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**POLE POSITION**

# Best of British shines through at Silverstone

WHAT A GREAT BRITISH GRAND PRIX THAT WAS, WITH a home winner in Lewis Hamilton, a Herculean effort by Jenson Button that was worthy of a podium finish to delight his cheering pink-shirted fans (damn those 0.9s!), and a superb dice between great champions Fernando Alonso and Sebastian Vettel – although we could have done without the moaning on the radio, lads.

My personal highlight was watching that stellar drive from Valtteri Bottas to drag his Williams from 14th to second. Sure, he was helped by the DRS and the FW36's Mercedes engine that makes it so rapid on the straights, but to lose so little time while carving his way through the pack early on was quite superb. The mark of a future champion?

Another fantastic display was the parade to celebrate Silverstone's 50th grand prix. Watching legends Sir Jackie Stewart, Emerson Fittipaldi and Alain Prost on track at the same time as more recent heroes Damon Hill, Johnny Herbert, Martin Brundle and Derek Warwick in quite beautiful machinery was a privilege.

As Emmo quipped to me after stepping out of the very McLaren M23 he drove to victory at Silverstone in 1975: "I'm ready to do the grand prix right now!" At least, with that grin on his face (below), I think he was joking...



*Bradley*

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# THE BIG PICTURE

After getting 'Maldonado-ed' in Bahrain, Sauber's Esteban Gutierrez repays the compliment at Club Corner in the British GP, for which he received a three-place grid penalty



# This week in F1

## RAIKKONEN HINTS AT F1 RETIREMENT

Kimi Raikkonen has suggested that he might retire from Formula 1 at the end of 2015, when his current deal with Ferrari runs out.

When asked ahead of the British Grand Prix about his plans for the future, and if he will be at Ferrari for the long term, Raikkonen said: "Until my contract is finished, and then I will probably stop. That is what I think is going to happen." The 2007 world champion rejoined Ferrari for this season on a two-year deal.

### RAIKKONEN'S F1 CAREER IN NUMBERS

**20** WINS | **77** PODIUMS

**201** RACES | **4** TEAMS RACED FOR

**16** POLES

**988** POINTS

**40** FASTEST LAPS

**1** TITLE (2007)



## Haas to back Ferrari squad

Gene Haas has edged closer to a technical partnership with Ferrari for his new team's debut in 2016, after announcing his machine-tools company will sponsor the Italian team for the rest of this season and 2015. Ferrari F1 boss Marco Mattiacci said discussions about a technical tie-up with Haas Formula were "ongoing".



## Lotus ditches Renault for Merc

Mercedes has agreed to supply Lotus with engines from 2015.

Lotus had been in talks with Mercedes for several weeks following a frustrating start to the 2014 campaign. Although final details of the contract, and particularly the early cancellation of a long-term deal between Lotus and Renault, are still being finalised, the switch is understood to be a formality.

### REMEMBER WHEN



The first season of 'Team Enstone' (then Benetton) using Renault power. Michael Schumacher claimed his second consecutive world title as Benetton won its maiden constructors' crown.

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## Italian GP under threat

The future of the Italian Grand Prix at Monza is in doubt after Formula 1 commercial chief Bernie Ecclestone said the event would likely be dropped after 2016.

When asked by *Gazzetta dello Sport* about the future of the Monza race, Ecclestone said: "It's not good. I don't think we'll do another contract, as the old one has been disastrous for us from a commercial point of view. So it's bye-bye after 2016."

A possible switch of venue to Mugello has been suggested by Ferrari president Luca di Montezemolo, should Monza be unable to put in place a financial package that suits Ecclestone.

COATES/LAT



Dropping that race would be very stupid for Formula 1. Hopefully it will never happen



Kimi Raikkonen

### MONZA'S GP MOMENTS

**1922** Monza hosts its first Italian GP as Pietro Bordino leads a Fiat one-two.

**1938** Tazio Nuvolari wins the last pre-war Italian GP for Auto Union.

**1950** Giuseppe Farina becomes the inaugural F1 world champion at Monza.

**1971** Peter Gethin wins by the closest margin in F1 history in last race to be held on pre-chicane layout.

**1980** GP moves to Imola as Monza undergoes refurbishment.

**1988** Gerhard Berger takes Ferrari's first Monza win for nine years, as McLaren's unbeaten run for the season is broken.

**2000** Fire marshal Paolo Ghislimberti killed after being struck by an errant wheel following a first-lap crash at the second chicane. Michael Schumacher matches Ayrton Senna's GP wins record.

**2003** Schumacher wins at an average speed of 153.8mph, still the fastest world championship F1 race ever.

**2008** Sebastian Vettel scores his maiden F1 win for Toro Rosso.



## FIA dismisses restart fears

The FIA has dismissed drivers' safety concerns about the introduction of standing restarts following safety car periods. Drivers are worried about doing extra standing starts on worn tyres, but F1 race director Charlie Whiting said the current procedure would remain ahead of any restart, allowing drivers to pit for new rubber when the safety car is deployed.



## Pirelli tests 18-inch tyres

Lotus was due to run with 18-inch tyres at this week's post-British Grand Prix test at Silverstone, as part of an experiment by Pirelli. Following discussions about a change of tyre size for 2017, Pirelli agreed to trial the larger wheel and tyre size on Wednesday (July 9) with the aim of judging the aesthetics compared to the current 13-inch rubber.



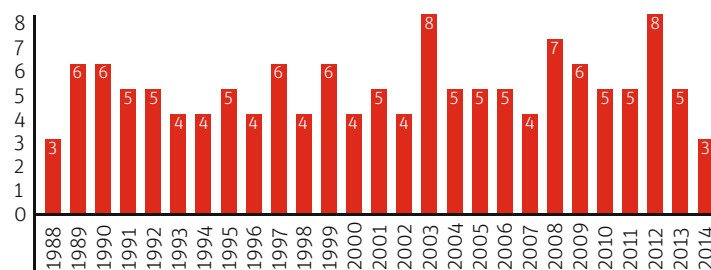
## Perez: F1 needs more winners

Sergio Perez believes Formula 1 needs more teams winning races if it wants to avoid turning fans away. There were seven different winners in the first seven races of the 2012 season, and Perez reckons that is what the sport should be trying to repeat. "I think the fans would love to see Ferrari winning, McLaren, Force India, Williams – different teams," he said. "And also know they all have the opportunity to win on a given weekend."



### SHARING THE VICTORIES AROUND

Number of race winners (drivers) per season since 1988, the last time there were only three in a full season.



COATES/LAT

## ABITEBOUL RETURNS TO RENAULT

Former Caterham team boss Cyril Abiteboul has returned to Renault as the French manufacturer attempts to turn its Formula 1 engine programme around.

Renault has also announced that Jean-Michel Jalinier, president and managing director of its sporting division, is retiring and will be replaced by Jerome Stoll, who will add the role to his position as chief performance officer and group sales and marketing director.

Abiteboul previously worked for Renault from 2001-12, holding senior roles in its F1 arm from '07 onwards.

We raised our concerns as far back as the end of 2012 with the direction the project was going



Red Bull boss Christian Horner on Renault engine woes

## Upgraded fuel-flow sensors

The FIA introduced upgraded fuel-flow sensors for last weekend's British Grand Prix in a bid to overcome early-season problems with the systems.

The use of cold fuel in qualifying was affecting the accuracy of the sensors, so a new firmware was introduced by supplier Gill Sensors.



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# Jonathan Noble

## F1's newshound

It should come as no surprise that hidden agendas may lurk behind teams' support for the return of sparking skidblocks

**H**oudini used it to make elephants disappear in front of packed theatre houses. It's what professional pickpockets employ to fleece the unsuspecting of their wallets on crowded city streets. And now some Formula 1 teams could even be using it to wipe out potential advantages they think their rivals may have.

Misdirection is a powerful tool. If you can manipulate support for something, while at the same time knowing it will achieve a second benefit only you know about, then the world is yours.

According to paddock insiders, that could well be the reason why what once seemed like a crazy bit of blue-sky thinking — bringing sparking cars back to F1 — has gone from random idea to regulation within a matter of weeks.

This is not simply a story about teams agreeing to make changes to the cars just to please the fans. Double points showed us how much they are willing to listen to those who follow the sport. Instead, the fight by some teams to bring sparks back to F1 has been about seizing an opportunity to cut off a potential advantage they think some of their rivals have with clever underfloor aerodynamics.

It's widely accepted that Red Bull, thanks to its design genius Adrian Newey, has set the benchmark for downforce brilliance in recent years, with the team's concept based around running a lot of rake



delivering a bigger aerodynamic benefit.

Whether or not such flexi-floor concepts were reality or fantasy, one way to guarantee that no team could play funny games with the floor would be for the metals used in the skidblocks to be replaced with something much lighter that will wear away much quicker. Something like titanium.

So when talk of the need for a more spectacular F1 started, and the idea of sparks being generated by the return of titanium skidblocks was first mentioned, there might have been some hidden agendas at play in it getting such swift support. If you felt you had been losing out on underfloor performance because rivals

**“Misdirection is a powerful tool. Teams may be using it to wipe out others’ potential advantages”**

on the car. It means its cars have traditionally run low at the front and high at the rear, which was been particularly beneficial in sealing the airflow under the car to improve downforce.

But Red Bull is not alone in running the front of its car as low to the ground as possible. Even the presence of an underfloor plank to try to force teams to raise rideheight has failed to provide much of a hindrance. That's because they can fit skidblocks made of a metal that's so dense it's very difficult to rub away enough to erode the plank as well.

Rideheight has therefore become dictated by just how low you can get the plank to run before the car starts sitting on the ground.

Furthermore, there were even wild suspicions last year (denied by the team and never proved despite FIA inspections) that Red Bull may have been cleverly using the heat generated in the dense metal skidblocks to warm the floor in such a way that it flexed up at speed,

were running much lower at the front, then stopping them doing it would be a great help to your team.

No wonder the push to introduce sparking cars was so big. And no wonder some teams were willing to test with them during a grand prix weekend.

The implications of titanium skidblocks are threefold. There will be a safety benefit, because the lighter blocks won't pose as much of a risk if they fly off (they weigh one third of the existing items); and there will be plenty of sparks when the skids hit the ground. But above these feel-good factors, teams are also going to have to run with higher ground clearance to avoid the new titanium blocks wearing away.

Having to raise rideheights may then hinder those teams that have mastered better the benefits of running as low to the track as possible. And that, rather than spectacular images, may well be the real motivation behind the appeal of sparking cars.

Houdini would have been proud. ☼

# This week in motorsport



## PEUGEOT STARTS DAKAR TESTS

Peugeot will begin testing its all-new Dakar Rally challenger in France this week.

Carlos Sainz will drive the 2008 DKR at two separate venues after getting his first taste of the rear-wheel-drive diesel-powered car late last month. Much of Peugeot's testing will be carried out in private, with the potential for a competitive debut on

Morocco's World Cup Cross-Country round in October.

The 2008 will be a significant change for 11-time Dakar winner Stephane Peterhansel, who has won the event on two wheels, but never with two-wheel drive. Peterhansel and team-mate Cyril Despres will join Sainz in testing the Peugeot soon.

Running in rear-drive trim means

Peugeot will be permitted longer suspension travel, bigger wheels, a weight advantage and the use of automatic tyre-reinflation systems. The Dakar has not been won by a two-wheel-drive car since 2000 and never by one powered by a diesel engine.

Peugeot last won Dakar in 1990, when Ari Vatanen triumphed in a 405 T16.

## TC3 tin-top F1 support series gets launched

A new touring car series has been launched with claims that it will support Formula 1 grands prix in 2015.

Former World Touring Car Championship boss Marcello Lotti is believed to be behind TC3 International, which has promised 10 rounds plus a sister Asian series.

A statement from the series added that TC3 "aims to restore the 'touring car pyramid' concept of cars that can compete at national, regional and international level."

It will adopt a GT3-style technical philosophy with performance balancing, and will be "deliberately aimed at creating a strong customer market for the cars while developing a worldwide product at the pinnacle of touring car racing."

### REMEMBER WHEN

1988



...a touring car F1-support series was planned in the 1980s? The only car built was the Alfa Romeo 164, powered by a V10 F1 engine and produced by Brabham. It was demonstrated by Riccardo Patrese at the 1988 Italian GP.

## Di Grassi tops Formula E run

Audi World Endurance star Lucas di Grassi led the way in Formula E's first official two-day test at Donington Park last week.

The Brazilian was fastest on the second afternoon, when a temporary chicane was removed after the Old

Hairpin because drivers kept hitting it.

A total of 21 all-electric Spark-Renaults took part in the test, with di Grassi's Abt Sportsline machine heading first-day pacesetter Sebastien Buemi (e.dams) by 0.116 seconds, with Nick Heidfeld (Venturi) third.

### TIMES

1	Lucas di Grassi	Abt	1m31.973s
2	Sebastien Buemi	e.dams	1m32.089s
3	Nick Heidfeld	Venturi	1m32.373s
4	Scott Speed	Andretti	1m32.632s
5	Bruno Senna	Mahindra	1m32.960s
6	Antonio Garcia	China	1m32.966s



### BIG NUMBER

# 1124

Number of laps completed by the field in last week's Formula E test, equating to approximately 2800 miles.

## Da Costa and Conway join in

Red Bull Formula 1 reserve Antonio Felix da Costa and IndyCar street-circuit specialist Mike Conway are the latest two drivers to join the Formula E grid.

Da Costa, who is competing in the DTM this year with BMW, will race for Aguri Suzuki's team, while Conway lines up with the Dragon Racing squad of Jay Penske.

Both drivers were in action in last week's Donington test, although da Costa had to skip the second day for British GP duties – he was replaced by GP2 champion Fabio Leimer.

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## Signature set for F3 return

Top French team Signature is working on a return to Formula 3 before the end of this season following its aborted comeback earlier this year.

The team withdrew its Renault-powered Dallaras (below) on the eve of the Silverstone opener due to dissatisfaction with the engine's performance in pre-season testing.

Signature's European Le Mans Series racer Paul-Loup Chatin is testing the engine, but the return could come with an alternative powerplant.

Technical director Lionel Chevalier said: "F3 is in our blood, and we hope to race before the end of the year."



## LUHR STEPS IN FOR SPA 24

German sportscar ace Lucas Luhr will drive for the Marc VDS Racing BMW squad in this month's Spa 24 Hours in place of Bas Leinders.

Long-time Marc VDS driver Leinders has opted to step down from driving duties for the blue-riband round of the Blancpain Endurance Series on July 26-27 to focus on his team principal duties. Luhr takes his place in the second Marc VDS BMW Z4 alongside Dirk

Werner and Markus Palttala.

Formula Renault 3.5 driver Jazeman Jaafar is set to race an extra Mercedes SLS AMG fielded by 2013 Spa winner HTP Motorsport. The additional entry has yet to be confirmed, but the Malaysian would drive alongside Maximilian Gotz and Maximilian Buhk.

Meanwhile, two-time Super GT champion Masataka Yanagida is joining the RJN Nissan team for the 24 Hours.

## In brief



### NIKARA FOR M-SPORT

Former Pirelli Star Driver Jarkko Nikara has landed the biggest opportunity of his career when he drives an M-Sport Ford Fiesta RS WRC on Rally Finland later this month. The Finn (above) was running fifth before he retired a Mini WRC at home last year.

### BOUFFIER'S WRC DRIVE

Ex-Monte Carlo Rally winner Bryan Bouffier will make his World Rally Championship debut with Hyundai on Rally Germany next month. The Frenchman will join Thierry Neuville and last year's Germany winner Dani Sordo in the South Korean team for the season's first all-asphalt event.

### F3 BRITS SKIP RUSSIA

British teams T-Sport and Double R Racing have joined Fortec Motorsport in skipping this weekend's long-distance European Formula 3 trip to Moscow Raceway. Double R has cited monocoque damage more severe than initially thought after a run of five consecutive crashes for its driver, Felipe Guimaraes.

### BALTHASAR FOR SPA

Performance Racing expects to run its Formula Acceleration 1 Team Germany driver Sebastian Balthasar in this month's British F3 round at Spa. Parth Ghorpade, who was due to race, aggravated a shoulder injury in testing. Balthasar is the reigning B-class German F3 champion.

### NASCAR UNIONISES

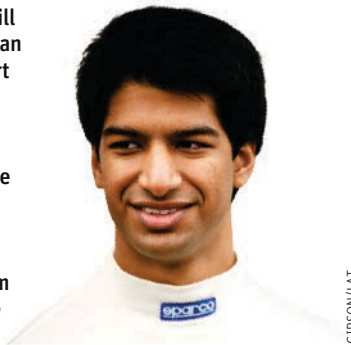
Nine of NASCAR's leading teams have formed Race Team Alliance to represent their interests and investigate ways to improve the sport. The Ganassi, Hendrick, Gibbs, Childress, Waltrip, Petty, Roush Fenway, Stewart-Haas and Penske teams are the founding members, the first time the NASCAR squads have operated as a single entity.

## Bacheta gets ELMS break

Ex-Formula 2 Champion Luciano Bacheta will contest the remainder of this year's European Le Mans Series with the Greaves Motorsport Zytek LMP2 squad.

The Briton (right) will share one of the Greaves Zytek-Nissan Z11SNs with Nissan protege Mark Shultzhitskiy in the final three rounds of this year's ELMS, starting at the Red Bull Ring on July 20.

Former Russian GT Academy winner Shultzhitskiy has been placed with the team by Nissan after a strong performance at the Le Mans 24 Hours in OAK Racing's Ligier.



GIBSON/LAT

## New Hyundai's debut delayed

Hyundai's 2015 specification i20 WRC will not be ready in time for the opening round of next year's World Rally Championship.

Team principal Michel Nandan said: "We want to be sure the new car is better than the current one. We need to see how the car is developing. We don't want to introduce it and then be in trouble. It won't be for the start of next season."

Hyundai expects to test the new car for the first time some time this summer.



## National F3 in collaboration talks for 2015

The British Formula 3 Championship could link up with the German F3 Cup to have a joint calendar in 2015.

The idea proposed by Peter Briggs, boss of British F3 teams' group FOTA, is for each series to run fewer races and teams to compete in both.

"It's a preliminary idea," said Briggs. "We have suggested a joint calendar of eight to 10 races with five F1 tracks – Silverstone, Spa, Red Bull Ring, Hockenheim and the Nurburgring."

It was discussed at last weekend's Zandvoort Masters (left), where teams from the two series raced together.



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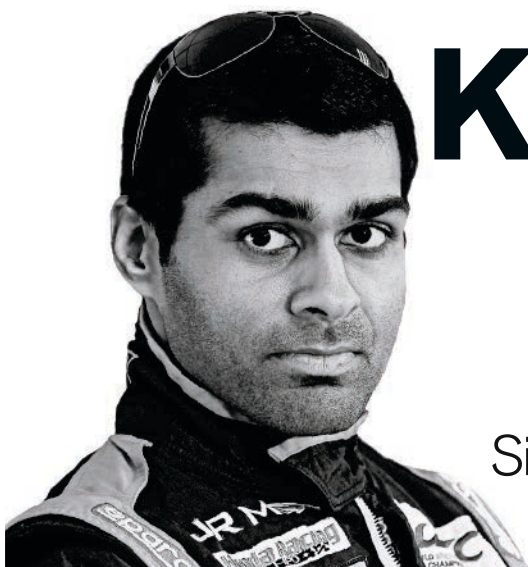
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# Karun Chandhok

## The racer's eye

A first visit of the season to the F1 paddock at Silverstone left the Indian racer concerned about the sense of doom and gloom in the sport

**T**he British Grand Prix was the first Formula 1 race I'd been to this season so it was a nice weekend to catch up with paddock folk and watch the cars out on track for the first time. Racing in the UK is always a challenge with the weather and this can lead to mixed grids, not just in F1 but in the junior formulas as well.

It was interesting for me to watch out on track at a few corners on Saturday morning. The guys who have raced in the UK in their Formula Renault/F3 years really looked good in the wet conditions. Drivers like Lewis Hamilton, Jenson Button, Kevin Magnussen, Daniel Ricciardo and Kimi Raikkonen straight away switched to the wet lines around Silverstone and were able to find grip where people like Esteban Gutierrez, Felipe Massa and even Romain Grosjean looked to be struggling.

Motor racing is all about making opportunities count and last weekend we saw plenty of examples of chances taken and lost. When it came to Saturday, I think it was a bit surprising how many guys got the timing and tyre strategies wrong in the different segments of qualifying. Ferrari, Williams, Ricciardo and Lewis all ended up out of position for the race and were lucky that it didn't cost them more.

In a session like that with mixed conditions, it's hugely important to just stay out on track. Fuel weight isn't as critical so you're always better off having a bit more gas in the car and just going around lap after lap to make sure that you're on track when there may be small window of opportunity to improve the laptime. Also, by staying out on



Silverstone. It was hugely important for the drivers to manage the tyres and get them to last but both Valtteri and Daniel knew that doing an extra stop could be the difference between getting on the podium or not.

Valtteri made a fantastic start and the Williams' inherent pace, aided by the Mercedes engine, really helped him get through the pack. If you were a designer at McLaren, Valtteri's performance from 14th on the grid to 17 seconds ahead of your highest-placed car with the same engine must give you some food for thought.

There were a couple other things I noticed from the weekend. First of all, the noise. I really didn't think it was too bad. Yes, it's not brilliant but I didn't think it was as bad as everyone kept telling me earlier this year. I would say, though, having glorious sounding V8-powered cars

**“I think it was surprising how many guys got the timing and tyre strategies wrong in qualifying”**

track, you're giving the drivers more of a chance to feel the grip and the conditions, and sometimes that in itself is enough to help avoid a disaster.

Come raceday, however, it was interesting to see the boot on the other foot. Lewis made a fantastic getaway and found some nice gaps on the opening lap to slot himself into fourth before getting past the two McLarens. With Nico dropping out, he took full advantage by taking the 25 points for the win and tightening up the championship battle once again. You had to assume that at some stage Nico would have a reliability issue in a race, such is the nature of F1, but it was hugely important for Lewis to be in a position to capitalise on it.

Valtteri Bottas and Ricciardo took the opportunity to make good use of the more durable 2014-spec Pirelli tyres and take advantage of a one-stop strategy. I saw Daniel on race morning and when he mentioned that a one-stopper looked possible, I must admit I was a little bit surprised given the high lateral loads through the corners at

doing a demo before the F1 race doesn't help the current power unit's case!

The other overriding feeling I got from the paddock was a real sense of doom and gloom. I'm fortunate to have a lot of friends in the paddock with whom I've obviously spoken this year, and kept my finger on the pulse. But going to a race meeting where everyone was in the same paddock and where I was able to just pop in to different motorhomes or bump in to different people really gave me the feeling that it isn't a happy place.

Apart from any Mercedes or Williams folk, pretty much everyone else had a whinge or a moan about their team's financial health, internal politics or lack of competitiveness. F1 has always been a tough business but this was the first time in over a decade of going to the paddock that I really felt this overriding feeling of depression.

The big teams v small teams v FOM v FIA battle is really showing on the people who work in F1. For their sakes, I hope we see some mutually satisfying solutions soon. ☹

BRITISH GP

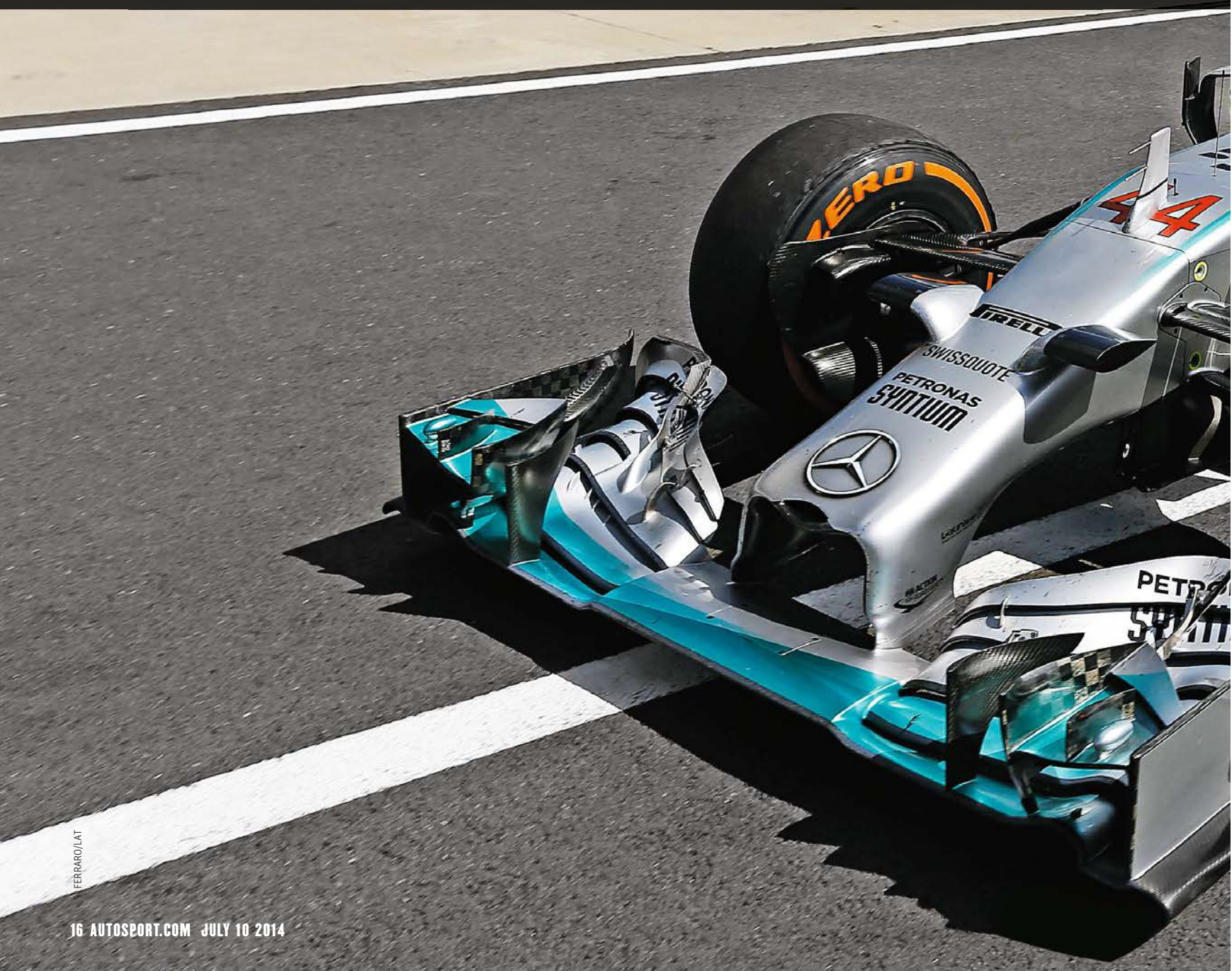
# THE RACE REPORT

QUALIFYING • TRACKSIDE VIEW • RACE HISTORY • TEAM BY TEAM • RESULTS

## Why Lewis could have won anyway

Nico Rosberg's gearbox failure while leading ended the British GP fight for victory.

**EDD STRAW** asks if Lewis Hamilton would have taken the fight to him regardless



## AT A GLANCE



"Today I felt from the start I had the pace of Nico, and I was hunting him down like never before" **LEWIS HAMILTON**

**BRITISH GP**  
Silverstone

**ROUND** 9/19

**LAPS** 52

**WINNER**  
Lewis Hamilton  
2h26m52.094s

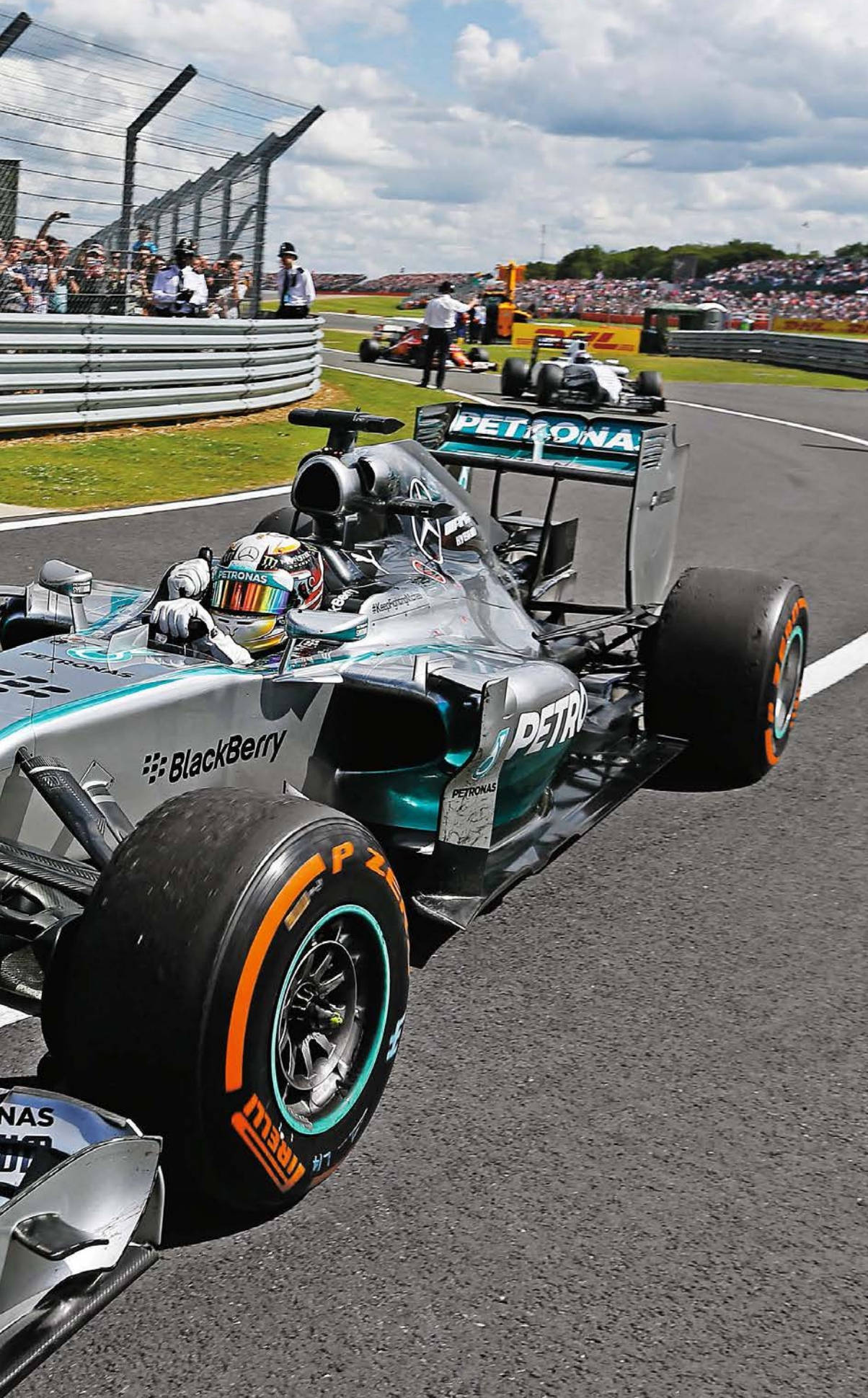
**POLE POSITION**  
Nico Rosberg  
1m35.766s

**FASTEST LAP**  
Lewis Hamilton  
1m37.176s

**RACE RATING**  
★★★★★ No epic head-to-head between the Mercs, but a home winner and plenty of action behind

**DRIVERS' STANDINGS**

1 Nico Rosberg	165pts
2 Lewis Hamilton	161pts
3 Daniel Ricciardo	98pts



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QUALIFYING 13:00, 04.07.2014

When the clock hit zero at the end of qualifying, everything looked rosy for Lewis Hamilton. He was fastest and certain there was no chance of anyone improving. Ninety seconds later, he found himself sixth with title rival Nico Rosberg on pole position.

During the first runs in Q3, Hamilton set the pace as everyone lost four seconds or more in the final sector thanks to a shower. Hamilton, along with six other drivers, took to the track on fresh mediums at the end of the session, but with the other two sectors seemingly slower, most ran more in hope than expectation.

Hamilton, who flashed across the line to start his second-run flier with the chequered flag and team-mate Rosberg on his gearbox, reckoned the final sector was not grippy enough. He pressed on but with building front-

tyre temperature a problem, he locked up into Turn 4 (The Loop) and, having been informed Rosberg was behind him and that it was up to him what he did, he backed out of the throttle to let him past. He had abandoned a lap that, at the very least, should have salvaged a front-row place. After the session, he was kicking himself.

"I've never in my life ever given up and today wasn't a case of giving up," said Hamilton. "I just chose not to do the lap because it wasn't feeling right, it wasn't feeling like it was going to be quicker. I had no information from the team that the final sector was going to be four or five seconds faster and from driving through it I thought that it wasn't so I took that decision."

There's no question that he should have carried on. While Hamilton did make an error in Turn 4, he was only 1.698s off his best time when he finished the first sector. Given that

he tipped the speed trap on the sector line at just 222km/h, showing that he backed off well before the end of that timing beam, he was not as far off improving as he appeared.

With both Toro Rossos and Daniel Ricciardo staying in the pits, and Sergio Perez failing to reach the line to start a lap in time thanks to an error, five drivers were in a position to improve. They ended up with the top five positions on the grid, with Sebastian Vettel particularly relieved in second place having gone out too late on his first run to set a time before the rain made the track unsuitable for slicks.

Ricciardo, Daniil Kvyat and Jean-Eric Vergne were all kicking themselves for not going out again in Q3, but at least they were better off than the Williams and Ferrari drivers, who all fell in Q1 thanks to being caught out by the rain. ▶



**P32 FULL RESULTS & POINTS**

WILLIAMS

# GRAND PRIX RACE DAY HOSPITALITY

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**Hamilton blasts**  
by as Rosberg rues  
first DNF of the season

## RACE 13:00, 06.07.2014



Nico Rosberg and Lewis Hamilton had been here before. Waging their own private war for victory, they were on a collision course that would have left them disputing the same piece of track before the chequered flag flew at the end of the British Grand Prix.

The only difference to the Bahrain and Spanish Grands Prix earlier in the season was that this time the winner was simply the last man standing.

The bare facts reveal that Rosberg had control of the race when he first detected a minor downshift glitch on lap 20 that was the harbinger of a terminal problem. With Hamilton breezing past his team-mate, who was by now wedged firmly in fourth gear, to take the lead nine laps later, it suggests a win inherited.

But did Rosberg's problem hand Hamilton victory, or did it just hasten

the moment when the home favourite would hit the front?

The only way to answer that is to roll the clock back to the end of lap 19, before Rosberg had any inkling of the problem that would force his first retirement of 2014 and slash his world championship lead to just four points.

### THE RACE THAT DID HAPPEN

Mercedes had no serious opposition at Silverstone. The half-minute gap to second-placed Valtteri Bottas at the finish – even though Hamilton spent the second half of the race cruising – is proof of that.

And with Hamilton down in sixth place on the grid thanks to his injudicious decision to abort his final qualifying lap in the misguided belief that the damp track would not allow anyone to better his time, the way was clear for Rosberg.

**Wolff: 'They would've been together at the end. This is what we were expecting...'**

In such situations, the pattern has been for the lead Merc driver, in this case Rosberg, to follow the optimum strategy. The chaser then takes the theoretically slower alternative. At Silverstone, Rosberg's planned medium/medium/hard approach was reckoned to be around four seconds faster than Hamilton's path.

Hamilton's strategy was to switch to the hards for the middle stint, then return to the faster mediums for the run-in, in the hope of being able to attack in the closing stages.

"In terms of the offset strategy of letting him [Hamilton] run in the middle with the prime, they would have been together at the end of the race, in the last 10 laps," said Mercedes motorsport boss Toto Wolff. "This is what we were expecting in theory."

This was, of course, dependent on Hamilton making progress early on, which is exactly what he did. He jumped Nico Hulkenberg off the line, then went around the outside of front-row starter Sebastian Vettel at Village, surviving some wheelbanging with the Red Bull at the exit of the corner before his charge was put on hiatus for around an hour by Kimi Raikkonen's barrier-demolishing, race-stopping accident.

When the race got back underway, Hamilton wasted no time in dispensing with the McLarens. A look up the inside at Copse that Hamilton had no intention of following through led to Kevin Magnussen making a mistake and running wide, giving Lewis third on lap three. Button then fell at Brooklands a lap later. This was a great performance by Hamilton, more impressive than his leap from ninth on the grid to fourth and onto the back of Rosberg in Austria two weeks ago. Without such incisiveness, the prospect of a battle with Rosberg might never have materialised.

But thanks to his attacking virtuosity, the stage was set. At the end of lap four, Hamilton crossed the line five seconds behind Rosberg. Race on.

Initially, the gap was relatively consistent, although Rosberg did ▶



**Lewis cruised to 30s**  
victory over Bottas

TEE/LAT

**Raikkonen runs wide at Aintree, which led to his massive shunt**



► have almost 5.8s in his pocket by the end of lap nine. Then Hamilton started to attack. Over the next eight laps he was an average of 0.323s per lap faster which, combined with the six tenths he sliced off Rosberg when the German was on his in-lap, closed the gap to 2.244s.

Rosberg was controlling the race and knew his team-mate couldn't attempt to undercut him thanks to the Mercedes rule that the leading driver gets to pit first. But this period of the race, when both were on medium rubber of identical age, is evidence that the pace advantage Hamilton had in practice carried over into the race.

Not only that, but he seemed to be looking after the rubber better as well as using a little less fuel. While Rosberg pitted on lap 18, Hamilton did not head in until lap 24, circulating quicker in the extra six laps of his run than Rosberg had in the final six of his stint.

Hamilton's stop was 1.3s slower than Rosberg's thanks to a slow left-rear change and he re-emerged around six seconds down. But by now Rosberg had been battling the early stages of his gearbox problem for four laps and the die was cast. Hamilton passed Rosberg, who was now stuck in fourth gear, at The Loop on lap 29, thereafter instantly dropping his pace by a second per lap and cruising to a hugely popular second British GP victory.

### THE RACE THAT MIGHT HAVE HAPPENED

In the parallel universe we have now moved into, Rosberg didn't have the gearbox problem and continued at full pace after his first pitstop. It's difficult to say how much further behind Hamilton would have been when he emerged after his second stop in this scenario.

Rosberg's real-world times were inhibited by the car occasionally jumping into neutral, but taking the fuel effect (based on the FOM graphic stating his fuel usage was an average 1.57kg per lap) into account, and comparing his early laps on medium tyres during his first run and his second run, he potentially should have been around a second per lap faster in this phase. The real-world gap from first to second was six seconds after both had stopped, so let's say it ended up being 10-12s in our 'virtual' world.

Hamilton knew he was sacrificing time by running long before his first stop, but the aim was for it to pay him back late in the race. It also gave him two options. In reality, he made his final stop to switch to hards with 11 laps to go, but against a healthy Rosberg there was a choice of pursuing the planned strategy of taking mediums at the final stop and attacking in the final stint, or switching to a one-stop plan.

Whether he could have one-stopped



EBREY/LAT

and gained track position over Rosberg with a realistic chance of holding it is a moot point. But it was certainly possible that he could have rolled the dice, safe in the knowledge that the gap to Bottas meant it was possible to bail out and make an emergency stop without losing second place.

"That was a safety option," said Wolff of Hamilton's final stop. "I think we could have gone to the end. Many teams were caught by surprise at how long the tyres lasted. You could have pushed it to a one-stop strategy."

There are two factors that go against the one-stop approach. Firstly, while Hamilton's hards in the real world would have stood up, he had backed off significantly once Rosberg had retired, so who knows what the degradation would have been had he done a full 28-lap stint needing to manage the gap to Rosberg? Given the gap that Rosberg should have had at the start of the second stint, Hamilton needed to push as hard as he could to close the gap to ensure he was close enough to capitalise on the pace advantage of the mediums in the closing stages.

Secondly, even if he had gained track position, he would not have had too big an advantage late on. Rosberg would not have needed to extend his advantage too significantly in the



**Bottas carved through from 14th on grid**

middle stint to have given himself a shot at emerging ahead of Hamilton.

Given that Hamilton had a pace advantage, the planned two-stopper might have been the safer option. After all, he had the speed and a clear tyre-management edge. So, just as Wolff predicted, it would likely have come down to a final-stint shoot-out, with Rosberg ahead but Hamilton on the faster tyre and attacking.

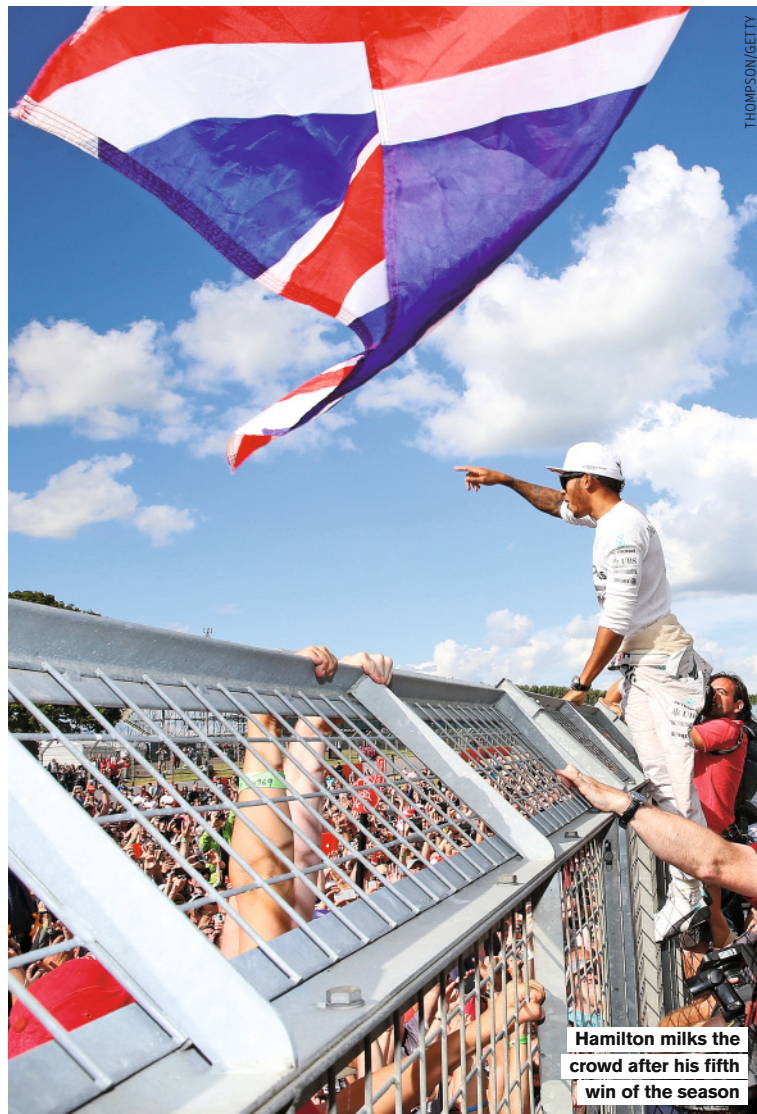
There's no clear indication of how Rosberg's pace on the hard tyre would have compared with Hamilton's, although the Briton's stint proved that the Mercedes worked well on that compound. Hamilton himself flailed at the situation that he had in any way

**Massa limps back to pits after hitting Kimi, but his 200th GP was already over**



DUNBAR/LAT

Alonso v Vettel duel  
about to be settled as  
Seb pulls alongside



Hamilton milks the  
crowd after his fifth  
win of the season

Button didn't defend  
from Hamilton, and  
just missed the podium



lucked in, stressing his absolute certainty that he would have been able to take the lead.

"Today wasn't lucky," he said. "I feel confident I would have been on his tail and I had a different tyre strategy. There is at least half a second between soft and medium and hard. In previous races, you saw him on my tail. Today, I was pretty good at attacking..."

As Hamilton points out, in Bahrain and Spain it was Rosberg who was on the faster rubber late on and piling on the pressure. But on neither occasion was the German able to make a move. So there is no way to be sure whether or not Hamilton could have made the pass. While Hamilton would have had the pace, Rosberg would have had the

all-important advantage in terms of track position.

Rosberg could also point to his superbly measured run to the chequered flag at Silverstone last year, when he just kept Mark Webber out of range and crossed the line three quarters of a second clear. But roll the clock back to a year earlier, and Webber showed that the combination of a faster car plus the DRS can be an irresistible force by passing Fernando Alonso for victory with four laps remaining.

You can make a case for either scenario. And that makes it all the more frustrating that a gearbox problem denied us the chance for another battle between the world championship protagonists. With

Hamilton: 'Today was  
not lucky. I'm confident  
I would have been on  
his tail, attacking...'

Rosberg having been the pursuer in both Bahrain and Spain, and Hamilton – at Sakhir in particular – showing good defensive nous, not to mention a willingness to be very forceful in trying to keep his team-mate at bay, it would have been fascinating to see whether Hamilton could prevail with the situations reversed.

While Hamilton was sure he would have won, Rosberg was equally certain that he had a second successive British GP victory in the bag.

"I'm very confident I would have won the race, yeah," he said shortly after Hamilton had taken the chequered flag. But he also must have known that he would have had a very close fight on his hands.

#### SO WHO WOULD HAVE WON?

There's no way of saying with any certainty whether Rosberg would have held on, or whether Hamilton would have found a way past. All we

can be sure of is that it would have been close and likely down to a very simple equation: would Hamilton have proved better in attack than Rosberg was in defence, or would it have been the other way round?

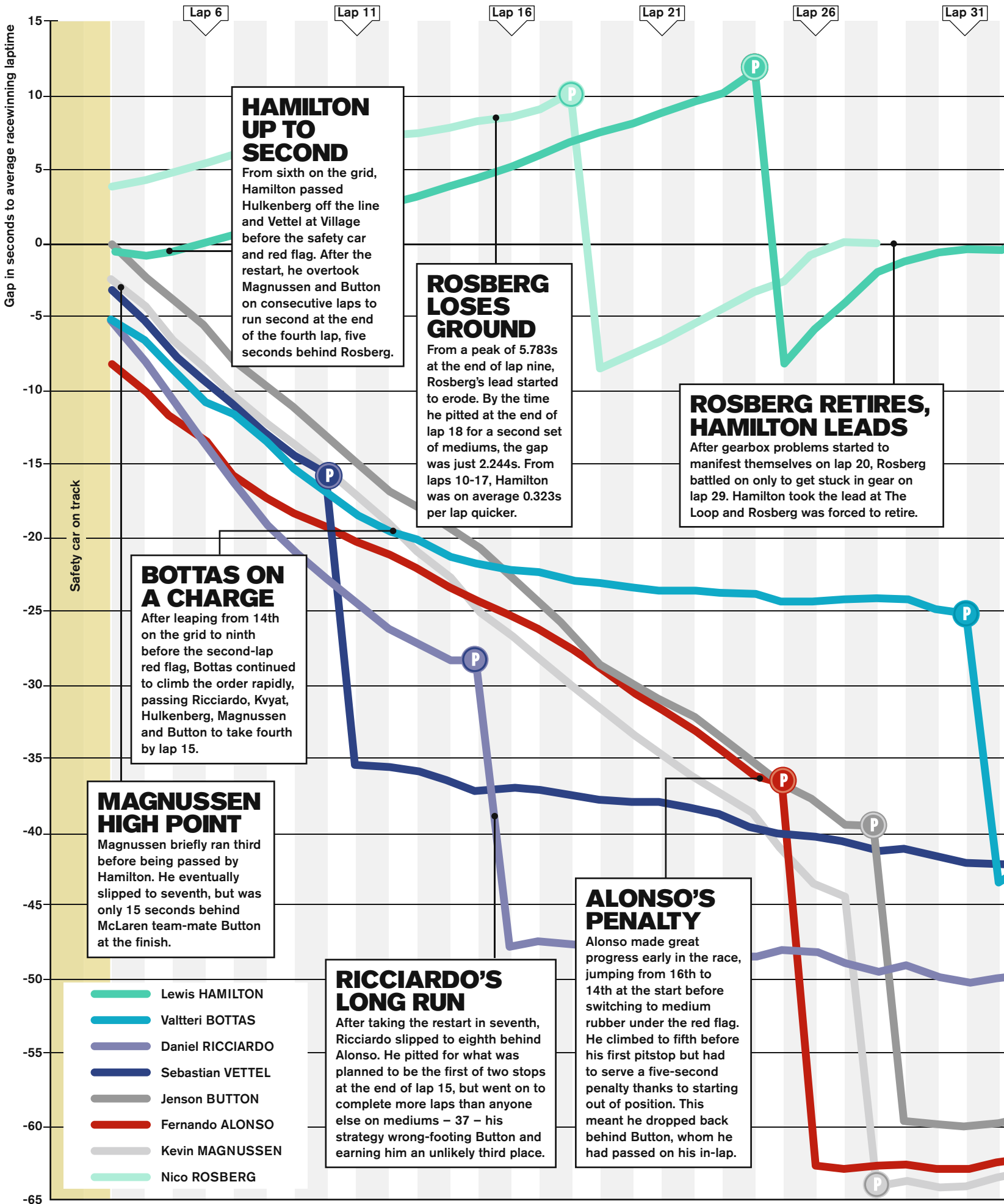
Something else we can be confident of is that track position has always conferred an advantage and that to win, Hamilton would have had to be at the top of his game. And for the home fans, while grateful to see Hamilton prevail, the tantalising possibility of him doing so with a genuine overtaking move in the final few laps tells you what F1 missed out on when Rosberg's gearbox went sick.

The bottom line is that both drivers left Silverstone able to tell themselves that they would have won anyway. And it was close enough that it's impossible to say that either is wrong.

If you were fond of a bet, you'd probably set the odds as being slightly in Rosberg's favour because Hamilton still had a lot to do, but you'd probably then put your money down on the #44 Mercedes of Hamilton.

But one thing is certain. Had Hamilton not made his qualifying misjudgement and started on pole position or at least on the front row, he had all the tools he needed to win with relative ease. 🏆

# HOW THE RACE WAS WON



**HAMILTON UP TO SECOND**  
From sixth on the grid, Hamilton passed Hulkenberg off the line and Vettel at Village before the safety car and red flag. After the restart, he overtook Magnussen and Button on consecutive laps to run second at the end of the fourth lap, five seconds behind Rosberg.

**ROSBERG LOSES GROUND**  
From a peak of 5.783s at the end of lap nine, Rosberg's lead started to erode. By the time he pitted at the end of lap 18 for a second set of mediums, the gap was just 2.244s. From laps 10-17, Hamilton was on average 0.323s per lap quicker.

**ROSBERG RETIRES, HAMILTON LEADS**  
After gearbox problems started to manifest themselves on lap 20, Rosberg battled on only to get stuck in gear on lap 29. Hamilton took the lead at The Loop and Rosberg was forced to retire.

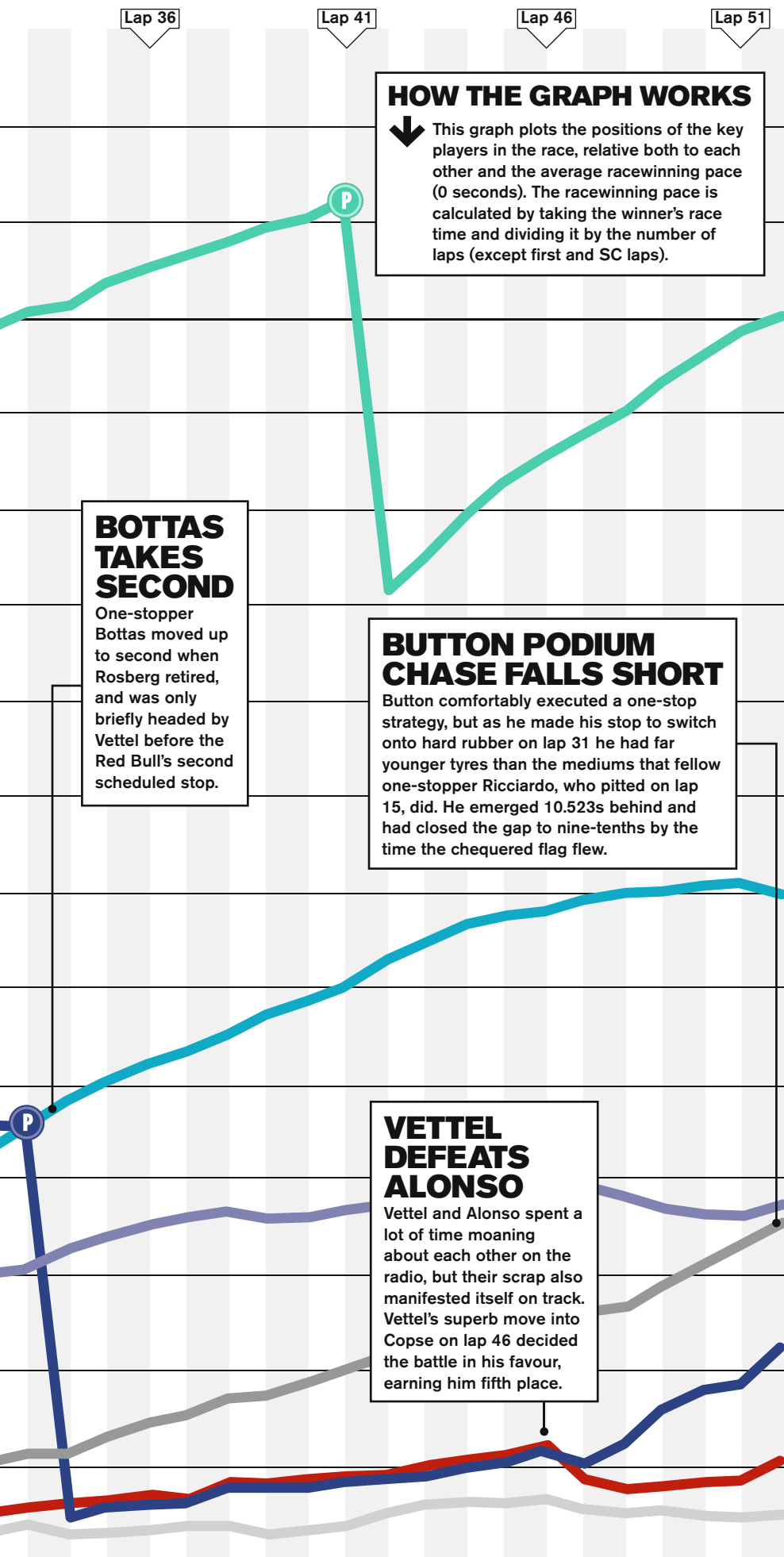
**BOTTAS ON A CHARGE**  
After leaping from 14th on the grid to ninth before the second-lap red flag, Bottas continued to climb the order rapidly, passing Ricciardo, Kvyat, Hulkenberg, Magnussen and Button to take fourth by lap 15.

**MAGNUSSEN HIGH POINT**  
Magnussen briefly ran third before being passed by Hamilton. He eventually slipped to seventh, but was only 15 seconds behind McLaren team-mate Button at the finish.

**RICCIARDO'S LONG RUN**  
After taking the restart in seventh, Ricciardo slipped to eighth behind Alonso. He pitted for what was planned to be the first of two stops at the end of lap 15, but went on to complete more laps than anyone else on mediums - 37 - his strategy wrong-footing Button and earning him an unlikely third place.

**ALONSO'S PENALTY**  
Alonso made great progress early in the race, jumping from 16th to 14th at the start before switching to medium rubber under the red flag. He climbed to fifth before his first pitstop but had to serve a five-second penalty thanks to starting out of position. This meant he dropped back behind Button, whom he had passed on his in-lap.

- Lewis HAMILTON
- Valtteri BOTTAS
- Daniel RICCIARDO
- Sebastian VETTEL
- Jenson BUTTON
- Fernando ALONSO
- Kevin MAGNUSSEN
- Nico ROSBERG



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

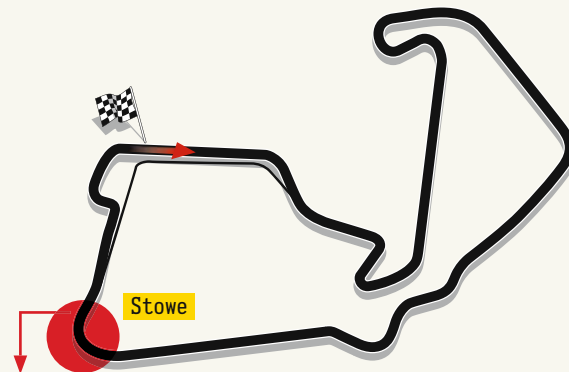
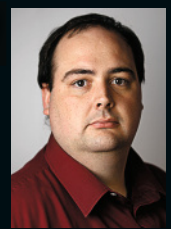
**BOTTAS TAKES SECOND**  
 One-stopper Bottas moved up to second when Rosberg retired, and was only briefly headed by Vettel before the Red Bull's second scheduled stop.

**BUTTON PODIUM CHASE FALLS SHORT**  
 Button comfortably executed a one-stop strategy, but as he made his stop to switch onto hard rubber on lap 31 he had far younger tyres than the mediums that fellow one-stopper Ricciardo, who pitted on lap 15, did. He emerged 10.523s behind and had closed the gap to nine-tenths by the time the chequered flag flew.

**VETTEL DEFEATS ALONSO**  
 Vettel and Alonso spent a lot of time moaning about each other on the radio, but their scrap also manifested itself on track. Vettel's superb move into Copse on lap 46 decided the battle in his favour, earning him fifth place.

**TRACKSIDE VIEW**

**EDD STRAW**  
**GRAND PRIX EDITOR**  
 edd.straw@haymarket.com  
 @eddstrawF1



Jules Bianchi is not the only driver to go off at Stowe during the wet Saturday-morning free-practice session. But he is the only one to hit the tyre barrier. The impact is minor, the damage cosmetic, but it tells a story of a corner that is very tricky in the wet.

Overshadowed by Silverstone's signature corners, Copse and Maggotts/Becketts, it's a long, testing, deceptively fast turn. But in the wet it becomes an even more difficult proposition. The traditional wet line, going wide where there is more grip, is faster but it's very easy to get it wrong, as Bianchi discovers after locking up, flying across the artificial grass and asphalt runoff and into the gravel, striking the barrier nose-first.

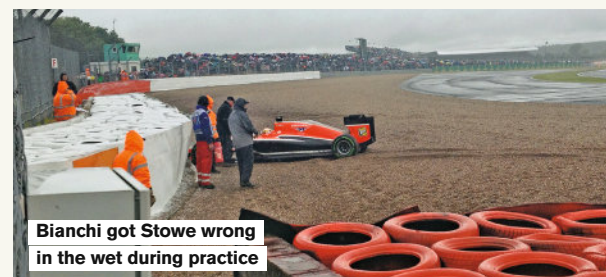
"It's a difficult corner, especially in the wet as you can brake mid-track, or completely to the left and it's not easy to choose," said Bianchi. "If you take the outside line, it's good because on the inside there's no grip at all. But although the grip is very good on the outside, what is very difficult to find is the right braking point."

**'Margins between success and failure at Stowe are razor thin in the wet'**

Bianchi had braked later than previously, by around 20 metres, but he was 20km/h slower when arrived at Stowe seconds before the impact. A bump at corner entry might have played a part in him locking up, but as he was close to the edge of the track there was no room to save himself.

He is in good company. A few moments earlier, Adrian Sutil had gone off there, crucially running wide later in the corner, while Lewis Hamilton and Sergio Perez both had similar moments.

With a corner that long, preceded by such a high-speed approach, the margins between success and failure at Stowe are razor thin, in the wet especially.



**Bianchi got Stowe wrong in the wet during practice**

## STORIES OF THE RACE

Rounding up the action from the British GP

EDD STRAW  
GRAND PRIX EDITOR



## Raikkonen limps away from huge crash

**KIMI RAIKKONEN HAD A MASSIVE ACCIDENT ON** the Wellington Straight during the opening lap of the British Grand Prix, but escaped with just knee and ankle bruising.

The Ferrari driver ran wide at Aintree on lap one while attempting to go around the outside of Esteban Gutierrez's Sauber after starting 18th thanks to failing to escape Q1 (see below). As Raikkonen returned to the track, however, his car was destabilised when it hit a bump where the asphalt runoff changes to grass, pitching his car head-on into the barrier. The impact was measured at 47g.

Raikkonen's Ferrari rebounded across the track, with Kamui Kobayashi and Felipe Massa having to take violent evasive action, the latter locking up and spinning his Williams, which tagged the Ferrari.

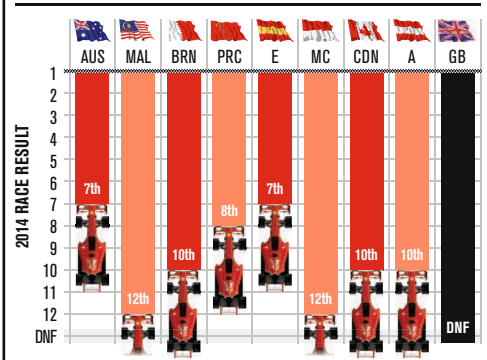
Marussia driver Max Chilton was also caught up in the incident, a tyre carcass narrowly missed hitting him on the head after striking the front of his car. The race was red flagged for an hour to allow the barriers to be repaired, with Raikkonen and Massa both unable to restart.

"At Turn 5, I went off the track, and while trying to get back on, I must have hit a kerb," said Raikkonen. "I then lost control of the car and ended in the barriers."

Massa, who was making his 200th grand prix start, believes Raikkonen should have been more circumspect as he returned to the track.

"For sure," he said when asked if Raikkonen should have been more cautious. "He was unlucky because he went

### RAIKKONEN'S TOUGH YEAR



over a bump and lost the car. He did that because he didn't want to lose any positions. When you are in free practice, you back off, but when you are in a race you're trying to come back as quickly as possible.

"When he hit the wall, he just came into my car. I didn't know what to do, so I just turned right completely. The car went sideways and I hit him."

While some people criticised the decision to stop the race for so long to allow the repair to the barriers, there was little alternative given the safety implications of not doing so.



MAT FAYON

Alonso and Vettel  
battled hard over  
fifth place



HONE/LAT

## Vettel prevails in battle with Alonso

**SEBASTIAN VETTEL DEFEATED FERNANDO**

Alonso in an often-fraught battle for fifth place, with both drivers complaining about the other's behaviour.

The Ferrari driver was heard to criticise Vettel on team radio on several occasions for exceeding the track limits to gain an advantage – particularly when he was trying to stay within range to use his DRS. The Red Bull man, meanwhile, accused Alonso of moving over on him.

While Vettel was on a two-stop strategy, Alonso only stopped once thanks to starting on hard tyres and switching to mediums under the red flag. When Vettel made his second stop on lap 33, he emerged right on the Spaniard's tail. Vettel eventually got by with a brave dive into Copse with five laps remaining, but put all four wheels off the track in doing so.

"Vettel overtook me by going out[side] of the track," said Alonso. "He finished in front, but I was very proud of my 13 laps [keeping him behind]."

## Q1 disaster strikes Williams and Ferrari

**WILLIAMS AND FERRARI BOTH FAILED TO GET** either of their cars through to the second stage of qualifying after misjudging conditions in Q1.

Valtteri Bottas, Felipe Massa, Fernando Alonso and Kimi Raikkonen were classified 17th-20th in qualifying after all four failed to set serious lap times on slicks. When light rain returned at the end of Q1, all were still attempting to improve their positions to escape the drop zone.

Williams head of vehicle performance Rob Smedley blamed his drivers' exit on the team's attempt to get through Q1 using only one set of intermediate tyres, having stayed in the pits for the first six minutes of the session.

"We didn't know it was going to dry out [mid-session]," said Smedley. "We wanted to be out in the middle of the session to do one run and to have three new sets of inters for the rest of qualifying."

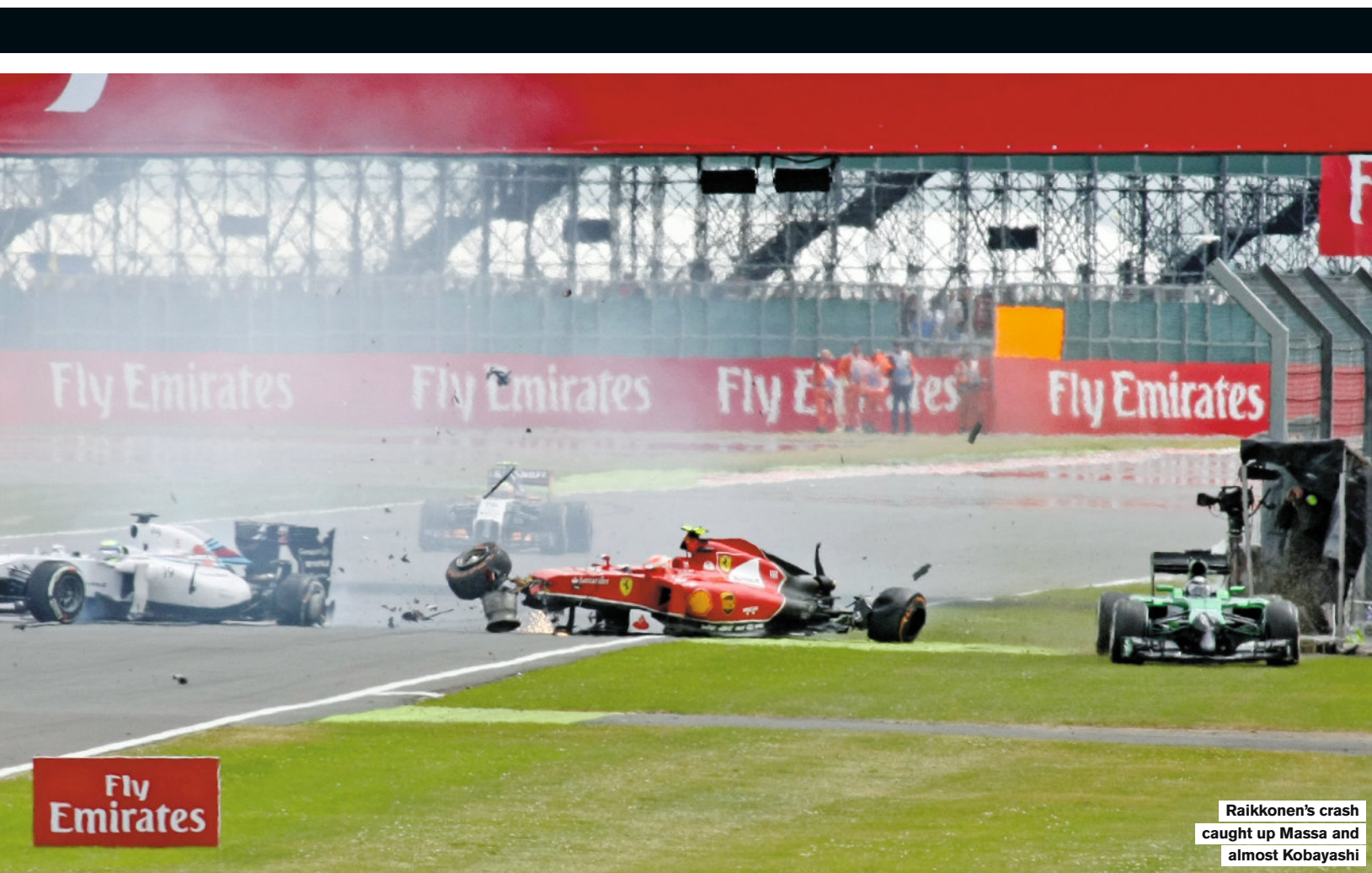
While Raikkonen was sent out a little earlier than his Ferrari team-mate, he struggled to string a lap together. Alonso, meanwhile, didn't go out on slicks until late on, and missed the best of the weather.

"We need to do better next time," said Alonso. "I think the bigger teams have longer procedures than the smaller teams, so we need to speed up some of the communications and some of the things that we do."



The Williams garage was stunned by its failure in Q1

DUNBAR/LAT



Raikkonen's crash caught up Massa and almost Kobayashi

Fly Emirates

27



Perez lost time with first corner excursion

CHARNAUX/XPB

## Force India blames wind for poor pace

**FORCE INDIA SLID TO FIFTH IN THE** constructors' championship after a disappointing British Grand Prix, blaming its performance on the wind.

Nico Hulkenberg started fourth, but despite using a one-stop strategy he could only finish eighth, having lost two places off the line as the car failed to show the kind of race pace that it has done in previous GPs.

"We seem to suffer a lot in the windy conditions," said Hulkenberg. "I was struggling with the balance, which may have been related to the wind, because it was very gusty out there. We were just missing the performance to really fight today."

Team-mate Sergio Perez started seventh, but took the restart in 19th and last place after contact with Jean-Eric Vergne at the first corner as the Frenchman attempted to pass him up the inside. The stewards investigated the incident, but opted to take no action.

## Wolff suffers short-lived practice debut

**SUSIE WOLFF BECAME THE FIRST FEMALE DRIVER** since 1992 to participate in a Formula 1 session on a grand prix weekend at Silverstone.

The 31-year-old Williams development driver's outing was cut short by a failure on a high-mileage Mercedes engine, meaning she was only able to complete four laps. She did not set a representative time, ending up 8.788s off the pace in 21st place.

"She has really put blood, sweat and tears into what she was going to do," said deputy team principal Claire Williams.

"She's also been subject to a lot of scrutiny, which is water off a duck's back for her. For her to have had this [engine failure] happen to her shows life can be cruel."

Wolff will get a second opportunity to have a more meaningful run in FP1 at the German Grand Prix next weekend, which was always scheduled.

The last female driver to run on a race weekend was Italian Giovanna Amati, who failed to qualify for the first three grands prix of the 1992 season while driving for uncompetitive Brabham team.

Q&A

SUSIE WOLFF

WILLIAMS DEVELOPMENT DRIVER

**How disappointing is your engine failure, having spent so much time working towards this moment?**  
Massively disappointing. It was such a good build-up to this weekend. I'd done so much hard work and preparation to get ready, and I knew exactly what I had to do on every lap out there. My feeling on the out-lap was good. The first run was about building slowly. I was supposed to have two more runs to go for it a bit more, but that's racing.

**How ready do you feel for Formula 1?**  
I always said I wouldn't be doing this if I didn't think I could do it. I felt I could have done a good job, but [because of the problem] I didn't prove or show anything, so it's up to me now to recompose myself and get ready for Hockenheim. I want to use that opportunity to show everyone what I can do.

**Does this put more pressure on you for Hockenheim?**  
There's pressure on every person who drives an F1 car because time in an F1 car is so difficult to get these days. I don't think there's extra pressure at Hockenheim, it's about having the same approach, being well prepared and bringing the car back in one piece.

**Why has it taken so long for a woman to break through in F1?**  
If there's no role model out there for all the girls to watch, they are not inspired to want to do it themselves. That leads to the second problem, which is if there aren't enough girls out there karting at a young age, then the best will never rise to the top.



DUNBAR/LAT

## STORIES OF THE RACE

## Bottas takes career-best second place

**VALTTERI BOTTAS CHARGED FROM 14TH ON** the grid to claim the best finish of his F1 career to date.

The Finn failed to make it out of Q1 after Williams was caught out by the weather conditions. But after jumping to ninth before the red flag, Bottas made short work of climbing the order to get into podium contention. During the early laps he passed Daniil Kvyat, Daniel Ricciardo, Nico Hulkenberg, Kevin Magnussen and Jenson Button with some impressively incisive moves to move himself up to fourth place.

Nico Rosberg's retirement handed him another position, and by one-stopping he ensured that he stayed ahead of Sebastian Vettel, who he had jumped when the Red Bull driver made his first stop.

Bottas finished 30 seconds behind Hamilton and was never seriously threatened for second position. The result came off the back of his first podium finish – third in Austria two weeks earlier – and elevates Bottas to fifth in the drivers' championship.

"We knew that this race could be good fun," said Bottas. "We knew that we had a quick car. Maybe it was a bit surprisingly quick today, but since the first stint the pace was good and I was able to go through the field quite well.

"Sometimes it needed a bit of risk because it's really important to get through quickly and not get stuck behind people. But I managed to get well into position."

Team-mate Felipe Massa failed to finish the race after being caught up in Kimi Raikkonen's accident. But this followed a slow getaway caused by the clutch being hotter than expected, meaning the biting point wasn't where it was anticipated. The car went into anti-stall and Massa got away dead last, which meant he was in the unfortunate position to collect Raikkonen's Ferrari on the Wellington Straight.



COATES/LAT

## Ricciardo denies Button a BGP podium

**DANIEL RICCIARDO'S SUPERB ONE-STOP RUN** to third denied Jenson Button his first British Grand Prix podium finish in 15 attempts.

Button had qualified his McLaren third after what he described as "a very aggressive lap" in slippery conditions in Q3. He jumped to second at the start thanks to Sebastian Vettel's slow getaway, but soon slipped behind Lewis Hamilton and Valtteri Bottas.

Nico Rosberg's retirement gave McLaren confidence that Button was on course for third, before realising that Red Bull ace Ricciardo was attempting to complete the final 37 laps of the race

on a set of medium tyres after determining that degradation was not as bad as expected.

After making his stop on lap 28, Button closed the gap from over 10 seconds to under one. But while Ricciardo looked under threat in the closing stages, the Australian put in several strong laps at the end to cross the line out of range of the McLaren. He described the result as "the best third place I've ever got".

"We would've had a good go," said Button when asked if he would have passed Ricciardo with one more lap. "If I'd got DRS on the next lap, it would've been easier."

**Kvyat led Vergne**  
as both scored  
Silverstone points



COATES/LAT

## STR doubles up after crisis meeting

**SCUDERIA TORO ROSSO CLAIMED ITS FIRST**





















double points finish since the season-opening Australian Grand Prix following what technical director James Key described as a "crisis meeting" to tackle reliability issues.

In the three races preceding the British GP, Toro Rosso had only once got a car home, leading to the team not bringing any significant upgrades to Silverstone in order to focus upon on reliability. From ninth and 10th on the grid, Daniil Kvyat and Jean-Eric Vergne claimed the final two points positions in the race.

While Kvyat had a straightforward race, running eighth at the start before being bumped back to ninth by Valtteri Bottas, Vergne had to climb from 17th at the restart after a first-corner clash with Sergio Perez. He recovered to 11th in the first stint and was comfortable in 10th after getting ahead of Romain Grosjean.

"Today I found the aggression I knew I had – it's certainly a boost for my self-confidence," said Vergne.

## BUTTON V RICCIARDO LAST 10 LAPS

LAP 43	 	7.852s
LAP 44	 	7.508s
LAP 45	 	9.090s
LAP 46	 	6.973
LAP 47	 	6.490s
LAP 48	 	5.701s
LAP 49	 	4.188s
LAP 50	 	2.965s
LAP 51	 	1.604s
LAP 52	 	0.895s



THOMPSON/GETTY



An elated Bottas greeted by overjoyed Williams crew – and camera phones

## Gutierrez punished for Maldonado clash

SAUBER DRIVER ESTEBAN GUTIERREZ WAS given a three-place grid penalty for the next round at Hockenheim after colliding with Pastor Maldonado. Gutierrez dived up the inside of Maldonado at Club on the 10th lap of the race, just as the Venezuelan pulled out to attack Jules Bianchi. The pair made contact, with stewards ruling that Gutierrez was “predominantly” to blame for the collision, having briefly locked up and then hit the side of the Lotus.

It is the second time the pair have collided this season, with Maldonado earlier receiving a five-place grid penalty for pitching Gutierrez’s Sauber into a roll in the Bahrain GP. Maldonado’s car was briefly airborne as a result of the collision, but he was able to continue, unlike Gutierrez.

When I tried to overtake him in Turn 16 he braked and didn’t leave me enough space. I was already beside him and couldn’t avoid a collision with him

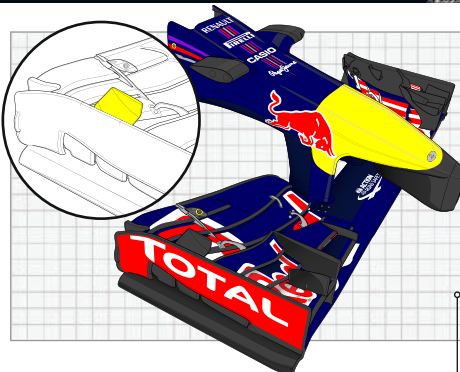


Esteban Gutierrez on his collision with Pastor Maldonado

## DRAWING BOARD



Gary Anderson, technical consultant

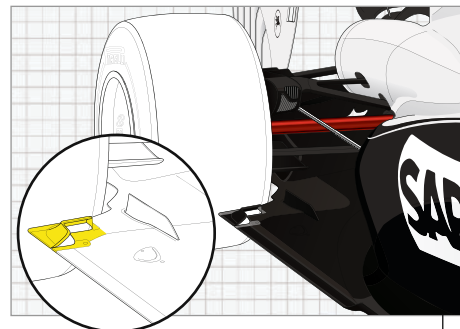


### Red Bull endplate vane gets curvier

➔ For all the rule changes in 2014, the aerodynamic regulations are more or less the same as last year. But one significant change is the narrowing of the front wing by 150mm. This means teams have to be more aggressive to turn the airflow around the front wheel given that, on each side, the wing is 75mm narrower.

Red Bull ran at Silverstone with a more curved turning vane on the inside of the endplate. This is designed to aid that airflow going around the outside of the tyre. By getting the airflow to go around the tyre, not only does it mean it reaches the floor in a more consistent state, but it also helps the brake cooling by pulling air through the front wheel.

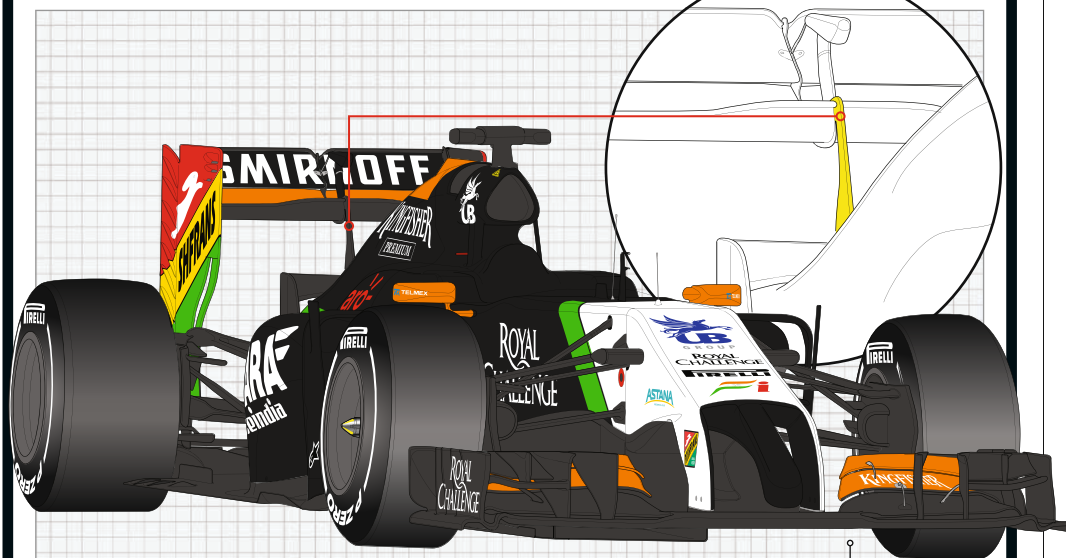
Force India arguably has the best approach to this, with a number of vertical sections setting up this turning moment early on. Red Bull’s approach is more to take a well-established endplate concept and adapt it for the new regulations.



### McLaren floor slots reduce drag

➔ McLaren has followed Red Bull in adding an s-shaped slot in the floor ahead of the rear tyre. While holes in the floor are not legal, provided they are slots and go all the way to the edge of the floor this is allowed. As well as channelling the air around the rear wheel, reducing drag, this will reduce the interference with the diffuser and should make the car more consistent across a range of rideheights.

It’s also interesting that McLaren again ran single-decker suspension blockers on each side to reduce the drag. I always expected the team would vary the spec of these according to track, but if the original underfloor was conceived with these blockers in place it would be difficult to just remove them. It appears that there is now a better understanding of how these and the floor work together, and the new floor with the trailing-edge gurney allows them to remove one of the blockers, reducing the drag of the car.



### Force India’s rear-wing support

➔ With the beam wing banned for this year, teams have changed the way they are mounting their rear wing. Force India is the latest to switch to a single wing-mounting pillar. Previously it had two pillars, as well as being mounted onto the floor via the endplates.

The load is shared by the central pillar, which is curved around the exhaust, and the floor. It also means that the wing is now mounted on three points. This single pillar minimises the aerodynamic interference with the underside of the rear-wing main plane, and with the middle pillar forward this stops the wing from trying to rotate under load.

## TEAM BY TEAM

## RED BULL



RED BULL-RENAULT RB10



SEBASTIAN VETTEL

Start 2nd Finish 5th  
Strategy 2 stops (medium/  
hard/medium/medium)



DANIEL RICCIARDO

Start 8th Finish 3rd  
Strategy 1 stop  
(medium/hard/medium)

After a disaster in Austria, Red Bull returned to form at Silverstone, with the long power-sapping straights at least partly offset by the car's rapidity off the turns. Vettel almost failed to make it out of Q1 having been caught out by the weather, but scraped through to take a last-gasp second on the grid. Ricciardo, meanwhile, opted not to do a second Q3 run and dropped down the order.

Ricciardo executed a remarkable one-stop race strategy, completing the last 37 laps of the race on a set of medium Pirellis, which earned him an unexpected third place. Vettel pitted relatively early and found it hard to use the pace of his car, becoming embroiled in a lengthy scrap with Alonso that potentially cost him fourth or even third.

## MERCEDES



MERCEDES F1 W05



NICO ROSBERG

Start 1st Finish DNF  
Strategy retired (medium/  
medium/medium)



LEWIS HAMILTON

Start 6th Finish 1st  
Strategy 2 stops (medium/  
medium/hard/hard)

Friday practice didn't run completely smoothly for Mercedes. While comfortably fastest, it suffered an engine problem with Hamilton's car that prevented him completing his scheduled long-run work on the medium-compound Pirellis. That didn't seem to affect the home hero, who had a pace advantage over Rosberg, but what did was his decision not to attempt a final flier in qualifying – he then watched five drivers beat his 'pole' time.

The team's advantage in the race was, if anything, bigger than expected. At times the Merics lapped a second clear of the field, and Hamilton's 30s winning margin was only that small because he was able to cruise home once Rosberg suffered his gearbox failure.

## FERRARI



FERRARI F14 T



KIMI RAIKKONEN

Start 18th Finish DNF  
Strategy retired  
(hard)



FERNANDO ALONSO

Start 16th Finish 6th  
Strategy 1 stop  
(hard/medium/medium)

Ferrari continued to tinker with its car spec throughout practice, experimenting with various different bodywork packages to find the right balance between cooling and aerodynamic requirements. Its pace was encouraging, but a combination of Raikkonen's qualifying errors and a blunder of sending Alonso out for his last run too late – missing the best track conditions – meant Q1 was a disaster.

Raikkonen's race lasted only as long as the Wellington Straight as he ran wide and his car was destabilised as he went from asphalt runoff to grass, pitching him into the wall. Alonso's race was excellent, but his confusion when gridding led to a five second penalty for being outside his starting box.

## SAUBER



SAUBER-FERRARI C33



ESTEBAN GUTIERREZ

Start 19th Finish DNF  
Strategy retired  
(medium/medium)



ADRIAN SUTIL

Start 13th Finish 13th  
Strategy 1 stop  
(medium/medium/hard)

Another difficult weekend for Sauber, which continues to battle to improve both braking stability and power delivery. Both drivers had mishaps in qualifying and ended up in the gravel, with Gutierrez backing his Sauber into the barrier after dropping a wheel onto the wet kerb exiting Brooklands and being spat off the track at Luffield.

With Gutierrez amassing a total of 15 places' worth of grid penalties – 10 thanks to an unsafe release in Austria and five after requiring a gearbox change as a result of his off – he only dropped five places on the grid thanks to the others either being excluded or not qualifying.

Sutil had a solid race, while Gutierrez clashed with Maldonado, earning another three-place grid penalty.

## TORO ROSSO



TORO ROSSO-RENAULT STR9



JEAN-ERIC VERGNE

Start 10th Finish 10th  
Strategy 1 stop  
(medium/hard/medium)



DANIIL KVYAT

Start 9th Finish 9th  
Strategy 2 stops (medium/  
medium/medium/hard)

As a result of recent reliability problems, Toro Rosso only took a few minor track-specific parts to Silverstone, as well as beefed-up rear trackrods following Kvyat's Austria failure. The renewed focus on reliability appeared to pay off, with both drivers scoring points.

The upgrades phased in over the previous four race weekends, particularly the aero package introduced in Austria, appear to have allowed the car to take a step forward. While Q3 might not have been possible without the rain, it was still a much-needed boost for the team.

Kvyat drove well to start and finish ninth, while Vergne had to battle his way back up the order after a clash with Perez at the first corner.

## WILLIAMS



WILLIAMS-MERCEDES FW36



FELIPE MASSA

Start 15th Finish DNF  
Strategy retired  
(medium)



VALTTERI BOTTAS

Start 14th Finish 2nd  
Strategy 1 stop  
(medium/medium/hard)

After the high of Austria, Williams came down to earth with a bump – literally in the case of Massa's car – during Friday morning practice, with both drivers in trouble. Susie Wolff, making her F1 race-weekend debut, managed just four laps before suffering an engine failure, while Massa crashed at Stowe for the second successive year.

Qualifying was a disaster: the attempt to get both drivers through Q1 on a single intermediate run meant that, when they did finally put slicks on, there was little time left and the rain had returned.

But while Massa's race was short-lived as he was caught up in Raikkonen's crash, Bottas excelled.

For the reasons behind the driver weekend ratings, visit [AUTOSPORT.COM](http://AUTOSPORT.COM)

## LOTUS



LOTUS-RENAULT E22

**8**  
7/10



**ROMAIN GROSJEAN**

Start 11th Finish 12th  
Strategy 1 stop  
(medium/hard/medium)

**13**  
6/10



**PASTOR MALDONADO**

Start 20th Finish 17th  
Strategy 1 stop  
(medium/medium/hard)

Hopes were high for an improved performance. But while Lotus did take a small step forward and the drivers were a little happier with the car, things still weren't as good as hoped. The inconsistency of the E22 caused some frustration, with the optimisation of energy harvesting under braking still destabilising the car, and there was no sign of the pace that allowed Grosjean to qualify fifth in Spain.

Grosjean qualified and raced on the periphery of the top 10, while Maldonado was undone by an error when fuel was removed after his first run in Q2 and then not put back in when it should have been. His race was compromised too by the clash with Gutierrez, and he eventually was forced to pull off with an exhaust issue.

## McLAREN



McLAREN-MERCEDES MP4-29

**20**  
8/10



**KEVIN MAGNUSSEN**

Start 5th Finish 7th  
Strategy 1 stop  
(medium/medium/hard)

**22**  
9/10



**JENSON BUTTON**

Start 3rd Finish 4th  
Strategy 1 stop  
(medium/medium/hard)

After a major boost at the Austrian GP, where McLaren's revised aerodynamic concept proved its worth, progress continued at Silverstone. While the car itself was not perhaps as competitive as the results both in qualifying and the race suggested, it is at least going in the right direction, and the team and drivers deserve credit for getting the most out of it throughout the weekend.

Button qualified a surprise third, putting in a risky lap on a slippery track surface, with Magnussen not far behind, and the pair ran second and third from the start. They ended up fourth and seventh, which was about as much as could be expected from the car.

## FORCE INDIA



FORCE INDIA-MERCEDES VJM07

**11**  
6/10



**SERGIO PEREZ**

Start 7th Finish 11th  
Strategy 1 stop  
(medium/hard/medium)

**27**  
7/10



**NICO HULKENBERG**

Start 4th Finish 8th  
Strategy 1 stop  
(medium/medium/hard)

Force India's traditionally strong race pace largely deserted the team at Silverstone, particularly when it tried long runs in practice on Friday. The local team was confident that it would be much stronger come Sunday, blaming the wind for its struggles, but despite strong starting positions – with Nico Hulkenberg fourth and Sergio Perez seventh – it wasn't ever seriously in the mix for anything other than a minor points finish.

Hulkenberg lost a couple of places at the start, then slipped to eighth by the chequered flag, while Perez's race was ruined by a clash at the start with Jean-Eric Vergne that dropped him to the back. The stewards looked into it, but decided it was a racing accident.

## MARUSSIA



MARUSSIA-FERRARI MR03

**4**  
7/10



**MAX CHILTON**

Start 17th Finish 16th  
Strategy 2 stops (medium/medium/medium/hard)

**17**  
9/10



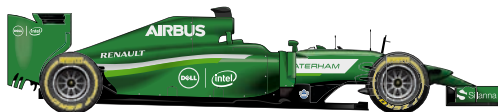
**JULES BIANCHI**

Start 12th Finish 14th  
Strategy 1 stop  
(medium/hard)

Marussia struggled in practice with a number of minor problems, including Max Chilton losing fourth gear and suffering selector damage on Saturday morning, forcing a change and a five-place grid penalty. So hopes weren't high heading into qualifying. But thanks to the team calling the strategy to perfection, Jules Bianchi and Max Chilton were fourth and sixth during Q1, translating that into 12th and 13th place in Q2 – comfortably the strongest qualifying performance ever for the team.

Bianchi had a strong race, hanging onto the pack as far as he could and coming away with the optimum result, while Chilton picked up damage in the Raikkonen crash and was fortunate to avoid being hit on his head by debris.

## CATERHAM



CATERHAM-RENAULT CT05

**9**  
5/10



**MARCUS ERICSSON**

Start 21st Finish DNF  
Strategy retired  
(medium)

**10**  
6/10



**KAMUI KOBAYASHI**

Start 22nd Finish 15th  
Strategy 2 stops (medium/medium/hard/medium)

Amid the upheaval and turmoil of the team takeover, the race team tried to make the best of it at Silverstone but had another character-building weekend. The pace of the car wasn't bad, but in Q1 Kobayashi suffered an ERS problem and Ericsson went off a couple of times, meaning that technically speaking neither qualified for the race.

Fortunately, the car's pace was well-established during practice, so they were rightly allowed to start from the back row. Kobayashi did well to avoid Raikkonen's shunt and had a solid race, especially considering he had nobody to fight and some minor damage from what happened on lap one, while Ericsson was short-lived after running wide and damaging his suspension.



## STANDOUT PERFORMANCE

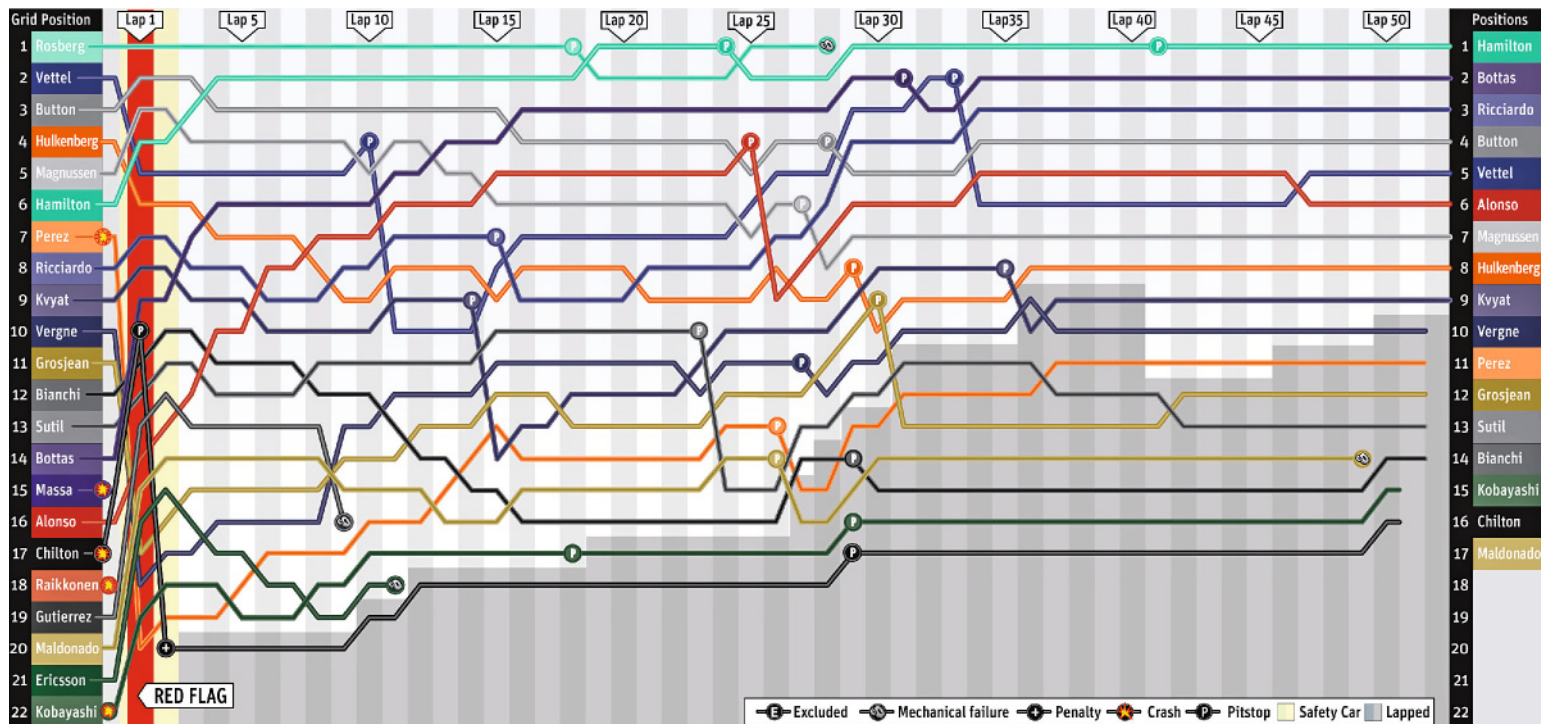
**Valtteri Bottas**

Nothing he could have done to avoid starting so low down. But he executed a superbly incisive drive in the early stages to climb the order. He made scything from 14th up to second look astonishingly easy and, although Rosberg's retirement promoted him one place, he earned the rest the hard way. Not just the drive of the race, but one of the drives of the season. First class.

"I really enjoyed it. The plan was to come as high as the pace of the car is giving the possibility. I think as a team we made the most out of it"

**NB:** Drivers were permitted to change tyres under the red flag, meaning that some drivers, for example Alonso, were able to use three sets of tyres with only one stop.

# RESULTS



### PRACTICE 1: Friday

POS	DRIVER	TIME
1	ROSBERG	1m35.424s
2	HAMILTON	1m36.155s
3	ALONSO	1m36.263s
4	RICCIARDO	1m36.623s
5	RAIKKONEN	1m36.703s
6	VETTEL	1m36.921s
7	BUTTON	1m36.963s
8	KVYAT	1m37.175s
9	VERGNE	1m37.227s
10	MAGNUSSEN	1m37.231s
11	PEREZ	1m37.720s
12	GROSJEAN	1m37.910s
13	GUTIERREZ	1m38.056s
14	JUNCADELLA	1m38.083s
15	VAN DER GARDE	1m38.328s
16	BIANCHI	1m38.917s
17	MASSA	1m39.461s
18	CHILTON	1m39.814s
19	ERICSSON	1m40.597s
20	FRIJNS	1m42.261s
21	WOLFF	1m44.212s
22	MALDONADO	no time

### PRACTICE 2: Friday

POS	DRIVER	TIME
1	HAMILTON	1m34.508s
2	ROSBERG	1m34.736s
3	ALONSO	1m35.244s
4	RICCIARDO	1m35.511s
5	VETTEL	1m35.627s
6	BOTTAS	1m36.016s
7	BUTTON	1m36.228s
8	MAGNUSSEN	1m36.299s
9	RAIKKONEN	1m36.554s
10	VERGNE	1m36.583s
11	MASSA	1m36.671s
12	KVYAT	1m36.778s
13	GUTIERREZ	1m36.951s
14	MALDONADO	1m37.064s
15	GROSJEAN	1m37.097s
16	PEREZ	1m37.236s
17	HULKENBERG	1m37.449s
18	SUTIL	1m37.520s
19	BIANCHI	1m38.658s
20	KOBAYASHI	1m38.658s
21	CHILTON	1m39.224s
22	ERICSSON	1m39.762s

### PRACTICE 3: Saturday

POS	DRIVER	TIME
1	VETTEL	1m52.522s
2	RICCIARDO	1m52.631s
3	MALDONADO	1m53.044s
4	GROSJEAN	1m53.566s
5	SUTIL	1m53.585s
6	KVYAT	1m53.654s
7	MAGNUSSEN	1m53.911s
8	BUTTON	1m54.041s
9	BOTTAS	1m54.217s
10	RAIKKONEN	1m54.558s
11	VERGNE	1m54.602s
12	GUTIERREZ	1m54.761s
13	MASSA	1m55.003s
14	HULKENBERG	1m55.688s
15	PEREZ	1m56.918s
16	ERICSSON	1m57.091s
17	BIANCHI	1m57.566s
18	KOBAYASHI	1m57.914s
19	CHILTON	no time
20	ALONSO	no time
21	ROSBERG	no time
22	HAMILTON	no time

### FRIDAY TESTERS

	1 JUNCADELLA	1m38.083s
	2 VAN DER GARDE	1m38.328s
	3 FRIJNS	1m42.261s
	4 WOLFF	1m44.212s



Weather: 19C, cLOUDY

Weather: 22C, sunny

Weather: 12C, wet

### QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	ROSBERG	1m40.380s (1)	1m35.179s (2)	1m35.766s
2	VETTEL	1m45.086s (16)	1m36.410s (3)	1m37.386s
3	BUTTON	1m44.425s (14)	1m36.579s (4)	1m38.200s
4	HULKENBERG	1m41.271s (5)	1m37.112s (6)	1m38.329s
5	MAGNUSSEN	1m42.507s (8)	1m37.370s (8)	1m38.417s
6	HAMILTON	1m41.058s (3)	1m34.870s (1)	1m39.232s
7	PEREZ	1m42.146s (7)	1m37.350s (7)	1m40.457s
8	RICCIARDO	1m44.710s (15)	1m38.166s (10)	1m40.606s
9	KVYAT	1m41.032s (2)	1m36.813s (5)	1m40.707s
10	VERGNE	1m43.040s (10)	1m37.800s (9)	1m40.855s
11	GROSJEAN	1m43.121s (11)	1m38.496s	-
12	BIANCHI	1m41.169s (4)	1m38.709s	-
13	CHILTON	1m42.082s (6)	1m39.800s	-
14	GUTIERREZ	1m43.285s (12)	1m40.912s	-
DSQ	MALDONADO	1m43.892s (13)	1m44.018s	-
16	SUTIL	1m42.603s (9)	no time	-
17	BOTTAS	1m45.318s	-	-
18	MASSA	1m45.695s	-	-
19	ALONSO	1m45.935s	-	-
20	RAIKKONEN	1m46.684s	-	-
21	ERICSSON	1m49.421s	-	-
22	KOBAYASHI	1m49.625s	-	-

Weather: 16C, showers

### QUALIFYING STATISTICS

	HEAD TO HEAD	
VETTEL	3	6 RICCIARDO
ROSBERG	5	4 HAMILTON
RAIKKONEN	2	7 ALONSO
GROSJEAN	8	1 MALDONADO
MAGNUSSEN	4	5 BUTTON
PEREZ	2	7 HULKENBERG
GUTIERREZ	5	4 SUTIL
VERGNE	5	4 KVYAT
MASSA	4	5 BOTTAS
CHILTON	3	6 BIANCHI
ERICSSON	2	7 KOBAYASHI



### POLE POSITION TROPHY

HAMILTON	AUS	MAL	PRC	E	4
ROSBERG	BRN	MC	CDN	GB	4
MASSA	A	1			



### SUPERLICCENCE PENALTY POINTS

Drivers	1	2	3	4	5	6	7	8	9	10	11	12
BIANCHI	X	X	X	X								
BOTTAS	X	X										
ERICSSON	X	X										
MAGNUSSEN	X	X										
MALDONADO	X	X	X	X								
SUTIL	X	X										

Anyone who gets to 12 points will be suspended for one race

## RACE: 52 LAPS - 190.271 MILES

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PITSTOPS	TIME IN PITS	GRID
1	LEWIS HAMILTON	MERCEDES	52	2h26m52.094s	1m37.176s	2	58.970s	6
2	VALTTERI BOTTAS	WILLIAMS-MERCEDES	52	+30.135s	1m38.264s	1	29.104s	14
3	DANIEL RICCIARDO	RED BULL-RENAULT	52	+46.495s	1m38.459s	1	28.483s	8
4	JENSON BUTTON	McLAREN-MERCEDES	52	+47.390s	1m38.284s	1	28.645s	3
5	SEBASTIAN VETTEL	RED BULL-RENAULT	52	+53.864s	1m37.481s	2	57.345s	2
6	FERNANDO ALONSO	FERRARI	52	+59.946s	1m38.587s	1	34.410s	16
7	KEVIN MAGNUSSEN	McLAREN-MERCEDES	52	+1m02.563s	1m38.677s	1	28.745s	5
8	NICO HULKENBERG	FORCE INDIA-MERCEDES	52	+1m28.692s	1m38.625s	1	29.579s	4
9	DANIL KVYAT	TORO ROSSO-RENAULT	52	+1m29.340s	1m38.407s	2	57.275s	9
10	JEAN-ERIC VERGNE	TORO ROSSO-RENAULT	51	+1 lap	1m39.261s	1	30.218s	10
11	SERGIO PEREZ	FORCE INDIA-MERCEDES	51	+1 lap	1m38.716s	1	29.599s	7
12	ROMAIN GROSJEAN	LOTUS-RENAULT	51	+1 lap	1m38.919s	1	29.710s	11
13	ADRIAN SUTIL	SAUBER-FERRARI	51	+1 lap	1m40.041s	1	29.956s	13
14	JULES BIANCHI	MARUSSIA-FERRARI	51	+1 lap	1m39.961s	1	30.353s	12
15	KAMUI KOBAYASHI	CATERHAM-RENAULT	50	+2 laps	1m41.462s	2	59.047s	22
16	MAX CHILTON	MARUSSIA-FERRARI	50	+2 laps	1m40.399s	3	1h02m40.497s	17
17	PASTOR MALDONADO	LOTUS-RENAULT	49	+3 laps	1m40.314s	1	28.831s	20
R	NICO ROSBERG	MERCEDES	28	gearbox	1m38.091s	1	28.329s	1
R	MARCUS ERICSSON	CATERHAM-RENAULT	11	suspension damage	1m42.319s	-	-	21
R	ESTEBAN GUTIERREZ	SAUBER-FERRARI	9	accident	1m42.566s	-	-	19
R	FELIPE MASSA	WILLIAMS-MERCEDES	1	accident	-	-	-	15
R	KIMI RAIKKONEN	FERRARI	0	accident	-	-	-	18

## TYRE CHOICE

STINT 1	STINT 2	STINT 3	STINT 4
Medium	Medium	Hard	Hard
Medium	Medium	Hard	
Medium	Hard	Medium	
Medium	Medium	Hard	
Medium	Hard	Medium	Medium
Hard	Medium	Medium	
Medium	Medium	Hard	
Medium	Medium	Hard	
Medium	Medium	Medium	Hard
Medium	Hard	Medium	
Medium	Hard	Medium	
Medium	Medium	Hard	
Medium	Medium	Hard	Medium
Medium	Medium	Medium	Hard
Medium	Medium	Hard	
Medium	Medium	Medium	
Medium	Medium		
Hard			

Weather: 22C, sunny. Winner's average speed: 77.731mph. Fastest lap: Hamilton 1m37.176s (135.614mph) on lap 26. Lap leaders: 1-18 Rosberg, 19-24 Hamilton, 25-28 Rosberg, 29-52 Hamilton. Gutierrez drops 15 places on grid for unsafe release at previous round & gearbox change; Chilton drops 5 for gearbox change; Maldonado qualified 15th but excluded for fuel infringement; Ericsson and Kobayashi failed to make 107 per cent cutoff but allowed to race at stewards' discretion.

Option tyre in bold; new set in red; used set in black. Drivers were permitted to change tyres under the red flag.

## DRIVERS' STANDINGS

POS	DRIVER	PTS	AUS	MAL	BRN	PRC	E	MC	CDN	A	GB	D	H	B	I	SGP	J	RUS	USA	BR	UAE	
1	ROSBERG	165	1 <sup>st</sup>	2 <sup>nd</sup>	2 <sup>nd</sup>	2 <sup>nd</sup>	2 <sup>nd</sup>	1 <sup>st</sup>	2 <sup>nd</sup>	ret	2 <sup>nd</sup>	1 <sup>st</sup>	ret									
2	HAMILTON	161	ret	1 <sup>st</sup>	1 <sup>st</sup>	1 <sup>st</sup>	1 <sup>st</sup>	2 <sup>nd</sup>	ret	2 <sup>nd</sup>	1 <sup>st</sup>											
3	RICCIARDO	98	ex	ret	4 <sup>th</sup>	4 <sup>th</sup>	3 <sup>rd</sup>	3 <sup>rd</sup>	1 <sup>st</sup>	8 <sup>th</sup>	3 <sup>rd</sup>											
4	ALONSO	87	4 <sup>th</sup>	4 <sup>th</sup>	9 <sup>th</sup>	3 <sup>rd</sup>	6 <sup>th</sup>	4 <sup>th</sup>	6 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>											
5	BOTTAS	73	5 <sup>th</sup>	8 <sup>th</sup>	8 <sup>th</sup>	7 <sup>th</sup>	5 <sup>th</sup>	ret	7 <sup>th</sup>	3 <sup>rd</sup>	2 <sup>nd</sup>											
6	VETTEL	70	ret	3 <sup>rd</sup>	6 <sup>th</sup>	5 <sup>th</sup>	4 <sup>th</sup>	ret	3 <sup>rd</sup>	ret	5 <sup>th</sup>											
7	HULKENBERG	63	6 <sup>th</sup>	5 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	10 <sup>th</sup>	5 <sup>th</sup>	5 <sup>th</sup>	9 <sup>th</sup>	8 <sup>th</sup>											
8	BUTTON	55	3 <sup>rd</sup>	6 <sup>th</sup>	17 <sup>th</sup>	11 <sup>th</sup>	11 <sup>th</sup>	6 <sup>th</sup>	4 <sup>th</sup>	11 <sup>th</sup>	4 <sup>th</sup>											
9	MAGNUSSEN	35	2 <sup>nd</sup>	9 <sup>th</sup>	ret	13 <sup>th</sup>	12 <sup>th</sup>	10 <sup>th</sup>	9 <sup>th</sup>	7 <sup>th</sup>	7 <sup>th</sup>											
10	MASSA	30	ret	7 <sup>th</sup>	7 <sup>th</sup>	15 <sup>th</sup>	13 <sup>th</sup>	7 <sup>th</sup>	12 <sup>th</sup>	4 <sup>th</sup>	ret											
11	PEREZ	28	10 <sup>th</sup>	dns	3 <sup>rd</sup>	9 <sup>th</sup>	9 <sup>th</sup>	ret	11 <sup>th</sup>	6 <sup>th</sup>	11 <sup>th</sup>											
12	RAIKKONEN	19	7 <sup>th</sup>	12 <sup>th</sup>	10 <sup>th</sup>	8 <sup>th</sup>	7 <sup>th</sup>	12 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>	ret											
13	VERGNE	9	8 <sup>th</sup>	ret	ret	12 <sup>th</sup>	ret	ret	8 <sup>th</sup>	ret	10 <sup>th</sup>											
14	GROSJEAN	8	ret	11 <sup>th</sup>	12 <sup>th</sup>	ret	8 <sup>th</sup>	ret	8 <sup>th</sup>	ret	14 <sup>th</sup>											
15	KVYAT	6	9 <sup>th</sup>	10 <sup>th</sup>	11 <sup>th</sup>	10 <sup>th</sup>	14 <sup>th</sup>	ret	ret	ret	9 <sup>th</sup>											
16	BIANCHI	2	nc	ret	16 <sup>th</sup>	17 <sup>th</sup>	18 <sup>th</sup>	9 <sup>th</sup>	ret	15 <sup>th</sup>	14 <sup>th</sup>											
17	SUTIL	0	11 <sup>th</sup>	ret	ret	ret	17 <sup>th</sup>	ret	13 <sup>th</sup>	13 <sup>th</sup>	13 <sup>th</sup>											
18	ERICSSON	0	ret	14 <sup>th</sup>	ret	ret	20 <sup>th</sup>	11 <sup>th</sup>	ret	18 <sup>th</sup>	ret											
19	MALDONADO	0	ret	ret	14 <sup>th</sup>	14 <sup>th</sup>	15 <sup>th</sup>	dns	ret	12 <sup>th</sup>	17 <sup>th</sup>											
20	GUTIERREZ	0	12 <sup>th</sup>	ret	ret	16 <sup>th</sup>	16 <sup>th</sup>	ret	14 <sup>th</sup>	19 <sup>th</sup>	ret											
21	CHILTON	0	13 <sup>th</sup>	15 <sup>th</sup>	13 <sup>th</sup>	19 <sup>th</sup>	19 <sup>th</sup>	14 <sup>th</sup>	ret	17 <sup>th</sup>	16 <sup>th</sup>											
22	KOBAYASHI	0	ret	13 <sup>th</sup>	15 <sup>th</sup>	18 <sup>th</sup>	ret	13 <sup>th</sup>	ret	16 <sup>th</sup>	15 <sup>th</sup>											



Band of the Royal Marines made its traditional music



RAF Red Arrows performed patriotic pre-race display



Big John to Alonso: keep smiling, yeah?



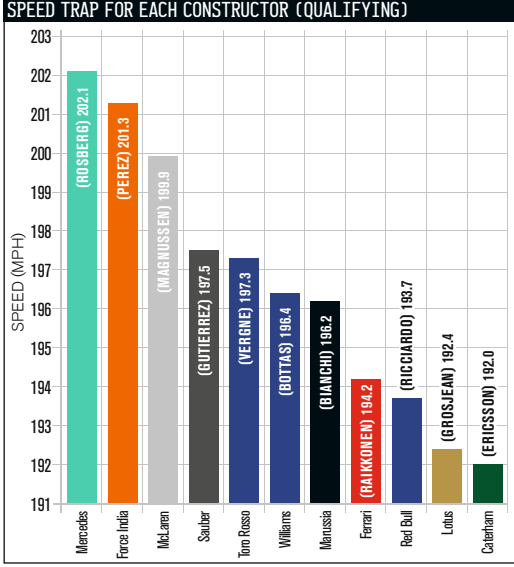
Prince Harry joked with Christian Horner

## CONSTRUCTORS' STANDINGS

POS	DRIVER	PTS	AUS	MAL	BRN	PRC	E	MC	CDN	A	GB	D	H	B	I	SGP	J	RUS	USA	BR	UAE	
1	MERCEDES	326	25	43	43	43	43	43	18	43	25											
2	RED BULL	168	0	15	20	22	27	15	40	4	25											
3	FERRARI	106	18	12	3	19	14	12	9	11	8											
4	WILLIAMS	103	10	10	10	6	10	6	6	27	18											
5	FORCE INDIA	91	9	10	25	10	3	10	10	10	4											
6	McLAREN	90	33	10	0	0	0	9	14	6	18											
7	TORO ROSSO	15	6	1	0	1	0	0	4	0	3											
8	LOTUS	8	0	0	0	0	4	4	0	0	0											
9	MARUSSIA	2	0	0	0	0	0	2	0	0	0											
10	SAUBER	0	0	0	0	0	0	0	0	0	0											
11	CATERHAM	0	0	0	0	0	0	0	0	0	0											



McLaren team paid tribute to John Button



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# Caterham saved...for now

A new deal has kept Caterham on the F1 grid, but what are its long-term chances?

JONATHAN NOBLE investigates, and analyses how things got to this point



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The Caterham Formula 1 team was on the verge of closing ahead of the British Grand Prix, before a deal by a secret group of Swiss and Middle Eastern investors to buy it was completed.

On the back of disillusionment from team owner Tony Fernandes about the state of F1, as well as a growing creditors' list, only frantic efforts to sort out fresh finances meant the outfit did not shut down.

But while Caterham's new owners have given it a lifeline to secure its short-term future, is the new deal enough to keep it in F1 for the long haul?

## THE END FOR FERNANDES

AirAsia entrepreneur Fernandes came into F1 in 2010 on the back of bold ambitions for success on track, and a determination to change the face of the sport commercially off it. But after getting embroiled in a naming row with Lotus cars that prompted the change to Caterham,

and finding that performance on track was harder to achieve and more expensive than originally anticipated, frustrations grew.

At the start of this season, after four years without scoring a single point, and having invested heavily, he said the time had come for the squad to deliver or he would walk away. Caterham has not delivered, partly as a result of Renault's engine struggles but also because of poor aerodynamics.

An early restructuring of technical staff was not enough for Fernandes, and the key blow came at the Monaco GP when long-time rival Marussia scored its first points to move up to ninth place in the constructors' championship. The result leaves

**Fernandes: frustrated**



COATES/LAT

Caterham at risk of losing all its lucrative commercial rights income if it cannot move up by the end of the campaign.

That danger prompted the new investors to act and instruct former F1 team boss Colin Kolles to conclude a deal on their behalf.

## MOVING FORWARD

While the identity of the investors is being kept secret, a number of names linked with the deal have been ruled out – including Flavio Briatore, former Lotus CEO Dany Bahar and Mansoor Ijaz, whose Quantum Motorsports company was linked to Lotus last year.

Kolles insists that who is backing the team is not important – the key

SOLD



“The priority now is to push to get as many upgrades as possible at a reasonable cost”

Christijan Albers

thing now is delivering changes to make Caterham viable again in the short term.

At management level, Kolles knows that to achieve quick results he cannot just rely on his own efforts – which means he has replaced former boss Cyril Abiteboul with a new management team of former F1 driver Christijan Albers and long-time ally Manfredi Ravetto.

Although the trio is still evaluating the team’s operations to decide how best to divide responsibilities, Albers is likely to focus on more sporting- and track-related matters so Kolles can

give more attention to the commercial situation. Kolles has no ambitions to run Caterham full-time, as he is also involved in plans for the Romanian-backed Forza Rossa team.

On the technical front, Kolles and Albers are looking at making the organisation more efficient – both in terms of working processes and staffing numbers. There are concerns the outfit grew too big too quickly in an attempt to move forward, which only served to leave it floundering.

Investment is also being made in improving the car as soon as possible – because without that the team has no chance of beating Marussia or Sauber. The green light has already been given to an aerodynamic update package that it is hoped will be ready for the Belgian GP at the end of August.

There could also be changes on the driver front. While Marcus Ericsson’s lucrative sponsorship backing means his seat is secure,

## Q&A CHRISTIJAN ALBERS

PART OF NEW TEAM MANAGEMENT



**People were surprised when it was announced that you were to run the team. Why are you involved?**

I thought about it a long time, but sometimes in life the train is passing and you have to step in or keep waiting. If I did not believe in it, I would not do it. It will be a big challenge, tough and hard, but I am ready to fight and so are the team around me.

**Do you consider yourself as part of a group that saved Caterham?**

Saved this team? I am not saving anything yet. I think there is a possibility we can turn it around, but also we have some difficult days [ahead] because it turns out it’s a bit more difficult than we thought originally.

**Are you clear on the changes you want to make?**

We would like to be the most efficient team. That is where we have to be. But to ask me already what is our step next week is a little bit early. I have to observe the team. There are a lot of points that could be much better, and also there are people who I thought were not good who are very good.

**Is 10th place in the constructors’ championship essential for Caterham’s future?**

Of course, but I will not tell you we are going to be world champions because that will be bullshit. I think you need to be realistic, work first on a healthy situation where everybody can survive, and from there we have to push. The priority is to get as many upgrades as possible at a reasonable cost.



New deal meant Caterham CT05s did race at Silverstone

Kamui Kobayashi’s place is not guaranteed and the outfit may opt to replace him.

### TENTH PLACE NOW KEY

Kolles and Albers are both reluctant to hail themselves as saviours of the Caterham team – even though without them the squad would likely be out of F1 already. Their

stance is based on the fact that the prize money on offer should it finish 10th in the constructors’ championship remains fundamental to the future of the outfit. With £30 million resting on this result, it is clear why there is such focus now to get the job done. If Caterham fails, the future of the team will be thrown into doubt once more. ❧



Albers (right) will watch how team works before making changes

# Will the WTCC work on the Nordschleife?

FIA world championship racing is heading back to the famous German circuit in 2015, but will the tin-tops of the World Touring Car Championship suit it? **PETER MILLS** talks to the key players



36

**T**he World Touring Car Championship dropped a bombshell on the motorsport world last month by announcing a three-year commitment to race on the epic Nürburgring Nordschleife. The bold move can be interpreted as new promoter, Eurosport COO Francois Ribeiro, putting his own stamp on the series by creating an ambitious, high-profile event.

As a consequence of Ribeiro's desire for a European showpiece for the WTCC, regulations have been tweaked to replace the championship's usual double-header format with a single, 120km race, complete with fuel stop.

The WTCC's pilgrimage to the *Grüne Hölle* in 2015 will mark the return of FIA world championship racing to the Nordschleife after an interval of 32 years. The WTCC will be the opening act to the Nürburgring 24 Hours and is set to compete on the 16-mile combined Nordschleife and Grand Prix circuit.

In a season dominated by meticulously prepared newcomer Citroen, the Nordschleife announcement has rivalled any on-track action in focusing attention on the series. The circuit's legendary challenge has served as a beacon call to generations of drivers. Therefore the almost universally positive reaction from WTCC racers about the impending date next summer comes as little surprise.

WRC legend and WTCC race winner Sebastien Loeb, who competed in the Nürburgring 24 Hours back in 2001, is no exception.

"It is good for the show and good for the series," he says. "I think it will be very special, [although we will have] not many laps. We will have to be quick learning the track, but I have some experience from 2001. It's a long time ago, when I did the 24 Hours, but it will be good and nice to go back there."

For ROAL Motorsport boss Roberto Ravaglia, a winner of the 24

"It's not like any circuit you can find anywhere else in the world. It's going to be spectacular"

ROAL boss Roberto Ravaglia

Hours for BMW in 1989 and '95, the benefits of racing at the Nordschleife outweigh the drawbacks. "It's good news in a way, as it's not like any typical circuit that you can find elsewhere around the world," says Ravaglia. "It's going to be very spectacular. I am a little bit afraid about the race, as at the end of the day maybe you will only have three laps [before refuelling] – that's not so long. However, the distance will be the same, so in the end I only see positive things rather than the negative things. For sure we have to go to the paddock and



not the pitbox, because that will be fully booked for the 24 Hours. But then we will have a lot of spectators, and I think the drivers will love racing around the Nordschleife."

In keeping with its status as something of an oddity on the calendar, the race could be awarded double points, with Ribeiro's assistant and consultant in running the championship, Eric Neve, pushing for the move. "Nothing is set with the FIA, but we're quite keen for double points – that's the target," stated Neve at the most recent meeting at Spa.



## EXPERT VIEW


**Rob Huff**  
**2012 WTCC Champion**

Former WTCC champion Rob Huff was a competitor at this year's Nurburgring 24 Hours in a Rotek Audi. The Lada driver is therefore well placed to provide an assessment on the 2015 WTCC round at the Nordschleife.

Yokohama [the WTCC tyre supplier] really needs to make sure that the tyre works around there and lasts because there are very, very high-speed sections of that track. There are also big braking demands. Realistically, a lot of things need to come together to make the event happen. It's not just on the organisation side; it's on the teams and cars, the tyres, the brakes.

There are so many variables that need to be checked and that involves the championship going there in the winter and doing a proper test with the tyre manufacturers, with the brake manufacturers. A couple of VLN events were cancelled so why not?

I think 2015 will be an amazing event, but there's no doubt that

although it has been announced there are a lot of things need to happen.

There are some quite big details, like the circuit needs to be FIA-homologated and approved [Ribeiro states there is no problem with homologation]. The way they're talking about the format is a one-hour race, a six-lap race, with a fuel stop. We have never done them and the car is not geared up for pitstops. Each team has a different way they fill the car up for fuel. We have five nuts as opposed to a single nut for the wheel changes, though that's not a major drama. I think that's not difficult.

The fact that the idea is there and they've announced it means there is a lot of goodwill to get the event done.



**Huff believes there is goodwill in the WTCC paddock to make idea a success**

Question marks remain; chief among these is how refuelling will be introduced to a series that has resisted the practice until now. A safety-car restart has been suggested as a favoured option after refuelling, but remains unconfirmed. How the new-for-2014 TC1 WTCC cars will handle the pounding of jumps and high-speed straights of a circuit opened in 1927 could be of greater consequence.

Ravaglia, who also fields BMW GT3 cars in the Blancpain GT series, is not overly concerned. "I think if a GT3 can drive there," offers Ravaglia, "WTCC is a good car to go around the Nordschleife. Of course, we need to set up the car in a different way. We have been told that we are going to the Nordschleife, but how we handle the race we don't know."

While Ravaglia is relaxed on the subject, Alessandro Mariani, technical boss of the factory Honda team's car builder JAS, has pushed for a post-season investigatory test.

"I don't believe the car will

be immediately perfect for the Nordschleife," professes Mariani. "As a fan of motorsport I'm really happy about the news because the Nurburgring represents the top of motorsport. On the other hand, I immediately said to the promoter that to race on the Nordschleife with the current car will be difficult, because it is not designed for this track. I cannot tell you now [what

needs to be done] because we have to go and test before the end of the season, but I suppose that we need some modifications to make the car super-comfortable for the Nurburgring.

"So I'm in the middle. For the WTCC it's very great [news], for the drivers it represents a fantastic challenge, but it will have an impact on the car management

because the circuit is completely different from other ones."

Given sufficient preparation, the race appears to have the right ingredients for success. By daring to venture to a circuit which for too long others have shied away from, the WTCC and Ribeiro should be applauded for challenging drivers and maximising spectacle. Who will follow? ❧



**Will the WTCC cars stand the bumps and jumps?**



**Ribeiro is the man behind the Nurburgring plan**

# SILVERSTONE'S

# 50

# GP WINNERS

Last weekend's grand prix was the 50th such motor race at the historic Silverstone venue. To celebrate the half-century milestone, here's a pictorial flashback

38



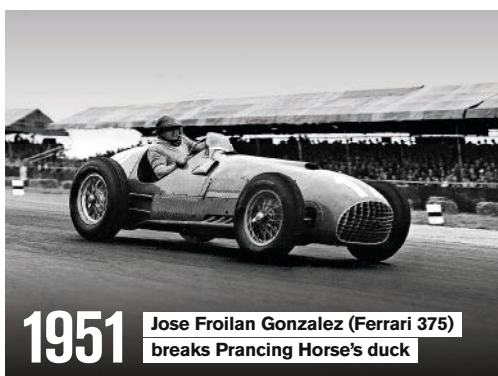
**1948** Luigi Villorosi (Maserati 4CLT/48) wins RAC GP from the back row



**1949** Emmanuel de Graffenried (4CLT/48) wins final non-championship GP



**1950** Giuseppe Farina (Alfa Romeo 158) wins first race of F1's new era



**1951** Jose Froilan Gonzalez (Ferrari 375) breaks Prancing Horse's duck



**1952** Alberto Ascari (Ferrari 500) leads Piero Taruffi in team 1-2



**1953** Alberto Ascari (Ferrari 500) doubles up, this time from pole



**1954** Froilan Gonzalez (Ferrari 625) beats Brit team-mate Mike Hawthorn



**1956** Juan Manuel Fangio (Lancia D50) wins on race's return from Aintree



**1958** Peter Collins (r) (Ferrari Dino 246) leads a British 1-2-3-4 finish



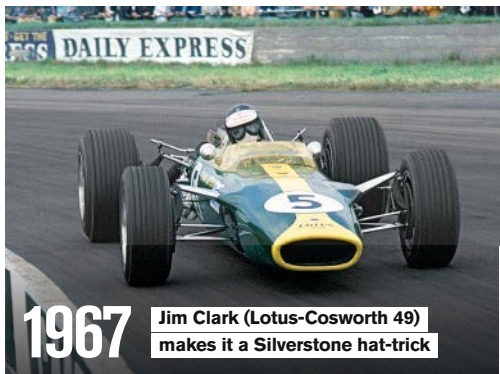
**1960** Jack Brabham (Cooper-Climax T53) beats Surtees/Ireland Lotus duo



**1963** Jim Clark (Lotus-Climax 25) makes it four in a row for the year



**1965** Jim Clark (Lotus-Climax 33) heads a British 1-2-3-4-5 rout



**1967** Jim Clark (Lotus-Cosworth 49) makes it a Silverstone hat-trick



**1969** Jackie Stewart (Matra-Cosworth MS80) wins after famous duel with Jochen Rindt



**1971** Jackie Stewart (Tyrrell-Cosworth 003) gives Ken Tyrrell his day in the sun



**1973** Peter Revson (McLaren-Cosworth M23): first win



**1975** Emerson Fittipaldi (McLaren-Cosworth M23) is a lap clear in a shortened crashfest



**1977** James Hunt (McLaren-Cosworth M26) is the darling of the British crowds



**1979** Clay Regazzoni (Williams-Cosworth FW07) gives Frank his first victory



**1981** John Watson (McLaren-Cosworth MP4/1) takes first win for Ron Dennis-era team

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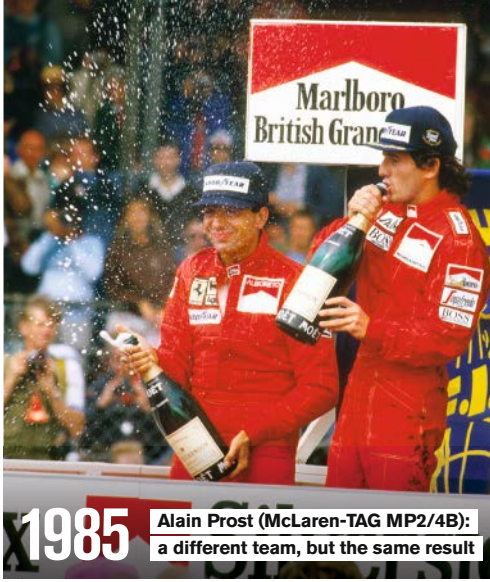
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**1983** Alain Prost (Renault RE40) makes first mark at Silverstone



**1985** Alain Prost (McLaren-TAG MP2/4B): a different team, but the same result



**1987** Nigel Mansell (Williams-Honda FW11B) outguns Nelson Piquet



**1988** Ayrton Senna (McLaren-Honda MP4/4) performs a rain dance



**1989** Alain Prost (McLaren-Honda MP4/5) beats home hero Nigel Mansell



**1990** Alain Prost (Ferrari 641/2) secures fourth win for third team



**1991** Nigel Mansell (Williams-Renault FW14) on top



**1992** Nigel Mansell (Williams-Renault FW14B) stars  
**1993** Alain Prost (Williams-Renault FW15C): win #5



**1994** Damon Hill (Williams-Renault FW16) is Silverstone's seventh British winner



**1995** Johnny Herbert (Benetton-Renault B195) breaks F1 duck at home



**1996** Jacques Villeneuve (Williams-Renault FW18) steals Damon Hill's thunder



**1997** Jacques Villeneuve (Williams-Renault FW19) makes it two out of two



**1998** Michael Schumacher (Ferrari F300) takes controversial pitlane victory



**1999** David Coulthard (McLaren-Mercedes MP4-14): ninth British winner

COLE/GETTY  
RONDEAU/GETTY

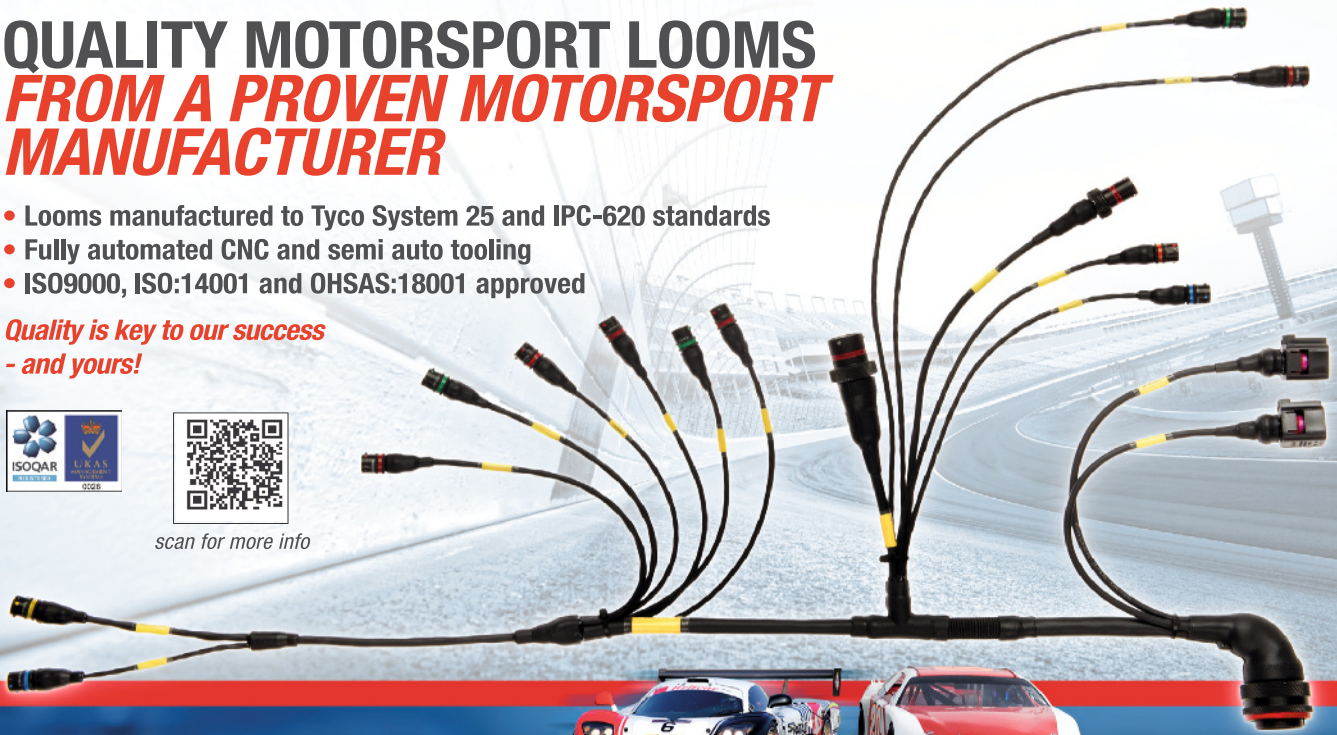
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**2000**

David Coulthard (McLaren-Mercedes MP4-15) is no April fool at home

LAT



**2001**

Mika Hakkinen (McLaren-Mercedes MP4-16) wins

LAT



**2002**

Michael Schumacher (Ferrari F2002) leads first Ferrari one-two since 1958

THOMPSON/GETTY



**2003**

Rubens Barrichello (Ferrari F2003-GA) avoids track-invasion madness to win

BELANCA/LAT



**2004**

Michael Schumacher (Ferrari F2004): win #3

LENNON/GETTY



**2005**

Juan Pablo Montoya (McLaren-Mercedes MP4-20): first '05 win

EBREY/LAT



**2006**

Fernando Alonso (Renault R26) boosts title hopes

TEE/LAT



**2007**

Kimi Raikkonen (Ferrari F2007) beats McLaren's Alonso and rookie polesitter Hamilton

MASON/GETTY



**2008**

Lewis Hamilton (McLaren-Mercedes MP4-23) wins in the rain by 68s

RHYS/GETTY



**2009**

Sebastian Vettel (Red Bull-Renault RB5) takes team's first Brit GP win

GILHAM/GETTY



**2010**

Mark Webber (Red Bull-Renault RB6): "not bad for a #2!"

THOMPSON/GETTY



**2011**

Fernando Alonso (Ferrari F150° Italia) gives the Scuderia its only 2011 win

THOMPSON/GETTY



**2012**

Mark Webber (Red Bull-Renault RB8) passes Alonso's Ferrari for epic win

MASON/GETTY



**2013**

Nico Rosberg (Mercedes F1 W04) survives puncture carnage to win

TEE/LAT



**2014**

Lewis Hamilton (Mercedes F1 W05) lifts title hopes with charging run

COATES/LAT



# Legends celebrate Silverstone's landmark

Some of the sport's greats were on hand last weekend in a special parade to mark Silverstone's 50th GP. **CHARLES BRADLEY** caught up with them

WARNER/LAT

## JACKIE STEWART MATRA MS80

"That was great fun. The Matra is a wonderful car, probably the best F1 car I ever drove. It's good to be in such fine company again, many of the same people I raced against back in the day – that was lovely. I had one of the greatest battles in my racing career here with Jochen Rindt in '69, when there were more than 30 lead changes during the race. My father and my brother were there to witness it; it was one of the proudest occasions of my career."



COATES/LAT



Dario Franchitti looked the part in Jim Clark's Lotus 25



McLaren M26 of Martin Brundle leads Johnny Herbert's Williams FW07B

COATES/LAT



Damon Hill "really enjoyed" run in his dad's Lotus 49B

## ADRIAN NEWAY MARCH 711

"It was brilliant. A surprisingly comfortable driving position that you get used to very quickly. It took me a lap or so to get my heel-and-toe sorted out, but after that it was great! It's the first time I've driven a DFV, and that was a brilliant experience as well – a very tractable engine, very easy to use."



Racing royalty (JYS and Adrian Newey) greet royalty (Prince Harry)

JAKOBEBREY

**EMERSON  
FITTIPALDI  
McLAREN M23**

“That was a fantastic experience and brings back good memories. Silverstone’s a big part of my life, and I took my last grand prix win here in this car in 1975. The first time I ever tested a Formula 1 car was here – a Lotus 49, which is also in the parade.

“I told the boys, ‘Put a set of slicks on this car, I’m ready to go and race again – I’m ready to do the grand prix right now!’ The car is perfect, everything works like brand new.

“The new Silverstone is beautiful, more technical than it used to be – very challenging... except the old Woodcote, without the chicane. That was the toughest corner in grand prix racing along with Turns 1 and 2 at Interlagos.”



WARNER/LAT



David Brabham drove his late father Jack’s Cooper-Climax T53

COATES/LAT



Prost drove Red Bull on Saturday

S BLOKHAN/LAT



Star names in the cars, and big names on the side too

GIBSON/GETTY



JAKOB EBREY

**DEREK WARWICK  
MARCH 711 &  
McLAREN M29C**

“That was stunning, magnificent to run against people like Emmo and all these guys – a real privilege. It was great fun, you could interlock wheels and knew they’d stay where you’d want them to be! You could trust everyone. I’ve had a ball. You could hang back and then accelerate flat-out, just messing about – and you get a little buzz from it.

“All the fans loved it. We’ve spent time with them signing autographs – and we’ve got to thank Silverstone and all the car owners for organising it. That STP March? Wow. And I loved every second in that McLaren too.”

SHIRE/GETTY



Just a traditional NASCAR superspeedway wreckfest

NASCAR SPRINT CUP DAYTONA (USA), JULY 6 RD 18/36

## Almirola to the fore as rain stops play

A RESTRICTOR-PLATE RACE FEATURING multiple rain delays, a 16-car shunt and then a 26-car shunt that made the 16-car version look trifling always had a high chance of generating a random winner, and it was first-time NASCAR Sprint Cup race victor Aric Almirola who found himself provisionally in the Chase when the madness finally stopped at Daytona.

Qualifying set the tone, with rain halting proceedings at a time when most drivers were still more focused on getting a good position in the drafting pack than putting in a quick lap, resulting in underdogs David

Gilliland, Reed Sorenson, Landon Cassill and Bobby Labonte filling the first two rows.

More bad weather then turned the Saturday night race into a Sunday morning event, and even then only five laps of green-flag racing were achieved before the Air Titan track-drying system was required again.

A subsequent dry spell allowed 112 of the scheduled 160 laps to run, with the two huge accidents bookending the race. Neither caused any injuries and many of those caught up were able to limp on in patched-up cars, although notable exceptions included

champion Jimmie Johnson and Kyle Busch, who ended the second crash upside down.

Almirola made his way to the front at what turned out to be precisely the right moment, leading the field after the red flag for the second big crash and holding off Brian Vickers and Kurt Busch when the rain returned.

An hour later, with the track soaked and the forecast miserable, NASCAR finally called a halt to the race and made Richard Petty Motorsports' #43 car a winner for the first time in 14 years.

● Connell Sanders Jr

### RESULTS

**1 Aric Almirola (Ford Fusion)**, 112 laps in 2h09m13s; 2 Brian Vickers (Toyota Camry); 3 Kurt Busch (Chevrolet SS); 4 Casey Mears (Chevy); 5 Austin Dillon (Chevy); 6 Denny Hamlin (Toyota); 7 Michael McDowell (Ford); 8 Danica Patrick (Chevy); 9 Clint Bowyer (Toyota); 10 Marcos Ambrose (Ford). **Chase grid 1 Jimmie Johnson, 3 wins/596 points**; 2 Dale Earnhardt Jr, 2/624; 3 Brad Keselowski, 2/586; 4 Joey Logano, 2/546; 5 Carl Edwards, 2/543; 6 Kevin Harvick, 2/514; 7 Jeff Gordon, 1/651; 8 Kyle Busch, 1/524; 9 Hamlin, 1/493; 10 Almirola, 1/452; 11 Kurt Busch, 1/422; 12 Matt Kenseth, 0/580; 13 Ryan Newman, 0/534; 14 Paul Menard, 0/516; 15 Bowyer, 0/509; 16 Dillon, 0/494.

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**EUROFORMULA OPEN HUNGARORING (H), JULY 5-6 RD 4/8**

## Janosz and Palou on top

ALEX PALOU AND ARTUR JANOSZ shared the wins in Hungary after two lively, incident-strewn races.

Polish racer Janosz led from lights to flag on Saturday in his RP Motorsport car, aided by a lengthy safety car period after Cameron Twynham was tipped into a roll at Turn 1. On the restart he gapped Palou and eased clear. Completing the podium with a career-best third was Guatemalan Andres Saravia.

Janosz once more led away on Sunday, but an audacious move from Palou into Turn 6 gave him the lead, and Campos Racing's Spanish starlet eased clear. Third went to Konstantin Tereschenko, who drove well to hold off Christopher Hoher.



It was a tough weekend for Sandy Stuvik, who has been deposed at the top of the standings by Janosz after a quiet race one and mechanical failure on Sunday.

● Ben Evans

### RESULTS

**Race 1 1 Artur Janosz**, 19 laps in 35m26.125s; 2 Alex Palou, +3.233s; 3 Andres Saravia; 4 Sandy Stuvik; 5 Sean Walkinshaw; 6 Henrique Baptista. **Race 2 1 Palou**, 19 laps in 33m56.296s; 2 Janosz, +3.216s; 3 Konstantin Tereschenko; 4 Christopher Hoher; 5 Yu Kanamaru; 6 Saravia. **Points 1 Janosz, 140**; 2 Stuvik, 135; 3 Palou, 131; 4 Kanamaru, 53; 5 Cameron Twynham, 53; 6 Tereschenko, 51.

**INTERNATIONAL GT OPEN HUNGARORING (H), JULY 5-6 RD 4/8**

## Ramos grabs it at last gasp

CORVETTE PAIR NICKY PASTORELLI and Miguel Ramos won a thrilling second race at the Hungaroring.

Once the pitstop handicaps had balanced out the SMP Ferrari of Viacheslav Maleev was out front, the Russian having the drive of his career in the car started by Jose Perez Aicart. But Isaac Tutumlu, Ramos and Andrea Montermini were catching up.

Eventually the pressure told and Maleev spun, promoting Tutumlu, who was in turn passed by a charging

Ramos a lap and a half from home.

The longer first race was claimed by the Ombra Racing Ferrari of Alvaro Barba/Alan Sicart, with Sicart withstanding immense pressure from Giorgio Roda (who had taken over from Paolo Ruberti) in the final stages.

● Ben Evans

### RESULTS

**Race 1 1 Alvaro Barba/Alan Sicart (Ferrari 458 Italia GT3)**, 39 laps in 1h11m34.760s; 2 Paolo Ruberti/Giorgio Roda (Ferrari), +1.642s; 3 Nicky Pastorelli/Miguel Ramos (Chevrolet Corvette C6.R); 4 Daniel Zampieri/Roman Mavlanov (Ferrari); 5 Andrea Montermini/Niccolo Schiro (Ferrari); 6 Dennis Retera/Daniel Keitwitz (Chevy). **Race 2 1 Pastorelli/Ramos**, 33 laps in 1h01m10.340s; 2 Maxime Soulet/Isaac Tutumlu (Chevy), +3.473s; 3 Montermini/Schiro; 4 Jose Perez Aicart/Viacheslav Maleev (Ferrari); 5 Barba/Sicart; 6 Matt Griffin/Duncan Cameron (Ferrari). **Points 1 Pastorelli/Ramos, 123**; 2 Montermini/Schiro, 121; 3 Zampieri/Mavlanov, 102; 4 Soulet, 93; 5 Roda, 70; 6 Sicart, 61.



Ombra Ferrari held on in race one

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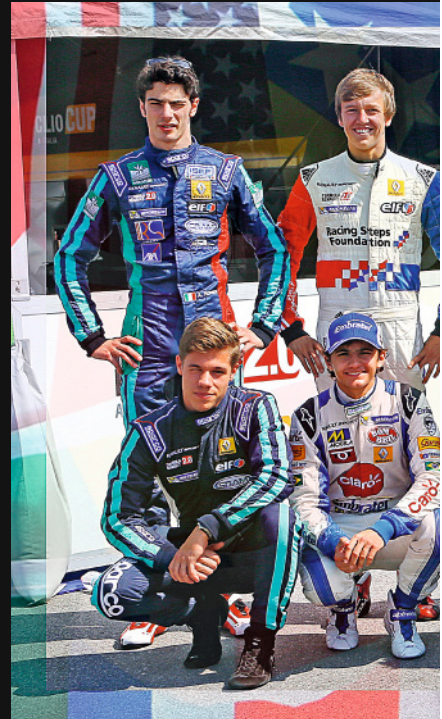
# FORMULA RENAULT 2.0 ALPS

FORMULA RENAULT 2.0 ALPS 2014 // ROUND 9+10 // MONZA



Formula Renault 2.0 ALPS opens its doors to tomorrow's champions granting the chance to develop their skills to those drivers which will climb up the motorsport ladder. In Monza Race 1 Charles Leclerc managed his first ever win in single seater completing his weekend to remember seizing Race 2 as well. The young driver from Monaco racing with Fortec Motorsports is the third winner so far of the season besides the current Championship leader the Dutch Nyck de Vries (Koiranen GP), and the new Russian talent of JD Motorsport, Matevos Isaakyan, who scored second in Monza. Second overall now is however Leclerc. After the short summer break it will be once more racing time with the Mugello venue where the Fast Lane Promotion Series will for sure present new protagonists.

Shares rise for Cram Motorsport, which cheered at Monza for the pole set by Stefan Riener. A pole position awaited since 2010 when in Alcaniz Eurocup round, four years ago, the Brazilian Andre Negrao proved the best in qualify. In Race 1, after the second place overall in Spielberg, Alessio Rovera once more kept high the colors of the team led by the Rosei's brothers achieving the same result conquered in Austria, preceding the same Riener. On his home track Rovera did brilliantly in Race 2 as well where he fought till the very last moment with the other Italian Dario Capitanio succeeding in overtaking the rival in the last lap.



Next Race // Mugello, Italy // 6-7 September 2014 // [www.flp-italy.com](http://www.flp-italy.com)  
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# ALPS 2014

MONZA, ITALY



## WORLD CHALLENGE IN FORMULA RENAULT 2.0 ALPS

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# 2.0

## ALPS

World Challenge in Monza Formula Renault 2.0 ALPS, thanks to the impressive number of nationalities represented on track that traditionally joins the Fast Lane Promotion's Series. The Holland-Russia match is the one between the Championship leader Nyck de Vries and the very young Matevos Isaakyan. Race 1 was result went to the Dutch driver of team Koiranen GP, capable of a good recovery from tenth to fourth while his rival scored no points after the collision in Parabolica. Opposite result in Race 2 where the JD Motorsport driver took his revenge scoring second overall behind the Monaco driver Charles Leclerc (Fortec Motorsports), who proved to be the protagonist of the weekend with two wins that granted him also second place in the standings behind de Vries. Good news from Brazil as well in the Italian "Temple of Speed" where Pietro Fittipaldi soon found himself at ease as his grandfather Emerson that back in 1972 took the F1 victory driving a Lotus and later also the World Title. Besides the MGR Motorsport driver, keeping high the green and yellow flag there was also Thiago Vivacqua (Fortec Motorsports), who was only two place behind Fittipaldi at the end of Race 1. The International soul of Formula Renault 2.0 ALPS is not only due to its drivers but to its calendar as well.

After having debuted in Italy the Series raced in France, Belgium and Austria and will end up in Spain, in Jerez, on the upcoming 5<sup>th</sup> of October.

DRIVER	TEAM	PTS
Nyck de Vries	Koiranen GP	200
Charles Leclerc	Fortec Motorsports	130
Matevos Isaakyan	JD Motorsport	122
George Russell	Koiranen GP	77
Simon Gachet	Arta Engineering	68
Alessio Rovera	Cram Motorsport	65
Dario Capitanio	BVM Racing	45
Luke Chudleigh	Tech 1 Racing	36
Ben Barnicoat	Fortec Motorsports	32
Sebastien Morris	Fortec Motorsports	31

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# 14

ZANDVOORT MASTERS ZANDVOORT (NL), JULY 6

# Verstappen steamroller in the dunes

**THERE'S NO STOPPING THE MAX** Verstappen steamroller. Hot on the heels of a double hat-trick in the Formula 3 European Championship, the 16-year-old didn't put a foot wrong on the way to emulating the 1993 success of his father, Jos, in the Zandvoort Masters.

Verstappen Jr, racing with the German Motopark squad against his regular Van Amersfoort team, was fastest in both free practice sessions (though he was tied for top spot in FP2), set two laps good enough for pole and led every lap of the race aboard his Dallara-Volkswagen on the way to a six-second victory.

The nearest Verstappen freight train came to being derailed was at the start of the 25-lap race when fellow front-row starter, Van Amersfoort driver Sam MacLeod, got half a run on the Motopark car. After that it was plain sailing for Verstappen, an advantage of 1.7s at the end of the first lap helped by MacLeod's disappearance into the gravel after a tap from team-mate Jules Szymkowiak.

Verstappen had increased his lead over fellow Dutchman Szymkowiak to 2.8s by the end of the second lap and was nearly 4s up two laps later. He stabilised the gap before stretching his lead in the closing stages.

"I couldn't do a practice start and this is a new car for me with a different clutch," explained Verstappen. "I managed to brake later



The first Verstappen Masters win for 21 years

than Sam and then over the first few laps I tried to pull a gap, so I could save the tyres mid-race. In the last few laps I had better tyres than Jules."

Szymkowiak crossed the line in second, with a handy advantage over Steijn Schothorst's Performance Racing entry, but his clash with MacLeod was already under investigation and he was later docked 20s, relegating him to fifth.

Formula Renault NEC leader Schothorst, whose F3 experience coming into the meeting stretched to half a day at Pembrey, vaulted from seventh on the grid (after receiving a three-place penalty for improving his times under waved yellows in practice) to third at the first corner. The 19-year-old briefly lost the position to Nabil Jeffri after a giant moment on the kerbs at the fast

Scheivlak right-hander, but was back ahead of the Motopark driver before the end of the lap.

● Gary Watkins

## RESULTS

**1 Max Verstappen (Dallara-VW F308)**, 25 laps in 39m49.252s; 2 Steijn Schothorst (DV F310), +9.779s; 3 Nabil Jeffri (DV F311); 4 Indy Dontje (DV F308); 5 Jules Szymkowiak (DV F308); 6 Martin Cao (Dallara-Mercedes F312).



Chaves leads Harvey early on

INDY LIGHTS POCONO (USA), JULY 5 RD 6/10

## Chaves strikes at Pocono

**GABBY CHAVES STRUCK A BLOW** against title rival Zach Veach with a convincing win at Pocono.

The Colombian, who turned 21 on Monday, was slightly underwhelmed by his qualifying position of fourth, but made up for it with a dominant performance in the race. The highlight was his three-wide pass for the lead. Once Chaves had clear air ahead, Veach was never able to get close enough to return the favour.

Late in the race Veach switched his attention to keeping a charging Jack Harvey at bay, while Matthew

Brabham recovered from a wobble to finish fourth, only to be penalised one position for blocking.

Luiz Razia's points deficit blew out from seven to 58 after he crashed early in the race while running third.

● Mark Glendenning

## RESULTS

**1 Gabby Chaves**, 40 laps in 36m52.6583s; 2 Zach Veach, +7.7028s; 3 Jack Harvey; 4 Juan Pablo Garcia; 5 Matthew Brabham; 6 Scott Anderson. **Points 1 Chaves, 316**; 2 Veach, 305; 3 Harvey, 272; 4 Brabham, 264; 5 Luiz Razia, 258; 6 Garcia, 218.

FORMULA RENAULT ALPS MONZA (I), JULY 5-6 RD 5/7

## Leclerc battles to double

### MONEGASQUE TALENT CHARLES

Leclerc needed a time penalty imposed to the on-the-road winner to take his maiden Formula Renault success, but the Fortec Motorsport man wasted no time in adding a second victory to his CV.

Poleman Stefan Riener was adjudged to have jumped the start, getting a 10-second penalty added post race. Leclerc passed Matevos Isaakyan for second on the road on lap two, before the Russian went out when he hit a spun car.

That promoted Alessio Rovera to second, with the penalised Riener taking third and joining his CRAM team-mate on the podium.

Poleman Leclerc had to pass Isaakyan for the lead into the Rettifilo chicane on the third lap before winning race two.

Isaakyan (JD Motorsport) then fell into a scrap with Rovera and Dario Capitanio before finally beating the two Italians to second.

On only his second outing in modern FRenault, Pietro Fittipaldi beat runaway points leader Nyck de Vries in the battle for fifth place.

● Jurgen Stiftschraube

## RESULTS

**Race 1 1 Charles Leclerc**, 15 laps in 27m56.899s; 2 Alessio Rovera, +3.860s; 3 Stefan Riener; 4 Nyck de Vries; 5 Ben Barnicoat; 6 Luke Chudleigh. **Race 2 1 Leclerc**, 15 laps in 27m59.827s; 2 Matevos Isaakyan, +2.151s; 3 Rovera; 4 Dario Capitanio; 5 Pietro Fittipaldi; 6 de Vries. **Points 1 de Vries, 200**; 2 Leclerc, 130; 3 Isaakyan, 122; 4 George Russell, 77; 5 Simon Gachet, 68; 6 Rovera, 65.

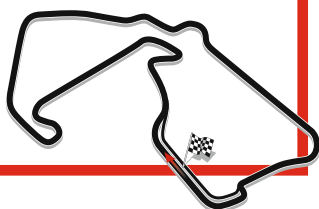


Fortec ace Leclerc broke his duck

# GP2

Silverstone (GB)

July 5-6



Round 5/11

## RESULTS

RACE 1: 29 LAPS, 106.071 MILES

1	<b>MITCH EVANS (NZ)</b>	<b>50m56.307s</b>
	Russian Time; Grid: 3rd-1m40.478s	
2	JOLYON PALMER (GB)	+4.941s
	DAMS; Grid: 2nd-1m40.472s	
3	STOFFEL VANDOOORNE (B)	+25.680s
	ART Grand Prix; Grid: 5th-1m40.646s	
4	STEFANO COLETTI (MC)	+32.077s
	Racing Engineering; Grid: 11th-1m40.885s	
5	JULIAN LEAL (CO)	+31.912s*
	Carlin; Grid: 4th-1m40.484s	
6	JOHNNY CECOTTO JR (YV)	+32.225s
	Trident; Grid: 9th-1m40.845s	
7	FELIPE NASR (BR)	+32.977s
	Carlin; Grid: 6th-1m40.658s	
8	STEPHANE RICHELMI (MC)	+34.849s
	DAMS; Grid: 8th-1m40.762s	
9	MARCO SORENSEN (DK)	+35.055s
	MP Motorsport; Grid: 7th-1m40.658s	
10	DANIEL ABT (D)	+40.275s
	Hilmer Motorsport; Grid: 10th-1m40.880s	

Winner's average speed: 124.940mph. Fastest lap: Evans, 1m42.297s, 128.818mph.

\* Leal was demoted a position after last-lap contact with Coletti.

RACE 2: 21 LAPS, 76.787 MILES

1	<b>NASR</b>	<b>36m12.279s</b>
	Grid: 2nd	
2	COLETTI	+4.384s
	Grid: 5th	
3	CECOTTO	+5.684s
	Grid: 3rd	
4	PALMER	+6.558s
	Grid: 7th	
5	LEAL	+9.116s
	Grid: 4th	
6	RICHELMI	+12.275s
	Grid: 1st	
7	EVANS	+12.657s
	Grid: 8th	
8	SORENSEN	+14.966s
	Grid: 9th	
9	VANDOOORNE	+19.198s
	Grid: 6th	
10	CONOR DALY (USA)	+22.047s
	Venezuela GP Lazarus; Grid: 14th	

Winner's average speed: 127.255mph. Fastest lap: Coletti, 1m42.460s, 128.614mph.

All drivers in Dallara-Mecachrome GP2/11.

## DRIVERS' CHAMPIONSHIP

1	<b>PALMER</b>	<b>143</b>	6	LEAL	66
2	NASR	105	7	VANDOOORNE	58
3	CECOTTO	94	8	PIC	41
4	EVANS	67	9	RICHELMI	40
5	COLETTI	67	10	MARCIELLO	29

## TEAMS

1	<b>DAMS</b>	<b>183</b>	4	RACING ENGINEERING	96
2	CARLIN	171	5	ART GRAND PRIX	69
3	TRIDENT	116	6	RUSSIAN TIME	67

### POINTS SYSTEM EXPLAINED

Race 1: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. Race 2: 15-12-10-8-6-4-2-1 to top eight. Pole for race one: 4. Fastest lap of top 10 finishers in each race: 2.



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# Evans above, and Nasr keeps fighting

One win by Mark Webber's protege, and another by a Williams F1

junior, but Jolyon Palmer still tops the table. By CHARLES BRADLEY



JOLYON PALMER KEPT HIS CHAMPIONSHIP BID FIRMLY on track at Silverstone, but admitted he “thought the win was in the bag” on his home turf only for Mitch Evans to jump ahead of him to register his maiden series win in a thrilling feature race on Saturday that had three different leaders.

Palmer's weekend of missing out began in qualifying, when he was outpaced by Raffaele Marciello's Racing Engineering car by 0.027s. In a stunningly close session, Evans qualified third, 0.006s down on Palmer's DAMS machine, with Julian Leal a further 0.006s in arrears of Evans.

“It's frustrating not to be on pole when it's so close,” said Palmer. “But Mitch and Julian were close too, so I'm happy to be on the front row.”

Marciello made a rocket-like start from pole on the softer medium-compound tyre, as Palmer struggled away from the damp side of the grid – like the majority using the hard tyre for the first stint. Evans (Russian Time) passed Palmer into Village, and the Brit came under attack from Felipe Nasr at Stowe following a wiggle through Becketts.

Although he led by 1.2s by the end of lap one, Marciello didn't keep pulling away as expected on

the softer tyre. Palmer's handling improved after his tricky opening laps, and he soon dropped Nasr and exerted pressure on Evans, regaining second spot with a great lunge at The Loop on lap four.

Palmer closed the gap to leader Marciello down to 0.7s when the Italian pitted to switch his mediums for the hard tyre. He rejoined in traffic, however, with series returnee Jon Lancaster passing him as he struggled to get heat into his fresh tyres.

Up front, Palmer and Evans proved to be evenly matched, regularly trading fastest lap times that were also easily pulling them clear of Marciello for the virtual lead of the race. That all became irrelevant when Marciello pulled off at Luffield with a transmission failure. Now it was a straight two-horse race between Palmer and Evans.

Palmer pitted on lap 19 with a 1.3s lead, but Evans was pushing hard. He pitted a lap later, received a brilliant pitstop time from his iSport-crewed Russian Time team, and rejoined ahead of Palmer, who had suffered a scruffy out-lap. “My car was really loose and I lost time,” he'd rue later.

That didn't rule him out of the running for the win, however. On warmer tyres, he was all over Evans as they tore towards Brooklands with eight laps remaining. An ambitious lunge around the outside there didn't work as he locked up and ran wide, and an even more audacious attempt around the outside of Luffield ended when Evans deftly eased him towards the Astroturf on the exit.

In truth, the battle was won and lost by who got their tyres up to temperature the quickest on the out-lap. Evans reckoned his fronts were just about ‘in’ by Brooklands and Luffield, in time for him to repel Palmer's attacks; Jolyon reckoned it took his until after Cope, Maggotts and Becketts. “It was all over the place on the out-lap,” he sighed.

Evans had strong pace until the finish on his mediums, romping away to a well-deserved 4.9s victory. “It's a huge relief,” he said of his first GP2



...to claim his third victory of year

Evans rebuffs Palmer's attempt to pass him for the lead at Luffield



Schmid held off the form man Giermaziak

**PORSCHE SUPERCUP SILVERSTONE (GB), JULY 6 RD 4/10**

## Schmid halts the Giermaziak roll

FOR THE SECOND RACE IN SUCCESSION THIS YEAR, the Supercup served up a thriller at Silverstone. This time, however, Red Bull Ring winner Kuba Giermaziak couldn't quite capitalise to take his third victory in a row, and instead it was Clemens Schmid who took his first win in the series.

Schmid timed his change to slicks to perfection in a wet-but-drying qualifying session, taking his first Supercup pole position. He led from the start, chased initially by fellow front-row starter Connor de Phillippi, who tapped him at the apex of Luffield on lap three, but both continued without damage. Giermaziak held third, but behind him the swift-starting Kevin Estre was punted into a spin at Village by Alex Riberas, the main beneficiary being title contender Earl Bamber, who moved up from eighth to fourth in the melee.

Giermaziak swept past de Phillippi with relative ease for second at Stowe on lap five, and quickly latched on to Schmid's rear bumper. Despite five laps of immense pressure, the only sign of Schmid's defence wilting was a twitch at Becketts, but Giermaziak couldn't benefit. De Phillippi lost third to Bamber at Brooklands on lap eight, and the Kiwi quickly made it a three-way fight for victory.

Giermaziak's hopes effectively vanished when he slid wide at Becketts, and spent the final two laps fending off Bamber, as Schmid scampered away to a 1.5s win. "I'm the happiest guy in the world," he gushed. "The pressure at the front was huge, but I kept my head." Giermaziak admitted: "I simply couldn't get past him."

Bamber was a close third, with de Phillippi holding off Michael Ammermuller for fourth, while Sven Muller recovered to sixth from P11 on the grid. Reigning champion Nicki Thiim returned to the series and charged from 13th to eighth, with Briton Ben Barker a subdued 10th.

● Charles Bradley

### RESULTS

**1 Clemens Schmid (Lechner Racing Team)**, 13 laps in 27m55.049s; **2 Kuba Giermaziak (Lechner Racing Team)**, +1.548s; **3 Earl Bamber (Fach Auto Tech)**; **4 Connor de Phillippi (Forch Racing)**; **5 Michael Ammermuller (Lechner Racing Team)**; **6 Sven Muller (Team Project 1)**; **7 Klaus Bachler (Konrad Motorsport)**; **8 Nicki Thiim (Lechner Racing Team)**; **9 Robert Lukas (Forch Racing)**; **10 Ben Barker (Lechner Racing Team)**. **Points 1 Giermaziak, 66; 2 Bamber, 53; 3 Barker, 42; 4 Muller, 42; 5 Philipp Eng, 41; 6 Ammermuller, 40.**



Marciello set pole, but retired from both races – this is the sprint

win. "I was really surprised when I rejoined and Jolyon was still in Turn 1, so I had to make the most of it. The speed of the pitstop really helped."

Such was the winning duo's pace, third-placed Stoffel Vandoorne was 25s behind at the finish after a "boring race". He inherited the final podium spot when Nasr suffered a cross-threaded wheelnut in his pitstop, and could only recover to finish seventh, putting a dent in his title hopes.

After an appalling start, Leal finished fourth on the road after some great passing moves. But he was demoted to fifth by the stewards after a bruising final few corners, where he hit Stefano Coletti twice – once at massively high speed through Stowe. Johnny Cecotto Jr was sixth, just ahead of Nasr, who demoted Stephane Richelmi to eighth at Brooklands with seven laps to go.

Richelmi made a dreadful start from a reversed-grid pole on Sunday, allowing Nasr to leap into the lead. It was crucial that the Brazilian took this chance to keep Palmer within reach in the title race,

and he made it look easy. Coletti got to within a second after seven laps, but soon slipped back again, complaining of an intermittent misfire.

Cecotto was a solid third, maintaining his title-outsider status, but Palmer was in storming form again. He went by Evans with a brave move at Maggotts on the opening lap, then passed team-mate Richelmi at Village on lap four. His final move was the sweetest of all, shooting down the inside of Leal at The Loop to keep his points advantage at 38. Evans could only make seventh in this one, toiling (and failing) to find a way past Richelmi. Marco Sorensen nicked the final point when Vandoorne slid wide at Village and gifted him eighth.

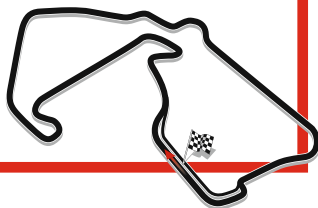
Although he's losing the points war at present, at least Nasr won this particular battle – his third victory of the year. "What a shame about the pitstop yesterday; it was good to compensate for that," he said. "Palmer hasn't had a bad weekend yet, and I've had a few bad races where I didn't score any points. That's why he's got his advantage."

GP3

Silverstone (GB)

July 5-6

Round 3/11



RESULTS

RACE 1: 15 LAPS, 54.824 MILES

1	JIMMY ERIKSSON (S)	27m32.301s
Koiranen GP; Grid: 1st-2m05.322s		
2	ALEX LYNN (GB)	+0.958s
Carlin; Grid: 2nd-2m05.638s		
3	MARVIN KIRCHHOFER (D)	+7.150s
ART Grand Prix; Grid: 3rd-2m06.385s		
4	EMIL BERNSTORFF (GB)	+9.882s
Carlin; Grid: 5th-2m06.669s		
5	NICK YELLOLY (GB)	+10.937s
Status Grand Prix; Grid: 7th-2m06.805s		
6	RICCARDO AGOSTINI (I)	+12.774s
Hilmer Motorsport; Grid: 8th-2m07.202s		
7	RICHIE STANAWAY (NZ)	+14.413s
Status Grand Prix; Grid: 6th-2m06.704s		
8	DINO ZAMPARELLI (GB)	+16.895s
ART Grand Prix; Grid: *9th-2m06.392s		
9	JANN MARDENBOROUGH (GB)	+18.661s
Arden International; Grid: 4th-2m06.430s		
10	DEAN STONEMAN (GB)	+20.132s
Manor Racing; Grid: 16th-2m07.613s		

Winner's average speed: 119.449mph. Fastest lap: Lynn, 1m48.963s, 120.938mph.

RACE 2: 15 LAPS, 54.824 MILES

1	STANAWAY	27m39.436s
Grid: 2nd		
2	YELLOLY	+2.737s
Grid: 4th		
3	BERNSTORFF	+7.789s
Grid: 5th		
4	KIRCHHOFER	+14.363s
Grid: 6th		
5	AGOSTINI	+16.508s
Grid: 3rd		
6	LYNN	+17.503s
Grid: 7th		
7	ZAMPARELLI	+18.743s
Grid: 1st		
8	MATHEO TUSCHER (CH)	+19.748s
Jenzer Motorsport; Grid: 14th		
9	LUIS SA SILVA (AO)	+21.217s
Carlin; Grid: 18th		
10	ALFONSO CELIS (MEX)	+27.015s
Status Grand Prix; Grid: 16th		

Winner's average speed: 118.936mph. Fastest lap: Roman de Beer, 1m49.360s, 120.499mph. All drivers in Dallara-Mecachrome GP3/13. \* 5-place grid penalty.

DRIVERS' CHAMPIONSHIP

1	LYNN	86	6	YELLOLY	38
2	ERIKSSON	78	7	TUSCHER	25
3	STANAWAY	68	8	ZAMPARELLI	25
4	BERNSTORFF	58	9	STONEMAN	22
5	KIRCHHOFER	49	10	KUJALA	16

TEAMS

1	CARLIN	148	4	ART GRAND PRIX	74
2	STATUS GRAND PRIX	106	5	MANOR RACING	38
3	KOIRANEN GP	78	6	JENZER MOTORSPORT	25

POINTS SYSTEM EXPLAINED

In race one: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. In race two: 15-12-10-8-6-4-2-1 to top eight finishers. Two points for fastest lap among top-10 finishers in each race.



Pack shuffles at start of race one

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Eriksson on the race one podium with Lynn (I) and Kirchhofer

# The rise and fall of Jimmy Eriksson

JIMMY ERIKSSON ATE INTO ALEX LYNN'S POINTS LEAD with his first-ever GP3 victory at Silverstone on Saturday, but a rash move on Sunday not only took him out of the race — and promoted Lynn to restore a more comfortable advantage — but earned him a grid penalty for the next race too.

Koiranen GP's Eriksson scored his first pole in wet conditions on Saturday, nailing a fine lap on wets that were very much one-shot wonders to beat Carlin-run title rival Lynn to the spot by three tenths of a second. "I was quite happy with my lap; Jimmy just went a little better," acknowledged Lynn.

Conditions had dried out for that afternoon's opening race, but the battle between them was no less intense. Lynn's poor start allowed Eriksson to rocket away, and the Swede built a formidable 2.7s advantage by lap four. But as the fuel loads came down, Lynn's car balance improved much more to his liking and he carved into Eriksson's advantage as the laps unwound.

Lynn took a second out of Eriksson's lead on lap 11 alone, and was right on him with a couple of tours remaining. But, try as he might, the Briton just couldn't get close enough to attempt a pass to snatch a home victory.

Eriksson admitted he was worried, though, saying: "I knew my tyres were going away a bit, and I could see he was pushing a lot, but I was quick at the start and quick enough at the end."

Lynn admonished himself for "putting too much emphasis on beating Eriksson at the start", but was pleased with his pace and lack of tyre degradation, and was keen on making progress from seventh on the reversed grid on Sunday. Once again, he suffered wheelspin away from the line, and although Eriksson made an even worse start, he managed to get ahead of Lynn — although they were duelling over 11th place this time and not first.

This meant Eriksson was ahead of Lynn when he tripped over a squabbling Patric Niederhauser and Pal Varhaug at Club, putting all three out and gaining a five-place grid penalty for Hockenheim. Lynn ducked past the shunt ("I saw it coming a mile off") and then picked up places from fellow



Stanaway heads Bernstorff in race two

Brits Jann Mardenborough, Dino Zamparelli and Dean Stoneman in the second half of the race, regaining four of the nine points he'd lost to Eriksson the day before.

Richie Stanaway won Sunday's race, his first series win since 2011, despite encountering some tyre graining at mid-distance. "Had it not been for a messy qualifying we would have had an even better weekend," said Stanaway. "We have really turned the car around, and it's quite radically different from what we've done before this year."

He was followed home by Nick Yelloly to make a one-two for Status Grand Prix at its home track. Yelloly smartly outbraked the fast-starting Emil Bernstorff for second at Brooklands on lap two. "It was nice to pull away from a Carlin car — we haven't been able to say that before," said Yelloly, who kept up his 100 per cent series podium record at Silverstone.

Marvin Kirchhofer had a productive weekend for ART Grand Prix, taking third and fourth across the races, with Bernstorff and Yelloly chasing him home on Saturday. Riccardo Agostini impressed again, scoring his first points in the series (sixth on Saturday; fifth on Sunday) in his second race weekend with Hilmer.

The other points scorers were Zamparelli, who made a poor start from reversed-grid pole position on Sunday and slumped to seventh, Stoneman (P16 to 10th on Saturday but a retirement on Sunday) and Matheo Tuscher.

## IN THE PADDOCKS

**CHARLES BRADLEY**  
EDITOR

@Autosport\_Ed



I HEAR THAT, AS EARLY AS 2017, THERE may be an attempt by the FIA to streamline the top end of the single-seater ladder beneath Formula 1. Clearly, this means a 'resolution' to the current situation of GP2 and Formula Renault 3.5 both laying claim to the mantle of F1's finishing school. You only have to look at their respective alumni to see each boasts success stories in this regard, so how on earth do you decide which is the best?

Both have strengths and weaknesses – in some cases they are the same thing, certainly in the case of GP2 supporting the F1 circus versus inflated travel and hotel costs as a result of that. With FR3.5 it is of course beholden to the desire of Renault. Will the French car giant ever tire of supporting this series? If it did, would there be a replacement manufacturer ready to step in to badge it (as Renault itself did in taking over from sister firm Nissan)?

And if the FIA does rationalise the ladder to the point of F1, F2 and F3, where exactly does GP3 fit in? And if there's only going to be one series between F1 and F3, how many teams will contest it? And who gets priority status?

It's a complex argument, with many big commercial considerations to take into account (like F1, GP2 is owned by CVC, while Renault is rumoured to be extending its World Series deal for another three years), so there's going to be some tough negotiating to make this utopian ideal become a reality any time soon.

Where would GP3 fit with F1, F2, F3 and F4?



SBLOXHAM/LAT

## MILESTONE

Mitch Evans became the first Kiwi to win a GP2 Series race after 198 rounds in the series' 10-year history.



EBREY/LAT

## Dallara to reinforce GP3 rollhoops after crash

**DALLARA WILL REINFORCE ALL GP3** cars' rollhoops in time for the next race at Hockenheim after a violent crash in qualifying on Saturday that led to the rollhoop of Mitch Gilbert's Trident machine being pulled off the top of the chassis.

In wet weather conditions, Gilbert was travelling at over 140mph on the

Hangar Straight when he struck the much slower car of fellow series debutant Sebastian Balthasar from behind. Gilbert's car somersaulted, shedding its right-front wheel, and slid upside down for a long period, finally coming to rest in the gravel trap on the outside of Stowe Corner.

Gilbert required stitches in his right

hand, but returned to the paddock less than an hour later with his arm in a sling.

"There was a car going slowly on the straight and with so much spray I couldn't see him," said Gilbert. "The car rolled and stayed upside down for a long time."

Alex Lynn, who was right behind the crash and veered on to the grass to avoid it, said: "It was like a plane crash – the car backflipped and then slid a long way."

Following a meeting with Dallara on Monday, series technical director Didier Perrin told AUTOSPORT that all teams have been told to send in their rollhoops for reinforcement at the factory. He said the conclusion of their investigation was that the unusual nature of a high-speed, rearwards-action impact against the track surface following the backflip was what caused the rollhoop to be pulled away.

"It's a very rare and unexpected case, and our action is purely as a precaution against another one-in-a-million incident happening again," said Perrin.



Rollhoop of Gilbert's car was pulled off in qualifying crash

## Caterham's GP2 future assured

**THE FUTURE OF CATERHAM'S GP2** team is guaranteed, for the near future at least, despite the recent sale of its Formula 1 team to a consortium of



GRIFITHS/LAT

Caterham GP2 team to continue

Swiss and Middle Eastern investors.

The squad – which was created by Tony Fernandes in 2010 under the Team AirAsia banner and renamed in 2011 following his purchase of the sportscar marque – will continue to operate from the Leafield Technical Centre. That remains under the ownership of the Caterham Group.

Driver Alexander Rossi's future is less clear, however, as he is a member of the Racing Academy affiliated to the F1 team.



EBREY/LAT

## ROSSI FLIPS HIS LID

Alexander Rossi was forced to use Caterham team-mate Rio Haryanto's spare helmet in free practice after he discovered that his own no longer fitted correctly after having its radio installed before the session. The helmet's padding was rectified in time for the races.

## CECOTTO CONCERN

Johnny Cecotto Jr has admitted that he has budget worries about being able to complete the GP2 season with Trident. Cecotto, who has won at Barcelona and the Red Bull Ring this year with the Italian team, said his funding "was still a bit in mid-air, but it should be OK".

## HILMER ON THE BOARD

Hilmer Motorsport scored its first GP2 points of the season thanks to Daniel Abt's 10th place on Saturday. "A point is OK, but the race proved that the car isn't running perfectly," said Abt. "I was busy keeping the competition behind me."

## PENALTY SHOOT-OUT

As well as Jimmy Eriksson's five-place grid penalty for Hockenheim (see GP3 report), one of the drivers he took out of Sunday's race, Pal Varhaug, was similarly penalised for straightlining Becketts and not giving up his track position. Alex Fontana was also given a penalty for taking out Patrick Kujala at Chapel.

## Sorensen stars on MP debut

**LOTUS F1 JUNIOR DRIVER MARCO**

Sorensen made a successful GP2 debut at Silverstone, scoring points in both races after replacing Tio Ellinas at MP Motorsport.

The 23-year-old Dane, who has struggled in Formula Renault 3.5 with Tech 1 Racing, apart from a runner-up finish in Monaco, qualified seventh and finished ninth and eighth in the races.

"We've been super-impressed by Marco over the weekend – he's done an

incredible job", said MP team principal Sander Dorsman.

The other GP2 driver change was Jon Lancaster returning to Hilmer after Facu Regalia split with the team in acrimonious fashion last week, which is now in the hands of lawyers. Team boss Franz Hilmer said: "Regalia only told us [he wasn't racing] at the beginning of the week. It was our only option." Lancaster was unable to repeat his victory heroics of last year, finishing 22nd and 14th.



Sorensen scored points in both races

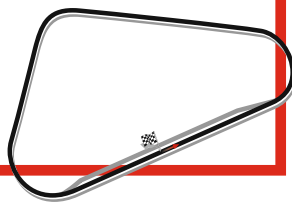
EBREY/LAT

## INDYCAR

### Pocono (USA)

July 6

Round 9/15



#### RESULTS

200 LAPS, 500 MILES

<b>1</b>	<b>JUAN PABLO MONTOYA (CO)</b>	<b>2h28m13.1798s</b>
	Team Penske Dallara-Chevrolet; Grid: 1st-223.871mph	
<b>2</b>	<b>HELIO CASTRONEVES (BR)</b>	<b>+2.3403s</b>
	Team Penske Dallara-Chevrolet; Grid: 7th-222.517mph	
<b>3</b>	<b>CARLOS MUNOZ (CO)</b>	<b>+2.9653s</b>
	Andretti Autosport-HVM Dallara-Honda; Grid: 3rd-223.083mph	
<b>4</b>	<b>RYAN BRISCOE (AUS)</b>	<b>+3.8431s</b>
	Chip Ganassi Racing Dallara-Chevrolet; Grid: 10th-221.565mph	
<b>5</b>	<b>SCOTT DIXON (NZ)</b>	<b>+4.6933s</b>
	Chip Ganassi Racing Dallara-Chevrolet; Grid: 15th-220.604mph	
<b>6</b>	<b>SIMON PAGENAUD (F)</b>	<b>+6.0105s</b>
	Schmidt Peterson Hamilton Motorsports Dallara-Honda; Grid: 11th-221.547mph	
<b>7</b>	<b>MIKHAIL ALESHIN (RUS)</b>	<b>+8.3658s</b>
	Schmidt Peterson Motorsports Dallara-Honda; Grid: 12th-221.221mph	
<b>8</b>	<b>JOSEF NEWGARDEN (USA)</b>	<b>+8.9506s</b>
	Sarah Fisher Hartman Racing Dallara-Honda; Grid: 21st-no time	
<b>9</b>	<b>MARCO ANDRETTI (USA)</b>	<b>+9.4477s</b>
	Andretti Autosport Dallara-Honda; Grid: 5th-222.715mph	
<b>10</b>	<b>WILL POWER (AUS)</b>	<b>+17.2301s</b>
	Team Penske Dallara-Chevrolet; 2nd-223.725mph	
<b>11</b>	<b>TONY KANAAN (BR)</b>	<b>+22.0701s</b>
	Chip Ganassi Racing Dallara-Chevrolet; Grid: 8th-221.970mph	
<b>12</b>	<b>JAMES HINCHCLIFFE (CDN)</b>	<b>-1 lap</b>
	Andretti Autosport Dallara-Honda; Grid: 6th-222.544mph	
<b>13</b>	<b>ED CARPENTER (USA)</b>	<b>-1 lap</b>
	Ed Carpenter Racing Dallara-Chevrolet; Grid: 13th-221.019mph	
<b>14</b>	<b>JUSTIN WILSON (GB)</b>	<b>-1 lap</b>
	Dale Coyne Racing Dallara-Honda; Grid: 16th-220.439mph	
<b>15</b>	<b>SEBASTIAN SAAVEDRA (CO)</b>	<b>-1 lap</b>
	KV AFS Racing Dallara-Chevrolet; Grid: 19th-218.502mph	
<b>16</b>	<b>SEBASTIEN BOURDAIS (F)</b>	<b>-1 lap</b>
	KVSH Racing Dallara-Chevrolet; Grid: 18th-219.741mph	
<b>17</b>	<b>CHARLIE KIMBALL (USA)</b>	<b>-2 laps</b>
	Chip Ganassi Racing Dallara-Chevrolet; Grid: 17th-220.377mph	
<b>18</b>	<b>RYAN HUNTER-REAY (USA)</b>	<b>-19 laps</b>
	Andretti Autosport Dallara-Honda; Grid: 9th-221.950mph	
<b>19</b>	<b>GRAHAM RAHAL (USA)</b>	157 laps-accident
	Rahal Letterman Lanigan Racing Dallara-Honda; Grid: 14th-220.747mph	
<b>20</b>	<b>CARLOS HUERTAS (CO)</b>	89 laps-electrical
	Dale Coyne Racing Dallara-Honda; Grid: 20th-216.261mph	
<b>21</b>	<b>TAKUMA SATO (J)</b>	25 laps-electrical
	AJ Foyt Racing Dallara-Honda; Grid: 4th-222.798mph	
<b>22</b>	<b>JACK HAWKSWORTH (GB)</b>	did not start-accident
	Bryan Herta Autosport Dallara-Honda; Grid: 22nd-no time	

Winner's average speed: 202.402mph. Fastest lap: Briscoe, 40.9009s, 220.044mph.  
All drivers in Dallara DW12.

#### CHAMPIONSHIP

<b>1</b>	<b>POWER</b>	<b>446</b>	<b>6</b>	<b>MUNOZ</b>	<b>340</b>
<b>2</b>	<b>CASTRONEVES</b>	<b>446</b>	<b>7</b>	<b>ANDRETTI</b>	<b>325</b>
<b>3</b>	<b>PAGENAUD</b>	<b>402</b>	<b>8</b>	<b>DIXON</b>	<b>297</b>
<b>4</b>	<b>MONTOYA</b>	<b>391</b>	<b>9</b>	<b>BRISCOE</b>	<b>285</b>
<b>5</b>	<b>HUNTER-REAY</b>	<b>388</b>	<b>10</b>	<b>BOURDAIS</b>	<b>271</b>

#### 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.



Colombian fans show appreciation for their man



# Montoya: back where he belongs

The Colombian took advantage of the only restart to grab his first win since returning to IndyCar this year. By **MARK GLENDENNING**

ADMIT IT. WHEN JUAN PABLO MONTOYA SUDDENLY turned his back on Formula 1 in the middle of 2006 to embark upon a long stint as a NASCAR sometimes-ran, there was a part of you that mentally added him to the list of racing's great squandered talents.

And when he confirmed his plans to emerge from the stock car wilderness to embrace single-seaters again, you were excited, but also a little apprehensive. How quick would he be? Even Penske's Tim Cindric admitted before the season began that the team didn't know for sure what sort of Montoya they'd decided to gamble on. "Out of the car [that is, mentally], we've absolutely signed him at the best time," he told AUTOSPORT back in February. "In the car... we hope we have."

All of those doubts were answered at Pocono on Sunday with a masterclass in long-distance oval

racing that rewarded the 38-year-old with the first win of his revived IndyCar career.

These races can sometimes be a lottery, but this one was anything but. Montoya's performance curve has been one of steady improvement this year, and he was in the mix right from the start of the Pocono weekend. A shockingly fast qualifying performance put him on the pole, and a mix of patience, speed and one moment of perfectly timed aggression got the job done.

That moment came at the race's only restart, when Montoya was sitting in second behind team-mate Will Power. The Colombian took the green flag as a signal to attack, and the pair ran side by side for a full lap before Montoya slotted back in behind his team-mate to look for a better opportunity.

It was a short wait. Just moments later he attacked again, but this time he misjudged the gap



Montoya relishes his victory, but admitted luck played its part



Montoya leads Power at start of 500-miler



Second place puts Castroneves level on points with Power

slightly and rattled his front wing against Power's right-rear wheel pod. The impact sheared off Montoya's left-front endplate, leaving him with an extra helping of understeer to grapple with for the 40 or so laps that remained. However, it got him into the lead with just one stop remaining.

Montoya's life was made a little easier just seven laps later when Power, who had dropped back to third, jinked to the inside in anticipation of a challenge from team-mate Helio Castroneves — and then jinked again when that challenge actually came. IndyCar regulations allow a single defensive move; a second is considered blocking. Sure enough, three laps later Power was steering towards the pitlane to add to his growing tally of drive-through penalties for the season.

Cindric, calling Power's race from the pitwall, did his best to get his charge refocused, relaying the message: "Get your head on straight. Let's go." But

both knew the true cost of that sort of mistake in a race that pays double points.

"I actually let [Helio] go," said Power. "I touched the brakes. I mean, he is my team-mate. So it's another penalty and another drive-through, and another really good opportunity lost. Time after time it happens to me, and no penalty. But I've got to stop it. I've got to stop getting drive-throughs."

Montoya's other main threat also eliminated himself, although he found a completely different way to do it. Tony Kanaan had taken his place amid the lead pack early on, and after sitting behind Power and Montoya for a while he blasted into the lead to get a sense of his car speed and fuel consumption numbers in clean air. It was essentially a practice run for taking the lead in the final stint, but he clearly liked whatever he saw: once in front, he stayed there for the best part of three stints.

It's hard to overstate how much the Brazilian needs a good result to kickstart what has otherwise been a largely disappointing campaign with Ganassi, but this opportunity was quashed by a roll of the dice. Graham Rahal triggered the only caution period of the race when he spun to a halt on the track due to a mechanical problem just a few laps before the final fuel window opened, and Ganassi decided to pit Kanaan then and hope for enough time under yellows to get him all the way to the end.

Kanaan pitted again, still under yellows, for a final top-up three laps later, and then rejoined the track needing to make 31 laps worth of fuel last for 36, and hoping madly that the 'cautions breed cautions' axiom would ring true. Unfortunately for him it didn't, and with four laps to run the blinking fuel warning light on his dash signalled the end of his chance to win.

"When he pitted, I knew there was no way he was going to make it," said Montoya. "I thought, OK, there's two ways [this will go]. For him to make it he has to run really slow, and if he does that, we'll get him. And if he runs hard, he'll run out of gas. So they were planning on a caution."

And with Kanaan out of the way, Montoya's win was secured. Until the final push to the flag, he was never quite as fast as he could have been, just in case he needed to be a little faster later on — and the reward for his patience was a result that vindicated his return to where it all began.

"It's been a long road," he said. "Things were going good, but you never know when you're going to get the win. In the move with Will today, I was lucky the wing didn't break more. Both of us could have been out of the race, and it could have taken another six months to win. You never know. But

we did the right things, we got the win... and we're in a good place at this point in the season."

Castroneves followed Montoya across the line for a Penske 1-2, the Brazilian backing up his Saturday claim that his misfortune at having drawn an early qualifying slot had prevented him from getting the best out of a strong car. His result was sweetened by the fact that it moved him onto level terms with Power at the top of the points standings.

Andretti Autosport rookie Carlos Munoz completed the podium. The Colombian delivered another strong result and offered his team a bright moment on an otherwise frustrating day.

Local hero Marco Andretti's hopes were knocked on the head by a drive-through for pitlane speeding. An identical penalty accounted for James Hinchcliffe, and Ryan Hunter-Reay's day was ruined by a suspension failure that left him 19 laps down.

It was also a weird day for Ganassi. Despite having manoeuvred its best-placed driver out of a podium position with poor strategy, the team was able to draw some comfort from solid finishes for Ryan Briscoe (fourth) and Scott Dixon (fifth), both of whom had started back in the pack.

"It wasn't a great day for us speed-wise," said Dixon. "But to get a top-five finish after where we started isn't all that bad. Hopefully this builds us some momentum for the next few races."

As strange as sounds for a reigning champion to be talking about a fifth as a 'momentum builder', it's entirely in keeping with a season that refuses to follow a script. This weekend the expanses of Pocono's tri-oval gives way to the cosiness of Iowa Speedway, and there's no reason to think that the surprises have stopped yet. ▶



Drive-through penalty hit Marco Andretti hard

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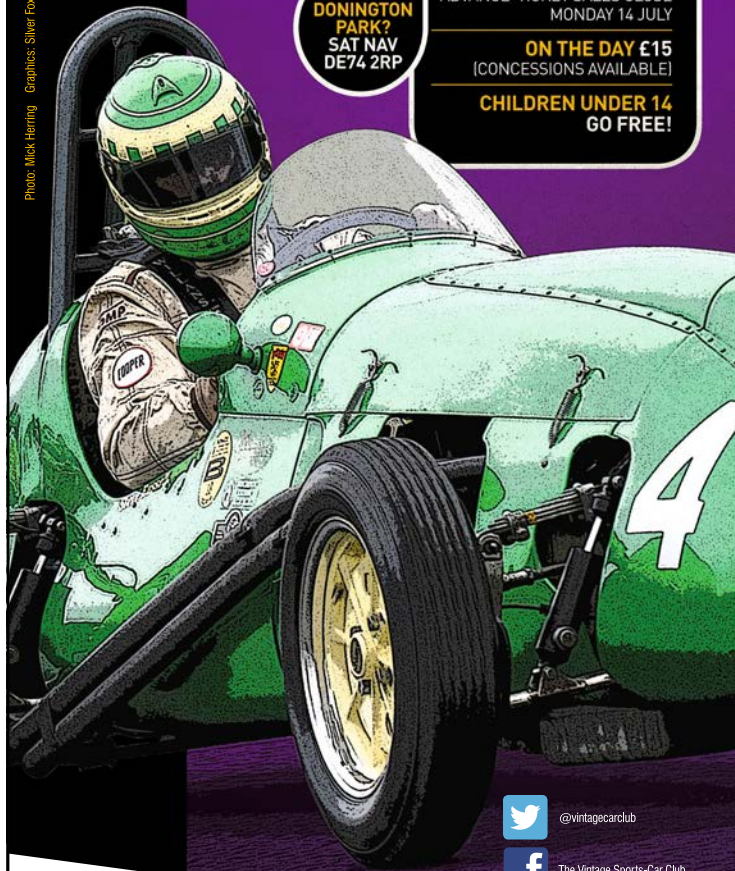
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## IN THE PADDOCK

MASCHE/LAT



The Penske boys look all smiles on the podium with Munoz (l), but will it last?

## MARK GLENDENNING

### INDYCAR CONTRIBUTOR

@m\_glendenning



HELIO CASTRONEVES WAS MATTER of fact when talking about being on the receiving end of a block from team-mate Will Power while fighting over third at Pocono.

"We were racing hard," he said. "That's the beauty of Penske – there're no team orders."

He wasn't kidding: in the same race, Juan

Pablo Montoya tore a chunk off his front wing trying to get by Power for the lead.

The contrast between the intensity of competition on the track and the masterful job the team has done in maintaining harmony between three of the most alpha drivers on the planet has been one of the joys of the season, but it's about to face its sternest test yet.

Until this weekend, only Power and Castroneves were considered real title contenders, and from a personnel point of view, that kept things vaguely manageable. Now Montoya has marched up to fourth in

the points, and the knife edge has just become keener. It's going to be fascinating to see how Penske keeps all three of its stars in their happy place. It might come as a surprise to those who only know Montoya from Formula 1 to learn that 2014-spec JPM is the least flappable of the lot.

Ironically, McLaren, the team he left, is a good example of an organisation that has struggled in precisely the situation Penske now finds itself in, and that was only with two drivers. If Penske can get its guys over the line at the end of the year, it will be a team achievement almost beyond compare.

## Pocono practice crash sidelines Hawksworth

**JACK HAWKSWORTH WAS DUE** to undergo a medical assessment on Tuesday after being ruled out of last weekend's race at Pocono by a heavy crash during practice.

The British rookie was on a qualifying run during second practice when he lost the rear of the car through Turn 1 and spun up into the outside barrier, making two heavy impacts that were registered at 100g and 75g respectively.

Hawksworth needed some assistance getting into the emergency vehicle, and

after a check at the infield medical centre he was taken to a nearby facility where he was diagnosed with a minor myocardial contusion. He was released from hospital on Sunday afternoon.

The severity of the damage to the car, combined with the amount of work needed to build up the spare tub and lack of practice time available to any potential replacement driver prompted the Bryan Herta Autosport team to withdraw from the race.

BHA expects Hawksworth to be given the all-clear to race at Iowa this weekend.



Brit is expected to be fit for Iowa

ZELEVANSKY/GETTY

## IndyCar boss remains firm on Huertas penalties

### INDYCAR COMPETITIONS BOSS

Derrick Walker stands by the penalties levied against Dale Coyne Racing after two technical infractions were detected on Carlos Huertas' race-winning car from Houston. This despite concerns from

some within the paddock over the apparent levity of the punishments.

The team was fined \$5000 for each of its two breaches of the rules; one concerning fuel tank capacity and the other rear wing dimensions. Several team

representatives told AUTOSPORT that the sanctions seemed excessively light.

With Huertas having earned his win through an extremely long final stint, there was particular concern over the fuel capacity breach. However, Walker told AUTOSPORT Huertas was only 0.1 gallons over the limit, and that inherent variations in the many spec parts forced the series to be discretionary in the way it applies the rules.

"If you had zero tolerance with the dimensions, and the weights and the fuel level, there are a lot of cars that wouldn't get out of Dodge," he said.

"In that particular case, it was a tenth of a gallon. And when you analyse his race and where he finished, the net effect of [that] didn't help him. He never got low enough [on fuel] that it made a difference."



Huertas' Houston win attracted controversy

ABBOTT/LAT

### FLOOR TEST ON HOLD

Weepers on the Pocono track on Saturday evening forced IndyCar to cancel a planned test of the IR14 floor, which is due to be released next year. The new floor features cutaways to counter the downforce increase that is expected to accompany the new aerodynamic kits, and assist in preventing cars from becoming airborne.

### POCONO SETS RECORD

Sunday's race at Pocono was the fastest 500 mile-race in IndyCar history. Helped by just one brief caution period, the race was won by Juan Pablo Montoya at an average speed of 202.402mph. In addition, Montoya became the first driver this year to win from pole position.

### CHAVES EYES INDYCAR

Indy Lights points leader Gabby Chaves is targeting a place in IndyCar in 2015. "Next year is the year that I have to move up," said Chaves. "There is obviously a big learning curve ahead of me, but when the time comes I believe I'll be ready to make the move."

### RAHAL SPIN PUZZLE

Graham Rahal was at a loss to explain the problem that caused his car to suddenly spin and then stop during the race at Pocono. "I think something broke," he said. "I don't know what happened. It just swapped ends." He was classified 19th.

### HUNTER-REAY UPBEAT

Ryan Hunter-Reay remains the Andretti Autosport team's highest-placed driver in the points, despite a disastrous race at Pocono, where a suspension problem left him 19 laps down. "We have to make every lap count and get all the points possible in a given situation," he said.

### ELECTRICS STOP SATO

Takuma Sato's early exit from the Pocono race was the result of a faulty wiring loom. "It's disappointing," said the Foyt driver (below), who has endured a recent string of early exits. "The car was working well and everything was looking good."



LEVITT/LAT

# Blancpain Sprint

## Zandvoort (NL)

July 5-6

Round 3/7



### RESULTS

31 LAPS, 82.963 MILES

<b>1</b>	<b>ENZO IDE (B)/RENE RAST (D)</b>	
	WRT Audi R8 LMS ultra (Grid: 4th)	<b>1h00m21.573s</b>
<b>2</b>	<b>THOMAS JAGER (A)/DOMINIK BAUMANN (A)</b>	
	BMW Sports Trophy Team Schubert BMW Z4 GTE (Grid: 5th)	<b>+1.366s</b>
<b>3</b>	<b>ROBERT RENAUER (D)/JAAP VAN LAGEN (NL)</b>	
	Team Herberth Porsche 911 GT3-R (Grid: 6th)	<b>+20.732s</b>
<b>4</b>	<b>MAXIMILIAN GOTZ (D)/MAXIMILIAN BUHK (D)</b>	
	HTP Motorsport Mercedes SLS AMG GT3 (Grid: 2nd)	<b>+37.996s</b>
<b>5</b>	<b>HARI PROCZYK (A)/JEROEN BLEEKEMOLEN (NL)</b>	
	Grasser Racing Team Lamborghini Gallardo FLII (Grid: 1st)	<b>+49.430s</b>
<b>6</b>	<b>SASCHA HALEK (A)/STEFAN LANDMANN (A)</b>	
	Grasser Racing Team Lamborghini Gallardo FLII (Grid: 8th)	<b>+49.901s</b>
<b>7</b>	<b>STEFAN ROSINA (SK)/PETER KOX (NL)</b>	
	Reiter Engineering Lamborghini Gallardo FLII (Grid: 18th)	<b>+50.135s</b>
<b>8</b>	<b>MATHEUS STUMPF (BR)/NELSON PIQUET JR (BR)</b>	
	BMW Sports Trophy Team Brasil BMW Z4 GT3 (Grid: 12th)	<b>+1m16.398s</b>
<b>9</b>	<b>MATEUSZ LISOWSKI (PL)/VINCENT ABRIL (F)</b>	
	WRT Audi R8 LMS ultra (Grid: 11th)	<b>+1m26.781s</b>
<b>10</b>	<b>CESAR RAMOS (BR)/LAURENS VANTHOOR (B)</b>	
	WRT Audi R8 LMS ultra (Grid: 3rd)	<b>+1m39.434s</b>
<b>11</b>	<b>NIKI MAYR-MELNHOF (A)/MARKUS WINKELHOCK (D)</b>	
	Phoenix Racing Audi R8 LMS ultra (Grid: 18th)	<b>+1m39.963s</b>
<b>12</b>	<b>DAVID FUMANELLI (I)/STEFANO COLOMBO (I)</b>	
	ROAL Motorsport BMW Z4 GT3 (Grid: 15th)	<b>+1m40.422s</b>
<b>13</b>	<b>ALESSANDRO LATIF (GB)/MARC BASSENG (D)</b>	
	Phoenix Racing Audi R8 LMS ultra (Grid: 10th)	<b>-1 lap</b>
<b>14</b>	<b>CACA BUENO (BR)/SERGIO JIMENEZ (BR)</b>	
	BMW Sports Trophy Team Brasil BMW Z4 GT3 (Grid: 20th)	<b>-1 lap</b>
<b>15</b>	<b>STEN PENTUS (EST)/DANIEL LLOYD (GB)</b>	
	Bhaitech McLaren MP4-12C GT3 (Grid: 7th)	<b>-1 lap</b>

Winners' average speed: 82.469mph. Fastest lap: Rast, 1m39.913s, 96.429mph.

### QUALIFYING RACE

30 LAPS, 80.287 MILES

<b>1</b>	<b>BLEEKEMOLEN/PROCYK</b>	
	Lamborghini (Q1-1m36.612s)	<b>1h01m45.733s</b>
<b>2</b>	<b>BUHK/GOTZ</b>	
	Mercedes (Q5-1m37.743s)	<b>+0.408s</b>
<b>3</b>	<b>VANTHOOR/RAMOS</b>	
	Audi (Q2-1m36.893s)	<b>+2.245s</b>
<b>4</b>	<b>RAST/IDE</b>	
	Audi (Q4-1m37.447s)	<b>+3.290s</b>
<b>5</b>	<b>JAGER/BAUMANN</b>	
	BMW (Q12-1m38.942s)	<b>+5.263s</b>
<b>6</b>	<b>VAN LAGEN/RENAUER</b>	
	Porsche (Q11-1m38.913s)	<b>+5.480s</b>
<b>7</b>	<b>LLOYD/PENTUS</b>	
	McLaren (Q17-1m39.913s)	<b>+15.331s</b>
<b>8</b>	<b>LANDMANN/HALEK</b>	
	Lamborghini (Q15-1m39.354s)	<b>+20.376s</b>
<b>9</b>	<b>STEPHANE ORTELLI (MC)/ROMAN RUSINOV (RUS)</b>	
	G-Drive Racing (WRT) Audi R8 LMS ultra (Q20-no time)	<b>+28.327s</b>
<b>10</b>	<b>BASSENG/LATIF</b>	
	Audi (Q9-1m38.064s)	<b>+29.095s</b>

Winners' average speed: 77.996mph. Fastest lap: Vanthoor, 1m39.832s, 96.507mph.

### CHAMPIONSHIP

<b>1</b>	<b>BUHK/GOTZ</b>	<b>69</b>	<b>6</b>	<b>LISOWSKI/ABRIL</b>	<b>25</b>
<b>2</b>	<b>PROCYK/BLEEKEMOLEN</b>	<b>61</b>	<b>7</b>	<b>GUILVERT/ORTELLI</b>	<b>21</b>
<b>3</b>	<b>IDE/RAST</b>	<b>36</b>	<b>8</b>	<b>BAUMANN/JAGER</b>	<b>20</b>
<b>4</b>	<b>JIMENEZ/BUENO</b>	<b>33</b>	<b>9</b>	<b>RENAUER/VAN LAGEN</b>	<b>16</b>
<b>5</b>	<b>RAMOS/VANTHOOR</b>	<b>27</b>	<b>10</b>	<b>AFANASIEV/DUSSELDORP</b>	<b>13</b>

### POINTS SYSTEM EXPLAINED

25-18-15-12-10-8-6-4-2-1 to top 10 finishers in main race. 8-6-4-3-2-1 to top six finishers in qualification race. 1 for fastest in qualifying.



Grasser Lambo won on Saturday

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The winning Audi moved up as the rain came

# Rast stays fast to net a win in the wet

## FORTUNES FINALLY CHANGED FOR RENE RAST

and Enzo Ide in the Blancpain Sprint Series at Zandvoort. There was an element of good luck in the WRT Audi duo's victory in the full-points Main Race on Sunday – their fortune was a quick rain shower that allowed Rast to once again show his undoubted talents.

Ide played his part by moving up one position from fourth to third at the start, but the rain that started falling right at the end of the pitstop window turned the race in his and Rast's favour. The #2 WRT Audi R8 LMS ultra emerged from the pitstops in second place behind the HTP Motorsport Mercedes-Benz SLS AMG in the hands of Maximilian Buhk.

Rast decided, against the advice of his engineer, to stay out on slicks like Buhk, and it turned out to be the right decision. He was quickly past the Merc, which had been started by Maximilian Gotz, and was three seconds up in the space of a lap.

It looked like it was going to be plain sailing for the remainder of the one-hour race. But after stretching his lead to almost five seconds, Rast suddenly had Dominik Baumann's Schubert BMW Z4 on his tail for the final four laps. There was now a clear dry line, which meant former FIA GT3 European champion Baumann, who was paired at BSS debutant Schubert with Austrian Thomas Jager, was never likely to make a move.

"It was a lottery today," said Rast. "My engineer told me to come in for wets, but I said, 'I don't think so,' because I was still doing quick times. We won today because of the weather – we were missing something in the dry."

The other reason was a giant slice of bad luck for Grasser Lamborghini duo Jeroen Bleekemolen and Hari Proczyk. They had followed up on their Brands Hatch double in May with another victory in the Qualifying Race on Saturday and were on course to make it four in a row until the stops the following day. At this point, it went spectacularly wrong for the Austrian team's lead line-up.

Proczyk somehow elbowed the ignition switch clambering out of the car, which fired the Lambo

V10 back into life and forced the team to drop the car back on its wheels as per the regulations. Worse still, something was damaged on the right-rear corner, possibly as a result of a wheel being taken off while it was still spinning, which explained why Bleekemolen performed a rare spin on his out-lap.

The amazing thing was that Bleekemolen still brought the car home in fifth, albeit 50s behind the Rast, thanks to some quick laps on slicks in the wet. "The car was OK in the wet," he said, "but something wasn't quite right and we weren't quick enough in the dry."

Baumann and Jager, who had finished fifth on Saturday, couldn't quite believe what they had achieved on their first outing for Schubert in the BSS, but they too admitted that the rain played into their hands.

"We're missing some experience with the [Pirelli] tyres, so the conditions definitely helped us," said Baumann, "but I think we showed today that we can be strong over the rest of the season."

Baumann's cause was helped by a quick spin from Buhk two laps after he had been passed by Rast. A gearbox glitch almost certainly played a part in the gyration and lost the car more time when it stuck in first gear, forcing Buhk to switch off and reboot before he got back up to speed.

Fourth place, though, was enough for the two Maxes to hang onto their championship lead ahead of Bleekemolen and Proczyk.



Schubert BMW took fine debut second

## IN THE PADDOCK

**GARY WATKINS**  
SPORTSCAR  
CONTRIBUTOR

@gazzasportscars



A BRAZILIAN JAUNT FOR THE Blancpain Sprint Series sounds like a good idea to me. I'm a big fan of Stephane Rate's sprint concept and still have the belief that, now it is fully twinned with the Blancpain Endurance Series, it can come close to the heady heights reached by its forebear, the FIA GT1 World Championship. So a race in exotic climes could give the BSS some much-needed cachet.

There's something missing from the mix at the moment, and it's more than just an extra handful of cars that would bring the

grid from its present respectability to the level I've been hoping for. Events at backwaters such as Nogaro, the Slovakia Ring and Zolder probably have something to do with it, so a headline-grabbing race in front of (hopefully) a big crowd on the other side of the world could only bring something to the series.

The Argentinian San Luis race undoubtedly gave FIA GTs and then GT1 World a boost, and the Baku street race in Azerbaijan last year got people talking about the FIA GT Series, the predecessor of the BSS.

The likelihood is that the Goiania race would replace Baku as the solo flyaway on the calendar. This year's Azerbaijan event has yet to be 100 per cent confirmed, though I am reliably informed that it will happen in November. But with Formula 1

Could the glamour of Baku make way for Goiania?



VIMAGES/FABRE

on the horizon for Baku as early as next year, it seems unlikely that BSS will be making the trip out East for a third season.

As much as I enjoyed the Baku event last

year, I don't have a problem with that. Rate'll have got another decent haul of headlines with this year's race, so maybe it's time to move on to another exotic location.



Van Lagen is a Zandvoort ace

## Herberth 911 makes a splash

### SERIES NEWCOMER TEAM

Herberth claimed the final podium position in the Main Race thanks to the rear-engined Porsche 911 GT3-R's prowess in the rain.

Team co-boss Robert Renauer starred in the damp conditions of the Qualifying event on the way to sixth, and then team-mate Jaap van Lagen repeated the trick in the full-points event. The Dutchman brought the car from seventh after the pitstops through to third with five laps to go.

"We were too slow in the dry, but it was good in the wet for us," said Renauer. "P3 is more than we expected, but we know that we were lucky."

## Brazil race could be on for '15

NEXT YEAR'S BLANCPAIN Sprint Series could include a round in Brazil.

Series entrant Antonio Hermann, who previously promoted the Mil Milhas 1000-mile enduro at Interlagos and the Brazilian GT Championship, is working on putting an event together for 2015. The boss of BMW Team Brasil explained that he wanted to host the race at the rebuilt Goiania circuit at either the beginning

or the end of the season.

Hermann said: "I'm trying to do it, and Stephane [Rate] is with me. It is a great track with some fast corners, and it gets good crowds."

Rate said that it would be "great to go to Brazil again".

"It is very realistic, as long as there is a budget to fly the cars out there at no cost to the teams," he explained.

The idea has yet to be communicated to the BSS teams.



Hermann's team is already making waves in BSS



### KOX BACK IN ACTION

Peter Kox (above) drove the Reiter Lamborghini Gallardo alongside Stefan Rosina after Tomas Enge was sent by the team to race one of its Chevrolet Camaros in the Thailand Supercar Series. Enge will return to the series at the Slovakia Ring when Kox will be paired with regular team-mate Marc Hayek, who missed Zandvoort because he was on a diving expedition.

### BALZAN SUBSTITUTES

Alessandro Balzan, who won last year's Grand-Am GT title, joined the Villorba Corse Ferrari squad at Zandvoort. Balzan, who was racing a GT3-spec Ferrari 458 Italia for the first time, replaced Andrea Montermini, who was racing for the team at the Hungaroring GT Open round. Filip Salaquarda shunted the car in race one, chassis damage ruling the car out of Sunday.

### HTP MERC SHUNTED

The HTP Mercedes team had only one car in Sunday's race after Stef Dusseldorp crashed the SLS he shared with Sergei Afanasiev on Saturday.

### CLASS HONOURS

Silver Cup spoils went to the WRT Audi pairing of Mateusz Lisowski and Vincent Abril in both races. They were beaten both times by the Grasser Lambo of Pro-Am winners Sacha Halek and Stefan Landmann.

## REMEMBER WHEN

1996



Stephane Rate first took GT cars to Brazil? It was in 1996 when the BPR ran races at Curitiba and Brasilia. Antonio Hermann drove a Ferrari F40 GTE, but the wins went to a McLaren F1 GTR driven by Nelson Piquet and Johnny Cecotto.

## BMW squad weighs up BES

THE BRAZILIAN BMW TEAM IS aiming to expand its programme next year to include an assault on the Blancpain Endurance Series.

Team boss Antonio Hermann, who looked at undertaking an assault on last year's Spa 24 Hours BES round, explained that the plan was already at an advanced stage. "The plan is to do both the BSS and BES and we can find the budget," he said.

But Hermann said that he could be forced to abandon the idea if he decided to switch cars from the BMW Z4. He has



More work for the Z4 GT3s?

made the threat as part of his ongoing calls for changes to the Balance of Performance for the German cars.

"If we have to change cars that would require extra investment, so I do not think I could find the money to do both," he said.



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V8 SUPERCARS TOWNSVILLE (AUS), JULY 5-6 RD 7/14

## Tander's Townsville as HRT strikes back



Tander scored most points in Townsville

**GARTH TANDER DEMONSTRATED AT** Townsville that the Holden Racing Team is back in the business of winning V8 Supercar races.

Jamie Whincup may have won two of the three races, but Tander backed up his win – which came in front of team-mate James Courtney – with two second places to take the most points away from the street circuit in the far north of Queensland.

The improving form of the factory Holdens has now been shown on both softer and harder tyres and, while Whincup emerged from the weekend in second place in the championship, HRT looks like having a major say in what happens for the rest of the season.

Mark Winterbottom escaped Queensland with his points lead intact, but only just, after a below-par

performance. He could not find any speed in his works Ford, particularly in qualifying, and a sixth place in the final race on Sunday was actually a decent result under the circumstances.

Craig Lowndes had an even worse weekend, with a steering-induced crash in one race and a water leak that forced him to make five pitstops for water top-ups in another. As a result, he dropped like a stone from second in the points to sixth.

Will Davison scored his first podium result since shifting to Erebus Mercedes-Benz this season, while Shane van Gisbergen posted consistent 5-4-3 results in his Tekno Autosport Holden over the three races, moving up to fourth in the championship. Former Bathurst winner Nick Percat had his best

weekend of the season, HRT's lanky youngster qualifying on the front row for one race and taking fourth and fifth placings.

● Phil Branagan

### RESULTS

**Race 1** 1 Jamie Whincup (Holden Commodore), 44 laps in 54m48.17s; 2 Garth Tander (Holden), +2.03s; 3 Will Davison (Mercedes E63 AMG); 4 Nick Percat (Holden); 5 Shane van Gisbergen (Holden); 6 Scott McLaughlin (Volvo S60).

**Race 2** 1 Tander, 44 laps in 57m38.35s; 2 James Courtney (Holden), +2.34s; 3 Fabian Coulthard (Holden); 4 van Gisbergen; 5 Chaz Mostert (Ford Falcon); 6 Craig Lowndes (Holden). **Race 3**

1 Whincup, 88 laps in 1h54m24.25s; 2 Tander, +0.96s; 3 van Gisbergen; 4 Courtney; 5 Percat; 6 Mark Winterbottom (Ford). **Points** 1 Winterbottom, 1634; 2 Whincup, 1538; 3 Coulthard, 1361; 4 van Gisbergen, 1355; 5 Courtney, 1354; 6 Lowndes, 1352.

WORLD RALLYCROSS  
HOLJES (S), JULY 5-6 RD 5/12

## Ekstrom gets glory at home

**DRIVING FOR HIS NEWLY CREATED EKS** RX Team, Mattias Ekstrom became the fifth different winner from as many events in the World Rallycross Championship at Holjes in Sweden.

The double DTM champion topped the order at the Intermediate Classification and won his semi-final to line his Audi S1 up on pole position for the final alongside fellow Swede Sebastian Eriksson, who was making his Supercar debut in a Ford Fiesta.

Eriksson made the best start, chased by Ekstrom and Petter Solberg, who had started from the back row and made a last-minute decision not to take his joker on the first lap as Andreas Bakkerud and Liam Doran took theirs before him.

Eriksson's hopes of a fairytale win vanished with suspension damage



Ekstrom gets big air in Sweden

that contributed to a spin at the start of the final lap. He had bottled up Solberg, who had a half-spin and then clashed with Bakkerud, the two of them sustaining punctures on the final lap when they collided.

That left Ekstrom, who took his joker lap on the third tour, well clear of Bakkerud and Solberg. Close behind was series leader Reinis Nitiss – the Latvian had made a slow start and ran last for the first half of the race.

Doran, in his first final of the season, claimed fifth in his Citroen.

● Hal Ridge

### RESULTS

1 Mattias Ekstrom (Audi S1), 6 laps in 4m29.881s; 2 Andreas Bakkerud (Ford Fiesta), +10.4s; 3 Petter Solberg (Citroen DS3); 4 Reinis Nitiss (Ford); 5 Liam Doran (Citroen); 6 Sebastian Eriksson (Ford). **Points** 1 Nitiss, 112; 2 Solberg, 103; 3 Bakkerud, 99; 4 Toomas Heikkinen, 88; 5 Timur Timerzyanov, 64; 6 Anton Marklund, 64.



### VLN

The Frikadelli Porsche (above) of Patrick Huisman, Sabine Schmitz, Frank Stippler and Klaus Abbelen won the latest thrash on the Nurburgring Nordschleife. Pole went to Dominik Schwager and Jurgen Alzen in a Ford GT, but they were delayed in the race by a puncture.

### V8 DEVELOPMENT

A win and a fifth gave Chris Pither the Dunlop V8 Supercar Development Series honours in Townsville. Pither took advantage of a last-lap clash between Cameron Waters and Ash Walsh to win race one. Walsh led Waters home in race two, but Pither claimed the round. Walsh leads the series from Paul Dumbrell.

### AUSTRALIAN CARRERA

Steven Richards claimed his first overall Carrera Cup win in Townsville. Michael Patrizi won the first race but Richards swept both races on Sunday to take out the round. He is now tied for the series lead with Warren Luff, who tangled with Shae Davies in the final race.

### NASCAR NATIONWIDE

Kasey Kahne took the honours at Daytona on Friday night after a push from Ryan Sieg on the final restart – with three laps remaining – took him past the sister JR Motorsports Chevrolet of Regan Smith. A second-place finish for Smith, who beat Sieg home, took him back into the points lead from Elliott Sadler, who had a troubled race to 21st.

### EURO NASCAR

Mathias Lauda went from fourth to first in a late restart at a wet Tours Speedway to take his maiden win. Lauda took the lead with an outside pass on Ander Vilarino, while Victor Guerin was third. Reigning champion Vilarino had won a fight with Frederic Gabillon to take the first race, with Eddie Cheever also passing Gabillon.

### FRENCH GT

Morgan Moullin Traffort and Philippe Giauque headed a Ferrari 1-2-3 in the first race at Val de Vienne. Moullin Traffort took his Sofrev ASP car past Bruce Lorgere-Roux with a third of the race to go, and then Lorgere-Roux went off while under pressure from Soheil Ayari. The Duqueine 458 of Ayari and Jean-Claude Police beat the Sport Garage machine of Arno Santamato/Eric Cayrolle to third. A gripping second race provided a last-lap win for the Sainteloc Audi of Gregory Guilvert and David Hallyday, with the son of rock-'n'-roll chanteur Johnny Hallyday passing Giauque for the win. Third went to Olivier Panis and Eric Debard in their Sofrev ASP Ferrari.

# SUPER

## THE UK'S FORGOTTEN F1 DRIVER

It's more than three decades since Brian Henton set his sole F1 fastest lap in the British GP.

SAM SMITH looks back on an overlooked talent



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**H**e was a champion in British Formula 3, European F2 and an F1 driver for Lotus, Tyrrell, Toleman and Arrows. Yet today the name Brian Henton barely registers an acknowledgement in discussions or lists of great British racers.

An on/off coruscating presence in F1 from 1975 to 1982, Henton had perhaps the best CV of any British driver from that period. What is more, most of the people that worked with him, including one of the most decorated engineers/designers in F1, attest to a significant talent.

"Brian was one of the best I ever worked with, no doubt about it," says Rory Byrne, who worked with Henton at Toleman from 1978-81. "He had the talent to win GPs and maybe even more if circumstances had allowed. Brian was all about drive, skill and ambition."

Brought up on the infamous Chellaston estate on the outskirts of Derby, Henton was more likely to get in to a brawl than a racing car. His

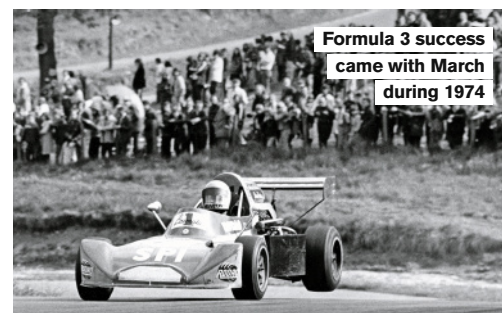


Henton was a tough competitor

uncompromising upbringing resulted in a thread of useful abrasiveness through his see-saw single-seater career, which began with winning the Formula Super Vee title in 1972.

March signed 'SuperHen' for the Formula 3 works team in '74 and he strolled to both titles, winning 15 of 27 races in his Holbay-powered works March 743. All of a sudden, Lotus boss Colin Chapman was at the door, and he was knocking.

By 1975 with an ageing Lotus 72, Chapman was on the lookout for an up-and-coming British talent, partly to please John Player Special, but also for technical input to supplement the rather



Formula 3 success came with March during 1974

disinterested test and development aspect of Ronnie Peterson's genius. Henton was pitted against Bob Evans and Jim Crawford at Silverstone.

"At the end of my stint behind the wheel at the test, Chapman said to me: 'What do you think Brian?' and I said: 'Mr Chapman, this is the biggest pile of shit I have ever driven in my life'. He smiled and said: 'You're the man for me Henton'.

Entered in a third Lotus 72, his first GP came at Silverstone where, like many others, he ended up in the Club corner barriers after the infamous deluge.

There was plenty of testing for him in 1975 but race opportunities were slim. After failing to start



69

at the Osterreichring, Henton's final race for Lotus came at Watkins Glen.

Quickly becoming yesterday's man, 1976 was largely wasted in Tom Wheatcroft's Abarth-powered R26 F2 car. There was also a one-off cameo in the Ensign N175-based Boro at Zandvoort but even that turned to nothing when he was disqualified after receiving a push-start.

Henton's next plan was to form the ambitious British Formula 1 Racing Team in co-operation with playwright Don Shaw. To say the patriotic operation was hand to mouth would be a gross under exaggeration of even that basic motor skill.

"Our transporter was an old British Gas van, we just painted it and off we went to do F1, mad really!" recalls Henton. "At our base we wired up the power to run some equipment and when it was switched on the whole village used to get intermittent electricity and everything would flash and then dim; house lights, street lights, everything."

By 1978 Henton's racing career was in dire straits. The days of being flavour of the month with F1 teams was over. The rebirth via his own team had not worked and he concluded that one last crack at glory in the European F2

Championship was on the cards with a private March and a borrowed engine from Brian Hart. Their efforts didn't go unnoticed and formed the next chapter in Henton's quest for another crack at the big-time.

"Brian was a good barometer for us," says ex-Toleman team principal Alex Hawkridge. "He ran his own March, knew the March people well and was doing amazing things on very little indeed. Rory [Byrne] was impressed by him and we got talking and did a deal."

"Toleman paid me about 100 per cent more than anybody else ever had," Henton remembers. "The talent they had there was phenomenal. Rory Byrne, John Gentry, Roger Sillman, Alex Hawkridge and later Pat Symonds."

The team initially ran Marches but collaboration with Ron Tauranac followed and the Rory Byrne-influenced Ralt RT2 design started to become the class of the field as the 1979 season progressed. After wins at Mugello and Misano, Henton had a chance of the title at the finale, held at his home track, Donington Park. However, the weekend started in the most terrible way.

"Our chief mechanic [Paul Pimlott] was killed in a road crash close to the circuit," remembers

Henton. "He was a nice lad with a young family and it was awful. In the race Marc Surer and I swapped the lead several times. I was winning until a few laps from the end. I had been losing more and more rear brakes [air had got in to the master cylinder]. I ended up spinning off; Surer finished second and won the championship."

It was felt by many that Henton had been the moral winner of the title in 1979, as at Enna in July he had won the race but been penalised for missing a chicane (see page 66).

It appeared that Henton's last chance of an international title had gone as Hawkridge, ▶



Monza was scene of only F1 start in 1981



► at the behest of the team's increasingly influential sponsor BP, was persuaded to invest in youth with the feted Stephen South set to join Derek Warwick.

"Stephen was quick and ambitious but he did something naughty and tested a McLaren F1 car at Paul Ricard, behind our backs," recalls Hawkridge. "I terminated his contract instantly. I knew immediately who we should have to replace him so I called Brian straight away. BP weren't too thrilled because Brian was viewed as a bit of a rebel. He could find a hundred ways to skin a cat and he could be tricky sometimes but I admired him and liked the way he operated."

Back in the Toleman fold Henton was even more determined to go for the title and set about winning it with ferocious zeal. It became mission accomplished for Henton and the Byrne-penned TG280. Of the 12 races that year Henton took three wins, at Thruxton, Vallelunga and Mugello, while Warwick scooped victory at Silverstone. Six further podium visits for Henton sealed the title at Misano.

While Henton and Warwick generally got on well, as ever at a frontrunning team with two competitive drivers, there was the odd flare-up. At Enna, Henton, his lid still clattering away from internal steam after an argument with Warwick's engineer, John Gentry, took physical action.

"We were walking back from a restaurant and I was ahead of Brian and some of the others," remembers Warwick. "Next thing I know John has a bloody nose. I ended up chasing Brian down the road and he locked himself in a toilet and wouldn't

Warwick and Henton (right) got on well, most of the time



**"With the right circumstances, Brian could have won GPs for sure, maybe a championship"** Derek Warwick

come out. Roger Silman had to march me away. What a scene!"

Rumours had surfaced around this time of Toleman planning an F1 entry but the basis of such a leap was far from being a certainty.

"It was a year too early but the main problem was actually getting the car built," says Hawkridge. "McLaren in particular had vetoes on so much hardware. There was a long list of stuff we could just not get but somehow we did it and the Toleman F1 story went from there. Brian was actually very useful and understanding because he had run his own team and knew more than most drivers how tough it could be."

The 1981 season was a disaster results-wise, but one in which the team learned invaluable lessons for its future. Remarkably, Henton qualified for his only GP in a Toleman-Hart at Monza and, despite a chronic misfire, finished 10th.

It was to be his one and only start for the team in which he had the best years of his career. Teo Fabi was in for 1982, the team needing to take on an Italian driver to please their increasing Italian commercial portfolio.

Ever the opportunist, Henton snapped up a drive at Tyrrell when Slim Borgudd's drumming royalties dried up. As team-mate to a young Michele Alboreto, he fared well, despite the team's obvious focus on the future Ferrari driver. Henton was unlucky not to score points, especially at Monaco and the Osterreichring.

But by 1983, Henton was aware his career in F1 had run its course. "I knew my time had come to stop," he admits. "I wasn't really interested in doing sportscars or touring cars, it just didn't do it for me."

"How good was Brian Henton?" asks Warwick. "Well in my mind with the right circumstances he could have won GPs for sure. Could he have won a championship? Absolutely he could have. Unfortunately for Brian, as with many others, those circumstances just passed him by."

"He was a hard taskmaster," concludes Byrne. "He gave 100 per cent behind the wheel but one thing stood out for me about Brian and that was his sheer ability. He really had it in abundance and he knew how to get the job done." ❧

## DEFENDING SENNA

As random stories go, Brian Henton travelling to an FIA court tribunal to defend Ayrton Senna is as surreal as they come. But, as Henton recalls, it really did happen during the bitter ramifications of the Senna/Alain Prost altercations in 1989.

"I lost a race at Enna in Formula 2 back in 1979, when I went down the escape road, avoiding an accident," recalls Henton. "I won the race but then they later disqualified me. I was with Toleman at the time and Ron Dennis was running a couple of Marches I think."

Henton had been protested by Eje Elgh's team and had his win annulled after being deemed to have missed the first chicane avoiding an incident triggered by Beppe Gabbiani on the first lap.

"So Ron being Ron, 10 years later when the whole Senna/Suzuka chicane thing kicks off, he remembers this obscure incident at Enna and was trying to use that as an example," adds Henton. "He calls me up and says: 'Brian, come and support us, we need you because you went through the same scenario that Ayrton did'."

"They flew me and my family in [Mansour] Ojeh's private jet from Gatwick, picked up Ojeh and then flew us all to Paris, and then to the Place de la



Concorde. They put us up in the most expensive hotel I've ever been in, a suite for the kids, everything. Then Ron comes and knocks on the door and say: 'Brian it's all off, they have changed the pleading, so you are not needed'."

"We all get back to the plane, and Ayrton is there too and he looks as if his world has collapsed. We get talking about the incident and he just couldn't believe it still. It was like he had been affronted by the powers that be. He was so intense about it, but I guess that is all part of legend now, isn't it?"

"I said to him, 'Ayrton, you must realise, there is life after motor racing!' and he said: 'You know, look at you, you are right but that race and championship was mine, I wanted it so much'."

"Anyway back in 1979 I kind of felt the same. I won the race and they said I disobeyed a marshal at the chicane. We went to court as well but they upheld it. Bloody nonsense!"

Henton finished his F1 career with Tyrrell in 1982



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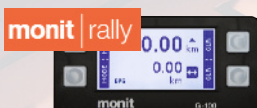
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In its plan to develop the team for the 2015 season, **Scuderia Toro Rosso** has the following vacancies available:

### Test-Race Mechanic – "ref. 17-14"

The position will form part of a four man car crew who collectively have responsibility for the safe and correct assembly of one of our race cars. You will also work closely with the teams Chief Mechanic and Engineering staff. Candidates should have spent a minimum of three years working as a mechanic in either of the F1, GP2, DTM or WRC championships and references will be required. A flexible attitude to long hours combined with high attention to detail whilst working under pressure is of course essential. Worldwide travel is additionally a requirement for this role and typically the successful candidate will spend 140 days per year attending race/test events. Spoken Italian language skill is preferable. Spoken English language skill is essential. The position is based in Faenza (IT).

### Garage Technician – "ref. 18-14"

The position will form part of a six man support crew who collectively have responsibility for the build of the team garage at all race and test events. Presentation must be of the highest possible standard at all times. The role will additionally have responsibility for the assembly, maintenance, reliability and safe transportation of our pit and garage equipment. Basic mechanic skills and a working knowledge of pneumatics are essential and applicants invited for interview should expect to complete some practical tests concerning these. Candidates should have spent a minimum of two years working in either of the F1, GP2, DTM, Moto GP or WRC championships and references will be required. A flexible attitude to long hours combined with high attention to detail whilst working under pressure is of course essential. Worldwide travel is additionally a requirement for this role and typically the successful candidate will spend 160 days per year attending race/test events. Spoken English language skill is essential. Spoken Italian language skill is preferable, together with a CE (HGV 1) driver licence. The position is based in Faenza (IT).

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### Mechatronics Engineers

Multimatic has chosen its UK engineering group to lead the company's global initiative in mechatronics; specifically in the application to suspension/dampers, active aerodynamics and "smart" body systems. The Norfolk based Mechatronics Centre of Excellence is now recruiting applications engineers to progress these systems to production, requiring expertise in power electronics, microelectronics, microprocessors, vehicle system controllers and software development. Systems integration will be a major aspect of these activities and mechanical aptitude combined with a hands-on approach to problem solving will differentiate the successful candidate. Familiarity with model based development would be a definite advantage.

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Multimatic leads the automotive industry in the development of novel mechatronics solutions by combining 30 years of mechanical systems innovation with world class controls expertise. The Norfolk based Mechatronics Centre of Excellence is now seeking creative software engineers to join its team developing safety-critical embedded control systems. Software development (specifically ISO 26262 compliant) would include responsibility for overall control strategy conceptualization, algorithm creation and model based development. Familiarity with automotive development processes would be an advantage.

*All positions require the applicant to have a valid driver's licence and passport, as time will be spent at customer test sites and race circuits abroad as appropriate.*

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Plum Pudding meeting will run this year

JONES

## Mallory targets full calendar

Circuit bosses want 10 meetings next season as revival ramps up

**MALLORY PARK BOSSES ARE** targeting a 10-race calendar next season as it prepares for its first full year of racing under new management, and have confirmed that the circuit's traditional Plum Pudding event will return this December.

Real Motorsport Limited has implemented a largely motorcycle-based calendar for its first year in charge of the Leicestershire circuit, but has now begun planning a calendar next year that it hopes will include an equal split of 10 car and bike race meetings.

It was unable to put together a race programme for 2014 after the resolution to the circuit's local noise row and the takeover by new bosses Eddie Roberts and Stuart Hicken came too late for racing clubs to accommodate it onto their calendars.

The circuit will host its first race meeting under RML's stewardship with the Classic Sports Car Club-run raceday later this month, and hopes to entice more car clubs back for next season.

"Ten car events is our target," Roberts told AUTOSPORT, "including a couple of two-day meetings. We're trying to do a fifty-fifty split between bikes and cars. We've been accused of being a bike circuit but that's just because cars had to go elsewhere.

"I'm really keen for that split – from a business point of view it makes sense as well. What we're trying to do is make people aware we're here and here to stay. Testing has to pick up a little bit, but if we have more races then more people will want to test."

In addition to the one-day CSCC event on July 20, the return of the

Boxing Day Plum Pudding meeting will be the first car event managed by the newly established Club Mallory, which is based at the circuit.

"The Plum Pudding is all on and being organised by Club Mallory," added Roberts. "The entry forms have already gone out so it's a definite goer. The weather will be a big thing but it's good."

He also said the circuit was actively pursuing working with the British Automobile Racing Club – which operated on behalf of Mallory's previous owners but turned its back on the venue when it became financially unviable late last year – in the future.

"We've not had a lot to do with them but we have no grudge to bear at all," he added. "They are interested in running races next year."

**SCOTT MITCHELL**  
EDITORIAL ASSISTANT

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@ScottMitchell189



### SINCE MALLORY PARK WAS

taken over at the end of last year, the noises emanating from new owner Real Motorsport Limited have been encouraging.

Slowly but surely Eddie Roberts and Stuart Hicken have got the Friendly Circuit back onto its feet. And while the original target of multiple race meetings this season was not achievable they have been realistic in taking its recovery one step at a time.

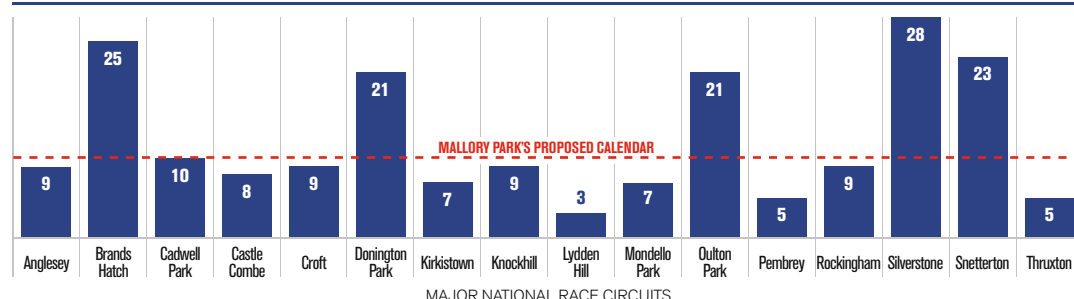
The weekend after next, Roberts and Hicken will run a car meeting for the first time at Mallory since they took over, and while it will be a small affair the Classic Sports Car Club has done admirably well to get it together at all.

That will be another item ticked off the RML to-do list – next up, and much tougher to achieve, will be to implement a full calendar. Ten events may sound underwhelming at first, but it's actually an ambitious target. Circuits such as Pembrey, Lydden Hill and Thruxton operate on much less.

Can it deliver that? At this stage, optimism is not to be discouraged. The reason it failed to get a proper calendar of car events for 2014 was that RML took over at the last minute last year. By the time that was all sorted (and before the circuit even had a proper phone line or website) the organising clubs of Britain had a calendar in place for this year. Setting out its intention to ramp up its number of meetings to a significant level again with half the year remaining gives it every fighting chance of achieving its lofty goals.

Of course, simply holding 10 meetings isn't going to be enough on its own. Thruxton, for example, hosts just five race meetings – but one of those is the British Touring Car Championship. The right kind of racing will be equally as important at Mallory.

### NUMBER OF CAR RACE MEETINGS IN 2014



Thruxton only has five meetings, but one is the BTCC

EBBETT

75

Opposition parties  
want debate in  
Welsh Assembly



HOU/JONES/REX

### Circuit of Wales

# Minister out for 'inappropriate' behaviour

A MINISTER WHO BREACHED the ministerial code with his actions in relation to the £300 million Circuit of Wales project has lost his position in the Welsh government for 'inappropriate' behaviour.

Former environment minister Alun Davies, who faces mounting pressure for a separate issue concerning the Circuit of Wales project, was sacked from his government position after requesting financial information on senior opposition assembly ministers.

Davies, who had retained his role in the Welsh Assembly as minister for natural resources and food when AUTOSPORT closed for press, was the subject of an inquiry launched by first minister Carwyn Jones for lobbying environmental watchdog Natural Resources Wales to support the plans for the Ebbw Vale circuit.

The report, led by permanent secretary Sir Derek Jones, looked at whether his contact with NRW "conflicted" with his ministerial role,

which includes oversight of the body. Jones said it was "clear" that Davies had breached the code but did not sack him at the time.

Opposition parties have called for an open debate over the decision.

The permanent secretary's report said Davies took "a very clear position" on the CoW after e-mailing Graham Hillier of NRW to say he was "very anxious that this development went ahead" and meeting with NRW officials.

It said that Davies "did not clearly convey whether he was acting as an AM or in his capacity as a minister".

The ministerial code states that "ministers are advised to take particular care to represent the views of the electorate rather than express a view themselves".

Officers of NRW said that "they did not feel under any undue influence from Mr Davies to change their professional views on the application", according to the report.

### Hillclimb

## Gearbox failure wrecks Ingram's BTCC hillclimb run

### BRITISH TOURING CAR RACER

Tom Ingram suffered a gearbox failure on his guest appearance at last weekend's British Hillclimb Championship meeting at Harewood.

The star rookie's Speedworks Motorsport-run Toyota Avensis was entered in the Sports Libre class for over-2000cc machinery, but only managed to complete two practice runs before the mechanical problem struck.

"That was certainly different to the type of racing I'm used to," said the 20-year-old hillclimb debutant. "For starters, there are no other drivers around you on the hill when you're on a run, so if you make a mistake you can't blame anyone else. "It was definitely an education, and a

lot of fun at the same time.

"I was amazed by how tight and twisty the course is and there's no BTCC-style run-off or gravel traps if you run out of talent. Every circuit racing driver should try it."



### VLN

## Single-seater ace Hughes has challenging BMW GT debut



### BMW JUNIOR DRIVER JAKE

Hughes says his GT race debut at the Nordschleife last weekend opened his eyes to the style of multi-class racing.

The BRDC Formula 4 champion partnered Jesse Krohn in a BMW M235i for the VLN Endurance Championship race, with the duo finishing 58th out of the 120 competitors and fifth in class.

Hughes suffered a broken radio early in the race and said it was a "nightmare" way to mark his first race in GTs.

"I drove the track five or six weeks prior to the race, and while that proved useful it meant nothing when I got into the race car," he said.

"It was eye-opening. I had GT3s flying around me, people crashing – it couldn't have been a harder first experience apart from being at night.

"In my first stint I was on slicks on a wet track and I could not talk on the radio from the start. It was a nightmare, and we lost time in the stops."

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Mini Festival

# Aston ace Turner set for Oulton Mini Festival outing

**ASTON MARTIN GT ACE DARREN** Turner will contest this weekend's Mini Festival at Oulton Park for the first time.

The factory AMR driver, a two-time GT1 class winner of the Le Mans 24 Hours, will drive Nick Swift's Pre'66 Mini Cooper S in the Kent Cams Cup race.

Turner, who drove alongside Swift at the Goodwood Revival in 2011, will not test the car before the one-day meeting on Saturday and will instead

go straight into qualifying.

"Nick asked if I'd be interested in driving his car and I jumped at the chance," said the ex-British Touring Car race winner. "I won't be able to do any testing in it. They [the regulars] have a lot of knowledge but both times I've driven it at Goodwood I've been on the pace.

"I'm hoping to be competitive but I'm not expecting to go there and be at the front of the field. This will be just for enjoyment, the main thing is it's a nice day out driving about."

Meanwhile, former World Touring Car champion Rob Huff will return to the Silverstone Classic in Desmond Smail's Cooper S. The Briton raced the car at the event last year and also took victory alongside Smail in the 2013 Mini Festival at Brands Hatch.



Turner raced Mini at Revival

BLOXHAM/LAT

Silverstone Classic

# Harvey to race Ford GT40

**FORMER BRITISH TOURING CAR** champion Tim Harvey will race a Ford GT40 at the Silverstone Classic this year.

Harvey, who clinched his 1992 BTCC title at Silverstone, will share the V8 machine of Craig Davies in the two-driver FIA Masters Historic Sports Cars enduro.

Harvey competed at the 2013 Classic in a Ford Sierra RS500, leading the first Super Touring race before taking second.

"I raced the GT40 at Spa last year, which is an amazing event," he said. "The car has had some work done since then and should be pretty competitive. I'm hoping to race it at Spa again too."

BTCC Eurotech team boss Mike Jordan is also entered in a GT40, sharing with Philip Walker, while the Porsche 917 of Carlos Monteverde/Gary Pearson that finished third last year will also compete.



Mike Jordan will return in GT40

EBREY

Brno Revival

# Hartley dominates at Brno

**STEVE HARTLEY EXTENDED HIS** unbeaten record in the FIA Masters Historic F1 championship to six races this season at last weekend's Brno Grand Prix Revival, which debuted a new classic festival in the Czech Republic.

The Arrows A4 driver twice defeated Mirage Engineering team-mate Simon Fish, whose Ensign N180 led much of race two, to take the double.

Reigning champion Greg Thornton (Lotus 91/5) completed both podiums. Lotus pilots dominated the Pre-'78 class, Max Smith-Hilliard (77) beating Andrew Beaumont (76/1).

Beaumont (Lotus 22) finished runner-up to 2012 champion Pierenrico Tonetti (Brabham BT6) in the aggregate FIA Lurani Trophy Historic Formula Junior result, with

Briton John Dowson (Brabham BT2) third.

American Lola drivers Jason Wright (T70 Mk3B) and Graham Adelman (T210) finished one-two in the attrition-ridden FIA Masters Sportscar round.

Peter Horsman (Lotus 18/21) and Guillermo Ferro (Maserati 250F) won the HGPCA Pre-'66 and Pre-'61 races, and Kivis John Fitch/Barry Hare (Lotus Elan) the Masters Gentlemen Drivers enduro.



Hartley won twice at Brno

# HUMBLE PYE

## The voice of club racing



Pye revelled in Vettel/Alonso scrap

LAT

# Sampling the best of British at Silverstone extravaganza

**T**he gravitational pull of the British Grand Prix was too strong! Having missed last year's Silverstone extravaganza amid a 30-event season – and been denied the sound of 'new-generation' F1 cars at Goodwood's Festival of Speed by arcane regulations – I needed to discover what the fuss was about.

I'm glad I did, for I went with a mate on a busman's holiday. A thoroughly enjoyable one. Being chauffeured in a Mercedes-Benz cabriolet – in stark contrast to the Rochdale Olympic I rode in to watch Jim Clark win there in '67 – started it comfortably. Watching the GP3 and GP2 races from the bustling BRDC Clubhouse kept the momentum up.

Fifty years after his F1 world title (atop seven motorcycle crowns, a feat still disgracefully not recognised by a knighthood), chatting with John Surtees was wonderful as always. I was also delighted to find veteran commentator Brian Jones in fine fettle, following his recent stroke, if distressed to see Guy Edwards – whose Aurora F1 exploits I reported – in such poor health.

After a marvellous cavalcade of cars celebrating Silverstone's 50th Grand Prix – where else could one see Maserati 4CLT/48, Lotus 25 and shrieking Red Bull V8 on track with a gaggle of Cosworth DFV-powered icons? – and a splendid lunch, we went to the BRDC grandstand overlooking Brooklands corner for what was an enthralling focal point.

While the Mercs of 2013 victor Nico Rosberg and Lewis Hamilton were in a different league, it was brilliant to see Valtteri Bottas and Williams (a team beloved to fans who hailed its maiden victory with Clay Regazzoni there in '79) heading

the chase. But the scrap between Fernando Alonso and Sebastian Vettel lit up the later stages.

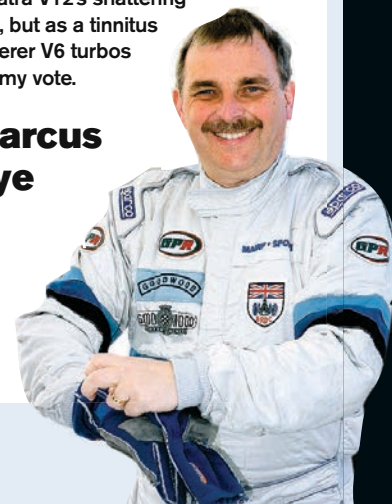
Twice the Red Bull shot ahead boldly on the outside under our noses, only to find the apex was the Ferrari, to gasps from onlookers. The Spaniard's robust defence left the German less than grunted yet, despite the moans, the elegance of their battle was breathtaking. Seb's

"Despite the moans, the elegance of the Alonso/Vettel battle was breathtaking"

pass into Copse, having accelerated through Woodcote abreast, wheels interlocked, was awesome.

And what of the engine noise? Nobody around me was complaining, for the dynamics of F1 cars remain incredible to behold. It's just that this year the crowd's roar was clearly audible as Lewis took the lead, and we could hear the commentary with radio earpieces turned down to comfortable levels. I still adore a Matra V12's shattering wail, but as a tinnitus sufferer V6 turbos get my vote.

## Marcus Pye



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Lyons's father Frank raced the McRae last year



F5000

# Lyons to race McRae at Brands

## HISTORIC SINGLE-SEATER ACE

Michael Lyons will race a McRae GM1 for the first time at the Brands Hatch Superprix this weekend.

The 23-year-old will contest Sunday's Derek Bell Trophy double-header in the Formula 5000 machine. Period F5000 racer Ian Ashley is also likely to return in a Lola T300, while Historic Formula 3 race winner Dean Forward joins the

entry list in a Lola T400.

Australians Martin Bullock (Chevron B17) and Roger Oliver (Brabham BT30), New Zealander Phil Major (Brabham BT35), Hong Kong-based Dan Pyett (Tecno), Poland's Daryl Taylor (Chevron B24) and Swiss racer Bruno Huber (Argo JM1) will also compete.

Also joining is Richard Piper, who has acquired a 1978 Chevron-Toyota B43 to

run in Classic Formula 3. The former Le Mans racer and SuperSports ace, who is also restoring a Patrick Head-designed Sark FF2000, tested the Chevron on the Brands Hatch Indy circuit recently.

"Competing at Monaco [in May's GP Historique event, with a rented March 743] has reignited my interest in racing, and I love the Chevron," said the 66-year-old.



## In brief

### Mini's Challenge tease

The Mini Challenge has released new images of its 2015 racer. The updated Cooper, based on the new Gen 3 Mini Hatch and built with support from Mini UK's Oxford base, features a two-litre turbocharged engine putting out 250-275bhp and revised aero kit. Organisers hope the initial batch of cars will cost less than £30,000.

### Menzies returns

British Hillclimb ace Wallace Menzies made a point-scoring return to the championship at Harewood after his huge accident at Shelsley Walsh. His DJ Cosworth-Firestorm was repaired around the tub, with Menzies finishing 10th in the second run-off.

### Hawkins's Clio swoop

Jessica Hawkins will return to the Michelin Clio Cup Road Series later this month driving for SWB Motorsport. The 19-year-old scored a podium in the Autumn Cup last year but budget constraints have forced her to sit out the 2014 season until the races at Brands Hatch on July 26-27.

### Russell out with illness

BRDC Formula 4 points leader George Russell missed last weekend's Formula Renault ALPS meeting at Monza last weekend due to a bout of chickenpox. The Briton, who remains fourth in the ALPS points, is expected to return to action for the Oulton Park BRDC F4 round on July 19.

### Pickups go Dutch

Gavin Murray won the first Pickups final as the category ventured to Venray in the Netherlands last weekend, while David O'Regan won on Sunday. O'Regan claimed Saturday's first heat by 0.237s, while Anthony Hawkins won the second before Murray triumphed over Mark Willis in the final. Nic Grindrod narrowly topped the heat before O'Regan's Sunday success.

GRDC

## GRDC drivers could join GT5

**GINETTA RACING DRIVERS CLUB** competitors could join the GT5 Challenge grid next season.

The GRDC was introduced by the Yorkshire manufacturer this season as an all-inclusive package specifically for National B licence holders.

Ginetta chairman Lawrence Tomlinson said the series' specially modified G40 Club Car was eligible for the Challenge and drivers could use road tyres – as they do in the GRDC – or fit slicks.

"I would anticipate we may look at putting people who want to progress on the GT5 Challenge grid," he said. "It's really the next step for these drivers, but we haven't said yes or no."

Mike Simpson, Ginetta's head of sales, said another option was to introduce a two-tier structure to allow drivers to continue for a second season.



Bale won Gulf title

BRDC F4

## Dubai ace to BRDC F4

### FORMULA GULF 1000 CHAMPION

Tom Bale will make his BRDC F4 debut at Oulton Park later this month.

The 16-year-old Welshman, who has been based in Dubai since 2004, will drive for Chris Dittmann Racing for the rest of the season.

Bale missed the opening two rounds of the 2013-14 Gulf season but won

nine of the next 12 races, including two at the Yas Marina Formula 1 circuit.

"It's fantastic to sign Tom for the rest of the season," said team principal Chris Dittmann. "Joining the championship part way through the season will prove challenging. I'm sure it won't be long before he is up to speed and fighting up the sharp end."

Locost

## Locost racers hospitalised at Rockingham

**TWO DRIVERS REQUIRED HOSPITAL** treatment after an incident in a Locost race at Rockingham last weekend.

Colin Rote and newcomer Paul Clark were injured in the five-car accident at Gracelands on lap three of the final race, with Clark released from his car after

the rollcage was cut-off.

Both drivers sustained broken ribs and Rote, who was transferred to hospital in Coventry, also suffered a punctured lung.

Earlier, the first race was abandoned after twice being red-flagged, with the

second and third contests also halted and later run over a reduced distance.

Some competitors only completed one race. 750 Motor Club competition manager Giles Groombridge will liaise with the MSA to determine whether they can be counted towards the championship.



Locost race was red-flagged

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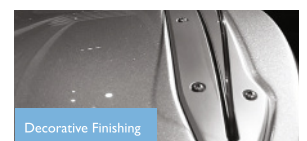
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# LE MANS CLASSIC

CIRCUIT DE LA SARTHE



Classic Le Mans start of the race for 1949-56 machinery

PAYS DE LA LOIRE PAYS DE LA LOIRE PAYS DE LA LOIRE

## Terrific Talbot tames its rivals

Michael Birch/Gareth Burnett's Talbot 105 overcame Christian Taber with victories in the second and third Plateau 1 thrashes



## D-type duo triumphs after double

Gary Pearson and Chris Harris bounced back from their race two defeat to clinch success in the event for late '50s/early '60s racers



## Buncombe woe, but Jag still wins

Nicholas Finburgh/Robert Newall's Jaguar C-type won no races, but took overall early '50s honours when Alex Buncombe's C-type expired

## Soloist blasts clear in Ford GT40

Two victories set Hans Hugenholtz on his way to Plateau 4 success, thumping Michel Lecourt's Shelby into second by five minutes

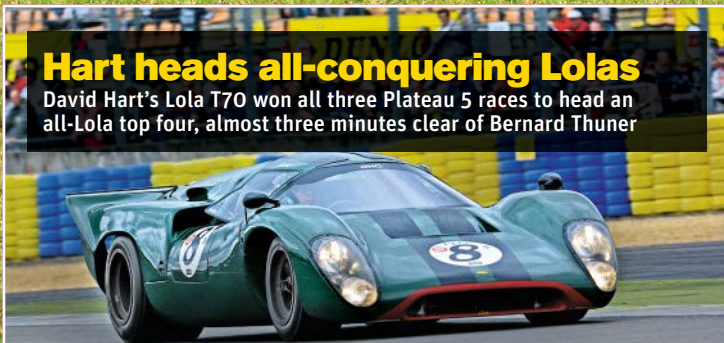


## Hart heads all-conquering Lolas

David Hart's Lola T70 won all three Plateau 5 races to head an all-Lola top four, almost three minutes clear of Bernard Thuner

## MacAllister victory is no Mirage

The Gulf-liveried Mirage of Chris MacAllister won the final race for 1972-79 cars to narrowly defeat Carlos Barbot's Lola T280





ROCKINGHAM, JULY 5-6 750MC

# First-timers take charge

## MAIDEN VICTORIES FOR ROBIN

Gearing and Eddie Ives, in 750 Formula and Sport Specials respectively, were a highlight of the 750 Motor Club's annual fixture at Rockingham.

Putting early season frustrations behind him, Gearing (Darvi P88) found himself in front after the fast-starting Bill Rutter spun at Deene. Bill Cowley (Cowley MkIV) kept him honest, breaking the lap record and twice nosing ahead in the closing stages, but Gearing was ahead from Turn 4 on the penultimate lap. "Bill is flipping fast around the corners," he admitted as his win sank in, before not getting beyond the second corner on Sunday.

For two-thirds of that race, three 'Billys' were up front. Cowley led initially, but Albone – back to form after a seized back axle pitched his Batten 3 off on Saturday – dived ahead at Deene on lap two. Rutter (Darvi Mk5) ceded third to Mark Glover (Falcon), and in trying to

recover it at Brook on the final lap lost fourth to Chris Gough's CGR.

Ives had recorded class wins before, but the first outright Specials victory for both driver and the Elite Pulse was a rich reward for the effort that had been poured into the design and development of the car over two years. Three drivers led before the second corner, but the Eclipse of Clive Hudson emerged ahead and remained there until lap six.

With the second Eclipse of Paul Boyd bearing down on the lead pair, Hudson faltered after passing a backmarker at Yentwood, permitting the Pulse (and Boyd) to narrowly squeeze through.

Ives reckoned he got as much satisfaction out of second place in the subsequent encounter, after defending furiously from Boyd almost throughout. With his rival locking up into Deene on the final lap, Boyd sneaked through, and the prospect of retaliation from Ives at Brook was thwarted by traffic.

Impeccable timing of their mandatory stop was the key to David Scarborough and Antony Sharpe's Roadsports victory. With the safety car out, Scarborough reached the pit entry just as the window opened, and the Elise got in a lap ahead of anyone else. Gary Goodyear could not overcome this and a time penalty for previous successes, and when Rob Horsfield's MR2 went sick, the Matt Cherrington/Martin Gambling BMW Z3 was promoted onto the podium.

Points leader James Walker was absent from the RGB grid, so reigning champion Matthew Higginson's double moved him to the top of the standings. Saturday's race was not without incident. John Cutmore had been leading Spire GT3 stablemate Higginson until the ninth lap, when an incident at Deene – for which Higginson apologised – sent the erstwhile leader spinning to fifth. The race was stopped for a separate matter, and Cutmore initially got the win on countback, only to then be penalised five seconds for driving standards, putting him behind Al Boulton in third. Unhappy with the penalty, Cutmore ran Higginson hard in Sunday's procession.

Among the front-engined ranks, Richard Wise (Phoenix) took the Saturday win, while on Sunday David Watson (MNR GM2) drove around the outside of Steve Bell (Arion) at Deene on lap eight to leave him as runner-up again.

Tim Gray's BikeSports dominance was halted by reliability issues with

the Spire GT3. He had use of only fourth gear for the final quarter of the opening race, meaning his lead evaporated and James Breakell (Radical PR6) took the first of two wins. The second came after the Spire popped a driveshaft on the grid ahead of race two, leaving Breakell in the clear and autograss ace Phillip Cooper (making his circuit racing debut) to take second in another PR6.

Patrick Fletcher became the first man to take three Clío 182 victories with a pair of classy drives. Matt Fincham was second in the first bout, passing Jeff Humphries at Tarzan on lap six. Convinced he needed to make the best of the start, Fincham overcooked it at Deene at the beginning of race two and slumped down the order, regaining third behind 'Patch' and Humphries.

The Deegan brothers split Stock Hatch wins as they chased down points leader Tom Bell, who was twice third. After a mid-race battle Shayne eased clear of Lee in the opener, in spite of carrying 40kg more success ballast than his sibling.

First-corner contact behind Lee allowed him to romp away in race two, while Shayne dropped to 10th in the clash with Bell, but got back to second at Gracelands on the final lap.

In the Classic division, Andy Philpotts takes an eight-point lead into the latter half of the season after he followed up second in race one with his second career victory at the end of Saturday afternoon. The Fiesta XR2i man led all but a few yards of

Ives won then  
tussled with Boyd  
for race two victory





Gearing (85) and Cowley fought superbly for victory

ALL PICS: STEVE JONES



Breakell (25) benefited from Gray's woes



Davies ended Palmer MR2 winning streak

race two, with Andrew Thorpe's attempts to drive around everyone at Deene on lap one failing badly. Matt Rozier (205) was second ahead of erstwhile championship leader Lee Scott's XR2i, which seemingly struggled with its success ballast in the opener and could manage only a seventh place.

On his seasonal debut, Imran Khan netted the earlier victory, but only after dropping back to fifth at the second corner. Gordon Macmillan's 205 lost out to Khan at Tarzan on lap five, before slumping to fifth.

Steve Roberts got his championship defence back on the rails with wins in both of his Compact Cup races. He soaked up pressure from Alex Dew in the first

of them and David Drinkwater in the second to achieve a combined victory margin of just 0.46s. In the first race, Drinkwater had climbed from fourth to lead prior to a red flag, then held station from points leader Stuart Joyce at the resumption.

Matt Palmer's MR2 of wins came to an end, with Jim Davies preventing him from making it nine in a row. At a track that suited the Roadster of Davies (and Stuart Nicholls, who was third in race two) more than Palmer's earlier model, the Stratford man had an answer for everything Palmer could throw at him. Rookie Shaun Traynor called his race one podium "absolutely fantastic".

Keen to avoid a repeat of last year's engine blow-up, Danny Ruta (DNC)

eased off in the closing 750 Trophy laps, allowing Ben Myall (Gerrell Mk1) to take the win. As Austin 7s massed at their Beaulieu rally, Andrew Hobson topped the small contingent further north.

Martin Wellard and Lee Bankhurst triumphed in the Locost racing that was possible in between four red flags in the scheduled three contests.

● Ian Sowman



Khan (57) returned with a Classic win

RESULTS

**750 FORMULA (BOTH 9 LAPS)** 1 Robin Gearing (Darvi P88) 14m55.08s (74.21mph); 2 Bill Cowley (Cowley MkIV) +0.88s; 3 Andrew Kemp (Racekits Falcon); 4 Peter Bove (Darvi Mk4/5); 5 Bill Rutter (Darvi Mk5); 6 Roger Rowe (Centaur Mk20). **Fastest lap** Cowley 1m37.59s (75.62mph) **record. RACE 2** 1 Bill Albone 14m57.46s (74.01mph); 2 Cowley +1.65s; 3 Mark Glover (Racekits Falcon); 4 Chris Gough (CGRO2evo); 5 Rutter; 6 Bob Simpson (SS/F). **FL** Albone 1m37.84s (75.43mph). **SPORTS SPECIALS (9 LAPS)** 1 Eddie Ives (Elite Pulse) 14m42.13s (75.30mph); 2 Paul Boyd (Eclipse SM1) +3.15s; 3 Clive Hudson (Eclipse SM1); 4 Paul Collingwood (Sylvia J15); 5 Adrian Cooper (Procomp LA Gold); 6 Patrick Mortell (Rogue Xenon). **Class winners** Ives; Boyd; Cooper. **FL** Ives 1m35.83s (77.01mph). **RACE 2 (9 LAPS)** 1 Boyd 14m42.67s (75.25mph); 2 Ives +0.09s; 3 Hudson; 4 Collingwood; 5 Anton Landon (Cyana Mk2); 6 Nigel Brown (Sylvia Phaser). **CW** Boyd; Ives; Cooper. **FL** Boyd 1m36.06s (76.83mph). **ROADSPORTS (24 LAPS)** 1 David Scarborough/Antony Sharpe (Lotus Elise) 45m41.55s (64.61mph); 2 Gary Goodyear (Lotus Exige) +28.72s; 3 Martin Gambling/Matt Cherrington (BMW Z3); 4 Steve Hewson/Robert Gilham (Porsche 924S); 5 Christopher Fellows (Ginetta G27); 6 Andrew Harding (Renault Clio Sport 182).

**CW** Scarborough/Sharpe; Gambling/Cherrington; Fellows. **FL** Alec Livesley (Jensen Healey) 1m42.37s (72.09mph). **RGB (8 LAPS)** 1 Matthew Higginson (Spire GT3) 12m21.34s (79.64mph); 2 Alastair Boulton (Spire GT3) +1.29s; 3 John Cutmore (Spire GT3); 4 Scott Mittell (Mittell MC-52B); 5 David Wale (Spire GT3); 6 Colin Chapman (BDN S3). **CW** Higginson; Richard Wise (Phoenix). **FL** Higginson 1m30.99s (81.11mph). **RACE 2 (10 LAPS)** 1 Higginson 15m19.37s (80.27mph); 2 Cutmore +1.86s; 3 Boulton; 4 Paul Rogers (Contour RGB09); 5 Mittell; 6 Wale. **CW** Higginson; David Watson (MNR GM2). **FL** Higginson 1m30.67s (81.39mph). **BIKESPORTS (14 LAPS)** 1 James Breakell (Radical PR6) 20m46.92s (82.86mph); 2 Tim Gray (Spire GT3) +1.50s; 3 Philip Cooper (Radical PR6); 4 Richard Wise (Spire GT3); 5 Richard Stables (Radical PR6); 6 Adrian Reynard (Radical SR3). **CW** Breakell; Wise; Reynard. **FL** Gray 1m26.08s (85.73mph). **RACE 2 (14 LAPS)** 1 Breakell 20m57.25s (82.18mph); 2 Cooper +3.98s; 3 Wise; 4 Stables; 5 Reynard; 6 Gary Baxter (Radical SR3). **CW** Breakell; Wise; Reynard. **FL** Mark Conroy (Radical PR6) 1m28.05s (83.82mph). **CLIO 182 (9 LAPS)** 1 Patrick Fletcher 16m10.82s (68.42mph); 2 Matt Fincham +4.18s; 3 Jeff Humphries; 4 Mathew Pewsey; 5 Martin Bentley; 6 Martin Ward. **FL** Fincham 1m46.38s (69.37mph). **RACE 2 (9 LAPS)**

1 Fletcher 16m09.95s (68.48mph); 2 Humphries +5.49s; 3 Fincham; 4 Ward; 5 Pewsey; 6 Matt Digby. **FL** Fincham 1m46.67s (69.19mph). **STOCK HATCH (9 LAPS)** 1 Shayne Deegan (Citroen Saxo VTR) 16m19.33s (67.82mph); 2 Lee Deegan (Citroen Saxo VTR) +2.05s; 3 Tom Bell (Citroen Saxo VTR); 4 Justin Drury (Citroen Saxo VTR); 5 Carl Swift (Citroen Saxo VTR); 6 Steve Powlesland (Citroen Saxo VTR). **FL** Shayne Deegan 1m47.34s (68.75mph). **RACE 2 (9 LAPS)** 1 Lee Deegan 16m18.37s (67.89mph); 2 Shayne Deegan +10.24s; 3 Bell; 4 Drury; 5 Paul Jarvis (Citroen Saxo VTR); 6 Toby Bearne (Citroen Saxo VTR). **FL** Lee Deegan 1m47.10s (68.91mph). **CLASSIC STOCK HATCH (8 LAPS)** 1 Imran Khan (Ford Fiesta XR2i) 15m04.68s (65.26mph); 2 Andy Philpotts (Ford Fiesta XR2i) +2.01s; 3 Matt Rozier (Peugeot 205GTi); 4 Andrew Thorpe (Citroen AX GTi); 5 Gordon Macmillan (Peugeot 205GTi); 6 Martyn Fowdrey (Ford Fiesta XR2). **FL** Imran Khan 1m49.80s (67.21mph). **RACE 2 (8 LAPS)** 1 Philpotts 15m02.04s (65.45mph); 2 Rozier +0.47s; 3 Scott; 4 Imran Khan; 5 Macmillan; 6 Matthew Stubbington (Peugeot 205GTi). **FL** Rozier 1m50.39s (66.85mph). **COMPACT CUP (5 LAPS)** 1 David Drinkwater 9m18.03s (66.13mph); 2 Stuart Joyce +0.19s; 3 Josh Harvey; 4 Simon Roche; 5 Owen Hunter; 6 Stratton Mackay. **FL** Joyce 1m49.64s (67.31mph). **RACE 2 (8 LAPS)** 1 Stephen Roberts

14m51.90s (66.20mph); 2 Alex Dew +0.18s; 3 Mike Tovey; 4 Roche; 5 James Nutbrown; 6 Josh Harvey. **FL** Dew 1m49.79s (67.22mph). **RACE 3 (8 LAPS)** 1 Roberts 14m53.61s (66.07mph); 2 Drinkwater +0.28s; 3 Joyce; 4 Nutbrown; 5 Mackay; 6 Hunter. **FL** Joyce 1m50.26s (66.93mph). **TOYOTA MR2 (BOTH 9 LAPS)** 1 Jim Davies 16m10.42s (68.44mph); 2 Matt Palmer +0.42s; 3 Shaun Traynor; 4 Stuart Nicholls; 5 Kristian White; 6 Mick Nicholls. **CW** Davies; Palmer. **FL** Davies 1m46.10s (69.56mph). **RACE 2** 1 Davies 16m11.05s (68.40mph); 2 Palmer +1.63s; 3 Stuart Nicholls; 4 Traynor; 5 Ben Rowe; 6 Matthew Wallis. **CW** Davies; Palmer. **FL** Davies 1m46.54s (69.27mph). **750 TROPHY (8 LAPS)** 1 Ben Myall (Gerrell Mk1) 16m00.53s (61.47mph); 2 Danny Ruta (DNC) +3.69s; 3 Helen Gilliflan (Austin Mk16); 4 Ron Welsh (Lotus G); 5 Andrew Hobson (Centaur 7); 6 David Whetton (Austin 7). **CW** Myall; Hobson. **FL** Myall 1m55.42s (63.94mph). **GROUP B V GROUP C (5 LAPS)** 1 Martin Wellard 9m22.55s (65.59mph); 2 Richard Jenkins +1.28s; 3 Shaun Brame; 4 Sian Stafford-Atkinson; 5 Nick Selby; 6 Richard Bradley. **FL** Jenkins 1m49.56s (67.36mph). **GROUP A V GROUP B (3 LAPS)** 1 Lee Bankhurst 5m44.09s (64.34mph); 2 Ian Allee +0.36s; 3 Matthew Booth; 4 Jim Rainbird; 5 Wellard; 6 Steve Wells. **FL** Bankhurst 1m51.11s (66.42mph).



Cintrano spears off in the Mosler at the start of race one

BRITCAR ENDURANCE OULTON PARK, JULY 5 BRSCC

## Mosler duo are kings of the comeback

**HOME FAVOURITES PETER COOK** and Franck Pelle scored a hard-fought victory over a depleted field in the opening race as Manuel Cintrano dramatically crashed out at Old Hall.

A fast-starting Craig Dolby moved his Riley up from third on the grid to lead into the first corner. This left the Mosler of Cintrano with nowhere to go, and he also took out front-row starter Mike Millard's Rapier.

After a long safety-car period, Dolby made the most of his stint to extend his advantage over the Audi R8 LMS ultra of Cook and Pelle, but after the first stops the Riley dropped

back and the Audi came out ahead with a lead it would not relinquish.

Adam Carroll put in a phenomenal stint to put the FF Corse Ferrari 458 Challenge on the third step of the rostrum, followed by Darren Nelson and Nigel Greensall's similar BAMD machine and the Ginetta G55 GT4 of Euan Hankey and Salih Yoluc.

Dolby and Nigel Mustill, whose Riley had set pole position by 2.305s on seven of its eight cylinders, were absent from the second race.

The Audi got the jump on the Mosler going into Old Hall and led the early running before the safety car

came out for Alistair Lindsay, who went off under braking between Clay Hill and Water Tower. Lindsay was airlifted to hospital with suspected neck and chest injuries.

Javier Morcillo took over the Mosler under the safety car and was through into the lead just after half-distance, leading home the Audi and the Ferrari of David Mason and Calum Lockie.

Mike Moss and Tom Howard took Sports and Touring honours in their BMW, finishing sixth overall ahead of James Macintyre Ure.

● Jack Benyon

**RESULTS (41 LAPS) 1 Peter Cook/Franck Pelle (Audi R8 LMS ultra) 1h18m58.805s (83.84mph);** 2 Nigel Mustill/Craig Dolby (Riley LMPX) +29.724s; 3 Adam Carroll/Guatam Singhania (Ferrari 458 Challenge); 4 Darren Nelson/Nigel Greensall (458); 5 Euan Hankey/Salih Yoluc (Ginetta G55 GT4); 6 David Mason/Calum Lockie (458). **Class winners** Hankey/Yoluc. **Fastest lap** Dolby 1m35.097s (101.90mph). **RACE 2 (24 LAPS) 1 Javier Morcillo/Manuel Cintrano (Mosler MT900 GT3) 46m04.632s (84.13mph);** 2 Cook/Pelle +4.896s; 3 Mason/Lockie; 4 Nelson/Greensall; 5 Carroll/Singhania; 6 Mike Moss/Tom Howard (BMW M3). **CW** Cook/Pelle; Richard Corbett/Nick Barrow (BMW 150 GTR); Moss/Howard. **FL** Morcillo 1m38.814s (98.07mph).

PRODUCTION GTI OULTON PARK, JULY 5 BRSCC

## Hill rolls to double victory

**SIMON HILL TOOK A DOUBLE** Production GTI victory to further his championship lead.

Hill capitalised on a poor start from polesitter Simon Gusterson in the first race, which also allowed John Mawdsley to follow him past Gusterson and up into second at the end of the first lap.

Hill's lead was two seconds after only the second lap, but that was as large as the gap would get as Mawdsley finished 1.112s behind in

second. Martyn Walsh passed Gusterson with two laps remaining to round out the podium.

Hill led Mawdsley from lights to flag in the second race, again ahead of Walsh at first before Gusterson this time got the better of his race-one rival to complete the podium.

The race was shortened after a safety-car period brought on by an incident at Cascades between Rory Baptiste and Christopher Sanders.

● Jack Benyon

**RESULTS (BOTH 7 LAPS) 1 Simon Hill 14m55.347s (75.76mph);** 2 John Mawdsley +1.112s; 3 Martyn Walsh; 4 Simon Gusterson; 5 Tim Hartland; 6 Chris Webb. **CW** Craig Roberts. **FL** Hill 2m06.419s (76.66mph). **RACE 2 1 Hill 14m55.520s (75.75mph);** 2 Mawdsley +1.263s; 3 Gusterson; 4 Walsh; 5 Webb; 6 Hartland. **CW** Roberts. **FL** Hill 2m06.284s (76.74mph).



Hill won both GTI races

WALKER



White edged away early on

WALKER

SUPER MIGHTY MINIS OULTON PARK, JULY 5 BRSCC

## Penalty denies White brace

**JAMIE WHITE FELL SHORT OF A PERFECT** weekend after being denied a double by a penalty in the opening race.

White was alleged to have pushed Elliot Stafford wide at the exit of Old Hall at the start, and received a 10.4-second penalty, dropping him from first to third. Scott Kendall inherited the win, as Stafford fought back through to second.

White was dominant again in the second race, and there was no taking this one away after a fine drive from

sixth on the grid. Stafford came from seventh to second, followed by Kendall and Alex Comis.

● Jack Benyon

**RESULTS (BOTH 10 LAPS) 1 Scott Kendall 22m01.535s (73.33mph);** 2 Elliot Stafford +1.424s; 3 Jamie White; 4 Alex Comis; 5 Mark Burnett; 6 Dan Palmer. **FL** White 2m10.173s (74.44mph). **RACE 2 1 White 21m52.818s (73.82mph);** 2 Stafford +6.993s; 3 Kendall; 4 Comis; 5 James Young; 6 Burnett. **FL** White 2m09.725s (74.70mph).

**BRITISH HILLCLIMB CHAMPIONSHIP  
HAREWOOD, JULY 6**

# Champion Moran flexes his muscles

WITH THE TOUR DE FRANCE passing nearby on Saturday, BARC Yorkshire chose to run a one-day event on Sunday. Multiple champion Scott Moran dominated proceedings to pull further ahead of his rivals with a pair of wins.

The closest of those rivals is Trevor Willis and he kept Moran honest by charging hard to second each time, despite not qualifying well, to ensure the points gap did not extend any further than 17.

Early-season leader Alex Summers continued his strong form to twice take third as he pushed the determined Will Hall back to fourth place each time. Hall had to change his silencer package after nearly falling foul of a noise test at last week's Prescott Midland rounds.

With the season at its halfway point after the rounds in the Channel Islands in less than a fortnight, Moran said: "Trevor



**Moran extended his points lead with two wins**

WALDER

made me work really hard for that. I actually did try for the hill record, but the pace has gone, with the surface looking a bit shiny now."

The surface did not stop Summers lowering the two-litre record again on his second run-off attempt in his DJ-Suzuki Firehawk.

Roger Moran returned to drive the shared family Gould after

voluntarily withdrawing from the recent Doune rounds.

Moran Sr renewed his battle with John Bradburn, and was beaten to fifth on the opening run before trumping his rival to sixth second time around.

Wallace Menzies returned after his massive crash at Shelsley Walsh last month. His performance was fairly

subdued and he only scored a point with 10th in round 16.

Local hero Richard Spedding was great value for only 1600cc of non-supercharged power and defeated many more powerful cars to clinch two top sixes.

Jos Goodyear retired with a blower failure.

● Eddie Walder

**RESULTS**

**ROUND 15 1 Scott Moran (3.5 Gould-NME GR61X) 49.10s;** 2 Trevor Willis (3.2 OMS-Powertec 28) 49.90s; 3 Alex Summers (1.34s DJ-Suzuki Firehawk) 50.06s; 4 Will Hall (3.5 Force-Nissan WH) 50.23s; 5 John Bradburn (3.5 Gould-Cosworth HB GR55) 50.40s; 6 Richard Spedding (1.6 Force-Suzuki PC) 50.60s; 7 Roger Moran (3.5 Gould-NME GR61X) 51.41s; 8 Alastair Crawford (2.8 Gould-NME GR55) 51.42s; 9 Tom New (4.0 Gould-Judd GR55) 52.50s; 10 Steve Owen (1.6 OMS-Suzuki 28) 53.06s; 11 Oli Tomlin (4.0

Pilbeam-Judd MP97) 59.72s; 12 Deryk Young (4.0 Gould-Judd GR51) Fail. **ROUND 16 1 S Moran 49.02s BTD;** 2 Willis 49.06s; 3 Summers 49.67s; 4 Hall 49.74s; 5 Spedding 50.66s; 6 R Moran 50.78s; 7 Bradburn 51.27s; 8 Owen 51.32s; 9 New 51.48s; 10 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 51.54s; 11 Tomlin 51.65s; 12 Crawford 51.77s. **Class winners** Les Procter (1.4 Austin Healey Sebring Sprite) 72.12s; John Phelps (1.2 Aries Locost) 65.15s; Ed Carter (1.0 Jedi Mk1) 56.50s; Ben Tranter (1.6 Vector Formula Ford) 62.52s; Tim Barber (3.6 Porsche 996 GT3) 63.67s; Anthony

Record (1.8 Proton Coupe) 74.50s; Tony Bunker (3.8t Nissan GT-R) 64.28s; Andrew Russell (1.1 Ginetta G15) 67.22s; Chris Howard-Harris (1.8 Caterham 7) 60.79s; Keith Murray (1.4t Audi 80 Quattro) 61.95s; Alex Graham (2.3 Vauxhall Firenza) 71.40s; Graham Wynn (1.4t Force-Suzuki LM01) 55.13s; Simon Andrews (1.1 OMS-Suzuki 28) 55.41s; Spedding 51.14s; Summers 50.81s; S Moran 50.21s. **POINTS 1 S Moran, 143;** 2 Willis, 126; 3 Hall, 96; 4 Summers, 92; 5 Bradburn, 67; 6 R Moran, 60.



**Menzies returned after Shelsley shunt**

WALDER

**RADICAL EUROPEAN MASTERS HUNGARORING, JULY 4-6 MSVR**

# Viidas victorious in Hungary

ESTONIAN TEENAGER TRISTAN VIIDAS consolidated his championship lead with a double Radical Euro Masters win at a scorching Hungaroring.

SR3 Challenge UK champion Bradley Smith was fastest qualifier, but was given a five-place penalty for a previous misdemeanour, meaning Viidas started at the head of the field.

With James Littlejohn out at the start of race one after contact with Manhal Allos, the safety car was immediately in action. Viidas then led Marco Cencetti until brake failure

on lap nine sent his pursuer heavily into the barriers at Turn 13.

Smith took up the pursuit and was in second at mid-distance, but dropped behind Christian Kronegard as he served a success penalty-extended pitstop. Alex Kapadia and Tom Jordan briefly led before dropping to fourth.

There was a three-car break at the start of race two, with poleman Smith heading Viidas and Littlejohn.

Littlejohn left his stop until last, but when Tony Wells took over a stall in the pitlane cut their lead drastically. Allos led a three-car train that also included Konstantins Calko and Viidas, all pressing Wells for the lead.

Viidas moved from the back of that train to the front when Calko tapped Wells into a spin at Turn 12. As the Estonian went clear for his second win Ross Kaiser, having taken over from Terrence Woodward, emerged in second with nine laps to go. "I think the



**Viidas was on top at Hungaroring**

READ



**The teen was untouchable**

READ

fight ahead helped me close up," said Kaiser, struggling with a lack of brakes.

Calko then received a drive-through penalty, handing third to Smith — who again dropped back with a success penalty in the stops — after Wells suffered a couple of lock-ups.

Alvaro Fontes and Toni Forne were double SR3 class winners, with Phil & James Abbott twice runners-up.

● Peter Scherer

**RESULTS (27 LAPS) 1 Tristan Viidas 50m13.373s (87.81mph);** 2 Christian Kronegard +24.424s; 3 Bradley Smith; 4 Tom Jordan/Alex Kapadia; 5 Jaap Bartels; 6 Chris Hyman/Alex Mortimer. **CW** Toni Forne/Alvaro Fontes. **FL** Viidas 1m45.185s (93.17mph).

**RACE 2 (28 LAPS) 1 Viidas 51m27.174s (88.88mph);** 2 Terrence Woodward/Ross Kaiser +10.546s; 3 Smith; 4 Hyman/Mortimer; 5 Kronegard; 6 Manhal Allos. **CW** Fontes/Forne. **FL** Marco Cencetti 1m46.159s (92.31mph).

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# NATIONAL RESULTS ROUND-UP

**LE MANS**  
JULY 6-6, ACO



**PLATEAU 1 (1923-39)** 1 Michael Birch/Gareth Burnett (Talbot 105) 2h19m55.407s; 2 Christian Traber (Talbot Lago) +1m22.461s; 3 Albert Otten (BMW 328); 4 Helmut Rothenberger/Gaetan Woitrin (Invicta 5 Type); 5 Jean-Jacques Bally/Bertrand Leseur (328); 6 Paul Chase-Gardener/David Allen (Aston Martin Speed). **Class winner** Ralf Emmerling (Riley Brooklands).  
**RACE 1 1** Traber 45m16.178s (78.54mph); 2 Birch/Burnett +1m06.839s; 3 Otten; 4 Rothenberger/Woitrin; 5 Martin Bugler (Laguna LG45); 6 Chase-Gardener/Allen. **FL** Birch 5m52.382s (86.49mph). **RACE 2 1** Birch/Burnett 49m39.702s (71.64mph); 2 Traber +58.835s; 3 Robert Spencer (Bugatti 35 T); 4 Rothenberger/Woitrin; 5 Burnett/Mark Midgley/Birch (105); 6 Otten. **FL** Birch 6m45.345s (75.18mph). **RACE 3 1** Birch/Burnett 43m52.688s (81.09mph); 2 Traber +1m30.465s; 3 Bally/Leseur; 4 Otten; 5 Rothenberger/Woitrin; 6 Chase-Gardener/Allen. **FL** Birch 5m57.216s (85.37mph).  
**PLATEAU 2 (1949-56)** 1 Nicholas Finburgh/Robert Newall (Jaguar C-type) 2h28m21.478s; 2 Baron Reedtz-Thott/Jacob Holstein/Rasmus Lovvig (Lotus XI) +5m12.738s; 3 Mike Thorne/Sarah Bennett-Baggs (Austin Healey 100M); 4 John Young (Austin Healey 100S); 5 Alex Buncombe (C-type); 6 Tim Summers/Jack Donaldson (Frazer Nash Le Mans Replica). **CW** Rahim Aga Khan/Andrew Prill/Richard Clark (Porsche 356 Pro A). **RACE 1 1** Buncombe 47m11.892s (96.87mph); 2 Finburgh/Newall +4m13.987s; 3 Simon Butler/Rich Martin (C-type); 4 Nigel Webb (C-type); 5 Reedtz-Thott/Holstein/Lovvig; 6 Mark Midgley/Chris Woodgate/Richard Hope (Aston Martin DB3). **FL** Buncombe 4m59.132s (101.90mph). **RACE 2 1** Buncombe 43m13.792s (82.27mph); 2 Christian Pfessdorf/Pierre de Thoisy/Joachim von Finckenstein (Mercedes 300 SL) +3m03.684s; 3 Butler/Martin; 4 Carlos Monteverde/Gary Pearson/Andrew Smith/Joe Twyman (Jaguar D-type); 5 Erich Oelschlagel/Johannes Huber (300 SL); 6 Young. **FL** Buncombe 5m43.465s (88.79mph). **RACE 3 1** Monteverde/Pearson/Smith/Twyman 47m54.565s (63.63mph); 2 Thorne/Bennett-Baggs +1.911s; 3 Finburgh/Newall; 4 Nils-Fredrik Nyblaeus/Barrie Williams (Austin Healey 100M); 5 Young; 6 Jarral Venables (Jaguar XK120). **FL** Buncombe 5m56.586s (85.50mph).  
**PLATEAU 3 (1957-61)** 1 Gary Pearson/Chris Harris (Jaguar D-type) 2h23m21.352s; 2 Vincent Gaye (Ferrari 250 GT Berlinetta) +1m23.727s; 3 Christian Le Blanc (Austin Healey 3000); 4 Olivier Cazalieres (Lyster Costin Jaguar); 5 Ian Dalgligh/Joe Twyman (Aston Martin DB4); 6 Eric Perou/Bernard Bucher (3000). **CW** Roger Wills/David Clark (Lotus Elite). **RACE 1 1** Pearson/Harris 46m52.083s (97.56mph);

2 Cazalieres +1m44.923s; 3 Hubert Haupt/Wolf Zweifler (Maserati 250S); 4 Gaye; 5 Le Blanc; 6 Alain de Cadenet/Brian Redman (D-type). **FL** Pearson 4m57.546s (102.46mph). **RACE 2 1** Gaye 46m29.649s (87.43mph); 2 Dalgligh/Twyman +1m57.436s; 3 Pearson/Harris; 4 Le Blanc; 5 Perou/Bucher; 6 Cazalieres. **FL** Twyman 5m19.762s (95.32mph). **RACE 3 1** Pearson/Harris 48m01.788s (84.63mph); 2 Gaye +57.293s; 3 Le Blanc; 4 Perou/Bucher; 5 Dalgligh/Roger Wills (Lotus 17); 6 David Smithies/Christopher Clarkson (Austin Healey 100/6). **FL** Pearson 5m44.964s (88.36mph).  
**PLATEAU 4 (1962-65)** 1 Hans Hugenholtz (Ford GT40) 2h23m19.776s; 2 Michel Lecourt (Shelby Cobra 289) +5m21.444s; 3 Jean-Pierre Lajournade/Vincent Aubry (Jaguar E-Type 3.8L Coupe); 4 Charles Firmenich/Patrick Peter (Cobra 289); 5 Nicolas Chambon (Cobra 289); 6 Afschin Fatemi (Porsche 904 GTS). **CW** Damien Kohler (Lotus Elan). **RACE 1 1** Christophe van Riet (GT40 Mk1) 51m18.606s (69.35mph); 2 Hugenholtz +29.410s; 3 Gareth Burnett/Richard Evans/Michael Birch (Elva GT 160); 4 Jean-Marc Merlin (Cobra 289); 5 Lecourt; 6 Firmenich/Peter. **FL** van Riet 4m40.169s (108.80mph). **RACE 2 1** Hugenholtz 45m43.758s (99.98mph); 2 Leo Voyazides (GT40) +1m17.284s; 3 Rui Silva/Joao Silva (GT40 Mk1); 4 Burnett/Evans/Birch; 5 Chambon; 6 Lecourt. **FL** van Riet 4m44.020s (107.31mph). **RACE 3 1** Voyazides 43m55.963s (92.52mph); 2 Silva/Silva +0.314s; 3 David Hart (Cobra 289); 4 Hugenholtz; 5 Olivier de Siebenthal (Iso Grifo 3/C); 6 Lajournade/Aubry. **FL** Voyazides 4m51.496s (104.58mph).  
**PLATEAU 5 (1966-71)** 1 David Hart (Lola T70 Mk3) 1h45m42.302s; 2 Bernard Thuner (T70 Mk3) +2m44.367s; 3 Pierre-Alain France/Erwin France (T70 Mk3); 4 Eric de Doncker (T70 Mk3); 5 Yvan Mahe/Dominique Guenat (Matra 660-01); 6 Jean-Jacques Paoletti/lean-Marc Merlin (T70 Mk3). **CW** Sandy Watson/Martin O'Connell (Chevron B8 BMW). **RACE 1 1** Hart 28m49.818s (105.76mph); 2 Leo Voyazides (T70 Mk3) +1m01.400s; 3 France/France; 4 de Doncker; 5 Thuner; 6 Neil Primrose (Lola T210 FVC). **FL** Hart 4m27.588s (113.96mph). **RACE 2 1** Hart 31m58.096s (111.29mph); 2 Thuner +14.133s; 3 de Doncker; 4 France/France; 5 Watson/O'Connell; 6 Franco Meiners/Emanuele Pirro (Chevron B16 FVC). **FL** Hart 4m18.695s (117.87mph). **RACE 3 1** Hart 44m54.388s (113.15mph); 2 Thuner +32.352s; 3 France/France; 4 de Doncker; 5 Mahe/Guenat; 6 Primrose. **FL** France 4m17.858s (118.25mph).  
**PLATEAU 6 1972-79** 1 Chris MacAllister (Gulf Mirage) 2h11m51.189s; 2 Carlos Barbot (Lola T280-HU3 DFV) +11.938s; 3 Nicolas d'Ieteren/Jean Lecou (Porsche 935 K3); 4 Stephan Meyers/Marc de Siebenthal (Porsche 935); 5 Soheil Ayari (Ligier JS2 DFV); 6 Philippe Scemama (Sauber C5 BMW). **CW** Douglas Titford/Trevor Reeves (Ford Capri 2600 RS). **RACE 1 1** Dominique Guenat (Lola T286-HU10 DFV) 34m38.250s (73.32mph); 2 Manuel Monteiro (Lola T298 BMW) +13.134s; 3 Sandy Watson/Martin O'Connell (Chevron



**Inch won Oulton**  
Mighty Mini affairs

WALKER



**Mark Hammersley**  
hits trouble at  
Rockingham

JONES

B36 BDG); 4 d'Ieteren/Lecou; 5 Paul Lafargue/Patrice Lafargue (Lola T298 BMW); 6 Bob Houghton/Mark Hales (Ferrari 512 BBLM). **FL** O'Connell 4m17.256s (118.50mph). **RACE 2 1** Barbot 46m43.692s (76.12mph); 2 Meyers/de Siebenthal +10.302s; 3 Mr John of B/Ayari; 4 Doug Hart (March 75S); 5 MacAllister; 6 d'Ieteren/Lecou. **FL** MacAllister 4m15.608s (119.30mph). **RACE 3 1** MacAllister 44m19.064s (114.64mph); 2 Barbot +24.499s; 3 d'Ieteren/Lecou; 4 Meyers/de Siebenthal; 5 Mr John of B/Ayari; 6 Scemama. **FL** MacAllister 4m09.835s (122.04mph).

**OULTON PARK**  
JULY 5, BRSCC



**MIGHTY MINIS (9 LAPS)** 1 Paul Inch 21m09.524s (68.70mph); 2 Samuel Hathaway +0.479s; 3 Adrian Tuckley; 4 Damien Harrington; 5 Ian Slark; 6 Ella Blue Markham. **FL** Inch 2m18.818s (69.81mph). **RACE 2 (2 LAPS)** 1 Inch 4m47.954s (67.31mph); 2 Hathaway +0.086s; 3 Brayden Fletcher; 4 Slark; 5 Tuckley; 6 Harrington. **FL** Gregory Jenkins 2m20.077s (69.18mph).



**Manuel Cintrano and Mike**  
Millard plough into the  
Old Hall barrier at Oulton

PETCH

# Ginetta ladder gets a new rung

The marque introduced an all-inclusive series this season aimed at bringing new drivers into the sport.

SCOTT MITCHELL sampled what is on offer



88

**G**inetta's racing ladder is well publicised by the Yorkshire manufacturer, and it extended that ladder further with the introduction of the Ginetta Racing Drivers Club for 2014.

The premise is simple: take a group of wannabe racers and, for an all-inclusive cost, guide them from being complete rookies to drivers on the British GT package.

That all-inclusive cost, which stood at £24,250+VAT when it was announced last September, bought

members a road-legal G40 Club Car with 12 months road tax, two track days (with one-on-one tuition), an ARDS test and entry to four races.

Track and experience days can get non-race-legal drivers onto a circuit, but for those without a hand to help steer them taking the next step towards being a competitor is daunting.

Fifteen members signed up for the inaugural GRDC season, with only production limitations preventing additional potential sales, and the

marque guided each new driver (including AUTOSPORT's) through their ARDS test with a 100 per cent first-time success rate.

Ginetta chairman Lawrence Tomlinson, a latecomer to motorsport who gained his race licence at 38, says the initiative marks a desire to remove the complexity that shrouds the sport for the uninitiated.

"The GRDC's designed to introduce people who would probably never have come into motorsport otherwise, but wanted to fulfil their ambitions on the race track," he says. "There's no easier way in to motorsport, and it's fun.

"If people have a bad experience, you lose them and any others they tell about it, so we're trying to do the complete opposite."

## BANG FOR YOUR BUCK

By the opposite, Tomlinson means a four-weekend race series taking in Rockingham, Silverstone, Snetterton and Donington Park. Three of those (Snetterton being the odd one out) are in support of the British GT Championship,

which means driving on two of the country's most famous circuits.

Most of the drivers turn up to the track at the wheel of their cars, race them and drive back home. The paddock is self-contained, with four cars to an engineer, and there's a big emphasis on creating a philosophy that this a club, not a race series.

In terms of the car, the road-tyre-shod G40 has undergone a rigorous development programme, one which has set it apart from the road car and the GT5 Challenge/Junior racing derivatives. Ginetta factory driver Mike Simpson did the on-track testing, during which the front was stiffened greatly, the engine moved 80mm forward and a small rear wing was added.

The result, he says, is "a kind of hybrid between the road and race car", one which on lap time probably sits exactly between the GT5 and Junior versions.

To help drivers get on top of the car, which benefits from a confident and aggressive driving style, further trackside tuition is available (British GT racer Jamie Stanley was on hand during the pre-Silverstone test day)



EBREVILAT

# AUTOSPORT'S VIEW

SCOTT MITCHELL (Racing rookie with GRDC)



The 1.8-litre Zetec engine is fast enough to get you a bit flushed at the end of the straights and the road tyres offer surprisingly good grip, particularly as you're flinging it through Maggots and Becketts.

It's something that's quite forgiving as you're getting yourself up to speed, but not so much that you can't lean on it when you want to.

Off-track, the combined paddock is a great idea that brings the drivers together and creates a good atmosphere, while the on-track fighting was surprisingly fierce.

I watched the GRDC come to life at Rockingham, and was impressed by the early battle for the lead and squabbles down the field, although they didn't last the distance.

Being in the thick of it at Silverstone, I know that can quickly change. I fluffed the start and had a lonely first race in ninth for the most part, until the last three laps

when I pulled my finger out and made a dash to sixth.

In the second, I was in the middle of a three-car fight for second, with the leader just a second ahead of us, and managed to bag a podium (and fastest lap!). John Wall, Gary Wager and I were inseparable for the second half of the race – one that was hard, but very fair.

I spent the weekend racing wheel to wheel with a field of novices, and did so without too great a worry. To say I had total faith in my rivals would be a stretch (even the pros don't have that all the time), but I was impressed by both the quality of racing and the sense of those behind the wheel.

Ginetta has committed to getting next year's batch of cars delivered earlier, which is essential. A 30-car grid is still a lofty target for season two, though – it will be fascinating to see if it comes to fruition.



On-track action is entertaining

EBREV/LAT



Road-legal racers encourage learning

EBREV/LAT

and mechanical support from on-site engineers means drivers are rarely found wanting if they have a burning engineering question or the simplest of practical queries.

To further the club ethos away from the circuit GRDC members have social outings that include an invitation to Tomlinson's annual Ginetta golf day (held last week) and a road trip to the Le Mans 24 Hours, complete with accommodation at the boss's luxury French chateau.

Combining the competitive and social elements has made it a "proper club", according to Simpson, who doubles as the company's head of sales. The drivers see an additional incentive in the ability to

do something not so full-on (it's only four weekends), with plenty packed in for the money and without the added concern of creating their own mobile race centre.

"I just wanted something easy – to turn up and run," says Guy Redwood. "I didn't want to have to worry about all the other stuff. And the Le Mans 24 Hours road trip is like our own mini-Gumball rally."

"It's something for the family and it really attracted me that you can all go along and have a good weekend" adds Charles Ferguson, winner of the four GRDC races so far. "Ginetta is doing it very well – it couldn't be any better. The hospitality is great for the level we're racing at."

## COSTS RISE, AMBITIONS GROW

Unsurprisingly for a new series, there have been lessons to learn. Most of the cars were delivered at the last minute, meaning the planned track time for members in their own machinery had to be rescheduled into the Friday test (the cost of which Ginetta covered) prior to the first meeting.

The cost has also increased since the launch – it's now £27,250+VAT – and Simpson believes it will rise further to £29,950+VAT. Of the UK's other all-inclusive rookie packages, the Caterham Academy costs £24,495+VAT (for a fully-built car) and the Radical SR1 Cup is £37,500+VAT.

Simpson says the marque was prepared to take a loss to get the message out there, and now it knows the cost of building the cars and running the initiative, the price has to go up.

"It needs to be that for us to just break even," he said. "We'd rather lose a couple of grand on the car to start with because it's a really effective way of marketing. It's great brand exposure.

"I hate saying it, but it will sell itself. It's an experience they love being a part of. That's our way of marketing. If we can get 10, 20 or 30 per cent to keep on, it's worked."

How its current members are kept on is another point currently up for debate. The series operated a strict National B licence, novice-only policy for its inaugural season, but there are several options for the future, including a two-tier system to split new and returning members, or allowing the frontrunners to move into the GT5 Challenge with their current cars (armed with slicks), which Tomlinson reckons is the "natural next level".

Simpson wants to double the grid for next season, while Tomlinson insists they are not resting on their laurels, despite a positive first year.

"I think there are ways we can improve the offering," he admits. "We need to work on the small things to make sure it's easier and easier. We don't think we know best – we ask what our customers think and we listen.

"This year was our toe in the water and it's been a wonderful success." ❧



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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



Great racing at Silverstone, but did the crowd need earplugs?

## Sound of F1 strikes a dull note

On my return from Silverstone I just have to share my dismay at the sound – or lack of it – of the F1 engines. It just doesn't seem right to me that the better sound comes from the GP2 cars!

This year's race was great entertainment, but it would have been absolutely outstanding with the sound that last year's cars made. I am a

diehard F1 fan worried that some fans will walk away.

Silverstone, thank you for the amazing 50th anniversary parade of past F1 cars, most of which I've seen racing in anger. The sound of the 2012 Red Bull-Renault stole the show for me!

**Rob Lucas**  
Blisworth, Northants

**The British GP proved yet again** a mixed-up grid creates a great race, so how about we scrap qualifying and run a 45-minute sprint race on Saturday evening with the cars starting in reverse positions from the previous event?

The finishing positions in this sprint determine the grid for the full event the following day. This new prime-time event will attract the new, younger audience F1 so desperately needs and hopefully they'll tune in for the main event the next day.

**Steve Morris**  
Walthamstow

largest crowd in the event's history.

We also congratulate Silverstone on its 50th F1 grand prix celebrations, with star drivers and cars from the race's illustrious history taking to the track throughout a memorable event.

After such a successful weekend, it is important to recognise the army of more than 1000 volunteers who made it happen. Whether marshals, scrutineers, or the medical and organisational teams, their dedication and expertise sets the standard for the rest of the world to follow.

We are indebted to them for their hard work, and that of their colleagues at the thousands of smaller motorsport events held each year.

**Rob Jones**  
Chief executive,  
Motor Sports Association

**I feel I must show my** disapproval of British GT thinking of going to stand-alone races for GT3 and GT4. The reason the crowd numbers are up is because of the format. People want to see GT3 tripping over GT4 – it's part of the game.

My son (10) and I go to three meetings a season because of the competition format, access to drivers/pits, etc. I respect that GT3 drivers must get frustrated by poor standards and slower cars, but that's the test of endurance racing in my book.

So from a spectator perspective leave as it is or you could lose a lot of fans.

**David Lane**  
Matlock, Derbyshire

**Once again Britain produced** an enthralling grand prix, capped by a brilliant home victory for Lewis Hamilton in front of 120,000 fans – the third



# In pictures

British Grand Prix special: snapping out and about around Silverstone



LEE/GETTY

**NOW WHERE'S MY 2008 WIN?**  
Lewis Hamilton makes sure he's on the British GP trophy plaque, along with fellow Brits Brooks, Clark, Collins, Coulthard, Herbert, Hill, Hunt, Mansell, Moss, Stewart and Watson

**THE CROWD LAPS IT ALL UP**  
Lap one, and the pack enters Club Corner: Rosberg leads Button, Magnussen, Hamilton, Vettel, Hulkenberg, Ricciardo, Kyat, Bottas, Bianchi and Sutil



EBREVI/LAT

**'IT'S NOT RAINING, TELL 'EM TO PUSH!'**  
It's Q3 on the McLaren pitwall and the 'brains trust' decides that opportunity is coming their way for some top grid positions – how right they were!



DUNBAR/LAT

**WEARING PINK FOR JB'S PAPA**  
It was an emotional weekend for Jenson Button, and he did his fans proud with a superb display in memory of his late father John



FERRARO/LAT

## In the shops

Desirable new releases

### VAUXHALL CAVALIER 1:43

£26.99 – [autosport.com/shop](http://autosport.com/shop)  
Corgi has released a 1:43-scale diecast replica of the Ecurie Ecosse Vauxhall Cavalier GSi used by David Leslie in the 1993 British Touring Car Championship. The Ray Mallock-run car was a popular thorn in the side of the works Cavaliers and BMW 318s that year and the model, which is limited to 1000 units, will be too.



### FORD V FERRARI T-SHIRT

£20 – [slickattire.com](http://slickattire.com)  
Slick attire's latest racing-inspired T-shirt depicts in boxing-promotion style the showdown between Henry Ford's GT40s and Enzo Ferrari's 330 P3s in the 1966 Le Mans 24 Hours after a buy-out deal went wrong. The T-shirt, which is 100 per cent cotton, comes in a choice of colours. Check the website for full details



### SENNA McLAREN BOOK

£34.95 – [autosport.com/shop](http://autosport.com/shop)  
With full approval and cooperation from McLaren, this Maurice Hamilton-penned tome focuses on Ayrton Senna's six seasons with the British squad. Veteran F1 hack Hamilton has teased out personal and fascinating anecdotes from many of those closest to Senna during that 1988-1993 period – many you won't have read anywhere before.



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# WHAT'S ON

## ON TRACK IN THE UK

### BRANDS HATCH

#### HSCC

July 12/13

[www.brandshatch.co.uk](http://www.brandshatch.co.uk)

Competitors from Australia, New Zealand, St Lucia and are among 400 from 12 nations who tackle Brands Hatch's challenging Grand Prix circuit in this weekend's 25th Historic Sports Car Club's Superprix.

The Derek Bell Trophy, Historic F3, Martini Trophy and Super Touring grids are just a sample of the eclectic range of machinery on show, driven by some of the fastest historic pedallers around.



Brands hosts the HSCC Superprix

### Caterham's will Rock



### ROCKINGHAM

#### BRSCC

July 12-13

[www.rockingham.co.uk](http://www.rockingham.co.uk)

The five rungs of the Caterham motorsport ladder, from Academy novices to Superlight R300 aces will form the majority of the Rockingham BRSCC bill. Two Porsche championships and the HRDC's All Stars and Touring Greats – not to mention the Pickup Truck Championship – make it a varied affair.

### CASTLE COMBE

#### CSCC

July 12-13

[www.castlecombecircuit.co.uk](http://www.castlecombecircuit.co.uk)

They say variety is the spice of life, so this weekend's Classic Sports Car Club meeting at Castle Combe should be a proper vindaloo of a meeting. The circuit's first double-header includes MGCC, Thoroughbred Sportscar Championship and Jaguar Saloon & GT races in addition to the usual roster of CSCC classes.

### MONDELLO PARK

#### CKMC

July 12-13

[www.mondello.ie](http://www.mondello.ie)

The litany of Irish Championship races returns to Mondello Park for the latest rounds of their respective seasons.

### KNOCKHILL

#### SMRC

July 13

[www.knockhill.co.uk](http://www.knockhill.co.uk)

Scottish Championship racing featuring Legends, Sports and Saloons, Formula Fords and more.

### DONINGTON PARK

#### BRSCC

July 12-13

[www.donington-park.co.uk](http://www.donington-park.co.uk)

The two-day meeting on the national circuit includes Formula Ford 1600 and other Blue Oval representatives, with the OSS, Sports 2000 and Superkarts brigades also joining in.

### OULTON PARK

#### MSVR

July 12

[www.oultontpark.co.uk](http://www.oultontpark.co.uk)

The Mini Festival descends on Oulton Park for the first time with Mini Challenge, Scottish Mini Cooper Championship, Mini Se7en, Mini Miglia and Pre-66 Minis races.



Minis head to Oulton

## ON TRACK AROUND THE WORLD

### INDYCAR SERIES

Rd 10/15

Iowa Speedway, USA

July 12

[indycar.com](http://indycar.com)

### DTM

Rd 5/10

Moscow Raceway, Russia

July 13

[dtm.de](http://dtm.de)

### FORMULA RENAULT 3.5

Rd 6/9

Nurburgring, Germany

July 12-13

[renaultsport.com](http://renaultsport.com)

### EUROPEAN FORMULA 3

Rd 7/11

Moscow Raceway, Russia

July 12-13

[fiaf3europe.com](http://fiaf3europe.com)



USC races at Mosport

### UNITED SPORTSCAR

Rd 7/12

Mosport, Ontario, Canada

July 13

[imsa.com](http://imsa.com)

### WORLD RALLYCROSS

Rd 6/12

Mettet, Belgium

July 12-13

[rallycrossrx.com](http://rallycrossrx.com)

### SUPER FORMULA

Rd 3/7

Fuji, Japan

July 13

[superformula.net](http://superformula.net)



Super Formula series returns to Fuji

### NASCAR SPRINT CUP

Rd 19/36

New Hampshire Motor

Speedway, USA

July 13

[nascar.com](http://nascar.com)

### SCANDINAVIAN TOURING CARS

Rd 3/6

Falkenberg, Sweden

July 12

[stcc.se](http://stcc.se)



Vettel gives FR3.5 top-six racers some advice

THOMPSON/GETTY

Your guide to the best events taking place in the UK and around the world – plus TV and online

**ON TELEVISION**

**THURSDAY JULY 10**

**0500-0600 BT Sport 1**

Motorsport Tonight

**1000-1100 BT Sport 2**

WRC Review

**1650-1750 Motors TV**

WRC Poland highlights

**FRIDAY JULY 11**

**0800-1045 BT Sport 1 LIVE**

Moto GP: Sachsenring FP1

**1200-1500 BT Sport 1 LIVE**

Moto GP: Sachsenring FP2

**1515-1600 Premier Sports**

NASCAR: Coke Zero 400 highlights

**2000-2100 Sky Sports F1**

The F1 Show

**2030-2100 Motors TV**

British Rally Championship:

Scottish Rally highlights

**SATURDAY JULY 12**

**0800-1100 BT Sport 1 LIVE**

Moto GP: Sachsenring FP3

**1000-1105 Motors TV LIVE**

European F3: Moscow Race 1

**1100-1515 BT Sport 1 LIVE**

Moto GP: Sachsenring Qualifying

**1115-1400 BT Sport 2 LIVE**

Renault World Series: Nurburgring

**1130-1230 British Eurosport 2**

Formula Renault 3.5: Germany Race 1

**1440-1530 Motors TV LIVE**

Eurocup Clio: Nurburgring Race 1

**2000-2305 Motors TV LIVE**

NASCAR Nationwide: New Hampshire

**2100-2330 Sky Sports F1**

F1 Classics: Belgian GP 1998

**SUNDAY JULY 13**

**0130-0400 ESPN LIVE**

IndyCar: Iowa

**0930-1415 BT Sport 1 LIVE**

Moto GP: Sachsenring GP

**0940-1045 Motors TV LIVE**

European F3: Moscow Race 2

**1130-1230 BT Sport 2**

**& British Eurosport 2 LIVE**

Formula Renault 3.5: Nurburgring Race 2

**1300-1350 Motors TV LIVE**

Eurocup Clio: Nurburgring Race 2

**1300-1500 British Eurosport 2 LIVE**

World Rallycross: Belgium

**1400-1500 BT Sport 2 LIVE**

FRenault Eurocup: Nurburgring Race 2

**1600-1705 Motors TV**

European F3: Moscow Race 3

**1800-2100 Premier Sports LIVE**

NASCAR Sprint Cup: New Hampshire

**1900-2205 Motors TV LIVE**

United SportsCars: Mosport

**2335-2350 British Eurosport**

Motorsports Weekend

**MONDAY JULY 14**

**0255-0345 ITV1**

Motorsport UK

**1000-1145 BT Sport 2**

DTM: Moscow highlights

**2100-2315 Sky Sports F1**

F1 Classics: Malaysian GP 2007

**TUESDAY JULY 15**

**2000-2030 Motors TV**

Inside GP: Germany

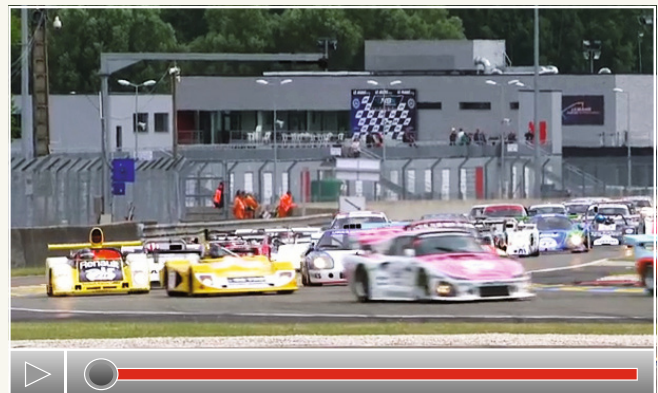
**2100-2315 Sky Sports F1**

F1 Classics: Bahrain GP 2010

**ONLINE**

**HOT ON THE WEB THIS WEEK**

YouTube **2014 LE MANS CLASSIC HIGHLIGHTS**



**SEARCH FOR:** Le Mans Classic 2014 - Highlights (5:48)

While Lewis Hamilton was busy taking his long-overdue second British GP win at Silverstone, the seventh biennial Le Mans Classic, in which almost 500 classic racers took on the Circuit de La Sarthe, was a big hit. Here are the best bits.

**AUTOSPORT +**

**How Montoya became a force in IndyCar for a second time**

Following Juan Pablo Montoya's first victory in American single-seaters since 2000, our US correspondent Mark Glendenning looks at how the Colombian differs from his CART glory days. Plus, Edd Straw suggests that Kimi Raikkonen is no longer F1's top Finn.

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**Revved up over what's on the box**

**A home grand prix is always a** chance for a Formula 1 broadcaster to pull out all the stops. Twenty years ago, that meant unthinkable innovations like televising qualifying live and a small amount of studio-based punditry, but now levels of live coverage and talking-head wisdom have reached saturation point, so a great deal of lateral thinking is required.

Silverstone's 50th grand prix provided a few good excuses for retro packages, both Sky Sports and the BBC had karting sequences (with Daniel Ricciardo and Lewis Hamilton respectively), and Sky offered a slot in which Jenson Button displayed admirable patience while Ted Kravitz showed him lots of pictures of British GP podiums that he wasn't on.

The big showpiece stunt came from the BBC. It's had a few aeroplane-based adventures for its Silverstone coverage in recent years, and this year's trick was to chuck Lewis Hamilton out of one.

But "shall we throw a title-chasing home hero out of an aeroplane" was easily



**Raikkonen used rallying nous to win on mower**

beaten in the outlandish idea stakes by whoever piped up in a Sky planning meeting with: "shall we make Kimi Raikkonen race a lawnmower?"

The Kimster's prowess in driving at high speed over bumpy grass proved spectacularly lacking on lap one of the grand prix itself, but the opposite was true when he took on Sky's coterie of ex-GP drivers on a racing lawnmower. He attacked the course with a gusty not always visible in his 2014 F1 season, opposite-locking and two-wheel-balancing his way to a dominant win over Martin Brundle, Johnny Herbert and Anthony Davidson, who – like the viewers – were amazed in equal measure by both Kimi's mower skills and the fact he'd willingly

turned up not even wearing a gorilla suit.

Whatever Raikkonen mumbled in the interview segment that followed was entirely superfluous. The sight of the F1 paddock's most taciturn man flinging a high-speed lawnmower around a field and then silently grinning afterwards offered the most eloquent insight into his character that TV has managed in a long while. Did it offer Kimi's hapless team bosses any clues on how to motivate him?

He said the attraction was that it was "something different to what we usually do". So there you go Ferrari: give Kimi a different championship/surreal cartoon-esque series to race in every week and you'll get his best form.

**Revved Up**

# Roger Penske

“I said to the team, ‘If you talk about this I’m cutting off your pay cheque’”

■ Indianapolis 500 ■ May 29, 1994 ■ Penske PC23-Mercedes 500i ■ Success with secret engine



Al Unser Jr gave  
‘The Captain’ a win  
with special engine

I DON’T REALLY GO BACK AND think about my own personal races [as a driver]. Those were back in the early days. More recently, we’ve had a few memorable ones as a team. The win at Sebring with the LMP2 car against the Audis [in 1998] was a good one. Then there was the NASCAR title [with Brad Keselowski in 2012] after however many years.

But I guess the one that was really key for us was the 1994 Indy 500, when we came in with the pushrod Mercedes engine. We kept it a secret until a week or two before the month of May opened, came in, sat on pole and I think we led every lap but one. That was a tremendous experience.

We’d watched the Buicks come in [for ’92], sit on pole and lead, but not have reliability. So to think Mario Illien was able to design, build and test that engine in less than a year...

We didn’t have transient dynos in those days. We had Paul Tracy in a toboggan suit driving round Nazareth doing a reliability run. During the May we ran it at Michigan, trying to

get 500 miles on it a week before the race. It was down to the wire.

Keeping it secret actually wasn’t all that hard. We had a separate group of guys working on it. I talked to our people in Reading [Pennsylvania] and I just said, ‘If you talk about this, I’m cutting off your pay cheque’. We had the development guys in a separate building; Illmor was obviously developing the engine in the UK.

It was one of those things that we just kept under our hat.

It was pretty exciting when we announced it. I’d gone to Stuttgart and told Mercedes that we were ready to go, and we wanted to do it that year – for a long time, we weren’t sure we’d be ready. And the only commitment they asked for was that we’d run it in all three cars. So we did, and it obviously paid off.

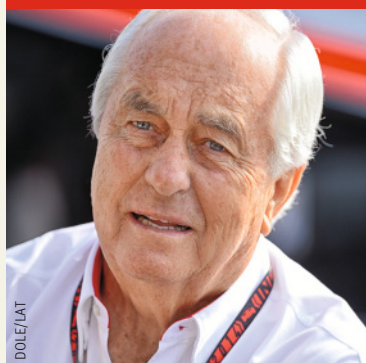
One of the most exciting things was when the top Mercedes people came into the garage in their suits and I told them, ‘You’ve got to put a Penske-Mercedes shirt on’. So that was a big day in my life, having these guys strip down and put the Penske-Mercedes shirts on. And then winning was probably one of the biggest days of our racing history.

Winning any race at Indianapolis is meaningful, but when you make a commitment to a company like Mercedes, it was a victory for our relationship, our brand. We lived up to a commitment we’d made and that’s been key to our relationship over a long-term basis. And we built the F1 relationship with them that they have now – it’s the same group doing the F1 engines. A lot of those Illmor people are at Mercedes.

We certainly were planning to keep the engine beyond Indy, but they outlawed it a couple of weeks after the race. Typical. ☹

Roger Penske was talking to Mark Glendenning

## PROFILE



### ROGER PENSKE BOUGHT

and sold cars as a teenager, and that entrepreneurial spirit has turned him into one of America’s most successful businessmen. ‘The Captain’, now 77, was also a driver of considerable repute in the 1950s and 1960s but his real mark in racing has been made as a team owner. He’s the most successful team boss in Indy 500 history (15 wins), and has won races in F1, sportscars and NASCAR.

**NEXT WEEK** F1 HALF-TERM REPORT  
Who needs to do what in second half of season



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