F1 HALF-TERM REPORT SPECIAL

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GERMAN GP PREVIEW

WHO BLINKS FIRST?

We add 2013 points to this year, and get a champion by one point...

FRIC SUSPENSION ROW

Could controversy have an impact on title fight?

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POLE POSITION

Halfway in Germany, it couldn't be much closer

IT SHOULDN'T COME AS ANY GREAT SURPRISE THAT IF you add this year's nine grand prix results for Nico Rosberg and Lewis Hamilton to the last 10 from 2013, the result is a champion crowned by just one point. We're being treated to such an epic title battle between these two drivers that it would be a shock if there is a huge divide between them by season's end.

One potential spoke in their wheels is the spectre of a protest this weekend in Germany over the use of the FRIC suspension system. We should be quite used to a mid-season technical rumpus in Formula 1 (I'm thinking off-throttle blown diffusers, mass dampers, rear-brake steering and X-wings here) and it always seems to occur when one team is really dominating.

Might its potential for removal trip up Mercedes' title charge? Don't bet on it, as Jonathan Noble explains on page 24.

As Hockenheim marks the halfway point of the season, we've taken the opportunity to review the story so far this week — as well as cast an eye to the future. It's going to be fascinating to watch the ongoing Rosberg/Hamilton duel, the Williams renaissance, and the fortunes of Red Bull, Ferrari, McLaren et al from here on in.

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PRIVATE EAR

STALEY/LAT

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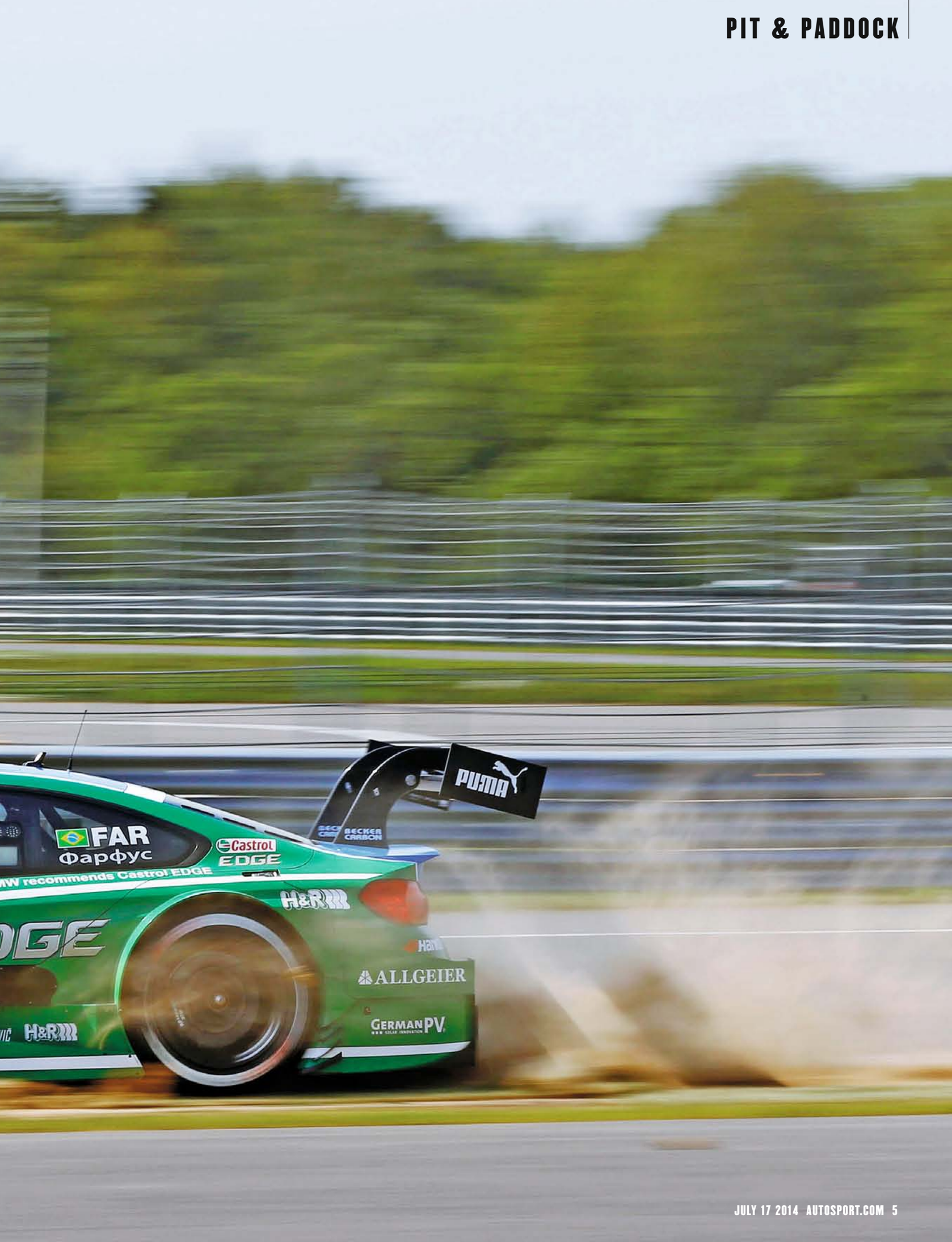
THE BIG PICTURE

Augusto Farfus was one of the quickest men on track during the DTM's visit to Moscow. The Brazilian was on the ragged edge, but poor strategy meant he could only finish 10th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This week in F1

Bianchi stakes Ferrari claim

Jules Bianchi hopes his performance for Ferrari in last week's Silverstone test will boost chances of a future race seat with the Scuderia.

The 24-year-old Frenchman was drafted in to replace Kimi Raikkonen, who was rested after his accident on the first lap of the British Grand Prix.

Bianchi completed 89 laps and topped the times on day two for Ferrari, having been fifth quickest for his regular team Marussia on day one.

"[A race seat] is a target one day, so I have to show I am ready," said Bianchi. "I have shown the team I can work well, [and] that I can be quick. The target was to improve the car and try to help the team, so I think I've done my job."

STALEY/LAT

F1 TEST TIMES, SILVERSTONE, JULY 8-9

POS	DRIVER	CAR	TUES	WEDS
1	**Felipe Massa (BR)**	**Williams-Mercedes FW36**	1m35.242s	
2	Daniel Ricciardo (AUS)	Red Bull-Renault RB10	1m35.248s	
3	**Jules Bianchi (F)**	**Ferrari F14 T**		1m35.262s
4	Daniil Kvyat (RUS)	Toro Rosso-Renault STR9		1m35.544s
5	**Nico Rosberg (D)**	**Mercedes F1 W05 Hybrid**	1m35.573s	
6	Kevin Magnussen (DK)	McLaren-Mercedes MP4-29		1m35.593s
7	**Adrian Sutil (D)**	**Sauber-Ferrari C33**	1m35.674s	
8	Jules Bianchi (F)	Marussia-Ferrari MR03	1m36.148s	
9	**Giedo van der Garde (NL)**	**Sauber-Ferrari C33**		1m36.327s
10	Stoffel Vandoorne (B)	McLaren-Mercedes MP4-29	1m36.462s	
11	**Sergio Perez (MEX)**	**Force India-Mercedes VJM07**	1m36.583s	
12	Lewis Hamilton (GB)	Mercedes F1 W05 Hybrid		1m36.680s
13	**Jean-Eric Vergne (F)**	**Toro Rosso-Renault STR9**	1m36.688s	
14	Pastor Maldonado (YV)	Lotus-Renault E22		1m37.131s
15	**Valtteri Bottas (FIN)**	**Williams-Mercedes FW36**		1m37.193s
16	Max Chilton (GB)	Marussia-Ferrari MR03		1m37.359s
17	**Daniel Juncadella (E)**	**Force India-Mercedes VJM07**		1m37.449s
18	Pedro de la Rosa (E)	Ferrari F14 T	1m37.988s	
19	**Sebastian Vettel (D)**	**Red Bull-Renault RB10**		1m39.410s
20	Will Stevens (GB)	Caterham-Renault CT05	1m40.627s	
21	**Charles Pic (F)**	**Lotus-Renault E22**		1m41.906s
22	Julian Leal (COL)	Caterham-Renault CT05		1m42.635s

"I feel a bit sad about this [reduction in testing] because it will mean drivers like me will just disappear, and not only that but youngsters will not arrive"

Ferrari test driver Pedro de la Rosa

J BLOXHAM/LAT

MAUGER/LAT

Lotus tests out 18-inch wheels

Lotus reserve Charles Pic completed 14 laps on experimental 18-inch wheels during the second day of testing at Silverstone last week. The test was part of a trial to decide whether F1 should adopt low-profile tyres in 2016 or 2017

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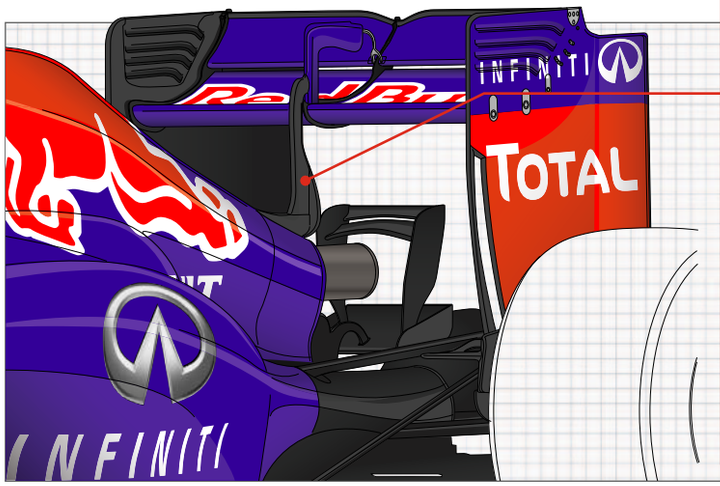
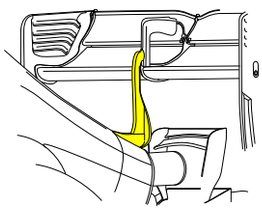
RED BULL WING PILLAR





Red Bull tried this modified rear-wing pillar during free practice and testing at Silverstone, which could be raced in this weekend's German GP. The previous mount was also a single pillar, but it was mounted below the wing. The new version features a swan-neck mount designed to minimise disruption to the airflow on the underside of the wing.

COATES/LAT

Alonso non-committal on Ferrari future

Fernando Alonso says his main priority is improving Ferrari's current form, rather than thinking about staying with the Scuderia when his current deal expires after 2016. "I'm not thinking too much on longer term because there are bigger priorities at the moment," said Alonso. "We need maximum effort, and maximum concentration and team work to improve the car for next year. The future after 2016 is not the main priority at the moment, but we will try to see what is the best solution."

BIG NUMBER

89

The number of pages the current F1 technical regulations run to. The FIA says it would be "very difficult" to simplify the rules, amid suggestions this would help improve the spectacle of F1.

COATES/LAT

P14 F1 HALF-TERM REPORT

Magnussen welcomes pressure

Kevin Magnussen reckons the pressure being applied to McLaren to raise its game by Group CEO Ron Dennis is healthy for the team. Dennis criticised McLaren's lead driver Jenson Button ahead of the British Grand Prix, saying he expected the 2009 world champion to try harder to fend off the challenge of rookie team-mate Magnussen. "It's good that Ron is putting pressure on us," said Magnussen. "We need to extract everything we can out of ourselves, and that's the effect Ron has. I think it's positive he has this energy."

Berthon becomes Caterham Junior

Caterham has added GP2 racer Nathanael Berthon to a "new" driver development programme. The team, recently sold to a consortium advised by Colin Kolles, said it would help Berthon prepare for F1. New team CEO Christijan Albers said: "Nathanael is an exciting young talent with a proven track record in the feeder series to F1. As he already has F1 experience [testing with HRT in 2011] he fits very neatly into our team."

THOMPSON/GETTY

Vettel: Ruling out title 'stupid'

Reigning world champion Sebastian Vettel says it would be "stupid" to rule himself out of this year's title race until it is mathematically impossible to retain his crown.

Vettel lies 95 points and five places adrift of championship leader Nico Rosberg after nine races, but there is still a maximum of 275 on offer across the balance of the season, including 50 for the winner of the controversial double-points finale in Abu Dhabi.

"If you look at mathematics we can still fight for the world championship, so it would be stupid to say we're out," said Vettel.

TOP 5 TITLE TURNAROUNDS

Calculated by taking the points gap between the championship leader and the eventual champion at the halfway stage of the season, expressed as the number of wins required to bridge the gap. Vettel would require the biggest turnaround (3.80 wins) in F1 history to win this year's title.

KEY

Leader, Champion, Turnaround

1 1976

Niki Lauda (52pts)
James Hunt (26pts)
2.89 wins

2 1964

Jim Clark (30pts)
John Surtees (10pts)
2.22 wins

3 2007

Lewis Hamilton (64pts)
Kimi Raikkonen (42pts)
2.20 wins

4 1981

Carlos Reutemann (37pts)
Nelson Piquet (22pts)
1.67 wins

5 1982

John Watson (30pts)
Keke Rosberg (17pts)
1.44 wins

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Jonathan Noble
F1's newshound

The drivers have lost their gladiatorial image in recent years but remain the sport's main draw. How about introducing a novel rule change?

While Formula 1's teams have concentrated their efforts to spice up the show by making the cars look better, there's no escaping the fact that the focus of fans' interest is the drivers. However much we marvel about the cars and the amazing technology in the sport, it's what the men in the cockpits do that really stirs us all.

Over recent weeks, as F1 chiefs continue their self-analysis on why interest in the sport is declining, one issue that seems to be overlooked is that the men in the cockpits have lost a bit of the gladiatorial status of yesteryear.

Part of the reason current stars do not have the mythical standing that Jim Clark, Jackie Stewart and Ayrton Senna had in their heyday can be explained by the way modern society has changed. Social media and the 24-hour internet news culture means anything and everything they do is reported to the nth degree. And the modern corporate world, where image rights and contractual terms count for everything, means they all too often have to toe the party line.

But while their out-of-the-car existence may be more watered down, it's what's going on in the car — and the way the sport has developed — that has done more to take away the mystique of the men behind the wheel.

Just look at what happened at the British Grand Prix. The amazing battle between Sebastian Vettel and Fernando Alonso should have been celebrated as one of the most epic duels of recent years. Here were two men showing total commitment, going to the limit and beyond, in as furious and intense a fight as you are ever likely to witness.

Great drivers should be left to battle without radio communication

EBREY/LAT

Instead, their fight drew a reaction not for being sensational but because of the radio complaints from both men. The moans about breaking track limits, and unfair use of DRS, were a turn off and instead showed us all that is wrong in a sport increasingly dictated by ever-tighter regulations.

Three-time world champion Niki Lauda has banged on for weeks now about the need for drivers to stand out more — and he's mentioned regularly that he's tired of the endless radio chatter that's a part of modern F1. And that's not just aimed at drivers like Alonso and Vettel complaining about each other — for the outspoken Austrian thinks that communication from the teams is also killing off the show.

"Even going to the starting grid they need to be briefed about what to do, as it is so complicated," he said.

Just think for a second how bad it looks for drivers when we hear them being told to concede positions, back off to save fuel and tyres, or even where they need to be going quicker. Perhaps it's time for something a bit radical that would serve to make things more unpredictable (and therefore exciting), and put the drivers firmly back in the drivers' seat. Let's ban pit-to-car radios, for starters.

"Drivers would have to cope alone in their duels, just as Arnoux and Villeneuve did at Dijon in '79"

Teams will rally against the move, citing safety reasons for informing drivers of when car trouble is on the horizon, but it would be fairly simple to engineer a warning light in the cockpit that can be activated to work in such events.

For fans, the change would make the drivers the stars again. No longer able to rely on the stacks of information coming in their ears every second, they would have to manage tactics, fuel use, tyre wear and strategy alone — and cope alone with their great battles, just as Rene Arnoux and Gilles Villeneuve did at Dijon in 1979.

There would be scope to get it wrong — which would be good for the show — but also a certainty that more credit would be heaped on the drivers who got it right. They would be centre-stage again.

F1 needs to ensure that drivers always come first. And right now, radio may be stifling their superstar status.

This week in motorsport

LOWNDES HEADS SPA V8 INFLUX

KALISZ/GETTY

Australian touring car heroes Craig Lowndes and Steven Richards will contest this month's Spa 24 Hours.

Lowndes (right) and Richards, who have won the Bathurst 1000 eight times between them, will compete in the Pro Am class at the Blancpain Endurance Series round on July 26-27 aboard a Ferrari 458 Italia GT3 and a Lamborghini Gallardo FLII respectively.

Lowndes has been brought in by fellow Australian Steve Wyatt to share his AF Corse Ferrari, with Andrea Piccini and Michele Rugolo also on the driving strength. Richards will be part of the line-up at the Australian Lago team alongside two-time V8 Development champion Steve Owen and endurance driver David Russell.

They will be joined on the grid by V8 rising star Shane van Gisbergen. The 25-year-old New Zealander will drive a McLaren MP4-12C for VonRyan Racing.

Euro F3 teams change drivers

XPB/LAT

British teams Fortec Motorsport and Double R Racing are facing driver changes for the next Formula 3 European Championship round at the Red Bull Ring.

With Mitch Gilbert switching his focus to GP3, Fortec looks likely to run Mexican Alfonso Celis Jr – whose primary programme is also GP3 – for the next two rounds. John Bryant-Meisner will continue with the team for at least the Austrian event.

Brazilian Felipe Guimaraes (above) has quit Double R and is seeking a new berth, with the Woking team yet to confirm a replacement.

EBREY/LAT

NO STREET RACE FOR BTCC

British Touring Car Championship boss Alan Gow has said it is unlikely that the series will run a street race.

A Deregulation Bill going through parliament would allow motorsport on closed roads on the British mainland without a bespoke Act of Parliament.

"Of course we would love to have a street race – who wouldn't?" said Gow. "But the reality is that the cost of staging one doesn't alter, and that will remain as the primary reason we don't have a major street event in a large city."

P65 WHAT THE BILL MEANS

DeltaWing fire burns Meyrick

LEVITT/LAT

The radical DeltaWing prototype was withdrawn from last weekend's United SportsCar round at Mosport after it caught fire in practice, inflicting burns on driver Andy Meyrick.

A ruptured fuel line caused the blaze at the Canadian track, and the team was unable to repair the car for the race.

The British driver tweeted: "Wow, that was scary. Big fire but no major injuries and just under observation in the medical centre."

Another prototype was scratched from the race when veteran Boris Said shunted the Marsh Racing Coyote Corvette, breaking a rib.

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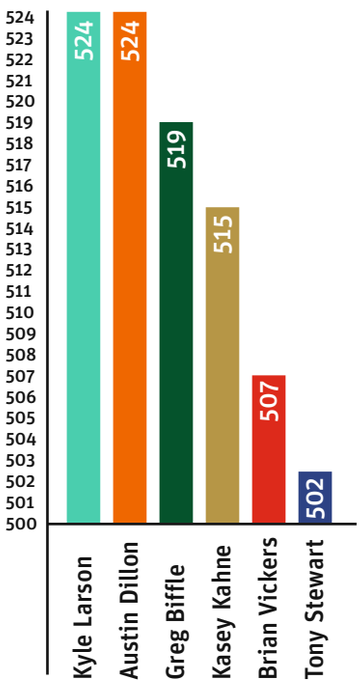
NASCAR: battle on the bubble

With just seven races to go before NASCAR's Chase for the Championship, Kyle Larson sits on the bubble in 16th place – with fellow rookie Austin Dillon on the same score, but missing out on results countback. And there are some big names close behind...



Hunt v Lauda to be revisited

Freddie Hunt and Mathias Lauda are to renew their fathers' legendary 1976 rivalry in the Indian-organised MRF Challenge this winter.

Hunt, the son of James who competed in British Formula Ford in 2007 and ADAC Formel Masters in '09, will line up as a team-mate to Lauda, the son of Niki and an ex-GP2 and Formula 3000 racer, under the M&N Racing banner.

The series will kick off at Qatar's Losail circuit before supporting the Bahrain World Endurance round and finishing at Chennai in India in February.

GIBSON/LAT

XPB/LAT

Kubica wins in Fiesta

Robert Kubica claimed his first win in a Ford Fiesta RS WRC on last week's Rally del Casentino. The Pole dominated the Italian asphalt event in an A-Style-run car as part of his Rally Germany preparations

MASSIMO BETTIOL

GP2 & FR3.5 eye big tyres

Formula 1 feeder championships GP2 and Formula Renault 3.5 could both switch to low-profile tyres if the top level of the sport decides to go in that direction.

Pirelli, which supplies F1 and GP2, is weighing up running the new tyre configuration in the support series as a way to gain knowledge and aid development ahead of F1 making the switch, which has been earmarked for either 2016 or '17.

FR3.5 tyre supplier Michelin – which has previously suggested that F1 should introduce bigger wheelrims – has already tested a low-profile tyre, and Renault is prepared to switch if the concept is adopted in F1.

BLOXHAM/LAT

RAM LEAVES WEC FLOCK

The British Ram Racing Ferrari team has withdrawn from the remainder of this year's World Endurance Championship.

Ram, which had entries for one Ferrari 458 Italia in each of the GTE Pro and Am classes, has announced that a "drastic cut in its expected funding for the second half of 2014" means that it will not be contesting the remaining five rounds.

The majority of the team has been released and only a skeleton staff remains under boss Dan Shufflebottom.

Buemi tops latest electric run

Sebastien Buemi took the fastest time in the second two-day Formula E test at Donington Park.

The Swiss said that his e.dams team was focusing on race and qualifying pace, as well as learning about battery and tyre temperatures on the all-electric Spark-Renault.

Lucas di Grassi took second with his Abt car, while Jerome d'Ambrosio, who does not have a race seat yet, was third with Team China (below).

TIMES

1	Sebastien Buemi	e.dams	1m31.083s
2	Lucas di Grassi	Abt	1m31.282s
3	Jerome d'Ambrosio	Team China	1m31.651s
4	Scott Speed	Andretti	1m31.810s
5	Sam Bird	Virgin	1m31.895s
6	Daniel Abt	Abt	1m32.080s

GRIFFITHS/LAT

P13 INSIDE LINE

In brief

NEW MAN AT PORSCHE

Porsche Motorsport boss Hartmut Kristen will leave the role after 10 years in October. The 59-year-old, who has responsibility for the German marque's GT programmes, will be replaced by Frank-Steffen Walliser, who is returning to Porsche Motorsport after an absence of six years.

TURNER FOR GT OPEN

Aston Martin works driver Darren Turner will contest this weekend's International GT Open round at Silverstone. Turner will drive a Vantage GT3 with Jody Fannin, run by the TF Sport team, which normally competes in British GT.

CRUZE WEIGHED DOWN

The Chevrolet Cruze will cop an extra 20kg of ballast for the next World Touring Car Championship round at Rio Hondo. The adjustment puts it 20kg over the Honda Civic, but 20 below the Citroen C-Elysee.

PORTUGAL MOVED

Next year's Rally of Portugal will be based just north of Porto after the organisers clinched a deal to move it away from the Algarve. The move takes the event back into the country's rallying heartland, where it was traditionally based.

NEUVILLE SHUNTS i20

Thierry Neuville's pre-Rally Finland run was cut short after the Belgian wrecked Hyundai's test i20 WRC heavily last week. Neuville clipped a rock on the inside of a fast right-hander and crashed into the trees.

Peugeot delays Dakar testing

Peugeot has delayed the first test of its 2008 DKR – the Dakar Rally-bound car will now run in a fortnight's time.

Carlos Sainz had hoped to drive the car in anger for the first time, but technical issues sidelined the Spaniard. Peugeot will now go straight to rough-road testing at Chateau Lastours in France.

Sainz told AUTOSPORT: "We have some small issues and the team prefers to wait to test. To be honest, we are a little bit running against the watch now. I cannot say anything about the problems for the car, but it's just small things. But sure, the time is coming less now."

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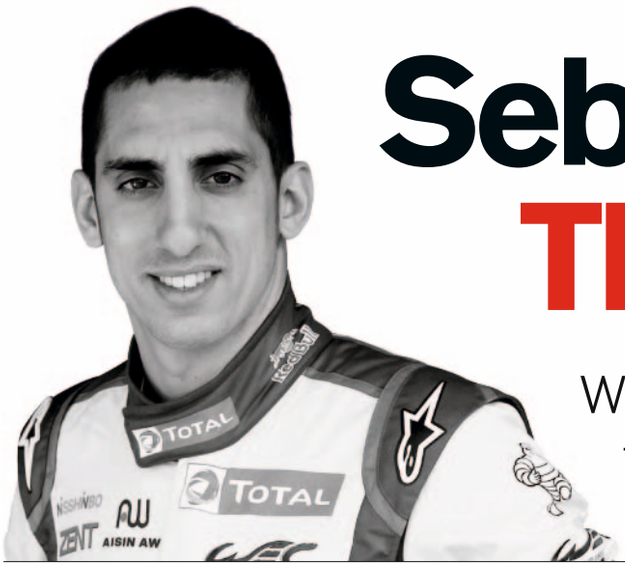


Sebastien Buemi
The Inside Line

When he's not working with the Red Bull F1 team or racing for Toyota in the WEC, he's preparing for a new adventure: Formula E

We've been pretty busy building up to the start of Formula E, with two public tests recently at Donington Park. If you look at the timesheets then it looks good for my e.dams team so far – I've been quickest in three of the four days. But that has not been the target so far. The plan at the moment is to understand the car and the new technology as much as possible. Once the testing is over and we go racing, the race format is very strange, very small, and there's not much running at all. So it's important to learn as much as possible now – to simulate a race distance and lots of other things, to make sure you know the best way to have a good race when the season starts.

So far we've only had one car per driver and, because you drain the battery when you drive, you have to keep stopping to charge it. Soon we will have two cars per driver, so then we'll be able to do more mileage. We've been doing as much as we can so far, and we've understood quite a lot of things already.

The races will be all about strategy. Clearly the most important point on the car is management of the battery, and controlling the temperatures. The more power you have, the more heat you generate, so at some point you become limited by temperature. So in a race you can start off very quick but then you're going to have to save a lot at the end, or you can start off by saving the power and then have more towards the end of the race.

Fighting with other cars should be OK, because if you are behind someone and you really want to overtake them, you just switch to more power and you're going to pass them. It should be interesting, and we'll have to see how it goes when we start racing.

Buemi has been setting electric pace

S BLOXHAM/LAT

things like oversteer and understeer, it feels really similar to a traditional race car. Set-up wise it's not far away from a GP2 or Formula 3 car; it's the same kinds of things you can do to make it better or worse. It's definitely heavy compared to other single-seaters, and that makes it a bit more difficult to drive, especially with the 'road' tyres. They're not slicks, and that affects the handling. But it still feels like a normal single-seater. You just have a bit more weight, so that's another thing to manage.

"Plans I've seen for Formula E races look good, but these cars wouldn't work at F1 tracks at all"

Qualifying is going to be something special, because if you're chasing pure laptime then it becomes a one-lap attack. You're only going to get one lap because if you continue on that power map you will overheat everything. Each time you go out in that situation you know you're only going to be good for one lap, so the pressure is on the driver.

The whole understanding of how to get the car in the best condition for a qualifying lap, and how to put it in the best condition for the race, still has to be learned. In terms of the battery, it's much more complicated than the rest of the car, so normally you should have more room to play with the settings in that area. Plus, because you don't get much mileage, this is quite difficult to begin with.

In terms of the pure balance of the car, all the usual

When we get to the races the cars will be on tracks that they are suited to. The tracks have to be designed for the cars, really. They have to be specific to Formula E, and so far all of the plans I've seen for the races – including London – look really good. If we took these cars to Formula 1 tracks, like Shanghai or Hockenheim, it would not work at all.

I really pushed to do Formula E because at the moment we're in the middle of a three-month break in the World Endurance Championship. The last time I jumped in the Toyota LMP1 car was June 15 – during the race at Le Mans. And I won't get in it again until September 20. If you have to sit at home for all that time it feels long! Together with Formula E and my responsibilities for Red Bull's Formula 1 team it's a good mix. I've driven all three cars quite a lot this year and when I jump in one I can just forget about the rest. I feel at home, and it comes naturally.

F1 HALF-TERM REPORT:

HAMILTON

WINS 5
POLES 4
FASTEST LAPS 2
RETIREMENTS 2
LAPS LED 257
POINTS 161

"I'm going to use the pace that I have, because I have the speed. I've just got to put the damn laps together and when I do, then I think the opportunities will come"
LEWIS HAMILTON

DUNBAR/LAT

P18 WILLIAMS RETURNS TO THE FRONT • THE STRUGGLES OF VETTEL AND RAIKKONEN • WHO WILL BE THE TOP ROOKIE? • THE FINANCIAL CRISIS

THE STORY SO FAR...

ROSBERG

WINS 3
POLES 4
FASTEST LAPS 3
RETIREMENTS 1
LAPS LED 266
POINTS 165

"Every race is important at the moment and every race I need to try to extend my gap in the championship. I'm in the lead going into my home race, and that's a good thing"
NICO ROSBERG

FACING F1 P20 THE PACE BEHIND THE POINTS • WHO'S BEEN THE MOST RELIABLE? • ENGINE CHANGE PENALTIES AND WHO HAS USED WHAT SO FAR

Hamilton's had the edge over Rosberg in wheel-to-wheel combat so far

STALEY/LAT

When does the run-in for the world championship begin? After the August break? Suzuka? Austin? In a normal season, any of those might apply, but in 2014 the run-in for the drivers' championship began at the season-opening Australian Grand Prix. It was clear from the off that the title race would be about two drivers, Nico Rosberg and Lewis Hamilton, meaning that every incident, every qualifying session, every race has assumed an almost cosmic significance as the destiny of the world championship has ebbed and flowed.

Hamilton's British GP victory, combined with Nico Rosberg's gearbox failure, means that just four points separate the pair. Even without the wildly unpopular double-points rule for the season-ending Abu Dhabi GP, which threatens to ruin what is shaping up to be one of the great title battles, this is a championship fight that would be destined to go down to the wire. So far, we've seen the pair duke it out over nine GP weekends, and with 10 races to go the title will be decided based on several key battlegrounds.

HAMILTON'S QUALIFYING WEAKNESS

As Hamilton admitted after winning the British GP, errors in qualifying in previous races have cost him dearly. In Canada, a big lock-up allowed Rosberg to steal pole position, while mistakes on both runs in Austria left him ninth on the grid. At Silverstone, the decision to abort his final lap in the mistaken belief that the track was too slow to allow his provisional pole time to be threatened was probably his lowest moment of the season. And he has acknowledged the necessity to press home his speed advantage on Saturdays in the second half of the year.

"Yesterday was a real kick in the balls," said Hamilton on Silverstone Sunday. "I really have to pull up my socks and get on with it if I want to win this world championship and I can't have situations like that. The last two races, I've easily had the pace to be on pole position and I've not put it there, I've put it much further back and made it much harder for myself. Now I'm going to try to rectify that for the future."

Currently, the qualifying score between the pair is Rosberg five, Hamilton four. Last year, Hamilton had the advantage 11 to eight. Given that you could argue at least three of the qualifying defeats he has suffered this year have been self-inflicted, it's clear that he needs to avoid the propensity to shoot himself in the foot. Rosberg is a fast driver but, on an all-out lap, not quite as quick as Hamilton.

As Robert Kubica, former F1 rival and old karting sparring partner of the pair put it, "if you ask 100 people who know Nico and Lewis, they would always tend to say Lewis is the faster guy.

"But speed is not the only important thing in Formula 1."

KNOWING HOW TO LOSE

Perversely, one of Rosberg's great strengths, which could well be the weapon that allows him to win the world championship this year, is an ability to lose. Nobody likes to be defeated, but Rosberg excels when it comes to self-examination and analysing where things didn't go right. While Hamilton has the self-assured certainty of someone who knows he's the very best to fall back on, Rosberg recognises that it is essential to work at it, and that allows him to minimise the period of disappointment and focus on doing better next time.

After being defeated four times on the bounce in Malaysia, Bahrain, China and Spain and watching his 25-point championship lead turned into a three-point deficit, there were suspicions that the title race was turning into a walkover. But victory in Monaco off the back of the qualifying controversy, when Rosberg went off on his final run while down on pace, triggering yellow flags that prevented Hamilton from attacking his pole time, turned the tables.

The prevailing opinion is that Rosberg knew exactly what he was doing when he went off.

> "Only in Bahrain have Hamilton and Rosberg gone wheel to wheel, and Lewis emphatically prevailed"

But as one fellow driver privately suggested, it showed the German had the extra steel needed to go all the way in the title fight, a willingness to take such extreme action. Whether deliberate or not, it certainly got under Hamilton's skin.

WHEEL-TO-WHEEL BATTLES

Only in Bahrain have Hamilton and Rosberg truly gone wheel to wheel for victory on track. There, Hamilton emphatically prevailed. In Spain, Rosberg was on Hamilton's tail in the closing laps, but never had the chance to attack.

Frustratingly, Rosberg's gearbox problem while leading the British GP denied us a grandstand finish between the pair with roles reversed. Hamilton would likely have gone into the final stint on the faster tyre and been able to chase down Rosberg. It would have been fascinating to see if he'd succeeded where Rosberg twice failed previously.

But with 10 races to go and Mercedes still

Hamilton blunder helped Rosberg to start British GP from the front

DUNBAR/LAT

Intra-Mercedes rivalry is likely to get more intense

THOMPSON/GETTY

Luck and reliability could become the deciding factors

DUNBAR/LAT

comfortably having the best car, it's inconceivable that there will not be further races where they go wheel to wheel. With relations between the pair strained and the stakes getting ever higher as the title race winds down, there's potential for the battle boiling over.

There are legitimate question marks over whether Rosberg is Hamilton's equal in battle. History would certainly suggest that he isn't as incisive a passer as Hamilton, so there could come a point where the title is decided by which one is better when dicing for the lead late in the race.

OFF-TRACK BATTLE

Rosberg went into the season with justifiably the better reputation for understanding the technical side. Were life to have taken him on a different path, it's easy to imagine he could have ended up as a top engineer. While he has had the edge off track, Hamilton is not an idiot and has raised his game in this area.

It's not a question of intelligence, as some argue, merely about mindset. At times, Hamilton appears to believe that his supreme underlying ability is enough, but under pressure from Rosberg he has emerged as a more complete driver.

Interestingly, he is more economical with fuel than Rosberg, a consequence of a driving style that uses less gas in the corners. At Silverstone, according to FOM's graphics, this translated to using about one per cent less, which is a significant advantage in races where fuel is tight.

But conversely Rosberg is perhaps the more adaptable, extracting remarkable laptimes from his ERS-less machine in Canada without compromising reliability on his way to a stunning second place, arguably the drive of his career.

Rosberg has also been playing a canny game over race weekends, often showing mediocre pace on Friday but getting stronger as qualifying approaches. After the Austrian GP, Mercedes motorsport boss Toto Wolff suggested that he would not tolerate his drivers sandbagging during practice. As Rosberg had aborted one lap in practice there while on course to set his best of the weekend, the implication was clear.

Hamilton griped earlier in the season about Rosberg studying his data and learning his tricks, particularly after being outqualified in Bahrain. But since then he appears to have redoubled his efforts and learned a few of Rosberg's techniques.

With the title battle an all-Mercedes affair and so much at stake, expect the second half of the season to be characterised by more of this as both drivers attempt to use every trick in the book to gain the edge.

SO WHO WILL WIN?

It's impossible to answer this question. Both drivers have performed superbly and have different strengths, meaning that the title could just turn on a single error or reliability problem. Whoever prevails will have won what could well become one of the most spectacular title fights in grand prix history.

So far this season, Hamilton has proved the faster, Rosberg the cannier and less error-prone, but also perhaps the luckier. And luck might just be the factor that decides the destiny of the 2014 world championship.

THE 'VIRTUAL' DRIVERS' CHAMPIONSHIP

When it comes to judging the relative merits of Nico Rosberg and Lewis Hamilton over the second half of the season, history is of limited use. But we do have last year to go on when, by definition, they had equal equipment, even though the Mercedes was rarely a victory contender in the closing stages of the season.

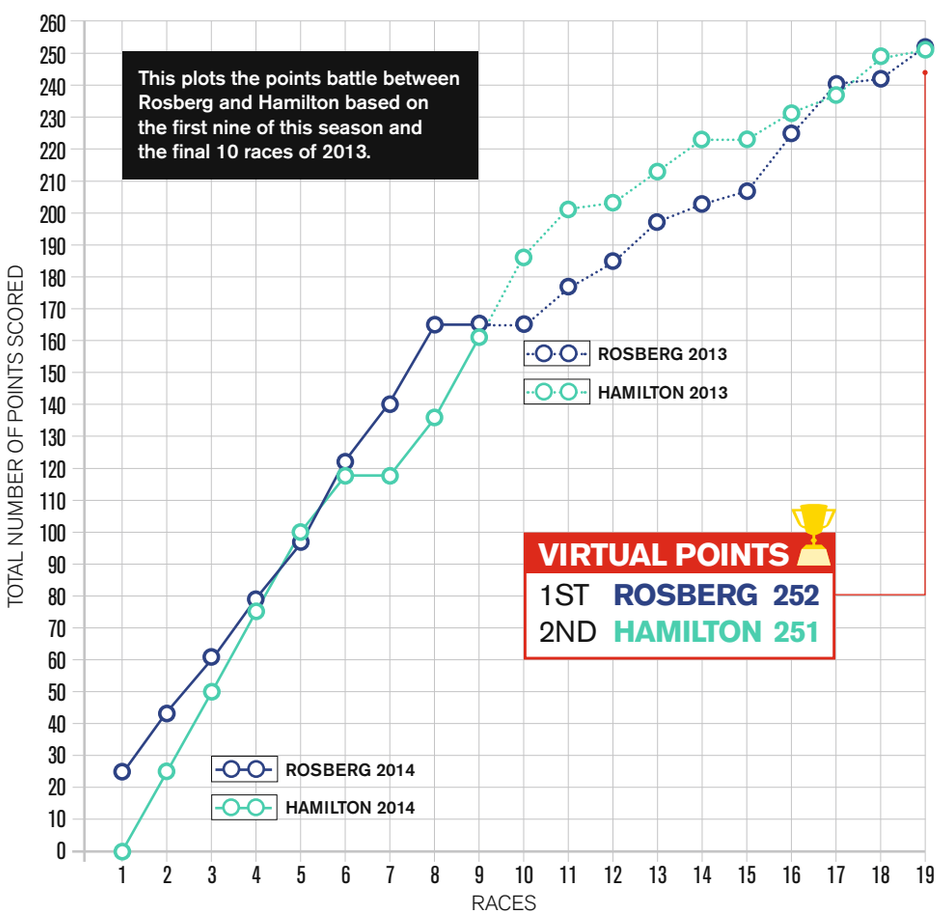
So what happens if you create a 19-race championship by combining the first nine rounds of this year with the final 10 results that went into the books last year?

The final result underlines just how remarkably closely matched Hamilton and Rosberg have been over the past 12 months.

In this alternative 2013/14 reality, Rosberg would have clinched the championship by one point, overhauling Hamilton in thrilling style at the last race – which bodes well for a battle royale for the title come the season finale at Abu Dhabi in November.

Most encouragingly, in this alternate vision of reality, the idiotic decision to award double points for the final race of the season does not reverse the championship positions. All it does is ensure that Rosberg outscores Hamilton by nine points, rather than one.

2013/2014 ROSBERG v HAMILTON



F1'S BIG STORIES SO

While Mercedes has stolen the show in 2014, there have been plenty of fascinating stories. EDD STRAW

WILLIAMS BACK AT THE FRONT

YOU CAN NOW ARGUE THAT THE MERCEDES-powered Williams FW36 is the second-best car of 2014. It's certainly in the top three, and if it can maintain its form the venerable team could finish in the top three of the constructors' championship for the first time since 2003.

The upturn is the result of myriad factors. The appointment of Pat Symonds as chief technical officer and Rob Smedley's arrival as head of vehicle performance have dramatically improved the team's decision-making process and operational effectiveness

"Am I surprised? No, I'm not surprised at all," says Smedley when asked if he anticipated Williams would have been able to avoid a slide down the order by now. "When I came to Williams, I said that there is nothing broken here, it's a case of giving people direction and pushing in all the areas and never letting up. Yes, we do lack a little bit of resource but we also have a very, very strong management group."

The management outside of the technical department, notably deputy team principal Claire Williams and CEO Mike O'Driscoll, who both work under team patron Frank Williams, have also played a key role. Not only did they recruit Symonds and Smedley, but they also agreed a seven-year deal to run what has proved to be F1's pre-eminent engine, the Mercedes, from this year.

Williams does have a frustrating tendency to squander good positions and it is essential that it presses home its advantage. Two podiums, both for rising star Valtteri Bottas, in the past two races suggest the team is starting to get the results it should, but to be able to finish third in the championship will require strong two-car finishes with more regularity.

COATES/LAT

Ricciardo usurps Vettel at Red Bull

THE STATISTICS SPEAK FOR THEMSELVES. Daniel Ricciardo has outqualified Red Bull team-mate Sebastian Vettel six times out of nine races, outscored him 98 to 70 and finished ahead of him every time both have finished. He was promoted to one of F1's choice seats after proving his prodigious speed beyond any doubt while at Toro Rosso, and he has answered all questions that hung over his racecraft and ability to cut it at the front of the field.

But Vettel is making ground. After previously mastering the technique needed to exploit exhaust-blown downforce to its maximum, he has taken time to re-adapt to the demands of a more conventional car. Struggles to get the car to perform as he wants under braking, when harvesting with the MGU-K, are also causing problems, with further software tweaks needed.

It's down to Vettel to adapt and to get the car handling the way he needs it to do that. Progress has been a little slow, but he's not far off Ricciardo and needs to continue to ride that upward curve in the second half of the season.

Ricciardo currently has the upper hand at Red Bull

TEE/LAT

Raikkonen's latest Ferrari nightmare

KIMI RAIKKONEN'S FERRARI COMEBACK HAS not been the stuff of dreams. He has amassed a grand total of 19 points compared with team-mate Fernando Alonso's 87 and the 2007 world champion is yet to finish higher than seventh. Aside from being on course for a podium finish in Monaco before contact with Max Chilton's Marussia during a safety car period, it has been a tough season.

The ability that has made him one of the 21st century's great grand prix drivers is still there, but he needs either to get the balance of the Ferrari to better suit him, or get his head around the need to adapt to the car's handling and deliver the kinds of results Alonso has proved are possible.

"It's really a combination of how the car handles, what I prefer, and the way the tyres work," said Raikkonen after the Austrian GP.

"We are missing traction and a bit of grip on the mechanical side. We try to balance it out and have a front end on the car, but it's very, very difficult. I hate it when there's no front end on the car."

FAR

EDD STRAW
GRAND PRIX EDITOR

picks out the themes of the season, and looks at how things will pan out in the second half of the year

Williams led the way during early stages of the Austrian GP

Kvyat and Magnussen are battling for top-rookie status

TEE/LAT

The battle to be 2014's best rookie

TAKING THE FIRST SEVEN RACES OF THE season into account, Scuderia Toro Rosso driver Daniil Kvyat was comfortably the standout rookie of 2014. The Russian, who only turned 20 in late April, came into F1 having skipped GP2/Formula Renault 3.5 and with a mountain to climb, but has been an assured and composed performer right from the off, scoring points on his GP debut.

While Kvyat's performances do make him the standout rookie so far, McLaren's Kevin Magnussen is starting to look more assured. His second place in Australia was superb, but there were too many scrapes in subsequent races.

But in the Austrian GP, he made a big step forward in terms of getting his head around tyre management, and while two consecutive seventh places doesn't sound extraordinary, he is now in a position where he will be hoping to outperform team-mate Jenson Button more consistently.

Monaco could have been a rare highlight for Raikkonen in 2014

TEE/LAT

F1'S ONGOING ECONOMIC CRISIS

CATERHAM'S RECENT BUY-OUT IS SIMPLY THE tip of F1's iceberg, with Marussia's Russian ownership propping up the team with a £100m injection and Sauber braving a commercial rollercoaster.

Force India, too, would be endangered were it not for support lent by entities controlled by its major shareholder. Ditto Toro Rosso: strip away its Red Bull support, and it is doubtful whether the team could survive on merit. Indeed, were the drinks company to withdraw from F1 it is unlikely its eponymous main team would fight another day.

With both Williams and McLaren recently posting losses, the world's costliest sport is clearly operating to an unsustainable business model. On one hand a venture fund (CVC Capital Partners) creams 40 per cent of F1's underlying revenues while the lower reaches of the grid scrap over mere fractions; on the other it is hit by falling TV ratings, its lifeblood.

Thus it seems incomprehensible that the brightest thinkers in a paddock filled to capacity with extremely clever people cannot reach definitive agreement on crucial cost-cutting measures despite all three player groups – the FIA, FOM, and the teams collectively – being (allegedly) committed to the cause.

In January the FIA vowed to introduce regulatory cost control by 2015, yet in May the new-fangled Strategy Group – on which the governing body holds a third of the vote – overturned the 'yes', instead proposing a bouquet of measures that *may* save teams £1m per annum – and then only the big spenders.

To illustrate the prevailing state of affairs, consider that 11 team bosses plus governing body and commercial rights holder singularly failed to reach agreement on whether the number of permitted crewmembers should be reduced by two. Any wonder FIA president Jean Todt dubbed the alternative proposals "a joke"?

None of this, however, is surprising. Toto Wolff, motorsport boss of Mercedes, arguably F1's biggest spender, made clear he had no intention of cutting back: "Do you think it's on our agenda to close the gap between teams? I think it's not on my agenda. My agenda is to win races and the world championship."

Dieter Rencken

What does the future hold for F1's smaller teams?

COATES/LAT

TEAM PERFORMANCE

The feeling is that Mercedes is being chased down by its F1 rivals. But an analysis of the relative pace of the 11 different cars from race to race during 2014 suggests that the dominance of the Silver Arrows is not going to be threatened seriously yet. Even though Mercedes lost the Canadian Grand Prix thanks to an ERS failure on both cars caused by overheating, then was beaten to the front row by Williams in Austria after both Lewis Hamilton and Nico Rosberg failed to get the best out of their machinery on Saturday, the British GP two weeks ago proved to be one of the most dominant weekends for Mercedes on pace.

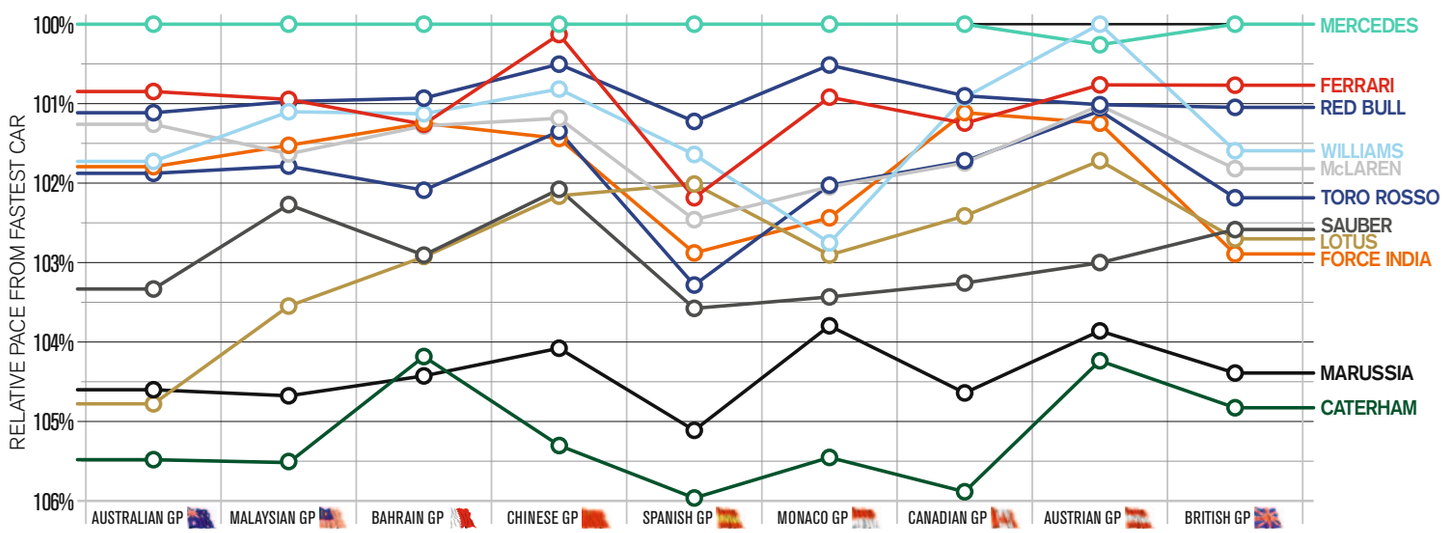
Mercedes has stayed clear of the rest

SBLOXHAM/LAT

CAR PACE

To get an accurate picture of relative pace of the teams over the season, the fastest individual lap set by each team over a race weekend has been recorded and converted into a percentage of the overall quickest. The graph below shows the ebb and flow of the various teams over the season, with Mercedes comfortably the strongest, outpacing the field everywhere except Austria.

Expressing the figures as percentages gives an accurate comparison of relative pace, for a car being two-tenths slower at the Red Bull Ring, where the pole position time was just under 69 seconds, cannot be compared with one being the same amount away at a circuit like Sepang, where cars take over 1m40s to complete a lap.



FORMULA 1 2014 ROUNDS TO DATE

AVERAGE CAR PACE VERSUS CONSTRUCTORS' CHAMPIONSHIP

By comparing the average pace of the cars over the first nine races (below) of 2014 to their relative championship positions, we get a clear picture of which teams are over or under achieving.

While the top four in the points echoes the average performance, Force India is ahead of McLaren in the championship by one point even though, on average, its car has not had the same one-lap pace. Likewise, Marussia is ahead of Sauber thanks to Jules Bianchi's ninth place in Monaco.

CONSTRUCTORS' CHAMPIONSHIP			
1 Mercedes	326	6 McLaren	90
2 Red Bull	168	7 Toro Rosso	15
3 Ferrari	106	8 Lotus	8
4 Williams	103	9 Marussia	2
5 Force India	91	10 Sauber	0
		11 Caterham	0

2014

An analysis of the performance of the cars reveals both the shape of the season so far, and gives a hint as to what is to come. By GARY ANDERSON and EDD STRAW

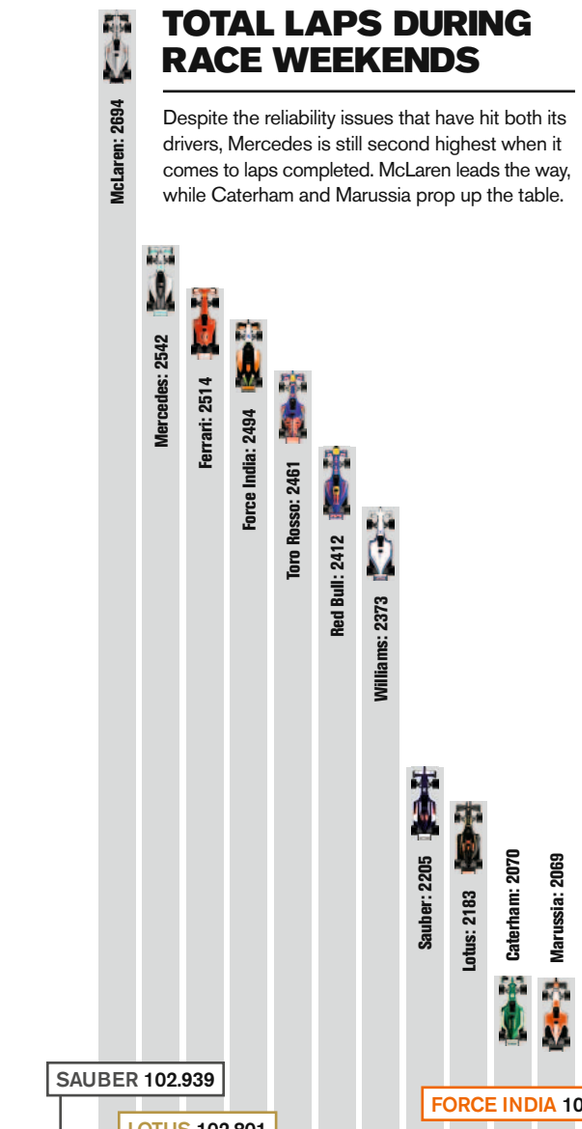
DUNBAR/LAT

RELIABILITY

Potentially, reliability could prove to be one of the most influential factors in deciding the final world championship order. Not only will retirements cost teams in terms of points, but with grid drops for using more than the allocated five engines, there will be some costly penalties later in the season.

TOTAL LAPS DURING RACE WEEKENDS

Despite the reliability issues that have hit both its drivers, Mercedes is still second highest when it comes to laps completed. McLaren leads the way, while Caterham and Marussia prop up the table.



ENGINE USEAGE

Each driver is allocated a total of five power units for the season. These are divided into six elements, which can be mixed and matched. These are the internal combustion engine, the energy store, the turbocharger, the MGU-K, the MGU-H and the control electronics.

The first time a sixth element is introduced, the driver will be hit with a 10-place grid penalty, with five-place grid penalties for any further new elements from the sixth engine. This pattern of a 10-place penalty for the first element of a new engine, and five places for subsequent new elements, continues for however many engines are used. A complete change of power unit means a driver must start from the pits.

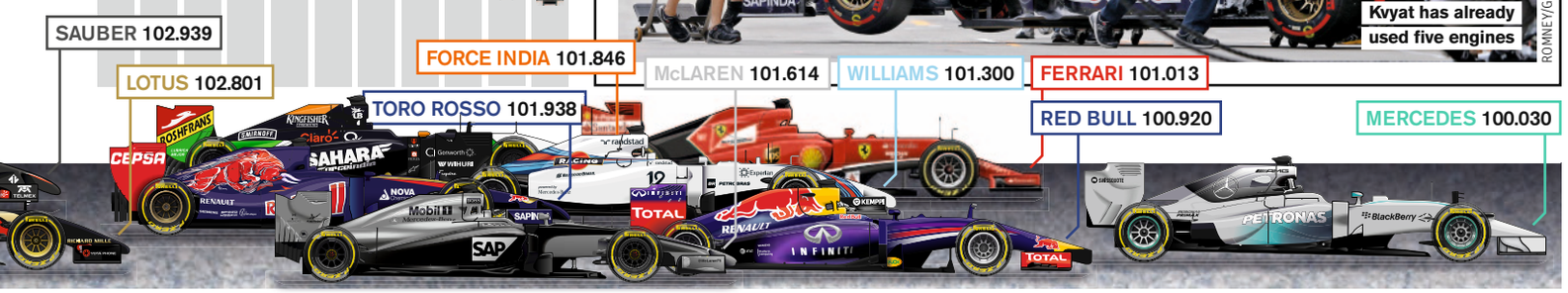
The majority of drivers are likely to suffer such grid penalties in the second half of the season, and with grid penalties for using extra power-unit elements able to be rolled over for a second race (unlike penalties given for other reasons) teams will have to make strategic decisions as to when to take the hit. Potentially, making a complete change of engine and starting from the pits could be the least damaging option.

POWER UNIT USE TO DATE

Based on the information issued by the FIA, this is how the power-unit component use stacks up so far. This table is up to date as of the end of the British GP weekend.

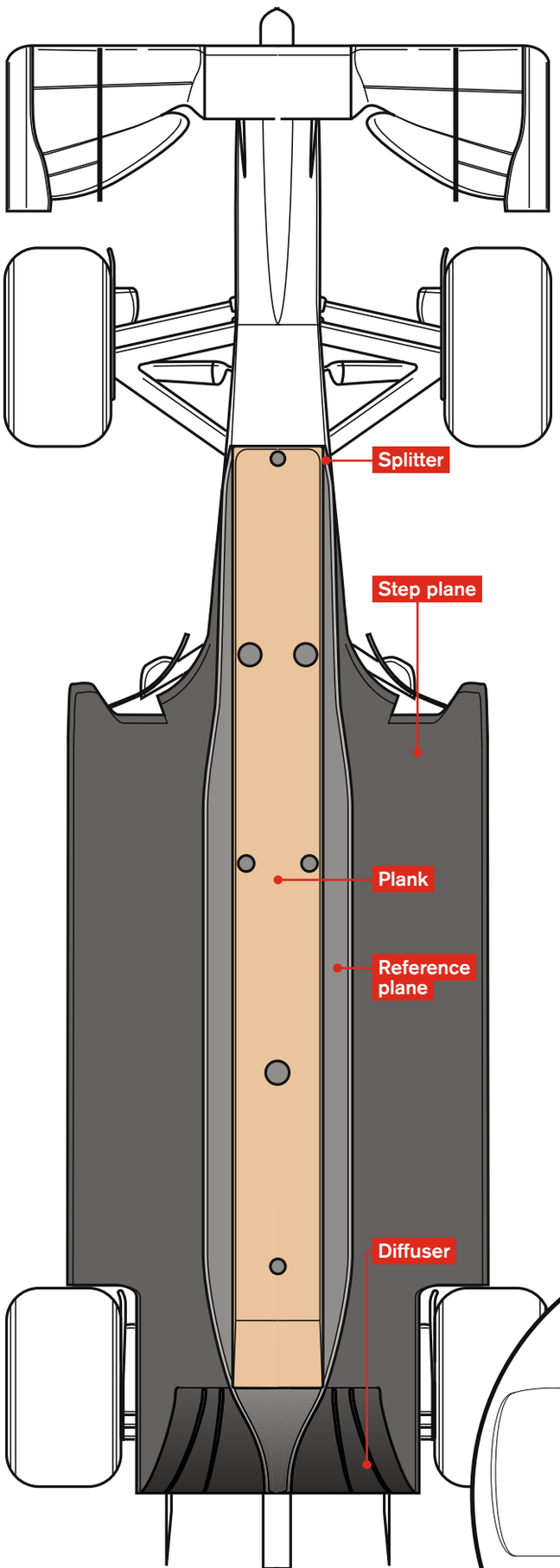
	Engine	Turbo	MGU-K	MGU-H	Energy store	Electronic
LEWIS HAMILTON	●●●○○	●●●○○	●●●○○	●●●○○	●●●○○	●●●○○
NICO ROSBERG	●●●○○	●●●○○	●●●○○	●●●○○	●●●○○	●●●○○
SEBASTIAN VETTEL	●●●●○	●●●●○	●●●○○	●●●●○	●●○○○	●●○○○
DANIEL RICCIARDO	●●●○○	●●●○○	●●●○○	●●●○○	●●○○○	●●○○○
FERNANDO ALONSO	●●●○○	●●●○○	●●●○○	●●●○○	●●●●○	●●●●○
KIMI RAIKKONEN	●●●○○	●●●○○	●●●○○	●●●●○	●●●○○	●●●○○
FELIPE MASSA	○○○○○	○○○○○	○○○○○	○○○○○	○○○○○	○○○○○
VALTTERI BOTTAS	○○○○○	○○○○○	○○○○○	○○○○○	○○○○○	○○○○○
NICO HULKENBERG	●●●○○	●●●○○	●●●○○	●●●○○	●●○○○	●●○○○
SERGIO PEREZ	●●●○○	●●●○○	●●●○○	●●●○○	●●○○○	●●○○○
JENSON BUTTON	○○○○○	○○○○○	○○○○○	○○○○○	○○○○○	○○○○○
KEVIN MAGNUSSEN	○○○○○	○○○○○	○○○○○	○○○○○	○○○○○	○○○○○
JEAN-ERIC VERGNE	●●●●○	●●●●○	●●●●○	●●●○○	●●●○○	●●●●○
DANIIL KVYAT	●●●●●	●●●●○	●●●●●	●●●○○	●●○○○	●●○○○
ROMAIN GROSJEAN	●●●○○	●●●○○	●●●○○	●●●○○	●●○○○	●●●○○
PASTOR MALDONADO	●●●●○	●●●●○	●●●●○	●●●●○	●●○○○	●●●○○
ADRIAN SUTIL	●●●○○	●●●○○	●●●○○	●●●○○	●●●○○	●●●○○
ESTEBAN GUTIERREZ	●●●○○	●●●○○	●●●○○	●●●○○	●●●○○	●●●○○
JULES BIANCHI	●●●●○	●●●●○	●●●○○	●●●●○	●●○○○	●●●●○
MAX CHILTON	●●●●○	●●●●○	●●●●○	●●●●○	●●●○○	●●●●○
KAMUI KOBAYASHI	●●●○○	●●●○○	●●●○○	●●●○○	●●●○○	●●●●○
MARCUS ERICSSON	●●●○○	●●●○○	●●●○○	●●●○○	●●○○○	●●●○○

Kvyat has already used five engines
ROMNEY/GETTY



Looking under F1's floors

The underfloor of a grand prix car has been crucial to generating downforce for almost four decades. CRAIG SCARBOROUGH reveals its secrets



Ever since ground-effect wing cars started to dominate the sport with Lotus in 1978, the floor has been of overriding importance in car performance. After decades of restrictive regulations, the floor still produces over a third of the car's downforce, yet it remains one of the most overlooked parts of the car.

By regulation, the car must have a flat floor from behind the front wheels to the rear wheel centreline. The floor must also have a step along its centreline; this lower section is the reference plane and forms the reference point for all height measurements on the car.

Below this step sits the 10mm plank to further raise the aerodynamic features of the floor above the track. Either side of the step and 50mm above it are the raised sections of the floor known as the step plane.

Behind the rear axle line, the floor is allowed to rise 125mm above the reference plane over a width of 1000mm and length of 350mm. This area forms the diffuser, a crucial part of the floor's aerodynamic shape.

The space between the floor and the track works in ground effect, where a venturi is formed that accelerates air under the floor to create low pressure that sucks the car to the track. It is the floor's leading edge and the kick line, where the flat floor meets the diffuser, where the air moves the fastest and creates the most downforce.

The larger the diffuser, the more air that can expand into it and pull more air from under the floor to generate more downforce. As the rules restrict the overall height under the diffuser, teams work hard to create aggressively-ramped diffusers that expand outwards as well as upwards.

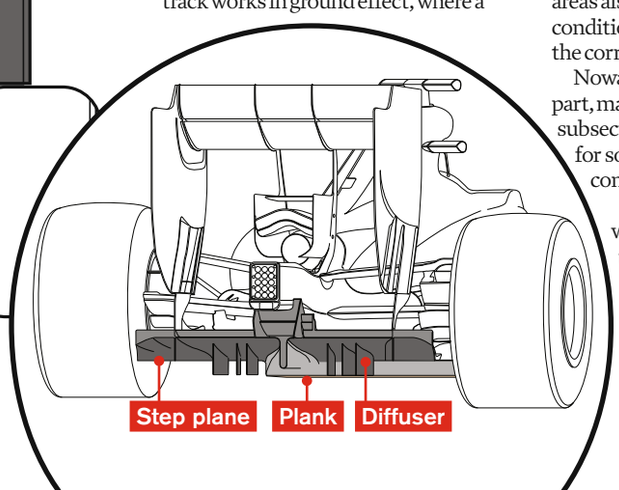
Additionally, gurneys and flaps on the top trailing edge of the floor can be used to further lower the pressure above the diffuser exit to effectively increase the diffuser's size.

At the other end of the floor are the splitter and lower leading edges of the sidepods. Also known as the T-tray or bib, the splitter is now the lowest point on the car. It is perilously close to the track and in danger of excessive wear to the skid blocks, so to prevent the splitter flexing it's subject to upwards-deflection tests along its leading edge.

Sharp edges and vanes around these areas also set up the right airflow conditions to keep the floor fed with the correct pressure distribution.

Nowadays, the floor is typically one part, made up from several carbonfibre subsections with metal sections used for some of the sharper and more complicated shapes.

The floor is often fitted with pressure, rideheight and temperature sensors. This data is used to detect damage, attitude to the track and excessive grounding of the skid blocks, crucial information for the team during races.



WHAT TO WATCH OUT FOR

Can Rosberg bounce back?
The championship leader talked about 'momentum' being with him after taking pole for the British GP, and having beaten Mercedes team-mate Lewis Hamilton for three straight races. Then he suffered his first non-finish of the season at Silverstone. Home victory for Hamilton, points deficit all but eradicated, game on!

THOMPSON/GETTY

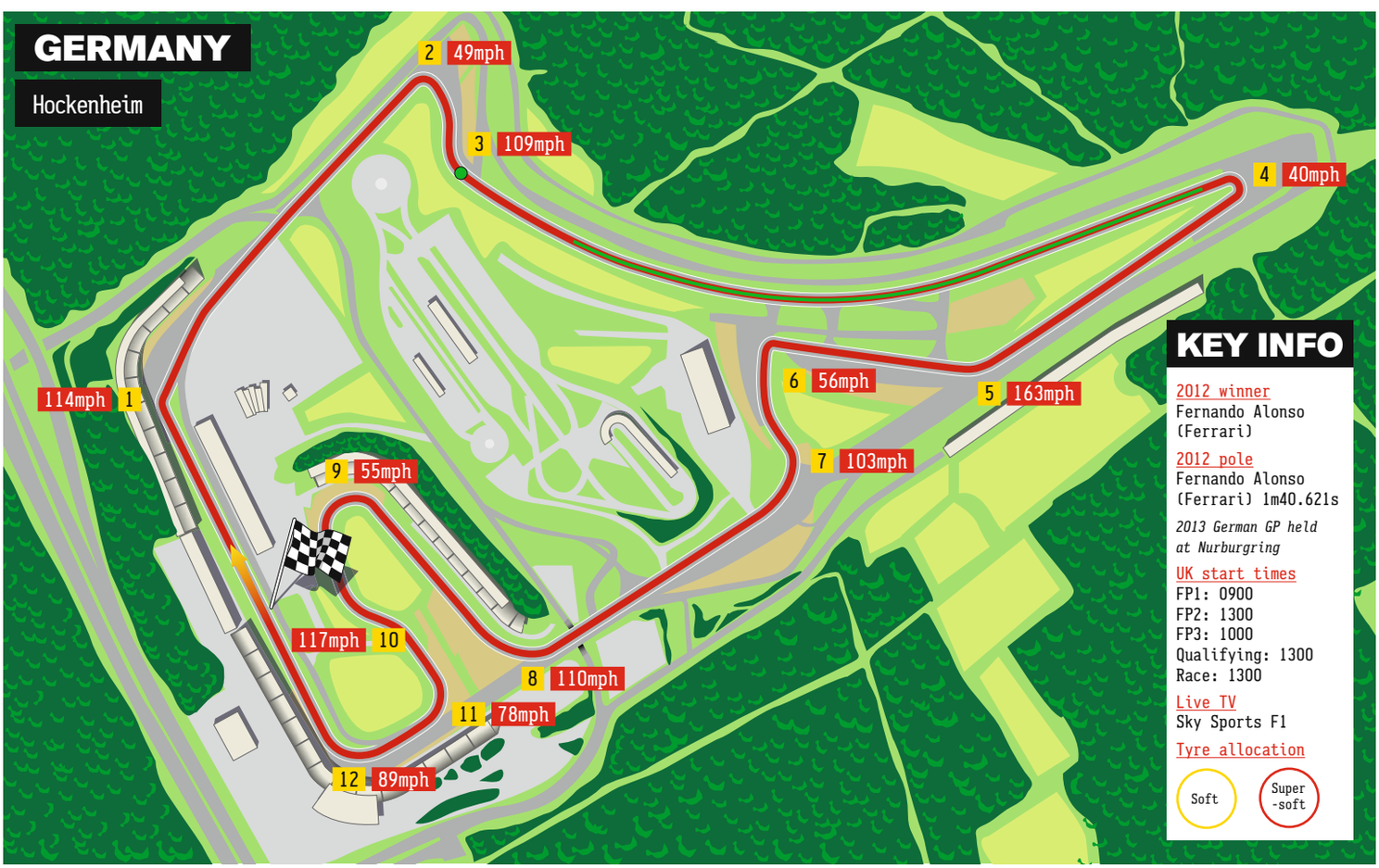
Can Williams stay strong?
For three consecutive races Williams has figured strongly in the best-of-the-rest battle behind Mercedes. It played down talk of having the second fastest car in F1 after Valtteri Bottas's second place in Britain, but it looks increasingly as though that's exactly what the FW36 is.

HONE/LAT

Will Vettel hit form?
Another race passes and again the reigning four-times world champion has been put firmly in the shade by his new Red Bull team-mate Daniel Ricciardo. Canadian GP winner Ricciardo reckons it's only a matter of time before Vettel hits form, and expects the German's home crowd to boost his recovery at Hockenheim.

GERMANY

Hockenheim



KEY INFO

2012 winner
Fernando Alonso (Ferrari)

2012 pole
Fernando Alonso (Ferrari) 1m40.621s

2013 German GP held at Nurburgring

UK start times
FP1: 0900
FP2: 1300
FP3: 1000
Qualifying: 1300
Race: 1300

Live TV
Sky Sports F1

Tyre allocation
Soft
Super -soft

CLASSIC RACE – 2000

'Tears of joy' cried AUTOSPORT's cover, as Rubens Barrichello claimed an emotional maiden F1 victory in the German Grand Prix at Hockenheim.

The Brazilian triumphed from 18th on the grid after a mechanical problem had wrecked his qualifying session.

An aggressive fuel strategy helped Barrichello climb to third inside 15 laps, while McLaren's Mika Hakkinen led early on after Rubens' Ferrari team-mate Michael Schumacher posted his third consecutive retirement after contact with Giancarlo Fisichella's Benetton shortly after the start.

Barrichello's gamble to stay on slicks when rain fell in the closing stages granted him victory over Hakkinen, while the Finn's McLaren team-mate David Coulthard recovered to third after being delayed in pitting under a safety car period, required due to a disgruntled Mercedes employee invading the track before the first chicane.

MASON/GETTY

LAT

FRIC: THE KEY QUESTIONS

The complicated suspension system is the latest F1 battleground.

JONATHAN NOBLE **explains why, and what happens next**

TEE/LAT

Advanced system helps teams look after their rubber

Formula 1's turbulent 2014 campaign is facing fresh technical controversy ahead of the German Grand Prix, after the FIA declared last week that FRIC (front/rear interconnected) suspension systems run by almost all teams may not be legal. That stance, laid down in a letter from F1 technical delegate Charlie Whiting, could force teams to radically alter their suspension systems for this weekend's race at Hockenheim. Here, AUTOSPORT answers the key questions as to why FRIC, used in F1 since 2008, is under fire.

IS THIS ABOUT SPICING UP THE CHAMPIONSHIP BATTLE?

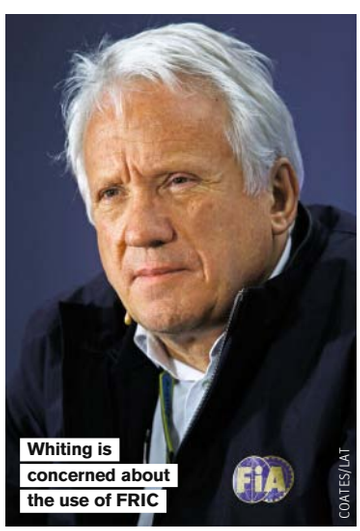
It's widely accepted that Mercedes runs the most complicated FRIC suspension system, so the move to get rid of the concept prompted talk of an effort to rob F1's championship leader of its advantage. However, unlike the mass damper affair in 2006, when Renault's rivals pushed for a ban to slow the French car manufacturer, this time Mercedes' main opposition are not actively targeting a ban.

In fact, Mercedes' chief rivals — Red Bull, Williams and Ferrari — have all indicated they are happy for a ban to be delayed until 2015, meaning there is no desire to wipe away any advantage their Brackley-based rival may have.

WHY HAS THE FIA ACTED?

The FIA's prime motivation for getting involved in the FRIC debate is costs. As part of a drive to reduce expenditure, teams discussed at the Monaco GP the idea of banning the ever-more complicated suspension systems for 2015, because of the likelihood for ramped-up costs.

Teams rejected the idea of it being outlawed then, because they said they preferred to keep it until the possible return of active suspension in 2017. However, with the FIA receiving an increasing amount of correspondence about



Whiting is concerned about the use of FRIC

COATES/LAT

radical future FRIC development, Whiting began an investigation to understand the systems better and to see if he needed to act.

Last month, teams were asked to provide details of their systems, as well as explain exactly what benefit FRIC delivered to their cars. It was these answers that prompted the FIA to express its view that they could be in breach of the rules.

ON WHAT GROUNDS COULD FRIC BE ILLEGAL?

Article 3.15 of Formula 1's technical regulations effectively outlaws moveable aerodynamic devices. It is this rule that Whiting believes the current FRIC suspension systems could be in breach of.

Whiting grew alarmed at the way in which teams were openly explaining to him that most of the reason for running FRIC was for aerodynamic advantage, with there being only a minor benefit for car ride. In fact, one technical director of a leading team explained that he believed the advantage was totally aerodynamic.

While it could be argued that banning technology mid-season is more expensive for teams – therefore negating a cost benefit – the FIA has offered to delay a ban until 2015 if teams unanimously agree this as the way forward.

Teams would face considerably more expense if a ban were to be dropped on them over the winter, when they had already spent months designing their 2015 cars.

SO WHAT HAPPENS NOW?

FRIC hasn't yet been officially banned, for it would take a rewording of the regulations for that to happen. However, Whiting's belief that the systems can be challenged opens the door for teams not running FRIC to protest those that are. There is also the possibility that the FIA could choose to notify stewards that it believes cars running with FRIC are illegal. Anyone running FRIC therefore risks a protest that could result in them being disqualified.

To avoid such a scenario, Whiting asked teams to unanimously agree not to protest anyone else. If that had happened, the FIA would have guaranteed not to complain about FRIC's legality. While Red Bull, Mercedes, Ferrari, McLaren, Lotus, Williams and Marussia all confirmed they were happy for the ban to be delayed, others did not back the move.

Teams must now decide before scrutineering today (Thursday) whether to run standard suspension or risk sticking with a FRIC version. McLaren vowed on Tuesday that it would remove the system.

'Teams may not know what suspension they should run until they arrive at Hockenheim'

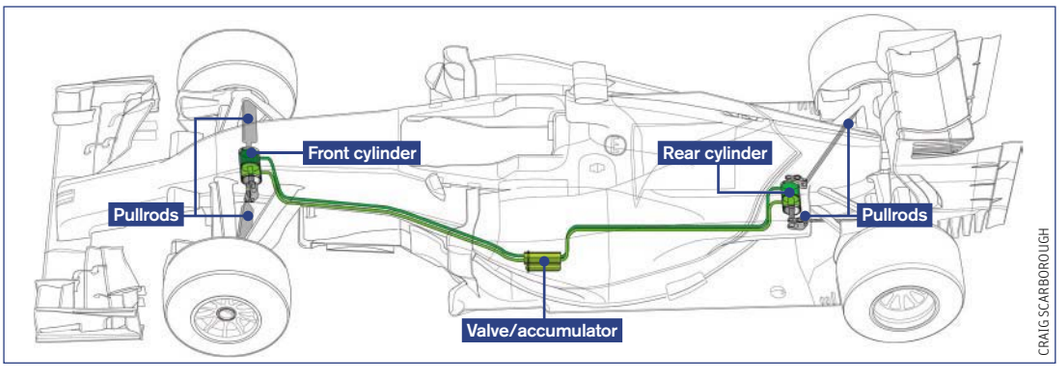
IF IT GOES, WILL IT SHAKE UP THE GRID?

Not dramatically. Although the frontrunning Mercedes team has the most complicated system, it does not automatically follow that the squad will be any more hurt than its rivals. Mercedes' advantage at the front does not just come from FRIC, and no one in F1 believes that Lewis Hamilton and Nico Rosberg will be knocked off the front of the grid if the concept is removed.

However, all teams may find that managing tyre wear and rideheight becomes more difficult from now on, which could open up the possibility for a few surprises over the second half of the campaign.

TEE/LAT

Mercedes is likely to maintain its edge even if FRIC is outlawed



CRAIG SCARBOROUGH

FRIC SUSPENSION EXPLAINED

While active suspension has been banned for 20 years, nearly every team now runs complicated front/rear interconnected suspension systems to try to optimise rideheight between the front and rear axles.

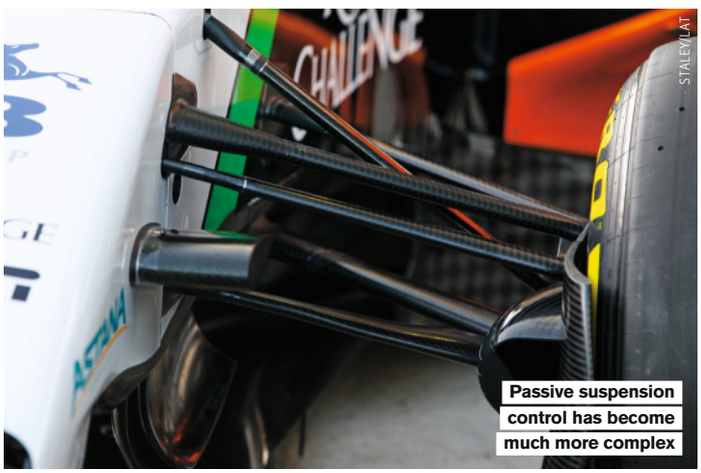
On each end of the car, the pull or pushrods operate rockers that in turn have a double-acting hydraulic cylinder mounted between them. Within each of these cylinders, a piston moves with the suspension to compress one of the chambers.

Each chamber either side of the cylinder is linked with pipework to the corresponding cylinder at the other end of the car. Along the way, these pipes pass through a valve system to tune the suspension's response to the movement of the cylinders.

This system does not use any form of electronics or powered hydraulics, so it's completely passive. To use anything other than this would be illegal under the post-1993 regulations.

By varying the size of the cylinders and the valving, it's possible not just to control dive and squat, but also to drop the rear rideheight at speed. This effectively reduces the rear-wing angle for less drag on the straights.

If the cylinders on each end of the car split into two, such that each wheel operates its own cylinder, then the system can be set up to incorporate roll control into the linked system. With this, the attitude known as warp, where the car is both rolling and diving at the same time, can be tuned.
Craig Scarborough


STALEY/LAT

Passive suspension control has become much more complex

Would Mercedes engines transform Lotus?

'Team Enstone' is on the verge of dumping Renault for Mercedes in 2015. BEN ANDERSON asks if that will be enough to revitalise its flagging fortunes

FERRARO/LAT

By the lofty standards of last season, the early part of the 2014 Formula 1 campaign has been a crushing disappointment for Lotus. The team that regularly challenged Red Bull during Sebastian Vettel's otherwise dominant run to the 2013 world title is now struggling to record top-10 results.

When Romain Grosjean scored back-to-back points finishes in the Chinese and Spanish Grands Prix, it looked as though Lotus might have turned the corner with its recalcitrant twin-tusked E22, but its best results since have been a couple of pointless 12ths.

Engine supplier Renault's struggles with the new V6-hybrid-turbo regulations are well documented and, as a customer of the French manufacturer (a relationship that stretches back to 1995 in the various guises of 'Team Enstone', omitting only three seasons of Renault absence between '98 and 2000), Lotus has endured plenty of performance and reliability woes.

It's clear that Mercedes has produced by far the best engine this year, and Ferrari and Renault face a tough task to close the gap, even with the opportunity to unfreeze their engine specifications this winter.

AUTOSPORT understands that the German manufacturer has agreed to a deal for Lotus to replace Honda-bound McLaren as Mercedes' third customer team in 2015, once Lotus has negotiated an early termination of its long-term contract with Renault, but would simply swapping diamonds for three-pointed stars be enough to get Lotus back on track?

ENSTONE AND RENAULT IN NUMBERS

34 WINS

293 RACES

117 PODIUMS

POLE POSITIONS **26**

17 SEASONS TOGETHER

DRIVERS'S TITLES **3**

POINTS **1914**

3 CONSTRUCTORS' TITLES

MAGIC BULLET

Pastor Maldonado has arguably endured the worst of Lotus's reliability problems this season. The Venezuelan has brought his PDVSA millions to Enstone only to see his old team Williams resurrected as a frontrunner with the aid of Mercedes propulsion. The 2012 Spanish GP winner believes the Renault engine is the main thing holding Lotus back. "Every time we see the comparison we are always at the bottom of the list in terms of total speed," Maldonado explains.

"And it's not only the top speed, it's the acceleration. We are so slow.

"We are similar to Red Bull in top speed; they are maybe two or three km/h quicker, but this is not making any big difference. We need more than 10km/h to be competitive.

"The car is not bad. Every time we have the chance and no problems we are fighting for the top 10."

NOT SO SIMPLE

Anyone who has watched the Lotus E22 closely can see that it's a difficult beast to tame for the drivers. Grosjean reckons Lotus will need more than just a better engine to solve its problems.

"There is of course a deficit of power, which means you have to run less downforce on the car; the tyres are very hard, so you don't generate enough energy, and then you're out of the [operating] window. That's a lot of problems together," he says.

"On the other hand, there are two teams [Red Bull and Toro Rosso] capable of going quicker than us with the same engine, so maybe they operate it in a different way to get the best of it.

"It's not like if we put a Mercedes engine in we'll get pole position. If

Renault-engined Lotus has rarely run ahead of Merc teams in 2014

STALEY/LAT

"It's engine and car. Because the torque is difficult to manage we've had to adapt the chassis"

Technical director Nick Chester (right)

the team puts a Mercedes engine in the car it will certainly help, but it won't solve all the issues."

The Franco-Swiss driver says the Lotus has too much drag for the downforce it produces, and that this downforce is too sensitive to steering inputs and the yaw angle of the car in corners.

"When everything goes well it's very nice, but as soon as you go outside the window in terms of sliding or traction, it's just a big loss," he adds. "I like to play with the rear, but it seems as soon as I pick up a little bit of oversteer I have to turn the steering wheel in the other direction and then I lose all my downforce. To be quick at the minute we have to stay in a very tight window."

It appears Lotus has the opposite problem to McLaren, which has produced a very driveable car that lacks peak downforce. The Lotus has plenty of downforce, but the drivers can't use it properly. It's a point Grosjean concedes.

"It's very difficult to know whether it will stick or not," he says. "The cars are heavier this year, the tyres are harder, and we lost downforce. Maybe these issues were present before, but with exhaust-blown diffusers and better tyres last year everything was hidden."

COMPOUND INTEREST

According to the team's technical director Nick Chester, difficulties managing the effect of the turbo engine's massive torque on braking stability are compromising the E22's capabilities on corner-entry. And any driver coach will tell you that if you can't get the entry phase right you don't stand much chance through the rest of it, or the straight that follows...

"It's combined," says Chester when asked by AUTOSPORT if the engine is the main problem for Lotus. "Because the torque is difficult to manage on corner-entry we've had to adapt the chassis for it, and we've probably been late in how we sort our braking out.

"If you look back towards the end of last year, we had a good car but we were still half a second, sometimes 0.7s, off Red Bull. We're a bit further off at the moment — a second off — so we've got to find a bit in the chassis as well."

Financial difficulties last winter mean Lotus is a smaller team than it once was, and that only increases the challenge of turning its fortunes around. A switch to Mercedes engines would certainly improve the team's prospects, but it has plenty of other work to do — and fewer resources to do it with — in order to get back to its best.

Renault took back-to-back titles with Alonso in 2005-06

DUNBAR/LAT

THE BTCC'S BIG DEBATE

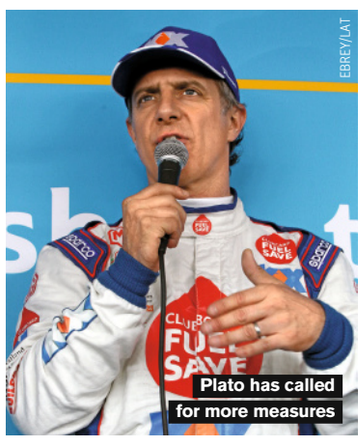
Should the rear-wheel-drive cars be slowed down? That's the question Colin Turkington's wins have brought. KEVIN TURNER investigates

The recent domination of Colin Turkington's rear-wheel-drive WSR-run BMW in the British Touring Car Championship has rekindled the heated debate about the relative strengths of RWD and FWD. Some key figures — including Jason Plato — have called for the RWD machines to be pegged back, but others have pointed to different track characteristics to argue there should be no knee-jerk reactions.

Turkington's BMW 125i M Sport qualified on pole and took doubles at both Oulton Park and Croft. Series organisers introduced a longer first gear for the RWD BMWs and Audis ahead of the Croft round, designed to negate the layout's inherent traction advantage at the start, but do not currently plan any further changes.

When asked at Croft if there would be more measures to peg the cars back, technical director Peter Riches said: "Not this year. If you take the laptimes there's nothing wrong with any of them. It's just the starts, which has been a problem since RWD raced FWD. Where RWD and FWD have an advantage varies from circuit to circuit. If you look at Thruxton it's FWD, Croft has historically had a RWD advantage. They do handle differently."

Most teams agree with — or accept — the change to the longer first gear, but the issue of whether the RWD cars need further restrictions has split the paddock.


EBREY/LAT

Plato has called for more measures

THE CALL FOR CHANGE

Plato argues that the restrictions of NGTC, which uses many spec parts, limit the scope of teams being able to get around the disadvantages of FWD.

"Because of the restraints of NGTC we've reached the end of our development," said the MG driver at Croft. "In every area they're better for racing — weight distribution, traction, tyre wear."

Although Plato has been the most vocal in terms of calling for action — even claiming "we are witnessing the death of FWD with these regulations" — he is not alone.

"I think the results say it all," says triple champion Matt Neal. "If you go back to the early 1990s, RWD had to run extra weight."

Motorbase team manager Oly Collins, who runs FWD Ford Focuses, believes it is an issue that should have been addressed prior to the season. "It's taken too long for them to react because we raised this at the end of last year," he says.

"I'm a strong believer in RWD having more weight than FWD. Historically, series that have both types have done that. Our advantages seem less this year — the [new control] tyre has perhaps helped the BMW, and the engine is tucked behind the front axle. The championship is as close as it's ever been. The regulations aren't far off, but at the moment it looks like RWD has a slight edge."

He did nevertheless concede different tracks play to the strengths of different cars: traditionally RWD struggles at high-speed circuits but gain at slower venues.

"The lap performance is finely balanced," adds Collins. "There are going to be tracks and conditions that suit one, and tracks and conditions that suit the other."

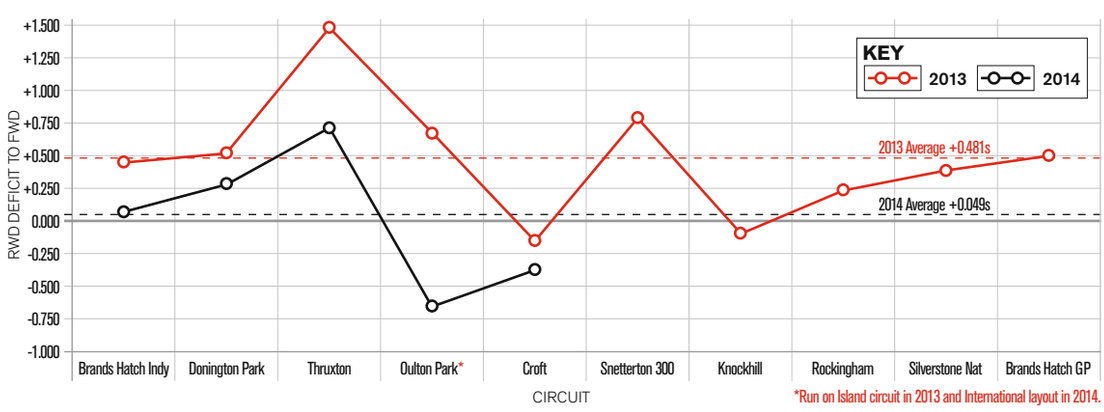
THE DEFENCE

Not all FWD teams have joined the call. Speedworks boss Christian Dick says: "The start was an issue and needed to be addressed, but on laptimes it didn't look terrible. Croft is always a RWD track. If it ends up being an annihilation we'll need to do something, but we've got to see what pattern emerges before doing something drastic."

WSR has been quick to point to some of the limitations of the RWD

PACE COMPARISON

This graph shows the gap between the best rear-wheel-drive NGTC car versus the fastest front-wheel-drive in each qualifying session since the WSR BMW 125i M Sport joined the Audi A4 as RWD challengers at the start of 2013. The average RWD qualifying improvement so far in 2014 is almost exactly equal to the RWD disadvantage last season, meaning that at the half-way stage the two layouts are almost identical on average pace (black dotted line).



Rear-wheel-drive BMWs and Audi lead the way at Oulton Park

layout within the NGTC regulations.

"I'm not convinced our weight distribution is better," says senior engineer Drew MacDonald. "Our fuel tank sits a lot higher – 110mm – because of the propshaft, which means a higher centre of gravity. We also can't move the driver to the centre like they can because of the propshaft, and the middle is better for weight distribution."

WSR boss Dick Bennetts also pointed to the advantage FWD machines have in qualifying. "They can lock the differential in qualifying, which gives you better braking and better traction," he said before Croft. "You can't do that with RWD because it understeers. And because the tyres are harder [for 2014] they can lock the diff more in the races now too."

RWD v FWD DRIVING STYLE DIFFERENCES

The differences between RWD and FWD are not merely technical. Drivers have to change their approach, both when it comes to handling the car and racecraft.

"There's a big difference," says 1992 Tim Harvey, who won his BTCC crown in a RWD BMW but who spent most of the Super Touring period in FWD racers. "In terms of racing, your car position for getting hit in the rear is very different – with your car-to-car racecraft you need to take into account the fact you can't recover from a spin or big slide, and your rivals know that too. If you get a tap you have to jump out the way and not hold your line.

Turkington was the victim more than once in 2013

"The way the cars use the tyres is different too. You'll use different lines and change your style in terms of tyre management.

"The biggest difference is if you have a moment by yourself in RWD you can't just bury the throttle and that reaction needs to be instinctive."

OUTSIDERS' VIEWS

ITV commentator Tim Harvey, who won BTCC races in RWD and FWD machines during the Super Touring era, believes no changes are required.

"I think the equivalency is about right," he says. "The last two races have favoured RWD and always have done. When you look elsewhere, the BMWs were OK, which is what you'd expect from a good team. When Honda were the best FWD they were good everywhere. I think there will be tracks where FWD has a slight advantage. It evens out. The fact is WSR has done a great job this year."

BMW carried extra weight during Super Touring

Experienced team manager Malcolm Swetnam, who has run both RWD and FWD cars in the BTCC, believes the arguments are more about political battles than inherent advantages and disadvantages of the two drivetrain layouts.

"It's because grizzling now achieves something, since performance balancing came in," he says. "They constantly bleat about the car that's winning rather than focus on their own job."

Ultimately, what happens will not depend on any theoretical edge either way. Although series boss Alan Gow is not keen to change things too much in what has – overall – been a closely fought season, the BTCC is not about one car disappearing into the distance. If Oulton and Croft are repeated, expect changes. If not, Turkington and WSR will be free to fight for the title without further hindrances, at least in 2014.

The Snetterton round next month will be key. MG and Honda won the races there last year and, like Silverstone in September, the circuit is less likely to suit the RWD machines. If Turkington wins there, the calls for change will get louder.

FR3.5

Nurburgring (D)

July 12-13

Round 6/9

RESULTS

RACE 1: 24 LAPS, 76.771 MILES

1	CARLOS SAINZ JR (E) DAMS; Grid: 1st-1m40.820s	42m17.052s
2	ROBERTO MERHI (E) Zeta Corse; Grid: 4th-1m40.902s	+4.154s
3	SERGEY SIROTKIN (RUS) Fortec Motorsports; Grid: 3rd-1m40.862s	+9.951s
4	OLIVER ROWLAND (GB) Fortec Motorsports; Grid: 2nd-1m40.845s	+13.466s
5	MARLON STOCKINGER (RP) Lotus (Gravity-Charouz); Grid: 5th-1m40.921s	+15.179s
6	MATIAS LAINE (FIN) Strakka Racing; Grid: 6th-1m41.033s	+16.999s
7	PIETRO FANTIN (BR) International Draco Racing; Grid: 8th-1m41.254s	+18.694s
8	OSCAR TUNJO (CO) Pons Racing; Grid: 7th-1m41.142s	+26.126s
9	ZOEL AMBERG (CH) AVF; Grid: 10th-1m41.367s	+26.760s
10	MARCO SORENSEN (DK) Tech 1 Racing; Grid: 14th-1m41.531s	+27.180s

Winner's average speed: 108.926mph. Fastest lap: Sainz, 1m43.867s, 110.852mph.

RACE 2: 23 LAPS, 73.572 MILES

1	MERHI Grid: 1st-1m59.409s	43m22.428s
2	MATTHIEU VAXIVIERE (F) Lotus (Gravity-Charouz); Grid: 5th-2m00.389s	+1.373s
3	STOCKINGER Grid: 6th-2m00.520s	+12.589s
4	SIROTKIN Grid: 7th-2m00.689s	+15.515s
5	AMBERG Grid: 8th-2m00.923s	+16.442s
6	NORMAN NATO (F) DAMS; Grid: 14th-2m01.447s	+16.997s
7	WILL STEVENS (GB) Strakka Racing; Grid: 10th-2m01.100s	+18.024s
8	PIERRE GASLY (F) Arden Motorsport; Grid: 21st-2m02.836s	+18.286s
9	JAZEMAN JAAFAR (MAL) ISR; Grid: 13th-2m01.246s	+20.817s
10	WILL BULLER (GB) Arden Motorsport; Grid: 17th-2m01.887s	+21.697s

Winner's average speed: 101.780mph. Fastest lap: Amberg, 1m44.240s, 110.355mph.

DRIVERS' CHAMPIONSHIP

1	SAINZ	157	6	STEVENS	84
2	MERHI	118	7	AMBERG	66
3	GASLY	103	8	STOCKINGER	63
4	ROWLAND	96	9	JAAFAR	58
5	SIROTKIN	89	10	NATO	54

TEAMS' CHAMPIONSHIP

1	DAMS	211	4	ZETA	118
2	FORTEC	185	5	ARDEN	117
3	STRAKKA	121	6	LOTUS	112

POINTS SYSTEM EXPLAINED 25-18-15-12-10-8-6-4-2-1 to top 10 finishers.

Vaxiviere took podium on his comeback

ROZENDAAL/LAT

FOR IN-DEPTH RESULTS forix.autosport.com

Merhi leads R2 as Sainz crashes out

VANDER LAAN/LAT

Merhi enters the title fight

SIX MONTHS ON FROM A DISASTROUS FIRST TEST that left him wondering if he could adapt back to single-seaters after two years in the DTM, Roberto Merhi heads into the Formula Renault 3.5 summer break as the in-form driver in the title race.

When that realisation dawned on the 2011 F3 Euro Series champion on Sunday afternoon, following his second win in three races, even he puffed out his cheeks. Merhi and the previously unfancied Zeta Corse squad have found a sweet spot in recent weeks, and were it not for 0.082 seconds in qualifying for race one (the difference between first and fourth!) he could have made even more inroads into Carlos Sainz Jr's points lead.

"The whole weekend has been perfect," said Merhi, who won race two from pole, having finished second to Sainz the day before. "In qualifying yesterday I missed pole by less than a tenth, and when you start at the front at a circuit like this it is so much easier."

The fact that Sainz and Oliver Rowland were eliminated on the opening lap in a collision triggered by surprise front-row starter Oscar Tunjo at the tight first corner helped Merhi's cause on Sunday, although he was surprised to be unable to shake off the threat of Matthieu Vaxiviere. The Frenchman – returning after missing the past two rounds due to a back injury – inherited second after the first-corner crash and hardly ever let Merhi enjoy a lead of more than a second to take a satisfying comeback podium.

Merhi's 68 points from a possible 75 in the past three races have enabled him to capitalise on the misfortune of this season's title hopefuls.

Sainz went into Sunday's race with a 58-point lead after his fifth win of the season, so to see that cut to 39 just 24 hours later – through no fault of his own – was hard to take.

"It's disappointing because until that point everything had been perfect this weekend," said the Red Bull junior. "We would have challenged for a second win in that race, so to go into the summer break like this is frustrating."

As was the case last time out at Moscow Raceway, Sainz could count himself lucky that Rowland and Pierre Gasly were again unable to capitalise on his misfortune. Rowland lost second place (to Merhi) in race one with a gearbox problem that left him stuck in fourth gear for the final two laps, and he came away from the race-two accident with a sore and swollen hand.

"I was in the middle and there wasn't a lot I could do," said the Briton. "Carlos was being safe and leaving space to his inside, but I couldn't turn in because Tunjo was there. It's a bit annoying."

Tunjo's lock-up to trigger the accident was only small, but those are the margins the drivers at the front are used to. As Sainz put it: "You don't expect to have an accident like that at the front."

A chance to be near the front would have been a luxury for Gasly last weekend, as he endured two horrible qualifying sessions (one due to traffic, one due to wet set-up dramas). Multiple crashes on the opening lap of race two enabled him to go from the back row to the top 10, but a four-point return from a weekend in which Sainz and Rowland hit trouble made it "one to forget" for the teenager.

FR3.5 is out of action for two months now, a break that Merhi and Zeta could probably do without. According to Sainz, the championship threat from his countryman is serious.

"Roberto is here," said Sainz. "They have found something and they look good in twisty tracks especially. They will be up there. There's no magic in this sport, but they have discovered something."

Merhi couldn't bring himself to be quite so buoyant: "I never thought I would be fighting for this title, or even the top five! We need to be realistic, and Carlos is a long way ahead."

Sainz won first race from pole

LE MEUR/DPPI

IN THE PADDOCK

GLENN FREEMAN
ONLINE EDITOR
@glenn_autosport

DOOM AND GLOOM HAVE BEEN festering in several junior single-seater paddocks in recent months, as teams find it ever-more difficult to find drivers.

Any plans for the FIA to come up with a 'Formula 2' concept to take charge at this level seem a long way off, so in the medium term Formula Renault 3.5 and GP2 appeared to be stuck in a potentially damaging game of last man standing.

Rumours of the Renault package falling by the wayside in the near future angered the French manufacturer, and following a review of its "motorsport strategy" it has given its sporting arm the support to continue until at least the end of 2017.

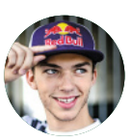
That survival will hopefully be ensured by another raft of cost-saving measures, which start as soon as the next round in Hungary when several of the less-reliable areas on the FR3.5 cars will be boosted by the addition of long-life parts.

The reaction from the teams has been positive (which wasn't the case last year when smaller savings were revealed) and there is an acceptance from Renault Sport that it probably rested on its laurels too much after a stunning couple of years for FR3.5 in 2012-13. Lessons have been learned, and confidence is high that the grid will be back to full capacity for 2015.

Renault is confident about FR3.5's health

VAN DER LAAN/LAT

"I didn't think my weekend could get any worse, then I left my car lights on while I was at dinner on Saturday and it drained the battery!"



Pierre Gasly's disastrous weekend in Germany wasn't limited only to what was happening on the track

FORMULA RENAULT EUROCUP RD 4/7

Championship contenders are first to double up

NYCK DE VRIES AND DENNIS Olsen became the first drivers to take second victories in the Formula Renault Eurocup this season, asserting themselves at the head of the title race in the process.

Championship leader de Vries didn't put a wheel wrong in wet conditions in race one, blasting into the lead from second on the grid at the expense of poleman Alexander Albon, and never looking back from there. Albon kept himself ahead of the madness that was going on behind to take second, while Jack Aitken emerged from that action to take a first Eurocup podium.

"It's been a long time since the first win [at Aragon in April]," said de Vries. "We've had a couple of pole positions but not been able to turn them into victories, so it feels good to finally do it here."

Olsen took advantage of the scrapping ahead of him to charge through from 12th to fourth in race one, and he took a relatively straightforward win on Sunday, save for the scare of a sprinkling of rain.

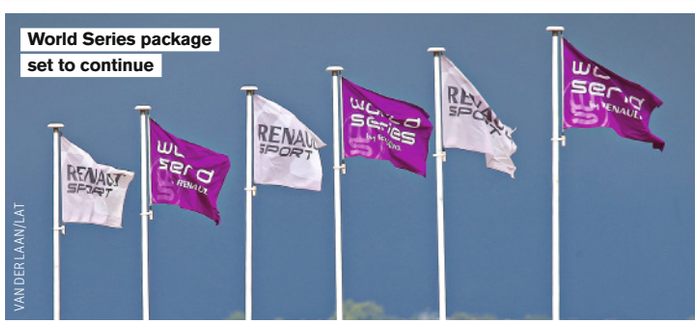
Fortunately, he only had to deal with a few corners of wet track on slicks before the inevitable crashes further back brought out the safety car. By the time two safety-car periods in quick succession had passed, the track was dry and Olsen had a comfortable pace advantage over FR ALPS frontrunner Charles Leclerc, who was making a guest appearance and had been in the thick of the action in race one as well.

Leclerc fended off the Koiranen duo of Ignazio D'Agosto and de Vries to hold onto second, while de Vries twice dived down the inside of D'Agosto at Turn 1, and twice was repassed moments later.

Olsen won dry second race

LE MEUR/DPPI

RESULTS Race 1 1 Nyck de Vries, 13 laps in 28m36.897s; 2 Alexander Albon, +7.532s; 3 Jack Aitken; 4 Dennis Olsen; 5 Charles Leclerc; 6 Ignazio D'Agosto. **Race 2 1 Olsen**, 12 laps in 27m52.246s; 2 Leclerc, +6.003s; 3 D'Agosto; 4 de Vries; 5 Nick Cassidy; 6 Aitken. **Points** 1 de Vries, 128; 2 Olsen, 98; 3 Bruno Bonifacio, 70; 4 Andrea Pizzitola, 65; 5 Albon, 60; 6 Kevin Jorg, 57.



World Series package set to continue

VAN DER LAAN/LAT

Renault secures FR3.5 future

RENAULT HAS GIVEN A LONG-term commitment to keep the Formula Renault 3.5 category running, having recently signed several multi-year deals with partners and suppliers.

With the junior single-seater market struggling and FR3.5 grid numbers dropping earlier in the season, it was speculated that the future of the series was in doubt. But Renault has renewed several contracts for at least three years.

Renault was understood to be reviewing its motorsport activity this year, and Renault Sport CEO Patrice Ratti told AUTOSPORT that the car company has no interest in dropping its championships.

"I heard rumours that we were thinking of stopping," he said. "I don't know where that came from. World Series really is one of the central pieces to Renault's strategy."

Silverstone comeback likely

RENAULT IS CLOSING ON A DEAL to bring its free 'World Series by Renault' package back to Silverstone in 2015.

The French manufacturer has not hosted one of its flagship motorsport events in Britain since 2011, and Formula Renault 3.5 last raced at Silverstone in 2012 with the World Endurance Championship.

Now Renault Sport appears to be closer than ever to confirming a return and, crucially, it believes the idea has the backing of Renault UK.

Renault Sport CEO Patrice Ratti told AUTOSPORT: "I think it's a 90 per cent probability that we'll be back to Silverstone. In which form we don't know yet, but I would like to go back with the full World Series. We are working on it."

TWO CARS FOR TECH 1

Tech 1 Racing ran two cars for the first time this season last weekend. Regular driver Marco Sorensen was joined by Mexican GP3 racer Alfonso Celis.

FORTEC MISSES OUT

Fortec Motorsports missed out on a potential front-row lockout for race one when Sergey Sirotkin spun towards the end of qualifying, inadvertently ruining team-mate Oliver Rowland's lap as well after they had led the way for the majority of the session.

FOG CAUSES DELAYS

The first two days of last weekend's event suffered delayed starts due to fog. While Friday's weather led to a compressed schedule being enforced, organisers were able to get back on time after a one-hour delay on Saturday.

COMTEC COMEBACK

Comtec Racing returned to the grid with a one-car entry after missing the past two rounds following the departure of Nikolay Martsenko. The British team ran Cameron Twynham (below), who took a best finish of 11th in race two.

VAN DER LAAN/LAT

DTM MOSCOW RACEWAY (RUS), JULY 13 RD 5/10

Martin rushes in Russia to maiden win

HE MAY HAVE BEEN THE FASTEST MAN on track for the entirety of the race at Moscow Raceway, but in the end it was luck that made the difference for Maxime Martin.

The Belgian DTM rookie and GT racing ace led every lap to take a 4.2s win on Sunday. On its own, that hardly sounds like a good-luck story. But there actually was an element of fortune about it.

As is normal for the polesitter, Martin started the race with option tyres on his RMG BMW. With a quick getaway and a clear run, this has proven this season to be the fastest way to the finish – but it does open up the risk of being caught out by the safety car.

That's where the luck comes in. There were two safety car periods in Russia, but they were a help to Martin, not a hindrance.

The first came at half distance, when Timo Scheider's Audi unexpectedly shut down on the front straight. The safety car was called, but not before Martin had the chance to dive into pitlane to take on the harder tyres. The timing was perfect; seconds later the pitlane was closed, leaving Audi star Mike Rockenfeller, who to that point was setting himself up to be the best of those having started on the harder tyres, unable to stop.

That in itself shouldn't have ruined Rockenfeller's day. Yes, Martin got a free stop, but he also lost the 30-plus seconds' margin he had over Rockenfeller. The reigning champion was still in the game, despite an expletive-laden exchange with his crew over the radio, where he questioned Scheider's decision to stop where he did.

When the race restarted just after half distance, Rockenfeller's frustration got the better of him. Sitting fourth, he piled into the back of third-placed Adrien Tambay, taking both Audis out of the race and immediately sparking a second safety car period.

Here, the race was won for Martin. Not only was Rockenfeller, his biggest threat, immediately out of the race, but another six laps behind the safety car gave those looking to switch onto the faster tyres too much to do in the closing laps. By the time the stops eventually shook out, Augusto Farfus was the best of those on the softs, and he was back in 11th, 25.7s behind the leader. With so few laps left to run, he had no chance.

Bruno Spengler started second, and finished second. While he was able to shadow Martin the whole afternoon, the Schnitzer man never looked a serious threat for the lead, seemingly content to follow Martin home to make it a BMW one-two.

It could have even been a BMW 1-2-3. With Tambay gone after the Rockenfeller crash, Timo Glock emerged as the man most likely to finish third. But in the closing laps he slowed, hampered by fuel-pressure problems, which allowed Mattias Ekstrom to nab third ahead of Marco Wittmann, who kept his series-leading points tally ticking over with a mature drive to fourth.

After winning last time out at the Norisring, Mercedes looked to be crashing back to earth at Moscow Raceway after qualifying, with four cars eliminated in Q1 and a best starting spot of 14th. But, from a lowly 21st on the grid, Christian Vietoris provided some heroics. With softs on board, he made 12 spots in the first six laps, before catching a break with the safety cars.

He wound up finishing seventh, while Pascal Wehrlein banked a couple more points for the Stuttgarters with eighth.

● Andrew van Leeuwen

Selfie time! Ekstrom snaps Martin (centre) and Spengler

BONGARTS/GETTY

Scheider's Audi conked out…

XPB/LAT

…and restart led to elimination for 'Rocky', glumly watching Martin

BONGARTS/GETTY

RESULTS

1 Maxime Martin (RMG BMW M4), 46 laps in 1h15m09.422s; 2 Bruno Spengler (Schnitzer BMW M4), +4.259s; 3 Mattias Ekstrom (Abt Audi RS5); 4 Marco Wittmann (RMG BMW M4); 5 Nico Muller (Rosberg Audi RS5); 6 Timo Glock (MTEK BMW M4); 7 Christian Vietoris (HWA Mercedes C-coupe); 8 Pascal Wehrlein (HWA Mercedes C-coupe); 9 Edoardo Mortara (Abt Audi RS5); 10 Augusto Farfus (RBM BMW M4).

Points 1 Wittmann, 70; 2 Ekstrom, 50; 3 Spengler, 41; 4 Mortara, 41; 5 Mike Rockenfeller, 35; 6 Martin, 33.

Ocon leads from Fuoco in the second race

EUROPEAN FORMULA 3 MOSCOW RACEWAY (RUS), JULY 12-13 RD 7/11

Ocon is la creme de la Kremlin

SPORT HAS A FUNNY HABIT OF confounding expectations. Esteban Ocon had predicted, after six successive Formula 3 European Championship race wins for Max Verstappen on the long straights of Spa and Norisring, that the medium-speed turns of Moscow Raceway would suit the torque of his Mercedes engine. Left unsaid was that such corners invariably suit the set-up of Ocon's Prema Powerteam squad, as well as his own flowing driving style.

But, with Verstappen on the scene, you always know to expect the unexpected.

Yet it turned out that Ocon was right after all. He dominated in the Russian countryside, and three wins have extended the Lotus F1 Junior's chasm at the top of the points table. But by the end of the weekend his advantage over Verstappen and Tom Blomqvist – the other two consistently classy acts of this year's campaign – had been eradicated.

The hard work – as you'd expect on a circuit such as this – was done in qualifying. The first session showed Ocon with a supremacy almost unprecedented in F3. He did four fast laps, each quicker than the best anyone managed, and the fastest of all putting him a whopping six tenths clear. The advantage was trimmed in the second session – which set the grid for races two and three – but was still enough to give him a hat-trick of poles.

Verstappen never made the front row, but he would offer the biggest challenge to Ocon all weekend, although not until the final race. Third in race one, after an incisive pass on Blomqvist, he was running fourth in the second when he slowed mid-race and retired with alternator failure. But it's a tribute to his own audacity and the hard work of Van Amersfoort Racing that he was in the mix in the finale.

Verstappen was promoted to second when Blomqvist was hit with a drive-through penalty for a jumped start – just as he was loading the clutch, the Jagonya Ayam protege's Carlin Dallara-VW crept forward, and his race was ruined. While Blomqvist set searing lap times as he caught up the field, Verstappen – his late-race pace better than Ocon's to the tune of three tenths per lap – was just 1.1s adrift with six laps remaining when the safety car emerged. His charge was on hold, and instead there would be a mere one-lap sprint to the flag.

Verstappen slipstreamed past Ocon – after the safety-car line – around the outside into the final corner, but ran wide, and the duo banged wheels twice before the Dutchman again went into the runoff at Turn 1. It was breathtaking action, and Ocon just about held on to the finish.

Ocon's Prema team-mate Antonio Fuoco must have had his fingers crossed that matters would kick off in more dramatic fashion in front, but the Ferrari youngster could still be satisfied with third. This followed second place in race two, providing the Italian with his strongest weekend in some time.

Jordan King also continued his good run, and did a fine job in race one to take second in his Carlin car, holding off the rapid Verstappen and Blomqvist to finish just 1.5s down on Ocon. In race two he was fifth, in the wake of third-placed Blomqvist and Lucas Auer, who led the Mucke Motorsport charge all weekend.

It turned a bit sour in the last race. King ran wide and dropped from fourth to sixth behind Jake Dennis and Auer, and his brave retaliatory move into Turn 2 – hardly a likely overtaking spot in an F3 car – led to the Austrian turning in on him and the two colliding.

While Auer earned a five-place grid penalty for the next round at the Red Bull Ring, the safety car that followed set up the closest shave with defeat Ocon had all weekend.

● Marcus Simmons

Blomqvist and Verstappen both had late-race pace

XPB/LAT

King enjoyed more champers in Russia

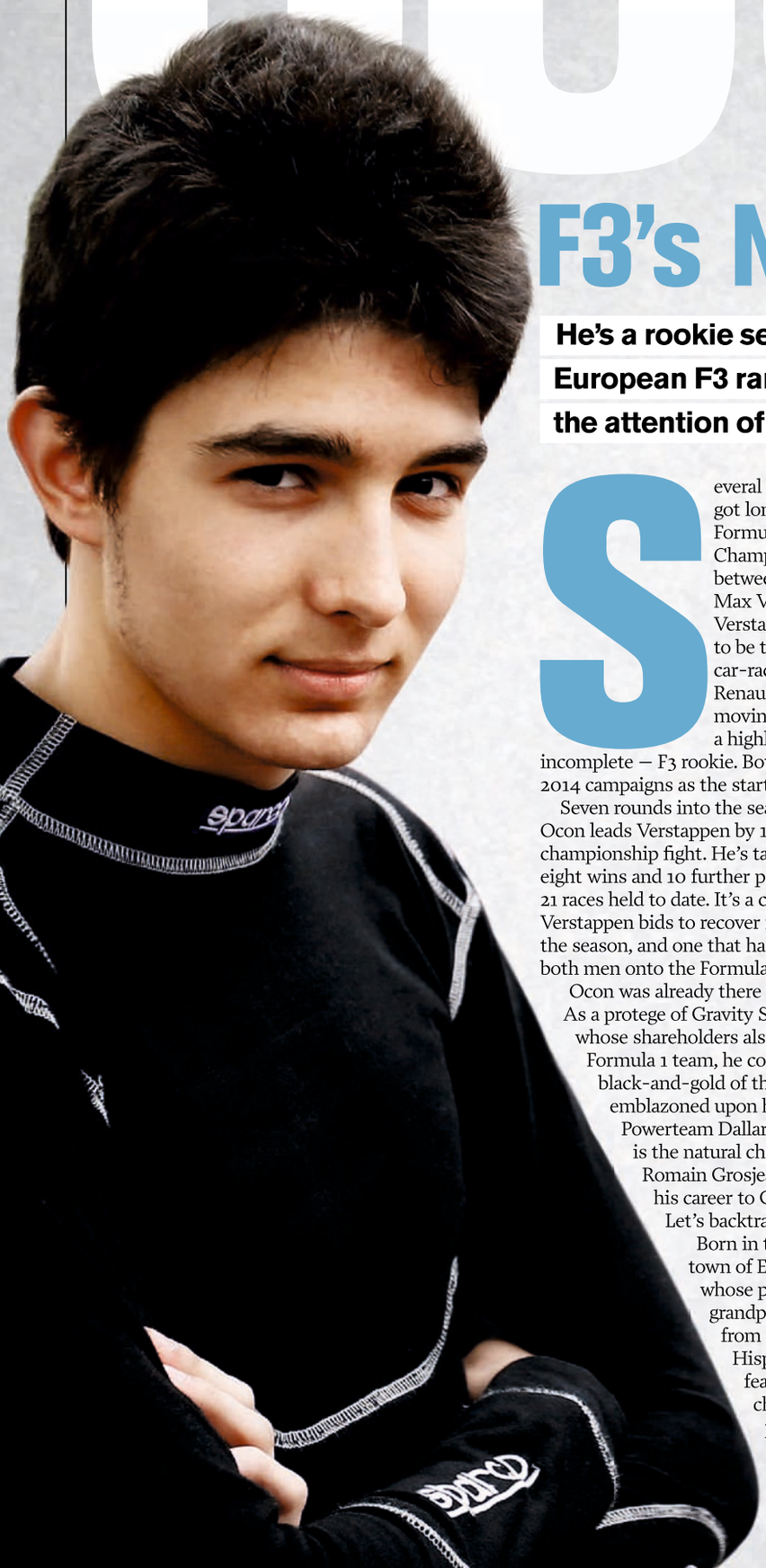
RESULTS

RACE 1 1 Esteban Ocon (Prema Powerteam Dallara-Mercedes F312), 24 laps in 35m47.041s; 2 Jordan King (Carlin Dallara-VW F312), +1.536s; 3 Max Verstappen (Van Amersfoort Racing DVW F314); 4 Tom Blomqvist (Carlin DVW F312); 5 Lucas Auer (Mucke Motorsport DM F312); 6 Antonio Fuoco (Prema DM F312); 7 Nicholas Latifi (Prema DM F314); 8 Felix Rosenqvist (Mucke DM F312); 9 Felix Serralles (Team West-Tec DM F314); 10 Gustavo Menezes (VAR DV F312). **RACE 2 1 Ocon, 24 laps in 35m42.871s;** 2 Fuoco, +5.309s; 3 Blomqvist; 4 Auer; 5 King; 6 Jake Dennis (Carlin DV F312); 7 Rosenqvist; 8 Latifi; 9 Dennis van de Laar (Prema DM F312); 10 Serralles. **RACE 3 1 Ocon, 21 laps in 36m08.124s;** 2 Verstappen, +0.691s; 3 Fuoco; 4 Dennis; 5 Rosenqvist; 6 van de Laar; 7 Blomqvist; 8 Tatiana Calderon (Mucke DM F312); 9 Hector Hurst (West-Tec DM F312); 10 Antonio Giovinazzi (Carlin DV F312). **Points 1 Ocon, 379;** 2 Verstappen, 263; 3 Auer, 211; 4 Blomqvist, 208; 5 Fuoco, 162; 6 King, 134.

OCON

F3's Norman invader

He's a rookie sensation from Normandy who's leading the European F3 rankings, and now 'Esteban the Conqueror' has the attention of F1 teams. MARCUS SIMMONS **tells his story**



Several months ago you'd have got long odds on this year's Formula 3 European Championship fight being between Esteban Ocon and Max Verstappen. For starters, Verstappen was supposed to be taking his fledgling car-racing steps in Formula Renault, while Ocon was moving out of that category as a highly rated – yet possibly incomplete – F3 rookie. Both embarked on their 2014 campaigns as the start of two-year F3 plans.

Seven rounds into the season, 17-year-old Ocon leads Verstappen by 116 points in the championship fight. He's taken 13 pole positions, eight wins and 10 further podiums from the 21 races held to date. It's a compelling battle, as Verstappen bids to recover from a dramatic start to the season, and one that has very much propelled both men onto the Formula 1 radar.

Ocon was already there – after a fashion. As a protege of Gravity Sport Management, whose shareholders also own the Lotus Formula 1 team, he competes with the black-and-gold of the Enstone squad emblazoned upon his Prema Powerteam Dallara-Mercedes. He is the natural choice as 'the next Romain Grosjean'. And he owes his career to Gravity. How? Let's backtrack...

Born in the Normandy town of Evreux, Ocon – whose paternal grandparents migrated from Malaga, hence his Hispanic name and features – started chewing up his parents' lawn on a kart bought as a Christmas present when he was five. At seven he started competing, and in 2008 he became French Cadet champion, beating current Red Bull junior and Formula Renault 3.5 ace Pierre Gasly, Indy Lights podium finisher Alex Baron and promising FRenault 2.0 rookie Anthoine Hubert – a good crop.

He then moved into the international junior ranks, but the budget proved beyond his father, who runs a small garage and had been doing all the work on his lad's kart. "He never put me in a team because he didn't have the money," says Ocon. "We were spending a maximum €4000 a year, but I could achieve good results. Then I arrived in junior international and Gravity came.

"It was critical, because if they didn't come in this period I couldn't race anymore. It was over."

Gravity's Gwenael Lagrue, who heads up the Lotus F1 Junior programme (he's the black-and-gold Helmut Marko, if you like), was tipped off about Ocon. "I have a very close friend who still works in karting," says Lagrue. "He absolutely does not call me to ask anything – he is very discreet – but he knew I had started working on the karting programme for Gravity. This time he called me and gave me a list of drivers, and said Esteban is very interesting.

"I went to a few races, and discovered him as a driver and as a person, even if he was still very young. Three or four guys were the same level as him, but I was really impressed by his maturity and his character, and for me this was the big difference. He comes from not a rich world – his parents are really down-to-earth people. They don't have big money – we arrived at the right time!"

Now under Gravity's wing, Ocon began his rivalry with Verstappen – the Dutchman beat him to the 2011 European KF3 title – that continues today. It's a glorious one, and while the audacious Verstappen is the most spectacular pedaller of an F3 car in years, it would be wrong to label Ocon as the diametric opposite or a super-smooth junior Prost. If you watch him at close quarters through a series of bends, you'll see that the rear end is flowing, rarely with 100 per cent traction.

He's revelling in the Prema car after two seasons

At Pau on his way to a triple pole – his first of seven in a row

in the Formula Renault Eurocup that didn't quite deliver. The first, with Koiranen GP as team-mate to Daniil Kvyat, was a learning year: "He is the best team-mate I've ever had; there was never a time I was quicker than him." In the second, with ART Junior Team, he won twice but couldn't quite compete with Gasly and Oliver Rowland for the title: "We had quite a good car, but there was something missing. For example at Barcelona, the last race, I did the perfect lap – and still Gasly was quicker. I couldn't believe that.

"But I learned about driving a car, about the movement, how the tyre works. And it made me work twice as hard, because I saw that I wasn't all the time up there. So yeah, I think that's why I'm quite good now."

Lagrue adds: "He was a little bit alone in the team, because he was the quickest. Sometimes you need references to improve. But for me he did the best possible results with what we had. That's why we are always very close at the races [when Lagrue can't accompany Ocon, he is replaced by Stephane Guerin, who as boss of SG Formula ran Grosjean, Daniel Ricciardo, Jean-Eric Vergne and Jules Bianchi to success in Formula Renault]. You have to understand what's going on with the team; you have to understand everything."

> "In Macau, maybe I thought it was too easy. I tried too much and stalled at the start"

The turning point came last October, when Ocon had his maiden F3 test with Prema at Imola along with three other highly rated newcomers. "It was a critical moment because Prema had so much choice among drivers," he says. "Marvin Kirchhofer had won the German F3 title but I was all day four or five tenths quicker than him. 'Lello' [Prema's 2013 champion Raffaele Marciello] did two runs to make a reference time, and I was still a tenth quicker than him. It really surprised me."

A late decision was made for Ocon to race in the Macau GP. Grosjean may be like a big brother – he gives advice, they train together and Ocon has his ex-coach – but the new boy desperately wanted to do better than his 'mentor' on his own F3 debut in Macau... Grosjean finished ninth in 2005; Ocon stalled at the start of the final before ripping through the field to 10th. Privately, he was annoyed.

"Maybe I thought it was too easy to arrive and be directly at the top," he muses. "All I saw was I was slower than Alex [Lynn, who won the race for Prema] so I was not happy. I tried too much and stalled at the start. But I will have my revenge!"

While he's a charming, personable young lad, Ocon is a pretty poor loser – "It's something I hate!" – and can flirt the outer edges of acceptable track etiquette. Teaching him to chill out and gather points has been the main focus of his Prema engineer Jean-Francois 'Jeff' Levere, who ran Lynn last year. "He's one of the best I have ever worked with," says Levere. "His driving and pace are fantastic – we cannot help him.

"The only thing I try to put in his mind is to fight for a championship, not a race. Sometimes you have to accept you are not going to win. If Verstappen is quicker on the straight and the best you can do is P2, it doesn't matter."

"'Jeff' is so important," acknowledges Ocon. "He gives me advice, he calms me down. On the radio at Spa [where Verstappen won all three races] I was quite pissed off, but he was telling me 'points, points'. The mental side is what he does the best."

The F1 bosses are taking notice – and not just Lotus, or ex-Gravity/Lotus and current McLaren racing director Eric Boullier. "I have spoken with different team principals from F1," says Lagrue, "and what Esteban is doing naturally shines light on him. It's good for him, and us!"

With team-mate Fuoco (left) and engineer Levere

No Spa break for BMW brilliance

Victory helped Marco Attard move back to the top of the British GT pile as Sir Chris Hoy bagged his first podium. By SCOTT MITCHELL

WITH TWO MORE POLES, A SECOND WIN OF THE YEAR and a 23.5-point lead in the championship, Marco Attard finally embraced his position as British GT title favourite at Spa last weekend.

In fairness to Attard, he has preferred to ignore talk of a title challenge so far rather than deny it. But when the series shot across the water to Belgium last weekend Attard took too big a step forward to play it down any longer.

"It's good," he finally admitted at Spa after victory in the second race, combined with a battling fourth in the first, vaulted him back above the Beechdean Aston Martin duo of Andrew Howard and Jonny Adam. "We've got to keep it that way, but I'm very happy with that."

Keen to avenge an error in the second race at Snetterton last time out that ended a run of four straight podiums, and with Alexander Sims back alongside him, Attard helped the Barwell-run squad claim a brace of pole positions.

Conditions rapidly changed ahead of the opening race, causing most to scramble into the pits on the formation for slick tyres having left the pits on wets, and having forfeited pole Attard recovered well to set Sims up to seal fourth.

He then took over the second-placed car from Sims in race two and when a safety car reduced his stint to a three-lap dash he dispatched Sir Chris Hoy swiftly to take a relatively comfortable victory.

"I wanted first in that race," Attard insisted. "I got some speed through Pouhon, carried it into the next corner and that was it really. He [Hoy] could have blocked but I knew he would be good about it."

Attard's effort in the first race didn't match that of Jon Minshaw and Phil Keen.

The Trackspeed Porsche was first out of the pits (and back in again) on wet tyres as the field left the pits to grid up – specifically to be at the head of the queue of cars joining the back of the field for the formation lap.

"We said it was slicks before but wanted to do a lap just to make sure," said Keen. "We went out as early as we could to be at the front of the queue." It meant that when racing began Minshaw was 12th over the line, only 5.5 seconds behind Ahmad Al Harthy, whose Motorbase Aston Martin Vantage was one of only three cars to start on slicks. Minshaw's progress was superb, moving to sixth on the opening lap and then passing the slick-shod second Motorbase Aston of Jeff Smith, Derek Johnston's Triple Eight BMW, and the leading two to start on wets (Hoy in the Nissan GTR-NISMO and Yannick Mallegol's AF Corse Ferrari 458 Italia).

Hoy made the podium after Reip starred early on

Sharp's impressive weekend ended in a high-speed off

He couldn't catch Al Harthy – the gap was around 7s when they stopped – but Keen's pursuit of Michael Caine was more successful, stalking the Aston until moving ahead on the Kemmel Straight with less than 10 minutes to go. Caine retained a comfortable second, ahead of Rory Butcher, who bagged his first podium in the championship alongside Smith in the second Motorbase car.

Johnston had been a contender for the podium until a spin moments before handing over to Luke Hines dropped them down the order. Hines, unable to salvage a top-10 finish, then crashed heavily at Rivage in the second encounter, triggering the second safety car under which

ALL PICS: EBREY/LAT

Sims's BMW leads
Reip's Nissan through
Eau Rouge in race two

Hoy led his first laps in British GT.

The cycling convert had not been as relatively fast as his RJN team-mate Wolfgang Reip but was plenty quick enough to bag a first podium in motorsport, despite dropping out of the lead.

After being caught out on tyres in race one, Reip set the duo on its way to atoning perfectly. The former Nissan GT Academy winner, starting third, passed Adam's Aston into La Source at the start and passed Sims on the run to Les Combes.

Hines's crash triggered a safety car that started as Reip was pitting and didn't finish until less than 10 minutes remained, closing the small gap the Belgian had managed to create.

Though victory was ultimately beyond Hoy, he never looked at risk of losing second as Lee Mowle and Gary Eastwood squabbled over third.

"I was told just to let Attard through, we didn't want to battle and have a potential problem, and I just tried to focus," said Hoy, who described the wait under the safety car as "torture".

In the scrap for the final podium spot Eastwood prevailed having attacked Mowle at the Bus Stop and – whether by accident or design – the FF Corse Ferrari ran wide exiting the chicane and crossed the line off the track.

The Ferrari and the BMW were split on the final dash to the flag by Jody Firth's Trackspeed Porsche, which had scythed its way up the order earlier in the hands of Warren Hughes. It was a welcome result for the second 911 after Firth was wiped out of the fight for fourth in race one by White just as he was attempting to enter the pits.

BRITISH GT4 SPA-FRANCORCHAMPS (B), JULY 12 RD 5/7

Astons win after Ginetta blow-up

THE TWO V8-ENGINED ASTON MARTIN VANTAGES claimed a GT4 win apiece in Belgium, after the Academy Motorsport Ginetta that dominated qualifying blew up.

Oliver Basey-Fisher and Matt Nicoll-Jones led the way on Friday with a pole apiece but their G55 lasted half the first race before its engine expired. In its absence came the Astons, with the Devon Modell/Andrew Jarman example leading Beechdean juniors Ross Wylie and Jake Giddings for the majority.

Modell withstood immense pressure from Giddings in the latter stages before the ISSY Racing Lotus Evora of Oz Yusuf and Gavan Kershaw made a late dash. First, Kershaw picked off the Aleksander Schjerpen/Morten Dons G55 to move into third and on the last lap split the two Vantages, but only after hitting Giddings at the Bus Stop. That led to a 10-second penalty for the Evora, dropping it back to third.

Giddings then found the car only had the first

Astons were left
to fight for wins

Academy duo took
two pole positions

three gears on the first formation lap before the second race, with the team needing to perform a full engine reset on the grid.

He recovered from a poor opening lap to then combine a late pitstop with a fortunately-timed safety car to usurp the Evora and the Parker Porsche of Dan Cammish and hand Wylie an advantage he would hold to the end.

The Lotus followed the Aston home, with the APO Porsche of James May and Alex Osborne spinning away third, handing the final podium spot to Tom Oliphant and Rick Parfitt Jr.

RESULTS

Race 1 (22 laps) 1 Andrew Jarman/Devon Modell (Aston Martin Vantage V8); 2 Ross Wylie/Jake Giddings (Vantage) +1.332s; 3 Oz Yusuf/Gavan Kershaw (Lotus Evora); 4 Rick Parfitt Jr/Tom Oliphant (Ginetta G55); 5 Morten Dons/Aleksander Schjerpen (G55); 6 Adrian Barwick/Bradley Ellis (G55). FL Kershaw 2m35.497s (100.76mph). **Race 2 (19 laps) 1 Wylie/Giddings**; 2 Yusuf/Kershaw +2.532s; 3 Parfitt/Oliphant; 4 Barwick/Ellis; 5 Paul McNeilly/Jamie Stanley (G55); 6 Alex Osborne/James May (Porsche 911). **FL** Giddings 2m36.736s (99.91mph). **Points 1 Wylie/Giddings, 155**; 2 Jarman/Modell, 136; 3 Barwick/Ellis, 108.5; 4 Yusuf/Kershaw, 94; 5 Schjerpen/Dons, 78; 6 Parfitt/Oliphant, 72.

White's team-mate Tom Sharp was even less fortunate in race two. A superb start and a combative opening few laps meant the G55 ran fourth in the early stages before a frightening accident at Eau Rouge. Sharp emerged from the car unharmed, but again left the circuit pointless.

That was a scenario that so nearly befell the erstwhile championship leaders. Good work from Howard got the Aston into the top 10 (ahead of Attard) before the pitstops but a 15-second success penalty for their Snetterton victory dropped them back again, and their two-point haul for ninth would be their only reward from the weekend.

After Adam dropped back early on in race two, having started on the front row, Howard was sixth when an incident at Eau Rouge ahead delayed him. Having dropped to the fringes of the top 10, a collision at the Bus Stop damaged the radiator, causing fluid to leak onto the tyres, and the 2013 champion could only limp home 15th.

RESULTS

Race 1 (23 laps) 1 Jon Minshaw/Phil Keen (Porsche 911 GT3-R); 2 Ahmad Al Harthy/Michael Caine (Aston Martin Vantage); 3 Jeff Smith/Rory Butcher (Vantage); 4 Marco Attard/Alexander Sims (BMW Z4); 5 Mark Patterson/Matt Bell (Audi R8 LMS ultra); 6 Francois Perrodo/Emmanuel Collard (Ferrari 458 Italia); 7 Pasin Lathouras/Richard Lyons (458 Italia); 8 Paul Bailey/Andy Schulz (Vantage); 9 Andrew Howard/Jonny Adam (Vantage); 10 Steve Tandy/James Appleby (Bentley Continental). **Fastest lap** Tom Onslow-Cole (Vantage) 2m22.988s (109.57mph).

Race 2 (19 laps) 1 Attard/Sims; 2 Chris Hoy/Wolfgang Reip (Nissan GTR-NISMO) +3.519s; 3 Gary Eastwood/Adam Carroll (458 Italia); 4 Jody Firth/Warren Hughes (911); 5 Lee Mowle/Joe Osborne (Z4); 6 Paul White/Onslow-Cole (Vantage); 7 Yannick Mallegol/Toni Vilander; 8 Lathouras/Lyons; 9 Phil Dryburgh/Jon Gaw (Vantage); 10 Caine/Al Harthy. **FL** Sims 2m23.652s (109.06mph).

Points 1 Attard, 130.5; 2 Sims, 111.5; 3 Howard/Adam, 107; 4 Al Harthy/Caine, 107; 5 Minshaw/Keen, 81; 6 Eastwood, 58.5; 7 Pasin Lathouras (458 Italia, 53; 8 Onslow-Cole/White; 9 Luke Hines/Derek Johnston (Z4); 10 Richard Lyons (458 Italia).

Trackspeed Porsche
recovered to bag a
second win of 2014

ISHIHARA/LAT

Nakajima delighted with win over Hirakawa

SUPER FORMULA FUJI (J), JULY 13 RD 3/7

Nakajima's tyre gamble pays off in wet

KAZUKI NAKAJIMA TOOK HIS FIRST win of the year with the TOM'S Toyota team in a race that turned dramatically with late rain.

The ex-Formula 1 driver qualified fourth but ran wide at Turn 1 on the second lap, dropping to sixth. Out front it was the Impul Dallara-Toyota of Joao Paulo de Oliveira from Briton James Rossiter (Kondo Racing Dallara-Toyota) and the Le Mans team's Andrea Caldarelli, who 'supersubbed' for pre-weekend points leader Loic Duval and claimed pole.

De Oliveira kept his lead through the routine pitstops, but rain began to fall with 15 laps remaining. Lotterer, making his 100th start in Japan's top single-seater series, began slashing the gap and the pressure eventually paid off, de Oliveira spinning to a stop. But with the Brazilian stuck on the circuit, the safety car was called and now Nakajima took his chance.

He was the leading runner to change to wet-weather tyres, and when the race restarted he was fourth behind Lotterer, Rossiter and Narain Karthikeyan. Nakajima took little time to scorch through and pass TOM'S team-mate Lotterer for the lead, but then he went off, giving Ryo Hirakawa — also on rain tyres — the advantage in his Team Le Mans car.

Hirakawa, the 2012 F3 champion, was bidding for his first Super Formula win, but he ran wide with two laps to go, putting Nakajima back into the lead. Hirakawa claimed second place with Yuji Kunimoto completing the podium.

With the top five finishers all on grooved rubber, it was Lotterer who headed the slick-shod runners at the finish line, slithering home sixth in front of Karthikeyan and Rossiter.

Caldarelli's race came to an end when he spun, while fellow Italian Vitantonio Liuzzi was out right at the beginning of the race thanks to an incident on the opening lap.

● Jiro Takahashi

RESULTS

1 Kazuki Nakajima (Dallara-Toyota SF14), 55 laps in 1h26m37.171s; 2 Ryo Hirakawa (DT), +0.780s; 3 Yuji Kunimoto (DT); 4 Hiroaki Ishiura (DT); 5 Naoki Yamamoto (Dallara-Honda SF14); 6 Andre Lotterer (DT); 7 Narain Karthikeyan (DT); 8 James Rossiter (DT); 9 Daisuke Nakajima (DH); 10 Yuichi Nakayama (DT). **Points 1 K Nakajima, 20**; 2 Lotterer, 16.5; 3 Loic Duval, 15.5; 4 Hirakawa, 13.5; 5 Joao Paolo de Oliveira, 12; 6 Ishiura, 11.

WORLD RALLYCROSS METTET (B), JULY 12-13 RD 6/12

Heikkinen breaks duck as Solberg takes series lead

McKLEIN/LAT

Heikkinen leads the scrum on opening lap

TOOMAS HEIKKINEN TOOK HIS FIRST win with the Marklund Motorsport team, which he joined last winter.

The Finn pushed his Volkswagen Polo past the similar car of touring car star Johan Kristoffersson — having his second WRX outing of the year — at the first corner, and took his joker lap at the second opportunity.

That released Petter Solberg into the lead, and the former rally king did an incredible job to hold off Pontus Tidemand, despite breaking the right-rear suspension of his Citroen.

Tidemand, driving an Audi run by Mattias Ekstrom's EKS team, went out one lap from the finish, and then Solberg took his joker.

Heikkinen had a clear run to victory from the Peugeot of Timmy Hansen and Kristoffersson. Solberg finished fourth — ahead of Anton Marklund — to take the series lead from Reinis Nitiss, who on this occasion didn't even make the final.

Ex-F1 world champion Jacques Villeneuve fell three places short of making the semi-finals.

● Hal Ridge

RESULTS

1 Toomas Heikkinen (Volkswagen Polo), 6 laps in 4m05.840s, 2 Timmy Hansen (Peugeot 208), +0.335s, 3 Johan Kristoffersson (VW); 4 Petter Solberg (Citroen DS3); 5 Anton Marklund (VW); 6 Pontus Tidemand (Audi S1). **Points 1 Solberg, 125**; 2 Reinis Nitiss, 122; 3 Heikkinen, 117; 4 Andreas Bakkerud, 99; 5 Marklund, 85; 6 Hansen, 78.

NASCAR SPRINT CUP
NEW HAMPSHIRE (USA), JULY 13 RD 19/36

Keselowski clears off

BRAD KESELOWSKI BROUGHT BACK memories of his title year of 2012 as he dominated Sunday's NASCAR Sprint Cup race at New Hampshire Motor Speedway.

Keselowski led 138 laps, despite taking four tyres at most pitstops to his rivals' two, and quickly regained his squandered track position with searing pace in his Penske Ford. "We were red hot," he smiled.

Nobody wanted to finish second: Keselowski's Penske team-mate Joey Logano was taken out of it by 72-year-old Morgan Shepherd – who was 15 laps down! Jeff Gordon and Kevin Harvick both ran out of fuel while running second to Keselowski, while Denny Hamlin bailed out of his fuel gamble when crashing backmarkers caused a late yellow. He recovered to finish eighth.

That shunt caused a green-white-chequered finish that Keselowski dealt with to win by three quarters of a second over Kyle Busch – the Joe Gibbs Racing Toyota man was one of the few to gamble on a long fuel run at the end that actually paid off: "We made a gutsy call to stay out, it just about ran out at the finish."

Rookie Kyle Larson went off-sequence on pit strategy, which paid off with third, ahead of Matt Kenseth and a late-charging Ryan Newman.

Reigning champ Jimmie Johnson crashed out after just 14 laps due to his second tyre failure of the race.

● Connell Sanders Jr

Keselowski smoked to top of the chase grid

RESULTS

1 Brad Keselowski (Ford Fusion), 305 laps in 2h58m03s; 2 Kyle Busch (Toyota Camry), +0.750s; 3 Kyle Larson (Chevrolet SS); 4 Matt Kenseth (Toyota); 5 Ryan Newman (Chevy); 6 Clint Bowyer (Toyota); 7 Tony Stewart (Chevy); 8 Denny Hamlin (Toyota); 9 Ricky Stenhouse Jr (Ford); 10 Dale Earnhardt Jr (Chevy). **Chase grid 1 Keselowski, 3 wins/634 points**; 2 Jimmie Johnson, 3/598; 3 Earnhardt, 2/658; 4 Carl Edwards, 2/574; 5 Joey Logano, 2/551; 6 Kevin Harvick, 2/528; 7 Jeff Gordon, 1/670; 8 Kyle Busch, 1/567; 9 Hamlin, 1/530; 10 Aric Almirola, 1/473; 11 Kurt Busch, 1/440; 12 Kenseth, 0/621; 13 Newman, 0/573; 14 Bowyer, 0/548; 15 Paul Menard, 0/541; 16 Larson, 0/524.

Ekblom took the race-two honours

SCANDINAVIAN TOURING CARS FALKENBERG (S), JULY 12 RD 3/6

Ekblom bounces back from shunt

FASTEST IN QUALIFYING; VICTIM OF an incident in the first race; victor in the second race: that was Fredrik Ekblom's record on the short-and-fast Falkenberg circuit.

With full points given for qualifying that provided Ekblom with a good score – just as well, as the reversed-grid first race increases the risk of collisions prior to the second race, from which they start in proper qualifying order.

Polewoman Emma Kimilainen led the reversed-grid race before her Saab ran wide in a fast corner, letting the BMW of Philip Forsman past. But the Finn defended second from reigning champion Thed Bjork's Volvo.

While series leader Fredrik Larsson went from ninth to fourth in his BMW, Ekblom's Volvo was touched by the Saab of Richard Goransson heading into a chicane, spinning both into the barriers.

The Polestar team got Ekblom's damaged Volvo ready for the second race, and he led all the way.

Veteran Mattias Andersson could not defend second from Larsson, Bjork and Goransson, although Bjork dropped to ninth after a pitstop to replace a punctured tyre and Goransson lost time in the close battling to take fifth.

● Tege Tornvall

RESULTS

Race 1 1 Philip Forsman (BMW SR), 27 laps in 23m38.632s; 2 Emma Kimilainen (Saab 9-3), +0.329s; 3 Thed Bjork (Volvo S60); 4 Fredrik Larsson (BMW); 5 Mattias Andersson (Dacia); 6 Andreas Wernersson (Kia Optima).

Race 2 1 Fredrik Ekblom (Volvo), 27 laps in 21m29.405s; 2 Larsson, +1.360s; 3 Andersson; 4 Mattias Lindberg (Kia); 5 Richard Goransson (Saab); 6 Linus Ohlsson (Kia). **Points 1 Larsson, 135**; 2 Ekblom, 125; 3 Bjork, 109; 4 Andersson, 98; 5 Goransson, 94; 6 Ohlsson, 75.

ISHIHARA/LAT

JAPANESE FORMULA 3

Mitsunori Takaboshi and Nobuharu Matsushita (above) shared the wins at Fuji. Takaboshi's B-Max Dallara-Toyota passed Takamoto Katsuta on the third lap of race one, before heading home Kenta Yamashita and Daiki Sasaki. Matsushita's Dallara-Mugen Honda led all the way in race two, with Yamashita and Sasaki on the podium again. TOM'S F3 rookie Yamashita continues to lead the standings, but is only one point ahead of Matsushita.

CONTINENTAL TIRE GT

Matt Bell and Andy Lally (Stevenson Racing Camaro Z/28.R) cemented Chevrolet's lead in the Manufacturers' Championship on Saturday at Mosport by becoming the sixth different winners of the season in seven races. John Edwards and Trent Hindman extended their lead in the drivers standings by finishing fourth in their Fall Line Motorsports BMW.

NASCAR NATIONWIDE

Brad Keselowski warmed up for his Sprint Cup win by taking Saturday honours in New Hampshire in the second-tier series in his Ford. Kyle Busch gave vain chase in second, while Matt Kenseth grabbed third from Kyle Larson and top series regular Chris Buescher. Series leader Regan Smith was 10th.

ITALIAN GT

Neither race at Mugello was won by the car that finished first. In race one, Marco Mapelli and Thomas Schoffler took the spoils in their Audi after the Ferraris of Raffaele Giammaria/Lorenzo Case and Luigi Ferrara/Marco Magli were penalised down to second and third respectively for pitstop infringements. With Magli ill, Ferrara won race two on the road but a one-minute penalty for driving solo gave victory to the Scuderia Italia Ferrari of Alessandro Pier Guidi/Luigi Lucchini.

ITALIAN FORMULA 4

Brandon Maisano pulled off a stunning drive from the back to take his second win of the weekend at Mugello. The Frenchman led all the way in race one from Prema team-mate Lance Stroll. In the reversed-grid race, Stroll stormed from ninth to beat Andrea Russo in the damp. Maisano had problems on the grid for race three, and again it was Russo who was denied in the late stages.

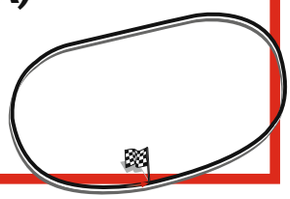
FRENAULT NEC JUNIOR

Points leader Anton de Pasquale won both races at the Nurburgring. The Australian's title rival Janneau Esmeijer led the first six laps of race one, before heading to the pits to take a penalty for jumping the start from second on the grid.

INDYCAR

Iowa (USA)

July 12



Round 10/15

Hunter-Reay is 'virtually' unopposed

The former champion reckoned his blitz through the pack to win was like something out of a video game. MARK GLENDENNING was there

RESULTS

300 LAPS, 268.2 MILES

1	RYAN HUNTER-REAY (USA)		**2h01m58.8160s**
	Andretti Autosport Dallara-Honda; Grid: 13th-183.747mph		
2	JOSEF NEWGARDEN (USA)		**+0.5814s**
	Sarah Fisher Hartman Racing Dallara-Honda; Grid: 21st-180.987mph		
3	TONY KANAAN (BR)		**+1.0676s**
	Chip Ganassi Racing Dallara-Chevrolet; Grid: 2nd-185.891mph		
4	SCOTT DIXON (NZ)		**+2.7606s**
	Chip Ganassi Racing Dallara-Chevrolet; Grid: 1st-186.256mph		
5	ED CARPENTER (USA)		**+4.9819s**
	Ed Carpenter Racing Dallara-Chevrolet; Grid: 10th-184.604mph		
6	JAMES HINCHCLIFFE (CDN)		**+5.0135s**
	Andretti Autosport Dallara-Honda; Grid: 14th-183.747mph		
7	GRAHAM RAHAL (USA)		**+6.7976s**
	Rahal Letterman Lanigan Racing Dallara-Honda; Grid: 15th-183.201mph		
8	HELIO CASTRONEVES (BR)		**+7.1408s**
	Team Penske Dallara-Chevrolet; Grid: 3rd-185.685mph		
9	RYAN BRISCOE (AUS)		**+7.1896s**
	Chip Ganassi Racing Dallara-Chevrolet; Grid: 4th-185.339mph		
10	CHARLIE KIMBALL (USA)		**+7.6098s**
	Chip Ganassi Racing Dallara-Chevrolet; 7th-184.743mph		
11	SIMON PAGENAUD (F)		**+7.7794s**
	Schmidt Peterson Hamilton Motorsports Dallara-Honda; Grid: 11th-184.380mph		
12	CARLOS MUNOZ (CO)		**+7.8190s**
	Andretti Autosport-HVM Dallara-Honda; Grid: 5th-185.027mph		
13	JUSTIN WILSON (GB)		**+11.2612s**
	Dale Coyne Racing Dallara-Honda; Grid: 18th-182.455mph		
14	WILL POWER (AUS)		**+11.7947s**
	Team Penske Dallara-Chevrolet; Grid: 9th-184.683mph		
15	JACK HAWKSWORTH (GB)		**-4 laps**
	Bryan Herta Autosport Dallara-Honda; Grid: 20th-181.243mph		
16	JUAN PABLO MONTOYA (CO)	280 laps-accident	
	Team Penske Dallara-Chevrolet; Grid: 19th-182.317mph		
17	SEBASTIAN SAAVEDRA (CO)	258 laps-accident damage	
	KV AFS Racing Dallara-Chevrolet; Grid: 17th-183.083mph		
18	MARCO ANDRETTI (USA)	229 laps-engine	
	Andretti Autosport Dallara-Honda; Grid: 8th-184.726mph		
19	SEBASTIEN BOURDAIS (F)	130 laps-electrics	
	KVSH Racing Dallara-Chevrolet; Grid: 6th-184.96mph		
20	CARLOS HUERTAS (CO)	78 laps-physical	
	Dale Coyne Racing Dallara-Honda; Grid: 22nd-177.849mph		
21	MIKHAIL ALESHIN (RUS)	47 laps-accident	
	Schmidt Peterson Motorsports Dallara-Honda; Grid: 12th-184.316mph		
22	TAKUMA SATO (J)	47 laps-accident	
	AJ Foyt Racing Dallara-Honda; Grid: 16th-183.089mph		

Winner's average speed: 131.923mph. Fastest lap: Newgarden, 17.8771s, 180.029mph. All drivers in Dallara DW12.

CHAMPIONSHIP

1	CASTRONEVES	471	6	MUNOZ	358
2	POWER	462	7	ANDRETTI	337
3	HUNTER-REAY	439	8	DIXON	331
4	PAGENAUD	421	9	BRISCOE	307
5	MONTOYA	405	10	KANAAN	305

POINTS SYSTEM EXPLAINED:
50-40-35-32-30-28-26-24-22-20-19-18-17-16-15-14-13-12-11-10-9-8-7-6 for the top 24, with 5 for all other starters. 2 points for leading the most laps, 1 point for leading at least one lap, 1 point for pole position.

STREICK/LAT

Kanaan (l) and Dixon took a Ganassi 3-4

FOR IN-DEPTH RESULTS
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FORIX

A HUGE FULL MOON WAS SLUNG LOW OVER THE IOWA paddock on Saturday evening. Chip Ganassi Racing and Tony Kanaan have never seemed especially superstitious, but it was as good an explanation as any for a strange night among the cornfields.

Whatever it is that Kanaan — Ganassi, even — needs to do to beak their win drought, qualifying really well and leading most of the race clearly isn't it. For the second time in less than a week, the Brazilian was in a potentially race-winning position, only to be denied by strategy.

At Pocono two weeks ago the damage was self-inflicted: Kanaan was a legitimate threat to eventual race-winner Juan Pablo Montoya before the team elected to go off-sequence in anticipation of a late yellow. In doing do they effectively eliminated their chance to directly influence the outcome, and it backfired. The yellow never came, and nobody remembers where Kanaan finished.

Saturday night was a different story. This time, Ganassi did everything right. The gamblers were Andretti's Ryan Hunter-Reay and Sarah Fisher Hartman Racing's Josef Newgarden who, stuck in the middle of the pack, decided to take advantage of the final caution period to throw on new tyres with 10 laps to go.

Hunter-Reay admitted later that he wasn't certain it was the right call: "I wasn't sure there was enough time [to get the benefit of new tyres]." But as became apparent very shortly after the race went green, it was a masterstroke by both teams. Hunter-Reay was 10th at the restart, Newgarden a couple of spots behind him, and both drew upon the same analogy for what happened next.

STREICK/LAT

Newgarden gave his team a much-needed boost with second

"It was like a video game," said Hunter-Reay.

"That was like a video game," echoed Newgarden. "It was almost unfair".

The rate — and ease — with which they cut through the field was astonishing. An IndyCar takes less than 18s to complete a lap at Iowa, so it says a lot that Hunter-Reay had caught leader Kanaan after just eight laps. There was no battle for the lead worthy of mention: Kanaan was completely powerless to do anything other than watch helplessly as first Hunter-Reay and then Newgarden shot past and disappeared.

"Michael Andretti made a pretty bold call to call me in and take stickers [new tyres]," Hunter-Reay said. "The gamble with that is when you do take new tyres, you might not have enough time. Every

ABBOTT/LAT

RH-R scythed past long-time leader Kanaan (10) to win

Hunter-Reay celebrates becoming first man to win three times in 2014

STRECK/LAT

EHRHARDT/GETTY

Strategy worked perfectly for some; less so for others

track is different with how they come in, fall off.

"I don't want to say I was sitting there smiling in the car, but it was a lot of fun. It was just like warp speed. Cars were just flying by one after the other. First you see 10 cars in front of you, then eight, then it's four, you see Tony closing up. I knew we had a shot, but that was pretty cool how it ended."

For Newgarden, merely being in the position to be able to take that sort of risk on strategy was an achievement in itself considering that he'd started the race back in 21st after going the wrong way with his set-up in qualifying. While he was pleased with the result, he admitted that any podium at all was a welcome change in fortune after what has been a frustrating season for the team up to this point.

"It's just nice to get a result, to be honest," he said. "We probably got more than we deserved tonight. But sometimes you just got to take that. I think we've had other races where we should have definitely had more than what we got. Luck is a part of it. Catching the breaks. Tonight, we didn't have anything go wrong."

Kanaan's desperation to put a win on the board for Ganassi was clearly apparent through his obvious distress immediately after the race. For much of the evening he'd been dominant, leading 247 of the 300 laps. His eyes were still a little red when he arrived in the media centre 20 minutes after the chequered flag.

"What can I say?" he said. "We had a good day. At the end, sometimes strategies and gambles play out. We got played. Fair enough. I always try to look at the positives. It's not going to do me any good to dwell on the strategy last week [in Pocono] and the strategy this week. We dominated the last two races. For one reason or the other, we didn't win. But to win a race, you got to be up front. That's what we've been doing."

Scott Dixon, who was shaping up to be the 'two' in a Ganassi 'one-two' until the final restart, started from pole but conceded that he'd have struggled to beat Kanaan even if the pair had remained in control of the race.

"We had to work on my car a lot [during the race]," he said. "We gave [Kanaan] a race there for a while, led some laps, but I burned the front tyres off my car."

Ed Carpenter's run to fifth was rather more eventful. He'd followed the same strategy as RH-R and Newgarden, although the fact that his team hesitated for a lap before changing tyres meant that he gained less of a benefit. But immediately after the race he was concerned less with what might have been than he was with smoothing things over with Juan Pablo Montoya, who was livid after a clash with Carpenter ended his race.

Montoya's evening up to that point had been a bit of an adventure. He spent the first phase of the race climbing through the field after starting towards the back, and had just cracked the top 10 when a rear endplate suddenly fell off his rear wing, prompting a pit visit that put him down a lap.

He capitalised on a wave-around during a later caution to get back onto the lead lap again, and gained another boost later when a helpfully timed caution allowed him to make his final stop when he was carrying five laps more fuel than everyone else, meaning less time spent stationary in his pit box. Upon catching Carpenter, he made a dive to the inside in an attempt to claim sixth. Unfortunately for him Carpenter, who had run a high line all night, was beginning to struggle with his car and opted to go low instead to see if it was any better. He chopped across the front of the unsighted Montoya and sent the Penske driver spinning into the outside wall. There's no way to know Montoya's genuine intentions immediately after he climbed out of his wreckage, but he did his best to give the impression, while being held back by a safety worker, that Carpenter would be dodging a thrown helmet next time around.

That incident capped a mixed race for Team Penske. Helio Castroneves was among the frontrunners in the final stint but was one of the victims of the 'new-tyre strategy' and finished eighth, but an even tougher race for Will Power meant that the Brazilian emerged from the evening with the outright points lead. Power, who spent the weekend battling a chest infection, was also a frontrunner for most of the night, but that ended when he glanced the wall late in the final stint and damaged a tyre. He finished 14th, the last car to be classified on the lead lap. ▶

IN THE PADDOCK

LABERGE/GETTY

The stands at Iowa Speedway were by no means at capacity

MARK GLENDENNING
INDYCAR CONTRIBUTOR
@m_glendenning

THE FIRESTONE FIREHAWK – A BLOKE in an oversized racesuit with an even more oversized mascot hawk head, for the uninitiated – is a regular feature of IndyCar's pre-race ritual. While other ceremonies go on around him, he stalks up and down the main straight with an air cannon, lobbing T-shirts towards fans in the grandstands.

His aim was tested at Iowa, because if he missed, the fan in question generally had to clamber down over seven empty rows to retrieve their souvenir. The grandstands can't have been more than half-full.

The threat of bad weather (tornado warning!) probably kept a few people away: by the time we knew for sure that Iowa wasn't going to be a washout, it was far too late for anyone in Des Moines to turn up on impulse. But we didn't have weather problems at Pocono a couple of weeks ago, or Texas last month, or Fontana last year…

IndyCar leaders have spoken about the importance of ovals to the series, but there doesn't seem to be any sort of solution to nobody turning up to them, Indy 500 aside. The show is not the problem: the races have been great, and the ovals offer a genuinely different element to the series' schedule that no other series can match.

Much of the blame probably belongs with the promoters, but the series needs to look at how it can do more while there's still an opportunity to do so. Letting oval races survive from sanction fee to sanction fee will be viable for only so long.

Carpenter sorry for Montoya off

ED CARPENTER SAID THAT HE had no idea that Juan Pablo Montoya was on his inside when he moved to the low side of the track and triggered the crash that eliminated the Colombian from Saturday night's race.

"I feel bad," he said. "I certainly wasn't trying to take him out. I knew he had been working the inside; I was struggling and I was going to try the low side that time, and I didn't know he was there.

"My spotter was trying to tell me he was there but it was too late, I'd already started coming down. So my apologies, I definitely wouldn't have appreciated it if I was on the other end of it, but at the same time it wasn't intentional."

LABERGE/GETTY

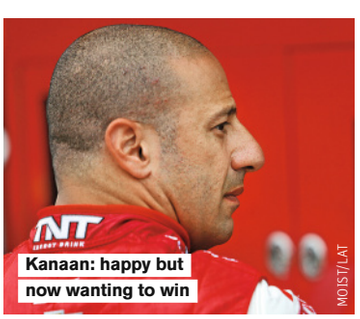
Carpenter would soon fire JPM into the wall

Montoya's fury in the immediate aftermath of the accident was evident in TV interviews, but by the time the race had finished he'd cooled down somewhat.

"I got inside of him and he was running high, and then all of a sudden [he] decided to run low," he said. "I got inside of him, and he just turned down on me. Very frustrating deal, but we have to move on. We're still in good shape."

The crash was reviewed by race control, which decided not to take action.

Kanaan: I'm settled at Ganassi but need to win


MOIST/LAT

Kanaan: happy but now wanting to win

TONY KANAAN BELIEVES THAT he has made good progress in integrating himself within Chip Ganassi Racing, although he admits to being frustrated by both his and the team's lack of results so far this year.

The Brazilian admitted earlier this year that he faced a difficult task in replacing the retiring Dario Franchitti, who had an exceptionally strong relationship with team-mate Scott Dixon, but he said Ganassi now feels like home.

"It always takes a little bit to get a bunch of guys to synchronise and work together with a big change like it was," he said. "The driver is definitely the most important piece that holds the whole team together. I feel comfortable now. They feel comfortable with me. I think I gained their trust. I think I proved we can win races.

"We're slowly making progress. But I hope I can give Chip [Ganassi] his first win of the year, because it hasn't been as good a year as we thought it was going to be."

JONES/IMS

ALESHIN WRECKS SATO

Takuma Sato was eliminated by Mikhail Aleshin for the second time in three weekends at Iowa, although on this occasion the Foyt driver absolved Aleshin from blame. Aleshin lost control and spun early in the race collecting Sato's car on his way to the outside wall.

ILL HUERTAS BAILS OUT

Carlos Huertas retired from Saturday's race after telling his team that he felt 'unwell'. Dale Coyne Racing did not elaborate on the Colombian's ailment, which prompted him to pit early in the second stint.

ANDRETTI RUES FIRE

Marco Andretti failed to finish in Iowa due to a repeat of the fiery engine failure that eliminated him at Texas last month. "I'm bummed, because I feel that we would have been on an identical strategy to Ryan [Hunter-Reay] at the end," he said afterwards.

SEB IN SHUNT SULK

A strong charge from KV's Sebastian Saavedra was short-circuited by a brush with the wall. The Colombian had just climbed from 17th to third when he hit the wall and damaged his suspension. "It's very hard to describe how disappointed I am," he said.

HINCH FEELS PINCH

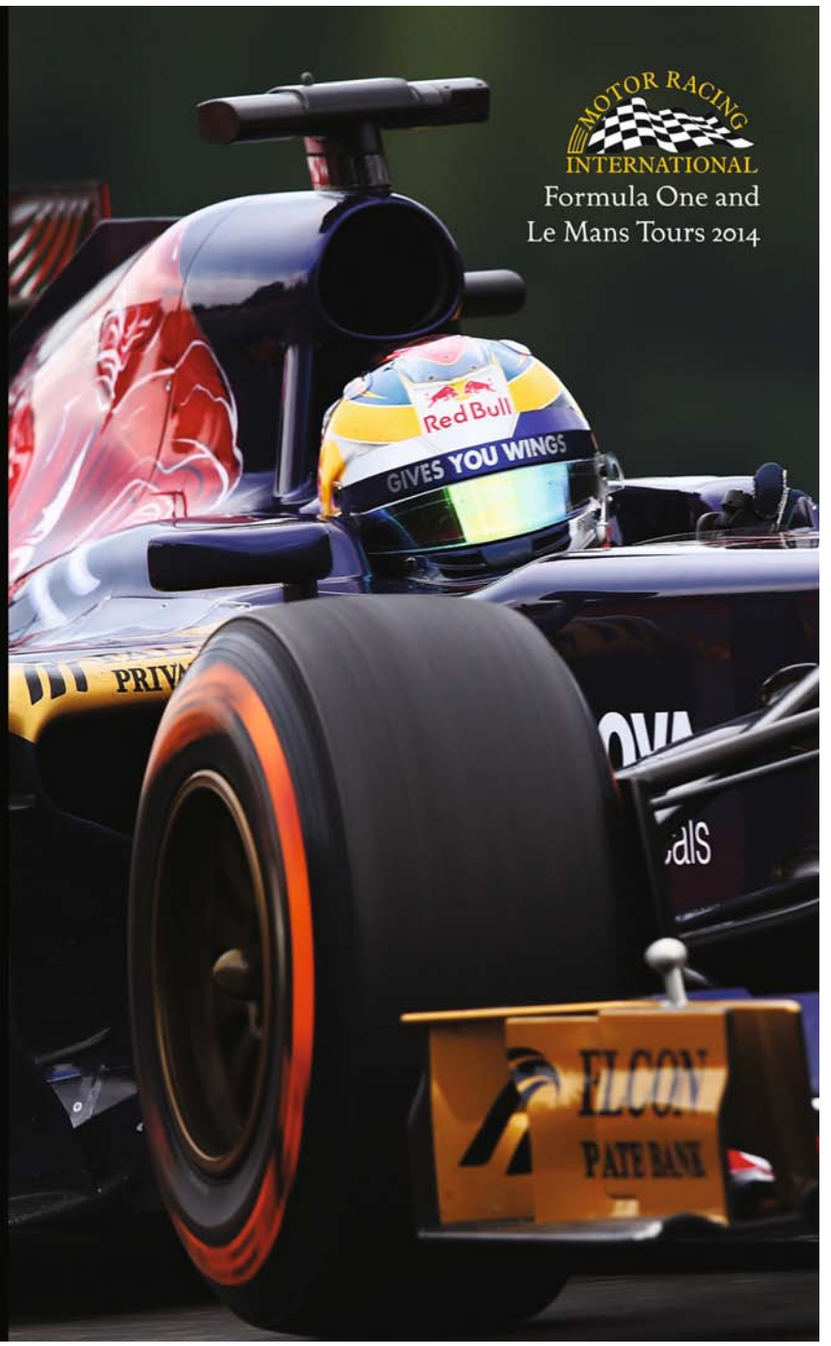
James Hinchcliffe was ruing not making the same switch to new tyres as team-mate Ryan Hunter-Reay after running strongly late in the race at Iowa. "We had a solid top-five finish on the cards," said the Canadian, who ended up sixth. "The guys who stopped for tyres obviously made the right call."

PENSKE HAILS TRACY

Roger Penske paid tribute to former driver Paul Tracy after hearing of his imminent induction into the Canadian Motorsport Hall of Fame. Told that Tracy (below) had recalled only being allowed to say '10-4' over the radio, Penske corrected: "No, he also said 'Yes, sir'."

TAYLOR/GETTY

Motor Racing International



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Yacaman took pole, led race and handed over to Pla to win

DOLE/LAT

UNITED SPORTSCAR MOSPORT (CDN), JULY 13 RD 7/12

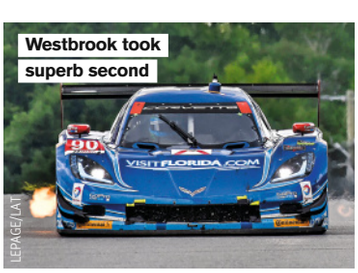
OAK thrives in leafy Canada for win

THE FAST, SWEEPING CORNERS AND rolling undulations of Mosport were always likely to suit the European-derived P2 cars more than their DP rivals when the United SportsCar Championship visited south-eastern Ontario last weekend. So it proved.

Colombian Gustavo Yacaman qualified OAK Racing's proven Morgan-Nissan on the pole and was never seriously threatened before handing over to Olivier Pla after 90 minutes. The Frenchman continued the good work, measuring his stint to perfection and taking the flag almost eight seconds clear to become the sixth different combination to win in just seven races.

Ryan Dalziel qualified second to ensure a first all-P2 front row, but team-mate Scott Sharp immediately fell back into the DP pack to begin a frustrating afternoon for Extreme Speed Motorsports. Dalziel fought his way back to third before abruptly retiring with a little less than an hour remaining. Exhaust-system woes were blamed. The second ESM HPD of Ed Brown/Johannes van Overbeek was already out with electrical failure.

Chip Ganassi's team also suffered a disappointing day, qualifying only seventh and then failing to start the race after Memo Rojas crashed in the warm-up. He and Scott Pruett joined the fray later to be sure of claiming some championship points.



Westbrook took superb second

LEPAGE/LAT

The Spirit of Daytona Coyote Corvette of Michael Valiante and Richard Westbrook proved fastest of the DP contingent, but it took a fine stint from Westbrook to overcome tardy pitstops and comfortably regain second place from Ricky and Jordan Taylor (Wayne Taylor Racing) in the closing stages. The brothers extended their points lead to five over Action Express Racing's Christian Fittipaldi (with whom Ricky collided early on) and Joao Barbosa, who were later delayed by a puncture.

The GTLM class maintained its tradition of close competition as the fastest seven cars — from four different manufacturers — recorded best laps in the race within two tenths of a second. As ever, it came down to who had the cleanest run.

Kuno Wittmer (Dodge Viper) used his vast experience at his home track to claim a maiden pole, then drove magnificently to hold off Jan Magnussen's Corvette C7.R for almost the entirety of his stint. Unfortunately, just a couple of laps before he was due to hand over to Jonathan Bomarito, Wittmer briefly ran off the road while trying to pass John Edwards, who had just taken over his BMW Z4 from Dirk Muller.

The grassy excursion cost the Viper only a few seconds but it was the difference between a win and second place. By the time both cars had taken on scheduled service, Antonio Garcia was out in front in the Corvette. The Spaniard stayed there to secure a fourth successive win for himself and Magnussen.

Corvette again beat Viper to GTLM honours

LEVITT/LAT

Dominik Farnbacher/Marc Goossens were a relatively lonely third in the second Viper, followed by Muller/Edwards and the best of the Porsches driven by Nick Tandy and Richard Lietz.

The rare all-green race presented plenty of excitement among the GTD ranks. Kevin Estre looked set for a well-deserved first win for the Park Place Motorsports Porsche team until, cruelly, he was forced off-line in Turn 3 by factory GTLM driver Michael Christensen with moments remaining. The delay allowed polesitter Jeroen Bleekemolen an opportunity he grabbed with alacrity to instead secure the first win for Ben Keating and the Riley Motorsports Dodge SRT Viper GT3R.

Markus Palttala/Dane Cameron (Turner BMW Z4) fought back to third after being assessed a disputed penalty following their first pitstop. Series leaders Bill Sweedler/Townsend Bell (Ferrari) were also penalised after a mistake by Sweedler.

● Jeremy Shaw

RESULTS

1 Gustavo Yacaman/Olivier Pla (Morgan-Nissan LMP2), 133 laps in 2h45m32.479s; 2 Michael Valiante/Richard Westbrook (Coyote Corvette DP), +7.886s; 3 Ricky Taylor/Jordan Taylor (Dallara Corvette DP); 4 Christian Fittipaldi/Joao Barbosa (Coyote DP); 5 John Pew/Oswaldo Negri Jr (Riley-Ford EcoBoost MkXXVI); 6 Jan Magnussen/Antonio Garcia (Chevrolet Corvette C7.R). **GTLM 1 Magnussen/Garcia**; 2 Kuno Wittmer/Jonathan Bomarito (Dodge Viper SRT GTS-R); 3 Dominik Farnbacher/Marc Goossens (Viper); 4 Dirk Muller/John Edwards (BMW Z4 GTE); 5 Nick Tandy/Richard Lietz (Porsche 911 RSR); 6 Bill Auberlen/Andy Priaulx (BMW). **GTD** 1 Ben Keating/Jeroen Bleekemolen (Dodge Viper SRT GT3-R); 2 Patrick Lindsey/Kevin Estre (Porsche 911 GT America); 3 Markus Palttala/Dane Cameron (BMW Z4). **Points 1 Taylor/Taylor**, 218; 2 Fittipaldi/Barbosa, 213; 3 Yacaman, 208; 4 Valiante/Westbrook, 207, 5 Memo Rojas/Scott Pruett, 192; 6 Ed Brown/Johannes van Overbeek, 184. **GTLM 1 Magnussen/Garcia**, 190; 2= Priaulx/Auberlen & Farnbacher/Goossens, 171; 4 Wittmer/Bomarito, 170; 5= Lietz/Tandy & Tommy Milner/Oliver Gavin, 165. **GTD 1 Bill Sweedler/Townsend Bell**, 164; 2 John Potter/Andy Lally, 161; 3 Cooper MacNeil/Leh Keen, 157.

Chapter 5 from *John Surtees: My Incredible Life on Two and Four Wheels*

YEAR OF BIKES AND CARS

1960

"I'd only seen part of one motor race before I sat on the grid at Goodwood in my debut as a racing driver"

The first car that I owned was a Jowett Jupiter, a 1,500cc flat-four two-seater. One day in the early fifties when I was riding to Stevenage, the weather was so bad and the roads so flooded that I sheltered under the canopy of a garage in Hatfield. In the showroom I saw the secondhand Jowett, and it immediately set me thinking about staying dry and being able to carry more motorcycle parts.

I ended up by buying the Jupiter, which was a great little car with a top speed of about 75mph. I later owned a Porsche 356, two 3-litre Aston Martin DB2/4s and a 3.2-litre BMW 507 V8, a car that I still own. However, the only car race that I'd ever seen during my motorcycle career was when I casually watched a sports car support event at the 1959 Spanish Grand Prix in Madrid.

At the end of 1958 I attended the Sportsman of the Year gathering in London, and found myself seated at the same table as three prominent figures in car racing – Mike Hawthorn, Tony Vandervell and Reg Parnell. That year Mike had become the first Englishman to win the Formula 1 title, in a Ferrari, while Tony's 2½-litre four-cylinder Vanwall – based on four Manx Norton singles – had taken the constructors' title. Reg was team manager for Aston Martin, who would win the World Sports Car Championship in 1959 with the 3-litre DBR1.

Mike urged me to try car racing, saying: "Four wheels stand up better than two, you know. Have a go at four!" Tragically, Mike was killed in an accident in his 3.4-litre Jaguar Mk II on the Guildford bypass soon after our conversation.

My transition from racing motorcyclist to racing driver subsequently took place in an unplanned but very rapid way. Over the winter of 1959/60 I tested Aston's DBR1 three times and their DBR4 front-engined Formula 1 car, and I also drove Vanwall's 1958 Formula 1 car. Aston offered me a contract, but I agreed with Tony Vandervell that if he built a new car, I would drive it.

All this persuaded me that if I wanted to make a professional go of motor racing, I had to get into single-seaters. Dad and I decided to go it alone and start the learning curve, and we bought a new Formula 2 Cooper-Climax with spare wheels and gear ratios for £2,437 (about £48,000 at today's values) from John Cooper, the instigator of the rear-engined revolution in motor racing. John introduced us to the team owner Ken Tyrrell, who entered me in an early-season Goodwood event in his new Cooper-BMC Formula Junior team, and arranged a competition licence with the RAC.

Thus the first motor race that I saw properly was the first one I drove in when I sat on the grid at Goodwood in March 1960. Handling a steering wheel rather than handlebars seemed to come naturally, and although my car hadn't been tested or even painted, I put it on pole. In the race I had a good dice with the future Formula 1 champion Jimmy Clark in a Lotus-Ford until I tried to go through a gap when I was lapping someone and ended up on the grass, losing some places. But I was able to recover and finish second on my car-racing debut.

My second car race took place two weeks later at Oulton Park when I finished second to Innes Ireland's works Lotus 18 in my Formula 2 car. At Aintree in late April Stirling Moss won the Formula 2 race in Rob Walker's Porsche 718 flat-four, but I finished fourth behind other Porsches and ahead of all the British cars, including the works Lotus and Cooper entries, and set a new lap record. The Lotus creator Colin Chapman then came on the telephone, saying, "Come and try one of our Formula 1 cars."

I protested, saying that I had my motorcycling commitments, but in a test at Silverstone I set almost identical times to Innes Ireland, Lotus's regular driver. Colin said, "Right, you've got a place in the works team. Drive when you can."

I made my Formula 1 debut at Monaco, where I retired with transmission problems. But at Silverstone, in only my second grand prix, and only the eighth car race of my life, I finished second to Jack Brabham's Cooper-Climax, and beat my team-mate Innes into third place. In the Portuguese Grand Prix I gave Lotus their first-ever Formula 1 pole, and was leading the race when fuel dripped onto my shoe, and allowed it to slip off the brake pedal. I bumped the kerb, which split the radiator and ended my chance of winning in Formula 1 at only my fifth attempt.

Meanwhile, I had two motorcycle World Championships to defend on the MVs. I beat my team-mates Remo Venturi in the big class and Gary Hocking on the 350s, including winning the Senior TT on the Isle of Man in between my Formula 1 grand prix outings at Monaco and Silverstone.

The German motorcycle grand prix on the 7.2-mile Solitude circuit included a 500cc race and a round of the European Formula 2 car series. I was focused on my MV responsibilities but then Rob Walker, Stirling Moss's entrant, called and said, "Stirling's been hurt and can't do Solitude. You'll be there, so why not drive my Porsche 718?" I accepted, and spent the weekend swapping from motorcycle leathers and boots to driving suit and shoes while I practised and competed with the MV and the Porsche.

I won the 500cc race at Solitude. In the Porsche, approaching the double left-hander after the pits, I went to change up but I changed down, which spun the car into the ditch. I don't know whether it was the selector mechanism or me that was at fault.

How did I manage to constantly switch between two and four wheels in that hectic year? Obviously there was a lot more mental stress involved in driving a car at that stage of my career. When I sat on a bike, I had all that experience – it's an extremely personal thing where you get a sense of feel through the seat of your pants, the tips of your fingertips and everywhere else. You very much influence the bike by any movement of your body.

At Solitude there was a mix of medium-speed corners, the odd slowish corner, and the fast swerves back to the start line where I was leaning the big MV from side to side at about 100mph in third or fourth gear. With the car I had to think it all out and then put it together. The degree of concentration required was very high, and I didn't have that inbuilt automatic sixth sense that you develop with experience.

I ended the year by winning both my motorcycle championships. In total that season I did 18 car races in six different cars, and had 14 motorcycle outings. Colin Chapman then asked me to be his number-one driver for 1961, and gave me a choice of team-mates. I suggested Jimmy Clark, but Innes Ireland said, 'You're pinching my drive!' I got all upset about it and told Colin that I couldn't do it, but with hindsight perhaps I should have been more like Ayrton Senna or Jackie Stewart and not let my emotions affect my decisions. The Lotus was probably the most unsafe car in Formula 1 at that time, but it was a real race-winner when it hung together.

By not taking up Chapman's invitation, I took a massive step backwards for 1961.

HIGHLIGHTS

YEAR 1960 **AGE** 26

OCCASION

- Winning 350cc and 500cc World Championships (motorcycles)
- Pole position and second place in first ever car race
- First Formula 1 podium: second, British Grand Prix, Silverstone
- First Formula 1 pole: Portuguese Grand Prix, Oporto
- Racing MV Agusta and Porsche F2 car at Solitude, Germany

WORLD CHAMPIONS

YEAR	FORMULA 1	500CC MOTORCYCLES
1960	Jack Brabham (Cooper-Climax) *John Surtees 12th*	John Surtees (MV)

TRENDS AND EVENTS

CARS

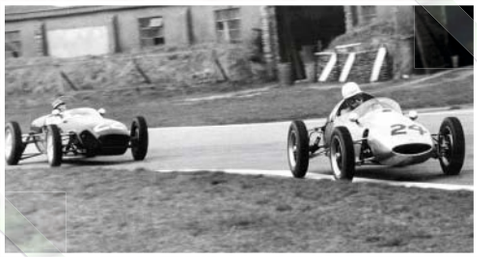
- Final year of 2½-litre F1
- Lotus achieves first F1 win: Stirling Moss, Monaco

MOTORCYCLES

- MV wins all four solo GP classes – 125, 250, 350, 500 – for third consecutive year
- Honda score first GP points, in 125cc and 250cc classes

BIKE CHAMP TO RACING ROOKIE

Even though I was a five-times motorcycle World Champion by the time I started racing cars in 1960, I still had to qualify for the appropriate RAC competition licence by entering a club race. Here I'm leaving the pits at Goodwood on 19 March in the 1,000cc BMC-powered Formula Junior Cooper run by Ken Tyrrell, the team owner whose cars later won two Formula 1 World Championships. The car hadn't been tested, or even painted.



DEBUT DICE WITH JIM CLARK

This photo of me leading Jimmy in my first race shows perfectly the difference between the handling of my Cooper T52 and his Lotus 18. The more advanced Lotus was much more neutral, while the Cooper was always tail-lively.

FAMILY FETTLING

It might seem strange, when I had offers to drive other people's cars, that Dad and I should choose to go our own way and buy our own car, but perhaps that's just the Surtees style. Here we are working in the garage at our home in Bromley, Kent, on the Climax-engined Cooper T51 that we bought to contest Formula 2 races during 1960.

DOUBLING UP

The programme for the German motorcycle grand prix at Solitude also included a round of the European Formula 2 car series, so I accepted Rob Walker's offer to drive his Porsche 718 in place of the injured Stirling Moss. Porsche's racing manager Huschke von Hanstein, on the right, pushes me off in a group containing the Swedish driver Jo Bonnier, second from left.

MONACO A CRUEL MISTRESS FOR A FIRST-TIMER

In May I was plunged into my first Formula 1 grand prix and my debut at Monaco. I was unfamiliar with Monaco and the challenges it set. I had constant gearbox problems in practice and qualified well back, and completed only 19 laps of the race before the final drive broke. Lotus was using the Coventry-Climax four-cylinder engine in this final year of the 2½-litre formula.

SOLITUDE SPIN

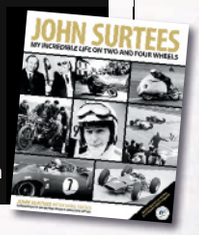
Jo Bonnier, Graham Hill (6) and Hans Herrmann (5) lead from the start at Solitude in Porsche 718s, pursued by Wolfgang von Trips (7) in a Ferrari 156, while I'm tucked away behind the leading group (19). We had gear-change problems during practice and in the race I inadvertently selected the wrong gear and spun into a ditch. But once I had my motorcycle leathers back on I had the consolation of winning the 500cc race by 18.7 seconds from my team-mate Remo Venturi.

BEST BIKE(R) IN THE BUSINESS

The MV in 1960 after four seasons of development. The eight-valve, double-overhead-camshaft, air-cooled engine produced 65–70bhp at 10,700rpm, breathing through four 26mm Dell'Orto carburettors. A more robust twin-tube chassis harnessed the power, and at the front was a twin-sided four-leading-shoe drum brake.

HOW TO GET YOUR COPY

John Surtees: My Incredible Life on Two and Four Wheels by John Surtees and Mike Nicks (ISBN: 978 0 99282 092 3) is published by EVRO Publishing (www.evropublishing.com) with an RRP of £50. Royalties from book sales go to the Henry Surtees Foundation



GT racing's best-kept secret comes to Britain

International GT Open arrives at Silverstone this weekend, but what should you expect?

Series TV commentator BEN EVANS speaks to founder Jesus Pareja to hear a success story

Few categories of motorsport are quite as changeable as international GT racing, where championships emerge, burn brightly, and then disappear amid acrimony, calendar changes and regulation tweaks. International GT Open is an exception. Since launching in 2006, it has remained a bastion of consistency. Grids have been healthy throughout turbulent economic times, and yet both GT Open and sister category Euroformula Open – formerly European Formula 3 Open – are well-kept secrets for many UK fans.

The figurehead of the series is ex-Group C Porsche racer Jesus Pareja, who upon hanging up his helmet identified a hole in Spanish motorsport for a GT sprint series. After launching the Spanish GT Championship in the late 1990s, he soon recognised the opportunity for expansion. "We were getting 40-to-50-car grids, and we realised that many of the teams were travelling from Portugal, France and Italy to race with us," he says. "They kept pushing me to run an international championship."

The tipping point came when Pareja's GT Sport organisation were asked to promote the Spanish round of the World Touring Car Championship. Marcello Lotti, then the WTCC promoter, suggested that a new international series run alongside his tin-top championship.

Starting in 2006 with a six-round calendar, International GT Open has evolved into a standalone, eight-round, 16-race championship.

"For us quality has always been the key," says Pareja. "The essentials are premium circuits, even though these cost more, and the best possible television coverage. Keeping regulations consistent is key. When we make changes we like to do it in advance, and not do things that may drive away teams."

Running a high-profile series is a challenging task, and Pareja remains a racer at heart: "I like and love the racing – it's a passion, not a job. I don't just do things to get more entries or for financial reasons. Of course we listen, we adapt and I am always looking for what to improve. But look back at the history of the series and the picture is good."

THE MOVE TO GT3

The big change for 2014 has been a move to an almost all-GT3 grid, continuing the story of arguably motorsport's most successful category of the past decade. "I think that budgets have gone down and the available cars have gone down," reckons Pareja. "You look across Europe and almost all series have 20 to 25 per cent fewer cars than last year. I love the GT2 cars, the regulations are fantastic, but they are too expensive to run. GT3 cars are more affordable.

"But even GT3 is expensive – for next year we will continue with GT3 but are also thinking about reducing costs."

To that end Pareja sees convergence to a common set of GT regulations as a natural extension of market conditions: "You have to think what cars do the teams have, and what can they afford to run. At the moment most of the cars are GT3, and that is what is financially possible. Therefore it makes sense to offer racing for these cars.

"We use the Super GT and GTS classes to then differentiate between the all-pro and pro-am driver line-ups. However, for me, the big problem

ALL PICS: FOTOSPEEDY

GT Open is split into pro-pro and pro-am driver line-ups

West-Tec brings rare UK element to Euroformula

SILVERSTONE TIMETABLE

SATURDAY JULY 19

0900-0935	International GT Open qualifying 1
0945-1015	Euroformula Open qualifying 1
1025-1110	Maserati Trofeo qualifying
1120-1155	International GT Open qualifying 2
1205-1235	SEAT Leon Eurocup qualifying
1400	Euroformula Open race 1
1500	International GT Open race 1
1630	SEAT Leon Eurocup race 1
1730	Maserati Trofeo race 1

SUNDAY, JULY 20

0900-0930	Euroformula Open qualifying 2
0955	Maserati Trofeo race 2
1130	Euroformula Open race 2
1230	International GT Open race 2
1400	SEAT Leon Eurocup race 2
1500	Maserati Trofeo race 3

WHAT TO SEE AT SILVERSTONE

The first half of the International GT Open season has been all about the title battle between the Chevrolet Corvettes of Nicky Pastorelli/Miguel Ramos (V8 Racing) and Maxime Soulet/Isaac Tutumlu (SRT), and the Ferraris of Andrea Montermini/Niccolo Schiro (Villorba Corse) and Daniel Zampieri/Roman Mavlanov (SMP Russian Bears).

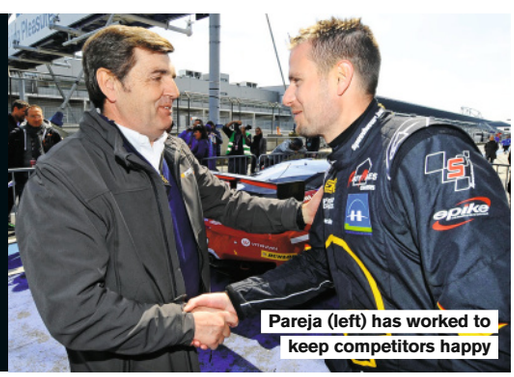
Coming into Silverstone Pastorelli/Ramos are fractionally ahead of Montermini/Schiro, after an unexpectedly successful round at the Hungaroring. The long straights of Silverstone are more solidly Corvette territory, and Archie Hamilton/Diederich Sijthoff (V8 Racing) should not be discounted either.

In the GTS class for Pro-Am combinations, Giorgio Roda/Paolo Ruberti (AF Corse) have been consistently impressive, as have Jose Perez Aicart/Viacheslav Maleev (SMP Russian Bears). Anglo-Irish pairing Matt Griffin/Duncan Cameron (AF Corse) finally seem to have got their Ferrari working to their liking, while others who can be quick are Novadriver Audi duo Cesar Campanico/Aditya Patel, and Thomas Jager in the Lechner Mercedes.

Euroformula Open has been about three drivers – 2013 runner-up Sandy Stuvik, his RP Motorsport team-mate Artur Janosz and the thrilling rookie Alex Palou (Campos). All the wins have been shared by this trio, but British drivers Sean Walkinshaw and Cameron Twynham both have podium pace.

Pastorelli/Ramos Chevy narrowly leads title race

> "We made the right choices at the right time. For me it's sad to see how British F3 has declined" JESUS PAREJA


Pareja (left) has worked to keep competitors happy

with consistent regulations is that it makes it far easier for teams to switch between series, so to establish a good minimum number of entries committed to every round is a challenge.

"At the moment it's tough, and I recognise that we need to plan for an environment where teams are running on a reduced budget. What that means for us, is that we have to think hard about the calendar and what type of cars can compete. But at the same time it's crucial to maintain quality and improve wherever possible."

SINGLE-SEATER SUPPORT

Euroformula Open, which is run for Dallara F312s with control Toyota engines, provides the single-seater element on the package.

"Formula 3 has always been a passion," says Pareja, "and when I was running Spanish GT I built a very strong relationship with Toyota and we agreed to start an Spanish F3 Championship [in 2001]. I love the idea of running a high-quality package and the Euroformula Open perfectly complements the GTs."

Although the category has experienced a fall in numbers for 2014, it's still in good health, especially considering the plight of F3 elsewhere.

"We made the right choices at the right time and that has seen us remain successful when other series have struggled," adds Pareja. "For me the British F3 Championship was always the benchmark and it's sad to see how it has declined. Our consistency of regulations has paid off. The Dallara F312 will be the contemporary car for the next few seasons, and all teams need to do to come and race with us for that period is buy the Toyota engine."

Neither series ever regularly hosted many British teams and drivers. "The UK has always been a challenge for us," he admits. "However, I think if British teams came and ran with us they would really enjoy it, and be surprised at how the costs compare to running at home."

The best example is Team West-Tec, which is among the frontrunners in the Euroformula Open. "I think we have grown together," reflects Pareja. "I have learnt a lot from them in terms of the focus they bring to what they do. I love having them in the series. I would hope that we will have one or two more UK teams in the Euroformula Open in the near future."

HOW PRIAULX GOT HIS GROOVE BACK

After two tough seasons in the DTM, BMW star Andy Priaulx has bounced back in the United States. By CHARLES BRADLEY

Dogfight. It's the word that Andy Priaulx uses repeatedly to describe what racing in the GTLM class of the United SportsCar Championship is like, and he's clearly relishing the challenge. After two tough years in the DTM he reveals he has "found my mojo again" after some dark times where he doubted his racing future.

Looking tanned and relaxed as we talk in the RLL BMW squad's hauler-based nerve centre at Watkins Glen, where Priaulx arrived as points leader after some great results so far and set pole position, it's amazing to think this three-time World Touring Car champion was at a career crossroads just recently. Two years in the DTM didn't deliver anything like the results he'd expected.

Worse still, it made Priaulx doubt his own ability — had he 'lost it'? He'd hit 40 and, metaphorically, been beaten up by some kids. Perhaps this was the time to consider hanging up his helmet? No, advised Allan McNish. No, urged David Coulthard. Thankful for these votes of confidence, Andy still wasn't sure.

Then came Bathurst. Around one of the world's toughest tracks, a one-off with Triple Eight in the ultra-competitive V8 Supercars would surely mean another DTM-style hiding... Leading laps and a top-10 finish was a massive achievement. A week later he signed off from the DTM on a high too: a top-three start and a top-six finish at the Hockenheim finale.

"It really gave me my mojo back," he says. "In Australia it showed I could still be really quick. We rattled the establishment there. I was really ready to do something else after the DTM; I really wanted to stay a racing driver. I did think, 'Do I need this?' I'd won lots of championships in my career, I was the number-one guy at BMW for a long time, did I need to risk knocking myself back?

"It's very difficult to say this, but I spent the first year [in DTM] blaming myself. In the second year I knew it wasn't all me. Somehow, through the hardship, I found my confidence again. I'd had a brilliant career with BMW where I just got better and better, winning multiple titles back-to-back for four years, the Nurburgring 24 Hours — you name it. But this wasn't an enjoyable time; I was used to winning. But I always felt I had it in me."

Fortunately his paymasters in Munich agreed, and BMW stood by its man. His new mission was to

Priaulx took second at Daytona with Auberlen, Hand and Martin

Racing in the US has given Priaulx a new focus

The BMW favourite secured third in class in Sebring 12 Hours

"If you don't stop racing, and you've got the desire and fitness, you can go for a long time"

crack America on a full-time basis after occasional Stateside appearances in recent years.

"BMW very kindly sat down and talked about where I'd like to go and what they'd like to see me in," he says. "They showed their loyalty to me after two tough years, have given me a break over here and I've not looked back. This is a perfect environment for me; it's still a really big programme for BMW – I've done a few races here before [in the old ALMS] and won Sebring. I knew the team, and was really excited about it.

"Recently, I've seen a new world. I'm not a guy who wants to make up the numbers as I get older, but I see [Gabriele] Tarquini and [Yvan] Muller still winning races in WTCC and much older guys than me winning in the BTCC too. I come over here, and I'm teamed with Bill Auberlen at 45, and he's driving really well too. Experience counts – look at Scott Pruett over here. If you don't stop racing, and you've got desire and fitness, you can go for a long time."

Ironically, given that DTM toil to find the final half a tenth, it's not a lack of pace that is Priaulx's enemy this year, it's a lack of knowledge of the tracks on the USC calendar and familiarity with its sporting rules.

"It's a case of learning the tracks, how to work the traffic here and how the races unfold," he says. "Watkins Glen was the first track I'd been to previously [for testing] and come back to race at. And I've been bang on the pace. Next year, I'm going to be able to come back and focus on the real details to make you quicker – at [previous races] Long Beach and Laguna Seca all my mental capacity was learning the track and maximising my driving."

One aspect that has smoothed his transition is being reunited with race engineer Bruno Couprie. Not from the DTM, or WTCC or ▶

The Guernseyman has had to adapt to racing culture in the US. This is Long Beach

▶ V8 Supercars, but from his British F3 days! Priaulx says he needs all the help he can get to cope with his new surroundings.

"GT driving, especially GTLM, is one of the hardest disciplines in motor racing," he asserts. "It's all manufacturer supported, so you have all these works drivers fighting, and with the Balance of Performance you've got no let-up. It's a dogfight for three, six, 12 or 24 hours.

"On top of that you've got slower cars to pass, and faster cars you've got to let through – both of which you need to do with the minimum of lost time. The concentration levels are mega – it's the hardest racing I've ever done. In a WTCC or DTM race you're in that train, you either fight to pass or you defend like hell.

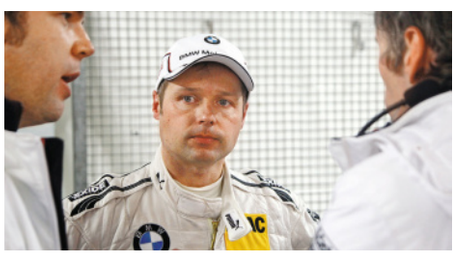
"Here, you have to pass every lap; you have to be passed every lap. You've got multiple levels of ability to deal with too. Even the GTD cars, which are slower than us in the corners, are faster in a straight line. If they're well driven, they can keep you behind – so you have to divebomb them. It's hard work; you've got to have eyes in the back of your head."

There's also a different culture in race control that he's had to deal with: "There's a lot of new rules you have to learn in America, especially when it comes to contact. In Long Beach I drove a mega stint and, for me, driving a street circuit is about mega commitment and if I come in without a wing mirror – or both – then I'll get a pat on the back.

"I was pushing hard, took a mirror off and thought nothing of it. I radioed in, fighting for P2, 'By the way guys, I lost a mirror', and after the pitstop we came out in last – they had to replace the door! There are lots of really strange rules like that. Did you know drivers have to have one foot on the pitwall, not both, when the car stops? With gentlemen drivers, who might be holding you up for two laps driving like a total arsehole, if you lunge him and he turns in, it's all your fault too."

The Six Hours at the Glen didn't go to plan for Priaulx when a badly timed yellow, forcing Auberlen to refuel when the pits were closed, meant track position was never regained – all part of the learning process. The points lead might have been lost, but he and Auberlen are still right in the hunt for the title, and he's loving every minute of his new adventure.

"It's lovely driving in America, really nice out of the car too, a great bunch of guys to race against," he says. "But in the car it's still that dogfight, don't underestimate it. I love that – I'm living the American dream." 🏁



PRIAULX'S DTM STRUGGLES

Priaulx qualified third and finished sixth on his DTM swansong

XPB/LAT

Now the pain is over, what really went wrong in the DTM for Andy Priaulx? He explains…

"Looking back at my DTM career, my first year wasn't that bad. I was very equal to [team-mate Augusto] Farfus all through the season, just a bit unlucky with results when things went against me. I swapped teams, and having a new team to learn sort of knocked the stuffing out of me a bit; I lost my momentum.

"In the DTM you turn up and the car is set up with that much aero, that much rake, this mechanical balance because they know it's the best. It means only one or two drivers out of the bunch can drive it, and you can't change the world. It was just a little too pitch-sensitive for me. And if your first race doesn't go well, you end up in a supporting role very quickly – no matter how big you think you are as a driver, you're never bigger than the manufacturer, so you shut up and do your job.

"It's very heavily biased towards engineering; the car is very critical. The guys like [Bruno] Spengler and [Mattias] Ekstrom, they know how each track evolves over the weekend, they know where to squeeze it. I had some great weekends – at the Norisring in Q1 I was 16th, in Q2 I was on pole! I didn't drive any differently. I was the fastest guy in that race, but because of strategy I didn't get a result. Nobody knows that, but I could have been on the podium.

"I think the ideal situation now for a DTM driver is to join the series at 20, 21, and say, 'It's going to take me seven or eight years to win this championship.' A fully committed career move to DTM came too late in my career for me; I was 38 when I signed up for it. But I still felt I brought a lot to BMW, with the early set-up and development at the beginning with Augusto and me, and I helped them wrap up the manufacturers' championship.

"It took Martin Tomczyk over 10 years to win the DTM title, and I was very similar to him on pace. It's so hard: I stopped looking at my position and started looking at my deficit, which was half a tenth – and that's 16th place! Some big players have struggled here, and that's not people losing their ability overnight.

"But I came out of that hardship: at the final round at Hockenheim I stuck it third on the grid, with 18 21-year-old testosterone-crazed wonderboys behind me, all at the age of 40 – and I felt free again. Even if you finished in the top 10 in the DTM, you've done well.

"In those two years in the DTM I found another level within myself. I was always mentally focused, but now I'm seeing the even finer details. I'm a better driver now than I was 10 years ago; I'm more committed in the car. I feel really 'on it'. I still have the desire."

> "No matter how big you think you are as a driver, you're never bigger than the manufacturer" ANDY PRIAULX

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Closed-road rallying could become more commonplace

PM backs closed-road racing

British government gives UK road-based motorsport the green light

THE BRITISH GOVERNMENT has agreed to a change in legislation that will allow more closed-road motorsport in the UK.

Prime minister David Cameron announced last week that, if the Deregulation Bill becomes law, it will enable local authorities to suspend the Road Traffic Act to allow motorsport events to be held on public roads in mainland Britain. This currently requires an Act of Parliament.

A consultation was carried out earlier this year and the proposal, which will eradicate the lengthy process of waiting for support from both the House of Commons and the House of Lords, will be fast-tracked to feature in the Deregulation Bill currently going through parliament.

"We are going to enable more road races for GB motorsport," said Cameron. "We think this will be really useful to British motorsport and benefit local communities."

BOOST TO BRITAIN

British motorsport's governing body the Motor Sports Association was key in corralling support for the proposal, which received more than 6000 responses.

MSA chairman Alan Gow said: "The closed-road legislation is much more about the freedom for councils and organisers to be able to stage cost-effective local events on their roads. It is a great opportunity for national, regional and club motorsport."

A report from the Department for Culture, Media and Sport indicated that as many as 20 new events could be held, believed to be from 2016 onwards, compared to only a handful at present.

The Jim Clark Rally and Tour of Mull are held on British closed roads, although there are two British Hillclimb Championship rounds staged in Guernsey and Jersey respectively and another in Craigantlet on the outskirts of Belfast.

Hinckley and Bosworth Borough Council – covering the area that includes Mallory Park – has indicated an interest in a closed-road rally event, while the Borough of Poole in Dorset wants to incorporate such stages into the Sunseeker Rally.

Five more local authorities have already expressed intent to hold events, including Powys County Council in mid-Wales, Hertfordshire County Council and Tendring District Council in Essex.

HILLCLIMB EVENTS TARGETED

British Hillclimb Championship coordinator Tim Wilson said the series, with championship operator the BARC, will evaluate the potential for high-profile closed-road meetings on mainland Britain at the new FIA-sanctioned Hillclimb Masters in Luxembourg in October.

"The BHC is all about competing across a variety of events and the closed-road events offer a completely different challenge to the dedicated hillclimb venues," said Wilson.

"The [Hillclimb Masters] will also provide an opportunity for us to examine the use of closed roads for hillclimbing, with a view to potentially hosting a round of the European Hillclimb Championship – which is typically on much longer roads than the normal UK hills – or including a new closed-road event within the BHC."

Hillclimb fraternity should benefit

SCOTT MITCHELL
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CAN WE AGREE THAT THOSE who will benefit the most from the legislation change to make it easier for closed-road motorsport to be approved in Britain are those involved in club or national level motorsport? Good, because I'm tired of repeating that it is not about a London Formula 1 race.

The prospect of European Hillclimb Championship rounds – and possibly regular UK events – on the streets of mainland Britain is great for parts of the sport that can so easily be overlooked, and the value of bringing motorsport to the people cannot be overstated, be it through hillclimb events, rallies or touring car demos.

There are going to be hurdles to overcome, but many of the positive responses to the government consultation came from councils and other key local bodies. So (as ever), it is likely that the finances will prove the trickiest obstacle.

Projected financial benefits will need to be balanced against traffic disruption, noise pollution, local business and community impacts, while event organisers may also be charged with paying for any improvements to public roads that are required for them to cope with the demands of high-speed competition.

But financial obstacles are nothing new and there's a huge opportunity here for British motorsport, one that could help drive investment in ways it couldn't before. The old saying suggests where there's a will, there's a way – and the will to make this a success seems bigger than ever.

BIG NUMBER

6077

The number of responses to the government's proposal to permit motorsport on closed public roads.

BTCC champions will contest race for '50s tin-tops

BLOXHAM/LAT

Goodwood Revival

Star BTCC cast for Revival tin-top race

A HOST OF BRITISH TOURING Car champions and race winners are set to compete against one another in the Goodwood Revival's St Mary's Trophy race.

Current stars Colin Turkington, Gordon Shedden, Matt Neal and Fabrizio Giovanardi are being lined up to compete against former champions John Cleland and Robb Gravett in the races for 1950s tin-tops.

Giovanardi is set to drive an Alfa Romeo while Honda team-mates Neal and Shedden will each drive a 1959 Austin A35. Double champion Jason Plato and 2013 winner Andrew Jordan had already been confirmed for the event, where they will drive a Ford Prefect 107E and Austin A40 respectively.

In addition to the title winners, organisers are targeting entries for former stars Tom Kristensen, Steve Soper, Rob Huff, Darren Turner and Anthony Reid.

"I've done it for the past few years now and I'd love to do it again," said Cleland. "It's a fantastic event. I've never really been in a car capable of winning so it would be good to do that for a change.

"I'm up for it. I think we're pedalling these things pretty hard, probably as hard as I was back in the day. It never occurs to me I can't win or that they are better."

Though Turkington is yet to be confirmed the current BTCC leader says he would jump at the chance.

"It's certainly something I'd like to do," he said. "I've never been to Goodwood before but I've heard about all the names they've got so it would be great to be in the mix."

Shedden, Neal and Jordan are also likely to contest the Shelby Cup for small-block V8s.

Fun Cup

BTCC starlet Ingram makes Spa 25 Hours appearance

BRITISH TOURING CAR ROOKIE Tom Ingram made a last-minute appearance in the Spa 25 Hours Fun Cup race at Spa-Francorchamps last weekend.

The Toyota Avensis driver, who contested a Fun Cup race at Brands Hatch last month, finished second in the UK class driving for the Global Racing squad alongside ex-Euro BOSS racer Scott Mansell, team boss John Gilbert and Sarah Reader.

Tiger team won UK class

Ingram helped the team to 19th overall, six laps down on the class-winning Team Tiger entry headed by historics and GT ace Oliver Bryant.

"I stepped in for [Speedworks boss] Christian Dick at Brands and it just carried on from there," said Ingram. "It was my first time at Spa and it was a really cool experience actually, something completely different.

"They are strange things to drive, they move around all over the place but they are fairly easy once you get used to it and Spa was an awesome place for it."

The race was won overall by the Evo 3-class Allure squad.

British GT

Ex-Porsche ace Hankey to join British GT with racing rookie

Hankey is eyeing GT4

EX-PORSCHE CARRERA CUP Great Britain ace Euan Hankey is eyeing a move to British GT next year in the GT4 class.

Hankey and racing rookie Salih Yoluc competed together for the first time at Oulton Park earlier this month, driving an Optimum Motorsport Ginetta G55.

The duo claimed a class win in the opener and will continue to race in both Britcar and GT Cup this year ahead of their planned British GT switch.

"Salih had his first race at Oulton and to get the win was wicked," said Hankey, a winner in Formula BMW UK in 2006. "He hadn't done any driving until December last year when he did a race course with me.

"We're doing five more weekends and then the plan is to do GT4 in British GT next year with a view to start testing GT3 halfway through the year.

"British GT seems to be a good option and it's good for me to be able to demonstrate my skills in helping to develop my co-driver."

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Historic Formula 1

Ferrari GT and historic racer to make F1 debut at Classic

GT AND HISTORIC RACER AARON Scott will make his Formula 1 debut at the Silverstone Classic later this month.

Scott, who races in British GT with the AF Corse Ferrari squad, will contest the Masters Historic Formula 1 race at the Classic on July 26/27 in an ex-Arturo Merzario March-Cosworth 761 owned by Tommy Dreelan.

The opportunity has come up because Dreelan, with whom Scott competes in the Group C/GTP Racing series, is moving up to a newly-purchased 1982 Williams-Cosworth FW08.

Scott said: "Tommy has bought the ex-Keke Rosberg Williams, but thought that he'd like to have the March there. It's a great opportunity for me, but it's probably only going to be a one-off."

The entry for the Masters F1 race has also been boosted by the addition of Denny Hulme's 1972 South African Grand Prix-winning McLaren M19A. The car, part of Roald Goethe's ROFGO Collection, will be raced by Stuart Hall.

Hall, who will drive the car for the first time in the week ahead of the race, said the car was being brought out after their failure to get an entry for the Monaco Historic GP in May.

Ex-Merzario March will race

LAT

EBREY

FFord leader to race FJunior Cooper

British Formula Ford championship leader Harrison Scott will make his Silverstone Classic debut later this month competing in Historic Formula Junior. Scott will drive a Cooper T56 in the July 25-27 event's Peter Arundell Trophy races.

Lotus Cup

Goff wins Euro Lotus debut

BRITISH TOURING CAR DRIVER Jack Goff marked his first Lotus Cup Europe appearance with victory at Spa Francorchamps last weekend.

The 23-year-old claimed top spot in the first race after tyre issues dropped Greg Rasse and Jon Walker out of contention, enabling Goff to finish at the front of the 40-car field.

Race two was a disappointment for the 2012 Renault Clio Cup UK champion as he was unable to make it to the flag, while Rasse took the victory.

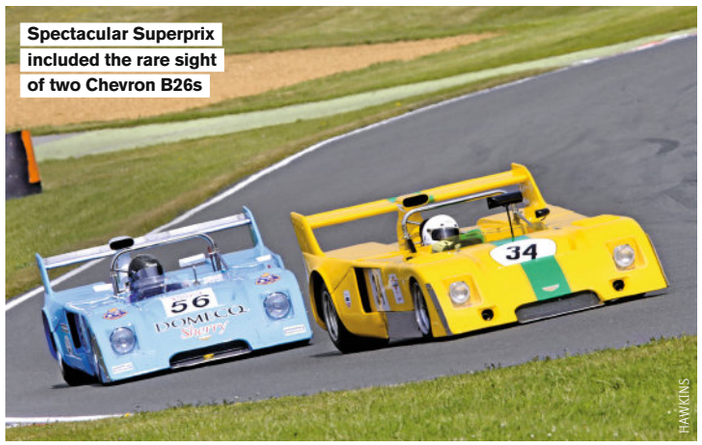
In the Lotus Cup UK, Ken Savage claimed the honours when early leader Fabio Randaccio's car expired and Rob Fenn dropped back in the closing stages. Marcus Jewell made it a 2-Eleven one-two in second, while Freddie Hetherington topped the Exige class.

Adam Gore came out on top in the Production-class standings after a fierce tussle with Fulvio Mussi.

BTCC driver won at Spa

HUMBLE PYE

The voice of club racing



Spectacular Superprix included the rare sight of two Chevron B26s

HAWKINS

Historic showpieces are a window back in time

The variety of marques and wonderful cars – spanning 1953 to 2000 – at last weekend's 25th HSCC Superprix provided a magnificent insight into historic racing. Motorsport fans weaned on today's one-make fodder have missed the sport's golden years, but at least there are opportunities galore to revisit history. And soon with the Silverstone Classic coming up in a fortnight!

Brands Hatch's forested Grand Prix loop, like Oulton Park – which stages the unmissable Gold Cup over the August Bank Holiday weekend – is among the world's greatest places on which to drive or watch the icons of yesteryear. Formula 1 cars were there at May's Masters Historic Festival, but this time F2, F5000, F3 and two-litre sportscars took centre stage. I love them all, because they 'magic me back' to the '70s, my teenage years.

I am so fortunate to have raced all four genre as historics and it's almost impossible to choose my favourite. Each has its joys, but if pushed I'd plump for the sportscars. To my mind they are the most gorgeous ever built, and I sketched them ad nauseam on secondary-school exercise books (only Chevrons and Lolas recognisably) to teachers' despair.

Happily, I was at Brands Hatch's opening round of the '75 European Championship – by then dead on its feet – but the two-seater F2 cars, as they were, could never disappoint me. There was a solo Osella there then (the Scuderia Nord-Ovest PA3 of 'Gianfranco'), so a trio of Osellas and two Chevron B26s made my heart beat faster this time.

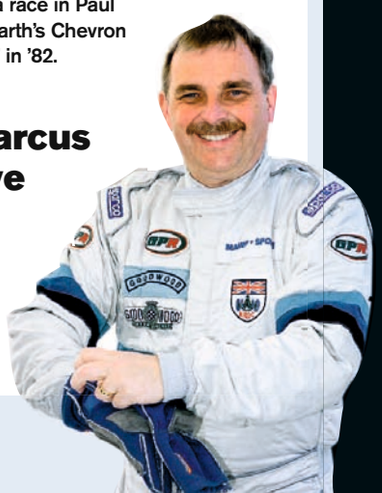
The monocoque-centred B26s succeeded the B23, last of Derek Bennett's spaceframe line, for '74. Nine were made, so it was brilliant to see Robert Shaw's car (seventh overall and class runner-up in Brands' BA 1000Kms with Alain de Cadenet/Christian Melville up) and Andrew Schryver's newly-acquired Italian-supplied machine dicing.

I'd driven the yellow beauty gently on an HSCC test day – when Steve Farthing, from whom Martini Trophy chairman Schryver bought it – in the '80s, and raced the works 'Chocolate Drop' in Mike Pendlebury's '90s' ownership, so it was a special moment.

> "A trio of Osellas and two Chevron B26s made my heart beat faster"

This weekend I'll turn the clocks back further at the VSCC's Bob Gerard Memorial race meeting at Donington, then fast-forward again with the CSCC at Mallory Park (the Leicester circuit's only all-car event this season), where I managed to win a race in Paul Howarth's Chevron 'B19' in '82.

Marcus Pye



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Brabhams will share a works Radical SR3

Radical SR3 Challenge

Brabhams to team up in Radical

BRITISH FORMULA FORD RACE winner Sam Brabham will make his sportscar debut this weekend, sharing a works Radical SR3 with father David.

The Brabhams, who are struggling to find the funding to continue Sam's Formula Ford career after his season was disrupted by budget issues, will compete in the UK Challenge series in a works-run SR3 at Snetterton.

"It will be awesome to drive with dad; we've always talked about sharing a car," said Brabham Jr, who like his father has never driven an SR3.

"It's going to be interesting, I've never shared a car with anyone but I couldn't ask for anyone better. He's one of the best in the business."

"It's always good to learn a new car and discipline, and this is a fantastic opportunity. I may have to do this in the future and I can gain good experience."

American Le Mans Series regular Ben Devlin will also make his Radical return at Snetterton after an absence of five years.

The British sportscar ace will make it five drivers with international prototype experience on the grid, joining Brabham, Stuart Moseley, Marcello Marateotto and Phil Keen.

GT1-98 took last Porsche Le Mans win

Silverstone Classic

Hartley to drive 911 GT1

THE 1998 LE MANS-WINNING Porsche 911 GT1-98 will be part of the Silverstone Classic's GT90s high-speed demonstration, driven by factory driver Brendon Hartley.

Nearly 30 cars have already been confirmed for the 90s GT Legends, which will get 25 minutes of running on each day of the July 25-27 event.

Six McLaren F1 GTRs, in both short and long-tailed forms, are also part of the demonstration, which could be a precursor to a race for GT cars of the 1994-2000 era next season.

Other cars scheduled to appear include three Jaguar XJ220s, to be driven by Andy Wallace, Anthony Reid and Justin Law, two Ferrari F40 LMs, two Dodge Vipers, and a Lister Storm GTS for Jamie Campbell-Walter.

FIA F4

Ford sets target for FIA F4 car

FORD IS OPTIMISTIC THAT ITS NEW junior single-seater racer built to FIA Formula 4 regulations will be ready in time for its annual sampler day.

The Blue Oval is working on the car that will be used in the rejigged British Formula Ford Championship from next season but is yet to announce which chassis its 1.6-litre EcoBoost engine will be mounted on.

Ford Head of Racing in Europe Gerard Quinn said he was confident that the car would test before winter.

"It's taken a bit longer to come together than we would have liked but we have the ability to get a car out by the end of this year," said Quinn. "If there's any milestone it's to have the car in place for the sampler day in October or November. If there's an opportunity to do that before then, we will."

In brief

Turner mighty in Mini

British Touring Car race winner and two-time Le Mans 24 Hours GT1-class winner Darren Turner made his Mini Festival debut at Oulton Park last weekend. The Aston Martin factory driver qualified on pole by 2.5s and claimed a brace of dominant victories. "It's always a pleasure to drive this type of car," he said. "It's nice to get back on an old-school circuit and do something just for fun."

Stoney doubles up

Shane Stoney found himself on double duty at Oulton Park last weekend, competing in both the Mini Challenge and Scottish Mini Cooper Cup. He claimed three class wins in the UK championship and second- and third-place finishes in the Scottish series.

VW racer's UK debut

Ex-Mini Challenge ace-turned-Scirocco R-Cup driver Chris Smiley made his Volkswagen Racing Cup UK debut in last weekend's races at Spa-Francorchamps. The 2013 JCW Mini class winner drove a Golf GTi to seventh and 14th in the two races.

Jones misses out again

Last year's British GT4 runner-up Declan Jones was absent from the grid at Spa for the second meeting in a row. The BMW M3 driver skipped the two races after also missing the Snetterton encounters. He last appeared at Silverstone, where one-off driving partner Alain Schlesinger had a controversy-filled race.

Morgan nets podium

Renault Clio Cup UK frontrunner Alex Morgan claimed his first Eurocup podium at the Nurburgring last weekend. The KX Akademy-backed driver joined top Italian squad Rangoni Corse for the two races, finishing in the top 10 in the first and completing a Rangoni one-two in the second behind points leader Oscar Nogues.

Cleland led after Oulton

Super Touring

Cleland misses Brands Super Touring races

DOUBLE BRITISH TOURING CAR champion John Cleland lost his Super Touring Car Championship points lead after being forced to skip the Brands Hatch Superprix.

The Vauxhall Vectra driver suffered a broken suspension component in qualifying for the previous round at Oulton Park, where the Scot finished the two races second, but he was unable to get a repaired part in time.

He insists he will return for the championship's showpiece round at the Silverstone Classic later this month.

"We put some faith into a local engineering firm that were going to make us a part for the suspension that we broke at Oulton Park and they f***** it up," he said. "It's f****** annoying. We'd certainly have been on the podium, but we'll definitely be out for the Classic."

HISTORIC SUPERPRIX BRANDS HATCH, JULY 12-13 HSCC

Lotuses top Superprix jubilee

HISTORIC SPORTS CAR CLUB racers have adored Brands Hatch's spectacular Grand Prix circuit since the inaugural Historic Superprix of 1990, but the milestone 25th edition was extra special. Close, clean racing showcased the spectrum of categories, but Saturday's sensational Classic Racing Cars battle between Lotus 59/69 rivals Ian Jones and Antony Ross provided the tightest finish.

Being beaten away by Ross and Andy Jarvis (Palliser) refocused Jones, who repassed Jarvis a lap in, then ousted Ross into Paddock on lap five. The Lotuses were barely separable thereafter. "It's fantastic how those twin-cam engine notes harmonise, flat out," beamed Ian's son Mike.

"He made one error coming down from the hairpin, which needed a bold move — and I failed to take it," rued Ross, who came up 0.165s short. "There was another moment with a Formula Ford on the penultimate lap, but I did my best." Jones added: "That was one I'll remember for a long time."

Colin Chapman's Lotus brainchildren didn't stop winning there. Andy Shepherd (Seven), Jim Dean (Europa) and Robin Ellis (Elite) worked their steeds hard to claim Historic Road Sports, '70s RS and FiSCar honours. Shepherd bored past Jonathan Stringer's 7 S2 at Paddock on lap two, then ousted Kevin Kivlochan's Morgan. In a fabulous grid replete with '50s cars, yet *sans* poleman Larry Kennedy's Elan, Barry Ashdown's door-flapping Elan beat Stringer to third. Ellis was fifth, with Brian Arculus's Elite in his slipstream.

'TK' Whyte leads Dodd

Without champion Oliver Ford, who stuffed his Europa in qualifying, Dean asserted himself over Peter Shaw (TVR Tuscan) and Charles Barter (Datsun 240Z) with a faultless '70s RS drive. Barter, amazed to land pole while running his engine in, headed Bill Jenkins's BMW CSL.

Six colourful Chevron GTs swarming through Paddock set the Guards GT enduro battle lines before the Schryver cousins, Will and James, took up the cudgels. There were dramatic moments when Steve Hodges (Gropa-plated B8) and Philip Nelson converged approaching Graham Hill Bend, then James Schryver was released from his stop across Nelson's bows in the pitlane, but Will Schryver relayed father Michael to a superbly paced victory over his nephew.

Mike Whitaker commanded the Pre-'66 GT section, but fellow TVR Griffith pilot John Spiers was pipped to second by champion Chris Scragg (Jaguar E). Marcos stalwart Peter Thompson eclipsed Paul Tooms (Elan).

Dave Methley screamed his Merlyn clear of the 23-car 1000cc F3 pack, untroubled once Francois Derossi (Chevron B17) disappeared. Although the leaders were spread out, frenetic multi-marque scraps down the field reflected the 1964-70 era.

Stretton streaked to F2 success

At the scene of the European F2 Championship's 1984 swansong, Martin Stretton's demonstration of the two-litre class's dynamics saw his March 742 chased by Richard Evans's stunning 1600cc FAtlantic 79B both days. "I wish I had some friends to play with," said Stretton. James Claridge (Brabham BT38) was best of the rest, but Saturday's tussle at the back between Lincoln Small and David Gurney Brown in BT30s exemplified the spirit of HSCC competition.

Ian Flux saddled Sean Walker's FAI Osella PA3 and guided the svelte Italian mistress with a shrill German (BMW) accent to a runaway Martini Trophy double. Robert Oldershaw (Lola T212/R) and Jonathan Loader (Chevron B19) were happy runners-up on successive afternoons.

With the Silverstone Classic bonanza looming, only eight Super Tourers arrived, but Honda Accord duo Stewart Whyte and James Dodd raced hard and fast, erasing Patrick Watts's lap record. With Whyte — who supplanted absent Scottish compatriot John Cleland atop the table — suffering handling gremlins and Dodd minus third gear, a win apiece seemed fair.

The orchestra of F5000, F2, FAtlantic and F3 engines echoing through the trees heralded Sunday's Derek Bell Trophy double-whammy. Swapping from McRae GM1 to Eagle FA74 did not affect another Michael Lyons clean sweep, but Mike Whatley (Surtees TS8) and Ian Ashley (Lola T300) damaged their cars heavily, Ashley on the first race's damp restart.

Andy Smith chased Lyons gallantly, but slid into the Sheene Curve barrier having tripped over a lapped car in race two. That promoted Greg Thornton, before he spun his ex-Peter Gethin 1973 Race of Champions-winning Chevron B24. Ian Flux thus gratefully grabbed second in Mike Smith's March 79B, ahead of Thornton and Mark Charteris's giant-slaying Mallock.

A tail-ender derailed Sam Mitchell when he had Sunday's FF1600 race won. Nick Arden spun trying to make

The 59s of Jones and Ross duke it out

ALL PICS: GARY HAWKINS

room at the foot of Paddock Hill Bend, contact breaking the rear suspension and gearbox of Mitchell's sister Merlyn. Having bested Callum Grant, novice Michael O'Brien survived being squeezed by a backmarker out of Surtees to add to May's Silverstone GP circuit triumph. Benn Simms and Tiff Needell were third and fourth.

Another stunning battle between Tim Davies in his Lotus Cortina and Neil Brown's tail-wagging Ford Mustang characterised the Touring Car treat. Brown outbraked Davies decisively into Paddock amid belches of flame from the V8's exhausts. Mike Gardiner (Cortina) watched on as Bob Bullen (Anglia) repelled Nick Whale's Studebaker for fourth.

Triple Formula Junior champion Jon Milicevic (Cooper T59) ruled again, leaving Mike Hibberd (Lotus 27) a solitary second. Pete Morton (Lightning Envoyette) pipped polesitter Stuart Roach (Alexis Mk4) in the third-place scrap. Everybody missed Westie Mitchell's clutchless De Tomaso, stranded on P3, but he clawed back to ninth using only fourth and fifth gears after a bump-start.

The Classic F3 round featured poleman David Shaw scorching away in a "borrowed" March 803B and Nick Padmore falling from second to sixth after botching the start in Max Smith-Hilliard's ex-Mike Korten 1979 German title-winning 783/793. Padmore's return was relentless. Having dived past Shaw into Clearways he sped clear, with Richard Trott (Chevron B43) third.

● Marcus Pye

RESULTS

CLASSIC RACING CARS (13 LAPS) **1 Ian Jones (Lotus-t/c 59) 21m25.052s (88.66mph)**; 2 Antony Ross (Lotus-t/c 59) +0.165s; 3 Andy Jarvis (Palliser-t/c WDB2); 4 Michael O'Brien (Merlyn-Ford Mk20); 5 Alan Baillie (Cooper-t/c T71/73); 6 John Hutchison (Crossle-t/c 14F). **Class winners** O'Brien; Christoph Widmer (Brabham-MAE BT18A); Peter Anstiss (Lotus-Ford 20/22). **Fastest lap** Ross 1m37.467s (89.86mph).

HISTORIC ROAD SPORTS & FISCAR TEAM CHALLENGE (11 LAPS) **1 Andy Shepherd (Lotus 7 S2) 20m13.223s (79.47mph)**; 2 Kevin Kivlochan (Morgan +8) +13.227s; 3 Barry Ashdown (Lotus Elan); 4 Jonathan Stringer (Lotus 7 S2); 5 Robin Ellis (Lotus Elite); 6 Brian Arculus (Lotus Elite). **CW** Kivlochan; Ellis; Paul de Havilland (Jaguar XK150); John Shaw (Porsche 911); Neil Hardy (Austin-Healey 100M); Richard Owen (Triumph TR2); Chris Scholey (Jaguar XK120); Peter Bornhauser (Ginetta G15). **FL** Shepherd 1m47.640s (81.37mph).

70s ROAD SPORTS (11 LAPS) **1 Jim Dean (Lotus Europa) 20m20.346s (79.00mph)**; 2 Peter Shaw (TVR Tuscan) +5.724s; 3 Charles Barter (Datsun 240Z); 4 William Jenkins (BMW 3.0CSL); 5 Sarah Bennett-Baggs (Porsche 911); 6 Johan Denekamp (Lancia Beta Monte Carlo). **CW** Shaw; Jenkins; Mark Dudley (Alfa Romeo 2000 GTV). **FL** Dean 1m48.851s (80.46mph).

1000cc HISTORIC F3 (12 LAPS) **1 Dave Methley (Merlyn Mk14A) 20m16.813s (86.43mph)**; 2 Peter Thompson (Brabham BT21) +43.285s; 3 Steve Smith (Chevron B15); 4 Michael Scott (Brabham BT28); 5 Simon Armer (March 703); 6 Chris Holland (Brabham BT21). **FL** Methley 1m40.125s (87.47mph).

HISTORIC F2 (BOTH 14 LAPS) **1 Martin Stretton (March-BDG 742) 20m33.992s (99.43mph)**; 2 Richard Evans (March-BDA 79B) +6.857s; 3 James Claridge (Brabham-BDG BT38); 4 Jeremy Wheatley (Surtees-Hart BDA TS15); 5 Robert Simac (March-BDA 712); 6 Jamie Brashaw (Chevron-FVC B25). **CW** Evans; Simac. **FL** Stretton 1m26.071s (101.76mph). **RACE 2 1 Stretton 20m37.970s (99.11mph)**; 2 Evans +7.418s; 3 Claridge; 4 Wheatley; 5 Brashaw; 6 Simac. **CW** Evans; Simac. **FL** Stretton 1m26.250s (101.55mph).

MARTINI TROPHY (14 LAPS) **1 Ian Flux (Osella-BMW PA3) 21m13.268s (96.36mph)**; 2 Robert Oldershaw (Lola-FVC T212/R) +9.959s; 3 Jonathan Loader (Chevron-BDG B19); 4 Robert Parker (Osella-BMW PA5); 5 Philip Hall (Lola-FVC T212); 6 Andrew Schryver (Chevron-BDG B26). **FL** Flux 1m29.295s (98.08mph). **RACE 2** (12 LAPS) **1 Flux 20m11.923s (86.78mph)**; 2 Loader +3.761s; 3 Parker; 4 Oldershaw; 5 Hall; 6 Schryver. **FL** Flux 1m29.878s (97.45mph).

SUPER TOURING (12 LAPS) **1 Stewart Whyte (Honda Accord) 20m06.243s (87.19mph)**; 2 James Dodd (Honda Accord) +4.781s; 3 Graeme Dodd (Nissan Primera); 4 Richard Meins (Ford Mondeo); 5 Harry Whale (BMW E30 M3); 6 Mark Smith (BMW E30 M3). **FL** Whyte 1m35.001s (92.19mph). **RACE 2** (13 LAPS) **1 J Dodd 20m38.550s (91.99mph)**; 2 Whyte +2.400s; 3 G Dodd; 4 Smith; 5 Mark Wright (Ford Escort RS1800); 6 Meins. **FL** Whyte 1m34.240s (92.94mph).

GUARDS TROPHY (22 LAPS) **1 Will & Michael Schryver (Chevron-BMW B6) 39m59.987s (83.96mph)**; 2 James Schryver (Chevron B8) +25.862s; 3 Charles Allison (Chevron B8); 4 Nick Thompson/Shaun McClurg (Chevron B6); 5 Michael Whitaker (TVR Griffith); 6 Michael & Andrew Hibberd (Lotus 23B). **CW** Whitaker; Hibberd/Hibberd; Chris Scragg (Jaguar E-type); Peter Thompson (Marcos 1800GT); Allan Ross-Jones (Triumph TR4). **FL** W Schryver 1m39.145s (88.34mph).

DEREK BELL TROPHY (7 LAPS) **1 Michael Lyons (Eagle-Chevrolet FA74) 10m05.464s (101.38mph)**; 2 Andrew Smith (March-BDG 742) +7.063s; 3 Greg Thornton (Chevron-Chevrolet B24); 4 Ian Flux (March-BDA 79B); 5 Mark Charteris (Mallock-Ford Mk20/21); 6 Paul Campfield (Chevron-Chevrolet B24). **CW** Smith; Flux; Charteris; Chris Atkinson (Surtees-Chevrolet TS8); Daniel Pyett (Tecno F2); Bruno Huber (Argo-Toyota JM1). **FL** Lyons 1m24.644s (103.47mph).

RACE 2 (14 LAPS) **1 Lyons 20m04.680s (101.84mph)**; 2 Flux +53.524s; 3 Thornton; 4 Charteris; 5 Jon Finch (Chevron-BDA B34); 6 Simon Taylor (Chevron-Chevrolet B28). **CW** Flux; Charteris; Atkinson; Pyett; Huber. **FL** Lyons 1m24.353s (103.83mph).

HISTORIC FF1600 (12 LAPS) **1 Michael O'Brien (Merlyn Mk20) 20m31.016s (85.44mph)**; 2 Callum Grant (Merlyn Mk20A) +0.664s; 3 Benn Simms (Jomo JMR7); 4 Tiff Needell (Lotus 69F); 5 James Buckton (Elden Mk8); 6 James Hadfield (Titan Mk4). **CW** Grant. **FL** Mitchell 1m39.969s (87.61mph).

HISTORIC TOURING CARS (11 LAPS) **1 Neil Brown (Ford Mustang) 20m21.842s (78.91mph)**; 2 Tim Davies (Lotus Cortina) +0.887s; 3 Mike Gardiner (Lotus Cortina); 4 Bob Bullen (Ford Anglia 105E); 5 Nick Whale (Studebaker Lark Daytona 500); 6 Jonathan Gomm (BMW 1800). **CW** Davies; Gardiner; Simon Benoy (Hillman Imp); Graham Pattle (Lotus Cortina); Steve Jones (Morris Cooper S); Roger Godfrey (Austin Cooper S). **FL** Brown 1m49.134s (80.25mph).

HISTORIC FORMULA JUNIOR (12 LAPS) **1 Jon Milicevic (Cooper T59) 20m50.688s (84.09mph)**; 2 Michael Hibberd (Lotus 27) +5.857s; 3 Pete Morton (Lightning Envoyette); 4 Stuart Roach (Alexis Mk4); 5 Laine Martin (Lotus 20); 6 Robert Barrie (Lotus 18). **CW** Martin; Barrie; Mark Woodhouse (Elva 100). **FL** Milicevic 1m43.088s (84.96mph).

CLASSIC F3 (13 LAPS) **1 Nick Padmore (March 783/793) 20m10.961s (94.08mph)**; 2 David Shaw (March 803B) +8.420s; 3 Richard Trott (Chevron B43); 4 Jamie Brashaw (March 793); 5 Simon Jackson (Chevron B43); 6 Hugh Price (Chevron B38). **CW** George Fowler (Van Diemen RF82); Gareth Walters (Mallock Mk11B). **FL** Padmore 1m31.241s (95.99mph).

Fennymore came through to win

HISTORIC FF2000 BRANDS HATCH JULY 13 HSCC

One more for Fennymore

BUOYED BY LAST MONTH'S MAIDEN

Historic Formula Ford 2000 victories at Cadwell Park, Graham Fennymore was thrilled to receive the inaugural John Taylor Memorial Trophy after a hard-fought Sunday finale, particularly since the engine was not back in his TMJ Interiors Reynard SF81 until 3am on Thursday!

The Classic F3 champion qualified sixth on a drying track – 2.5 seconds shy of poleman Ben Tusting (Reynard SF79), whose closest rivals on the 23-strong grid were Royale-mounted Benn Simms (RP30) and Andrew Storer (RP27). But Fennymore was a menacing third, behind Simms and Tusting, within a lap of the start.

Fennymore demoted Tusting onto the GP circuit, then hounded Simms down, "sailing past" when he missed top gear in front of the pits on lap five. "It's just as much fun as F3, but I'm not used to FF2000 yet. I looked for fifth gear a couple of times," grinned Fennymore.

Tusting usurped Simms on the penultimate lap and kept second. Andy Park, Tom Smith and Colin Wright populated the minor places after Storer went quarrying at Paddock. Scott Temple (ex-Desire Wilson/Jenny Kennedy Crossle 33F) cleared Tom White's version for Pre-'79 honours. Delightfully, Stuart Olley raced Taylor's RP27 in tribute to his mate and finished 16th.

● Marcus Pye

RESULTS (13 LAPS) **1 Graham Fennymore (Reynard SF81) 20m51.451s (91.04mph)**; 2 Ben Tusting (Reynard SF79) +7.483s; 3 Benn Simms (Royale RP30); 4 Andrew Park (SF81); 5 Tom Smith (Royale RP27); 6 Colin Wright (SF79). **CW** Scott Temple (Crossle 33F); Jon Randall (Lola T324). **FL** Fennymore 1m34.392s (92.79mph).

Brown's Mustang leads Davies's Cortina

Norton topped the resurgent FF1600s

JONES

CASTLE COMBE, JULY 12-13 CSCC

Norton stars on Combe comeback

BEN NORTON SHOCKED THE FORMULA Ford 1600 establishment with a remarkable victory on his return to the series at Castle Combe's Retro Racing weekend.

Despite being absent from Combe since early 2013, Norton controlled race one from the front after qualifying on pole, while an intense battle raged behind him for second.

Reigning champion Adam Higgins managed to find a way past Oliver White, another series returnee, on the penultimate lap to take the spot, while returning ex-champion Rob Hall was also in the hunt until an early brush with the tyres at the Esses put him out of contention.

Polesitter Hall looked to have things under control in the second race until a safety car erased his advantage. Under pressure from Higgins at the restart, Hall outbraked himself and ended up in the barriers at Quarry. That allowed Higgins through to win after surviving a late charge from Roger Orgee. Norton worked his way up to third after starting from the back, having got stuck in second gear on the warm-up lap. He then got involved in a late-race tangle with Ed Moore at Camp.

Russell Akers took a double victory on his return to the Saloons, controlling race one throughout after Tony Hutchings's Audi TT lost second and fourth gears on the opening lap.

An early exit for polesitter Charles Hyde-Andrews-Bird (Megane) in race two left the fast-starting Hutchings and Akers to dispute the win, the latter making the winning pass immediately after a safety-car period.

Tony Dolley (206), Rodney Apperly (106), Carl Loader (Saxo), Russell Poynter-Brown (Corsa) and title contender Dave Rose (Lupo) claimed respective class wins.

Gary Prebble's Lancer kept the TVR of Perry Waddams at bay to win the first Sports and GT race, taking advantage of title rival Barry Squibb's absence due to gearbox trouble during qualifying. Prebble was on course to win the second race before a turbo problem dropped him to third, Waddams duly taking victory before adding a second triumph later in the day in the Future Classics.

The truncated Modern Classics race was won at a canter by the Porsche 911 shared by David Hornsey and Steve Miller, while a sensational early pass around the outside of Andy Crockett's Radical at Camp set up an easy victory for the Spire of Combe debutant Tim Gray in the Sports Racing category.

James Ramm took a double victory in the Jaguar Saloon and GTs, although Sam Clarke Sr won on the road in the second race after a last-lap pass before receiving a five-second penalty for exceeding track limits. Points leader Dave Howard missed the first race due to an oil leak but fought his way from the back of the grid to fourth in the second.

A late safety car failed to stop Peter Ratcliff taking the Magnificent Sevens race, while the Swinging Sixties event, characterised by a lengthy caution period, was dominated by the Mini of Richard and Martin Wager.

The Tin Tops encounter was red-flagged and moved to the end of the schedule following lengthy barrier repairs due to a major shunt at Folly; the shortened event was ultimately won by Russell Hird's Integra. Rob Spencer took honours in the MGCC Thoroughbreds event, with McCarthy brothers Russell and Spencer taking a one-two in the BCV8s race.

● Jamie Klein

Waddams (77) shared wins with Prebble

JONES

RESULTS

FF1600 (BOTH 15 LAPS) **1 Ben Norton (Spectrum 010B) 18m21.319s (90.70mph)**; 2 Adam Higgins (Van Diemen JL12) +7.315s; 3 Oliver White (Van Diemen RF01); 4 Roger Orgee (Van Diemen RF00); 5 Richard Higgins (JL12); 6 Nathan Ward (Spectrum 011C). **Class winners** David Cobbold (Van Diemen RF89); Tom Hunter (Swift SC92F); Terry Durdin (Crossle 25F). **Fastest lap** A Higgins 1m12.172s (92.27mph). **RACE 2 1 A Higgins 20m27.215s (81.40mph)**; 2 Orgee +0.169s; 3 Norton; 4 Ward; 5 R Higgins; 6 Ashley Crossey (Spectrum 011B). **CW** Cobbold; Hunter; Luke McShane (Crossle 45F). **FL** Orgee 1m11.854s (92.68mph).

SALOONS (BOTH 15 LAPS) **1 Russell Akers (Vauxhall Astra) 19m33.648s (85.11mph)**; 2 Julian Ellison (Astra VXR) +4.967s; 3 Charles Hyde-Andrews-Bird (Renault Megane); 4 Dave Scaramanga (VW Scirocco); 5 John Barnard (VXR Turbo); 6 Rodney Apperly (Peugeot 106 GTI). **CW** Apperly; Tony Dolley (Peugeot 206); Russell Poynter-Brown (Vauxhall Corsa). **FL** Akers 1m16.088s (87.53mph). **RACE 2 1 Akers 21m32.738s (77.27mph)**; 2 Tony Hutchings (Audi TT) +1.155s; 3 Barnard; 4 Ellison; 5 Carl Loader (Citroen Saxo VTS); 6 David Challenger (SEAT Leon Cupra). **CW** Loader; Dolley; David Rose (VW Lupo). **FL** Hutchings 1m15.614s (88.07mph).

SPORTS & GT (BOTH 15 LAPS) **1 Gary Prebble (Mitsubishi Lancer Evo) 18m00.788s (92.43mph)**; 2 Perry Waddams (TVR Tuscan Challenge) +7.770s; 3 Peter Ratcliff (Caterham C400); 4 Ben Scrivens (Ginetta G40); 5 Craig Moore (Rage R200 RT); 6 Dylan Popovic (Marlin Avatar). **CW** Waddams; Moore; Dave Scaramanga (VW Vento); Robin Arber (Sylva Phoenix). **FL** Prebble 1m10.601s (94.33mph). **RACE 2 1 Waddams 18m08.321s (91.79mph)**; 2 Anthony Bennett (Caterham R300) +8.965s; 3 Prebble; 4 Ilsa Cox (SEAT Leon Cupra); 5 Lee Cunningham (Ariel Atom); 6 Nick Holden (Atom). **CW** Prebble; Cunningham; Moore; Arber; Sam Summerhayes (Rover Mini); Stuart Hignell (VW Golf VR6). **FL** Prebble 1m10.772s (94.10mph).

FUTURE CLASSICS (30 LAPS) **1 Perry Waddams (TVR Tuscan Challenge) 40m15.267s (82.72mph)**; 2 Mark Chilton (Porsche 928 S4) +28.864s; 3 Nicholas Olson (Lotus Esprit S3); 4 Martyn Adams (Triumph TR7); 5 Robin Gray/Thomas Gray (Pontiac Trans Am); 6 Stuart Jefcoate (Porsche 911). **CW** Olson; Jefcoate; John Hammersley/Simon Taylor (Vauxhall Astra GTE). **FL** Chilton 1m16.583s (86.96mph).

MODERN CLASSICS (27 LAPS) **1 Dave Hornsey/Steve Miller (Porsche 996) 36m44.963s (81.55mph)**; 2 Tim Bates (Porsche 911 SC) +6.732s; 3 Neville Anderson (Vauxhall Vectra); 4 David Marcussen (BMW M3 E36); 5 Owen Fitzgerald/Daniel Wylie (E36); 6 Alan Broad/James Broad (E36). **CW** Bates; Richard Senter/Karen Phillips (Subaru WRX); Jon Sandilands (Mini JCW); Simon Thorpe/Shaun Jackson (BMW 323Ti); Martyn Clatworthy (Smart 4:2 Turbo). **FL** Marcussen 1m17.260s (86.18mph).

SPORTS RACING (18 LAPS) **1 Tim Gray (Spire GT-3) 19m59.830s (99.91mph)**; 2 Andy Crockett (Radical Pro Sport) +16.024s; 3 Mike Roberts (Radical SR8); 4 Chris Vinall (Radical SR3); 5 John Cutmore (GT-3); 6 Marcus Bicknell (Mallock Mk35). **CW** Crockett; Roberts; Cutmore. **FL** Gray 1m05.361s (101.89mph).

JAGUAR SALOON & GT (BOTH 15 LAPS) **1 James Ramm (XJS) 20m43.608s (80.33mph)**; 2 Sam Clarke Sr (XJS) +2.357s; 3 Simon Lewis (XJ6); 4 Ian Drage (XJS); 5 Gail Hill (XJ40); 6 Lawrence Coppock (XJS). **CW** Lewis; Coppock; Alasdair MacGregor (X300); Tim Morrant (Series 1 Daimler); John Gregory (XJS). **FL** Ramm 1m21.061s (82.16 mph). **RACE 2 1 Ramm 20m33.362s (80.99mph)**; 2 Clarke Sr +4.480s; 3 Lewis; 4 David Howard (XJ12); 5 Coppock; 6 Drage. **CW** Lewis; Howard; McGregor; Gregory. **FL** Clarke Sr 1m20.379s (82.85mph).

MAGNIFICENT SEVENS (30 LAPS) **1 Peter Ratcliff (Caterham C400) 40m30.431s (82.20mph)**; 2 Jonathan Gibbs (C400) +2.732s; 3 Anthony Bennett (Caterham R300); 4 Colin Watson (C400); 5 Bill Hailstone (C400); 6 Will Stephens (Caterham R400). **CW** Gibbs; Watson; Stephens; Ian Payne (Caterham Supersport); Carl Nairn (Caterham Roadsport A); Philip Lethaby (Mac 1 CBR 1000RR). **FL** Mike Aikens (Caterham CSR) 1m11.984s (92.52mph).

SWINGING SIXTIES (23 LAPS) **1 Richard Wager/Martin Wager (Mini Cooper S) 41m16.865s (61.84mph)**; 2 Jon Wolfe (TVR Tuscan V8) +50.443s; 3 Tim Cairns (Frogeye Sprite); 4 Paul Conway/Ed Mercer (Morgan Plus 8); 5 Charles Marriott (Turner MkI BMC); 6 Julian Gammage (Opel GT). **CW** Wolfe; Gammage; Nic Strong (Ford Capri); Paul Keevill (Lotus Elan S3); Jon Sandilands (MGB Roadster); Sam Polley (MGB); Norman Davidson-Kelly (Jaguar E-type); George Douglas (Ford Mustang); David Cornwallis (BMW 1600 ti). **FL** Wager 1m20.677s (82.55mph).

TIN TOPS (12 LAPS) **1 Russell Hird (Honda Integra DC5) 16m00.195s (83.23mph)**; 2 Daniel Turner (Honda Civic) +5.335s; 3 Ian Collins (Renault Clio); 4 David Banks (Renault Clio Sport 172); 5 Nigel Ainge (Integra); 6 Stephen Craig (Honda Integra DC2). **CW** Turner; Collins; Craig; Ben Eacock (Ford Puma); Sam Daffin (Citroen Saxo); Stephen Reynolds (Renault Clio MkI). **FL** Carl Chambers (Peugeot 306 Rallye) 1m17.995s (85.39mph).

THOROUGHBREDS (19 LAPS) **1 Rob Spencer (MGB GT V8) 24m59.617s (84.38mph)**; 2 Russell McCarthy (GT V8) +9.880s; 3 Ian Prior (GT V8); 4 Ken Deamer (GT V8); 5 Simon Cripps (GT V8); 6 Jonnie Wheeler (GT V8). **CW** Deamer; Mark Scott (MGB Roadster); Jon Sandilands (MGB Roadster). **FL** McCarthy 1m17.390s (86.05mph).

BCV8s (19 LAPS) **1 Russell McCarthy (MGB GT V8) 25m03.858s (84.17mph)**; 2 Spencer McCarthy (GT V8) +1.449s; 3 Ian Prior (GT V8); 4 Ollie Neaves (GT V8); 5 Rob Spencer (GT V8); 6 Simon Cripps (GT V8). **CW** Jonnie Wheeler (GT V8); Chris Forrest (GT V8); Simon Tinkler (B Roadster); Guy Samuels (B Roadster). **FL** R McCarthy 1m16.216s (87.38mph).

CHESTER

Macaulay leads as O'Brien collides with Costello (21)

FORMULA VEE FESTIVAL MONDELLO PARK, JULY 12-13 CKMC

Chaotic final overshadows Vee Festival

AS THE CENTREPIECE OF VEEFEST the Formula Vee final should have provided the crowds with the most entertainment of the weekend, but instead the race descended into a farce with restarts, a botched safety-car period and finally bureaucracy, rather than racing, deciding the result.

Not to take away from Adam Macaulay's achievement but, after the Saturday championship races and VeeFest qualifying races had promised so much, the finale felt like a damp squib.

With the top 10 positions from the semi-finals reversed for the final, Mark Miller found himself on pole and he failed to get away as the lights went out. Unsighted, Damien Farrell collected Miller, taking both drivers out and bringing out the red flags.

Brendan O'Brien made good his escape second time round but was soon caught and passed by Macaulay, only for the safety car to be deployed when Aimee Woods spun at Mazda corner. Inexplicably the safety car caught second-place man Colm Blackburn with Macaulay being waved through by marshals to race around the track and repass the field, rather than slow down and allow the safety car to pass him.

When the safety car ducked back into the pits it did so unannounced, leaving a field ill-prepared to get back racing – it was no surprise to see two cars tangle at Ford corner. Unfortunately their precarious position brought out a second red flag, with the result declared as the drivers took to the pits.

For true action you have to look to the second Formula Sheane race of the weekend, and the thrilling drive of Sean Doyle. Piloting the car that Barry Rabbitt took to victory at the 2013 Leinster Trophy, Doyle went from seventh to first in just over a lap and would not be moved. Even a safety-car period and the constant attention of Kevin Sheane did not faze the young driver, who had suffered disappointment in the first Sheane race, won by his pursuer.

Ranking alongside Doyle in the famous victory stakes was Brian Fitzpatrick, who finally got the monkey off his back by winning the second Irish Touring Car Championship race of the weekend. His win was helped by the early retirement of race-one winner Dave O'Brien, not that Fitzpatrick cared.

It was not quite as much of a romp as Bernard Foley's, who again dominated the HRCA Historic class, with no one able to get near the pace of his MGB GT V8.

That kind of untouchability would normally be applicable to Connaire Finn's Ginetta G50 in GTs, but twice Pat McBennett got the better of him. In fact it was a day for the Lotuses with Hugh McEvoy and Keith Colmey joining McBennett in locking out the podium for the second race.

Having much more success in his Ginetta was Jack Finlay, who did the double over Wilson Thompson in the Ginetta Junior class. Colm Barrable did the same in the Fiesta Zetecs, winning from championship leader Sean Lillis first time out and series debutant Barry Rabbitt in the second round.

Ian Thornton had something of an off weekend in Future Classics as he had his knuckles wrapped for a tangle with Sophie Byrne in the first race and did not emerge for the second. With the usual frontrunner out of contention Mark Duggan and Garry Byrne shared the spoils, much like Fergus Faherty and Mark Crawford did in the BOSS Ireland championship.

● Paul Healy

CHESTER

Fitzpatrick inherited second ITCC win

RESULTS

FORMULA VEE FINAL (8 LAPS) **1 Adam Macaulay (Sheane) 10m32.370s (52.35mph)**; 2 Anthony Cross (Sheane) +4.433s; 3 Sean Newsome (Sheane FV94); 4 Gavin Buckley (Sheane); 5 Jimmy Furlong (Sheane); 6 Morgan McCourt (Leastone). **FL** Macaulay 1m01.279s (67.60mph).

FORMULA SHEANE (16 LAPS) **1 Kevin Sheane 15m51.503s (69.58mph)**; 2 Robbie Allen +8.273s; 3 David Parks; 4 Paul McLoughlin; 5 Gary Corcoran; 6 Michael Sweeney. **FL** Sheane 58.491s (70.75mph).

RACE 2 (15 LAPS) **1 Sean Doyle 15m51.431s (65.24mph)**; 2 Sheane +0.372s; 3 Keith Hogg; 4 Brian Hearty; 5 Parks; 6 Sean Hynes. **FL** Hearty 57.910s (71.50mph).

GINETTA JUNIOR (11 LAPS) **1 Jack Finlay 12m38.129s (60.04mph)**; 2 Wilson Thompson +1.031s; 3 Johnnie Mulholland; 4 Jordan Dempsey; 5 James Roe; 6 Charlie Linnane. **FL** Mulholland 1m07.881s (60.97mph).

RACE 2 (14 LAPS) **1 Finlay 16m02.503s (60.19mph)**; 2 Thompson +0.406s; 3 Mullholland; 4 Dempsey; 5 Loris Nikolov; 6 Linnane. **FL** Dempsey 1m07.840s (61.00mph).

PATCH FIESTA ZETEC FINAL 1 (13 LAPS) **1 Colm Barrable 15m47.199s (56.80mph)**; 2 Sean Lillis +0.475s; 3 Barry Rabbitt; 4 Pat Boland; 5 Mark O'Donoghue; 6 Barry Hallion. **FL** Lillis 1m11.751s (57.68mph).

FINAL 2 (13 LAPS) **1 Barrable 15m57.931s (56.16mph)**; 2 Rabbitt +2.325s; 3 P Boland; 4 Stephen Kirwan; 5 Neil O'Hara; 6 John Boland. **FL** O'Hara 1m12.188s (57.33mph).

CHAMPION OF MONDELLO GT (ALL 16 LAPS) **1 Connaire Finn (Ginetta G50) 15m55.436s (69.30mph)**; 2 Pat McBennett (Lotus Elise) +4.367s; 3 Paul Monahan (Ginetta G50); 4 Keith Colmey (Lotus Exige); 5 Hugh McEvoy (Lotus Exige); 6 Alan Kessie (SHP T Car). **FL** Finn 57.986s (71.37mph). **RACE 2 1 McBennett 15m57.511s (69.15mph)**; 2 Colmey +35.967s; 3 McEvoy; 4 Monahan; 5 Finn; 6 Kessie. **FL** Finn 57.606s (71.84mph).

RACE 3 1 McBennett 15m50.860s (69.64mph); 2 Finn +2.330s; 3 Monahan; 4 McEvoy; 5 Kessie; 6 Noel Collins (Ford Escort MkII). **FL** Finn 58.419s (70.84mph).

HRCA HISTORICS (12 LAPS) **1 Bernard Foley (MGB V8 GT) 13m00.539s (63.62mph)**; 2 Mark Russell (Jaguar E-type) +30.242s; 3 Val Thompson (TMC Costin); 4 Paul Grey (Porsche 911); 5 Edmund Cassidy (Sunbeam Tiger); 6 Matt Dunne (MG Midget). **FL** Foley 1m01.698s (67.07mph).

RACE 2 (14 LAPS) **1 Foley 15m01.615s (64.26mph)**; 2 Russell +41.024s; 3 Thompson; 4 Grey; 5 Clive Brandon (Lotus Type 47); 6 Cassidy. **FL** Foley 1m02.956s (65.74mph).

BOSS IRELAND (BOTH 13 LAPS) **1 Mark Crawford (Jedi Mk6) 12m04.051s (74.30mph)**; 2 Fergus Faherty (Tatuus Formula Renault) + 1.634s; 3 Darragh Daly (Tatuus FRenault); 4 Cian Carey (Tatuus FRenault); 5 John Daly (Lola T93); 6 Tim Buckley (Dallara F3). **FL** Crawford 54.842s (75.46mph).

RACE 2 1 Faherty 12m19.535s (72.75mph); 2 Crawford +0.366s; 3 Daly; 4 Carey; 5 Noel Robinson (Tatuus FRenault); 6 Paul McLoughlin (Formula Sheane). **FL** Carey 55.360s (74.75mph).

IRISH TOURING CAR CHAMPIONSHIP (BOTH 15 LAPS) **1 Dave O'Brien (BMW E46) 15m28.201s (66.88mph)**; 2 Gareth Hayden (Honda Integra) +20.644s; 3 Brian Fitzpatrick (SEAT Supercopa); 4 Eoghan Fogarty (Honda Integra); 5 Robert Savage (Honda Integra); 6 Norman Fawcett (Honda Integra). **FL** O'Brien 1m00.661s (68.22mph).

RACE 2 1 Fitzpatrick 15m45.221s (65.67mph); 2 Fogarty +7.600s; 3 Savage; 4 Hayden; 5 Jason Hughes (Honda Integra); 6 Anthony Murtagh (VW Corrado). **FL** Fitzpatrick 1m01.793s (66.98mph).

FUTURE CLASSICS (BOTH 13 LAPS) **1 Timothy Duggan (SEAT Ibiza Cupra) 15m22.039s (58.35mph)**; 2 Brendan Travers (Fiat Punto) +1.026s; 3 Barry John McHenry (Fiat Punto); 4 David Hammond (Fiat Uno SX); 5 Ian Thornton (VW Golf Mk1); 6 Sophie Byrne (Ford Fiesta XR2). **FL** S Byrne 1m09.415s (59.62mph).

RACE 2 1 Garry Byrne (Vauxhall Chevette) 15m23.049s (58.28mph); 2 McHenry +0.606s; 3 Hammond; 4 Eddie Kinirons (Ford Escort MkII); 5 MJ Farrell (Fiat Punto); 6 S Byrne. **FL** S Byrne 1m09.414s (59.62mph).

Opportune Knox takes festival double

Newstead (left) and Knox (centre) were both winners

OLIVER READ

CHRIS KNOX AND NEIL NEWSTEAD shared the silverware from three typically entertaining Mini Challenge races, whereas for pre-Oulton championship leader Luke Caudle it was very much a day to forget with three non-finishes.

The opening encounter featured a classic scrap for victory between poleman Newstead and Knox. With four laps to go Knox took the lead, and held on to claim his fifth win of the season. Worse was to follow for Newstead, as Chris Russell demoted him to third place at Old Hall on the final lap.

Knox continued his fine form in race two, leading throughout, though Russell was right on his tail come the chequered flag. Chris James climbed to third position on lap eight and completed the podium trio.

Newstead led the reversed-grid finale throughout, although he was chased hard by Knox and ultimate runner-up Lawrence Davey. Shane Stoney took the Cooper class honours in all three races.

The first Mini Miglia event provided a feast of close racing from which Rupert Deeth emerged on top, taking his third victory of the year.

Following a brief safety car period after Aaron Smith and Dan Wheeler had offs at Dentons, Deeth was chased to the chequered flag by Colin Peacock, Robert Howard and Tony Lemay. Kane Astin looked to be leading Wheeler home in the second race, but Deeth had other ideas. He climbed to second place on lap eight of 10 and took the lead exiting Cascades on the final tour. Astin retired on the last lap after suspension damage, so James Coulson and Lemay joined Deeth on the podium.

After qualifying 2.5 seconds faster than his closest rival for the opening race for Pre-'66 Minis, two-time Le Mans 24 Hours class winner Darren Turner dominated, although Jonathan Lewis kept him honest as the best of the rest.

A delighted Turner enthused afterwards that "this is equally as special as Le Mans", then became a double winner after again leading Lewis to the flag, but this time by a mammoth 21s winning margin.

Deeth won the first Miglia race

OLIVER READ

Lewis led briefly on the opening lap and quipped that he "was determined to lead an Aston works driver", while Ian Curley claimed his second third place of the day.

Andrew Deviny was the class of the Mini Se7en field first time out, taking a lights-to-flag victory from pole position. He built a five-second lead over second-placed Darren Thomas, but this closed on the final lap as Thomas also protected his position from the chasing Graeme Davis. In the second encounter Davis claimed his first 2014 win ahead of Leon Wightman, who had started ninth on the grid.

Reigning champion Kenneth Thirlwall added another brace of victories to his lengthy CV in the Scottish Mini contests.

First time out he was tracked constantly by Stoney, who finished comfortably clear of the three-way scrap for the final podium position between Joe Tanner, Lewis Carter and Jock Borthwick. Later Tanner and Stoney followed Thirlwall home.

● Graham Read

Davis clinched win in second Se7en race

OLIVER READ

RESULTS

MINI CHALLENGE (ALL 11 LAPS) 1 Chris Knox 21m31.472s (82.54mph); 2 Chris Russell +0.956s; 3 Neil Newstead; 4 Lawrence Davey; 5 Hamish Brandon; 6 Rob Smith. **Class winner** Shane Stoney. **Fastest lap** Russell 1m55.659s (83.79mph).
RACE 2 1 Knox 21m23.000s (83.08mph); 2 Russell +0.313s; 3 Chris James; 4 Davey; 5 Newstead; 6 Brandon. **CW** Stoney. **FL** Russell 1m55.649s (83.79mph).
RACE 3 1 Newstead 21m32.023s (82.50mph); 2 Davey +0.248s; 3 Knox; 4 Brandon; 5 Smith; 6 James. **CW** Stoney. **FL** Luke Caudle 1m55.213s (84.11mph).
MINI MIGLIA (BOTH 10 LAPS) 1 Rupert Deeth 21m44.351s (74.29mph); 2 Colin Peacock +0.700s; 3 Robert Howard; 4 Tony Lemay; 5 Michael Green; 6 Phil Harvey. **CW** Gary Warburton. **FL** Aaron Smith 1m58.812s (81.56mph). **RACE 2 1 Deeth 20m00.914s (80.69mph)**; 2 James Coulson +2.819s; 3 Lemay; 4 Howard; 5 Peacock; 6 Mark Cowan. **CW** Warburton. **FL** Deeth 1m58.463s (81.80mph).
PRE-'66 MINI (BOTH 10 LAPS) 1 Darren Turner (Morris Cooper S) 21m06.787s (76.50mph); 2 Jonathan Lewis (Austin Cooper S) +6.194s; 3 Ian Curley (Austin Cooper S); 4 Phil Anning (Riley Elf); 5 Neil Slark (Austin Cooper S); 6 Mark Burnett (Austin Cooper S). **FL** Turner 2m04.410s (77.89mph). **RACE 2 1 Turner 20m48.034s (77.65mph)**; 2 Lewis +21.575s; 3 Curley; 4 Roger Ebdon (Austin Cooper S); 5 Burnett; 6 Tim Harber (Austin Cooper S). **FL** Turner 2m03.558s (78.43mph).
MINI SE7EN (BOTH 9 LAPS) 1 Andrew Deviny 19m56.257s (72.91mph); 2 Darren Thomas +0.981s; 3 Graeme Davis; 4 Gareth Hunt; 5 Leon Wightman; 6 Shaun Tarlton. **CW** Tarlton; Barry Long. **FL** Deviny 2m11.071s (73.93mph).
RACE 2 1 Davis 20m08.669s (72.16mph); 2 Wightman +3.448s; 3 Deviny; 4 Hunt; 5 Tarlton; 6 Julian Proctor. **CW** Tarlton; Long. **FL** Wightman 2m12.913s (72.91mph).
SCOTTISH MINI COOPER (8 LAPS) 1 Kenneth Thirlwall 17m00.551s (75.96mph); 2 Shane Stoney +2.662s; 3 Joe Tanner; 4 Lewis Carter; 5 Jock Borthwick; 6 Kyle Reid. **FL** Thirlwall 2m06.243s (76.76mph).
RACE 2 (7 LAPS) 1 Thirlwall 14m52.162s (76.03mph); 2 Tanner +0.667s; 3 Stoney; 4 Reid; 5 Carter; 6 David Sleigh. **FL** Tanner 2m05.916s (76.96mph).

VW RACING CUP SPA-FRANCORCHAMPS JULY 11-12 BRCC

Rookie di Resta leads the way after second victory

VOLKSWAGEN RACING CUP ROOKIE Stefan di Resta moved to the top of the championship table after following up his Snetterton race win with another at Spa.

The Scot's Belgian victory came in the second of the two races when he moved his Scirocco past Lucas Orrock into the Bus Stop three laps from home.

Orrock, who passed David Sutton for the lead into La Source at the start of lap three, had looked set for victory until his front bumper fell off and jammed under his Scirocco. He didn't realise what had happened until he braked and the car locked up, flat-spotting his tyres. Both di Resta and Joe Fulbrook's Golf nipped past, with Sam Morgan following suit on the final lap. But Morgan was penalised five seconds for exceeding track limits, which put Orrock back up to third, ahead of Sutton, Stewart Lines and James Walker.

Bumper issue hurt Orrock

EBREY/LAT

Orrock had been happier earlier after taking victory in the opener, taking his first win in cars with a mature drive having hit the front on the second lap.

Again it was Sutton he passed, the SlideSports driver making brilliant starts in both races in his Scirocco. But an overheating engine sapped Sutton's power and he slipped into the clutches of Aaron Mason, who had made a relatively slow getaway from the pole to fall to third.

Mason soon closed onto Orrock's tail but the leader had the measure of him, pulling two seconds clear by the end of the seventh lap. Any doubts were settled when Mason had to pit with one lap to go with a disintegrating front tyre.

Fourth and first put di Resta top

EBREY/LAT

Orrock finished six seconds clear of Sutton, who recovered well from a spin, with a down-on-power Walker surprised to finish as high as third. Di Resta was fourth after a recovery drive following a startline stall, with Fulbrook making up nine places from his grid slot to take fifth ahead of Lines.

● Nick Carter

RESULTS (BOTH 9 LAPS) 1 Lucas Orrock (Scirocco) 25m19.256s (92.81mph); 2 David Sutton (Scirocco) +6.169s; 3 James Walker (Golf GTi); 4 Stefan di Resta (Scirocco); 5 Joe Fulbrook (Golf GTi); 6 Stewart Lines (Golf GTi). **FL** di Resta 2m47.426s (93.58mph). **RACE 2 1 di Resta 25m21.239s (92.69mph)**; 2 Fulbrook +1.374s; 3 Orrock; 4 Sutton; 5 Lines; 6 Walker. **FL** Mason 2m46.458s (94.12mph).

GINETTA GT5 CHALLENGE SPA-FRANCORCHAMPS JULY 11-12 BRCC

Supreme Strandberg nets Spa hat-trick

A TRIO OF WINS FOR DENNIS Strandberg thrust the Swede to second in the Ginetta GT5 Challenge standings after a sensational performance at Spa-Francorchamps.

While three runner-up spots were enough to maintain George Gamble's points lead, Strandberg's show in Belgium marked him out as a real protagonist for the title.

Poleman Ollie Chadwick battled with Strandberg throughout the first seven-lap encounter as, behind, Gamble fought with Matthew Flowers and Frederick Mortensen for third.

As Flowers dropped out, the other two caught the lead fight, and on the final lap Mortensen dived for second, spinning Chadwick to fourth and allowing Gamble to sweep through ahead of Mortenson.

Strandberg refused to engage in another scrap in race two, drawing out a 2.5-second lead over the opening lap and comfortably holding his advantage to the flag. Behind, Chadwick dropped behind Gamble and Mortensen after outbraking himself into the Bus Stop. Although he enjoyed a brief return to third, contact between himself and Mortensen (again at the Bus Stop) dropped the pair down the order.

The ensuing chaos allowing Brad Bailey to power into third place, while Chadwick was handed a 10-second penalty for the contact, dropping him to eighth.

Strandberg and Gamble pulled away from the chasing pack to finish first and second in the finale, while Bailey defended third hard from Gary Simms, Callum Pointon and Rob Gaffney.

It wasn't long before the recovering Chadwick got stuck in, challenging — and passing — Mortensen before leapfrogging Bailey on the final lap for third place.

In the G20 class, Stuart Pearson took two wins, with Alex Preston securing the victory in race three.

● Ruth Harrison

RESULTS (ALL 7 LAPS) 1 Dennis Strandberg; 2 George Gamble +2.259s; 3 Frederick Mortensen; 4 Ollie Chadwick; 5 Gary Simms; 6 Callum Pointon. **CW** Stuart Pearson (G20). **FL** Strandberg 2m52.102s (91.04mph). **RACE 2 1 Strandberg 20m22.419s (89.71mph)**; 2 Gamble; 3 Brad Bailey; 4 Simms; 5 Chadwick; 6 Vic Covey. **CW** Pearson. **FL** Gamble 2m52.058s (91.06mph). **RACE 3 1 Strandberg**; 2 Gamble +0.624s; 3 Chadwick; 4 Bailey; 5 Rob Gaffney; 6 Pointon. **CW** Alex Preston. **FL** Mortensen 2m52.167s (91.00mph).

Strandberg was superb at Spa

EBREY/LAT

NIPPON CHALLENGE SNETTERTON 200 JULY 12-13 BRSCC

Janicki's Nissan tops Honda contingent in Nippon races

Big grid lined up at Snetterton

STYLES

THE BIGGEST GRIDS OVER A PACKED weekend of racing on the rapid Snetterton 200 track came in a combined Nippon Challenge and Tricolore Trophy double-header.

At the front, the Nissans of James Janicki and Adam Lockwood set the pace, with Janicki wasting no time in taking the lead in race one. Having started down in fifth after a gearbox oil leak in qualifying, Janicki repaid his pit crew's rapid repairs by surging into top spot by the time he got to the end of Bentley Straight.

Lockwood kept him honest in the opening laps, until an off at Montreal and the loss of turbo-boost pressure blunted his pace, and he faded down the order to finish an eventual fifth.

While Janicki continued unabated to victory, the Honda trio of Reece Jones, Kenny Coleman and Nathan Dew took advantage of Lockwood's problems to complete the top four. Further back, top spot in the Tricolore Trophy went to Simon James, who guided his Saxo from 13th on the grid to finish sixth.

A dominant Janicki led from the start en route to another win in race two. Lockwood had to settle for second, but he was lucky to finish at all, as his 200SX suffered a small engine fire as it returned to the pits after the slowing-down lap. Jones earned another podium place in third. Curtis Mitchell's Peugeot 205 took Tricolore honours.

● Oliver Timson

RESULTS (BOTH 11 LAPS) 1 James Janicki (Nissan Skyline) 15m47.966s (82.88mph); 2 Reece Jones (Honda Civic Type R) +9.933s; 3 Kenny Coleman (Civic); 4 Nathan Dew (Honda Integra Type R); 5 Adam Lockwood (Nissan 200 SX); 6 Simon James (Citroen Saxo VTS). **Class winners** Jones; James; Andrew Mitchell (Peugeot 205 GTi); David Clark (Renault 5 Turbo); David Bell (Renault Clio); Geoff Gouriet (Mazda MX5 Mk3); Nerijus Zabotka (Subaru Impreza); Chris Hart (MX5); Paul Clothier (Clio); Adam Lucas (Hyundai Coupe); Gerard Merriman (Saxo VTS). **Fastest lap** Janicki 1m23.393s (85.64mph). **RACE 2 1 Janicki 15m30.791s (84.40mph);** 2 Lockwood +5.350s; 3 Jones; 4 Dew; 5 Coleman; 6 Curtis Mitchell (205 GTi). **CW** Jones; Mitchell; Clark; Paul Lawrie (BMW M-Coupe); Bell; Gouriet; Hart; Lucas; Jeff McCall (206 GTi); Tony Hunter (106); Zabotka. **FL** Janicki 1m22.749s (86.31mph).

FORMULA JEDI SNETTERTON 200, JULY 12-13 BRSCC

Dunn is the Jedi master as his rivals scrap for second

Andrew Dunn took both Snetterton wins

STYLES

DESPITE LOSING OUT TO FAST-starting Dan Clowes at the lights, pole-man Andrew Dunn reclaimed the initiative as the pair sped together into lap three.

"I got a rubbish start" admitted Dunn, who mustered all his nerve to sweep past Clowes round the outside of the daunting Riches corner and claim a decisive lead.

Behind him, Clowes fell from second to fourth after the hard-charging Paul Butcher and Jack Lang surged past in successive laps. That pair scrapped over second to the finish with Lang pulling off a great final-lap move into Brundle to snatch the place.

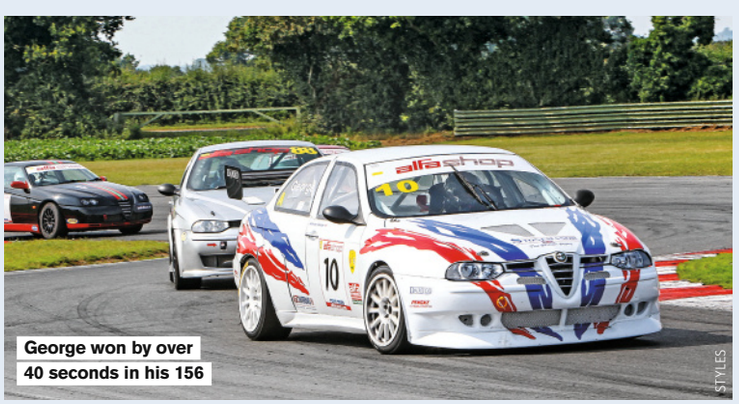
With Dunn's championship hopes already boosted by title rival Lang retiring before the start, Dunn controlled race two ahead of Clowes and Butcher, before a late downpour brought the action to a premature end.

● Oliver Timson

RESULTS (17 LAPS) 1 Andrew Dunn 20m20.614s (99.47mph); 2 Jack Lang +9.720s; 3 Paul Butcher; 4 Dan Clowes; 5 Richard Gittings; 6 Robert Sayell. **FL** Dunn 1m10.462s (101.36mph). **RACE 2 (10 LAPS) 1 Dunn 13m07.615s (90.68mph);** 2 Clowes +19.453s; 3 Butcher; 4 Barry Armstrong; 5 Michael Watton; 6 Matthew Ryder. **FL** Dunn 1m16.358s (93.54mph).

ALFA ROMEOS SNETTERTON 200 JULY 12-13 BRSCC

Slow-starting George hits back to dominate at home


George won by over 40 seconds in his 156

STYLES

HAVING GUIDED HIS RAPID 156 TURBO to a dominant pole on his home track, Anthony George looked a shoo-in for victory in the sole Alfa Romeo race. But fast-starting Vincent Dubois had other ideas, snatching an early lead.

Undeterred, George reasserted himself as they raced into lap two, and despite a mid-race safety car period, won by a country mile on his first outing in the championship this season.

With Class A rivals Graham Seager and Barry McMahon both retiring early, Dubois' 156 took second, well clear of reigning champion Roger Evans' GTV.

However, many eyes were on the battle for Class E, which boasted the top four drivers in the overall championship. Points leader James Bishop's 156 consolidated his position by claiming his fourth class win this year, maintaining his record of finishing in the top three at every race.

By contrast, rival James Ford's poor form continued, as he retired after a collision on the opening lap. Andy Hancock snatched second in the class despite a last-lap spat with Tom Herbert, for which Herbert was subsequently excluded.

● Oliver Timson

RESULTS (13 LAPS) 1 Anthony George (156 Turbo) 20m32.029s (75.36mph); 2 Vincent Dubois (156) +42.562s; 3 Roger Evans (156 GTV); 4 Andy Robinson (156); 5 Ray Foley (GTV); 6 James Bishop (156). **CW** Evans; Bishop; Nick Anderson (33). **FL** George 1m21.182s (87.98mph).

SCOTTISH COMPACT CUP
KNOCKHILL JULY 13 SMRC

Kirkaldy in cruise control at Knockhill

WHILE ALAN KIRKALDY CONTINUED his dominant form at the front with a further two wins, the action was frantic in the middle of the 29-car Scottish Compact Cup field.

Brogan Kinsella only made his debut at the Oulton Park away round but qualified just two-tenths off Kirkaldy's pace. Although he was jumped at the start by former winner Steven Dailly, the ex-karter got his elbows out to remain at the head of a five-car battle for third that got feisty at the hairpin on lap six.

This fracas caused Shaun Forsyth to drop down the order as former Legends champion Carol Brown seized the opportunity to grab fourth, with Mark Souter fifth.

Initially, it looked like Kirkaldy would be under more pressure in the second race but he slowly eased away after a mid-race safety car. "I was with him until it came out but after that he got a bit of a jump and broke the tow," Dailly explained.

Kinsella took strong third in opening race

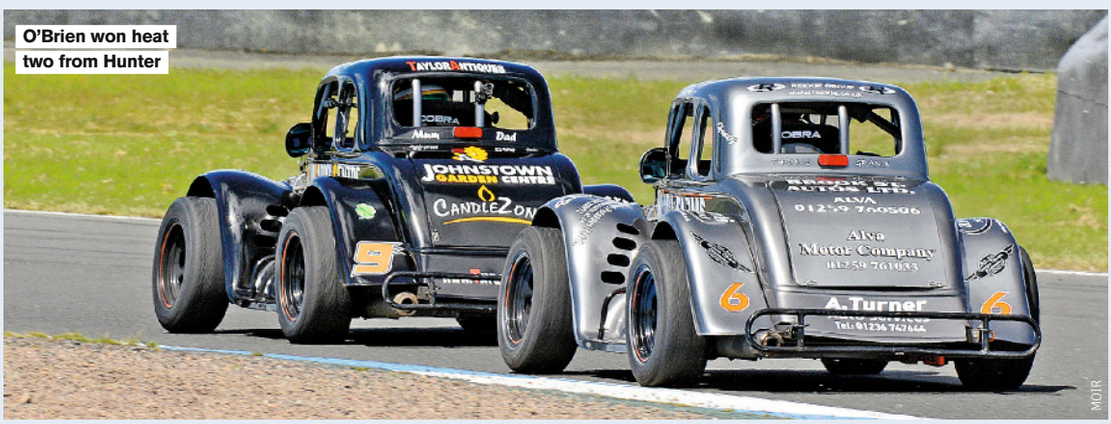
After another strong start, Kinsella slowed with a smoking car on lap four but Brown had already pulled a gap to make her third place secure.

A terrific five-car scrap for fourth was headed by Souter who saw off the challenge of Forsyth.

The race was then red-flagged on lap nine after debris from an exhaust system was dropped on the track.

● Jonathan Crawford

RESULTS (12 LAPS) 1 Alan Kirkaldy 12m45.985s (71.45mph); 2 Steven Dailly +4.582s; 3 Brogan Kinsella; 4 Carol Brown; 5 Mark Souter; 6 Cliff Harper. **FL** Kirkaldy 1m03.196s (72.17mph). **RACE 2 (9 LAPS) 1 Kirkaldy 12m22.530s (49.14mph)**; 2 Dailly +2.592s; 3 Brown; 4 Souter; 5 Shaun Forsyth; 6 Harper. **FL** Kirkaldy 1m02.945s (72.945mph).



O'Brien won heat two from Hunter

SCOTTISH LEGENDS KNOCKHILL, JULY 13 SMRC

Vincent triumphs as Hunter chases title

A COMPETITIVE WEEKEND OF LEGENDS racing yielded three different winners and tightened up the race for the championship, after John Paterson came into the weekend 25 points down on David Hunter but finished it level-pegging.

Paterson won the first heat after passing last year's champion David Newall and then holding off the challenge of Duncan Vincent, who raced through the field to be six tenths off at the flag.

There was a dramatic opening to the second heat as three cars spun near the front of the pack. One of these was Vincent, who had to battle back to fifth. At the front, Paul O'Brien held off race-long pressure

Vincent won the final

from Hunter to take the second heat win, with Paterson third as Euan McKay retired.

After his misfortune, McKay took advantage of his starting position in the final to lead comfortably. Cruelly, his car developed further problems and he retired on lap eight. Vincent grabbed this opportunity to win and move up to fourth in the standings.

The highlight of the day's racing was the rise of O'Brien who battled from the back to head a seven-car group for second.

● Jonathan Crawford

RESULTS (8 LAPS) 1 John Paterson 8m14.886s (73.73mph); 2 Duncan Vincent +0.682s; 3 David Hunter; 4 Euan McKay; 5 Paul O'Brien; 6 David Newall. **FL** Vincent 59.852s (76.20mph). **HEAT 2 (8 LAPS) 1 O'Brien 8m09.986s (74.47mph)**; 2 David Hunter +0.135s; 3 Paterson; 4 Daniel McKay; 5 Vincent; 6 Newall. **FL** Vincent 1m00.098s (75.89mph). **FINAL (10 LAPS) 1 Vincent 10m18.838s (73.70mph)**; 2 O'Brien +3.526s; 3 Paterson; 4 Hunter; 5 Daniel McKay; 6 Newall. **FL** Vincent 59.989s (76.028mph).

In brief

TVR Challenge

Dave Stewart lit up the opening TVR race at Snetterton, bolting from eighth to second inside a lap before a mistake at Montreal ended his chances. Tim Davis looked set for victory until his brakes faded, allowing Dean Cook to steal the laurels. Cook (above) survived treacherously damp conditions to win again in race two.

Saloon/Sportscar

Peter Cook's Mitsubishi Evo outgunned the Porsche 997s of Simon Deaton and Peter Challis in the opening race, leading throughout. A damp-but-drying track made conditions difficult in race two, with Wayne Schofield's brave decision to go for slicks rewarded with an audacious victory in his Suzuki Cappuccino.

MR2/Coupe Cup

An impressive drive by Arron Pullan (MR2) secured victory in the opening race ahead of Paul Corbridge's similar machine. But it all went wrong for Pullan in race two when he and Sam Maher-Loughnan were disqualified for their part in a collision while battling over second. Corbridge swept unaffected to a clear victory.

Classic Sports/Saloons

Shonny Paterson's Triumph TR8 took both wins at Knockhill and capitalised on engine problems for poleman Tommy Gilmartin. Harry Simpson (Ginetta) and Raymond Boyd (911) fought tooth and nail in both races with each taking a second place. Stan Bernard suffered brake problems in his 911 which curtailed the Porsche battle.

MG Trophy

Paul Luti (leading below) took advantage of his local knowledge to take both MG Trophy Championship wins at Knockhill. Points leader Chris Bray could only manage sixth in race one but improved his speed to take fourth in the second encounter. The highlight was Graham Ross's effort to chase down the leader Luti, but he couldn't get past.

TOYO PORSCHE ROCKINGHAM, JULY 12-13 BRSCC

Greensmith grabs last-gasp win

MICHAEL AVERY CAME WITHIN A LAP of a double win but was pipped to victory in the second race as Jonathan Greensmith dived ahead into Turn 1.

The first race was red-flagged after a shunt on the opening lap took out four cars. From the restart poleman Avery took charge from Ed Hayes, Greensmith and Steven Brown. But after a couple of laps Brown tailed off and Greensmith struggled to stay in touch with the lead duo.

Hayes kept the pressure on but couldn't breach Avery's defence, while Greensmith continued his solitary race in third, well clear of Nick Hull and Adam Croft, who both demoted Brown on lap seven.

Although Avery led at the start of a wet race two, he only held off Hayes as far as Tarzan on the opening lap. Hull and Greensmith made it a four-car break until Hull spun at Deene on the second lap.

Avery had remained close and challenged Hayes a couple of times before getting by on School Straight on lap four. A couple of laps behind the safety car followed, but from the green flag it was still Avery from Hayes, Greensmith and Croft.

WALKER

Avery leads the pack at the start of race one

Hayes was forced to turn from attack to defence as Greensmith started to threaten his hold on second. The gaps between the top three continued to open and close until Greensmith made it through at Deene on the penultimate tour.

Suddenly Avery's lead was under threat too as Greensmith was determined to make the most of the last lap. He didn't wait long, scything ahead on the inside of Turn 1 to snatch his win. Avery was still second but Hayes hit a puddle at Deene Hairpin that sent him wide and allowed Croft to grab a late third.

Class winner Jayson Flegg was fifth ahead of Hull, having been a non-finisher in the first race after being caught up in the first-lap incident.

● Peter Scherer

RESULTS (BOTH 9 LAPS) 1 Richard Avery (Boxster) 15m37.557s (70.84mph); 2 Ed Hayes (Boxster) +0.722; 3 Jonathan Greensmith (Boxster); 4 Nick Hull (Boxster); 5 Adam Croft (Boxster); 6 Steven Brown (Boxster). **Class winners** Philip Grayson (Boxster); Karl Rossin (924). **Fastest lap** Hayes 1m42.959s (71.67mph). **RACE 2 1 Greensmith 21m22.843s (61.77mph)**; 2 Avery +0.742s; 3 Croft; 4 Hayes; 5 Jayson Flegg (Boxster); 6 Hull. **CW** Flegg; Rossin. **FL** Croft 2m04.162s (59.43mph).

WALKER

Sumpter leads Morris and Harrison

PORSCHE CLUB ROCKINGHAM, JULY 12-13 BRSCC

Mark's sumptuous double

MARK SUMPTER PROVED UNBEATABLE in both races, though he was almost caught on the line in race two.

With poleman Tom Bradshaw pulling off before the start, Sumpter led race one from Morris, Kevin Harrison and Mark McAleer, until Morris fell back on lap five.

Harrison threatened Sumpter's lead, but he lost his gears and ground to a halt with two laps to go, leaving Sumpter to head home McAleer.

The second race had been processional with Sumpter heading McAleer and Morris until the third-placed Morris mounted a banzai last lap, passing McAleer and taking the flag just 0.091s behind Sumpter.

● Peter Scherer

RESULTS (BOTH 15 LAPS) 1 Mark Sumpter (964) 25m00.151s (73.79mph); 2 Mark McAleer (996) +0.910s; 3 Peter Morris (996); 4 John McCullagh (Boxster S); 5 Chris Dyer (Cayman S); 6 Jonathan Evans (Boxster). **CW** Andy Toon (968). **FL** McCullagh 1m38.360s (75.03mph). **RACE 2 1 Sumpter 24m49.446s (74.32mph)**; 2 Morris +0.091s; 3 McAleer; 4 McCullagh; 5 Dyer; 6 Mark Koeberle (968). **CW** Koeberle. **FL** McAleer 1m38.068s (75.25mph).

CATERHAM SUPERSPORTS/R300S ROCKINGHAM, JULY 12-13 BRSCC

Hart bounces back to win

MIKE HART'S ADVANTAGE IN THE first Supersports race was wiped out by the safety car, and after the restart he lost his lead to James Robinson at Deenes.

Robinson went on to take a narrow win but Hart won the second race, leading from the start to finish just inches ahead of a determined Clive Richards.

Matt Dyer completed the podium in race one but was beaten to the final spot on the rostrum in the denouement by Chris Rankin.

In the Superlight R300 category, Aaron Head was a double victor but had two entertaining duels with David Robinson. They swapped places constantly in the first half of the opener, before Robinson fell back to fifth. Lee Wiggins and Danny Winstanley completed the podium some distance behind the victor.

Head was in front throughout race two with Robinson a constant shadow, as Jon Barnes picked up third ahead of Winstanley.

● Peter Scherer

WALKER

Head twice won in Superlight R300s

RESULTS (17 LAPS) 1 James Robinson 30m05.332s (69.49mph); 2 Mike Hart +0.707s; 3 Matt Dyer; 4 Clive Richards; 5 Jonathan Mortimer; 6 Graham Johnson. **FL** Robinson 1m39.517s (74.15mph). **RACE 2 (16 LAPS) 1 Hart 31m07.216s (63.23mph)**; 2 Richards +0.897s; 3 Chris Rankin; 4 Dyer; 5 Paul Thacker; 6 Robinson. **FL** Hart 1m48.603s (67.95mph). **SUPERLIGHT R300S (BOTH 19 LAPS) 1 Aaron Head 30m35.932s (76.37mph)**; 2 Lee Wiggins +6.396s; 3 Danny Winstanley; 4 Terry Langley; 5 David Robinson; 6 Sean Byrne. **FL** Robinson 1m35.156s (77.55mph). **RACE 2 1 Head 30m21.727s (76.97mph)**; 2 Robinson +1.574s; 3 Jon Barnes; 4 Winstanley; 5 Byrne; 6 Jason Redding. **FL** Head 1m34.795s (77.85mph).

Nicosia was in dominant form

READ

FIESTA JUNIORS DONINGTON PARK, JULY 12-13 BRSCC

Nicosia nets double, Thomas hits trouble

GERI NICOSIA DID HIS FIESTA JUNIOR title hopes the power of good with a double win, while points leader Rob Cox had an inauspicious weekend.

Nicosia made a solid start to lead, while Tom Grundy beat front-row starter Michael Higgs into Redgate and the top two then pulled away.

Grundy and Aaron Thompson traded fastest laps as they pursued Nicosia, but the Princes Risborough 15-year-old finished 1.2s clear.

Cox finished back in sixth, while the battle of the race was for seventh. Jessica King drove around the outside of Nathan Edwards at Redgate, then Edwards fended off debutant Alex Tait for the last four laps.

Nicosia led throughout the second race, while Thompson made a bold start to get ahead of Grundy into Redgate. Grundy retaliated at Schwantz on lap two, as Thompson struggled with handling.

"There must have been something new on the set-up I wasn't aware of – I had to brake much earlier and be careful on the throttle," he said.

These issues caused Thompson to straight-line the chicane on lap 12, which earned him a penalty and he was classified fourth behind Sam Watkins. Earlier, Higgs retired with engine issues, meaning that Cox finished fifth.

● Ian Sowman

RESULTS (12 LAPS) 1 Geri Nicosia 20m13.724s (70.44mph); 2 Tom Grundy +1.230s; 3 Aaron Thompson; 4 Sam Watkins; 5 Michael Higgs; 6 Rob Cox. **FL** Grundy 1m27.079s (81.81mph). **RACE 2 (14 LAPS) 1 Nicosia 20m20.716s (81.71mph)**; 2 Grundy +6.210s; 3 Watkins; 4 Thompson; 5 Cox; 6 Jessica King. **FL** Grundy 1m26.278s (82.57mph).

OSS CHAMPIONSHIP DONINGTON PARK, JULY 12-13 BRSCC

Hat-trick hero Smith is top of the class

JOSH SMITH TOOK CONTROL OF THE OSS Championship with three more class victories, while his nearest challenger Craig Fleming suffered a weekend of mixed fortunes.

From the outside of the front row, Fleming (Juno TR250) immediately assumed the lead of race one, with poleman Duncan Williams tumbling to the back of the order.

While Fleming eased clear, the entertaining charge back through the field took Williams (Juno) to fifth. Alas, he picked up a five-second time penalty for exceeding track limits, then a drive-through.

"I was pushing the car harder than it would go," he admitted. Doug Hart took second in his Chiron, while Smith topped Class C.

Fleming pitted at the end of the rolling lap for race two, although he later reappeared after a plug change to collect the fastest lap bonus. Williams eased to the win, with Smith second after Hart's retirement with electrical woes. Craig Mitchell's sole surviving Ligier pushed Smith hard.

Graham Cole (Jade) had resolved misfire issues in time for the final contest, in which he blasted past Williams to lead into Redgate on lap three. After Williams spun at the chicane on lap 13, Cole's winning margin was exaggerated.

Mike Jenvey (Gunn) got ahead of Mitchell two-thirds of the way through, while Smith took fourth after Fleming – who had climbed from the back – retired with a recurrence of his problems.

● Ian Sowman

Cole's Jade came out on top in race three

READ

RESULTS (19 LAPS) 1 Craig Fleming (Juno TR250) 21m01.955s (107.26mph); 2 Doug Hart (Chiron Hart) +14.370s; 3 Josh Smith (Radical PR6); 4 Craig Mitchell (Ligier JS49); 5 Simon Tilling (JS49); 6 Duncan Williams (Juno). **CW** Smith; Tilling. **FL** Williams 1m05.094s (109.45mph). **RACE 2 (14 LAPS) 1 Williams 15m42.018s (105.88mph);** 2 Smith +6.635s; 3 Mitchell; 4 Mike Jenvey (Jenvey-Gunn); 5 Graham Cole (Jade Trackstar); 6 Richard Fearns (Radical SR8). **CW** Smith; Cole. **FL** Fleming 1m05.633s (108.55mph). **RACE 3 (18 LAPS) 1 Cole 20m05.902s (106.34mph)**; 2 Jenvey +6.706s; 3 Mitchell; 4 Smith; 5 Williams; 6 Fearns. **CW** Jenvey; Smith. **FL** Cole 1m05.577s (108.64mph).

WALKER

In brief

Caterham Academy

The Group 2 race at Rockingham was red-flagged after five laps, with Paul Aram (above) in the clear, after Steve McCulley and Robert Ryder duelled for second. Barry Moore split the duo to claim third. In Group 1 Olly Wigg and Alistair Calvert took their tussle right to the flag with Wigg taking the win.

Caterham Tracksport

Both races at Rockingham featured duels between Stephen Nuttall and Andres Sinclair. Nuttall led throughout the first, but had Sinclair threatening after a second safety car period. Nuttall led the restarted second race until lap seven when Sinclair got by at Tarzan. On the last lap they went side-by-side through Tarzan and the Brook Esses, before Nuttall won the race to the line.

FF1600 Pre-'90

Jamie Jardine took the lead of the championship with a resounding double Donington victory. Erstwhile leader Chris Hodgen had a brush with Stuart Jones in the Craners on lap four, eliminating both. Hodgen opted not to race on Sunday, but Jones stormed from 13th to second. Mario Sarchet and Matthew Cowley also featured on the podium.

Sports 2000

It was a double Donington victory for Patrick Sherrington, with race one straightforward for the MCR man. In race two he was delayed by a backmarker, allowing Tom Stoten's Gunn through – only for Stoten to then be ruled out after he was collected by a slower car. Mike Fry and Clive Steeper topped the Pintos.

FF1600 Post-'89

Patrick Dussault crossed the line first in the Donington opener, but racked up 35 seconds of track-limit penalties and was classified ninth as Joey Foster (below) defeated Stuart Gough by 0.03s. There were at least seven lead changes in race two, David led most of it but Foster made the decisive move at the chicane on the penultimate lap. James Raven salvaged second from the back.

READ

NATIONAL RESULTS ROUND-UP

SPA
JULY 11-12, BRCC

LOTUS CUP EUROPE (BOTH 11 LAPS) **1 Jack Goff (2-Eleven) 29m55.094s (96.00mph)**; 2 Nikolaj Ipsen (Exige V6 Cup R) +16.708s; 3 Philippe Loup (Exige V6); 4 Jeremy Lourenco (2-Eleven); 5 Nicholas Walker (Exige V6); 6 Thierry Verhiest (Evora GT4). **Class winners** Ipsen; Lourenco; Denis Vandensavel (Exige); Benedek Major (Exige); Thomas Dehaibe (Elise S1). **Fastest lap** Robert Fenn (Elise) 2m40.956s (97.34mph). **RACE 2 1 Gregory Rasse (Evora) 30m04.392s (95.51mph)**; 2 Nicholas Ferrer (Exige) +9.386s; 3 Lourenco; 4 Loup; 5 Walker; 6 Christopher Laroche (Exige). **FL** Rasse 2m41.501s (97.01mph).

LOTUS CUP UK (21 LAPS) **1 Ken Savage (2-Eleven) 1h01m05.130s (89.76mph)**; 2 Marcus Jewell (2-Eleven) +8.397s; 3 Freddie Hetherington (Exige S1); 4 Simon Deacon (2-Eleven); 5 Robert Fenn (Elise); 6 Nicholas Ferrer/Guillaume Gomez (Exige). **CW** Hetherington; Fenn; Adam Gore (Elise S2). **FL** Fabio Randaccio (Europa) 2m40.347s (97.70mph).

SNETTERTON
JULY 12-13, BRSCC

INTERMARQUE (BOTH 12 LAPS) **1 Matt Simpson (Vauxhall Tigra) 15m41.769s (91.00mph)**; 2 Chris Brockhurst (Vauxhall Tigra) +1.725s; 3 Lewis Smith (Vauxhall Tigra); 4 Malcolm Blackman (Vauxhall Tigra); 5 Simon Smith (BMW Z4); 6 Ross Loram (Vauxhall Tigra). **FL** Simpson 1m17.594s (92.05mph). **RACE 2 1 Simpson 15m44.183s (90.77mph)**; 2 Brockhurst +0.375s; 3 L Smith; 4 Loram; 5 Blackman; 6 S Smith. **FL** Brockhurst 1m17.330s (92.36mph).

TVR CHALLENGE (15 LAPS) **1 Dean Cook (Sagaris) 20m32.264s (88.94mph)**; 2 Tim Davis (Tuscan) +0.221s; 3 Jason Clegg (Tuscan Six Speed); 4 Billy Thompson (Tuscan V8 AJP); 5 Ivor Watson (Tuscan); 6 Martin Crass (Tuscan). **CW** Mike Luck (Chimaera); Jim Walsh (Tuscan RV8). **FL** Cook 1m18.011s (91.55mph). **RACE 2** (13 LAPS) **1 Cook 20m20.474s (76.07mph)**; 2 Davis +6.378s; 3 Hugh Marshall (Tuscan); 4 Luck; 5 Watson; 6 Matthew Holben (TVR). **CW** Luck; Walsh. **FL** Cook 1m30.309s (79.08mph).

MX-5 SUPERCUP (14 LAPS) **1 Tom Roche 21m13.482s (78.52mph)**; 2 Mike Comber +1.358s; 3 Abbie Eaton; 4 Matt Davies; 5 Justin Newnam; 6 Christopher Lord. **FL** Comber 1m27.895s (81.26mph). **RACE 2** (12 LAPS) **1 Roche 19m57.863s (71.55mph)**; 2 Eaton +14.134s; 3 Comber; 4 Davies; 5 David Chapman; 6 Newnam. **FL** Roche 1m38.411s (72.57mph).

SALOON CARS (4 LAPS) **1 Dale Gent (Subaru Impreza) 5m35.189s (85.23mph)**; 2 Alex Sidwell (Holden V2 Commodore) +0.030s; 3 James Liptrott (BMW E36 M3); 4 Alan Phillips (Ford Sierra Sapphire); 5 Tony Paxman (Ford Escort Mk1); 6 Pete Winstone (Ford Escort). **CW** Liptrott; Phillips; Paxman; Winstone. **FL** Sidwell 1m22.070s (87.02mph). **RACE 2** (10 LAPS) **1 Gent 15m23.789s (77.31mph)**; 2 Sidwell +7.728s; 3 Ian Butler (Ford Focus); 4 Phillips; 5 Liptrott; 6 David Charlton (SEAT Leon). **CW** Butler; Liptrott; Glen Rossiter (Renault Clio); Winstone. **FL** Gent 1m26.255s (82.80mph).

TIN TOPS (11 LAPS) **1 Barnaby Davies (Toyota Starlet GT Turbo) 16m12.834s (80.76mph)**; 2 Kenny Coleman (Honda Civic) +13.518s; 3 Cliff Pellin (Ford Fiesta ST150); 4 Vic Hope (Honda Civic Type R); 5 Russell Turner (Ford Escort); 6 Peter Osborne (Renault Clio). **CW** Pellin; Osborne; Neal Gardiner (Rover Metro). **FL** Davies 1m25.418s (83.61mph). **RACE 2** (10 LAPS) **1 Coleman 14m42.549s (80.93mph)**; 2 Pellin +18.028s; 3 Hope; 4 Chris Bassett (Peugeot 205 GTi); 5 Tom Bridger (Rover 220 Turbo); 6 Turner. **CW** Pellin; Bridger; Osborne; Gardiner. **FL** Davies 1m25.303s (83.73mph).

MR2 & COUPE CUP (12 LAPS) **1 Arron Pullan (Toyota MR2) 21m13.925s (67.28mph)**; 2 Paul Corbridge (Toyota MR2) +4.617s; 3 Sam Maher-Loughnan (Toyota MR2); 4 Peter Higton (Toyota MR2); 5 Jon Winter (Hyundai Coupe); 6 Adam Lucas (Hyundai Coupe). **CW** Winter. **FL** Lucas 1m43.819s (68.79mph). **RACE 2** (13 LAPS) **1 Corbridge 20m41.629s (74.78mph)**; 2 Lucas +13.685s; 3 Higton; 4 Nathan Harrison (Toyota MR2); 5 Neale Hurren (Toyota MR2); 6 Dave Hemingway (Toyota MR2). **CW** Lucas. **FL** Corbridge 1m32.858s (76.91mph).

SALOONS & SPORTS (16 LAPS) **1 Peter Cook (Mitsubishi Evo 9) 21m07.605s (90.15mph)**; 2 Simon Deaton (Porsche 997) +6.260s; 3 Peter Challis (Porsche 997 GT3 Carrera); 4 Alex Sidwell (Holden V2 Commodore); 5 Wayne Schofield (Suzuki Cappuccino); 6 Andrew Robey (BMW M3). **CW** Deaton; Sidwell; Robey. **FL** Cook 1m16.193s (93.74mph). **RACE 2** (14 LAPS) **1 Schofield 20m00.103s (83.32mph)**; 2 Cook +6.056s; 3 Deaton; 4 Sidwell; no other finishers. **CW** Cook; Sidwell. **FL** Schofield 1m22.459s (86.61mph).

KNOCKHILL
JULY 13, SMRC

SCOTTISH FIESTAS (12 LAPS) **1 Wayne MacAulay (ST) 12m57.024s (70.44mph)**; 2 Andrew Christie (ST) +2.470s; 3 Steven Gray (XR2); 4 Jim Deans (XR2); 5 John Balfour (XR2); 6 Josh Orr (XR2). **CW** Gray. **FL** MacAulay 1m03.229s (72.13mph). **RACE 2** (8 LAPS) **1 MacAulay 8m36.164s (70.69mph)**; 2 Christie +4.501s; 3 Deans; 4 Orr; 5 Balfour; 6 Stephen Ward (ST). **CW** Deans. **FL** MacAulay 1m03.499s (71.83mph).

Raven (25) and Gough collide at Donington

BOURNE

SCOTTISH CLASSIC SPORTS AND SALOONS (BOTH 12 LAPS) **1 Shonny Paterson (Triumph TR8) 11m55.425s (76.50mph)**; 2 Harry Simpson (Ginetta G4) +0.225s; 3 Raymond Boyd (Porsche 911); 4 Tim Reid (Marcos GT); 5 Jimmy Crow (Ford Escort); 6 Stan Bernard (Porsche 911). **CW** Boyd; Simpson; Steve Uphill (Ford Fiesta); Crow; Reid. **FL** Tommy Gilmartin (Morgan +8) 58.194s (78.37mph). **RACE 2 1 Paterson 11m59.470s (76.07mph)**; 2 Boyd +11.940s; 3 Simpson; 4 Reid; 5 Crow; 6 Bernard. **CW** Boyd; Simpson; Reid; Uphill. **FL** Paterson 58.340s (78.18mph).

MG TROPHY CHAMPIONSHIP (BOTH 20 LAPS) **1 Paul Luti (ZR 190) 20m15.837s (75.02mph)**; 2 Colin Robertson (ZR 190) +1.922s; 3 Graham Ross (ZR 190); 4 Ross Makar (ZR 190); 5 Robin Walker (ZR 190); 6 Chris Bray (ZR 190). **CW** Fergus Campbell (ZR 170). **FL** Luti 59.651s (76.46mph). **RACE 2 1 Luti 20m21.565s (74.67mph)**; 2 Ross +0.508s; 3 Robertson; 4 Bray; 5 Makar; 6 Jake Fraser-Burns (ZR 190). **CW** Campbell. **FL** Robertson 59.870s (76.18mph).

SCOTTISH FORMULA FORD (BOTH 12 LAPS) **1 Ciaran Haggerty (Ray GR14) 11m14.729s (81.11mph)**; 2 Jordan Gronkowski (Van Diemen RF90) +0.461s; 3 Alistair Dow (Ray GR09); 4 Matthew Chisholm (Van Diemen RF92); 5 Neil Broome (Swift SC93C); 6 Colin Turner (Van Diemen RF93). **FL** Gronkowski 55.488s (82.20mph). **RACE 2 1 Haggerty 8m27.108s (80.94mph)**; 2 Gronkowski +1.623s; 3 Dow; 4 Chisholm; 5 Turner; 6 Broome. **FL** Gronkowski 55.450s (82.25mph).

SCOTTISH SALOON AND SPORTSCARS (BOTH 12 LAPS) **1 Graham Davidson (Noble M400) 10m52.105s (83.93mph)**; 2 Robert Drummond (Ford Escort) +2.281s; 3 Gary Wait (Ford Escort); 4 Alister Robertson (Ginetta G50); 5 Peter Cooke (Porsche 911 GT3); 6 Mark Dawson (VW Corrado). **CW** Drummond; Dawson; Paul Bell (Mini Cooper); Olly Ross (Mazda MX5). **FL** Davidson 53.019s (86.02mph). **RACE 2 1 Davidson 10m46.995s (84.59mph)**; 2 Drummond +40.891s; 3 Robertson; 4 Cooke; 5 Mark Robson (Subaru Impreza); 6 Dawson. **CW** Drummond; Robson; Bell; Ross. **FL** Davidson 52.705s (86.54mph).

ROCKINGHAM
JULY 12-13, BRSCC

CATERHAM ROADSPORT (BOTH 12 LAPS) **1 Lee Bristow 21m06.311s (69.93mph)**; 2 Jack Sales +0.113s; 3 William Smith; 4 Rob Clay; 5 Timothy Dickens; 6 Christina Maple. **FL** Sales 1m43.515s (71.29mph). **RACE 2 1 Henry Heaton 20m49.978s (70.84mph)**; 2 Chris Hutchinson +5.395s;

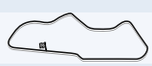
Simpson claimed an Intermarque win at Snetterton

STYLES

3 Dan Gore; 4 Max McDonagh; 5 Jack Brown; 6 James Houston. **FL** Heaton 1m43.235s (71.48mph).
RACE 3 (10 LAPS) **1 Smith 20m22.650s (60.36mph)**; 2 Bristow +0.540s; 3 Gore; 4 Dickens; 5 Brown; 6 Richard Ainscough. **FL** Smith 2m00.359s (61.31mph).
RACE 4 (12 LAPS) **1 Sales 21m06.495s (69.92mph)**; 2 Hutchinson +6.568s; 3 McDonagh; 4 Clay; 5 Houston; 6 Christian Seymour. **FL** Sales 1m43.835s (71.07mph).
CATERHAM TRACKSPORT (15 LAPS) **1 Stephen Nuttall 31m16.638s (58.98mph)**; 2 Andres Sinclair +0.664s; 3 David Russell; 4 Nick Portlock; 5 Ian Sparshott; 6 Christian Szaruta. **FL** Nuttall 1m42.433s (72.04mph). **RACE 2** (9 LAPS) **1 Nuttall 15m30.381s (71.39mph)**; 2 Sinclair +0.650s 3 Szaruta; 4 Portlock; 5 Sparshott; 6 Michael Coulten. **FL** Sinclair 1m42.191s (72.21mph).
PICKUPS (30 LAPS) **1 Gavin Murray 22m14.160s (119.72mph)**; 2 Mark Willis +0.237s; 3 David O'Regan; 4 Michael Smith; 5 Dave Longhurst; 6 Anthony Hawkins. **FL** Willis 41.749s (127.53mph). **RACE 2** (35 LAPS) **1 Pete Stevens 24m21.841s (127.47mph)**; 2 Longhurst +0.165s; 3 Smith; 4 Pete Wilkinson; 5 Murray; 6 O'Regan. **FL** Stevens 40.797s (130.50mph).
CATERHAM ACADEMY GROUP 2 (5 LAPS) **1 Paul Aram 9m09.582s (67.14mph)**; 2 Steve McCulley +4.852s; 3 Barry Moore; 4 Robert Ryder; 5 Donald Henshall; 6 Martin Enkiss. **FL** David Webber 1m47.072s (68.92mph). **GROUP 2** (8 LAPS) **1 Olly Wigg 15m28.534s (63.58mph)**; 2 Alistair Calvert +0.692s; 3 Duncan Higgins; 4 Nick Cozzi; 5 Kevin Tarrant; 6 Andrew Ebdon. **FL** Calvert 1m47.285s (68.78mph).
HRDC TOURING GREATS (23 LAPS) **1 Richard Skinner (Marcos 1800GT) 45m13.944s (62.54mph)**; 2 Matthew Moore (Austin A35) +34.103s; 3 Alistair Dyson/David Bye (Ford Zephyr); 4 Glenn Pearson/Peter Dorlin (Jaguar Mk1); 5 David Devine (Riley 1.5); 6 Julian Crossley (Morris Mini). **CW** Moore; Dyson/Bye; Pearson/Dorlin; Crossley; Geoff Gordon (Alfa Romeo Giulietta); Paul Alcock (Morris Minor). **FL** Skinner 1m52.781s (65.43mph).

Mark Wright's Escort hops through Druids
HAWKINS

DONINGTON PARK
JULY 12-13, BRSCC



FF1600 POST-'89 (BOTH 16 LAPS) **1 Joey Foster (Ray GR14) 20m28.354s (92.80mph)**; 2 Stuart Gough (Van Diemen RF92) +0.031s; 3 Doug Crosbie (Van Diemen RF00); 4 Abdul Ahmed (Ray GRK10); 5 David McArthur (Van Diemen LA10); 6 Oliver Bull (Swift SC92F). **CW** Gough. **FL** S Gough 1m15.475s (94.39mph). **RACE 2** **1 Foster 20m34.717s (92.32mph)**; 2 James Raven (Ray GR13/14) +0.728s; 3 S Gough; 4 Ahmed; 5 Ian Gough (Van Diemen RF92); 6 McArthur. **CW** S Gough. **FL** S Gough 1m15.917s (93.84mph).
FF1600 PRE-'90 (BOTH 16 LAPS) **1 Jamie Jardine (Reynard 84FF) 20m49.390s (91.23mph)**; 2 Mario Sarchet (Reynard 86FF) +27.675s; 3 Matthew Cowley (Reynard 88FF); 4 David Murphy (Van Diemen RF85); 5 Alan Williamson (Reynard 88FF); 6 Iain Houston (Van Diemen RF89). **CW** Cowley; Phil Nelson (Hawke DL2B). **FL** Jardine 1m17.278s (92.19mph). **RACE 2** **1 Jardine 20m42.820s (91.72mph)**; 2 Stuart Jones (Reynard 89FF) +15.067s; 3 Sarchet; 4 Murphy; 5 Cowley; 6 Andrew Thomas (Reynard 89FF). **CW** Jones; John Moulds (Crossle 20F). **FL** Jardine 1m16.840s (92.72mph).
FIESTA CLASS C (15 LAPS) **1 Daniel Holland 20m52.746s (85.30mph)**; 2 David Grady +2.410s; 3 Nathan Lawley; 4 Scott Robertson; 5 David Ellesley; 6 Andrew Taylor. **FL** Holland 1m22.748s (86.10mph). **RACE 2** (8 LAPS) **1 Holland 11m12.512s (84.75mph)**; 2 Grady +11.284s; 3 Robertson; 4 Shaun Clay; 5 Samuel Priest; 6 Ellesley. **FL** Holland 1m22.999s (85.84mph).
FIESTA CLASSES A, B AND D (BOTH 14 LAPS) **1 Ed Cockill 20m14.008s (82.16mph)**; 2 David Abbott +10.641s; 3 Simon Roud; 4 Jack Williams; 5 James Appleby; 6 Al Daly. **CW** Williams; Keith Chapman. **FL** Cockill 1m25.798s (83.03mph). **RACE 2** **1 Cockill 20m12.226s (82.28mph)**; 2 Abbott +20.982s; 3 Williams; 4 Appleby; 5 Daly; 6 Roud. **CW** Williams; Chapman. **FL** Cockill 1m25.498s (83.33mph).
SPORTS 2000 (21 LAPS) **1 Patrick Sherrington (MCR) 25m20.740s (98.38mph)**; 2 Tom Stoten (Gunn TS8B) +2.233s; 3 Nick Bates (Lola B07/90); 4 Peter Needham (MCR); 5 Scott Guthrie (Van Diemen RFSC02); 6 David Houghton (Van Diemen RFSC02). **CW** Guthrie; Mike Fry (Lola T86/90); Michael Gibbins (Lola T590); Colin Feyerabend (Lola T90/90); Rick de Blaby (Crossle 9S). **FL** Sherrington 1m11.313s (99.90mph).
RACE 2 (25 LAPS) **1 Sherrington 30m22.636s (97.72mph)**; 2 Needham +15.572s; 3 Bates; 4 Houghton; 5 Guthrie; 6 John Owen (MCR). **CW** Guthrie; Owen; Clive Steeper (Tiga SC80); Damien Griffin (Lola T598); Feyerabend; Gwyn Pollard (Crossle 9S). **FL** Stoten 1m11.013s (100.32mph).

Neil Broome (3) and Clay Mitchell collide at Knockhill
MOJR

Chaplin's Cortina goes up in flames at Combe

READ

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THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week

WOOD/LAT

The BTCC is back to its best

Following the first five rounds of an enthralling Dunlop MSA British Touring Car Championship, I feel someone needs to make this statement: the BTCC in 2014 is simply back to its glorious best.

Despite threatening to drown in pre-season hype, the racing produced thus far has surpassed expectations. TOCA is taking a balanced view on driving standards, improving them with penalties that tread the line between soft and harsh. Meaningful, for want of a better term.

Support-grid numbers are low but the entertainment produced is of the highest quality. Yes, there have been whinges and whines, but frankly it would be more concerning if everyone was just getting along. It is competition. And they are occasionally respectful to each other. Sometimes. I think.

Lee Bonham, New Milton, Hampshire

Now that Formula 1 is being spiced up for the benefit of the TV audience, why not choose starting-grid positions by drawing drivers' numbers out of a hat?

Together with 'joker' rounds earning double points, the series could be retitled 'The Grand Prize'. It might make a good TV show, but it won't deserve to be called a sport anymore.

Nicholas Bateman
Guildford, Surrey

Standing restarts – I can see why they've been introduced, but can see one big flaw. Some tracks, especially Monaco, have the safety car deployed on the first lap as someone normally gets caught up in the traffic jam.

Couldn't the restarts cause one big loop: restart, crash, safety car? I don't know about anyone else, but I don't want it to take four 'starts' before a race truly gets underway.

Benjamin Greig
By email

In the July 10 edition of your excellent magazine, Karun Chandhok (*The Racer's Eye*) wrote: "The other overriding feeling I got from the paddock was a real sense of doom and gloom… different people really gave me the feeling that it isn't a happy place."

I'll tell you Karun, Formula 1 has not been a happy sport to watch on the TV in the last five years – two teams dominating, three drivers winning everything and viewing figures falling through the floor.

The British Rally Championship is being scrapped in 2015, for a relaunch in 2016. Perhaps F1 should follow suit. Seriously.

Garry Simpson
By email

In pictures

Images around the globe, from Mosport to Moscow, via Belgium

THE SUN SETS IN ONTARIO
The Eric Curran and Boris Said Corvette Daytona Prototype is wheeled away after Said's practice shunt for the United SportsCar round at Mosport

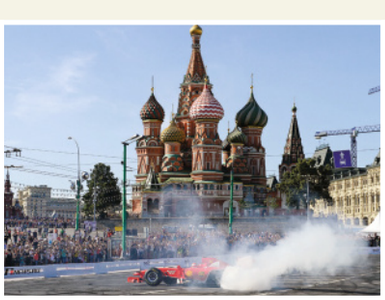
LEVITT/LAT

JACQUES ATTACK!
Ole Christian Veiby (52) and Jos Jansen feel the heat from World Rallycross convert Jacques Villeneuve at Mettet in Belgium on Sunday

McKLEIN/LAT

YOU CAN HEAR THE SCREECH…
With little in the way of engine noise, a locked-up Formula E car makes a proper yelp as Mike Conway explores the limit at Donington Park

DUNBAR/FIA FORMULA E



A RED CAR IN RED SQUARE
Tyre abuse of a different kind, as Marc Gene hammers his Pirellis for the crowd in front of the Kremlin during a Ferrari street demo

In the shops

Desirable new releases

BENTLEY OFFICIAL APPAREL

From £24.99 – autosport.com/shop

Bentley's return to international sportscar racing in the GT ranks has proved to be a success, so it could be a good time to get hold of some of the official clobber. The cap (£24.99) has all the right logos and is fully adjustable, while the T-shirt (£39.99) is made of a lightweight honeycomb fabric and comes in all the usual sizes.

SCUDERIA FERRARI XX WATCH

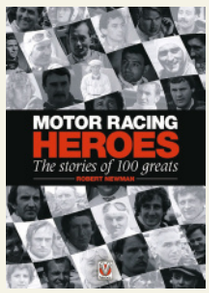
£195 – shadestation.co.uk

The Scuderia Ferrari-licensed XX watch features a carbon-coated stainless-steel case, with three-hand movement, date window and additional sub-dial chronographs. The silicone strap features Ferrari branding and the whole timepiece comes with a two-year guarantee.

MOTOR RACING HEROES

£19.99 – veloce.co.uk

Think of 100 motorsport greats and plenty of obvious names spring to mind. The great thing about this little book is that, although many of the people you'd expect to be here are indeed here, there are plenty you wouldn't, such as Andre Boillot, Elisabeth Junek, Helle Nice snd Ferenc Szisz. You'll learn a lot in here and enjoy doing so.



WHAT'S ON

ON TRACK IN THE UK

SILVERSTONE
BRSCC, July 18-20
silverstone.co.uk
It's the second time that International GT Open will visit Silverstone, bringing Ferrari, Corvette, Porsche and Mercedes competitors (among many others) to the home of British motor racing as the second half of its season gets underway. Supporting the main event will be the SEAT Leon Eurocup and Maserati Trofeo, alongside the Euroformula Open field, for a weekend of wheel-to-wheel racing.

DONINGTON PARK
VSCC, July 19
donington-park.co.uk
The pre-war racing machines return to Donington for the first time since 2011, and together with the 500cc F3s make for a vintage race weekend in the heart of the country.

SNETTERTON
MSVR, July 19-20
snetterton.co.uk
Snetterton's 300 circuit plays host to a range of GTs, saloons and sportscars for a busy weekend. The Radical SR1 Cup, SR3 Challenge and Dunlop Mk 2 Golfs will all feature.

CROFT
BARC, July 19-20
croftcircuit.co.uk
The BARC race meeting at Croft features the litany of Caterham Graduates classes, plus action from the Aero Racing Morgan Challenge and the BARC Clubmans Championship.

ANGLESEY
BARC, July 19-20
angleseycircuit.com
Legends and saloon cars compete at the coastal circuit for the latest two-day meeting at Anglesey, and are joined by the Irish Global GT Lights championship and superkarts.

Radicals are out at Snetterton
STYLES

Legends visit north Wales
EBREY/LAT

OULTON PARK
MSVR, July 19
oultonpark.co.uk
The BRDC Formula 4 Championship brings its array of rising stars to Oulton Park this weekend. Its support features a wide variety, from F3 Cup to Atom Cup and GT Cup to Monoposto.

F4 moves on to Oulton
EBREY

International GT Open tops the bill at Silverstone
FOTOSPEEDY

ON TRACK AROUND THE WORLD

GERMAN GRAND PRIX
Formula 1 World Championship
Rd 10/19
Hockenheim, Germany
July 20
f1.com

GP2 SERIES
Rd 6/11
Hockenheim, Germany
July 19-20
gp2series.com

GP3 SERIES
Rd 4/9
Hockenheim, Germany
July 19-20
gp3series.com

Hockenheim hosts first GP since 2012
FERRARO/LAT

PORSCHE SUPERCUP
Rd 5/9
Hockenheim, Germany
July 20
porsche.com

INDYCAR SERIES
Rd 11/15
Toronto, Ontario, Canada
July 19-20
indycar.com

INDY LIGHTS
Rd 7/10
Toronto, Ontario, Canada
July 19
indycar.com

EUROPEAN LE MANS SERIES
Rd 3/5
Red Bull Ring, Austria
July 20
europeanlemansseries.com

AUTO GP
Rd 6/8
Red Bull Ring, Austria
July 20
autogp.net

SUPER GT
Rd 4/8
Sugo, Japan
July 20
supergt.net

Super GT at Sugo
ISHIHARA/LAT

EUROPEAN RALLY CHAMPIONSHIP
Rd 7/11
Rally Estonia
Otepaa, Estonia
July 17-19, fiaerc.com

SUPER TC2000
Rd 6/12
Buenos Aires, Argentina
July 20
super-tc2000.com.ar

ASIAN LE MANS SERIES
Rd 1/5
Inje, South Korea
July 20
asianlemansseries.com

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY JULY 17
1400-1445 Sky Sports F1 LIVE
F1 drivers' press conference

FRIDAY JULY 18
0845-1100 Sky Sports F1 LIVE
German GP: Practice 1
1100-1150 Sky Sports F1 LIVE
GP2: Hockenheim Practice
1245-1450 Sky Sports F1 LIVE
German GP: Practice 2
1450-1530 Sky Sports F1 LIVE
GP2: Hockenheim Qualifying
1600-1645 Sky Sports F1 LIVE
F1 team principals' press conference
1700-1800 Sky Sports F1 LIVE
The F1 Show
1800-2000 Sky Sports F1
F1 Classic Races: Germany 2010
2245-2315 British Eurosport
ERC: Estonia

SATURDAY JULY 19
0845-0920 Sky Sports F1 LIVE
GP3: Hockenheim Qualifying
0945-1115 Sky Sports F1 LIVE
German GP: Practice 3
1200-1435 Sky Sports F1 LIVE
German GP: Qualifying
1435-1605 Sky Sports F1 LIVE
GP2: Hockenheim Feature Race
1450-1550 Motors TV LIVE
Euroformula Open: Silverstone Race 1
1550-1725 Motors TV LIVE
International GT Open: Silverstone R1
1615-1715 Sky Sports F1 LIVE
GP3: Hockenheim Race 1
1725-1840 BBC1
German GP: Qualifying highlights
2030-2300 ESPN LIVE
IndyCar: Toronto Race 1
2230-2300 British Eurosport
ERC: Estonia

SUNDAY JULY 20
0820-0920 Sky Sports F1 LIVE
GP3: Hockenheim Race 2
0930-1045 Sky Sports F1 LIVE
GP2: Hockenheim Sprint Race
1000-1030 British Eurosport 2
Auto GP: Red Bull Ring Race 1
1030-1100 British Eurosport 2 LIVE
Auto GP: Red Bull Ring Race 2
1045-1130 British Eurosport LIVE
Porsche Supercup: Hockenheim
1120-1215 Motors TV LIVE
EuroFormula Open: Silverstone Race 2
1200-1615 Sky Sports F1 LIVE
German Grand Prix
1245-1450 Motors TV LIVE
ELMS: Red Bull Ring
1450-1550 Motors TV
International GT Open: Silverstone R2
1550-1715 Motors TV LIVE
ELMS: Red Bull Ring
1900-2030 BBC2
German GP: Highlights
2030-2300 ESPN
IndyCar: Toronto Race 2

MONDAY JULY 21
2100-2145 Sky Sports F1
F1 Classic Races: Monaco 1982

TUESDAY JULY 22
0100-0200 ITV4 Motorsport UK
2100-2145 Sky Sports F1
F1 Classic Races: USA 1987

ONLINE

HOT ON THE WEB THIS WEEK

YouTube BTCC MASTERS SEAT CUPRA ONE-MAKE RACE, 2004

SEARCH FOR: BTCC Masters 2004 - Donington - Highlights (14:29)
With news that a horde of British Touring Car champions will be racing together in the St Mary's Trophy at the Goodwood Revival in September, we were reminded about the shenanigans at Donington 10 years ago. Wonder what happened to those poor SEATs?

AUTOSPORT+

Should Formula 1 aim for a big overhaul of its rules for 2017?

Following talk of 18-inch wheels being introduced to F1, Edd Straw argues that the sport should consider a much more thorough overhaul of the cars. Later in the week look out for our comprehensive coverage from the German Grand Prix, including insight from Gary Anderson.

GET AUTOSPORT ON THE MOVE
IN THE iPAD ISSUE THIS WEEK
- HIGHLIGHTS FROM INDYCAR AND FR3.5, PLUS GERMAN GP PREVIEW
- ON SALE ALL OVER THE WORLD FOR ONLY £2.99

DOWNLOAD IT NOW FROM AUTOSPORT.COM

Revved up over what's on the box

While the majority of the civilised world was watching 22 men kick a bag of wind around a field in Rio last Sunday evening, NASCAR fans (not renowned for their world view) were watching the last-ever Sprint Cup race on the TNT channel – 32 years after its first.

Far from being as explosive as the channel's name suggests, the event at least had the good grace to go into 'overtime' thanks to a late crash, which served only to prolong the "I love you guys/I love you more" over-sentimentality of the outro. But in contrast to the touchy-feely schmaltz, the reason behind this move is hard-nosed business.

NASCAR's $8 billion deal that starts next year replaces the mere $4.48bn contract that went before, and means the convoluted tripartite TV coverage split has now been reduced to two, shared between media behemoths Fox and NBC.

Fox Sports will broadcast the first 16 Sprint Cup rounds (including the Daytona 500); NBC Sports will show the final 20 (that includes all of the Chase).

Could NASCAR's big TV deal lead to trouble?
KINRADE/LAT

Out of the equation go both TNT and the nation's original sporting giant ESPN, both literally refusing to raise their stakes to keep their coverage. So what do we lose while NASCAR itself gains?

For me, TNT was the weak link anyway. Its 'summer series' didn't have much zing, and the presenting team of Adam Alexander, Wally Dallenbach and Kyle Petty is no huge loss. The return of NBC Sports will bring some heavy hitting and the bottom line to NASCAR, by my maths, is a whacking $260m increase in TV revenue per year.

Is it any coincidence then that a new body, Race Team Alliance, has been formed by owners of the sport's nine biggest teams? Doesn't that sound a bit like a union? Not only that, one that even possesses an acronym that has connotations with a car crash…

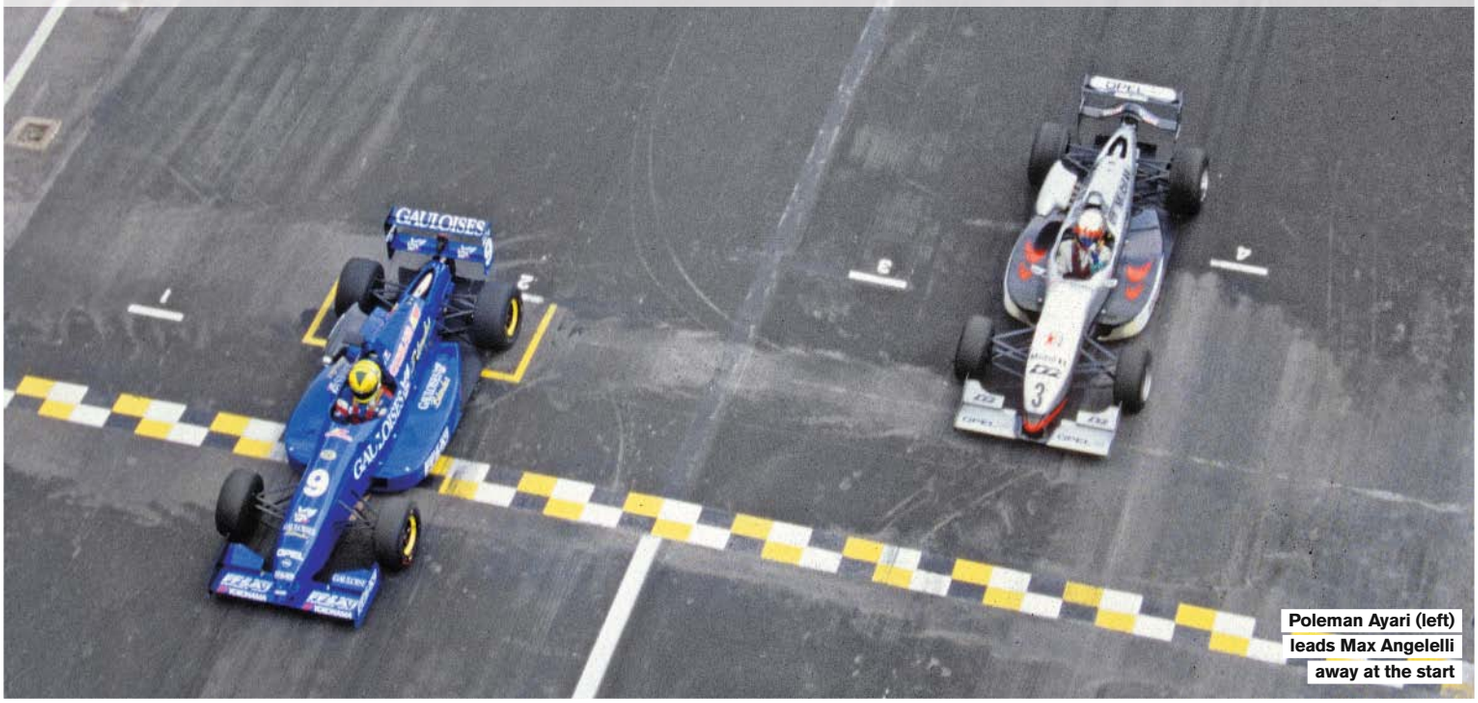
The big US sports (NFL, baseball, basketball and ice hockey) have a long history of strikes – or 'lockouts' as they like to call them – usually due to squabbles over how the revenues are disseminated to the participants. There's only ever been one strike in NASCAR's history, in 1969 when the big stars of the day refused to race at a tyre-shredding Talladega, but might this megabucks deal be the catalyst for a crisis? Stay tuned…

Revved Up

Soheil Ayari

"The others were laughing at us. They stopped after qualifying, I tell you!"

Macau F3 Grand Prix ■ November 16, 1997 ■ Dallara-Opel F396 ■ Big shunt leads to big win



Poleman Ayari (left) leads Max Angelelli away at the start

MVG/LAT

IF SOMEONE HAD WRITTEN A film script about the 1997 Macau Grand Prix it would not be believed. I ended up flying 15 feet in the air at one stage, thinking I was flying to see my God, yet I still won the race!

I was racing for a team that I still hold close to my heart – Graff Racing. They were a team that I grew up with and the weekend started really well as I was on pole position by over half a second, which for F3 was a lot. I have such good memories of working with the team earlier in my career and I was very close to the team manager Jean-Philippe Grand.

I really loved working with these guys and we had secured the French F3 Championship in 1996 by winning 11 of the 14 races.

In 1997 I did F3000 but at the end of the year Jean-Philippe said to me, 'Look Soheil, we have this amount of budget, we can either get a 97-spec Dallara just for Macau or we stick with the faithful car we had last year and develop it'. Of course I said we stay with 'our car' – the one we love!

I remember at Macau when we arrived in the paddock all the other teams were laughing at us with our 'old' Dallara. 'Oh, look at the poor French guys, they can't afford the proper car!' is what they were thinking. They stopped laughing after qualifying, I tell you!

For the first heat I was very confident as I was on pole but one of the developments we had worked on was a new carbon clutch. It didn't work and I ended up eighth into the first corner. So then I was obliged to overtake a lot.

It was really fun and I was fighting like hell and was right with Max Angelelli, just after a safety car period, when the red flag came out for Tom Coronel who had crashed. It was just in front of us and I had no time to react as Max braked hard and I flew over his rear wheels and high into the air and spun across the track.

Amazingly I only had a small amount of damage to the rear suspension and also a little to the front wing. Considering how high I went, it was really a miracle.

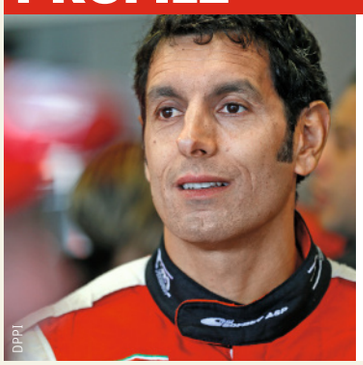
So I got back to the pits and my mechanics did an amazing job to get the car ready for the restart. I managed to get back in to second place but then just before the final corner my fuel pump started to break and I crawled across the line in third.

For the second heat I had work to do if I wanted to win, but again I got a bad start and had to fight back through the field. I managed to pass guys like Enrique Bernoldi and Mark Webber and even my Graff team-mate Patrice Gay. I then pulled a gap out of about 11 seconds to win the Macau Grand Prix.

The feeling was amazing. We had a serious party that night which is easy in Macau. But whatever happens in Macau, stays in Macau!

Soheil Ayari was talking to Sam Smith

PROFILE



DPPI

FRENCHMAN SOHEIL AYARI won his domestic Formula Ford (1994) and F3 ('96) titles before moving to F3000, winning twice across 1997/'98. He switched to tin-tops and sportscars thereafter, winning three French Supertouring titles and the GT1-class crown of the Le Mans Series in 2007. He won the International GT Open championship in '11 and still races, aged 44, in the WEC and ELMS.

NEXT WEEK GERMAN GP REPORT
Plus: Spa 24 Hours & Silverstone Classic previews

DRIVING YOUR EVENTS TO SUCCESS!

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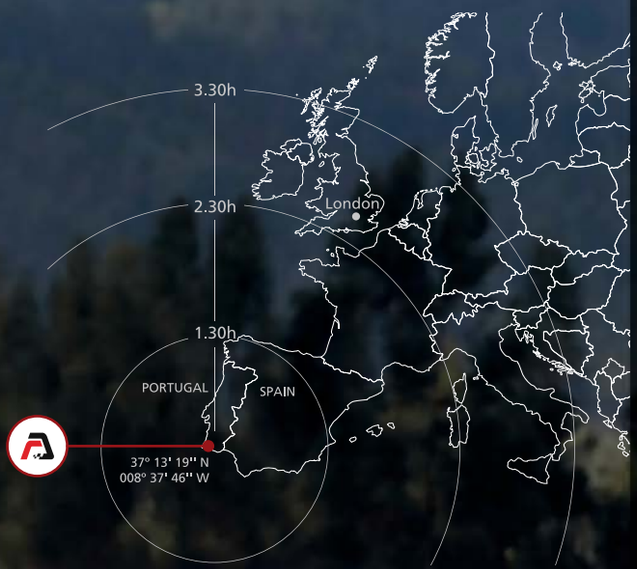
Opened in 2008, the Autódromo Internacional do Algarve is located in one of the best climate holiday destination in Europe and it is only 30 minutes away from Faro's International Airport.

So far has hosted events such as the FIA GT1 World Championship, Le Mans Series, GP2 Series, it has become also a popular venue for product launches and other corporate events for the automotive industry and motorsport teams.

The track, internationally awarded, has 32 different versions and a layout technically demanding that provides a unique experience with blind corners, hairpins, double-apex bends and long fast straights, it also has a modern system of rain and has no noise restriction that allows 24h tests, presentations and events.

A perfect venue that includes hospitality suites, event rooms, pit garages and catering & banqueting facilities combined with a Go-Kart and Off-Road track as well as a 5 star hotel currently under construction. Combining this fantastic facilities and excellent services it will deliver your event to the highest standard, whether it's a small meeting for 10 or a reception for 800 persons.

With its own Racing School and a fleet of dream cars and professional drivers, corporate groups can enjoy a perfect event with a wide range of driving activities, that will make the success of your event guaranteed!



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A versatile and challenging circuit with multiple versions and with no noise restrictions what makes it ideal for 24h tests, presentations and events.

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SEAT Leon 5DR SE 1.2 TSI 110PS – Solutions representative example based on 10,000 miles per annum**

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35 monthly payments of:	**£175.00**	Retail cash price:	**£17,235.00**	Option to purchase fee[2]:	**£60.00**	Representative APR:	**4.9% APR**
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Fixed full deposit:	**£4,800.38**						

4.9% APR representative plus £1,000 towards your deposit† FOLLOW US ON: **SEAT.CO.UK**

Official fuel consumption for the SEAT Leon in mpg (litres per 100km); urban 32.5 (8.7) - 72.4 (3.9); extra-urban 49.6 (5.7) - 91.1 (3.1); combined 42.8 (6.6) - 85.6 (3.3). CO_2 emissions 154 - 87 g/km.

Standard EU Test figures for comparative purposes and may not reflect real driving results. Model shown is the Leon 5DR SE 1.2 TSI 110PS at £17,235 RRP with optional metallic paint at £530 RRP, electric sunroof at £765 RRP, 17" Dynamic alloy wheels at £380 RRP and full LED headlights at £1000 RRP. **Offer may be varied or withdrawn at any time. Retail Sales only. [1]Payable with first payment. [2]Payable with optional final payment. 4.4p per mile excess mileage charges apply. †£1,000 deposit contribution is available to customers who purchase their car with Solutions personal contract plan. Terms and conditions apply. Finance examples include technology pack. Further charges may be payable if vehicle is returned. Indemnities may be required. Subject to vehicle availability. Subject to status. Available to over 18s in the UK from participating dealers only. SEAT Finance, Freepost SEAT Finance. Subject to each model specification and cost option fitment. Pricing and finance valid from 1st July to 30th September 2014. *Offer available on SE and FR models when ordered before 30th September 2014 from participating dealers only. £1,930 RRP refers to optional specification if priced individually.

SEAT recommends Castrol EDGE Professional