Collard, 209;** 2 Ticktum, 205; 3 Norris, 191; 4 Leist, 158; 5 Fielding, 129; 6 Sandy Mitchell, 99.

CLIO CUP UK CROFT, JUNE 27-28 RD 5/9

Rivals close on Whorton-Eales

FOR ANT WHORTON-EALES, THE WEEKEND at Croft was all about damage limitation after a qualifying shunt caused him to start at the back of the grid in both races. For his title rivals, Ash Hand and Ashley Sutton, it was about taking advantage of a rare mistake from the consistent points leader.

Sutton did exactly that in the opening race as he jumped poleman Paul Rivett, who took a first top spot for his WDE Motorsport team. From that moment the BMR-supported Pyro driver was in control and won by a massive eight seconds, but behind the racing was terrific.

Team-mate Hand tried his hardest to claim second but former champion Rivett

put in a stunning defensive display to narrowly retain the place.

As for Whorton-Eales, he surged forward on the opening lap and eventually ended up seventh. For race two, things were much better for the SV Racing man as he was aided by an early safety car when Rory Green went off at Clervaux. By lap three he had climbed to sixth and after more impressive passing moves he picked up an incredible third at the flag to maintain a slender points lead.

In front it was Hand's turn to dominate as he claimed a lights-to-flag victory. Sutton did close towards the end but was unable to make a challenge.

● Stephen Lickorish



Sutton (centre) beat Rivett (r) and Hand (l)

RESULTS

Race 1 (12 laps) 1 Ashley Sutton 18m47.432s (81.42mph); 2 Paul Rivett +8.786s; 3 Ash Hand; 4 Jack Mitchell; 5 Charles Ladell; 6 Brett Smith. **FL** Sutton 1m32.784s (82.45mph). **Race 2 (13 laps) 1 Hand 20m56.811s (79.13mph);** 2 Sutton +0.675s; 3 Ant Whorton-Eales; 4 Rivett; 5 Mitchell; 6 Ladell. **FL** Whorton-Eales 1m32.940s (82.31mph). **Points 1 Whorton-Eales, 272;** 2 Hand, 265; 3 Sutton, 244; 4 Rivett, 220; 5 Mitchell, 174; 6 Jordan Stilp, 172.

**GINETTA GT4 SUPERCUP
CROFT, JUNE 27-28 RD 4/8**

Oliphant doubles up at Croft

IF IT WASN'T FOR HIS ENGINE BRIEFLY CUTTING out in the final race, Tom Oliphant could've claimed a dominant treble at Croft. Instead, points leader Carl Breeze was able to maintain a clear advantage in the standings despite a tough weekend.

Oliphant's first win came in controversial circumstances as the Century Motorsport man passed JHR's Michael Caine for the lead off the track at the hairpin after a late lunge.

He made it a double with a dominant race two and clearly had the pace to win the reversed-grid finale too, but could only claim third after a spirited fightback.

As for Breeze, he recovered from a driveshaft failure in qualifying to take a strong fourth in the first race, and improved to second in race two – which was his 150th podium in a TOCA support category.

But there was more disappointment in race three as another driveshaft failure left



**Oliphant dominated
Croft with two wins**

Breeze out of the race.

Instead, the third encounter featured a thrilling drive from Bradley Smith, who stormed through from eighth on the grid to take the lead from a struggling Reece Somerfield with two laps to go. It was his first win in the series after a difficult opening few rounds. "This was my first visit to this track so it was a big uphill struggle," he said.

"It was a great result – I had expected to be sixth or seventh. I decided to be a bit more aggressive and change my driving style and it paid off."

● Stephen Lickorish

RESULTS

Race 1 (10 laps) 1 Tom Oliphant 14m25.797s

(88.36mph); 2 Michael Caine +0.820s; 3 Jamie Orton; 4 Carl Breeze; 5 Ollie Jackson; 6 Tom Wrigley. **FL** Breeze 1m24.658s (90.36mph).

Race 2 (15 laps) 1 Oliphant 21m39.215s (88.32mph); 2 Breeze +13.626s; 3 Jackson; 4 Wrigley; 5 Reece Somerfield; 6 Caine. **FL** Oliphant 1m25.599s (89.37mph).

Race 3 (15 laps) 1 Bradley Smith 21m55.732s (87.21mph); 2 Somerfield +6.453s; 3 Oliphant; 4 Orton; 5 Wrigley; 6 Caine. **FL** Oliphant 1m25.149s (89.84mph).

Points 1 Breeze, 390; 2 Orton, 368; 3 Oliphant, 354; 4 Caine, 299; 5 Will Burns, 265; 6 Somerfield, 264.

**Another brace for
Caroline at Croft**



GINETTA JUNIORS CROFT, JUNE 27-28 RD 5/10

Caroline storms into title lead

JAMIE CAROLINE FOLLOWED UP ON HIS BRACE OF wins at Oulton Park with another double to vault into the championship lead as early-season leader Senna Proctor suffered power issues.

Caroline beat polesitter Sophia Floersch to lead into Clervaux and sprinted away. But his advantage was soon wiped out when Dave Wooder's G40 was left stranded on the edge of the track after contact with Jonathan Hadfield forced him to spin. His stationary car was then collected by Dan Zelos. Floersch and Billy Monger traded second place after the restart, the German rookie coming out on top.

Monger was unlucky in Sunday's race, his JHR squad having worked to sort a brake-pedal issue, before he limped home after being turned around by Proctor. Floersch wanted her second podium, taking to the grass at times in her bid to beat Kyle Hornby, who took second, 12s behind Caroline.

● Russell Hayes

RESULTS

Race 1 (9 laps) 1 Jamie Caroline 15m59.548s (71.75mph);

2 Sophia Floersch +0.584s; 3 Billy Monger; 4 Lewis Brown; 5 Patrik Matthiesen; 6 Kyle Hornby. **FL** Matthiesen 1m41.049s (75.71mph). **Race 2 (8 laps) 1 Caroline 15m49.365s**

(64.46mph); 2 Hornby +12.170s; 3 Floersch; 4 Matthiesen; 5 Stuart Middleton; 6 Brown. **FL** Caroline 1m41.254s (75.55mph).

Points 1 Caroline, 254; 2 Senna Proctor, 224; 3 Floersch, 220; 4 Monger, 180; 5 Dan Zelos, 178; 6 Jonathan Hadfield, 174.

PORSCHE CARRERA CUP GB CROFT, JUNE 27-28 RD 4/8

Dominant Cammish gets his sixth

IT MAY HAVE TO BE WHISPERED WITHIN THE the Carrera Cup paddock, but the level of dominance shown by Dan Cammish this season is beginning to look not far off his 2013 British Formula Ford campaign.

Another brace of victories at Croft last weekend, dominant as they came, brought his season's total to six from the eight rounds. The Yorkshireman is demonstrating his skills on a grid that for the first time in at least two years is crammed with talent. Reigning champion Josh Webster admitted that he and other racers around him may not have stepped up to the plate as much as they should have done. But that doesn't take anything away from Cammish's superior form.

Even a race-one safety car couldn't dent his momentum after Ryan Cullen spun at Hawthorn on the opening tour, collecting Jack Falla, who had nowhere to go. The incident would end Falla's weekend.

Cammish rapidly established his lead over Webster at the restart, with Michael Meadows, who suffered with brake issues in qualifying, playing out an entertaining tussle with Stephen Jelley. Former champion Meadows was forced

to go straight on at the chicane before retaking the spot when Jelley performed the same manoeuvre two laps later. Cammish sprinted clear to win by two seconds, with Karl Leonard the Pro-Am1 winner. John McCullagh took Pro-Am2 spoils following a three-car spin further behind at the Hairpin.

Jelley missed his chance to make an impression on the lead from the off in race two, locking up into Clervaux around the outside when he had the early momentum. That was all Cammish needed to spint clear from Webster, who lost second to Meadows after he ran wide and headed straight on at Sunny In.

The most entertaining battle took place in Pro-Am2. With McCullagh leading the way, a three-car fight for second between Tautvydas Barstys, Iain Dockerill and Thomas Jennings ended in Jennings's favour, after all three flouted track limits, particularly at the Hairpin.

Cammish has now won three of his past four races and admitted his form will be tested at this weekend's Porsche Supercup appearance at Silverstone. "From the outside, my races may look faultless, but qualifying was so-so and the data showed that I should have done better," he said. "I'm performing at my best at the moment, I'm trying to stamp my authority and the Supercup will be my biggest challenge. But I've got so much momentum swinging my way at the moment." That line has a familiar ring to it.

● Russell Hayes

RESULTS

Race 1 (15 laps) 1 Dan Cammish 23m59.281s (79.72mph);

2 Josh Webster, +1.989s; 3 Michael Meadows; 4 Stephen Jelley; 5 Tom Sharp; 6 Nicholas Latifi. **FL** Cammish 1m22.707s (92.49mph). **Race 2 (15 laps) 1 Cammish 21m03.717s**

(90.80mph); 2 Meadows, +1.709s; 3 Webster; 4 Jelley; 5 Sharp; 6 Dino Zamparelli. **FL** Cammish 1m22.617s (92.59mph).

Points 1 Cammish, 163; 2 Webster, 122; 3 Jelley, 120; 4 Meadows, 107; 5 Zamparelli, 73; 6 Latifi, 72.

**Cammish took his
sixth win of 2015**




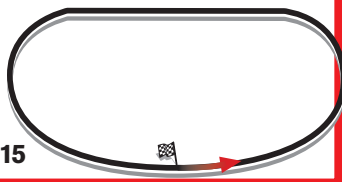
GRIFFITHS



Rahal on top after 'nuts' Fontana race

Graham Rahal took his first win in seven years after an intense and close race that caused huge debate. **MARK GLENDENNING** watched the pack at speed

54

INDYCAR 
Fontana (USA)
 June 27

 Round 10/15

IF YOU TRIED TO MAKE SENSE OF WHAT happened at Fontana by wading through the comments from the drivers, you could be forgiven for asking whether they were all talking about the same race.

Ed Carpenter celebrated his love for “close IndyCar racing”; which suggests a remarkably glass-half-full perspective from someone who crashed and took out his team-mate. Ryan Briscoe was similarly effervescent, describing it as “awesome” despite his afternoon ending with his car cartwheeling through the infield grass.

Others, most vocally the Penske quartet, evoked the catastrophic race at Las Vegas in 2011,



where pack racing on a superspeedway was a contributing factor in the accident that claimed the life of Dan Wheldon.

Indeed, this had been one of the subplots of the early part of the weekend. Penske’s drivers had been part of a small group to meet IndyCar race officials after the practice sessions to express concerns that the mandated downforce levels were too high – by something in the order of 20 to 30 percent compared with last year, according to Juan Pablo Montoya.

“To be two or three wide in corners like this... it makes no sense,” said Montoya after qualifying. “[IndyCar] is putting itself in a pretty bad spot.”

Too much downforce at a track like Fontana means that it’s too easy to hold the throttle flat all the way around the lap, therefore mitigating the potential for driving or engineering talent to spread the field naturally.

There was nothing like a consensus on this: Ryan Hunter-Reay predicted that the field might be tight for the first 15 laps or so and then fan out as the afternoon progressed; Carpenter dismissed the idea that there would be anything resembling a pack in the first place.

It was partly this lack of unity that dissuaded IndyCar from attempting to address the situation ahead of the race: to solve a problem, you must first be sure that it actually is a problem. And as Simon Pagenaud later pointed out, the Chevrolet and Honda aero kits deal with downforce and drag so differently that it would be difficult to make a late change without affecting one manufacturer more than the other.

As it transpired, Montoya’s predictions of cars running two or three wide turned out to be conservative: several times during the race, cars were racing four-abreast, at well over 200mph.

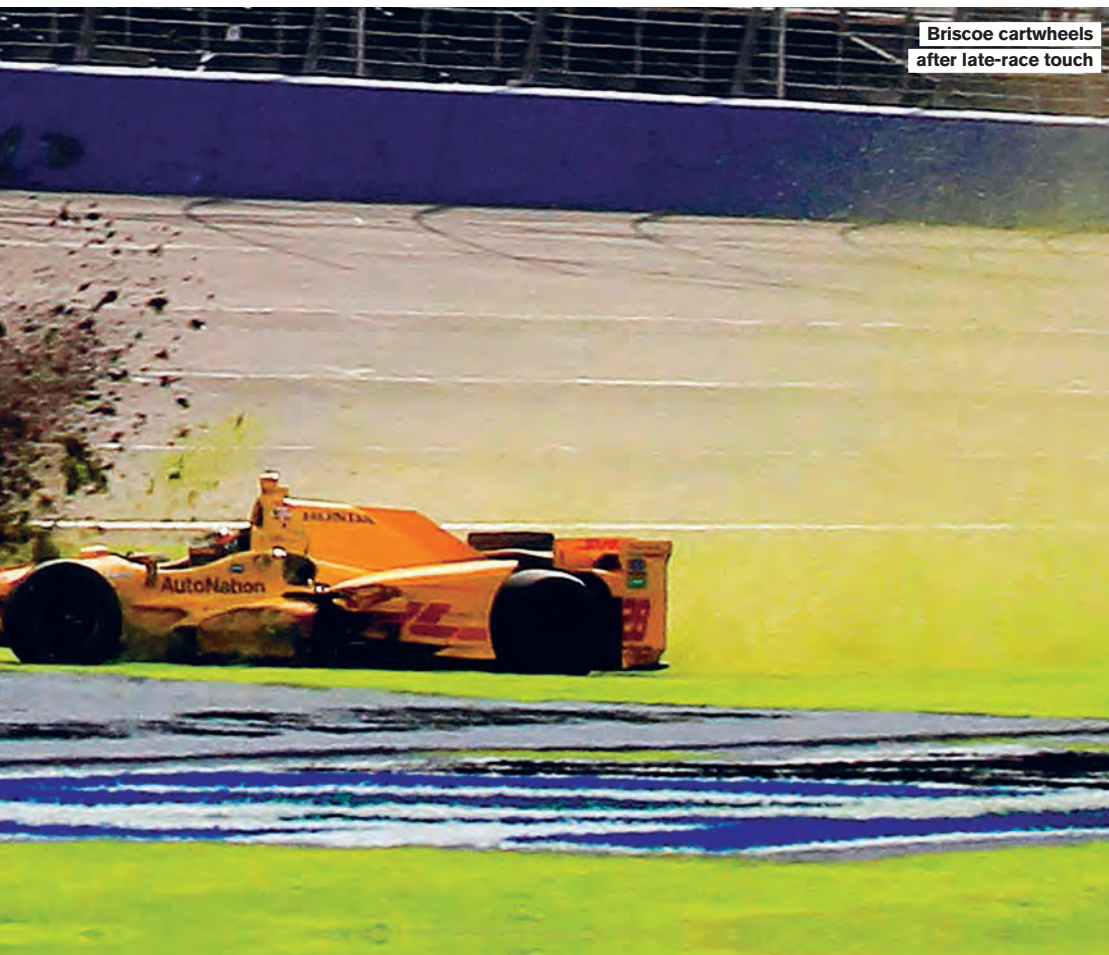
Putting the safety considerations to one side, it was a hell of a spectacle for the handful of fans that were not scared off by the prospect of

spending hours sitting in an exposed grandstand at a venue where June temperatures routinely hit the high 30s. By some miracle, the first half of the race whizzed by completely under green-flag conditions, despite the startling ferocity of the racing. It even got the attention of the NASCAR paddock a couple of hundred miles up the road at Sonoma, which pretty much never happens. Clint Bowyer tweeted about how entertaining the race was and drew comparisons to restrictor-plate races after suggesting that Fontana was IndyCar’s version of Daytona or Talladega. (“Fact: most drivers don’t like plate racing because it’s dangerous. Fact: fans love it”). Joey Logano also weighed in: “This IndyCar race is wild and entertaining. These guys are nuts.”

Even for a seasoned observer, that first half of the race was genuinely white-knuckle stuff, but it would be dishonest to claim that it wasn’t also a bit scary. Pulling off that kind of race requires a degree of level-headedness all of the way through the field, and Briscoe’s point about some drivers needing to show more respect rang true.

As frantic as the battles towards the front were, they inspired a certain confidence: the likes of Kanaan and Montoya are fierce competitors, but they can also be relied on to come out of a corner driving the same line as the one they took on the way in. Where it got nerve-wracking was when a driver swung from one side of the track to the other mid-corner – as Takuma Sato did a couple of times – or possessed the blinkered aggression of Sage Karam, who seemed prepared to do pretty much anything for the privilege of leading a race for the first time in his career.

The sense of chaos carried right through the fabric of the race, as demonstrated by the record-setting 80 lead changes during the course of the afternoon. There was no real pattern: drivers routinely had to back out of potential catastrophes and lost half-a-dozen places, and for



Briscoe cartwheels
after late-race touch



ABBOTT/LAT

POWER LOSES GROUND

A fifth-place finish for Juan Pablo Montoya helped the Colombian to extend his championship lead over Penske team-mate Will Power (1), who was eliminated in a late crash with Takuma Sato (14). TV cameras subsequently caught a frustrated Power pushing a track worker, for which the reigning champion later apologised.

FROM POLE TO NINTH

Simon Pagenaud took his first pole position as a Penske driver – and first on an oval – at Fontana, although he fell back into the pack at the start and finished ninth. “The car was good, but today you couldn’t tell who had the best car,” he said. “It doesn’t matter when you race in a pack.”

HELIO SPINS OUT

Helio Castroneves was one of the first contenders to fall out of the race when he spun while battling Rahal and hit the inside wall shortly after the halfway mark. “I tell you what, there was a long ride sideways,” he said of his accident.

ANDRETTI’S GRIPPING FINALE

Marco Andretti was one of a handful of drivers to gamble on a set of new tyres following the red flag with five laps remaining, and was rewarded with the final podium place. “I just got caught out - I should have known [Rahal] was going to [go low], he always does that. I thought we were going to have the chance to win it outright,” he said of the race finish.

ONE OUT, ALL OUT

Ed Carpenter’s frustrating 2015 season continued at Fontana when he spun and took out CFH team-mate Josef Newgarden en route to the wall. “I was just letting it go up the track because my spotter wasn’t saying anything, so I assumed I was clear,” he said. “It doesn’t get much worse than taking out your team-mate and crashing both team cars. It’s stupid.”



ABBOTT/LAT

To be two or three wide in corners like this makes no sense. IndyCar is putting itself in a bad place

JUAN PABLO MONTOYA

most of the race it seemed that half the field was capable of winning it.

Indeed, this was proven by the driver who actually did win it: Graham Rahal, who started near the back of the field, and then caused one of the first cautions when a miscommunication in pitlane prompted him to drive off with the fuel hose coupling still attached to his car.

A large part of his success could be attributed to how well his car was set up for the race, but he was also dealt a few lucky hands. The proliferation of late yellows helped mitigate the time lost to his own pitlane problem, and he was also a beneficiary of late-race attrition. Helio Castroneves and Will Power were first and second in laps led respectively and neither was running at the finish; Briscoe echoed Rahal’s charge from a lowly starting point to the lead pack before he was felled by his own disaster.

The 2015 Fontana race will inevitably be seen as another failure for the superspeedway aero kits, and IndyCar will undoubtedly face more questions over how they were implemented. However, if anyone deserves the final word, it’s the guy who picked his way through it all to end a seven-year victory drought.



Rahal all smiles
after “hard” race

ELLMAN/LAT

“Look, I think it’s racing,” said Rahal. “We have taken ourselves to a place over the last few years to where we’ve reduced the downforce so far that we couldn’t even race, to where it became single file and follow the leader.

“I don’t think it needed to be quite as close as it was today, but I mean...some of these guys that sit and say that it was easy today, they should have beat me then because I can tell you it wasn’t easy for me. It was very hard to pick a lane. It was very hard to figure out where to go.

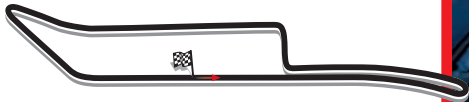
“When you’ve got a guy in front in a Honda, the car drove one way. If it was a Chevy, it was different – the wake of a Honda is different than a wake of a Chevy, so you always had to be thinking who you’re behind, what lane you’re in, how can I find the grip, do I need to straddle the seam and everything. So it wasn’t easy.

“Yeah, it was the closest racing we’ve seen in a long, long time, but it was very different than the old pack racing style where it was just flat and you place it where you want. You still had to pick the best spot.”

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DTM Norisring (D)

June 27-28



Round 3/9



Wickens increased Merc's record Norisring win tally...



Wickens inherits 'Mr Norisring' tag

EVEN BEFORE ROBERT WICKENS CLAIMED HIS first win of the 2015 DTM season, Mercedes chief Ulrich Fritz was asked – half-jokingly – whether the Canadian was the new 'Mr Norisring'.

It's a mantle Jamie Green earned by winning four out of five races around the streets of Nuremberg between 2008 and 2012, but Wickens was building a handy record of his own.

As a DTM rookie, he scored his first points at the venue in 2012, and took pole and second place a year later, when victor Mattias Ekstrom's drink bottle made headlines.

Wickens, though, only had to wait another 12 months for Norisring success, winning from pole in 2014.

With no winner declared in 2013, the last time a manufacturer other than Mercedes won at the circuit was 2002, so Wickens was clearly in the right machinery and its dominance continued in 2015, topping all bar one session.

The honours were fairly even: Gary Paffett and Wickens split practice and Christian Vietoris claimed pole on Saturday. Pascal Wehrlein then led home Wickens, Paffett and Vietoris to take Mercedes' first victory of 2015 with a crushing 1-2-3-4 display.

The only missing session would be Sunday qualifying, topped by BMW's Bruno Spengler, but it didn't take long for Mercedes to flex its muscles in the hour-long race.

Wickens took the lead at Turn 1 a quarter of an hour in, starting a lap on which Spengler fell to fifth behind Vietoris, Lucas Auer and Mattias Ekstrom by its conclusion.

"I could not halt the Mercedes train," he said.

Wickens managed the gap to Vietoris before storming home in the final 15 minutes – setting the fastest lap of the race on the penultimate tour for good measure – to take his third career victory by seven seconds.

"I love the place and I guess that in my last four races my worst result is second," Wickens



...and the Canadian was pretty happy

said post-race.

"I was pushing a lot the whole race and, to be honest, I found a really good rhythm and I just kept that same pace and I was very comfortable.

"The team came on the radio and told me, 'you have a good gap now, calm down,' but I didn't want to risk changing the rhythm.

"One weekend always stands out for me: Silverstone Formula Renault 3.5 [in 2011] when I had two wins, two poles and two fastest laps. It doesn't get any better than that, but Sunday was next to perfect.

"It's been a great weekend for Mercedes and a great weekend for me"

A downpour 15 minutes before the start of Saturday's race made that a more lively affair. Seven drivers started on wets, including Vietoris, Wickens and Paffett at the front.

As the track dried, Wehrlein led the pack on slicks and stayed close enough to take the lead

when the inevitable crossover point arrived. He built a lead nearing three seconds, and managed the race from there to take his second career victory.

With fifth on Sunday Wehrlein ended the weekend third in the table, 14 points off the lead.

"To be honest, it was my engineer," he said of the tyre call.

"I wanted to start on wet tyres, because it would be the safest strategy, but he was pushing me towards slicks. At the beginning I was still complaining a little bit, but at the end it worked."

Spengler eventually claimed BMW's first podium of the season on Sunday. He spent the bulk of the race behind Ekstrom, but took third through a forceful but fair move down the inside at Turn 1 in the dying minutes. He led the way for the brand on Saturday, too, with fifth ahead of Martin Tomczyk as four M4s finished inside the top 10, and called it a "step in the right direction" after a tough start to 2015.

With its drivers carrying performance weight – some as much as 30kg heavier than others on the grid – Audi wasn't really a factor. While previous champions Ekstrom, Mike Rockenfeller and Timo Scheider languished in 21st, 22nd and 23rd on the grid, championship leader Jamie Green qualified third on Saturday.

However, on slicks, he overshot the first corner and was then hung out to dry, eventually finishing seventh after a clash with Paul di Resta, see right. A puncture sustained while losing ninth to Maxime Martin meant Green was 19th a day later.

Ekstrom was 17th on Saturday, after an off at Turn 1, but tried a different set-up on Sunday. It paid dividends. He called the run to fourth one of his best races, and reduced Green's championship lead from 17 points at the start of the weekend and 23 on Saturday night to 11.

FOR FULL RESULTS, PAGE 62

IN THE PADDOCK

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INTERNATIONAL
EDITOR

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THE DTM PADDOCK COULD BE forgiven for being tired of tyre talk.

A saga around the specification of Hankook's 2015 tyres started at the Lausitzring four weeks ago, and isn't over.

BMW and Mercedes expressed concerns that they couldn't get the fronts (in particular) to work as quickly as in recent years or even pre-season, or as consistently. As you'd expect, having won the first four races of the year, Audi was unperturbed.

A post-Lausitzring test was postponed and the DTM requested a review of the Hankook situation.

Through that, it emerged that there was nothing *wrong* with the tyres, but that the 2015 batch had a higher weight median than the '14 rubber, in the region of 700



Hankook has felt the heat recently

grams per tyre and primarily located in the sidewalls. While this was still within the permitted tolerance, it was towards the upper limit, whereas last year's was at the lower end.

When you're talking about a package weighing 1120kg with a driver installed, 2.8kg isn't much, but such finely tuned cars generally account for that weight.

While an indignant Hankook says it has

done nothing wrong – that the tyres are within the defined boundaries and that everyone was using the same rubber – it has revised its production to avoid similar variances in the future

Was it up to Hankook to notice this difference? Should teams have weighed their tyres upon receipt?

Either way, fresh stock was available in time for the rescheduled test (held after

Le Mans) and the race at the Norisring.

So is everybody happy again? No. It's more of an uneasy truce. BMW and Mercedes say they're satisfied that a solution has been found, but aren't in love with what's unfolded.

Does the fact Audi didn't dominate tell us anything? No. The unique nature of the Norisring means tyres were never going to be a factor. Zandvoort will be more telling.



Safety car won't be used every time

Slow zones set for Dutch bow

THE DTM'S VIRTUAL SAFETY CAR equivalent, slow zones, are set to be used in races for the first time in the next round of the championship at Zandvoort.

A final trial took place during Friday afternoon's practice session, following similar assessments during pre-season testing and the early-season rounds.

Run through the series' marshalling system, the race director will have the scope to enforce a GPS-monitored 80km/h speed limit in the sector of an incident, rather than calling a full safety-car period. Drivers are set to receive tone notifications through their earpiece when approaching a zone.

BIG NUMBER

286

Days between Mercedes DTM wins, at the Lausitzring last September and the Norisring.

Brits in collision for second year

FOR THE SECOND YEAR RUNNING, Jamie Green and Paul di Resta clashed at the Norisring.

After di Resta's pitstop to change from wets to slick tyres on Saturday, the Scot was passed by Bruno Spengler at the chicane. Green looked to follow him through on the inside, however the gap disappeared.

Di Resta's Mercedes found the wall and he retired with right-rear damage, and while he described the move as "silly", stewards opted against taking further action.

"I was surprised he tried to come back in when he did, because I was right behind Spengler," Green said. "He must've not known I was there."



Di Resta came to blows with Green

Moves afoot to slow 2017 car

THE NEXT GENERATION OF DTM cars will have their wings clipped. Series organisers, manufacturers and counterparts from Japan's Super GT are developing the joint 'Class One' framework for 2017.

A first version of the technical regulations is expected in late August, and with the engine work complete, the aerodynamic package is the current focus.

"We want to reduce the downforce a little bit because the cars are getting too quick," DTM technical chief Michael Bernard told AUTOSPORT.

"Also we are looking to get the running costs down. If you see how the DTM cars are cornering, it's very

strange. They are just passing any kind of kerb like it is not there.

"The car is strong enough to resist this for 100 kilometres, but at the end of the race many parts are destroyed. So the running costs are too high.

"We are looking to get the rideheight up and to find solutions for getting the running costs down."



Cars, say the DTM, are getting too quick



COMETH THE AUER

Lucas Auer scored his first DTM points on Sunday, despite serving a penalty for lining up outside of his grid spot. The Austrian qualified a career-best fifth, and ran in the lead pack early, but had five seconds added to his pitstop. He regrouped and passed Maxime Martin in the closing stages to snatch ninth.

DA COSTA CONTENT

Antonio Felix da Costa declared Sunday's race the "first time I've really felt confident in a DTM race". The BMW driver ran inside the points for the first half of the race, but lost time with a slow front-right tyre change and eventually finished 12th.

ROCKY'S ROCKY REAR

Mike Rockenfeller qualified 22nd and 19th, struggling with rear-end stability in the final sector. Starting Saturday's race on wets, he sliced his way to seventh early on, eventually finishing 14th with "bad pace" when it dried. A day later, his race ended at Turn 1, hitting the rear of da Costa's BMW. "At least we get performance weight off the car [for Zandvoort]," he conceded.

BMW BACK TO FRONT

Bruno Spengler's Sunday pole position was BMW's first since last year's Nurburgring round, more than 10 months ago.

How to win a race from 12th on the grid...

...when you've got only 22 laps – or 31 miles – of racing to do it in.

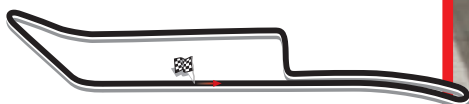
MARCUS SIMMONS saw the waters part for Maximilian Gunther

Euro F3



Norising (D)

June 27-28



Round 6/11

CHARLES LECLERC HAS SCARPERED CLEAR IN THE championship thanks to a win in the wet first race at the Norisring and a big haul of points over the weekend; Antonio Giovinazzi proved he can never be counted out with victory in the finale. But the second race of the weekend was a microcosm of this crazy Formula 3 season and the stop-start Norisring street track: a dry circuit that was slippery off line, four safety cars, rollercoaster fortunes for the leading contenders, and a win for a guy who was ninth with what transpired to be just 19 laps of racing to go, and didn't complete a single overtaking manoeuvre from that point.

Maximilian Gunther started from 12th on the grid, so let's imagine we're going into the minds – wonder what they *might* have been saying to themselves – of the 11 drivers ahead of him in the line-up, all of whom could have won this race...

Brandon Maisano: 'Driving a racing car is an art, and Prema usually give me a good car for qualifying on Friday. But my reference points disappear when

track conditions change for the races; I'm fast enough to race for the podium but it's difficult.'

Dorian Bocolacci: 'I scored my first points last time out at Spa and I've finished sixth in the first race this weekend. Everything is to play for from the third row; anything can happen here.'

Gustavo Menezes: 'Man, that was a scary flip at Spa. I've got a new unpainted crash helmet and my car's back at Dallara for repairs, so Carlin have given me the car Tatiana Calderon drove when Kang Ling launched over her at Pau. And those crazy guys have put my name upside down under the rollhoop!'

Where they lost the race: Menezes was caught out on the run to Turn 1 by a sudden jink by Leclerc, and went straight on before rejoining down the order. Bocolacci was hit sideways in the congestion by Mikkel Jensen, who in turn was tapped by Maisano, delaying him. Gunther, who had also passed Mucke stablemates Jensen and Santino Ferrucci, was already seventh, but both those two 'team-mates' would shove him wide on

the second and third laps, dropping him to ninth. **Felix Rosenqvist:** 'Let's put Spa behind us. Taken off in all three races by crazy driving; maybe I should listen to that guy who told me I shouldn't trust those idiots around me. Norisring is a struggle; we're all struggling for balance at Prema, but I've raced well to third in the wet in race one, though I could hardly see.'

Where he lost the race: Rosenqvist moved forward from his 11th grid spot before the lights went out. He was fifth by lap three, but after the first safety car period took a drive-through penalty. Gunther was now eighth.

Mikkel Jensen: 'Now that I'm happier with the brakes, I've proved I'm a contender at Monza and Spa. More important, I've beaten my Mucke team-mate Gunther to gain the upper hand in the team. I have to beat him again today.'

Where he lost the race: Jensen had just fended off an attack from Gunther at Turn 1 when, on the next lap, he missed his braking there, losing three places as he ran wide. Now Gunther was seventh.

Albon leads Russell in gripping race



Giovinazzi (front) won finale to stay in title hunt



Gunther streaks clear to take maiden series win



Leclerc has big points advantage



“There was a free line and I overtook them. From then on I pushed like hell to break the tow”

MAXIMILIAN GUNTHER

Jake Dennis: *‘I’m on a roll in the championship, and can’t believe I went out in race one. Arjun Maini backed off on the straight to let some of us lap him, but I hit him in the spray – I couldn’t see anything. We’re struggling at Prema this weekend, so I’m happy to have got the car on the second row.’*

Antonio Giovinazzi: *‘Terrible Spa, but good start to the Norisring – I was second in race one in the wet. At Carlin we’re higher downforce than some others, which can cost straight-line speed, but I can race from anywhere. I especially want to win for the memory of my grandfather, who died last week.’*

Santino Ferrucci: *‘Top Mücke car on the grid. That’s neat, isn’t it? I especially want to make up for race one, where I crashed in the yellows for Dennis and Maini because I couldn’t see the lapped car slowed up in front of me.’*

Where they lost the race: All three were in a five-car fight for second, headed by George Russell. When Leclerc barrelled down the inside of Dennis for third into Turn 1, Ferrucci thought he saw a gap inside Giovinazzi. He went for it, but the gap wasn’t there anymore... Ferrucci hit Giovinazzi, who hit Dennis. While Giovinazzi pitted for a new front wing, the others were out on the spot. Dennis and Ferrucci slated each other on Twitter that night. “You have good days and bad days, and you have days when you wanna shoot yourself!” said the American. Gunther was now fourth.

Alexander Albon: *‘Signature have given me an absolutely fantastic car this weekend. I lost out to Leclerc in first qualifying, and dropped from second to fifth in the opening race when I ran wide, but I’ve got my first F3 poles for the other two. I’ve had terrible luck this year, a couple of screw-ups, but now’s my chance to put my name on the map.’*

George Russell: *‘It’s been a nightmare since my Silverstone win. Things haven’t gone my way in qualifying. I missed out on a front row for race one by just 0.16s, because I had overheating brakes, and I was 13th on the grid! But second qualify was great: the Carlin car was good, and although I’m normally smooth and precise I found you can get on the front row by being almost out of control.’*

Charles Leclerc: *‘Points, points, points. My Van Amersfoort car is always there and consistent, even if it’s not always the quickest. Race one was a good win; I had a huge lead when the safety car came, and they never restarted it. I’m on the second row now, so need to stay out of trouble.’*

Where they lost the race: At the final restart, with five laps to go. Russell, his car getting better as the race wore on, pulled off the move of the weekend by passing Albon around the outside into the chicane, and Leclerc further demoted the Lotus F1 junior at the tight Dutzensteich curve. Onto the pit straight, Leclerc’s straight-line speed carried him alongside Russell, but Albon got the tow from both. “I locked up and then I saw a rocket passing on the inside,” said Leclerc. “It was Alex...” All three ran wide, and Gunther passed them all to win from Albon, Leclerc, Lance Stroll and the hugely disappointed Russell, who’d been stuck on the outside of the hairpin unable to turn in.

Maximilian Gunther: *‘From the front row to fourth in race one wasn’t so good, but at least I beat Mikkel and Santino – we’re team-mates, but only they are friends with each other. From row six it will be tough to win this one. I was less than two tenths from the front row, but I got some huge flat-spots on my tyres in qualifying. My engineer Ash Edwards bet me when we were doing the track walk on Thursday that if I*



FERRUCCI UNDER FIRE

Santino Ferrucci was given a five-place grid penalty for the final race after triggering the incident in race two that removed him, Jake Dennis and Antonio Giovinazzi from contention as they battle for fourth.

MENEZES GETS PENALTY

Ferrucci’s fellow American Gustavo Menezes will take a five-place penalty for the first race of the next round at Zandvoort for the incident in the Norisring finale that took out Maximilian Gunther and damaged the car of Sergio Sette Camara, for which he accepted the blame. Nabil Jeffri has been similarly punished for an incident with Matt Rao in the same race.

MAINI’S ENGINE CHANGE

Van Amersfoort Racing’s Arjun Maini was forced to start all three races with a 10-place grid penalty due to an engine change after his Volkswagen powerplant failed spectacularly at the end of first free practice, a session he had topped much of.

win he’ll throw me in the Dutzensteich lake – I guess at least I’ll be staying dry.’

Nope. Gunther was now leading. Fortuitously gained? Maybe. But here’s where the Mücke driver proved his worth. “From then on I pushed like hell, so Albon couldn’t get the tow,” he said. Had he been tempted to get stuck in with Albon, Russell and Leclerc? “There was a lot of action and a lot of fun, and I drove into the free line and overtook them. My target was to pass maybe one of them because always one loses out, but in this case I could overtake three in a row!”

POSTSCRIPT: GIOVINAZZI’S TRIUMPH

A torpedoing from Menezes removed any chance of another good result for Gunther, as Giovinazzi got the poignant win his bereaved family so desired, bursting through from the second row as Albon and Russell bogged down on the rubber from the preceding DTM practice starts. Albon then had to claw his way up from fifth to pressure Russell, with the shadowing Leclerc appearing reluctant to risk anything.

Jensen won a war for fifth from Ferrucci, a feisty Callum Irott and Boccolacci, as Prema hit a nadir. Brake problems across the team’s fleet left Rosenqvist out of the points again, and Dennis – who was also on old tyres and lacking balance – plunging from second to 11th and a zero score for the weekend. Leclerc would have known that as he drove conservatively to build a 42.5-point advantage. A typically random Norisring weekend has been very good for the Monegasque.

FOR FULL RESULTS, PAGE 62

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Loeb made ace start
from pole position



WTCC PAUL RICARD (F), JUNE 28 RD 7/12

Home hero Loeb flies then fades

AFTER STORMING TO HIS MAIDEN pole position in the World Touring Car Championship and following it up with a pole-to-flag victory, Sébastien Loeb should have ended the Paul Ricard weekend happy. But a self-destructive final race turned his home weekend sour.

A Citroën top spot wasn't surprising. Yvan Muller and Ma Qing Hua topped the practice sessions comfortably ahead of the nearest challengers from Chevrolet and Honda, but Loeb struggled early in the weekend.

Despite his lack of pace, he often made up time in the last sector where Ma, Muller and Lopez lost ground and, when it came to the top five shoot-out in qualifying, he made it count.

His eventual best time of 1m29.245s was impressive, proving to be six tenths faster than Muller's mark set the year before.

"To win pole position, you have to take risks and not make any

mistakes. That's what I did," said Loeb. "I'm really happy with my pole position, particularly as I've done it in France. If I had to pick one pole to win, this would be it!"

Last year's polesitter Muller applauded his team-mate's time as he crossed the line, hailing his ability to string a lap together.

"Like everyone, I would prefer to be in pole position," said Muller. "But Sébastien performed the best today, especially in the third sector. I knew that part was my weak spot. I've been trying all weekend to find a way to be quicker, but to no avail."

Loeb edged his team-mates again at the race start, while Ma, Muller and Lopez ran side by side into the opening corner.

As the quicker Lopez struggled to find an opening past title rival Muller in second, Loeb eased clear for a comfortable win.

The reversed-grid format had provided Loeb with even more success, as his customer racing team

driver Mehdi Bennani took the race-two pole via 10th in Q2.

But Loeb's dominance then began to evaporate. Bennani jumped the lights and served a drive-through penalty, while his team boss hit the tyre stacks on the exit of the chicane and retired while trying to be part of a works Citroën charge from the lower reaches of the top 10.

"I am a bit disappointed because I know I had the performance to do a good second race," said Loeb. "I already had a good start in the second race and I am still losing points to my championship rivals. I cannot say that I am happy."

Those rivals, Muller and Lopez, left France with their title situation largely unchanged - although the latter did extend his advantage by nine points.

The Frenchman had denied the Argentinian second in race one, but some ballsy driving from the champion paid off in race two.

His insistence on a wide line

through Turn 1 proved contentious as he clashed with the Honda of Tiago Monteiro, which spun him out of contention.

Lopez pulled the same move on team-mate Ma, which almost resulted in more contact. But he held on to go clear on the start-finish line on the following lap.

His target for the win was Norbert Michelisz, the Zengo Honda driver making the most of Bennani's error and Jaap van Lagen's poor start from the front row to lead for the majority of the race.

Lopez's scraps had played into his hands, but the Citroën's superior pace meant Michelisz was powerless to prevent the reigning champion's final overtaking move.

Michelisz still held on to take an impressive second place as Ma and Muller lost too much time battling to catch the Hungarian.

He wasn't the only non-Citroën to shine, as Tom Chilton managed to secure fifth in the first encounter after squeezing into the top-five shoot-out.

It had been Lada chasing the Citroëns in Russia and Slovakia, but the Vestas struggled in France.

Rob Huff was plagued with brake and suspension issues, while Nicky Catsburg lost laps replacing a starter motor in the first race. A 10th place for van Lagen was as good as it got.



Lopez (r) came out on top in the race two



Chilton was best non-Citroën man in opener

FULL RESULTS, P62

RESULTS ROUND-UP

BRITISH TOURING CAR CHAMPIONSHIP

ROUND 5/10 CROFT (GB), JUNE 28

RACE 1 (15 LAPS – 31.875 MILES)

1	Andy Priaulx (GB) WSR BMW 125i M Sport	21m32.210s
2	Sam Tordoff (GB) WSR BMW 125i M Sport	+0.764s
3	Rob Collard (GB) WSR BMW 125i M Sport	+5.770s
4	Gordon Shedden (GB) Honda (Dynamics) Honda Civic Type-R	+10.031s
5	Matt Neal (GB) Honda (Dynamics) Honda Civic Type-R	+21.250s
6	Andrew Jordan (GB) MG (Triple Eight) MG6	+21.730s
7	Colin Turkington (GB) Team BMR Volkswagen CC	+23.344s
8	Tom Ingram (GB) Speedworks Motorsport Toyota Avensis	+23.617s
9	Adam Morgan (GB) Ciceley Racing Mercedes A-Class	+29.403s
10	Jack Goff (GB) MG (Triple Eight) MG6	+34.136s
11	Josh Cook (GB) Power Maxed Racing Chevrolet Cruze	+34.587s
12	Aron Smith (IRL) Team BMR Volkswagen CC	+34.691s
13	Rob Austin (GB) Rob Austin Racing Audi A4	+34.801s
14	Martin Depper (GB) Eurotech Racing Honda Civic	+38.440s
15	Dave Newsham (GB) Power Maxed Racing Chevrolet Cruze	+39.287s
16	Hunter Abbott (GB) Rob Austin Racing Audi A4	+39.778s
17	Aiden Moffat (GB) Laser Tools Racing Mercedes A-Class	+40.533s
18	Warren Scott (GB) Team BMR Volkswagen CC	+41.428s
19	Alex Martin (GB) Team Parker Racing Ford Focus	+47.148s
20	Simon Belcher (GB) Handy Motorsport Toyota Avensis	+47.844s
21	Max Coates (GB) Support Our Paras Infiniti Q50	+57.256s
22	Derek Palmer Jr (GB) Support Our Paras Infiniti Q50	+58.825s
23	Daniel Welch (GB) Welch Motorsport Proton Gen-2 Persona	+1m04.182s
24	Stewart Lines (GB) Houseman Racing Toyota Avensis	+1m13.784s
25	Nicolas Hamilton (GB) AmD Tuning Audi S3 Saloon	-1 lap
26	Jeff Smith (GB) Eurotech Racing Honda Civic	-1 lap
27	Jason Plato (GB) Team BMR Volkswagen CC	-1 lap
R	Andy Wilmot (GB) Welch Motorsport Proton Gen-2 Persona	9 laps-engine
R	Mike Bushell (GB) AmD Tuning Ford Focus	8 laps-shoulder popped out engine
NS	Kieran Gallagher (GB) Team Hard Toyota Avensis	

Winner's average speed 88.80mph.
Fastest lap Tordoff, 1m24.590s, 90.43mph.

QUALIFYING

1 Tordoff, 1m23.886s; 2 Priaulx, 1m23.956s; 3 Shedden, 1m24.464s; 4 Collard, 1m24.508s; 5 Turkington, 1m24.536s; 6 Neal, 1m24.559s; 7 Austin, 1m24.582s; 8 Goff, 1m24.642s; 9 Morgan, 1m24.650s; 10 Jordan, 1m24.696s; 11 A Smith, 1m24.718s; 12 Plato, 1m24.820s; 13 Ingram, 1m24.840s; 14 Depper, 1m25.174s; 15 Abbott, 1m25.247s; 16 Moffat, 1m25.292s; 17 J Smith, 1m25.310s; 18 Scott, 1m25.325s; 19 Cook, 1m25.403s; 20 Newsham, 1m25.445s; 21 Bushell, 1m25.653s; 22 Martin, 1m26.248s; 23 Belcher, 1m26.822s; 24 Welch, 1m27.013s; 25 Lines, 1m27.098s; 26 Wilmot, 1m27.274s; 27 Palmer, 1m27.326s; 28 Coates, 1m27.555s; 29 Hamilton, 1m28.026s; 30 Gallagher, no time.

RACE 2 (15 LAPS – 31.875 MILES)

1 Tordoff, 21m48.128s; 2 Plato, +2.368s; 3 Turkington, +2.936s; 4 Priaulx, +3.548s; 5 Shedden, +8.023s; 6 Collard, +8.404s; 7 Austin, +8.558s; 8 Ingram, +13.384s; 9 Morgan, +14.725s; 10 Goff, +15.620s; 11 Neal, +16.933s; 12 Abbott, +24.820s; 13 Newsham, +26.263s; 14 Jordan, +26.431s; 15 Scott, +26.741s; 16 A Smith, +27.186s; 17 Martin, +38.175s; 18 Moffat, +41.648s; 19 Bushell, +41.926s; 20 Welch, +45.386s; 21 Belcher, +51.553s; 22 Wilmot, +52.541s; 23 Palmer, +52.603s; 24 J Smith, +57.778s; 25 Hamilton, +1m03.448s; 26 Lines, +1m10.823s; 27 Depper, 1m20.575s; 28 Coates, -2 laps; R Cook, 13 laps-accident; NS Gallagher.
Winner's average speed 87.72mph.
Fastest lap Shedden, 1m25.913s, 89.04mph.

GRID RACE 2

1 Tordoff; 2 Priaulx; 3 Plato; 4 Shedden; 5 Turkington; 6 Collard; 7 Austin; 8 Ingram; 9 Abbott; 10 A Smith; 11 Jordan; 12 Morgan; 13 Neal; 14 Goff; 15 Cook; 16 Belcher; 17 J Smith; 18 Scott; 19 Newsham; 20 Moffat; 21 Martin; 22 Palmer; 23 Welch; 24 Belcher; 25 Coates; 26 Lines; 27 Hamilton; 28 Wilmot; 29 Bushell; 30 Gallagher.

RACE 3 (15 LAPS – 31.875 MILES)

1 Collard, 21m45.389s; 2 Priaulx, +7.249s; 3 Shedden, +7.973s; 4 Turkington, +10.585s; 5 Plato, +11.551s; 6 Tordoff, +11.732s; 7 Ingram, +13.641s; 8 Goff, +15.313s; 9 Neal, +17.568s; 10 Scott, +22.364s; 11 Newsham, +25.576s; 12 A Smith, +31.251s; 13 Moffat, +38.411s; 14 J Smith, +38.707s; 15 Cook, +39.299s; 16 Abbott, +40.244s; 17 Depper, +40.481s; 18 Belcher, +44.935s; 19 Palmer, +45.124s; 20 Coates, +45.682s; 21 Welch, +51.326s; 22 Hamilton, +1m02.070s; 23 Morgan, +1m05.467s; 24 Lines, -1 lap; 25 Martin, -2 laps; R Austin, 7 laps-accident damage; R Jordan, 5 laps-accident damage; R Wilmot, 4 laps-engine; NS Bushell-engine; NS Gallagher.
Winner's average speed 87.90mph.
Fastest lap Neal, 1m25.339s, 89.64mph.

GRID RACE 3

Decided by result of Race 2.

CHAMPIONSHIP

1 Shedden, 195; 2 Plato, 185; 3 Neal, 173; 4 Tordoff, 162; 5 Turkington, 161; 6 Jordan, 156; 7 Morgan, 128; 8 Collard, 127; 9 Priaulx, 126; 10 Goff, 124.



INDYCAR SERIES

ROUND 10/15 FONTANA (USA), JUNE 27 (250 LAPS – 500.00 MILES)

1	Graham Rahal (USA) Rahal Letterman Lanigan Racing Dallara-Honda	2h57m40.6179s
2	Tony Kanaan (BR) Chip Ganassi Racing Dallara-Chevrolet	+0.3157s
3	Marco Andretti (USA) Andretti Autosport Dallara-Honda	+1.2490s
4	Juan Pablo Montoya (CO) Team Penske Dallara-Chevrolet	+2.1182s
5	Sage Karam (USA) Chip Ganassi Racing Dallara-Chevrolet	+2.9539s
6	Scott Dixon (NZ) Chip Ganassi Racing Dallara-Chevrolet	+3.6092s
7	James Jakes (GB) Schmidt Peterson Motorsports Dallara-Honda	+4.9846s
8	Charlie Kimball (USA) Chip Ganassi Racing Dallara-Chevrolet	+5.3595s
9	Simon Pagenaud (F) Team Penske Dallara-Chevrolet	+7.4054s
10	Jack Hawksworth (GB) AJ Foyt Enterprises Dallara-Honda	+9.5128s
11	Carlos Munoz (CO) Andretti Autosport Dallara-Honda	+11.6907s
12	Stefano Coletti (MC) KV Racing Dallara-Chevrolet	+11.9206s
13	Pippa Mann (GB) Dale Coyne Racing Dallara-Honda	+24.3450s
14	Sebastien Bourdais (F) KVSH Racing Dallara-Chevrolet	+25.1511s
15	Ryan Hunter-Reay (USA) Andretti Autosport Dallara-Honda	249 laps-accident
16	Ryan Briscoe (AUS) Schmidt Peterson Motorsports Dallara-Honda	249 laps-accident
17	Tristan Vautier (F) Dale Coyne Racing Dallara-Honda	-4 laps
18	Takuma Sato (J) AJ Foyt Enterprises Dallara-Honda	241 laps-accident
19	Will Power (AUS) Team Penske Dallara-Chevrolet	241 laps-accident
20	Gabby Chaves (CO) Bryan Herta Autosport Dallara-Honda	-13 laps
21	Josef Newgarden (USA) CFH Racing Dallara-Chevrolet	161 laps-accident
22	Ed Carpenter (USA) CFH Racing Dallara-Chevrolet	157 laps-accident
23	Helio Castroneves (BR) Team Penske Dallara-Chevrolet	136 laps-accident

Winner's average speed 168.845mph.
Fastest lap Sato, 33.0027s, 218.163mph.

QUALIFYING

1 Pagenaud, 218.952mph; 2 Castroneves, 218.734mph; 3 Andretti, 217.797mph; 4 Carpenter, 217.666mph; 5 Montoya, 217.250mph; 6 Kanaan, 217.184mph; 7 Dixon, 217.184mph; 8 Power, 217.176mph; 9 Sato, 217.109mph; 10 Karam, 217.060mph; 11 Munoz, 216.878mph; 12 Newgarden, 216.490mph; 13 Kimball, 216.242mph; 14 Hunter-Reay, 215.983mph; 15 Bourdais, 215.719mph; 16 Briscoe, 215.526mph; 17 Hawksworth, 215.346mph; 18 Chaves, 213.720mph; 19 Rahal, 213.639mph; 20 Vautier, 213.317mph; 21 Coletti, 212.644mph; 22 Mann, 210.528mph; 23 Jakes, no speed.



CHAMPIONSHIP

1 Montoya, 407; 2 Power, 361; 3 Dixon, 358; 4 Rahal, 334; 5 Castroneves, 330; 6 Andretti, 308; 7 Bourdais, 290; 8 Kanaan, 285; 9 Newgarden, 277; 10 Pagenaud, 256.

FORMULA 3 EUROPEAN CHAMPIONSHIP

ROUND 6/11 NORISRING (D), JUNE 27-28

RACE 1 (30 LAPS – 42.875 MILES)

1	Charles Leclerc (MC) Van Amersfoort Racing Dallara-Volkswagen F314	35m41.741s
2	Antonio Giovinazzi (I) Carlin Dallara-Volkswagen F315	+0.769s
3	Felix Rosenqvist (S) Prema Powerteam Dallara-Mercedes F315	+5.703s
4	Maximilian Gunther (D) Mücke Motorsport Dallara-Mercedes F312	+6.410s
5	Alexander Albon (T) Signature Dallara-Volkswagen F315	+7.526s
6	Dorian Boccia (F) Signature Dallara-Volkswagen F314	+7.998s
7	Gustavo Menezes (USA) Carlin Dallara-Volkswagen F312	+9.369s
8	Lance Stroll (CDN) Prema Powerteam Dallara-Mercedes F315	+9.864s
9	Markus Pommer (D) Motopark Dallara-Volkswagen F315	+11.196s
10	George Russell (GB) Carlin Dallara-Volkswagen F312	+12.734s
11	Callum Iltott (GB) Carlin Dallara-Volkswagen F312	+13.199s
12	Mikkel Jensen (DK) Mücke Motorsport Dallara-Mercedes F312	+14.493s
13	Ryan Tveter (USA) Carlin Dallara-Volkswagen F312	+15.350s
14	Tatiana Calderon (CO) Carlin Dallara-Volkswagen F314	+16.603s
15	Sergio Sette Camara (BR) Motopark Dallara-Volkswagen F314	+16.955s
16	Sam MacLeod (GB) Motopark Dallara-Volkswagen F315	+17.413s
17	Alessio Lorandi (I) Van Amersfoort Racing Dallara-Volkswagen F312	+17.546s
18	Julio Moreno (EC) T-Sport Dallara-NBE F312	+20.150s
19	Pietro Fittipaldi (BR) Fortec Motorsports Dallara-Mercedes F312	+20.311s
20	Brandon Maisano (F) Prema Powerteam Dallara-Mercedes F312	-1 lap
21	Kang Ling (PRC) Mücke Motorsport Dallara-Mercedes F312	-1 lap
22	Nicolas Pohler (D) Double R Racing Dallara-Mercedes F313	-1 lap
23	Matt Rao (GB) Fortec Motorsports Dallara-Mercedes F312	-1 lap
24	Nabil Jeffri (MAL) Motopark Dallara-Volkswagen F314	-1 lap
25	Mahaveer Raghunathan (IND) Motopark Dallara-Volkswagen F314	-2 laps
26	Fabian Schiller (D) Team West-Tec Dallara-Mercedes F312	-2 laps
R	Jake Dennis (GB) Prema Powerteam Dallara-Mercedes F315	17 laps-accident
R	Santino Ferrucci (USA) Mücke Motorsport Dallara-Mercedes F312	17 laps-accident
R	Matt Solomon (PRC) Double R Racing Dallara-Mercedes F313	16 laps-accident
R	Raoul Hyman (ZA) Team West-Tec Dallara-Mercedes F314	13 laps-fuel pump
R	Arjun Maini (IND) Van Amersfoort Racing Dallara-Volkswagen F312	12 laps-accident
R	Michele Beretta (I) Mücke Motorsport Dallara-Mercedes F312	10 laps-accident

Winner's average speed 72.067mph.
Fastest lap Albon, 56.743s, 90.671mph.

DTM

ROUND 3/9 NORISRING (D), JUNE 27-28

RACE 1 (46 LAPS - 65.741 MILES)

1	Pascal Wehrlein (D) HWA Mercedes C63 DTM	41m02.170s
2	Robert Wickens (CDN) HWA Mercedes C63 DTM	+0.356s
3	Gary Paffett (GB) ART Grand Prix Mercedes C63 DTM	+0.742s
4	Christian Vietoris (D) HWA Mercedes C63 DTM	+1.362s
5	Bruno Spengler (CDN) MTEK BMW M4 DTM	+2.784s
6	Martin Tomczyk (D) Team Schnitzer BMW M4 DTM	+4.902s
7	Jamie Green (GB) Team Rosberg Audi RS5 DTM	+5.279s
8	Augusto Farfus (BR) RBM BMW M4 DTM	+8.572s
9	Marco Wittmann (D) RMG BMW M4 DTM	+8.943s
10	Daniel Juncadella (E) Mücke Motorsport Mercedes C63 DTM	+9.262s
11	Edoardo Mortara (I) Abt Sportsline Audi RS5 DTM	+11.482s
12	Antonio Felix da Costa (P) Team Schnitzer BMW M4 DTM	+13.318s
13	Timo Glock (D) MTEK BMW M4 DTM	+15.990s
14	Mike Rockenfeller (D) Team Phoenix Audi RS5 DTM	+17.695s
15	Lucas Auer (A) ART Grand Prix Mercedes C63 DTM	+17.935s
16	Timo Scheider (D) Team Phoenix Audi RS5 DTM	+20.717s
17	Mattias Ekstrom (S) Abt Sportsline Audi RS5 DTM	+21.469s
18	Nico Muller (CH) Team Rosberg Audi RS5 DTM	+25.638s
19	Adrien Tambay (F) Abt Sportsline Audi RS5 DTM	+40.423s
20	Miguel Molina (E) Abt Sportsline Audi RS5 DTM	+47.794s

R Paul di Resta (GB) HWA Mercedes C63 DTM 17 laps-accident damage
 R Maximilian Gotz (D) Mücke Motorsport Mercedes C63 DTM 17 laps-gearbox
 R Tom Blomqvist (GB) RBM BMW M4 DTM 10 laps-accident damage
 R Maxime Martin (B) RMG BMW M4 DTM 5 laps-accident damage

Winner's average speed 96.121mph.

Fastest lap Green, 49.297s, 104.366mph.

QUALIFYING 1

1 Vietoris, 50.640s; 2 Paffett, 50.679s; 3 Green, 50.687s; 4 di Resta, 50.751s; 5 Wehrlein, 50.807s; 6 Farfus, 50.876s; 7 Wickens, 50.938s; 8 Wittmann, 50.965s; 9 Molina, 51.069s; 10 Tomczyk, 51.088s; 11 Juncadella, 51.090s; 12 Auer, 51.126s; 13 Spengler, 51.152s; 14 Martin, 51.198s; 15 Glock, 51.236s; 16 Mortara, 51.262s; 17 Blomqvist, 51.283s; 18 da Costa, 51.326s; 19 Muller, 51.327s; 20 Gotz, 51.381s; 21 Ekstrom, 51.404s; 22 Rockenfeller, 51.517s; 23 Tambay, 51.524s; 24 Scheider, 51.539s.



Bubbly for Wehrlein and Wickens



RACE 2 (74 LAPS - 105.757 MILES)

1 Wickens, 1h01m35.767s; 2 Vietoris, +7.239s; 3 Spengler, +10.975s; 4 Ekstrom, +11.595s; 5 Wehrlein, +14.956s; 6 di Resta, +15.378s; 7 Paffett, +16.098s; 8 Juncadella, +17.489s; 9 Auer, +32.871s; 10 Martin, +34.605s; 11 Tomczyk, +38.455s; 12 da Costa, +38.937s; 13 Wittmann, +47.827s; 14 Tambay, -1 lap; 15 Mortara, -1 lap; 16 Scheider, -1 lap; 17 Molina, -1 lap; 18 Green, -1 lap; 19 Muller, 65 laps-accident damage; EX Blomqvist, 73 laps; R Glock, 3 laps-accident damage; R Gotz, 2 laps-accident damage; R Farfus, 1 lap-accident damage; R Rockenfeller, 1 lap-accident damage.

Winner's average speed 103.017mph.

Fastest lap Wickens, 48.178s, 106.790mph.

QUALIFYING 2

1 Spengler, 48.280s; 2 Vietoris, 48.284s; 3 Wickens, 48.293s; 4 Ekstrom, 48.401s; 5 Auer, 48.422s; 6 Wehrlein, 48.425s; 7 Green, 48.445s; 8 di Resta, 48.472s; 9 Martin, 48.484s; 10 Juncadella, 48.490s; 11 Paffett, 48.516s; 12 Farfus, 48.547s; 13 Tambay, 48.548s; 14 Glock, 48.559s; 15 Muller, 48.563s; 16 Gotz, 48.585s; 17 da Costa, 48.610s; 18 Mortara, 48.620s; 19 Rockenfeller, 48.671s; 20 Blomqvist, 48.719s; 21 Tomczyk, 48.767s; 22 Wittmann, 48.815s; 23 Scheider, 48.878s; 24 Molina, 48.905s.

CHAMPIONSHIP

1 Green, 81; 2 Ekstrom, 70; 3 Wehrlein, 67; 4 Mortara, 58; 5 Wickens, 57; 6 Vietoris, 36; 7 Paffett, 36; 8 Molina, 27; 9 Spengler, 27; 10 di Resta, 23.

GROUP B 2 Russell, 48.353s; 4 Dennis, 48.372s; 6 Bocolacci, 48.384s; 8 Menezes, 48.491s; 10 Maisano, 48.515s; 12 Gunther, 48.518s; 14 Lorandi, 48.556s; 16 Iltott, 48.559s; 17 Pommer, 48.581s; 19 Hyman, 48.671s; 21 Tveter, 48.681s; 23 Jeffri, 48.782s; 25 Beretta, 48.909s; 28 MacLeod, 48.919s; 30 Fittipaldi, 48.940s; 32 Pohler, 49.352s. *grid penalty.

RACE 3 (38 LAPS - 54.308 MILES)

1 Giovinnazzi, 35m31.646s; 2 Russell, +1.340s; 3 Albon, +1.592s; 4 Leclerc, +1.912s; 5 Jensen, +5.830s; 6 Ferrucci, +8.423s; 7 Iltott, +8.902s; 8 Bocolacci, +9.701s; 9 Lorandi, +9.915s; 10 Maisano, +11.223s; 11 Dennis, +11.416s; 12 Pommer, +11.749s; 13 Rosenqvist, +12.171s; 14 Calderon, +12.783s; 15 Schiller, +14.700s; 16 Fittipaldi, +15.838s; 17 Maini, +16.153s; 18 Hyman, +18.427s; 19 Sette Camara, +19.499s; 20 Beretta, +19.666s; 21 Tveter, +19.896s; 22 Ling, +20.146s; 23 Moreno, +21.450s; 24 Pohler, +25.399s; 25 Raghunathan, +25.965s; 26 Stroll, 34 laps-brakes; R Rao, 23 laps-accident; R Jeffri, 23 laps-accident; R Gunther, 5 laps-accident; R Menezes, 5 laps-accident; R Solomon, 0 laps-stalled/accident; R MacLeod, 0 laps-accident. Winner's average speed 91.717mph. Fastest lap Leclerc, 48.377s, 106.351mph.

GRID FOR RACE 3

1 Albon; 2 Russell; 3 Giovinnazzi; 4 Dennis; 5 Leclerc; 6 Bocolacci; 7 Maisano; 8 Rosenqvist; 9 Gunther; 10 Jensen; 11 Menezes; 12 Ferrucci; 13 Sette Camara; 14 Pommer; 15 Iltott; 16 Stroll; 17 Lorandi; 18 Calderon; 19 Tveter; 20 Schiller; 21 Hyman; 22 Solomon; 23 Jeffri; 24 Ling; 25 Maini; 26 MacLeod; 27 Rao; 28 Fittipaldi; 29 Moreno; 30 Beretta; 31 Raghunathan; 32 Pohler. *grid penalty.

CHAMPIONSHIP

1 Leclerc, 269.5; 2 Giovinnazzi, 227; 3 Rosenqvist, 203; 4 Dennis, 189; 5 Russell, 120; 6 Gunther, 111.5; 7 Albon, 110; 8 Jensen, 77.5; 9 Stroll, 68; 10 Ferrucci, 58.

WORLD TOURING CAR CHAMPIONSHIP

ROUND 7/12 PAUL RICARD (F), JUNE 28

RACE 1 (16 LAPS - 38.187 MILES)

1	Sebastien Loeb (F) Citroen Total Citroen C-Elysee WTCC	24m38.108s
2	Yvan Muller (F) Citroen Total Citroen C-Elysee WTCC	+6.020s
3	Jose Maria Lopez (RA) Citroen Total Citroen C-Elysee WTCC	+7.147s
4	Ma Qing Hua (PRC) Citroen Total Citroen C-Elysee WTCC	+9.102s
5	Tom Chilton (GB) ROAL Motorsport Chevrolet RML Cruze TC1	+12.638s
6	Norbert Michelisz (H) Zengo Motorsport Honda Civic WTCC	+16.032s
7	Tiago Monteiro (P) Honda Racing Team JAS Honda Civic WTCC	+16.286s
8	Gabriele Tarquini (I) Honda Racing Team JAS Honda Civic WTCC	+20.888s
9	Mehdi Bennani (MA) Sebastien Loeb Racing Citroen C-Elysee WTCC	+27.191s
10	Jaap van Lagen (NL) Lada Sport Lada Vesta WTCC	+31.589s
11	Rickard Rydell (S) Nika International Honda Civic WTCC	+31.802s
12	Tom Coronel (NL) ROAL Motorsport Chevrolet RML Cruze TC1	+31.822s
13	Gregoire Demoustier (F) Craft Bamboo Chevrolet RML Cruze TC1	+38.658s
14	Stefano D'Aste (I) Munnich Motorsport Chevrolet RML Cruze TC1	+42.028s
15	John Filippi (F) Campos Racing Chevrolet RML Cruze TC1	+42.362s

R Hugo Valente (F) Campos Racing Chevrolet RML Cruze TC1 4 laps-acc damage
 R Nicky Catsburg (NL) Lada Sport Lada Vesta WTCC 4 laps-starter motor
 R Rob Huff (GB) Lada Sport Lada Vesta WTCC 0 laps-brakeline

Winner's average speed 93.006mph.

Fastest lap Loeb, 1m31.148s, 94.264mph.

QUALIFYING 3

1 Loeb, 1m29.245s; 2 Muller, 1m29.370s; 3 Lopez, 1m29.378s; 4 Ma, 1m29.617s; 5 Chilton, 1m29.831s.

QUALIFYING 2

Lopez, 1m29.619s; Loeb, 1m29.638s; Chilton, 1m29.680s; Muller, 1m29.753s; Ma, 1m29.846s; 6 Valente, 1m30.133s; 7 Monteiro, 1m30.158s; 8 Michelisz, 1m30.559s; 9 van Lagen, 1m30.843s; 10 Bennani, 1m31.345s; 11 Demoustier, 1m31.360s; 12 Catsburg, 1m31.743s.

QUALIFYING 1

Ma, 1m29.859s; Muller, 1m29.883s; Loeb, 1m30.038s; Chilton, 1m30.173s; Lopez, 1m30.227s; Bennani, 1m30.258s; Valente, 1m30.478s; Michelisz, 1m30.500s; Monteiro, 1m30.529s; Demoustier, 1m30.591s; van Lagen, 1m30.609s; Catsburg, 1m30.640s; 13 Coronel, 1m30.688s; 14 Tarquini, 1m30.802s; 15 D'Aste, 1m30.948s; 16 Huff, 1m31.029s; 17 Rydell, 1m31.162s; 18 Filippi, 1m31.443s.

RACE 2 (16 LAPS - 38.187 MILES)

1 Lopez, 24m50.700s; 2 Michelisz, +1.449s; 3 Ma, +2.156s; 4 Muller, +3.165s; 5 Tarquini, +12.071s; 6 Valente, +16.645s; 7 Coronel, +16.681s; 8 Chilton, +16.792s; 9 Bennani, +22.667s; 10 Rydell, +24.009s; 11 van Lagen, +26.371s; 12 Catsburg, +28.673s; 13 Filippi, +34.641s; 14 Demoustier, +38.623s; 15 D'Aste, 14 laps-spun off; R Monteiro, 7 laps-accident damage; R Loeb, 3 laps-accident damage; NS Huff, suspension. Winner's average speed 92.220mph. Fastest lap Lopez, 1m31.575s, 93.825mph.

GRID FOR RACE 2

Decided by qualifying, but with the top 10 reversed.

CHAMPIONSHIP

1 Lopez, 282; 2 Muller, 243; 3 Loeb, 208; 4 Monteiro, 114; 5 Ma, 113; 6 Michelisz, 112; 7 Tarquini, 110; 8 Chilton, 76; 9 Valente, 63; 10 Huff, 55.



Loeb won from pole in race one

RESULTS BY FORIX

QUALIFYING 1

GROUP A 1 Leclerc, 48.240s; 3 Albon, 48.249s; 5 Rosenqvist, 48.335s; 7 Giovinnazzi, 48.439s; 9 Jensen, 48.443s; 11 Dennis, 48.491s; 14 Ferrucci, 48.600s; 16 Schiller, 48.683s; 18 Sette Camara, 48.719s; 20 Calderon, 48.746s; 22 Moreno, 48.759s; 23 Maini, 48.563s; 25 Solomon, 48.763s; 27 Ling, 48.870s; 30 Raghunathan, 49.289s; 32 Rao, 49.071s*.
 GROUP B 2 Gunther, 48.533s; 4 Pommer, 48.543s; 6 Bocolacci, 48.603s; 8 Lorandi, 48.637s; 10 Dennis, 48.658s; 12 Menezes, 48.684s; 13 Russell, 48.690s; 15 Iltott, 48.750s; 17 Beretta, 48.812s; 19 Tveter, 48.846s; 21 MacLeod, 48.952s; 24 Jeffri, 48.955s; 26 Maisano, 49.103s; 28 Hyman, 49.105s; 29 Fittipaldi, 49.242s; 31 Pohler, 49.349s. *grid penalty.

RACE 2 (36 LAPS - 51.450 MILES)

1 Gunther, 35m29.238s; 2 Albon, +0.495s; 3 Leclerc, +1.034s; 4 Stroll, +1.906s; 5 Russell, +2.251s; 6 Jensen, +3.115s; 7 Menezes, +3.755s; 8 Bocolacci, +5.181s; 9 Lorandi, +5.555s; 10 Maisano, +6.001s; 11 Pommer, +6.223s; 12 Calderon, +6.984s; 13 MacLeod, +8.506s; 14 Maini, +8.521s; 15 Schiller, +10.094s; 16 Iltott, +10.914s; 17 Rosenqvist, +11.768s; 18 Hyman, +12.838s; 19 Moreno, +13.721s; 20 Raghunathan, +17.540s; 21 Rao, +30.159s; 22 Giovinnazzi, +35.235s; 23 Sette Camara, +38.349s; 24 Jeffri, -1 lap; 25 Solomon, -1 lap; R Fittipaldi, 27 laps-accident; R Ling, 27 laps-accident; R Dennis, 21 laps-accident; R Ferrucci, 21 laps-accident; R Beretta, 14 laps-accident; R Pohler, 3 laps-wiring loom; R Tveter, 2 laps-accident. Winner's average speed 86.988mph. Fastest lap Pommer, 48.681s, 105.687mph.

QUALIFYING 2

GROUP A 1 Albon, 48.099s; 3 Leclerc, 48.295s; 5 Giovinnazzi, 48.302s; 7 Ferrucci, 48.353s; 9 Jensen, 48.412s; 11 Rosenqvist, 48.424s; 13 Sette Camara, 48.482s; 15 Stroll, 48.540s; 18 Calderon, 48.645s; 20 Schiller, 48.786s; 22 Solomon, 48.791s; 24 Ling, 48.807s; 26 Rao, 49.114s; 27 Maini, 48.547s; 29 Moreno, 49.148s; 31 Raghunathan, 49.474s.

**UNITED SPORTSCAR WATKINS
GLEN (USA), JUNE 28 RD 6/10**

Westbrook's dramatic 6 Hours win

ANGLO-CANADIAN PAIR RICHARD Westbrook and Michael Valiante didn't put a foot wrong in tricky, changeable conditions during the Watkins Glen 6 Hours, and that feat was enough to reprise their 2014 victory aboard the Spirit of Daytona team's Coyote Corvette DP and move them back into solo leadership of the United SportsCar series.

Troy Flis's team opted to run a divergent strategy, but it was a flawless performance that counted the most during an enthralling contest.

Christian Fittipaldi and Joao Barbosa (Action Express Racing Coyote Corvette) started from pole after heavy rain washed out qualifying and led to the grid being set according to championship positions. Ultimately, their hopes were dashed by a drive-through penalty for speeding in the pitlane during their final stop.

Ricky Taylor/Jordan Taylor/Max Angelelli look to be in control with Wayne Taylor Racing's #10 Dallara Corvette until Ricky lost control and crashed heavily in the rain at Turn 10 with a little less than one hour remaining. Joey Hand spun Chip Ganassi's Riley-Ford EcoBoost just moments later after taking the lead, but continued to run out front until being forced to pit for a splash of fuel with a little over 10 minutes to go. Hand and veteran Scott Pruett still had done enough to resume in second ahead of Barbosa as the race finished under caution when Kuno



**Winning car fends off
Cameron/Curran machine**

Wittmer crashed his GTD Aston Martin at the final turn.

Rapid Dutchman Renger van der Zande led Starworks Motorsport teammates Mike Hedlund and Alex Popow to the PC class spoils, while Bryan Sellers and Wolf Henzler somehow stretched their Falken Porsche's final load of fuel to win a typically intense struggle in GTLM. Le Mans winner Earl Bamber had to settle for second in the Porsche Motorsport North America 911 RSR.

All 11 cars in the GTD category were in contention for the win inside the final half-hour, but an inspired performance by Marc Goossens, ably assisted by Cameron Lawrence and Al Carter, ensured another win to add to the Viper crew's Daytona 24 Hours honours.

● Jeremy Shaw

RESULTS

1 Richard Westbrook/Michael Valiante (Coyote Corvette DP), 160 laps in 6h00m59.464s; 2 Joey Hand/Scott Pruett (Riley-Ford DP), +11.351s; 3 Joao Barbosa/Christian Fittipaldi (Coyote Corvette); 4 Renger van der Zande/Mike Hedlund/Alex Popow (ORECA-Chevrolet FLM09); 5 Mike Guasch/Tom Kimber-Smith/Andrew Palmer (ORECA); 6 Martin Plowman/Daniel Burkett/Matt McMurphy (ORECA). **PC 1** van der Zande/Hedlund/Popow; 2 Guasch/Kimber-Smith/Palmer; 3 Plowman/Burkett/McMurphy. **GTLM 1** Bryan Sellers/Wolf Henzler (Porsche 911 RSR); 2 Jorg Bergmeister/Earl Bamber (Porsche); 3 Bill Auberlen/Dirk Werner (BMW Z4 GTE); 4 Jan Magnussen/Antonio Garcia (Chevrolet Corvette C7.R); 5 Pierre Kaffer/Giancarlo Fisichella (Ferrari 458 Italia); 6 Nick Tandy/Patrick Pilet (Porsche). **GTD 1** Al Carter/Cameron Lawrence/Marc Goossens (Dodge Viper SRT GT3-R); 2 John Potter/Andy Lally/Marco Seefried

(Porsche 911 GT America); 3 Christopher Haase/Dion von Moltke/Bryce Miller (Audi R8 LMS). **Points 1 Westbrook/Valiante, 192**; 2 Barbosa/Fittipaldi, 187; 3 Dane Cameron/Eric Curran, 177; 4 Hand/Pruett, 175; 5 Jordan Taylor/Ricky Taylor, 170; 6 Oswaldo Negri/John Pew, 161. **PC 1 Jon Bennett/Colin Braun, 157**; 2 Kimber-Smith/Guasch, 156; 3 Mikhail Goikhberg, 149. **GTLM 1= Magnussen/Garcia & Auberlen/Werner, 157**; 3= John Edwards/Lucas Luhr & Kaffer/Fisichella, 145; 5 Henzler/Sellers, 141; 6 Pilet, 140. **GTD 1 Haase/von Moltke, 149**; 2 Leh Keen/Cooper MacNeil, 139; 3 Townsend Bell/Bill Sweedler, 138.



**Hedlund at wheel
of PC winner**

STCC MANTORP PARK (S), JUNE 25 RD 3/7

Volvos ahead in Sweden

REIGNING CHAMPION THED BJORK led from pole position to the flag in his Volvo at Mantorp Park's evening Scandinavian Touring Car Championship round.

Bjork was chased by the BMW of Fredrik Larsson and the second Volvo of Fredrik Ekblom, who had taken full points for topping the opening qualifying session ahead of Bjork and Larsson.

With this trio taking the last three top-10 slots on the reversed grid for race two, it made for a busy race. Mattias Andersson led in his Dacia, but got a drive-through penalty for jumping the start. Youngster Erik Johansson took over the lead for Kia until he

touched with Daniel Haglof and they spun. Ekblom, who made up four places at the start, moved in front, trailed by Bjork and Finn Emma Kimilainen.

● Tege Tornvall

RESULTS

Race 1 1 Thed Bjork (Volvo S60), 25 laps in 21m00.211s; 2 Fredrik Larsson (BMW SR), +1.782s; 3 Fredrik Ekblom (Volvo); 4 Mattias Andersson (Dacia STCC Edition); 5 Richard Goransson (Saab 9-3); 6 Daniel Haglof (Saab). **Race 2 1 Ekblom**, 25 laps in 22m10.722s; 2 Bjork, +0.223s; 3 Emma Kimilainen (Saab); 4 Larsson; 5 Andersson; 6 Goransson. **Points 1 Bjork, 181**; 2 Ekblom, 156; 3 Larsson, 141; 4 Andersson, 87; 5 Goransson, 83; 6 Kimilainen, 78.

V8 STOCK CARS SANTA CRUZ (BR), JUNE 28 RD 5/12

Gomes breaks 2015 duck

AFTER FOUR SECOND PLACES AT THE first four meetings, Marcos Gomes stayed away from trouble to move one step up the podium.

Polesitter Valdeno Brito led, but was the victim of overeagerness from Thiago Camilo. Brito stayed ahead with a damaged diffuser until his rear tyres began to cry enough, and he dropped to eighth as Gomes came through to win from Allam Khodair and Rubens Barrichello.



**The two winners:
Brito (left) and
Gomes**

A daring move from Brito at the first corner of the reversed-grid race gave him the lead, and this time he benefited from a five-lap safety-car period to keep Caca Bueno and Max Wilson at bay. Their doorbanging fight finally let Daniel Serra in to steal second on the last lap.

● Lito Cavalcanti

RESULTS

Race 1 1 Marcos Gomes (Peugeot 408), 34 laps in 48m30.960s; 2 Allam Khodair (Chevrolet Sonic), +4.180s; 3 Rubens Barrichello (Chevy); 4 Ricardo Mauricio (Chevy); 5 Max Wilson (Chevy); 6 Caca Bueno (Chevy). **Race 2 1 Valdeno Brito (Chevy)**, 19 laps in 29m34.168s; 2 Daniel Serra (Chevy), +0.532s; 3 Bueno; 4 Wilson; 5 Gomes; 6 Mauricio. **Points 1 Bueno, 113**; 2 Gomes, 107; 3 Barrichello, 92; 4 Julio Campos, 87; 5 Serra, 84; 6 Wilson, 75.



ERC YPRES RALLY (B), JUNE 25-27 RD 5/10

Legend Loix goes double figures on Ypres

FREDDY LOIX GAVE THE SKODA FABIA R5 victory on its European Rally Championship debut – and scored a record 10th win on the Ypres Rally.

The pre-event favourite had been as low as sixth and as far behind as 26.1 seconds before finding the right set-up and beginning an incredible fightback. Under increasing pressure, all three drivers ahead of Loix hit self-inflicted problems.

First to falter was Craig Breen. Lying second, just 0.6s behind Bryan Bouffier, the Irishman ploughed his Peugeot 208 T16 through a cabbage field, arriving at the end of SS12 with his radiator full of vegetation and the water temperature reading 155°C. The car wasn't impressed,

and refused to restart. Despite this, Breen maintains his ERC lead.

Stephane Lefebvre had been third on his first Ypres Rally in a four-wheel-drive car, until he lost over three minutes with a front-right puncture on the same stage in his 208 T16. This put Bouffier in a 4.1s lead after SS12, which Loix closed to 1.4s entering SS15. But then Bouffier dropped to second, having been forced to change a puncture on his Citroen DS3 R5 mid-stage.

Local driver Vincent Verschueren finished third in another DS3 R5. Kevin Abbring had led early on, but rolled his privately entered Citroen DS3 R5 on SS6, while trying to regain time lost following a

puncture. ERC Junior title rivals Emil Bergkvist (Opel) and Chris Ingram (Peugeot) both retired with engine-related issues, leaving Aleks Zawada (Opel) to take victory.

● Paul Evans

RESULTS

1 Freddy Loix/Johan Gitsels (Skoda Fabia R5), 2h22m29.9s; 2 Bryan Bouffier/Thibault de la Haye (Citroen DS3 R5), +27.5s; 3 Vincent Verschueren/Veronique Hostens (Citroen); 4 Bruno Magalhaes/Hugo Magalhaes (Peugeot 208 T16); 5 Stephane Lefebvre/Stephane Prevot (Peugeot); 6 Jaroslav Orsak/David Smeidler (Skoda Fabia S2000). **Points 1 Craig Breen, 124;** 2 Kajetan Kajetanowicz, 103; 3 Robert Consani, 55; 4 Alexey Lukyanuk, 43; 5 Magalhaes, 38; 6 Loix, 35.

NASCAR SPRINT CUP SONOMA (USA), JUNE 28 RD 16/36

Busch shepherds Busch

KYLE BUSCH FENDED OFF BROTHER Kurt by half a second to take the siblings' first Sprint Cup one-two at Sonoma, in his first win since suffering leg injuries at Daytona.

Kurt was the faster, dominating early on before pitstop timing dropped him behind cars on alternate strategies and left him too much ground to make up.

Only poleman AJ Allmendinger had been able to stay with Kurt Busch early on, until a fuel cell problem cost him 12 laps.

Jimmie Johnson was the other likely victor. Sticking to a two-stop strategy as most pitted three times, he was half a minute clear of the field for a spell. But when every other frontrunner took fresh tyres at the last yellow

seven laps from the end, Johnson was gobbled up by a pack led by the Buschs and Clint Bowyer.

RESULTS

1 Kyle Busch (Toyota Camry), 110 laps in 2h55m39s; 2 Kurt Busch (Chevrolet SS), +0.532s; 3 Clint Bowyer (Toyota); 4 Kevin Harvick (Chevy); 5 Joey Logano (Ford Fusion); 6 Jimmie Johnson (Chevy); 7 Dale Earnhardt Jr (Chevy); 8 Kasey Kahne (Chevy); 9 Ryan Newman (Chevy); 10 Sam Hornish Jr (Ford). **Chase grid 1 Johnson, 4 wins/546 points;** 2 Harvick, 2/616; 3 Kurt Busch, 2/469; 4 Martin Truex Jr, 1/563; 5 Logano, 1/559; 6 Earnhardt, 1/545; 7 Brad Keselowski, 1/505; 8 Matt Kenseth, 1/479; 9 Denny Hamlin, 1/438; 10 Carl Edwards, 1/405; 11 Jamie McMurray, 0/497; 12 Kahne, 0/483; 13 Jeff Gordon, 0/462; 14 Paul Menard, 0/452; 15 Newman, 0/435; 16 Aric Almirola, 0/431.



SUPERTC2000 RAFAELA (RA), JUNE 28 RD 5/12

Legality row for Werner

PRIVATEER MARIANO WERNER seemed to have returned to the winner's circle in his privateer Lincoln Sport Group Ford Focus after nearly three years.

A last-lap attempt by Peugeot's Agustin Canapino to wrest the lead from team-mate Nestor Girolami ended in tears, allowing Werner to slip past the Peugeot pair and take the flag. But at scrutineering the stewards objected to height of the winning Ford's rear wing. The team has appealed the decision.

Canapino had finished second on the road, but was demoted to third by the officials, so if Werner is kicked out then third-on-the-road Girolami will emerge as winner.

Series leader Facundo Chapur rose from 24th and last on the grid to fourth on the road with his Fiat.

● Tony Watson

RESULTS

1 Mariano Werner (Ford Focus), 25 laps in 36m50.307s; 2 Nestor Girolami (Peugeot 408), +0.265s; 3 Agustin Canapino (Peugeot); 4 Matias Munoz Marchesi (Chevrolet Cruze); 5 Facundo Chapur (Fiat Linea); 6 Jose Manuel Urcera (Fiat).

JAPANESE FORMULA 3

Mitsunori Takaboshi won both races at Okayama at the wheel of his B-Max Dallara-Toyota. Takaboshi lined up second for both races behind TOM'S driver Kenta Yamashita, but the Nissan protege jumped ahead of the Toyota prospect at the start of both races. The other TOM'S car of Nick Cassidy took a fourth and a fifth, meaning the Kiwi now trails Yamashita by four points and is just one ahead of Takaboshi.

ASIAN GT

Tonio Liuzzi triumphed in the first race at Okayama in the McLaren 650S he shared with local driver Hiroshi Hamaguchi, with the Ferrari of Carlo van Dam and Piti Bhirom Bhakdi in second. Bentley scored its first AGT win in race two, with Keita Sawa hanging on in the car started by Adderly Fong to beat the Aston Martin of Richard Lyons, who had taken over from Frank Yu. A big fire eliminated the Ferrari of Gianmaria Bruni at the start of race one.

WORLD CHALLENGE GT

Tomas Enge (Lamborghini), Chris Dyson (Bentley) and James Davison (Nissan) shared the wins when the GT3 contenders visited scenic Road America for a triple-header last weekend. Olivier Beretta (Ferrari) maintained his commanding points lead by virtue of a pair of top-four finishes. Florida-based Scotsman Ryan Dalziel (Porsche) also snagged a pair of podium finishes.

GERMAN CARRERA CUP

Nicki Thiim took a double win at the Norisring. The Dane led the first race all the way from Porsche scholar Matteo Cairoli, only for the Italian to be excluded for using last year's shock absorbers, which are no longer homologated. This promoted Philipp Eng and Connor de Phillippi to second and third. Thiim's second win came over Sven Muller and championship leader Eng, after Cairoli dropped from second to sixth.

ITALIAN FORMULA 4

Estonian prospect Ralf Aron took a double win at Imola to grab the series lead from Prema team-mate Guan Yu Zhou. Aron led race one all the way from Zhou, with Robert Shwartzman third. It was Aron from Zhou again in the finale, followed this time by Joao Vieira. A reversed-grid crashfest went to Mucke Motorsports' David Beckmann.

ETCC

SEAT drivers Dusan Borkovic and Andreas Pfister shared the wins at Paul Ricard in the European Touring Car Championship. Borkovic pressured Pfister to the flag in the second race.

BRAZILIAN FORMULA 3

Pedro Piquet returned to winning ways at Santa Cruz to take two more race wins and claim the series lead. He led the first all the way to beat Pedro Cardoso, but had to start the second from the pits due to a misunderstanding with the race director. Piquet was in the lead by half-distance to beat Carlos Cunha.

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Norris (31) and Ticktum collided in race one



Court appeal after title rivals' Croft clash

Lando Norris hits out at Daniel Ticktum for "stupid move" during MSA Formula lead battle

LAST WEEKEND'S OPENING

MSA Formula race at Croft will be decided by the National Court of Appeal after title rivals Lando Norris and Daniel Ticktum came together while fighting for the lead, resulting in Ticktum's exclusion.

Norris led the 15-lap race throughout from pole with Ticktum narrowly behind. But the Fortec Motorsports racer made a move up the inside of the Carlin driver into the Hairpin on the final lap, locked up and tipped Norris into a spin

before taking the flag.

Ticktum was later excluded from the race and handed a five-place grid penalty, which was later upheld by the meeting's clerk of the course after an appeal. Fortec has opted to send the appeal to the MSA National Court, which is expected to hear the case before the next round at Snetterton on August 8-9.

Ticktum has been reinstated in the results and championship points until the appeal is heard. He sits second in the standings, just four

points behind leader Ricky Collard after winning Sunday's race. Norris, who did not finish the race after the incident, is third.

NORRIS BLASTS TICKTUM

Norris said of the incident: "He used two new tyres for race one so had the advantage, whereas I was saving mine for race three. I don't understand why he didn't look to bank the points and then keep the tyres fresh for the later races.

"I didn't see the move coming. His angle into the hairpin was unrealistic for an overtake. There's always a gap, but you don't go for it every time. It was a stupid move."

After the opening race, but before the stewards met, Ticktum said: "I wasn't always going to make the move but I felt that the opportunity was there going into the hairpin.

"I needed the points. But my belief was if we collided, I get zero points, and Lando gets zero, so I'd be no worse off in the title race. I know that's a bad way of looking at it."

COLLARD HITS OUT

Points leader Collard has criticised race officials for forcing him to start race two from the pitlane.

Collard took second place in the opening race of the weekend after being handed a one-second penalty for overtaking under yellow flags.

He would have started race two in seventh, but was prevented from joining the grid when he attempted to drive out of the assembly area too late. He made his way up to 12th.

"I had over a 90-minute wait for the stewards' decision after race one," Collard said. "I was prevented from joining due to marshal safety. I wasn't then allowed to rejoin at the back of the grid, which is upsetting.

"I had to drive through the public in the paddock into the pitlane. It was unnecessary."

MSA Formula championship boss Sam Roach said: "The assembly area is completely under the control of parc-ferme marshals. They have a duty to control that area. It's disappointing."

Collard started race two in the pitlane



In brief

Ginetta driveshafts fail

The Ginetta GT4 Supercup will address a third-party part issue after several drivers suffered driveshaft failures at Croft last weekend, including two breakages for championship leader Carl Breeze.

Canadian for Carlin

Ginetta Junior rookie Devlin DeFrancesco will switch to MSA Formula with Carlin next season after making his tin-top debut with HHC at Croft last weekend. The 15-year-old Canadian finished third in last year's CIK-FIA European KF Junior karting championship. He qualified ninth at Croft but suffered two incident-hit races.

Swiftune's £5 engine

The Swiftune engineering firm raised in excess of £10,000 for charity at last weekend's Mini Festival. In celebration of its 50th year of business it put up a host of prizes, which included raffling off a tuned 1380 Road Rocket Mini engine worth £10,000 and ancillaries for £5. Nick Swift called it "an amazing response".

TVR ace returns

Former TVR Tuscan racer Matt Kelly ended a 15-year break from racing when he took part in two classic Mini races at Brands Hatch last weekend. Kelly, 45, shared a Snetterton Speed Shop-run 1965 Cooper S with Mini stalwart Jonathan Lewis at the Mini Festival, finishing second.



Ginetta LMP3 will not race in 2016

Britcar 24 Hours

Britcar 24H bans GT3 and prototype cars

THE BRITCAR 24 HOURS has banned GT3 and sports-prototype machinery for next year's Silverstone event, which it has been confirmed will be run in April. This year's edition attracted a 29-car field and was won by Beechdean Motorsport's GT4 Aston Martin. But six of the entries would have been ineligible under new rules.

Britcar 24 Hours founder James Tucker said the result prompted a rethink to build interest, adding this year's race included broke even financially. "There's a wide market for GT3 and prototypes to race for 24 hours," he said. "In those races, the smaller cars get bullied by the bigger, faster ones. When we had a GT4 win overall it got a great reception and we already have 54

expressions of interest off the back of it." The race will now operate four classes. The top level is for Cup-spec GT cars such as Porsche Carrera Cup and Ferrari Challenge cars, with categories for GT4, modified endurance spec saloons and an up-to-two-litre foundation class. "By removing GT3 and above we not only make the Britcar 24 Hours more

user-friendly but we also cut the costs of running those types of cars," said Tucker. "Drivers should be able to buy a seat for a fraction of the cost of doing a British GT round." To further save costs, Tucker is considering new fuel and tyre deals, including a potential switch to road fuels. It is hoped it could reduce the budget by up to 50 per cent.

MSA Formula

Fielding set for Formula Masters China outings

MSA FORMULA RACER SENNAN Fielding will compete in the Formula Masters China Series in Taiwan this weekend with the Team Absolute Racing squad. Fielding, who was nominated for last year's McLaren AUTOSPORT BRDC Award, is fifth in the MSA Formula points after last weekend's rounds at Croft. He will join the Formula Masters grid at the Penbay International Circuit. The Absolute Racing outfit regularly competes in GT racing in the Audi R8 LMS Cup and Porsche Carrera Cup Asia. "We were contacted a few weeks ago to ask if I'd be interested in racing, and I snapped at the chance," Fielding said. "It's a great opportunity and will be

extremely different to what I'm used to. But I want to take any opportunity I'm given at this stage in my career, particularly with the team also running a GT campaign. Hopefully I can make a big impact because it could lead to other opportunities."



Fielding is off to Taiwan

EBREY/LAT

Mini Festival

Ellis and Jackson make Mini Festival appearances



Ellis took a best finish of second

HAWKINS/MASON

BRITISH GT ACE BRADLEY ELLIS and British Touring Car Championship racer Mat Jackson raced in the Brands Hatch Mini Festival last weekend. Jackson was invited to share a 1963 Cooper S with John Brooks, replacing Michael Caine. He finished seventh in the Endurance race. "I've not done much racing this year as I'm still waiting for our BTCC return at Snetterton, so any chance to get back out is welcome," said Jackson. Ellis, usually racing in British GT

with Adrian Barwick in a Team Parker Racing Ginetta, was also a stand-in. Nick Swift became unavailable so Ellis teamed up with Phil Anning, a driver he tutors, to take second. Former British GT champion Ellis is targeting future historic racing. "I've done one race before in a classic Mini and they're superb fun. I've got the Silverstone Classic in my diary for this year as I enjoy historic stuff when I can do it, but I'm not sure what I'll be racing yet."

British GT

Meadows to race at Spa British GT round

FORMER PORSCHE CARRERA Cup champion Michael Meadows will join the British GT grid at Spa next weekend alongside Stuart Leonard. Team boss Leonard is unable to make the Spa 24 Hours test, and will use the British GT round to prepare

for the event in his Aston Martin Vantage. Meadows will miss the Silverstone Porsche Supercup round as a result. They will be partnered by Stefan Mucke and Tom Onslow-Cole. "I could have raced in the Supercup but I've done it before and my sponsors

weren't as keen on it this time around," Meadows said. "Stuart was unable to make the official test at the track last week as he lives in the USA. So he decided to enter the car in British GT next weekend to get the mileage instead."



Meadows will race Aston at Spa

EBREY

Fun Cup

Van de Poele to race in Fun Cup 25 Hours with sons

FORMER GRAND PRIX DRIVER

Eric van de Poele will contest the Spa 25 Hours Fun Cup race this month together with his three sons.

The five-time winner of the Spa 24 Hours across its touring car and sportscar iterations will drive together

with Alexis, who is competing in the new one-make Audi Sport TT Cup this season, and race debutants Nicolas and Diego.

They will share an evolution 3 Fun Cup racer entered by the Delahaye Racing squad in the event on June 11-12.

"It is a dream come true to drive with my sons and maybe it is a first for a father to share a racing car with three sons," said 53-year-old van de Poele.

"It will be an amazing experience, I think. I've never done the 25 Hours before, apart from driving one stint in a car Alexis was racing a few years back."

Nicolas and Diego van de Poele, who are 21 and 18 respectively, are being coached by Alexis.



EvdP raced in five GPs. This is 1992

LAT

Club racing

Watts earns Classic brace

THE ANNUAL SPA SUMMER

Classic Event was held last weekend with the F3 Cup, Monoposto Series and Sports 2000 headlining.

Robbie Watts scored a double in his Dallara F302 Opel, while Jason Timms won the Moto class on his debut. Honours in the 1800 class were split between Dan Gore and Marcus Sheard, while Simon Davey and Eddie Guest won in 1600.

Peter Venn won the Classic 2000 category despite a pitlane start, but Venn retired from the second leaving Kevin Otway to take the win.

Keith Ahlers completed a Morgan

Challenge double, while Richard and William Plant shared their Plus 8 to victory in the first Swinging 60s/Classic K event. Ray Barrow's Chevrolet Camaro then beat the Plants to the race-two win.

David Marcussen/David Cuff won the first Inter Series Cup race in their BMW M3 before Mark Chilton topped the race-two order in his Porsche 928.

Paul Rose's guest-class Saker won the first Sports 2000 event ahead of Neil Burroughs's Gunn TS11. Burroughs then dominated race two ahead of Patrick Sherrington.



Watts took a Belgian double

CLIFFE

Renault UK Clio Cup

Pattison to return to Clios

LEE PATTISON WILL RETURN TO the Clio Cup Championship at the Knockhill round as grid sizes look to increase in the second half of the season.

The 40-year-old, currently competing in the Mini Challenge, last raced in Clios in 2014, scoring a win and four podiums.

"I love Clios, it's a mega championship and one I've done well at," he said. "I'm already up in Scotland on holiday that weekend so decided why not break it up and have a race."

His return for the August 22-23 event comes after two more drivers – Paul

Donkin and Peter Felix – joined the grid at Croft for one-off outings last weekend, with organisers optimistic grids will continue to grow.



EBREY/LAT

Pattison will run at Knockhill

HUMBLE PYE

The voice of club racing



Stephen Hepworth gave BRM its first appearance since '73

STALEY/LAT

"HEPWORTH'S BRM P167 ROARS AGAIN AFTER 43 YEARS"

From the moment Lord March opened the 23rd Goodwood Festival of Speed by driving Alpine's delicious A110-esque Celebration concept car (destined for production) to drag-racing legend Don Garlits' final Sunday demo, the summer's World Motorsport Heritage site harboured special moments for all. My favourite was seeing Andrew and Stephen Hepworth's BRM P167-2 Interserie car run for the first time since 1973.

Their late father David, British hillclimb champion of 1969 and '71, bought the BRM Group 7 project from the factory and completed the second longer-wheelbase P167 in Yorkshire. Also in the package were the ex-Pedro Rodriguez P154-2 Can-Am contender and the monocoque of the unraced interim P154/167. Having tested "the bastard car" at Dijon, the Mexican sought BRM's leave to race Herbie Muller's Ferrari 512M at the Norisring in July '71. Tragically, he lost his life there.

The hybrid's suspension and running gear were cannibalised to finish P167-1, raced by Brian Redman, Howden Ganley and Hepworth in Europe. After David stopped racing, the cars were dismantled and their engines (two complete, two blown) have remained dormant. Until Goodwood that is, where the 'Flat Out and Fearless: Racing on the Edge' theme inspired the Hepworth boys to build P167-2 back up. In March!

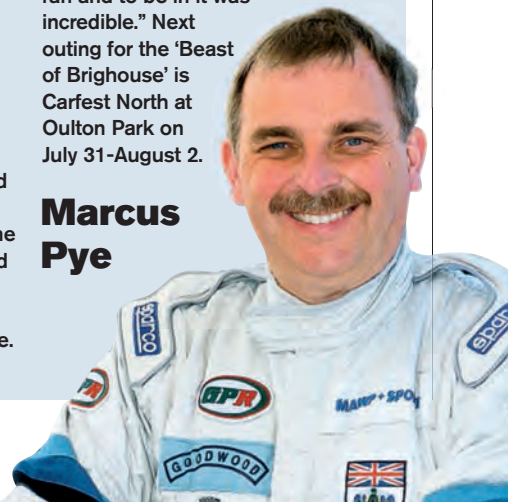
"It's been a brilliant experience, but we've loved doing it," said Steve. The BRM-prepared [and badged

P155] 8.1-litre Chevrolet engine caused headaches. "The block cracked when we pressure-tested it, so we had to weld it – six times in one weekend!" Fortunately, V8 specialists Ken Coleman and Ric Wood helped sort it.

Weeks of late nights got the car to Goodwood, untested. Back on the team was David Hepworth's long-time mechanic John Brooke, traced in Canada via period Costello Can-Am driver David Saville-Peck on Facebook. "We couldn't have done it without John. He came for a week and stayed a month, leaving period set-up sheets and memorabilia," said Steve, who shared the driving with his brother.

Reaction to the car was tremendous, from Ganley, enthusiasts and Goodwood organisers who selected it for studio photography in the paddock. But it was on the hillclimb course where the ground-shaking leviathan left the biggest impression. "Seeing it on track was magic for the family," said Steve. "I was seven when it last ran and to be in it was incredible." Next outing for the 'Beast of Brighthouse' is Carfest North at Oulton Park on July 31-August 2.

Marcus Pye



Davey took his first
Mini wins at Brands



MINI FESTIVAL BRANDS HATCH, JUNE 27-28 MSVR

Mini title race blown open at Brands

82

BOTH MINI CHALLENGE TITLE FIGHTS were blown wide open as four winners shared glory from the six races that headlined the annual Brands Hatch Mini Festival.

The points leaders changed in both the premier Gen 3 F56 Challenge category and the lesser-powered Cooper Class, with David Grady topping the order in the turbocharged division and Nathan Harrison taking Cooper top spot.

Charlie Butler-Henderson's work-enforced absence meant the F56 points lead became open season. While Grady's win in the disrupted finale put him top of the pile he largely couldn't match the pace of former Legends champion Lawrence Davey, who broke his Mini duck to secure two hard-fought victories.

Davey left the last round at Silverstone with a hat-trick of second places, but went one better straight away in the opener. William

Phillips secured pole, but was powerless to prevent Davey from slipping past when he locked up into Clearways and ran wide. South African Ryan Rhode slipped past too to steal second.

Davey's second win was more troublesome. He got away well from pole but Rhode had gambled on a more aggressive front tyre set-up and benefited from better early grip. Rhode took the lead into Paddock after outdragging Davey out of Clearways. However, when Rhode's tyres began to wilt mid-race he struggled for front-end grip and eventually ran wide at Paddock, skipped through the gravel and ceded the lead back to Davey.

Race three was a turbulent affair, containing two safety car periods before being red-flagged after a nasty roll for Lee Pattison at Paddock. Grady had started on pole on the reversed grid and controlled



Sullivan sneaked
Mighty Mini wins

the two restarts to win as Davey scythed his way up to second from fifth. Former points leader Rob Smith lost more ground after a difficult weekend. A podium in race two was as good as it got but a tardy start and spin at the start of race three left him a lap down.

Jono Brown, Neil Newstead and Hamish Brandon each took a win in the concurrent R56 JCW category, which took Newstead well clear in the points standings.

In the Cooper division, former kart star Harrison took advantage of brake problems for rival Ricky Page to snatch the points lead.

Page suffered repeated ABS problems. He qualified second without the system and his Sussex Road and Race team changed every possible component before race one. Regardless, the issue returned. Page battled on, snatching the lead from poleman Max Leaver. However, a controversial clash between the

two at Graham Hill handed a simple win to Harrison as Page recovered to fourth place behind Max Bladon and Martin Poole.

Page also led the entire of race two, but lost out at the final turn when his stressed brakes cried enough into Clearways and opened the door for Harrison. The pair ran side-by-side to the line with Harrison getting the nod by just 0.019s.

A final faulty brake sensor was rooted out for race three, and Page made no mistakes to keep Harrison at arm's length for the duration, despite an early red-flag stoppage for a pile-up at Paddock. Harrison's two wins gave him a slender points lead with three weekends remaining.

The Mini Festival produced excellent racing and provided the perfect answer to critics of one-make events – although the cars were so diverse that the name Mini was the only common factor.

Liam Sullivan overhauled Peter Bonas to take a narrow win in the Mighty Minis. Stuart Coombs came to an unplanned halt and championship leader Brayden Fletcher moved up to finish third.

Despite a partial reversed grid for Sunday's race, Sullivan came through from eighth to win by a length from Fletcher.

The first Miglia race thrilled. Rupert Deeth and polesitter Kane Astin duelled for the lead until an



Nasty Pattison roll
caused a red flag

ALL PICS: HAWKINS



Williams edges tight Champion of Brands

THE THIRD ROUND OF THE Champion of Brands series showed plenty of promise, with very little to choose between the top four. It produced one of the closest finishes of the weekend as Luke Williams held on after a race-long battle.

Former Formula Palmer Audi champion Richard Tarling, Oliver White, Williams and Andy Charsley were the stars as the field fought it out for the magnificent Bert Ray Memorial trophy.

There was little separating them in qualifying, and it was the same in the race. Tarling made a superb start from pole and soon established a worthwhile lead over White, who seemed unable to reduce the deficit over the early laps.

Meanwhile, Williams was on a charge as he climbed from a distant third place. He set a

string of fastest laps as he caught White and then homed in on the leader. Then, at two-thirds distance, Williams squeezed past Tarling at Clearways to seize the lead.

Tarling fought back immediately and regained the lead at Paddock, but next time round Williams retaliated when he dived through on the inside at the same place.

Soon, White found a way past Tarling and then drew alongside the leader at the last corner, but Williams held on to win by a nose from White, with Tarling almost alongside. Charsley finished a fine fourth.

"Richard and I touched at the last corner, but it was okay," said the delighted winner.

"The commotion started when I had to take to the grass to avoid a backmarker."

● Kerry Dunlop

Williams clung on to win in tense finale



audacious move by Astin gave him the first of two wins. Aaron Smith followed him through so Deeth settled for third place. On Sunday the podium positions were identical.

Bump-drafter Jamie White and Scott Kendall fought throughout a thrilling Super Mighty Minis race. They chopped and changed places and White nosed ahead at the end.

White then made it two from two. Elliott Stafford started 24th on the grid yet rose to finish a fraction behind the eventual winner.

The first Mini Se7en race was red-flagged as cars spun on oil. Soon after the restart Max Hunter seized the lead with a brave move on Darren Thomas, but then he threw it away with a massive moment at Paddock. Thomas survived some jostling to win from Andrew Deviny.

Thomas was gifted the double when Hunter again lost the lead with a gravel trip; then polesitter Deviny crashed at Paddock.

Ian Curley seized the advantage in the first Mini Euro Challenge for pre-'66 cars. Chief rival Bradley Ellis pulled out with a misfire, so Curley raced home to a comfortable win over Jonathan Lewis.

Sunday's race was affected by a sharp shower. Curley survived a wild slide to win from Matt Kelly and "rainmeister" Ellis who raced through from 22nd to third.

In the Mini Allcomers races the monstrous 380bhp 2.6 V8-powered

car of Harvey De'Ath cleared off to win easily, but the star of the show was Bill Richards who raced from 11th to second.

De'Ath then went on to win the second race as well, but only after Richards' Metro-Duratec had pulled into the pits while leading. Nick Swift fought off a strong challenge to finish third.

Nick Padmore starred in the 40-minute Mini Endurance to win by six seconds from Bradley Ellis/Phil Anning.

● Rob Ladbrook and Kerry Dunlop

RESULTS

MINI CHALLENGE GEN 3 FS6 (17 LAPS) 1 Lawrence Davey 15m07.504s (81.46mph); 2 Ryan Rhode +0.817s; 3 William Phillips; 4 Rob Smith; 5 David Grady; 6 Harry Vaulkhard. **CW** Neil Newstead (R56 JCW) **FL** Phillips 52.716s (82.49mph).

RACE 2 (23 LAPS) 1 Davey 20m23.907s (81.72mph); 2 Rhode +1.289s; 3 Smith; 4 Lee Pattison; 5 Grady; 6 Phillips. **CW** Neil Newstead (R56 JCW) **FL** Phillips 52.128s (83.42mph).

RACE 3 (15 LAPS) 1 Grady 15m57.795s (68.10mph); 2 Davey +1.302s; 3 Rhode; 4 Phillips; 5 Luke Caudle; 6 Harry Vaulkhard. **CW** Hamish Brandon (R56 JCW). **FL** Davey 52.776s (82.39mph).

COOPER CLASS (19 LAPS) Nathan Harrison 20m05.854s (68.51mph); 2 Max Bladon +0.740s; 3 Martin Poole; 4 Ricky Page; 5 Simon Walton; 6 Mark Wakefield. **FL** Page 57.607s (75.48mph).

RACE 2 (21 LAPS) 1 Harrison 20m29.185s (74.29mph); 2 Page +0.019s; 3 Wakefield; 4 Walton; 5 Bladon; 6 Henry Neal. **FL** Leaver 57.522s (75.59mph). **RACE 3 (16 LAPS)**

1 Page 15m34.571s (74.44mph); 2 Harrison +0.821s; 3 Leaver; 4 Neal; 5 Adam Davey; 6 Walton. **FL** Harrison 57.706s (75.35mph).

CHAMPION OF BRANDS FF1600 (18 LAPS) 1 Luke Williams (Ray GR13) 15m28.401s (84.31mph); 2 Oliver White (Van Diemen JL015K) +0.061s; 3 Richard Tarling (Ray FF1600); 4 Andy Charsley (Ray GR15); 5 Ashley

Diiben (Mygale SJ01); 6 Miles Johnston (Mygale 01). **FL** Williams 50.748s (85.61mph).

MIGHTY MINIS (17 LAPS) 1 Liam Sullivan 20m23.602s (60.41mph); 2 Peter Bonas +1.021s; 3 Brayden Fletcher; 4 Robert Pearson; 5 Maria Brown; 6 Caroline Gilbert. **FL** Bonas 1m04.070s (67.87mph).

RACE 2 (19 LAPS) 1 Sullivan 20m38.501s (66.71mph); 2 Fletcher +0.189s; 3 Stuart Coombs; 4 Alastair Richards; 5 Brown; 6 Bonas. **FL** Bonas 1m03.862s (68.09mph).

MINI MIGLIAS (18 LAPS) 1 Kane Astin 16m53.054s (77.26mph); 2 Aaron Smith +0.121s; 3 Rupert Deeth; 4 Niven Burge; 5 Dave Drew; 6 Damon Astin. **CW** D.Astin. **FL** D.Astin 54.854s (69.27mph).

RACE 2 (20 LAPS) 1 K.Astin 19m17.810s (75.11mph); 2 Smith +0.109s; 3 Deeth; 4 Burge; 5 Mark Sims; 6 Sam Summerhayes. **FL** Mark Cowan 55.027s (79.02mph).

SUPER MIGHTY MINIS (20 LAPS) 1 Jamie White 20m24.682s (71.01mph); 2 Scott Kendall +0.075s; 3 Neven Kirkpatrick; 4 Ian Slark; 5 David Berney; 6 Steve Maxted. **FL** Kendall 1m00.346s (72.06mph).

RACE 2 (20 LAPS) 1 White 20m14.309s (71.62mph); 2 Elliott Stafford +0.094s; 3 Kirkpatrick; 4 Alex Comis; 5 Slark; 6 Patrick Ford. **FL** Stafford 59.544s (73.03mph). **DUNLOP MINI SE7ENS (10 LAPS)** 1 Darren Thomas 10m14.167s (70.80mph); 2 Andrew Deviny +0.684s; 3 Max Hunter; 4 Ashley Davies; 5 Paul Spark; 6 Lewis Selby. **FL** Spark 1m00.248s (72.17mph).

RACE 2 (18 LAPS) 1 Thomas 19m45.708s (66.01mph); 2 Selby +11.771s; 3 Spark; 4 Nathan Burge; 5 Graeme Davis; 6 Adam Smith. **FL** Thomas 1m00.104s (72.35mph).

S.I.U. MINI EURO CHALLENGE - PRE '66 (21 LAPS) 1 Ian Curley 20m51.010s (72.99mph); 2 Jonathan Lewis +6.989s; 3 Chris Morgan; 4 Steve Jones; 5 Donnelly; 6 Adrian Barwick. **FL** Bradley Ellis 58.673s (74.11mph).

RACE 2 (18 LAPS) 1 Curley 20m23.097s (63.99mph); 2 Matt Kelly +0.582s; 3 Bradley Ellis; 4 Mike Wilds; 5 Morgan; 6 Jon Milicevic. **FL** Morgan 58.798s (73.95mph).

SWIFTS MINI ALLCOMERS (15 LAPS) 1 Harvey De'ath (Cooper S V8) 15m29.760s (70.15mph); 2 Bill Richards (Metro-Duratec) +5.705s; 3 Pat Ford (Mini Clubman); 4 Lee Jones (Mini Spaceframe); 5 Nick Swift (1275GT Longman replica); 6 David Franks (Austin Mini). **FL** Richards 52.817s (82.33mph).

RACE 2 (21 LAPS) 1 De'ath 15m38.331s (74.15mph); 2 Lee Jones +13.656s; 3 Swift; 4 Dave Drew (Mini Miglia); 5 Niven Burge (Mini Miglia); 6 Dave Usher (16v A series). **FL** Richards 52.220s (83.27mph).

SANWA MINI ENDURANCE - PRE '66 (38 LAPS) 1 Nick Padmore 40m22.103s (68.22mph); 2 Bradley Ellis/Phil Anning +6.507s; 3 Adrian Barwick/Mike Wilds; 4 Jason Brooks/Mat Jackson; 5 Gregor Froetscher; 6 Ian Curley/Dave Usher. **FL** Padmore 58.331s (74.55mph).



Tim Davies leads the way at Cadwell

WOLDS TROPHY CADWELL PARK, JUNE 27-28 HSCC

Davies pain means another Davies gain

WITH MARK DAVIES'S LOTUS Cortina breaking its rear axle at the Mountain and the engine in Mike Gardiner's similar car blowing, it was another Cortina – that of Tim Davies – that won the first **Historic Touring Car** race from the Mustangs of Warren Briggs, Neil Brown and Pete Hallford, after a crash for Richard Dutton's Cortina signalled red flags.

Tim Davies also won the second race, despite the close attentions of Hallford and Briggs. Briggs finally clinched second into the Gooseneck, while John Avill took a solitary fourth.

Stuart Roach's Mk2 Alexis secured a double win in the front-engined **Formula Juniors**, despite losing out to Mark Woodhouse (Elva) at the start of

race one. Roach led from Park Corner to win comfortably, with Andrew Tart's Bond third. It was lights-to-flag for Roach in race two, but Tart managed to get past Woodhouse for second into Park, only to spin back to fourth at the Hairpin, promoting Woodhouse and Mike Walker (Bond).

Little separated James Denty's Lotus 41 and the Tecno of Dean Forward in the **Historic F3** race, before Forward picked up a puncture after they made contact. Simon Armer (March 703) retook James King (Chevron) to clinch second. King won the second race, after Forward and Denty tangled again. Denty's recovery ended with a spin cresting the Mountain. Armer and Jim Blockley's Brabham completed the podium.

Lotus driver Sam Wilson was a double winner in the rear-engined **Formula Juniors**. Both races featured an early four-car break before Wilson cruised home. James Murray retired from second place in race one with a broken throttle link, leaving fellow Lola man James Claridge a close second, clear of Stuart Roach's Mk4 Alexis. It was the same result in race two after Murray tripped over a backmarker, recovered and then retired with gearbox maladies.

For the opening **Historic Formula Ford** race there was little to split the Merlyns of Richard Mitchell and Maxim Bartell. When Mitchell got sideways approaching the Mountain, Bartell spun and left his rival clear to victory. James Buckton inherited second but

was under pressure from William Nuthall and James Hadfield. While Hadfield sealed second, Buckton retained third after Nuthall spun at Mansfield.

Race two was twice red-flagged before Mitchell took his second win. The second red flag came after a car park formed at the Mountain foot, when backmarkers queued as two retirements took to the paddock return road, prompting contact. Hadfield had already crashed out at Park, which left Bartell in second after swapping places with Simon Toyne's Lola, both having demoted Buckton.

Roger Waite's Lotus Elan took victory ahead of the Morgan Plus 8 of Kevin Kivlochan in the first **Historic Roadsports** race. Jonathan Stringer (Lotus Seven) was third, but improved in race two, following Waite to the flag with Patrick Ward-Booth's Ginetta third.

Tom Smith (Royale) spent both **Historic FF2000** races chasing Benn Simms (Reynard). Andrew Park's Reynard was third on the first outing, but lost out to Callum Grant (Delta) in the second.

It was lights-to-flag wins in both **70s Roadsports** races for Peter Shaw and his TVR Tuscan. James Dean's Lotus Europa demoted son-and-father duo Julian and Charles Barter for second, but was well behind Barter Jr's TVR in race



John Turner moved ahead late on to win



JONES



Charteris conquered
Classic Clubmans

JONES

two in a distant third.

Simon Hadfield (March 743) was never seriously challenged on the way to a **Classic F3/FF2000** double. Paul Dibden's Argo held off a duelling Ian Pearson (Van Diemen) and Maxim Bartell (Chevron) to secure second in race one as Pearson topped the FF2000 class. It stayed closer for longer in race two, with Dibden ahead until lap five, when Pearson squeezed by onto the Mountain, only for Dibden to take it back with a lap to go. All the while Bartell closed in from a back-of-the-grid start.

Having dominated the **500cc F3** race from the start, a sick engine robbed Peter De La Roche's Cooper from victory. John Turner and Roy Hunt had been close throughout, but Hunt watched as Turner got past to take the win.

Mark Charteris (Mallock) easily won both **Classic Clubmans** races. Alan Cook was second in the first after John Harrison crashed at Chris Curve. Peter Carter's Phantom took second in race two.

Ian Jones (Lotus 59) and Benn Simms (Elfin) shared the wins in the **Classic Racing Cars**.

● Peter Scherer

KIRKISTOWN, JUNE 27 500 MRCI

Byrne beats Pollock in Kirkistown showdown



Byrne claimed both
FF1600 victories

LYNAS

THE NORTHERN IRELAND RACING season reached the midway point at Kirkistown with Formula Ford 1600 and Fiestas headlining the meeting.

Jake Byrne has been the dominant force in **FF1600** at the venue this year and he arrived in a strong position to add to his tally of three wins, placing his Ray on pole.

The first race proved difficult for the young student – he was beaten at the start as arch rival Adrian Pollock led the pack away in his Van Diemen.

Pollock looked good for his third win of 2015, but Byrne was on a mission, calmly carving through the field, catching up with Pollock, who was under the close attention of Alan Davidson in an elderly Mondiale. Byrne shot to the front, while Pollock lost out to the impressive Davidson at the Hairpin.

Byrne made a confident start to race two and was never headed. Again Davidson made a poor start, but caught and



Traub took the
Saloon honours

LYNAS

passed Pollock late on.

Adrian Finnegan was on pole for the first **Fiesta** race with Ian McCallister the early pacesetter. Richard Livingston took command of the pack, but McCallister regained the front slot to win from Livingston, with Shane Roe third.

Livingston started from pole for the second race. He was pushed hard by McCallister and Finnegan as they all had a turn at the front, but when it counted Livingston crossed the line first to take his third win of the season.

There may have been a much smaller entry than normal for the **Saloon/GT** races, but they did not lack drama.

Visitor Chris Southcott surprised the regulars by putting his rapid MG Midget on pole with Jim Hutchinson alongside in his Vauxhall-powered Escort. Sadly for Hutchinson, he didn't get to start and was pushed off the startline with a mechanical problem.

James Turkington, fastest of the Saloons, had a moment on the approach to the Chicane and collected a badger with his SEAT Cupra, an incident that brought

out the safety car.

Southcott had taken an early lead and held on after the restart to take the flag, while Stephen Traub came through to take the Saloon honours.

Hutchinson had pole for race two, while Andy Southcott started from the back of the grid in the family Midget. Hutchinson's luck soon ran out as he stopped on the approach to the Chicane with a problem for the Escort. This triggered the safety car again and, when the action resumed, it was Traub who got to the front and won.

Turkington lost second to the BMW M3 of Andrew Armstrong on the final lap.

The Mondello **Strykers** made their first Kirkistown appearance of the year in a season that Alan Auerbach has dominated.

Chasing win number seven, Auerbach was shadowed by Alan Watkins, who was similarly dominant in 2014. But even he couldn't prevent a fairly comfortable win for Auerbach.

Watkins made a superb start in race two, but on lap three Auerbach shot to the front and the pair remained in close company for the remaining laps. Thus win number eight for the season went to Auerbach.

Jordan Dempsey dominated both the **Ginetta Junior** races. He set a new class record and was awarded Driver of the Day.

● Ian Lynas



McCallister beat
Livingston to win

LYNAS

Advantage Morgan in close Jedi title tilt



THE BRSCC'S PACKED 20-RACE

programme provided a breathless mix of action around the fast-paced Snetterton 200 circuit.

Among the quickest series on show was **Formula Jedi**, in which just 30 points split the top nine drivers in the championship before the weekend's racing.

The 2013 champion, Lee Morgan, was the one to make the biggest mark, boosting his chance of regaining the title with a win and second place.

In the first encounter he quickly surged from third on the grid to the lead ahead of pole-sitter Michael Watton, and Ben Hingeley. Despite the race being neutralised by an early safety car due to collisions behind, Morgan maintained his cool on the restart and kept the chasing Watton at bay to secure a narrow victory.

"The start was where I lost the race," Watton conceded, "Lee just got the jump on me."

Meanwhile a determined Hingeley battled back up the order from the wrong end of the top 10 to claim third, smashing



Hingeley set the Jedi lap record

Gray mastered tricky weather to win OSS



the Jedi lap record round the 200 track in the process.

Those three came to the fore again in race two. Morgan led for 10 laps before Hingeley finally found a way past to snatch victory.

Marc Kemp secured his first **Honda VTEC** win of the year in the first of two races for the series, but only after surging from seventh on the grid to challenge early leader Robert Burkinshaw. The pair collided in the ensuing battle, with Burkinshaw retiring while Kemp survived to take the spoils ahead of Mark Bennett.

Kemp doubled up in race two, mastering the rain to win ahead of Burkinshaw, who rocketed from the back of the grid to chase him home in second.

Tim Gray and Mike Jenvey proved the men to beat in a trio of races for the **OSS Championship**.

Jenvey claimed the spoils in the opening race, after Gray's early hopes were ruined by engine problems on his Spire. After working through the night to fix the issues, Gray revelled in the wet conditions of race two, winning comfortably from Duncan Williams and Jenvey.

There was a dramatic finish to the third clash, with the indefatigable Gray chasing long-time leader Jenvey. In a repeat of the pair's battle at Rockingham last time out, Gray surged past his rival late on to win by inches. Meanwhile, Simon Tilling bounced back from a first-lap spin to take the final podium spot.

Local racer Anthony George scored both **Alfa Championship** wins on his local track, guiding his Alfa 156 Turbo to a pair of wins ahead of Graham Seagar's GTV and Vincent Dubois' 156 Turbo.

The power of the **TVR** contenders proved a spectacle in itself, even if the entry list was quite sparse. Pole in both races went to Hugh Marshall, who put on a spirited chase of leader James Golby in the opener. Late issues forced Golby out, handing top spot to his rival. Ivor Watson held off Alex Champkin to take second place.

Champkin took his first victory of the year in race two, getting some relief from Mike Luck's early chase when the latter went off at Murrays. Instead, a charging Marshall (who had briefly dived into the pits at the start with an engine glitch) closed him down, reducing the gap to less than second, only to fall short at the finish.

Persistent drizzle made conditions difficult for the first **MX-5 SuperCup** race, but Alan Henderson kept a cool head to win. Once stranded cars from an early collision at Montreal had been cleared, and the related Safety Car period ended, Henderson edged away. Nonetheless, Liam Murphy stayed in striking distance of the lead until the final laps when a gearbox glitch allowed Goddard to leapfrog him. Henderson completed the double in race two ahead of Jonathan Clements.

Aaron Thompson proved the class of the **Fiesta Junior** field, setting a time in qualifying more than a second quicker than anyone else, despite the drama of his team having an overnight dash to Silverstone to fit a replacement engine head.

AMOC DONINGTON PARK, JUNE 28

Guess works his way to narrow Intermarque victory

THE INTERMARQUE CHAMPIONSHIP

race went down to the wire at Donington Park, as James Guess held off Arthur Thurtle's Aston Martin by just 0.2s after a 45-minute race.

Christopher Scragg – driving the car Thurtle would take over later on – made a brilliant start from seventh, and after a handful of laps had made it up to third.

As he dived down the inside of Rob Hollyman to take the second spot at Roberts, the passenger door swung open on Scragg's Aston Martin and forced him into diving in for an unplanned pitstop.

However, at that moment, an unexpected cutback move from Hollyman caught Scragg by surprise, and he caught the Porsche on the inside leading to a shunt into the pitlane entry barrier as Scragg brought the V8 in.

He continued, but Hollyman's front end was heavily damaged. After the pitstop phase, it was the two Porsches of James Guess (started by James Hilliard) and Stephen Atkinson who then came to the fore.

Thurtle took over the Aston that was 12th before the major stops after the clash with Hollyman, but he moved up to third not long after the round of stops and found as much as three seconds a lap over the leading Porsche.

The gap was cut from well over 10s with six minutes remaining to a few car lengths as the two set off on the final tour, but the Porsche just had enough in the tank to seal victory. Atkinson took third.



Guess won by just
0.2s over Thurtle

READ

"If we'd had another lap we could have had him," said Thurtle. Guess concurred: "They have more than double the power and we're in the slower class but the car is sorted at the moment and we both drove incredibly well. Another lap and we may have lost it."

Robert Bremner steered his beautifully turned out AC Cobra to **Innes Ireland Cup** success, after taking the lead off Christopher Scragg early on at Roberts and pushing right until the chequered flag. The plucky Elan of Mark Halstead and Stuart Macpherson rounded out the podium.

David Tinn won the **Aston Martin GT4 Cup** race, making it two out of two for the year. Spencer Marsh pulled out a 24s lead in the first half of the race but trundled into the pits to retire on the ninth lap, leaving Tinn to win despite his 30s pitstop penalty after the Oulton win. Robin Marriott came second ahead of Nicholas King.

The **AMOC '50s Sports Cars** series was a foregone conclusion almost from the start, as Paul Wooley pulled away to a 31-second lead in his Cooper Monaco. Brian Arculus starred in the race, scything through the field from 12th to take third behind Phill Bennett's Lister Jaguar Knobbly.

Sue Shoesmith stormed to the **Bentley/Pre-War Team Challenge** victory by peddling her Bentley MK VI Special to a 25s winning margin. A pair of Bentley 3-4 ½ litres followed with Clive Morley the runner up and Richard Hudson a further 34.8s further back.

Marc Halstead destroyed the **Supercars Past and Present** field in an impressive display of driving in the nimble Ginetta G4. The grid was only five-strong with easily the most unusual field of the day. Behind Halstead was a pair of Porsche 924s in the hands of Phil Brough and Steve Hewson.

● Jack Benyon



Former champ
Morgan won



Alan Henderson
did MX-5 double

STYLES

Although Thompson misjudged the start of race one and dropped to second behind Michael Higgs, he soon recovered, surging ahead out of the Esses Complex and controlling the race. Thompson went one better in race two, leading all the way.

Former Fiesta Junior champion JJ Ross emulated Thompson's achievement by winning both races for the senior **Fiesta Championship** races.

Dave Hemingway set the pace to win the standalone race for the **MR2 Race Series**, narrowly ahead of Arron Pullan. Both also lined up in the combined MR2, Nippon Challenge and Deutsches Cup race, where MR2 honours went to Adam Lockwood.

James Janicki's Nissan Skyline claimed overall victory in that combined race, having earlier beaten Phil Collard's Mazda RX7 in the separate **Nippon Challenge/Deutsches Marque Cup** clash.

● Oliver Timson



Shoesmith topped
the pre-war Bentleys

READ



MONDELLO PARK BRITISH RALLYCROSS, JUNE 27-28

Local ace denies Godfrey double

WHEN THE MSA BRITISH Rallycross Championship last visited Mondello Park in June 2011, Julian Godfrey scored a podium finish and went on to win the title – and every one since.

Heading into the Irish round of 2015, Godfrey trailed Andy Scott, but a win in round four and a third place in round five promoted Ford Fiesta driver Godfrey to the top of the order. Former champion Ollie O'Donovan had a mixed weekend but fought back from a troubled Saturday to win on Sunday, before also claiming the Irish event's one-off SuperFinal in his Fiesta.

It was series leader Scott who started his Peugeot from pole position in round four, but Godfrey made the best start, Scott spinning out of contention after first-corner contact with Kevin Procter. Godfrey led throughout and was never really troubled, Procter's Fiesta running well in second. O'Donovan had started on the second row but a ragged final and spin on his first-lap joker ended his challenge.

Irishman Geoffrey Dolan earned his maiden podium in the final with his Astra while Andy Grant finished fourth. Steve Hill retired in the closing laps with a puncture and Mark Flaherty's Ford Focus engine let go.

"It was a good race, I got a good start and it worked out pretty perfect," said Godfrey.

Ex-European Rallycross TouringCar champ Derek Tohill returned to a Supercar for the first time since Argentina last November. He hired O'Donovan's Ford Focus but spun in the B final on day one. On Sunday, the Irishman took pole position for the Supercar A final, with 'team-mate' O'Donovan alongside. Tohill's Focus bogged on the line, allowing O'Donovan into the lead at Turn 1 ahead of Tohill and Godfrey,

who'd retired from his first-heat race with broken steering.

Procter made a great start in the final but ran wide and was fourth by the second corner. Side-by-side with Scott, the pair made contact, Scott damaging his intercooler. Godfrey joked on lap two, allowing Hill to move up into third as O'Donovan and Tohill began to pull a gap at the front of the field.

Leader O'Donovan took his joker on the third lap and returned second ahead of Hill, leaving Tohill to get the hammer down in an attempt to increase his lead. Tohill took his joker on lap five and although it was close, O'Donovan just made it into the lead to go on to score his first win of the season. Tohill made it an Irish one-two in second and Godfrey moved up to third when Hill took his joker on lap four.

In the end-of-day SuperFinal, O'Donovan again took victory ahead of Procter and Godfrey. "I overdrove the car on the first day trying to get a result at home, but the Sunday was really good," said O'Donovan.

Bradley Durdin and Drew Bellerby took a win each in the Junior Suzuki Swift category, while Marc Scott and Chrissy Palmer each claimed a victory in the RX150s. Aiden Hills won round four of the Suzuki Swift series while Jack Brown took his first Swift victory in round five.

The British SuperNational competitors raced with their Irish counterparts all weekend and it was Tony Lynch who earned maximum points with fourth from pole. Paige Bellerby finished as top British driver on Sunday, as David Bell almost beat HotHatch driver Tomasz Weilgosz in a dash to the line on day one before claiming victory on day two.

● Hal Ridge

RESULTS

CADWELL PARK
HSSC, JUNE 27-28



HISTORIC TOURING CARS (4 LAPS) 1 Tim Davies (Lotus Cortina) 7m19.508s (71.65mph); 2 Warren Briggs (Ford Mustang) +1.650s; 3 Neil Brown (Ford Mustang); 4 Peter Hallford (Ford Mustang); 5 John Avill (Lotus Cortina); 6 Andy Jones (Singer Chamois). **Class winners** Bob Bullen (Ford Anglia); Roger Godfrey (Austin Mini Cooper S); Jones; Briggs; Avill; Nigel Parry (Mini Cooper S); Tim Bishop (DKW F12). **Fastest lap** Hallford 1m46.795s (73.72mph). **Pole** Mark Davies (Lotus Cortina). **Starters** 20. **RACE 2 (11 LAPS)** 1 T Davies 19m54.777s (72.48mph); 2 Briggs +0.958s; 3 Hallford; 4 Avill; 5 Brown; 6 Simon Benoy (Hillman Imp). **CW** Godfrey; Benoy; Briggs; Parry; Bishop. **FL** Hallford 1m46.558s (73.88mph). **P** T Davies. **S** 17.

HISTORIC FORMULA JUNIOR (FRONT ENGINED) (12 LAPS) 1 Stuart Roach (Alexis Mk2) 21m26.773s (73.42mph); 2 Mark Woodhouse (Elva 100) +13.870s; 3 Andrew Tart (Bond FJ); 4 Mike Walker (Bond FJ); 5 Justin Fleming (Lola Mk2); 6 John Chisholm (Gemini Mk2). **CW** Graham Barron (Gemini Mk2); Richard Pugh (Stanguellini FJ). **FL** Roach 1m45.349s (74.73mph). **P** Roach. **S** 18. **RACE 2 (11 LAPS)** 1 Roach 21m32.652s (66.99mph); 2 Woodhouse +17.562s; 3 Walker; 4 Tart; 5 Chisholm; 6 Fleming. **CW** Barron; Pugh. **FL** Roach 1m53.876s (69.13mph). **P** Roach. **S** 18.

HISTORIC F3 (13 LAPS) 1 James Denty (Lotus 41) 21m36.078s (78.97mph); 2 Simon Armer (March 703) +8.566s; 3 James King (Chevron B17); 4 Michael Scott (Brabham BT28); 5 Paul Waine (De Sanctis F3 69); 6 Jon Waggitt (Brabham BT18). **FL** Dean Forward (Tecno F3) 1m38.031s (80.31mph). **P** Denty. **S** 18. **RACE 2 (12 LAPS)** 1 King 20m16.392s (77.67mph); 2 Armer +7.804s; 3 Jim Blockley (Brabham BT21B); 4 Leif Bosson (Brabham BT28); 5 Waggitt; 6 Scott. **FL** Armer 1m37.637s (80.63mph). **P** Denty. **S** 15.

HISTORIC FORMULA JUNIOR (REAR ENGINED) (12 LAPS) 1 Sam Wilson (Lotus 20/22) 19m53.691s (79.14mph); 2 James Claridge (Lola Mk5A) +0.896s; 3 Stuart Roach (Alexis Mk4); 4 Chris Drake (Elva 300); 5 Peter Morton (Lightning Envoyette); 6 Martin Bullock (Lotus 27). **CW** Simon Durling (Lotus 18); Andrew Robertson (Crosella 4F); Drake; Bullock. **FL** Claridge 1m37.663s (80.53mph). **P** Wilson. **S** 23. **RACE 2 (13 LAPS)** 1 Wilson 21m27.330s (79.50mph); 2 Claridge +3.857s; 3 Roach; 4 Morton; 5 Bullock; 6 John Sykes (Merlyn Mk5/7). **CW** Durling; Robertson; Laine Martin (Lotus 20); Bullock. **FL** Wilson 1m36.975s (81.18mph). **P** Wilson. **S** 21.

HISTORIC FORMULA FORD (13 LAPS) 1 Richard Mitchell (Merlyn Mk20) 20m59.910s (81.23mph); 2 James Hadfield (Titan Mk4) +3.833s; 3 James Buckton (Elden Mk8); 4 Simon Toyne (Lola T200); 5 Maxim Bartell (Merlyn Mk20A); 6 William Nuthall (Jamun T2). **FL** Mitchell 1m35.337s (82.58mph). **P** Mitchell. **S** 26. **RACE 2 (6 LAPS)** 1 Mitchell 9m39.251s (81.55mph); 2 Bartell +5.241s; 3 Toyne; 4 Buckton; 5 Nuthall; 6 Jonathan Baines (Merlyn Mk20). **FL** Mitchell 1m35.102s (82.78mph). **P** Mitchell. **S** 27.

HISTORIC ROADSPORTS (11 LAPS) 1 Roger Waite (Lotus Elan S1) 20m10.466s (71.54mph); 2 Kevin Kivloch (Morgan Plus 8) +0.296s; 3 Jonathan Stringer (Lotus Seven S2); 4 Patrick Ward-Booth (Ginetta G4); 5 Johan Denekamp (Marcos 1800 GT); 6 Julian Balme (Marcos 1600 GT). **CW** Kivloch; Richard Coffey (Turner Mk1); Richard Owen (Triumph TR2). **FL** Waite 1m45.837s (74.39mph). **P** Waite. **S** 14. **RACE 2 (11 LAPS)** 1 Waite 19m49.048s

(72.83mph); 2 Stringer +1.352s; 3 Ward-Booth; 4 Kivloch; 5 Barry Ashdown (Lotus Elan) 6 Balme. **CW** Kivloch; Coffey; Owen. **FL** Kivloch 1m44.989s (74.99mph). **P** Waite. **S** 13.

HISTORIC FORMULA FORD 2000 (8 LAPS) 1 Benn Simms (Reynard SF77) 12m19.772s (85.14mph); 2 Tom Smith (Royale RP27) +0.709s; 3 Andrew Park (Reynard SF79); 4 Callum Grant (Delta T78); 5 Benjamin Tusting (Reynard SF79); 6 Lee Bankhurst (Royale RP30). **CW** Scott Temple (Crosella 33F). **FL** Smith 1m30.761s (86.74mph). **P** Simms. **S** 22. **RACE 2 (13 LAPS)** 1 Simms 19m54.284s (85.70mph); 2 Smith +0.519s; 3 Grant; 4 Park; 5 Tusting; 6 Andrew Storer (Royale RP27). **CW** Temple. **FL** Smith 1m30.505s (86.99mph). **P** Simms. **S** 21.

705 ROADSPORTS (9 LAPS) 1 Peter Shaw (TVR Tuscan) 15m59.898s (73.81mph); 2 James Dean (Lotus Europa) +1.052s; 3 Julian Barter (TVR 3000M); 4 Charles Barter (Datsun 240Z); 5 Will Leverett (Porsche 911SC); 6 Mark Bennett (MGB V8). **CW** Bennett; Dean; Steve Moore (Alfa Romeo 2000 GTV). **FL** Dean 1m44.992s (74.98mph). **P** Shaw. **S** 15. **RACE 2 (11 LAPS)** 1 Shaw 19m31.827s (73.90mph); 2 J Barter +2.318s; 3 Dean; 4 C Barter; 5 Leverett; 6 Bennett. **CW** Bennett; Dean; Will Morton (Alfa Romeo 2000 GTV); Peter Richards (Clan Crusader). **FL** J Barter 1m45.578s (74.57mph). **P** Shaw. **S** 15.

CLASSIC F3/URS CLASSIC FORMULA FORD 2000 (12 LAPS) 1 Simon Hadfield (March 743) 18m15.928s (86.20mph); 2 Paul Dibden (Argo JM6) +12.710s; 3 Ian Pearson (Van Diemen RF83); 4 Anthony Hancock (Van Diemen RF82); 5 Christopher Levy (Van Diemen RF83); 6 Chris Lord (Van Diemen RF82). **CW** Antony Denham (Reynard SF79); Pearson. **FL** Hadfield 1m29.935s (87.54mph). **P** Hadfield. **S** 20. **RACE 2 (13 LAPS)** 1 Hadfield 19m40.440s (86.70mph); 2 Dibden +2.972s; 3 Pearson; 4 Maxim Bartell (Chevron B34); 5 Lord; 6 Levy. **CW** Pearson; Denham. **FL** Bartell 1m29.608s (87.86mph). **P** Hadfield. **S** 14.

500 F3 (10 LAPS) 1 John Turner (Cooper Mk9) 20m14.708s (64.81mph); 2 Peter de la Roche (Cooper Mk5) +2.094s; 3 Ian Phillips (Cooper MkX); 4 Roy Hunt (Martin 500); 5 Stuart Wright (Cooper Mk11); 6 Rodney Delves (Kieft DK25). **CW** de la Roche. **FL** de la Roche 1m57.559s (66.97mph). **P** de la Roche. **S** 13.

CLASSIC CLUBMANS (14 LAPS) 1 Mark Charteris (Mallock Mk20/21) 20m44.561s (88.56mph); 2 Alan Cook (Mallock Mk20) +1m35.570s; 3 Martin Halliday (Mallock Mk20); 4 Adam Paterson (Mallock Mk18); 5 John Muirhead (Mallock Mk18); 6 Peter Carter (Phantom P79). **CW** Paterson. **FL** Charteris 1m25.976s (91.57mph). **P** Charteris. **S** 14. **RACE 2 (3 LAPS)** 1 Charteris 4m33.767s (86.27mph); 2 Carter +24.171s; 3 Paterson; 4 Mike Sales (Phantom P79); 5 Rachel Green (Doris Sport); 6 Muirhead. **CW** Paterson. **FL** Charteris 1m26.969s (90.52mph). **P** Charteris. **S** 12.

CLASSIC RACING CARS (13 LAPS) 1 Ian Jones (Lotus 59) 20m37.813s (82.68mph); 2 Benn Simms (Elfin 600) +0.561s; 3 Andy Jarvis (Palliser WDB2); 4 Steve Seaman (Brabham BT21); 5 Dick Dixon (Lotus 61); 6 Mike Painter (Brabham BT16). **CW** Simms; Dixon. **FL** Simms 1m33.767s (83.96mph). **P** Simms. **S** 7. **RACE 2 (9 LAPS)** 1 Simms 14m17.932s (82.59mph); 2 Jones +4.452s; 3 Jarvis; 4 Seaman; 5 Dixon; 6 Painter. **CW** Dixon; Jones. **FL** Simms 1m34.349s (83.44mph). **P** Jones. **S** 6.

KIRKISTOWN
500MRCI, JUNE 27



FORMULA FORD 1600 (16 LAPS) 1 Jake Byrne (Ray GR13) 16m46.88s (86.49mph); 2 Alan Davidson (Mondiale M89S) +0.15s; 3 Adrian Pollock (Van Diemen



ROUND-UP

DPO8); 4 Tom O'Connor (Van Diemen RF90); 5 Miles Nathaniel James (Ray GR14); 6 Stephen O'Connor (Van Diemen RF90). **FL** Byrne 1m01.56s (88.42mph). **P** Byrne. **S 14.** **RACE 2 (16 LAPS) 1 Byrne 16m44.27s (86.72mph);** 2 Davidson +4.88s; 3 Pollock; 4 Johnnie Mulholland (Van Diemen RF91); 5 James; 6 Andrew Noble (Van Diemen JL012K). **FL** Byrne 1m01.87s (87.97mph). **P** Byrne. **S 14.**

FORD FIESTAS (11 LAPS) 1 Ian McCallister 14m25.22s (69.20mph); 2 Richard Livingston +0.09s; 3 Shane Roe; 4 Noel Robinson; 5 Jonathan Forsythe; 6 Adrian Finnegan. **FL** Livingston 1m17.23s (70.48mph). **P** Finnegan. **S 15.**

RACE 2 (11 LAPS) 1 Livingston 14m23.53s (69.34mph); 2 Finnegan +0.36s; 3 Andrew Blair; 4 Forsythe; 5 McCallister; 6 Roe. **FL** McCallister 1m17.21s (70.49mph). **P** Livingston. **S 14.**

SALOONS/GT (11 LAPS) 1 Chris Southcott (MG Midget) 13m21.79s (74.67mph); 2 Stephen Traub (Honda Integra) +9.48s; 3 James Turkington (SEAT Cupra); 4 Francis Allen (BMW M3); 5 Eddie Kinirons (BMW M3); no other finishers. **CW** Traub. **FL** Southcott 1m00.89s (89.39mph). **P** Southcott. **S 8.** **RACE 2 (12 LAPS) 1 Traub 13m49.16s (78.77mph);** 2 Andrew Armstrong (BMW M3) +2.15s; 3 Turkington; 4 Allen; no other finishers. **CW** Traub. **FL** Armstrong 1m02.23s (87.46mph). **P** Jim Hutchinson (Ford Escort). **S 7.**

STRYKERS (12 LAPS) 1 Alan Auerbach 13m28.43s (80.79mph); 2 Alan Watkins +3.86s; 3 Greg Kelly; 4 David Griffin; 5 Darren Griffin; 6 Des Meehan. **FL** Watkins 1m05.66s (82.89mph). **P** Auerbach. **S 8.**

RACE 2 (12 LAPS) 1 Auerbach 13m15.46s (82.11mph); 2 Watkins +0.53s; 3 David Griffin; 4 Kelly; 5 Roger Welaratne; 6 Meehan. **FL** Auerbach 1m04.98s (83.76mph) Record. **P** Auerbach. **S 8.**

GINETTA JUNIORS (11 LAPS) 1 Jordan Dempsey 13m14.01s (75.40mph); 2 James Roe +13.49s; 3 Loris Nikolov; 4 Samuel Harron; 5 Charlie Linnane; 6 Morgan Quinn. **FL** Dempsey 1m11.14s (76.51mph). **P** Dempsey. **S 8.** **RACE 2 (11 LAPS) 1 Dempsey 13m15.73s (75.24mph);** 2 Roe +1.72s; 3 S Harron; 4 William Harron; 5 Nikolov; 6 Linnane. **FL** Dempsey 1m10.95s (76.72mph) Record. **P** Dempsey. **S 8.**

SNERTERTON BRSCC, JUNE 27-28



FORMULA JEDI (14 LAPS) 1 Lee Morgan 20m02.355s (83.16mph); 2 Michael Watton +0.316s; 3 Ben Hingley; 4 Ryan Harper-Ellam; 5 Robert Sayell; 6 Alexandre Carrano. **FL** Hingley 1m09.008s (103.50mph). **P** Watton. **S 19.**

RACE 2 (13 LAPS) 1 Hingley 15m15.902s (101.37mph); 2 Morgan +0.989s; 3 Watton; 4 Harper-Ellam; 5 Paul Butcher; 6 Dan Clowes. **FL** Hingley 1m09.331s (103.02mph). **P** Hingley. **S 18.**

VTEC CHALLENGE (11 LAPS) 1 Marc Kemp (Civic Type R) 15m38.252s (83.73mph); 2 Mark Bennett (S2000 F20) +17.027s; 3 Martyn Kemp (Civic); 4 Chris Adams (Integra DC5 Type R); 5 Stuart King (Integra Type R); 6 Phil Wright (Accord Type R). **CW** Bennett; King. **FL** Marc Kemp 1m23.067s (85.98mph). **P** Robert Burkinshaw (Integra DC5 Type R). **S 15.**

RACE 2 (10 LAPS) 1 Marc Kemp 15m42.845s (75.75mph); 2 Burkinshaw +14.855s; 3 Adams; 4 Lukasz Biel (Civic); 5 Martyn Kemp; 6 Wright. **CW** Burkinshaw; Wright. **FL** Burkinshaw 1m30.957s (78.52mph). **P** Marc Kemp. **S 15.**

OSS (18 LAPS) 1 Mike Jenvey (Jenvey-Gunn TS6) 21m01.281s (101.93mph); 2 Simon Tilling (Ligier JS49T) +28.308s; 3 Paul Spencer (Radical SR8); 4 Graham Hill (Radical PR6); 5 Steve Owen (Radical Prosport); 6 Ginger Marshall (Bowlby Mk2). **CW** Tilling; Hill; Alastair Smart (Radical Clubsport); Matt Domin (Aquila Synergy). **FL** Duncan Williams (Juno Sportscar) 1m08.068s (104.93mph). **P** Williams. **S 13.**

RACE 2 (12 LAPS) 1 Tim Gray (Spire GT-3) 15m57.730s (89.49mph); 2 Williams +27.684s; 3 Jenvey; 4 Stephen Donovan (Aquila CR1); 5 Spencer; 6 Hill. **CW** Donovan; Hill; Smart; Paul Watson (Aquila Synergy). **FL** Gray 1m18.194s (91.34mph). **P** Williams. **S 14.**

RACE 3 (18 LAPS) 1 Gray 20m56.806s (102.29mph); 2 Jenvey +0.094s; 3 Tilling; 4 Hill; 5 Spencer; 6 Owen. **CW** Tilling; Hill; Smart; Watson. **FL** Jenvey 1m08.272s (104.61mph). **P** Gray. **S 12.**

ALFA ROMEO (15 LAPS) 1 Anthony George (156 Turbo) 21m00.496s (84.99mph); 2 Graham Seager (GTV) +22.024s; 3 Vincent Dubois (156); 4 James Ford (156 2.0 TwinSpark); 5 James Bishop (156); 6 Tom Hill (156). **CW** Ford; Keith Waite (75). **FL** George 1m20.342s (88.90mph). **P** George. **S 21.**

RACE 2 (11 LAPS) 1 George 18m23.130s (71.22mph); 2 Dubois +10.767s; 3 Andy Robinson (156);



Woolley leads in his Cooper Monaco

4 Nick Anderson (33); 5 Bishop; 6 Ford. **CW** Anderson; Bishop. **FL** George 1m31.167s (78.34mph). **P** George. **S 20.**

TYR CHALLENGE (15 LAPS) 1 Hugh Marshall (Tuscan AJP) 21m03.648s (84.78mph); 2 Ivor Watson (Tuscan) +23.132s; 3 Alex Champkin (Chimaera); 4 Matthew Smith (Chimaera); 5 Michael Blake (Griffith); 6 Martin Cross (Tuscan). **CW** Champkin. **FL** Jamie Golby (Cerbera) 1m21.519s (87.61mph). **P** Marshall. **S 9.**

RACE 2 (11 LAPS) 1 Champkin 21m06.312s (62.04mph); 2 Marshall +0.774s; 3 Mike Luck (TVR Chimera); 4 Watson; 5 Christopher Ridge (S3bera); 6 Smith. **CW** Marshall. **FL** Marshall 1m34.685s (75.43mph). **P** Marshall. **S 8.**

MAZDA MX-5 SUPER CUP (12 LAPS) 1 Alan Henderson 20m02.969s (71.24mph); 2 Simon Goddard +9.905s; 3 Liam Murphy; 4 Jonathan Clements; 5 James Aspinall; 6 Russell Tamplin. **FL** Henderson 1m27.929s (81.23mph). **P** Henderson. **S 20.**

RACE 2 (11 LAPS) 1 Henderson 20m51.883s (62.75mph); 2 Clements +3.228s; 3 Murphy; 4 Goddard; 5 Aspinall; 6 George Line. **FL** Clements 1m31.055s (78.44mph). **P** Henderson. **S 20.**

FORD FIESTAS (11 LAPS) 1 James Ross (ST) 20m36.424s (63.54mph); 2 Scott Robertson (ST) +2.065s; 3 Samuel Priest (ST); 4 Kevin Stirling (ST); 5 Jamie Going (ST); 6 Simon Horrobin (ST). **CW** Alastair Kellet (Zetec S); James Styles (Si); Stuart Robbins (Zetec). **FL** Ross 1m27.097s (82.00mph). **P** Ross. **S 23.**

RACE 2 (14 LAPS) 1 Ross 20m38.245s (80.75mph); 2 Robertson +2.959s; 3 Priest; 4 Stirling; 5 Myles Baker (ST); 6 Going. **CW** David Nye (Zetec S); Styles; John Cooper (Zetec). **FL** Ross 1m27.120s (81.98mph). **P** Ross. **S 23.**

NIPPON CHALLENGE/DEUTSCHE MARQUES CUP (9 LAPS) 1 James Janicki (Nissan Skyline) 15m35.009s (68.75mph); 2 Phil Collard (Mazda RX7) +10.052s; 3 Steve Cassar (Honda Integra Type R); 4 Jason Jesse (Toyota MR2 Mk2); 5 Michael Hamlett (Honda Civic Type R); 6 Nerijus Zabotka (Subaru Impreza). **CW** Cassar; Jesse; Zabotka; Dave Hemingway (Toyota MR2 Mk2). **FL** Collard 1m37.051s (73.59mph). **P** Rob Horsfield (Toyota MR2 Speedster). **S 29.**

MR2 SERIES (10 LAPS) 1 Dave Hemingway 15m58.649s (74.50mph); 2 Arron Pullan (MR2 Mk1) +0.236s; 3 Peter Highton (MR2 Mk1); 4 Gareth Baxter (MR2 Mk1); 5 Paul Callaway (MR2 Mk1); 6 Mark Worsley (MR2 Mk1). **CW** Peter Kalpakiotis (Hyundai Coupe). **FL** Hemingway 1m33.739s (76.19mph). **P** Hemingway. **S 17.**

MR2 SERIES/NIPPON CHALLENGE/DEUTSCHE MARQUES CUP (11 LAPS) 1 Janicki 16m03.052s (81.58mph); 2 Anthony Day (Toyota MR2 Mk2t) +2.737s; 3 Zabotka; 4 Horsfield; 5 Hamlett; 6 Cassar. **CW** Day; Hamlett; Andrew Roberts (Honda Civic EK); Adam Lockwood (Toyota MR2 Mk1); Kalpakiotis. **FL** Janicki 1m25.379s (83.65mph). **P** Horsfield. **S 32.**

FIESTA JUNIOR (11 LAPS) 1 Aaron Thompson 21m22.023s (61.28mph); 2 Michael Higgs +2.064s; 3 Ronan Quinn; 4 Nathan Edwards; 5 Carlito Miracco; 6 Lewis Kent. **FL** Thompson 1m35.607s (74.70mph). **P** Thompson. **S 11.**

RACE 2 (8 LAPS) 1 Thompson 12m15.006s (77.74mph); 2 Higgs +4.894s; 3 Quinn; 4 Edwards; 5 Cameron Pugh; 6 Kent. **FL** Thompson 1m30.073s (79.29mph). **P** Thompson. **S 11.**

DONINGTON PARK AMRC, JUNE 28



AMOC 'SOS SPORTS CARS (21 LAPS) 1 Paul Woolley (Cooper Monaco) 30m35.039s (81.45mph); 2 Phil Bennett (Lister Jaguar Knobbly) +31.723s; 3 Brian Arculus (Lotus Elite); 4 John Burton (Jaguar XK120); 5 Stephen Bond (Lister Bristol); 6 Jeremy Cooke (Cooper Bobtail). **CW** Bennett; Arculus; Burton; Bond; Martyn Corfield (Austin-Healey 100/4); David Reed (Aston Martin DB2). **FL** Woolley 1m24.212s (84.60mph). **P** Mike Thorne (Austin-Healey 100M). **S 24.**

AMOC INTERMARQUE CHAMPIONSHIP (32 LAPS) 1 James Hilliard/James Guesse (Porsche 968 CS) 45m14.535s (83.93mph); 2 Christopher Scragg/Arthur Thurtle (Aston Martin) +0.256s; 3 Stephen Atkinson (Porsche 968); 4 Darren Laverty (Ferrari 355 Challenge); 5 Nicholas King (Aston Martin DB4); 6 Tim Mogridge (Ferrari 355 Challenge). **CW** Scragg/Thurtle; Laverty; King; Paul Brunet/Edward Brunet (Aston Martin GT4). **FL** Scragg 1m18.757s (90.46mph). **P** Tristan Simpson (Ferrari 355 Challenge). **S 24.**

INNES IRELAND CUP (31 LAPS) 1 Robert Bremner (AC Cobra) 45m07.897s (81.51mph); 2 Christopher Scragg (Jaguar E-type) +28.275s; 3 Mark Halstead/Stuart McPherson (Lotus Elan); 4 Martin Melling (Jaguar E-type FHC); 5 John Burton (Jaguar XK120); 6 Robert Oldershaw/Nicholas King (Ford Mustang). **CW** Halstead/McPherson; Melling; Burton; John Andon (Triumph TR4). **FL** Bremner 1m21.196s (87.74mph). **P** Jeremy Cooke/Michael Dowd (Lotus 26R). **S 15.**

GT4 CUP (37 LAPS) 1 David Tinn (Aston Martin GT4) 50m57.217s (86.18mph); 2 Robin Marriott (GT4) +36.489s; 3 Nicholas King (GT4); 4 Paul Brunet/Edward Brunet (GT4); 5 Matt Le Breton/Neil Garman (DB4 Lightweight); 6 Geoffrey Lewis/Matthew Lewis (V8 Vantage Coupe). **CW** King; Lewis/Lewis. **FL** Spencer Marsh (N24) 1m15.646s (94.18mph). **P** Marsh/Steven Byrne. **S 7.**

BENTLEY/PRE-WAR TEAM CHALLENGE (13 LAPS) 1 Sue Shoesmith (Bentley MkVI Special) 21m14.349s (72.57mph); 2 Clive Morley (Bentley 3/4 1/2 litre) +25.254s; 3 Richard Hudson (Bentley 3/4 1/2 litre); 4 Peter Dubsky (Aston Martin 15/98 2 seater); 5 Tom Commander (Bentley MkVI Special); 6 Trevor Swete (Invicta 4.5 Ltr High Chassis Tourer). **CW** Morley; Dubsky; Swete; Tony Seber (Wolsley Hornet Special); Clive Temple (Riley Brooklands); Chris Pearson (Austin Seven). **FL** Shoesmith 1m36.201s (74.05mph). **P** Morley. **S 21.**

7.0 SUPERCARS (12 LAPS) 1 Mark Halstead (Ginetta G4) 16m08.722s (88.11mph); 2 Phil Brough (Porsche 924S) +31.004s; 3 Steve Hewson (Porsche 924S); 4 Matthew Dietz (Porsche 968 CS); 5 Stephen Bond (Lister Bristol). **FL** Halstead 1m19.681s (89.41mph). **P** Halstead. **S 5.**

**MONDELLO RX
MSA BRCC, JUNE 27-28**



ROUND FOUR: MSA BRITISH RALLYCROSS CHAMPIONSHIP (5 LAPS) 1 Julian Godfrey (Ford Fiesta) 3m12.945s; 2 Kevin Procter (Ford Fiesta) +2.357s; 3 Geoffrey Dolan (Opel Astra); 4 Andy Grant (Ford Focus); 5 Ollie O'Donovan (Ford Fiesta); 6 Andy Scott (Peugeot 208).

SUPERINTERNATIONAL RALLYCROSS CHAMPIONSHIP (5 LAPS) 1 Pdraig Leeson (Vauxhall Corsa) 3m34.046s; 2 Pearce Brown (BMW Compact) +10.409s; 3 Willie Coyne (Vauxhall Corsa); 4 Tony Lynch (BMW Mini); 5 Daniel Rooke (Citroen AX); 6 Patrick Ryan (Vauxhall Nova).

SUZUKI SWIFT RALLYCROSS CHAMPIONSHIP (ALL 1.6 SUZUKI SWIFT) (5 LAPS) 1 Aiden Hills 3m45.761s; 2 Jack Brown +1.572s; 3 Tristan Ovenden; 4 Darren Scott; 5 Jake Taylor; 6 Rob Maynard.

JUNIOR SWIFT CHAMPIONSHIP (ALL 1.3 SUZUKI SWIFT) (5 LAPS) 1 Bradley Durdin 3m58.683s; 2 Brian Martyn (Nissan Micra) +1.922s; 3 Jake Dooley (Toyota Starlet); 4 Drew Bellerby; 5 Jennie Hawkes; 6 Sam Jones.

RX150 RALLYCROSS CHAMPIONSHIP (ALL RX150) (5 LAPS) 1 Chrissy Palmer 3m26.480s; 2 Marc Scott +2.174s; 3 George Tracey; 4 Mitchel Flaherty; 5 John Kenny; 6 Stephen Jones.

HOT HATCH (5 LAPS) 1 Tomasz Wielgosz (Peugeot 106) 4m10.156s; 2 David Bell (BMW Mini) +0.082s; 3 Paul Maybourne (Citroen Saxo); 4 Martin Hawkes (BMW Mini).

RETRO RALLYCROSS (4 LAPS) 1 Barry Stewart (Porsche 911) 2m50.917s; 2 Ray Morgan (Ford Escort) +2.551s; 3 David Aitken (Vauxhall Astra); 4 Patrick Donoghue (Peugeot 205); 5 Lance Foster (Mini Clubman).

ROUND FIVE: SUPERFINAL (6 LAPS) 1 O'Donovan 3m50.618s; 2 Procter +1.171s; 3 Godfrey; 4 Steve Hill (Mitsubishi Evo); 5 Grant; 6 Derek Tohill (Ford Focus).

MSA BRITISH RALLYCROSS CHAMPIONSHIP (6 LAPS) 1 O'Donovan 3m12.776s; 2 Tohill +2.027s; 3 Godfrey; 4 Procter; 5 Hill; 6 Grant.

SUPERINTERNATIONAL RALLYCROSS CHAMPIONSHIP (5 LAPS) 1 Coyne 3m32.118s; 2 Don Shannon (Volvo S40) +1.447s; 3 Browne; 4 Ryan; 5 Paige Bellerby (Suzuki Swift); 6 Mike Howlin (Suzuki Swift).

SUZUKI SWIFT RALLYCROSS CHAMPIONSHIP (ALL 1.6 SUZUKI SWIFT) (5 LAPS) 1 Brown 3m44.297s; 2 Hills +0.631s; 3 Ovenden; 4 Scott; 5 Maynard; 6 David Ellis.

JUNIOR SWIFT CHAMPIONSHIP (ALL 1.3 SUZUKI SWIFT) (5 LAPS) 1 D Bellerby 4m04.992s; 2 Durdin +0.311s; 3 Jones; 4 Dooley; 5 Martyn; 6 Hawkes.

RX150 RALLYCROSS CHAMPIONSHIP (ALL RX150) (5 LAPS) 1 Scott 3m21.305s; 2 Palmer +3.238s; 3 Tracey; 4 Daniel McKenna; 5 Flaherty; 6 Jones.

HOT HATCH/BMW MINI/SUPER1600 (5 LAPS) 1 Bell 3m56.243s; 2 Wielgosz +0.039s; 3 Robert Potrya (Citroen Saxo); 4 Maybourne; 5 Craig Lomax (Citroen C2).

RETRO RALLYCROSS (4 LAPS) 1 Stewart 3m03.041s; 2 Morgan +1.296s; 3 Foster; 4 Peter O'Brian (Peugeot 205); 5 Aitken.



Andrew Caird had a visibility problem at Snetterton



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THIS WEEK

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Onboard footage seems to have lost its drama

Is F1 camera tech too good?

While not being one for looking back on the past with rose-tinted spectacles (the early/mid-2000s when the cars were fastest were boring as hell racing-wise, I think – albeit infinitely better sounding), one of the things I reckon has made F1 look so much easier than it is these days is the onboard cameras.

Whatever they use to stabilise the image admittedly makes it a lot clearer, but also

makes it look too easy. Go back to any of the early '90s onboard cameras and you could see every bump, all the g-force... It looks so much more manic – Senna's 1990 lap of Jerez sticks out!

I think if they could keep the quality but remove whatever it is that stabilises the image, it would make F1 look so much more extreme!

Jonathan Oakes, by email

I would like to express my very sincere thanks to the many marshals and officials that have worked so hard in making the inaugural London ePrix a huge success.

There is an extensive list of people including, of course, the 'orange army' of volunteer marshals, recovery crews, sweeper drivers, doctors, scrutineers, race control personnel plus my hard-working team of MSVR senior officials.

The FIA officials, including the stewards and the race director, were highly complimentary throughout.

Thank you all for your professionalism, the 'can-do' spirit shown throughout the event and the kind comments you gave to me at its conclusion.

I hope to have the privilege of working with you all again in 2016.

David Scott
Race operations director,
MotorSport Vision Racing

My 'day' at the London ePrix:

7.50am: arrive at the gates, looking forward to ePrix. Gates due to open at 8.00am. 8.15am: Formula E practice starts. 8.20am: gates finally open. 8.30am: finally get through security checks and set off for Platform 12. 8.31am-8.45am: wander round with various others searching for Platform 12 or Zone B. 8.46am: despite total lack of signposting, find Platform 12. Presented with atrocious viewing. 8.50am: head for exit. 10.00am: arrive safely home. 10.05am: start looking forward to British GP at a proper circuit.

F1 v Formula E: no contest!

Gary Harland
By email

In the early hours of Sunday morning you may have missed the most amazing motor race of the year: IndyCar at Fontana. Literally rubbing wheels at over 210mph, five cars wide, over 75

lead changes (OK, it ended in a wreck!).

The commentators best summed it up: "Wow, wow, wow..."

Bob McEwan
Rochford, Essex

Two things. In F1, it's the teams

that short-fuel the cars – always have done. The tanks are rarely full. Of course you could insist on 100-litre tanks and everyone sets off with them full, but then the teams will develop maps to burn the excess off in a couple of laps and you'll be back to lift and coast.

And when the engines changed to the new era, the three suppliers had at least six cars running them so development was swifter than Honda doing it with two cars. What Honda needs is a couple more teams to help with development. Red Bull and Toro Rosso, perchance?
Bob Barker
Leominster, Herefordshire

BIG NUMBER

9 Number of Porsche Carrera Cup GB entries who will race in the marque's Supercup at Silverstone. Points leader Dan Cammish leads the record contingent

MILESTONE

1948 This will be the 50th British Grand Prix at Silverstone. The first, held in 1948, was staged under the name RAC Grand Prix



WHAT'S ON TRACK IN THE UK

EVENT OF THE WEEK



BRITISH GRAND PRIX

July 3-5

The biggest motorsport event in the UK is just around the corner, with Formula 1 returning to Silverstone after Nico Rosberg's Austrian GP victory. Can team-mate Lewis Hamilton earn a popular win on home soil?

Will Rosberg deny Hamilton home glory?

DUNBAR/LAT

DONINGTON PARK MASTERS

July 4-5

The FIA Masters Historic Sports Car Championship will be joined by GT, touring and sports cars from the 1960s and '70s. Saturday's action includes a four-hour evening enduro.

OULTON PARK BRSCC

July 4

A variety of tin-top series, including the BMW Compact Cup and HRDC Touring Greats, will grace Oulton Park, plus the Avon Tyres Formula Ford 1600 Championship.

SNETTERTON 360MRC

July 4

Seven classes of saloon and GT cars from pre-1959 to 2009 will head to Norfolk to race at Snetterton on the 200 circuit for the club's six-hour endurance challenge.

BARBON MANOR BRITISH HILLCLIMB

July 4

The British Hillclimb Championship's annual trip to the fast Cumbrian venue, the shortest in the UK, is supported by local championships.

HAREWOOD BRITISH HILLCLIMB

July 5

From the shortest round of the year to the longest, the day after the Barbon Manor event, the British Hillclimb circus heads to Yorkshire for the next round of the competition.

WHAT'S ON TRACK AROUND THE WORLD

RALLY POLAND

World Rally Championship
Rd 7/13
Mikolajki, Poland
July 2-5
wrc.com

BLANCPAIN SPRINT SERIES

Rd 4/7
Moscow Raceway, Russia
July 4
blancpain-gt-series.com

WORLD RALLYCROSS

Rd 6/13
Holjes, Sweden
July 4-5
rallycrossrx.com

NASCAR SPRINT CUP

Rd 17/36
Daytona, Florida, USA
July 5
nascar.com

ADAC GT MASTERS

Rd 4/8
Lausitzring, Germany
July 4-5
adac-gt-masters.de

RALLYX

More Rallycross hijinx from Sweden



EUROFORMULA OPEN

Rd 5/8
Red Bull Ring, Austria
July 4-5
euroformulaopen.net

INTERNATIONAL GT OPEN

Rd 4/7
Red Bull Ring, Austria
July 4-5
gtopen.net

WRC



Kubica hopes to star on home soil

FROM THE SOFA

WHAT'S ON TELEVISION

Sky got Raikkonen to race a lawnmower in '14



TV pick of

Edited by Jake Kilshaw



BRITISH GP - LIVE

BBC1 Sunday 1215-1530

Sky Sports F1 Sunday 1130-1630

Not just the most important race in the British motorsport season, but still one of the most prestigious in Formula 1.

With Mercedes on its current roll there's a good chance of Lewis Hamilton taking another popular home victory, as he did last year in a race delayed for repairs when Kimi Raikkonen crashed on the first lap. But Nico Rosberg was ahead in that event until a gearbox failure, and it's the German who has momentum in the title battle after his three wins from the past four GPs.

UK F1 TV giants go head to head

FOR THE FOURTH YEAR IN

succession, viewers of Formula 1 in the UK will have the choice of watching the British Grand Prix live on either the BBC or Sky Sports F1. While the days of host broadcasters being responsible for the entire F1 TV feed through a grand prix weekend are largely gone, with FOM now firmly in control at most venues, a home grand prix is still both a big opportunity for extra content and a challenge. For both the BBC and Sky, Silverstone is a massive occasion not only in the context of the F1 season but also the sporting summer as a whole.

"We treat the British Grand Prix the same as we do all F1 races, but we do try to showcase the event as well as the action perhaps more than events overseas, as the audience at home has a greater connection with the fans at Silverstone," says BBC Sport's F1 editor Mark Wilkin. "Many will have been to a previous race or would consider going in the future."

For Sky, with a channel dedicated solely to F1, there is the opportunity to increase the quantity of programming as well as involve the fans more.

"The British GP weekend is as big a weekend as we have," says Sky Sports F1 editor Martin Turner.

"It is our home grand prix so we put as much as we can into it, and it's why we

do a second F1 Show, running on Thursday, which we host on the main straight and invite fans to attend.

"Last year, we got more than 4000 fans in the grandstands, and because it was World Cup year we got some drivers to come over and take penalties.

"It's a great way to interact and

communicate with our fans. We'll be doing something similar this year."

For all races on the F1 calendar – and that includes the British GP – UK broadcasters have seen TV figures fall year on year.

But aside from the title-deciding races and the Canadian GP – which boasts a schedule-friendly peak evening timeslot – the British GP still fares very favourably compared with most in the ratings and



BBC got Hamilton to go skydiving

remains a special event.

Wilkin does not believe there is extra pressure to do something special for the race but admits: "It is a massive deal for us and UK fans so we want to reflect that. We give it extra focus and that does tend to produce some special creative moments."

Both the BBC and Sky tend to up the madness level for the British Grand Prix when it comes to planning features.

Last year, Sky had Kimi Raikkonen racing its presenters on lawnmowers – "What is better than cutting lawns at speed?" says Turner – an idea that generated greater engagement from the often-tactiturn Finn than most PR jobs. Another year, David Croft and Johnny Herbert headed to campsites to meet fans and ended up doing karaoke and leading a massive conga line through the fields.

Not to be outdone, the BBC had Lewis Hamilton skydiving into the circuit – "That was pretty spectacular", says Wilkin – and mounted Eddie Jordan, David Coulthard and Jake Humphrey on a three-man bicycle to try to find the circuit via the local villages.

This year, expect no less from both broadcasters, with the BBC planning a spectacular opening sequence voiced by Sir John Hart, while on Sky, Herbert and Hamilton race against the clock at the Brooklands handling and skid circuit.

Lawrence Barretto

"It's a massive deal for us and fans so we give it extra focus"

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WHY THE FIA LOOKED INTO F1 OIL 'TRICKS'

As the FIA cleared Mercedes and Ferrari of running trick oil systems, we explained what came under suspicion and why the governing body ruled the title-chasing teams were innocent.

MARQUEZ AND ROSSI AT ODDS OVER CLASH

MotoGP's most popular riders' previously great relationship became a very tense one at Assen after a last-lap brush between Valentino Rossi and Marc Marquez in the Dutch TT.

F1 TEAMS PUSH THE RULEBOOK IN TESTING

Craig Scarborough explained the unusual developments run by the Williams and Force India teams in last week's Formula 1 test in Austria.

VERSTAPPEN AMUSED BY MALDONADO QUOTE

Max Verstappen declared Pastor Maldonado's criticism of his driving tactics in their spectacular Austrian Grand Prix battle as "quite funny".

ROSBERG: I'VE DONE THE WORK FOR HAMILTON

Nico Rosberg joked that rather than getting an advantage over Lewis Hamilton by carrying out Mercedes testing duties, he'd actually saved his championship rival some legwork.

AUTOSPORT+

GARY ANDERSON: THE BEST AND WORST OF F1

Our technical consultant didn't like Austria's grid penalties but also found plenty to praise at the Red Bull Ring.

the week



WRC POLAND - LIVE

BT Sport 1
Saturday/Sunday 1100-1200

Too often live World Rally Championship stages are irrelevant superspecials or relatively short and tension-free (attempts to make those bonus points sound important aside) powerstages.

That's not the case for Rally Poland, where BT Sport is showing a 14-mile stage live on Saturday morning as well as Sunday's finale. A relatively recent addition, Poland is one of the WRC's higher-speed rounds, and Robert Kubica's presence also guarantees some of the year's biggest and most-fervent crowds.



ELBA GOES RALLYING

Discovery Channel
Monday 2100-2200

Any chance to see Jimmy McRae on television is a rare but welcome one these days, and thanks to the first episode of the new *Idris Elba: No Limits* documentary series on Discovery, that's exactly what we're going to get.

Actor Elba takes on the Circuit of Ireland rally in a Ford Fiesta R2 with tuition from McRae and with the co-driving help of Michael Orr. But even with a European Rally Championship winning co-driver, it doesn't all go to plan... Elba is also set to try drag racing and a land speed record.



HUNT VS LAUDA

BBC2
Saturday 2245-2345

As Formula 1 looks to the past to move forward in 2017, and Bernie Ecclestone berates F1's lack of characters, James Hunt versus Niki Lauda is right up their street. It's a story that keeps on giving, and this BBC documentary retelling was widely praised when first shown in 2013. F1 was at the peak of glamour in 1976 and the Beeb's use of interviews with those close to the rivalry, plus archive footage, adds an extra dimension to the life-threatening accidents, controversial disqualifications, Japanese downpours and one of F1's greatest title deciders.



NASCAR DAYTONA - LIVE

Premier Sports
Monday 0000-0400

You'll have to make the decision to either stay up late or get up (very) early for this, but it's one of the NASCAR rounds you ought to catch. It might not be the Daytona 500, but the Coke Zero 400 is still held at the famous Florida track, so expect nose-to-tail, three-wide racing from start to finish and the odd wild shunt. Joey Logano won the season-opener at Daytona in February, but victorious at this race last year was Aric Almirola, who took his first win when the race was called short for rain.

HOT ON THE WEB THIS WEEK

YouTube **ROD MILLEN STORMS GOODWOOD HILLCLIMB**



SEARCH FOR: Onboard at 130mph up Goodwood Hill Climb. Brace yourself. Enjoy every palm-sweating moment as Rod Millen hurls his Toyota Celica Pikes Peak special up the famous hill in just 45.88s, the third-best time of 2015. The commentary duo of AUTOSPORT'S Pye and Hope-Frost are suitably in awe.

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INTRODUCING

Lando Norris



This 15-year-old former world kart champion is making his name in F4

CV

Age 15
From Glastonbury



2015 2nd in MSA Formula (4 wins, season ongoing); ADAC F4 (3 races, 1 win); Italian F4 (3 races, 1 podium)
2014 CIK-FIA World KF champion; 3rd in Ginetta Juniors (4 wins); 3rd in CIK-FIA European KF Championship
2013 CIK-FIA European KF Junior champion; CIK-FIA KF Junior Super Cup champion; 4th in CIK-FIA World KF Junior (1 win)



Lando Norris's CV is an enviable one. The Glastonbury-born hotshot's roll of honour includes the European KF Junior title and KF Junior Super Cup – beating Michael Schumacher's son Mick in the process – in 2013, and the 2014 World KF crown: something Formula 1 rookie star Max Verstappen missed out on the previous year.

Alongside his world championship-winning karting campaign, which included third in the European series, Norris moved into car racing. For those paying attention to the British Touring Car Championship support categories the diminutive youngster stood out easily enough, thanks mostly to his Ginetta Junior rivals being (literally) head and shoulders above him on the podium, even when Norris stood on the top step.

He did that four times in his rookie season, earning a further seven podiums on his way to third in the standings and comfortably the top newcomer. All this was achieved before his 15th birthday.

International karting success does not guarantee a future superstar, but it's a very strong indicator – especially when it's backed up by a race-winning rookie season in cars. Ginetta Juniors was a revitalised category last year too, and Norris's success meant his inevitable move into single-seaters was more than a blip on AUTOSPORT's radar.



Thanks to the MSA allowing 15-year-olds to enter its new FIA Formula 4-certified series, the karting sensation's maiden single-seater campaign is taking place in the UK – although he is peppering a few German and Italian F4 meetings throughout his schedule.

Fellow karting prodigies Dan Ticktum and Enaam Ahmed, plus established UK single-seater frontrunners Sennan Fielding and Ricky Collard, are part of an impressive roster of talent in the MSA Formula grid.

But it was Norris who faced the weight of expectation that his karting pedigree, a year in cars – plus a significant amount of backing – naturally brings to a maiden single-seater campaign.

"There's a bit of pressure," he says. "I don't want to look rubbish or do anything stupid, but I don't feel too much to be honest. Starting the season with two wins helped."

Teaming up with Carlin proved shrewd, as Norris won the first-ever race of the new category at Brands Hatch and bagged another victory in the third.

Since then, though, there have been ups and downs. Norris had to go to the stewards to keep his second Brands victory to appeal a post-race exclusion – which was successful – but he was off the podium at Donington Park and had an incident in the first race at Thruxton. While his pace was without question, something wasn't clicking – hence he was only "reasonably satisfied" with how his campaign had begun.

Victory in the second, partially reversed-grid encounter at Thruxton has gone some way to getting things back on track. At Oulton Park, he had pole and finished second in the opener, and after a low-key reversed-grid effort he dominated the finale from pole to flag. That performance was much closer to what had previously been expected.

"I can focus on what I need to do, if I make mistakes I need to learn from that," he notes. "I need to improve as much as possible. Winning the inaugural season would be awesome, it'll get my name out there – but I need to keep doing it beyond F4." ❧

Scott Mitchell

NEXT WEEK

Full story of Silverstone Plus: Rally Poland, Formula E season review

Formula One ● Le Mans 24hr ● MotoGP ● Superbikes ● Historic

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