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BRITISH GP PREVIEW

HAMILTON'S HOME RUN

WHY SILVERSTONE GIVES LEWIS THE ADVANTAGE

HILL "Nico may find the crowd a bit frosty"

BRUNDLE "The flags and banners will push him on"

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POLE POSITION

It's time to celebrate racing's best of British

AFTER ONE GREAT BRITISH EVENT AT GOODWOOD'S mighty Festival of Speed we roll into another: the British Grand Prix at Silverstone. And what a weekend it promises to be.

It's the debut on British soil of the new turbo-powered hybrid Formula 1 engines, and don't be put off by the doom-mongers who say the new breed of cars are too quiet; they're just different and sound much better in the flesh than they do on TV in my opinion. Anyway, your ears will still be left ringing by the 'old-school' V8s in the GP2s, as well as the fabulous array of cars (and star names) in the parade to celebrate Silverstone's 50th GP.

There's every chance of British success this weekend, with our biggest star Lewis Hamilton keen to get his world title bid back on track after recent hiccups. Jolyon Palmer is dominating the GP2 title race, while in GP3 a non-British driver has yet to win a race this year! Ben Barker is our Porsche Supercup frontrunner, so there's plenty of homegrown talent to support and cheer in all the classes. See you there.



Bradley

CHARLES BRADLEY EDITOR
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PRIVATE EAR



"We're a zero-emissions series"

"Yes, something has to be the antidote to all the hot air from this place"

STALEY/LAT

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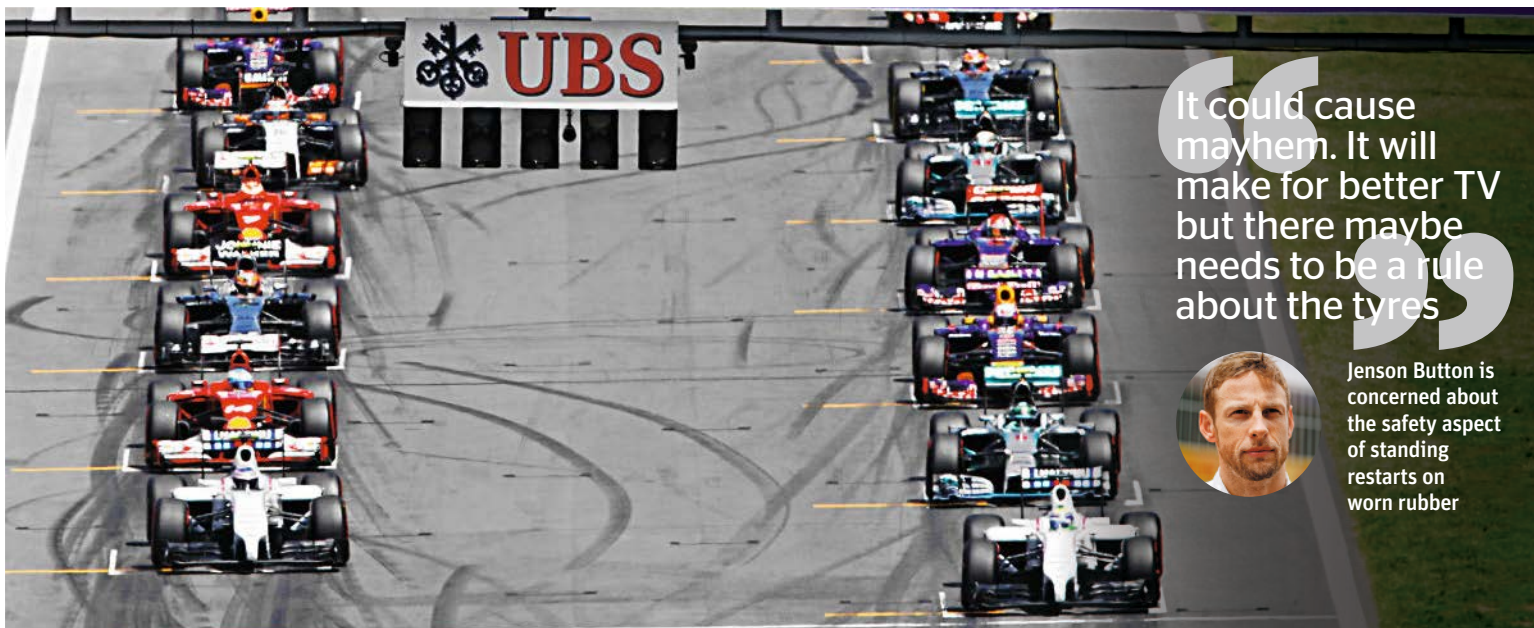
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THE BIG PICTURE

Norwegian Andreas Mikkelsen came close to his first WRC win in Poland, the VW ace emerging from team leader and world champion Sebastien Ogier's shadow to finish second



This week in F1



It could cause mayhem. It will make for better TV but there maybe needs to be a rule about the tyres

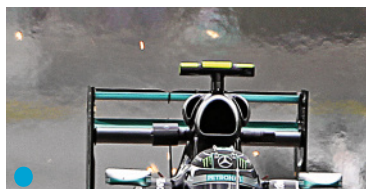


Jenson Button is concerned about the safety aspect of standing restarts on worn rubber

F1 ADOPTS STANDING RESTARTS

Formula 1 will introduce standing restarts after safety-car periods from next season, after the FIA ratified a number of rule changes for 2015. Teams have recently been working on a number of proposals to improve F1's spectacle, and standing restarts gained approval at last Thursday's meeting of the FIA's World Motor Sport Council.

The changes come amid a fierce debate about cost-cutting, the popularity of F1, and striking a balance between competition and entertainment in the sport.



OTHER CHANGES AGREED LAST WEEK INCLUDE:

- An effective ban on the current 'ugly' nose designs.
- Adoption of 'sparking' titanium skid planks.
- Windtunnel use restricted from 80 hours per week to 65, with 'wind-on' hours down from 30 hours per week to 25.
- CFD use restricted from 30 Teraflops to 25.
- The number of permitted engines reduced from five to four per driver, unless the calendar expands beyond 20 races.
- Pre-season testing returns exclusively to Europe. Pre-season testing also cut from three tests in 2015 to two in 2016.
- In-season testing cut from four tests to two from 2015, with teams required to reserve half the running for young drivers.
- Parc ferme rules extended to cover the beginning of final free practice.
- Friday-night curfew increased from six hours to seven in 2015, and up to eight hours in 2016.

6

If I find a little bit of an advantage somewhere then I'm not going to tell everybody about it, I'll keep it to myself



Nico Rosberg believes that some secrecy between him and Mercedes team-mate and title rival Lewis Hamilton is necessary, amid suggestions that they have been aborting laps in free practice

Toro Rosso engine test cleared

The FIA has cleared Toro Rosso and Renault of any wrongdoing over an indoor engine test at the Austrian AVL facility earlier this year, following allegations from an anonymous source that they broke testing rules by running

on a rolling road with windtunnel capabilities for six days before the start of the season. The FIA confirmed the test fully complied with the rules, following discussions with the team and engine manufacturer.



Schumacher records stolen

Michael Schumacher's medical records have been stolen and offered for sale, according to the seven-times world champion's management. The German recently left the Grenoble hospital in which he lay in a coma following a skiing accident in December.

A statement said: "Stolen documents and data are being offered for sale. The offeror claims them to be the medical file of Michael. We will, in every case, press for criminal charges and damages against any publication of the content."

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TEE/LAT

WILLIAMS MUST LEARN TO WIN AGAIN

Williams must learn to become a frontrunner again so it can capitalise fully on opportunities such as it had at the Austrian Grand Prix, according to the team's head of vehicle performance Rob Smedley. "From racing last year, as Williams were, in 13th, 14th and 15th position, to racing in first, second, third, fourth is a completely different thing – believe me, because I've done both," Smedley said. "We have to learn."

Red Bull won't build engine



THOMPSON/GETTY

Red Bull has all but ruled out building its own Formula 1 engine in the future. Red Bull team chief Christian Horner called Renault's performance at the recent Austrian GP "unacceptable", prompting speculation that Red Bull could develop its own engine – potentially with branding from title sponsor Infiniti.

CATERHAM SALE CLOSE

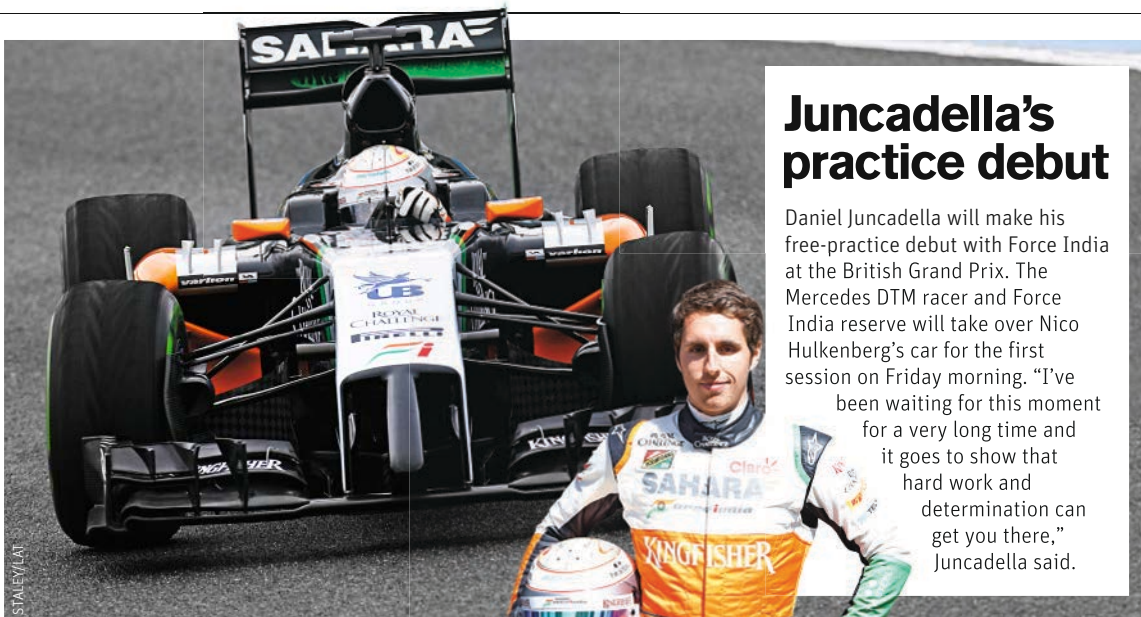
Caterham owner Tony Fernandes was closing in on a deal to sell his team as we closed for press. Fernandes declared before the start of the season that unless the Leaffield-based team made significant progress he would likely sever his ties. With the team currently last in the constructors' table, he opened discussions with several potential investors. Former F1 team principal Colin Kolles has emerged as the leading contender to buy the team, but there are understood to be at least three other interested parties in talks. Any deal was expected to be announced today (Thursday).



DPA/PRESS ASSOCIATION IMAGES

Lauda: F1 is 'nanny state'

Niki Lauda has asked Formula 1's chiefs for a total rethink over punishments for contact, saying that drivers should be left to sort out matters for themselves. Following the FIA's decision at the Austrian Grand Prix to relax its attitude towards collisions, Lauda thinks the governing body should go further. "Honestly, it is a joke," declared Lauda. "The public leaves us because we're not racers any more. "We need to bring the old days back, like when [Nelson] Piquet hit the other guy [Eliseo Salazar] at Hockenheim [in 1982]. You should leave it to the drivers. Don't interfere in all this."



Juncadella's practice debut

Daniel Juncadella will make his free-practice debut with Force India at the British Grand Prix. The Mercedes DTM racer and Force India reserve will take over Nico Hulkenberg's car for the first session on Friday morning. "I've been waiting for this moment for a very long time and it goes to show that hard work and determination can get you there," Juncadella said.

They shouldn't be in the game. You shouldn't be in this business if you can't afford it



F1 commercial chief Bernie Ecclestone says he wouldn't mind the grid shrinking, amid concerns that some smaller teams could be sold or forced to pull out.

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Jonathan Noble

F1's newshound

There is overwhelming consensus among F1 folk that radical change is required, but little evidence yet of any agreement over *how* it will be done

Make no bones about it: Formula 1 stands on the brink of perhaps its greatest upheaval for a while. The calls for a big change in the sport are now deafening, and from all quarters of the paddock there is talk about a need to react better to the challenges that F1 is facing before it's too late.

Whatever the outcome of Bernie Ecclestone's trial in Munich, there are more and more suggestions that his era of control over the sport is coming to an end – and perhaps even with his blessing.

That prospect means the thoughts of many people in the paddock are already focused on what will be done differently when there is a new man, or a new committee – or even a certain energy-drinks company – pulling the strings in F1. Such steps could be just a few months away. But while the timeframe of this happening is anyone's guess, what is agreed is that things can't stay the way they are.

On the one side, F1 seems unable to save itself from unsustainable costs. After months of discussions by the top teams, and suggestions from FIA president Jean Todt that a bag of proposals on offer from teams were a "joke", the best brains in the sport announced a raft of measures that saved pretty much nothing for next year.

Reductions in testing, windtunnel time, CFD use and parc ferme will at best save a couple of million pounds per season. And will those savings be returned to the teams' shareholders to shore up competitors' financial health? Probably not; they'll be spent on car development, therefore



itself stuck in a rut, it's not the rules that are the problem: it's how they get framed. Having a structure where the commercial-rights holder is entirely separate from the body that frames the rules is not ideal. Add to the mix the fact that the teams get a say, and it becomes impossible to ever plot a radically different path.

No other sport allows its participants such a say in the way that rules are laid down. Could you imagine FIFA trying to get approval from Uruguay, Italy, England and Brazil about tweaking some football rules amid the heat

“As one senior F1 figure said, the tweaks are the equivalent of using a plaster for a broken leg”

achieving a cost benefit of approximately zero.

But having failed to agree on change where it's so desperately needed, teams have managed to shake things up in areas where there hasn't really been a problem in the first place. Just months after the furore caused by double points, and teams refusing to listen to criticism about it, F1 is now heading towards standing starts after safety-car periods, and sparring cars.

The committed fans don't like what is coming and, while the casual observer who tunes in occasionally may delight at the prospect of more chances of crashes after safety-car restarts, such change is not the magic bullet that's going to turn around declining audience figures.

As one senior F1 figure suggested last week, such tweaks are the equivalent of using a plaster for a broken leg. The change that F1 needs is huge – and goes beyond any gimmicky rule rewrite. F1 needs to be run in a different way if it's going to have any hope of improving.

When you sit back and analyse why F1 has found

of competition of the World Cup?

F1's system of team approval worked in the past because either the FIA or FOM was more willing to be confrontational in pushing for something they thought was for the good of everyone. They knew how to save the teams from themselves.

There was a time too when the teams were more united – which left them more open to accepting the greater good. Now though, with a spending war at the front of the grid, it's every man for himself: and those squads that have a say care only about themselves.

So here is a solution that would sort out a lot of F1's problems: teams sacrifice their right to have any voice in the rules in exchange for a bigger and more evenly shared slice of the F1 commercial-income pot.

The teams will be happier on the financial front, and the FIA, in consultation with the commercial chiefs, can put in place a better way forward for F1.

An improved F1 is a win for everyone. ❧

This week in motorsport

MORE STARS JOIN FORMULA E FIELD

Nick Heidfeld, Sebastien Buemi and Nicolas Prost are among six new drivers confirmed during the past week for the all-electric Formula E Championship, which kicks off in Beijing in September.

Ex-Formula 1 veteran Heidfeld joins all-rounder Stephane Sarrazin at Venturi Grand Prix, the team co-owned by Hollywood star Leonardo DiCaprio.

It represents a return to single-seaters for the duo, who both compete in the World Endurance Championship with Rebellion (Heidfeld) and Toyota (Sarrazin).

Buemi and Prost, team-mates to Sarrazin and Heidfeld respectively in the WEC, will be the line-up for e.dams, the team fielded by top single-seater squad DAMS and Prost's father, four-time world champion Alain.

E.dams will carry title sponsorship from FE engine supplier Renault, the manufacturer Prost Sr drove for in F1 from 1981-83.

British sometime IndyCar racer Katherine Legge has been nominated by Aguri Suzuki's team, while Auto GP race winner Michela Cerruti has joined former Monaco Grand Prix winner Jarno Trulli at his TrulliGP operation. Just six seats are yet to be filled.



FORMULA E LINE-UP TO DATE

| | | |
|--------------------|-------------------|-------------------|
| AUDI SPORT ABT | Lucas di Grassi | Daniel Abt |
| VIRGIN RACING | Jaime Alguersuari | Sam Bird |
| MAHINDRA RACING | Bruno Senna | Karun Chandhok |
| ANDRETTI AUTOSPORT | Franck Montagny | TBA |
| TRULLI GP | Jarno Trulli | Michela Cerruti |
| VENTURI GRAND PRIX | Nick Heidfeld | Stephane Sarrazin |
| AMLIN AGURI | Katherine Legge | TBA |
| E.DAMS | Sebastien Buemi | Nicolas Prost |
| CHINA RACING | TBA | TBA |
| DRAGON RACING | TBA | TBA |

P26 FORMULA E ANALYSIS

NASCAR falls short of 43



NASCAR failed to reach its traditional 43-car Sprint Cup field for the first time in 13 years at Kentucky Speedway.

Late withdrawals from two minnow teams – Randy Humphrey Racing with Dave Blaney and Xxxtreme with JJ Yeley – left 42 cars on the grid last weekend for the mid-season event.

The last time NASCAR's flagship Cup series fell short was at 2001's New Hampshire Speedway season finale – that race had been postponed for two months in the wake of the September 11 terrorist attacks.

McLAREN'S NEW GT3 RACER

McLaren launched its new 650S GT3 racer at the Goodwood Festival of Speed last Friday.

The car, described as McLaren GT boss Andrew Kirkaldy as "a natural progression of an already successful racer", is the MP4-12C's successor.

McLaren plans to build 15 in time

for next season, and hopes to have another 15 upgraded cars running.

The 650S is based around the same carbon monocoque and 3.8-litre twin-turbo engine as the MP4-12C, features wider bodywork as part of revised aerodynamics, and has a Ricardo gearbox in place of Xtrac.



F3 gets Bahrain winter series



Formula 3's Middle East winter series has been given the green light by the FIA's World Motor Sport Council.

The F3 Middle East Cup will take place at Bahrain's Sakhir circuit over two triple-header race meetings in January.

It will feature four days of testing, plus four days of qualifying-and-race action, with track time divided evenly between two different track configurations. One of the races will take place at night under floodlights.

The FIA has called for applications from promoters.

For all the breaking news, visit AUTOSPORT.COM



Schubert dips into GT Sprint

BMW team Schubert Motorsport is to join the Blancpain GT Sprint Series, starting from this weekend's Zandvoort round.

The German team, which usually competes in ADAC GT Masters, the VLN and the Nurburgring 24 Hours, will run a single Z4 GT3.

Austrian Thomas Jager, a graduate of German Formula 3, will join GT Masters race winner Dominik Baumann in the squad.

ASTON STARS FOR SPA 24

Aston Martin works drivers Darren Turner and Pedro Lamy will race for two of the marque's British customer teams in this month's Spa 24 Hours round of the Blancpain Endurance Series.

Turner will join MP Motorsport, where he will partner team regulars Richard Abra, Joe Osborne and Mark Poole.

Meanwhile, Lamy lines up with Leonard Motorsport alongside Stuart Leonard, Paul Wilson and newcomer Michael Meadows.

The Belgian event is the first international sportscar start for two-time Porsche Carrera Cup GB champion Meadows (pictured right).



Sainz: officials must back off

Formula Renault 3.5 series leader Carlos Sainz Jr hit out at the series' stewarding system last weekend after he was penalised for a clash with title rival Oliver Rowland.

The Red Bull junior was given a two-place grid penalty for turning in on Rowland at Moscow Raceway's final corner as they fought towards the back of the field after both had stalled on the grid. Sainz said afterwards that he felt the officials were preventing the drivers from being able to take risks in battle.

"It looks like nowadays you cannot race another driver because you get a penalty too easily," he told AUTOSPORT. "Especially if you are leading the championship - they are going to look to you with more eyes than anyone else."

● Sainz will get a prize run in a Red Bull Formula 1 car at the next FR3.5 round at the Nurburgring as a reward for being the championship leader at the mid-point of the season.

P47 FR3.5 REPORT

In brief



AUTO GP COMEBACKS

Reigning Auto GP champion Vittorio Ghirelli made his second return to the series this year at Imola last weekend. Ghirelli joined the FMS Racing team. GP3 racer Pal Varhaug (pictured), the 2012 AGP runner-up, also made his series comeback, with Virtuosi UK.

FA1 CUTS CALENDAR

Formula Acceleration 1 has dropped two of the remaining four rounds from its 2014 schedule. The Zolder and Paul Ricard events have been canned as the series wants more time to prepare for 2015. The next round of FA1, which is led by Nigel Melker, is therefore at the Hungaroring on August 30-31.

KAFFER JOINS FISI

German GT ace Pierre Kaffer will join Giancarlo Fisichella in Risi Competizione's United SportsCar line-up for the remainder of the season. Kaffer replaces Matteo Malucelli in the team's GTLM class Ferrari 458 Italia.

GRONHOLM JR DEBUT

Niclas Gronholm, the son of double World Rally champion Marcus Gronholm, made his international rallycross debut in the RX Lites Cup last weekend at Kouvola. He placed third, with Gronholm Sr watching, and plans more RX Lites events this season alongside outings in the Finnish championship.

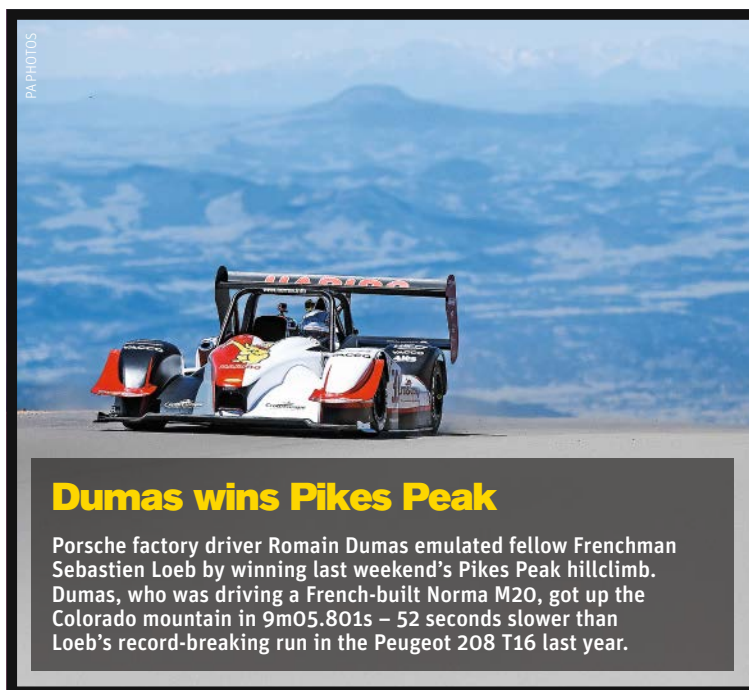
WTCC adds Beijing round

The World Touring Car Championship will race at Beijing's Goldenport Motor Park as a replacement for its cancelled US round at Sonoma.

The Goldenport round, on October 5, will be the first leg of a Chinese back-to-back trip, with the field visiting Shanghai's grand prix circuit the following weekend.

WTCC chief Francois Ribeiro said: "This will not only allow WTCC to race in the two main provinces of China, and keep raising its profile in the most important car market in the world, but will also simplify logistics and save budget for the teams."

This is not the first time an FIA world championship has visited Beijing Goldenport, which hosted a GT1 round in 2011.



Dumas wins Pikes Peak

Porsche factory driver Romain Dumas emulated fellow Frenchman Sebastien Loeb by winning last weekend's Pikes Peak hillclimb. Dumas, who was driving a French-built Norma M20, got up the Colorado mountain in 9m05.801s - 52 seconds slower than Loeb's record-breaking run in the Peugeot 208 T16 last year.

BIG NUMBER

10

Colin Turkington's two Croft BTCC wins took him to a record 10 at the venue. But he's still a long way off Jason Plato's record at one circuit: 23 at Brands Hatch.

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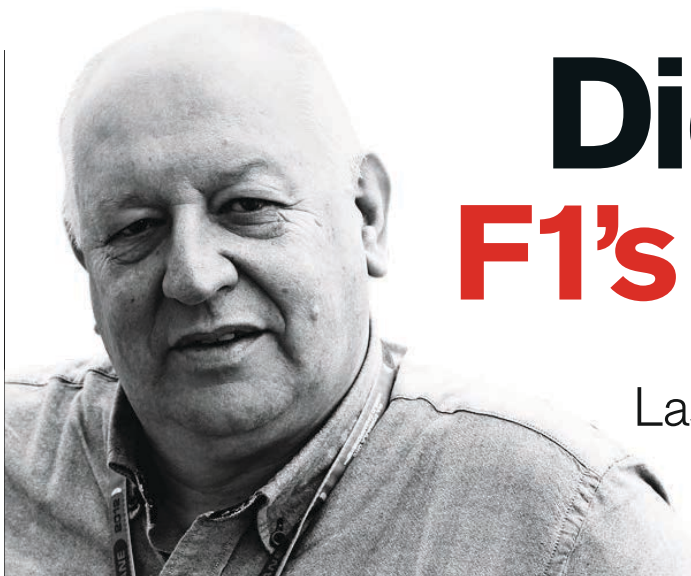
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Dieter Rencken

F1's political animal

Last week's FIA World Motor Sport Council meeting highlighted the failings of F1's current governance, so what's next?

Last Thursday's FIA World Motor Sport Council meeting – convened on the fringe of the governing body's Sport Conference in Munich – ended in abject failure for Formula 1's independent teams intent on forcing regulatory cost control, but it marked a resounding victory for F1 and common sense by ultimately proving the utter folly of the sport's current governance structure.

The WMSC meeting marked the first session in which the prevailing governance flow path had been correctly followed since the formation of F1's Strategy Group a year ago – ostensibly to streamline decision-making processes.

However, motorsport's supreme body ratified just eight of 20-plus headline items escalated to it by the Formula 1 Commission, which in turn had been fed by the WMSC. Saliently, of the eight decisions taken, one was a total rescindment...

Briefly, the Strategy Group comprises Red Bull Racing, Mercedes, Ferrari and McLaren (constructors' champions), Williams (heritage) and Lotus (top-placed 'other' team), all with one vote each; commercial-rights holder Formula One Management (six votes); and the FIA (ditto), with proposals being carried by simple majority.

FOM CEO Bernie Ecclestone devised the Strategy Group concept after the previous structure of Sporting/ Technical Working Groups to F1 Commission to WMSC proved unwieldy, with the Strategy Group intended to replace the TWG/SWG, in turn feeding a slimmer F1 Commission.

However, after howls of (justified) protest from

to save money..." said a bewildered team boss for one of the disenfranchised squads on hearing the suggestion.

Asked during Austria's FIA press conference why various proposals bombed, Red Bull's Christian Horner explained that motions failed once the F1 Commission considered the full effects of proposals on the real world. By implication, then, the Strategy Group had not thought through its concepts – raising questions over the SG's competence to devise long-term strategies.

Indeed, during the last F1 Commission meeting Ecclestone is said to have questioned precisely that...

The case of the tyre blankets is another in point. Consider their likely fate: sources say the ban was initially carried by a 10:8 vote by the Strategy Group despite all technical directors (and sole tyre supplier Pirelli, whose experts had not been consulted about the implications!) being against a proposal that would provide a negligible cost saving, yet result in obsolescence of high-value items within all teams.

However, the 10-strong 'for' group had but five votes in the F1 Commission when the weightings of the FIA/FOM were eradicated by the Commission's single-voice procedure, while the 'against' faction numbered three.

Once the five disenfranchised teams (and Pirelli) added their voices to the 'antis', it was five plays nine; factor in various 'against' votes from promoters anxious that drivers would only reluctantly venture out on cold rubber, and it is easy to see how the motion was rescinded.

“The Strategy Group had not thought through its concepts, raising questions over its competence”

disenfranchised teams, the FIA in October 2012 committed to a structure in which sporting/technical committees consult to the Group, which in turn feeds a Commission on which all teams (plus sponsors, technical partners and promoters) are represented.

Decisions taken at that level – by a 70 per cent majority for longer-term changes and unanimity for immediate implementation – are escalated to the WMSC for ratification. Talk about unwieldy...

It is this return to a fully fledged F1 Commission that provides crucial checks and balances, resulting in humiliating defeat for some of the Group's grander ideas, including bans on tyre blankets (rescinded after being myopically forced through in April), reductions in race-team staff, and an overhaul of weekend schedules, including the scrapping of a Friday free-practice session, and postponing the other to the evening to save costs.

“So we fly 1000-plus team personnel and 150 tonnes of kit to Australia, then sit out 90 minutes on a Friday

Blankets may well be banned in future, but as part of a switch to low-profile tyres after 2016, when Pirelli's current contract expires.

Such mathematics had clearly not been fully considered by the Strategy Group's architects when they agreed a return to the full-fat Commission, and it is now, of course, too late for change, for matters are enshrined in the Concorde Implementation Agreement – the 'heads-of-agreement' document signed in July 2013 between FIA/FOM, whose contents govern the sport through to the end of 2020.

True, the CIA needs to be transformed into a fully-fledged, tripartite Concorde Agreement signed by all teams in addition to the other two parties, but on the one side the FIA has received financial commitments from FOM – thus having no reason to renegotiate – while on the other the independents are unlikely to agree to further dilution of their franchise. Plus, they may challenge the legality of any revisions in the EU courts. ❧



COMTES/LAT

HAMILTON'S

SILVERSTONE DATE WITH

DESTINY

He's got the best car and needs to claw back ground lost to

Nico Rosberg in the title race. **EDD STRAW** asks whether

competing at home really will be an advantage for Lewis

When the great wet-weather drives are debated, Lewis Hamilton's triumph in the 2008 British Grand Prix is not mentioned often enough. His victory, by a massive 1m08.577s in a sodden race, stands as his only home victory in Formula 1, with a runner-up finish behind Mark Webber in 2010 his

sole podium appearance since. This weekend, he will have his best chance to take a second victory thanks to the dominance of the Mercedes team.

The pressure is on. Hamilton has what he has craved for years: a car capable of winning the world championship. Yet he heads into the weekend trailing team-mate Nico Rosberg by 29 points. ▶

GILHAM/GETTY



Hamilton celebrates (left) after winning in '08 by a huge margin

DUNBAR/LAT

“I’m very fortunate that I had the opportunity to win the British GP that one time. It’s more than I could ask for” LEWIS HAMILTON

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► Having eradicated the deficit created by his retirement early in the Australian GP, he has since lost 32 points in the past three races. Mistakes in Q3 in both Canada and Austria have cost him.

He will see Silverstone as ‘his’ race, especially after outperforming Rosberg last year before being robbed of victory by a tyre failure. This weekend will be a major pressure point.

“I absolutely think it will be a positive thing for him,” says Sky Sports F1 commentator Martin Brundle. “His drive in 2008 was one of the finest I have ever commentated on. He was utterly peerless that day, finding grip on a track when others were flying off the road. It’s one of the top-five drives I have ever commentated on, an extraordinary performance. So I think he will be strong.”

But since that remarkable day in July 2008, when he took the chequered flag almost 70 seconds clear of Nick Heidfeld (with only the German and Rubens Barrichello finishing on the lead lap), the British GP hasn’t lived up to expectations for Hamilton. A year later, he did get the crowd on its feet and cheering, but only for his dramatic battle with former team-mate Fernando Alonso in the lower-midfield on his way to 16th. Since then, his results have been second, fourth, eighth and fourth.

Hamilton certainly isn’t worried about the pressure. For him, the support of the home crowd is energising. “For any athlete, to go to your home country and to perform for the home fans with the support you have there [is great] and significantly more than any other place you go,” says Hamilton.

“It’s just the most incredible feeling to see the support, the love that you have from people and the difference that you can make to those individuals’ weekend. I saw messages from people when I won the race in 2008, and still people say their dreams came true that weekend. I’m excited to go there.”

It’s impossible for us to get inside Hamilton’s head and know what it’s like to be subjected to the pressure of expectation of racing at Silverstone in the midst of one of the most intense battles for the world championship there has ever been. But one person who knows exactly how Hamilton will be feeling is Damon Hill. This weekend, he will be providing expert analysis for Sky Sports F1, but 20 years ago he won the race during a period when he carried the nation’s hopes at Silverstone. He

SILVERSTONE TO CELEBRATE 50 GRANDS PRIX

The British Grand Prix has had other homes, but Silverstone has hosted the lion’s share of the races known by that title. This year will be the 50th GP held at the ex-airfield in Northamptonshire.

After two races at Brooklands in 1926 and 1927, dubbed the RAC Grand Prix, Silverstone revived the event in 1948. That race, won by Luigi Villorosi for Maserati, and the 1949 running, won by Baron Emmanuel de Graffenried, pre-date the world championship. Since the inaugural title race in 1950, there have been 47 British GPs at Silverstone, 22 of them won by British drivers.

Aintree, on a circuit around the periphery of the famous Liverpool horse-racing track, hosted the race five times and Brands Hatch, which held the race in even-numbered years from 1964-86, has had a share in the action. But mostly it has been all about Silverstone.

“It’s an amazing achievement to have stayed in the game, to actually be the first people to get back up after the Second World War, say we’re going to go motor racing and turn this old airfield into a racetrack,” says Damon Hill. “The enthusiasm has never died and it’s grown from there, building this tremendous facility. It’s probably the best in the world for motorsport.”

This year’s 50th race will be marked by a parade of famous drivers and cars. This includes Jackie Stewart in his 1969 Matra, Alain Prost driving the Red Bull Mark Webber took to victory two years ago, Hill in father Graham’s 1969 Lotus 49B and Rubens Barrichello, who is back in Williams machinery to drive the FW07 in which Clay Regazzoni took the feted team’s first victory at Silverstone in 1979.

There’s even Adrian Newey behind the wheel of the March 711 that carried Ronnie Peterson to second at Silverstone in 1971.

HOME BRITISH GP WINNERS AT SILVERSTONE

| YEAR | DRIVER | TEAM |
|------|-----------------|----------|
| 1958 | Peter Collins | Ferrari |
| 1963 | Jim Clark | Lotus |
| 1965 | Jim Clark | Lotus |
| 1967 | Jim Clark | Lotus |
| 1969 | Jackie Stewart | Matra |
| 1971 | Jackie Stewart | Tyrrell |
| 1977 | James Hunt | McLaren |
| 1981 | John Watson | McLaren |
| 1987 | Nigel Mansell | Williams |
| 1991 | Nigel Mansell | Williams |
| 1992 | Nigel Mansell | Williams |
| 1994 | Damon Hill | Williams |
| 1995 | Johnny Herbert | Benetton |
| 1999 | David Coulthard | McLaren |
| 2000 | David Coulthard | McLaren |
| 2008 | Lewis Hamilton | McLaren |



LAT



Damon Hill was the great British hope in the mid-1990s

suspects the environment will boost Hamilton.

"I don't think he'll be under pressure, he'll love coming to the British Grand Prix and he's going to get thousands of fans cheering for him," says Hill. "Nico may find it a little bit frosty."

"When you look at Lewis, he's good but not unbeatable and Nico is going to have to find that last two or three per cent in order to put the pressure on Lewis. There'll be bumps in the road, there will definitely be hiccups along the way and there will be days when Lewis makes a mistake or his car breaks down because there are very finely balanced points here. It may come down to mechanical failures more than anything."

Rosberg himself is no slouch at Silverstone. He won last year, albeit thanks to some slices of luck, and was third for Mercedes in 2010. After the Spanish GP, Hamilton looked to have asserted himself over Rosberg thanks to four consecutive victories, but the wily German has done remarkably well to turn things around. In Austria two weeks ago, there were signs that the competition between the pair was having a deleterious effect, with Merc motorsport boss Toto Wolff alluding to the fact that he did not want to see drivers refusing to show their hands in the build-up to qualifying. He specifically mentioned aborting fast laps, something Rosberg himself had done during the weekend.

This is where the pressure of the home race could expose any weaknesses in Hamilton. For the home hero, the scrutiny of the British GP weekend can be distracting. Whether things are going well or badly, the focus must be suffocating at times.

"Mostly, my experience as a driver was to do with becoming the focal point for controversy or appreciation at the British GP," says Hill. "If you are leading the championship, you are the man in demand who everyone is trying to get a piece of. So it can be quite a stressful weekend. Really, what you want to do is focus on the job."

What Hamilton really needs to do is to ►



BEHIND THE VISOR

AUTOSPORT's resident sports psychologist Don Macpherson runs the rule over Lewis Hamilton in his battle with Nico Rosberg.

"Thanks to Mercedes' dominance, we have a gladiatorial scenario in the drivers' championship. Skill level and equipment are identical; this title will be won in the mind as much as on the track."

"Mind games have always been part of sport. The best 'psycho artiste' of all was Muhammad Ali. Has Nico Rosberg been studying the master? In Monaco, Lewis apparently complained that Nico and his trainer Daniel were playing football too noisily outside his resting quarters. Not quite at Ali level perhaps, who once visited Joe Frazier's house at 3am only a few days before their fight, yelling up to his bedroom: "You're so ugly Joe Frazier, so ugly! How can you sleep at night, you're so ugly?"

"As we head for Silverstone, Lewis would normally be feeling very confident and will be expecting to win, but he is losing this championship on the track *and* in the mind. Will home advantage return him to winning ways, or will the higher expectation cause him to overdrive – as he clearly has been doing recently?"

"Rosberg is currently psyching Hamilton out, and will deal a savage mental blow if he beats him on his home track. Like a cat about to spray on a rival's territory, Nico must be loving this prospect. He has Hamilton on the ropes."

"Lewis says he won't work with psychologists,

but if he wants to be a two-time champion I think he must. Why?

"Firstly, he is way too focused on the outcome of races, rather than the process of winning. This means he is not fully focused on driving aspects, and leaking vital mental juice at critical times, such as qualifying in Austria. In comparison, Nico is locked into 'just doing it'."

"Secondly, he should 'mind' what he says and stop being critical of his team, especially when using the car-to-pit radio. We humans do a lot of things subconsciously without even knowing we are doing them; we tend to work harder for people we like. There is no 'German conspiracy' against Hamilton here when it comes to pitstop times."

"Thirdly, lighten up a bit! Give Mister Grumpy a day off. Let your Mercedes turbo do all the whining – win, don't whine! Happy racers always perform better. Motor racing is meant to be fun. Isn't that why you went karting with your dad in the first place?"

"Dear Lewis, a few years ago you phoned me with a view to doing some mental training. I agreed, but it didn't happen because somebody in your family said no. You are not mentally weak – you can't be to do what you do – but your brain needs a bit of tuning, and that's what I do. I'd love to show you the value of mind coaching, so you are welcome to call again."

"The person you should really be worried about isn't really Nico. It's you, Lewis"

COATES/LAT

MAIN IMAGE: PENNINGTON/GETTY

LAT



Mansell leaves the pack behind in 1992

► harness the spirit of Nigel Mansell. At the peak of Mansell mania in 1992, when he dominated the British GP on his way to the world championship, he was able to turn the support of the crowd into a positive force that increased his focus.

Brundle was close to the heart of the Mansell hysteria that year, finishing third from sixth on the grid for Benetton and sharing the podium with the darling of the crowd. He believes the comfort of racing on familiar home soil provides a subconscious boost, something augmented by the crowd. This is where the extra speed Mansell referred to can come from.

"There are flags and banners in the grandstands, pushing you on a little bit," says Brundle. "You can hear them cheer if you pull a good move. I don't know how anybody couldn't perform better in those circumstances. It's the boxer in his home town or the football team in their home stadium.

"When Nigel talked about gaining two seconds per

"I absolutely think that being at his home grand prix at Silverstone will be a positive thing for Hamilton" MARTIN BRUNDLE

lap, he was making a point with extreme numbers. I certainly couldn't put a number on it other than it's part subconscious and part conscious. But Nigel did have more support than I did. Who will ever forget his move for the lead on Nelson Piquet into Stowe in 1987? Maybe that was home advantage. So it's important not to underplay that."

Another British GP winner, Johnny Herbert, suspects this could be the weekend Hamilton hits back. While in Austria there were some concerning moments, the blunders in qualifying and frustration at not being able to attack Rosberg in the race, Herbert believes that if Hamilton can hit peak form he has the measure of Rosberg.

"He's the type of driver who knows he has the chance to win that second world championship and is ready," says Herbert. "Nico's giving him a hard time, and good on him for doing that. But when



ETHERINGTON/LAT

Hamilton: there's no hiding at Silverstone, a race he needs to win this weekend

MAIN IMAGE: PENNINGTON/GETTY

JENSON BUTTON GOES PINK FOR PAPA

Jenson Button probably doesn't have the car under him to secure the British Grand Prix podium that has eluded him in his previous 14 attempts. But this is likely to be a very special weekend as he will be paying tribute to father John, who died on the eve of the 2014 season.

John Button was instrumental in Jenson's career and, prior to his death, attended all but one of his son's grands prix. On race day, he always wore his trademark lucky pink shirt, and this is the inspiration for Button wearing a special pink helmet this weekend.

"This year will be extra-special for me and probably more emotional than normal," says Button. "It's normally very emotional because of the support, but especially this time. We're trying to get as many people wearing pink as we can, which is going very well. I will be wearing a pink helmet as well, so there will be a lot of pink at



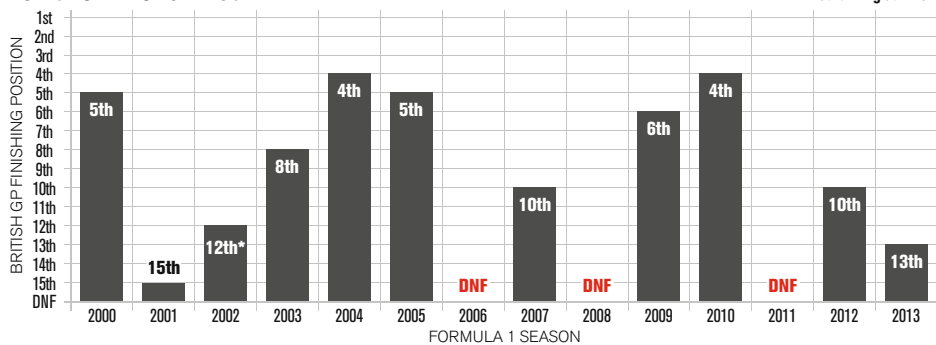
Button will be honouring father John

Silverstone in support of my old boy."

While the British GP has rarely gone as hoped for Button – his superb fifth place for Williams on his first outing back in 2000 was his finest result, even though he has twice finished fourth – he revels in the experience.

"For every driver, the British GP is a good grand prix, Silverstone is one of the old-school tracks," he says. The British fans support their home-grown more, but they support everyone and understand the sport. It's great going home to race and seeing all the support from the public."

BUTTON'S BRITISH GP RECORD



MAX CHILTON BRITAIN'S THIRD MAN

Lewis Hamilton and Jenson Button will grab most of the attention this weekend, but down at the back of the field Marussia driver Max Chilton will also be vying for his share of the support.

The 23-year-old has a low profile relative to the two home megastars and has always been followed around by the 'pay-driver' tag. His second season has been, at times, a little frustrating as he hasn't strung together consistent weekends often enough. But if he gets things right he could be a Q2 threat. In Canada, prior to the embarrassing intra-Marussia collision on the first lap that earned Chilton a penalty, he was only 0.113s off making the second stage of qualifying on merit for the first time in the improving MR03. While no superstar, he's not as poor a driver as many argue.

While Jules Bianchi is usually the quicker Marussia driver in qualifying, Chilton is a Q2 shot, which would be as good as a win for him. As for results, it would require an unusual race for him to finally score his first point, but it's not impossible, especially if the British summer disappoints again.

"I'd like to think there's a good chance," he says of making Q2. "[Race] results where we are is a lot to do with the attrition. If there's no attrition, we will be happy with 17th or 18th, but if there is high attrition or it's raining then you don't know.

"But qualifying is the one we can plan for. If we can get into Q2, that will be awesome."



Chilton aims for qualifying boost



Rosberg (l) has the edge over Hamilton

Lewis gets it right, he will always be able to be better and naturally able to get more out of the car. He likes Silverstone, should have won last year and he's got the car.

"Silverstone will be a race that he'll grab with his fingers and toes. It will suit him, the high speed and braking zones are exactly what he's good at. For the British public, it should happen."

Herbert suspects that Hamilton, although a very different character from Mansell, can learn a little from the way the four-time British GP winner milked the support of the crowd. Far from buckling under pressure, he thrived on it.

"There is an extra pressure to win, but it's still just one of the races of the season so you must not focus on that primarily," says Herbert. "Nigel was very good because he did it for the fans. He made an effort to sit on the pitwall and be there. That's

what made him the Nigel we still know today. But today it's a little bit different because of the new paddock – unlike how it was with Nigel and Damon. But the atmosphere you get still gives a lot of emotion once you get on the grid. It creates a lot of positive vibes."

So can Hamilton join Stirling Moss, Jackie Stewart and David Coulthard as two-time home British GP winners, taking a step towards catching Mansell (four wins) and Jim Clark (five)? Few doubt that he is, over a single lap, faster than Rosberg and he does have the necessary skillset to win. Perhaps it will come down to how he manages the pressure of the weekend.

The man himself insists there is no frustration at his failure to add a second British GP win to his CV since that remarkable day in 2008. But if there is, on top of three consecutive weekends

during which he has lost points to Rosberg, this might prove to be a watershed race in his pursuit of a second title.

"I try not to focus on the frustration of it," says Hamilton. "I look at it as a blessing. A lot of British drivers have gone there and not had the opportunity to win. Look at Jenson [Button, whose best finish at Silverstone is fourth]. He's got the ability to win it time and time again, he's a world champion, but he's not had the chance.

"I feel very fortunate that I had the opportunity to win the British GP that one time. If I ever have an opportunity to win it again, that will be a real blessing. But just to win it once is more than I could ever ask for."

The Mercedes will remain the car of choice at Silverstone this weekend. Hamilton does have the chance to win it again. The question is, can he? **19**



BRITISH GP PREVIEW

Building rubber for burning

CRAIG SCARBOROUGH explains how Pirelli builds the 'black round things' that define how an F1 car performs

Tyres on a Formula 1 car are often a talking point, yet are commonly only seen as 'black round things' defined by their rubber compound and longevity. But look closer and there's a complex inner construction.

Beneath the variations of outer tread compound lies the inner carcass. A pneumatic tyre will simply act like a balloon flopping about under load from acceleration, braking or cornering, so it needs a stiffening inner structure to hold it to the wheelrim and keep the tread pressed against the track. This is known as the tyre's construction. It starts with the bead that seats the wheelrim against the tyre; this holds the tyre in place and seals the air pressure within. Bonded to the sidewall and extending outward, another shaping insert creates the shoulder, the transition from sidewall to the flat tread surface.

These elements wrap around the carcass, a woven element that provides the tyre with its strength. The radial plies of the carcass are at 90 degrees to the tyre, then the critical tread surface is stabilised by the zero-degree belt. At the start of last year, this element

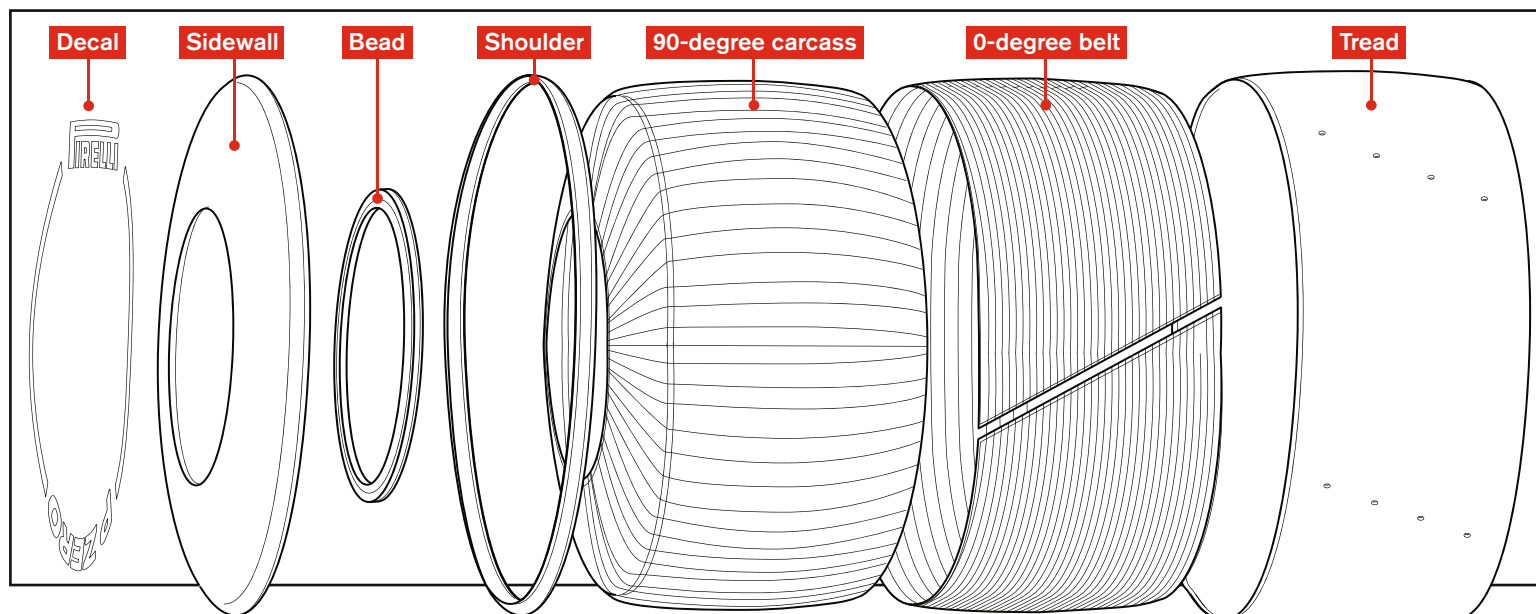
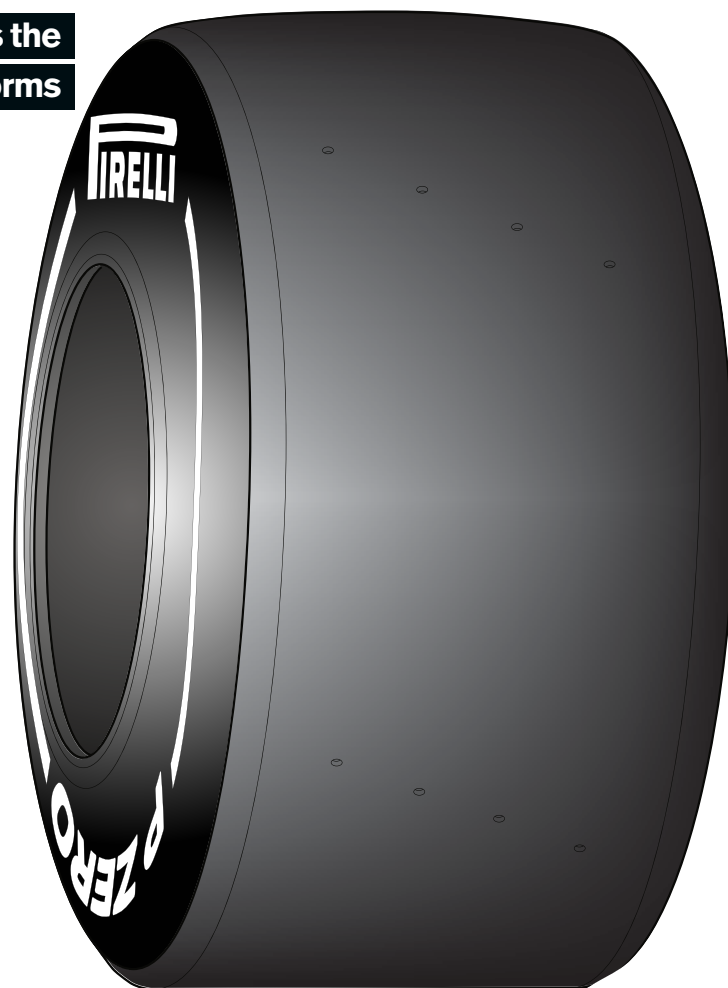
create heat within the tyre. When overheating and failures occurred, it was swapped for a Kevlar belt, which remains part of this year's tyre specification.

Wrapped around this is the tread surface, made of the critical rubber compound. The tyre's profile is slightly crowned; only when pressed hard against the track by a car's weight and downforce does the tread make full contact with the ground. Wear is measured via a series small holes across the tread's surface.

To amalgamate the entire assembly into one homogenous piece, the tyre is heated in a process known as vulcanisation. This bonds the elements together and gives the rubber its durable property.

Each tyre has a unique barcode, which identifies its type and direction of rotation; each one is specified as front or rear and left or right. Teams are no longer allowed to reverse tyres on the rim, to either give different handling properties or to apply the less-worn side of the tyre to the track for more mileage.

Finally, the Pirelli branding is applied to the sidewall, its colour denoting its compound or tread type.



WHAT TO WATCH OUT FOR



KEVIN MAGNUSSEN

The Danish rookie was convincingly the stronger of McLaren's drivers last time out in Austria. Eric Boullier knows how to mentor young drivers (just ask Romain Grosjean), and the signs are Magnussen is overcoming the "rookie syndrome" that Boullier reckoned held him back after his debut podium in Australia.

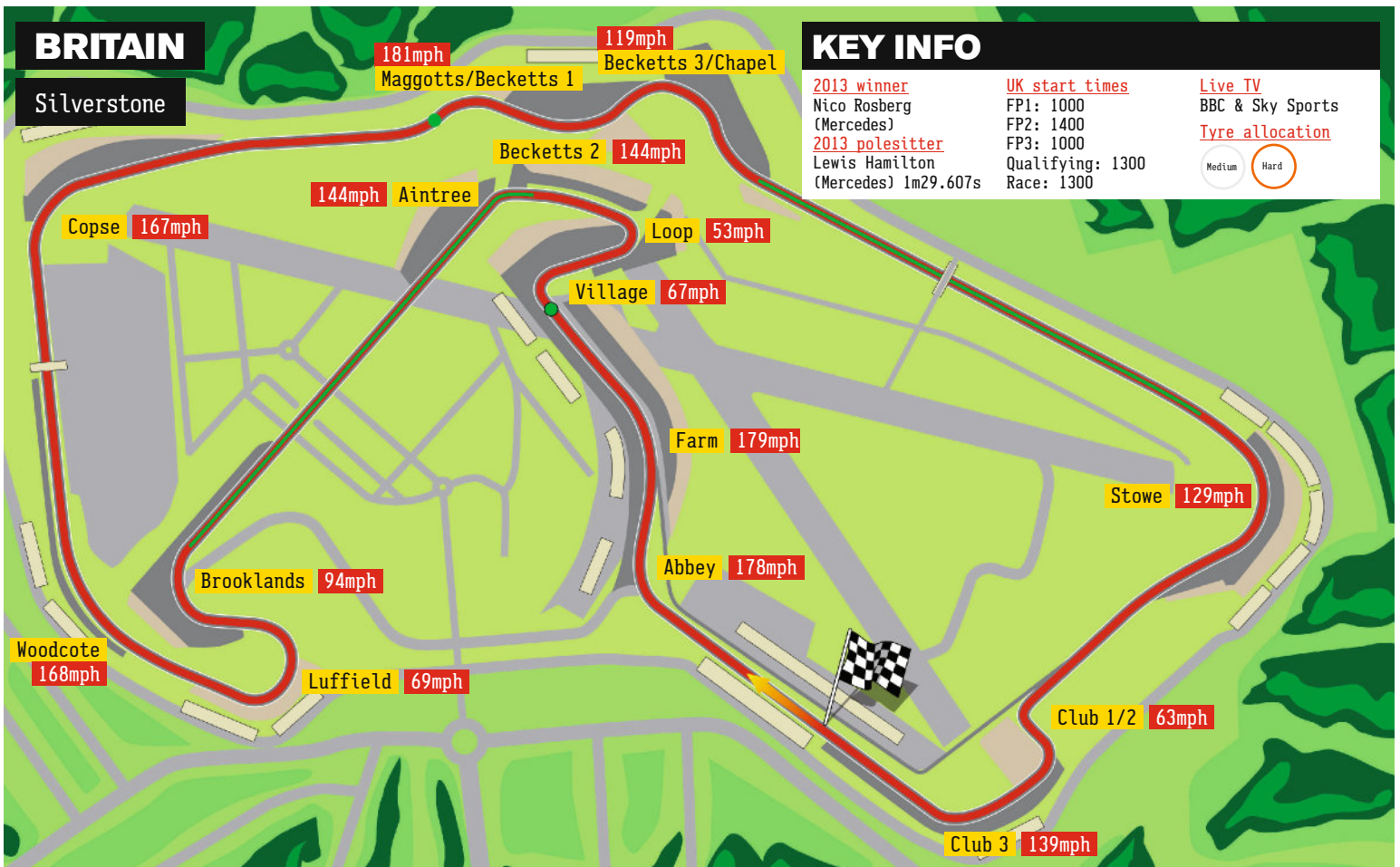
FORCE INDIA

Force India has been a revelation this season, using its Mercedes technical partnership to outscore Williams and McLaren so far. The team reckoned Sergio Perez could have been on the podium in Austria, but for a grid penalty, so expect the recently updated VJM07 to be a big contender in the best-of-the-rest battle.



ALONSO'S HEROICS

Fernando Alonso is usually the red cat among the Mercedes pigeons in the recalcitrant Ferrari. The double world champion is not drawing much personal satisfaction from being the best non-Merc driver – "I'd prefer to have no respect and win more trophies" – but his underdog heroics are sure to thrill the crowds this Sunday.



CLASSIC RACE: 1994

Damon Hill shrugged off speculation that he would be ousted from Williams in favour of Nigel Mansell and David Coulthard to win the British Grand Prix for the only time in his career.

Hill vowed to ditch his 'nice-guy' image and prove himself a top F1 driver against the Michael Schumacher/Benetton-Ford steamroller. He snatched pole from Schumacher by just 0.003s and led until the first round of pitstops.

A close battle was settled in Hill's favour when Schumacher was handed a controversial stop-go penalty for passing the poleman on the parade lap. Hill thus won the race, while Schumacher crossed the line second but was later excluded and handed a two-race ban for ignoring a black flag, promoting Jean Alesi's Ferrari to second and Mika Hakkinen's McLaren (which clashed with Rubens Barrichello's Jordan on the final lap) to third.



What's happened to Sebastian Vettel?

In the space of eight races the four-time champion has gone from being F1's dominant force to one of its also-rans. **BEN ANDERSON** finds out what he needs to do to rediscover his best form

So many times over the past few seasons we've heard Sebastian Vettel urge his Red Bull team to savour its victories, because – as Damon Hill would say – in this business you can go from hero to zero in the blink of an eye.

No one is suggesting Vettel has become a zero quite yet, but there's no doubt the quadruple world champion is enduring his most difficult campaign since arriving on the Formula 1 scene as a fresh-faced BMW reserve driver in 2006. The past six seasons have been

all about a meteoric rise into the record books, but 2014 – so far – is looking like an *annus horribilis* for Germany's most successful F1 export since Michael Schumacher.

Vettel has become known for aceing pole and then driving Adrian Newey's latest creation off into the distance,

but this season he is winless after eight races, and trails new team-mate Daniel Ricciardo 6-2 in the intra-team qualifying battle. The Australian is also 23 points ahead in the title race, having scored a breakthrough victory in the Canadian Grand Prix, while a pair of third-placed finishes



Frustration was evident, but as reality bites he's appeared more relaxed

THOMPSON/GETTY

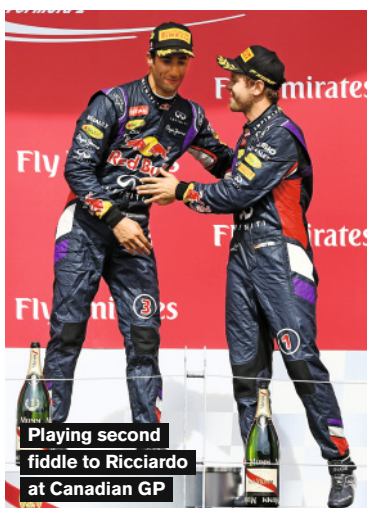


Vettel has had the lion's share of Red Bull bad luck

stand as Vettel's best results so far. Red Bull makes no secret of the fact that Vettel is not fully comfortable driving this latest generation of F1 car, struggling particularly with the vagaries of the braking and downshifting systems on the RB10, which are unsettling the rear in a way he doesn't like. For a driver who became so adept at using his "tricks" to drive the previous generation of exhaust-blown-diffuser machinery there would inevitably be a period of readjustment. That takes time, and it takes longer when your car keeps breaking down. But when you are a four-time world champion (and being upstaged by an unproven team-mate), time is not on your side...

"It hasn't been a smooth year," Vettel concedes. "There are a lot of difficulties to overcome. We are making progress, but it's not that easy. Sometimes you go one step forward, another weekend you go one step back."

"There is a lot of experimenting going on. The tools that we have are very different to last year, and trying to set them up and have them communicating in the right manner to give you the right feel inside the car is extremely complicated. It takes a lot of work for the engineers to come up with the right software



Playing second fiddle to Ricciardo at Canadian GP

"It's not as easy as 'change this, change that and it will solve the problem'"

Sebastian Vettel

code to get the right direction.

"In theory it all sounds nice and should be a lot easier, but in practice – with MGU-H recovery, MGU-K recovery – there are a lot of things that can upset the driving feel. That is new – and harder than working with tools we were used to. It's not as easy as 'change this, change that and it will solve the problem.'"

In fairness, Vettel has endured more than his fair share of technical issues with the RB10. It tended to break down on him more often than on his team-mate in pre-season, and that trend has continued in the early races, where Vettel has suffered three engine-related retirements. But there's equally no doubt that Ricciardo has done a superb job stepping up to Red Bull's 'A-team': Mentality is crucial in motor racing, and Ricciardo reckons he is enjoying more competitive machinery while Vettel struggles to deal with driving a worse car.

"It's fair to say he was very comfortable with his car in the last few years," says Ricciardo. "Maybe the extra downforce they had suited his preferred way of driving? I don't know. For me it's been easier to adapt, probably because I'm fighting at the front more often [than in the past]."

"I do feel comfortable with this year's car. I just have confidence in the whole package. This new formula is pretty normal now, it feels natural."

It's fair to say Vettel hasn't exactly welcomed F1's new direction with open arms, describing the sound of the new 1.6-litre V6 turbo engines as "shit" earlier this season. He's also cut a frustrated figure at times, as the impossibility of a fifth straight world title becomes a reality. But recently he's looked more relaxed, perhaps

RAIKKONEN'S SIMILAR STORY OF WOE

Sebastian Vettel is not the only world champion struggling to make the most of his 2014 Formula 1 car. Kimi Raikkonen has been comprehensively shaded by Ferrari team-mate Fernando Alonso so far this season, and the Finn reckons his sensitivity to front-end handling characteristics is compounded by Pirelli's harder tyres and the F14 T's traction issues, making his life difficult this year.

"It's really a combination of how the car handles, what I prefer, and the way the tyres work," Raikkonen says. "We are missing traction and a bit of grip on the mechanical



Kimi's in same boat as Seb

side. We try to balance it out and have a front end on the car, but it's very, very difficult. I hate it when there is no front end on the car.

"Right now, if we sort out the front end we lose the rear. It's about trying to balance it out and somehow get it working."



Four-time champ is yet to feel fully comfortable in RB10

realising the need to make the best of a bad situation. After all, he should draw inner strength from the fact that he is a four-time world champion and, as team boss Christian Horner said in Spain earlier this year, the knowledge that once he gets on top of his issues he will be "back with a bang".

Vettel himself makes no excuses, and realises it is down to him to

redress the balance. "It's not as if [because] I don't like the behaviour of the car that I can't drive it," he adds. "It was the same in previous years: you didn't always find the golden set-up and you had to adapt. There are a few things where I am struggling a bit more [than Ricciardo], but I have to work on that. I am, but it's not a simple fix." ❧

Last year's British Grand Prix was F1 nadir for Pirelli

BARON/GETTY



Pirelli: from too aggressive to too conservative?

It's a year since the dramatic tyre failures at the British Grand Prix. We're not seeing issues like that in 2014, but there are still problems, says **JONATHAN NOBLE**

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Twelve months ago at Silverstone, Pirelli found itself facing its biggest crisis since returning to Formula 1.

A spate of blowouts that came close to stopping the British Grand Prix prompted the threat of a drivers' strike at the following race in Germany, and set in motion a change to the tyres that would help Red Bull dominate the final part of the campaign.

Ahead of a major shake-up in engine regulations, the longer-term consequences were that the Italian tyre maker became more conservative with its approach to F1, so it would no longer be the talking point of the paddock.

That policy means it returns to Silverstone this weekend in a relaxed mood, convinced there will be no repeat of last year's incidents. But, while Pirelli has succeeded in stopping the negative headlines, it has not silenced the critics, who now claim the company has gone too far in playing it safe.

Are such criticisms justified? Or is Pirelli simply stuck in a no-win situation where producing challenging tyres will always leave some paddock factions upset?

THE NEW APPROACH

It is not lost on Pirelli that, just 12 months on from accusations that its aggressive tyre choices had turned F1 into a four-wheeled version of World Wrestling Entertainment, it is now having to defend claims that it has become too conservative.

The year started with comments from drivers that the tyres were too slow, something that was not helped by the heavier new-rules 2014 cars and immature engine technology contributing to lap times that were several seconds adrift of last year's.

While car developments have lifted performance, complaints that the tyres are not soft enough have continued, with Fernando Alonso in particular hitting out at the 2014 rubber. "They are too hard, it's

no secret," he said in Monaco. "When [Pirelli] brings normal tyres with good grip we finish the tyre within two or three laps, but when they bring harder tyres we finish the tyre in eight or nine laps, but we go very slow."

The harder tyres have led to more work for teams in getting them into

the right operating window for qualifying and races, rather than worrying about them overheating in the race. A greater understanding of how best to do that in Austria was key to Williams's success. As the team's head of vehicle performance Rob Smedley said: "These are very high working range, hard tyres for

Ferrari star Alonso reckons this year's Pirellis are too hard



DUNBAR/LAT

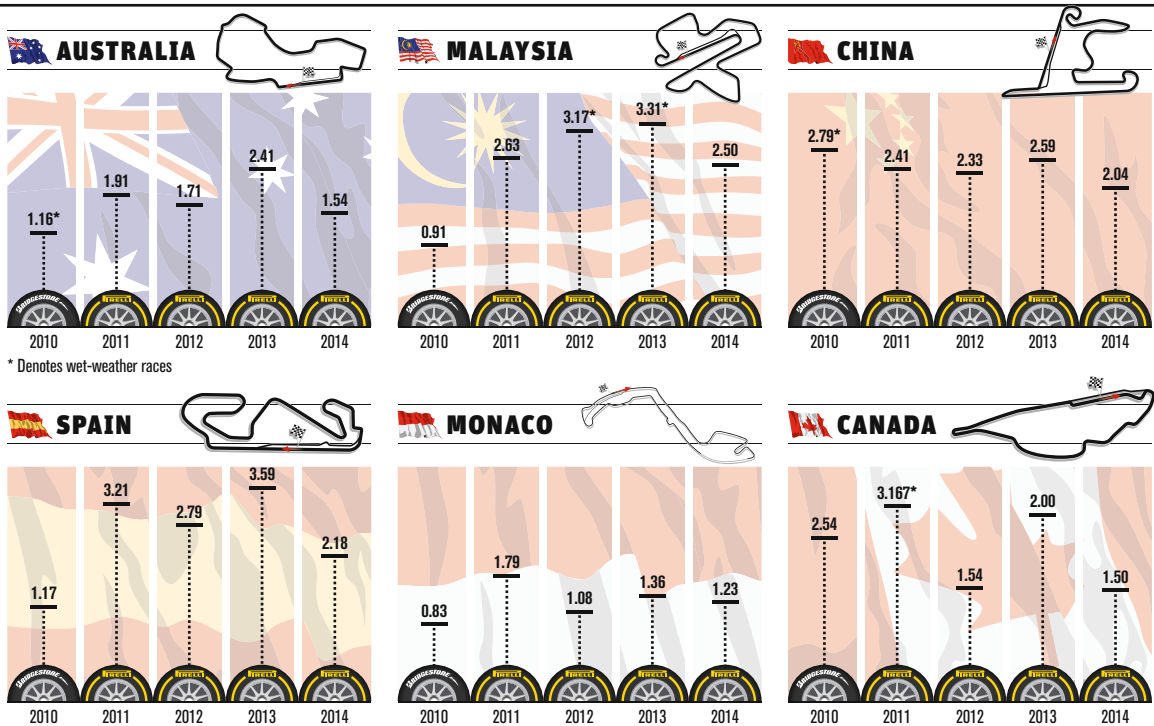
DELIVERING THE TWO-STOP RACE

When Pirelli entered F1, it was with a simple mandate: produce two-stop races that were enough to ensure strategy variation.

After a 2010 campaign in which the sport faced criticism because Bridgestone's control tyres were too conservative, and believed to be contributing to professional racing, Pirelli was asked to make things more varied, with the unpredictable 2010 Canadian GP viewed as a blueprint.

In its first three years as supplier, Pirelli became more aggressive with the rubber, but it pulled back for 2014 because of uncertainty over new engines and criticisms it faced last year.

But are the 2014 races really producing dramatically fewer pitstops than before? Here, AUTOSPORT looks at the average number of stops per driver per race for the Pirelli years, as well as Bridgestone's final campaign.



Average number of pitstops per driver for grands prix that have taken place with Bridgestone (2010) and Pirelli (2011 onwards). Bahrain and Austria not included as they have not held grands prix in each of the past five years.

an F1 car, which is the direction F1 has taken. It's not right, or wrong, it's a fact."

In private, though, some senior engineers have expressed frustration with how hard the current tyres are, questioning why it's not possible to produce faster rubber that is just as durable.

CONSERVATIVE CLAIMS OVERBLOWN

While the shift in compounds for this year was a bid to play it safe, Pirelli motorsport director Paul Hembery thinks the situation is not as dramatically different as some have suggested. The races earlier in the campaign lacked the kind of tyre-strategy variation that F1 has witnessed in recent years, but the last few grands prix have shown that the current configuration is still enough to mix things up.

Force India used a one-stop strategy to come close to winning the Canadian GP, while the battle between Nico Rosberg and Lewis Hamilton in the Spanish GP came

"We're here to create a sport that's appealing to the general public. Sometimes that gets lost"

Pirelli's Paul Hembery

alive through different tyre calls. More predictable tyres have also led to drivers being better able to get the maximum out of the car, which has led to more intra-team battles than recent years.

"We are conservative to an extent," says Hembery, "but we are still around that two-pitstop level; I don't think we've been overly conservative. In many ways we've probably stopped big variations in strategy between the teams.

"It's more exceptional to see someone do something different than others, and that probably is a factor."



IN IT FOR THE SPECTACLE

Hembery has plenty of experience of fending off criticism from drivers, and is unmoved by the latest comments. He makes it clear that Pirelli's primary reason for being in F1 is to help improve the overall image of the sport through better racing, rather than pandering to the specific needs of engineers and drivers.

"I think you have to go back to the reason why you have one tyre maker," he says. "There are thousands of elements to a Formula 1 car. The only guarantee you've got on a Sunday is that

the person who came first and the person who came last had the same tyres.

"So if you're not winning, you can eliminate the tyre from the reason why you're not winning because you've got exactly the same as the person that's winning. Some people forget that every now and again."

Indeed, what may be a perfect tyre for teams and drivers – soft, fast and with minimal degradation – would likely result in zero strategy variance and dull one-stop races, which would simply turn fans against Pirelli.

Hembery adds: "You're always going to get a situation where you can't please everybody, and I think we've delivered what we've been asked to do.

"We are here to create a sport that's appealing and interesting to the general public. Sometimes that gets lost when people are looking at the individual goals rather than the overall goals of the sport."

Formula E targets Battersea Park for London event

As new electric series announces ambitious plans for park race, **GARY WATKINS** looks at the hurdles that have to be overcome

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Formula E cars took to Westminster Bridge last Sunday

STALEY/LAT



Formula E could be in action in London in 2015

Formula E has finally gone public on its plans to host the London round of the inaugural championship in Battersea Park next summer. The announcement was made at what was billed as the global launch of the series in London this week, but the race scheduled for June 27 2015 remains far from certain.

The 200-acre Thames-side park in the London Borough of Wandsworth was announced by Formula E founder Alejandro Agag as the “chosen location” for the London fixture. His carefully worded statement about the plans, which were exclusively revealed by AUTOSPORT in March, was couched with words such as “hope” and “would”.

Agag has revealed to AUTOSPORT that the idea of Battersea Park hosting the championship finale next June remains a work in progress. The event has been in the evaluation stage for some time, but the series organiser will only now begin the consultation with the local community necessary ahead of any planning application.

“We have to engage with the stakeholders, which we haven’t done yet, residents and the Friends of Battersea Park [a local pressure group],” he says. “We hope that they will embrace this concept.”

The local council in Wandsworth confirmed it has been approached and is interested in the idea, but that no final decision has been made. “We need to look at it very carefully and first of all speak to amenity groups and local residents,” says a spokesman from the council. “We haven’t spoken to all the people we need to listen to, which is why we are not in a position to say yes or no at this stage.”



Agag is hopeful locals will support plan

“When they designed Battersea Park they came up with a perfect track”

Formula E founder Alejandro Agag

The race, which would bring motor racing back to the UK capital for the first time since the closure of Crystal Palace in 1972, could face opposition from the local community because it would place restrictions on the use of the park. Although fixtures for the Formula E one-make electric-vehicle series are one-day events, the build-up before and clear-up after would likely result in parts of the park being out of bounds for several weeks.

The creation of a circuit using existing roads in the park, as well as the building of grandstands and hospitality areas, would require planning permission even though they would be only temporary structures. This could prove problematic in a historic park dating back to the 19th century where many of the trees will be governed by preservation orders.

Agag suggests that the network of roads within Battersea Park would make for a perfect racetrack. He says the existing roads would “not have to be touched at all” to create an FIA Grade 3 track measuring somewhere between 1.55 and 1.86 miles, the target length for Formula E circuits.

“Someone, when they designed Battersea Park nearly 200 years ago, came up with a racetrack,” he says. “It is perfect, and it would be a shame not to do it there.”

It is understood that there are points of the still-secret circuit design that would be narrower than the limits prescribed by FIA rules. This is not an insurmountable problem because there are such ‘pinch points’ at circuits such as Macau, Pau and Porto that are governed by no-overtaking yellow flags.

Should the Battersea plan fail, there are back-up plans for the London fixture, according to both Agag and the deputy Mayor of London Sir Edward Lister, who was present at the launch on Monday.

SPARKING CAR-MAKER INTEREST

Formula E boss Alejandro Agag has reiterated his intent that the series will become a proving ground for electric-vehicle technology populated by major car manufacturers.

Renault, which was already billed as a technical partner in what will begin as a one-make control formula, has announced a sponsorship deal with the French e.dams team. The technical partnership is billed as a coordinating role between McLaren and Williams, which respectively produce the drivetrains and batteries for the Spark-Renault SRT_01E single-seaters, but Renault Sport boss Patrice Ratti says the new deal was about “preparing for the future, for when the championship opens up”.

Formula E has mapped out an evolution of the series that will

allow manufacturers to incorporate their own technology into the Dallara-built SRT_01E. Agag stresses that there are no plans to allow free chassis in the short term: “This is not an aerodynamic competition; it is a powertrain competition.”

Details have yet to be made public, but the 200kW powertrains built by McLaren Electronic Systems will not be mandated in season two. The plan is to then open up battery supply for season three.

Agag believes there could be as many as three powertrains in use in 2015/16. “McLaren should still be in the mix and we should have Renault, while Mahindra is an obvious candidate,” he says.

Indian car maker Mahindra has joined the championship to develop and showcase EV technology in competition. “We see it as a two-way street,” says Mahindra Racing team principal Dilbagh Gill. “We recently showed our Halo sportscar concept and we want to take what we learn in racing back to that.”

Agag says that future targets for Formula E include increasing the power, battery capacity and amount of energy regeneration. Drivers will initially have to swap chassis in the one-hour Formula E races, but the aim is to get to a point where one car can complete an event.



Big manufacturers are expected to join Formula E



Crystal Palace provided London with motorsport throughout the 1960s

“There are always plan Bs and plan Cs in mind,” says Lister, who has reiterated Mayor of London Boris Johnson’s support of a London Formula E fixture. “There are alternatives. I hope it will happen in Battersea Park; Formula E has set its stall on that, but my main concern is that it happens in London.”

One back-up plan is believed to be a track involving access roads and car-parking space around the O2 Arena, formerly the Millennium Dome, in Greenwich. Other venues,

including the Queen Elizabeth Olympic Park, have been explored and discounted, while there are no plans to host the event on closed public roads because this would require a time-consuming Act of Parliament to suspend the Road Traffic Act.

Agag refuses to discuss any back-up options. “I prefer not to at the moment,” he says. “We are focusing on this one for the moment. Formula E will happen in London and I am very confident that it will happen in Battersea.”

HAWKINS

Mercedes' 1914 French GP-winning car wowed the huge crowds



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MOTORSPORT'S FESTIVAL OF FEVER

A stunning array of competition machinery wowed Goodwood visitors. **MARCUS PYE** was there

WARNER/LAT



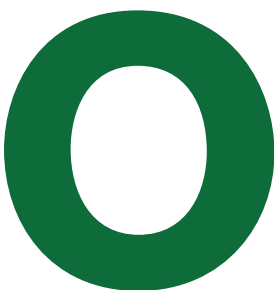
W25 and F1 W04 bookended Mercedes history on giant sculpture



JYS sampled 1939 Tripoli GP-winning Mercedes W165



Surtees leads FoS first-timer Raikkonen in Ferrari champs' special demo



ne week short of the 100th anniversary of Christian Lautenschlager, Louis Wagner and Otto Salzer finishing 1-2-3 in the epic 468-mile Grand Prix de l'Automobile Club de France, three of

the five surviving Mercedes GP cars – including the winner, with American George Wingard and riding mechanic on board – epitomised the 22nd Goodwood Festival of Speed's theme 'Addicted to Winning'.

As the centenarians whirred up the central hillclimb course, passing sculptor Gerry Judah's

jaw-dropping homage to 120 years of Mercedes-Benz motorsport successes (a veritable Hausschleife that arced over Lord March's imposing home, carrying a repro 1934 W25 Silver Arrow and Lewis Hamilton's 2013 Hungarian GP-winning F1 W04 on opposing lanes), the hungry tiFoSi lapped up seemingly endless poignant snapshots of history.

Moments later, Bentley Speed Sixes 'Old Numbers 3, 2 and 1' thudded past, illustrating not only the marque's Le Mans 24 Hours victories of 1929-'30 but also the completion of a hat-trick by Woolf Barnato, the French marathon's first superstar. Four rorty Jaguar D-types – one driven by '88 winner Andy Wallace – were next, representing the Coventry aerodynes' victories at La Sarthe in the '50s.

Back in the Three-Pointed Star's grand prix

subset, meanwhile, 84-year-old Herbert Johnson-helmeted Sir Stirling Moss drove a Mercedes-Benz W196 – the icon in which he scored the first of 16 Formula 1 World Championship race victories in the British GP at Aintree in 1955 – in tandem with its space-age streamlined sister, with the elated Lord March or Bernd Schneider on duty behind the wheel.

Scrolling forward to 1978's black-and-gold Lotus domination, Andrew Beaumont and Dan Collins (in Ronnie Peterson and Mario Andretti crash helmets respectively) ascended the hill together in gloriously svelte Type 79s. The sell-out audience was wowed by another Goodwood first when, in a set piece beautifully choreographed by Classic Team Lotus, 'Ronnie' repeated history by waving 'Mario' through as they came out of Turn 1.



Lewis Hamilton again made fans' dreams come true in paddocks



1974 all over again: Emerson Fittipaldi got back in McLaren M23

Spirit of Andretti and Peterson evoked by Lotus 79 duo



HAWKINS

1957 German GP-winning 250F was a star of the Maserati celebrations



BLOXHAM/LAT

Jenson Button in relaxed mood with Jamiroquai's Jay Kay



BLOXHAM/LAT

MASERATI CENTENARY

When engineer Alfieri Maserati founded his car company in Bologna in 1914, he could only have dreamed that it would be so loved 100 years later. Sadly, he saw little of the racing success for which Maserati is revered, for he died in 1932, aged 44, leaving his brothers to brandish its trident symbol into battle.

A wonderful collection spanning the marque's often turbulent history ran at Goodwood, from Julian Majzub's Tipo 26M – a cousin of Achille Varzi's triple GP winner in 1930 – and Michael Gans's freshly restored V8 RI to three Ferrari Enzo-underpinned MC12 GT cars, one newly built by multiple champion Michael Bartels's team to celebrate Maserati's centenary.

Knowledgeable enthusiasts were blown away by the boundless endeavour of Ken Painter (who restored the ex-Count Lurani 1935 4CS, buried in Singapore for 40 years) and German Rainer Ott, who spent three years scratch-building the supercharged 1500cc engine to get his ex-Froilan Gonzalez 'Sanremo' 4CLT/48 back on track.

Of course, 60 years after the iconic family's introduction, no Maserati set would have been complete without a 250F. Chassis '2529' in which five-time world champion Juan Manuel Fangio sensationally scored his 24th and final GP victory, trouncing the Ferraris at the Nurburgring in 1957, was demonstrated spiritedly by urbane Swiss Lukas Hurni.

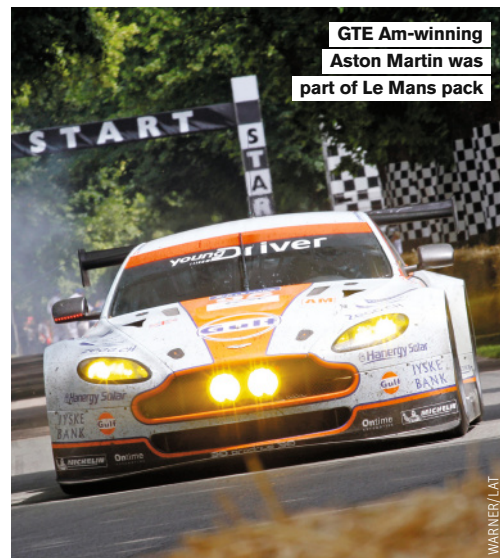
Forest Rally Stage brought iconic cars, including Chevette



WOOD/LAT



Mardenborough topped the Supercar runners for Nissan



GTE Am-winning Aston Martin was part of Le Mans pack



Bike hero Giacomo Agostini was back on MV Agusta 500



Patrick Friesacher filled the air with Toyota V8 NASCAR tyre smoke

MARVELLOUS MISCELLANY

From competition pioneers to two of the four class winners at Le Mans a fortnight previously – Jota Sport's Zytek-Nissan LMP2 and the GTE Am Aston Martin Vantage joining the renumbered second-placed Audi – the spectrum on track was amazing, as ever. Many more gems were on static display, including Duncan Pittaway's 1911 Fiat S76, its 28.4-litre engine not ready to run.

Triple Le Mans winner Andre Lotterer was in his element. Apart from the technology-laden R18 e-tron quattro, he drove the Audi 2.0 Coupe (Willi Bergmeister's ETCC runner-up of 1981, the year he was born) and the mighty 720bhp 90 Quattro IMSA

GTO of '89. "That's the coolest car ever," enthused the German on his first acquaintance.

Henry Mann's pristine Ford Escort twin-cam and a BMW CSL 'Batmobile' turned heads. The ultimate 'tin-tops', though, were the NASCAR stock cars, in which Max Papis (RCR Chevrolet Impala SS) showed greatest pace and Austrian Patrick Friesacher (Red Bull Toyota Camry) created most smoke.

Sportscars spanned a diminutive 1300cc Alpine-Renault M65 that pulled 166mph at Le Mans to Michael O'Shea's unique Maserati V8-powered Cooper T61 Monaco, in which Roy Salvadori won Goodwood's Whitsun Trophy race in 1964. Emanuele

Pirro adored Franco Meiners's 1970 Ferrari 512S 'coda lunga', and was reacquainted with his Lancia Beta Monte Carlo of '81. Prototype racer Stuart Hall was wide-eyed in a Porsche 917K, while Shadow's '74 Can-Am champ Jackie Oliver commanded a 917/30 'turbopanzer'.

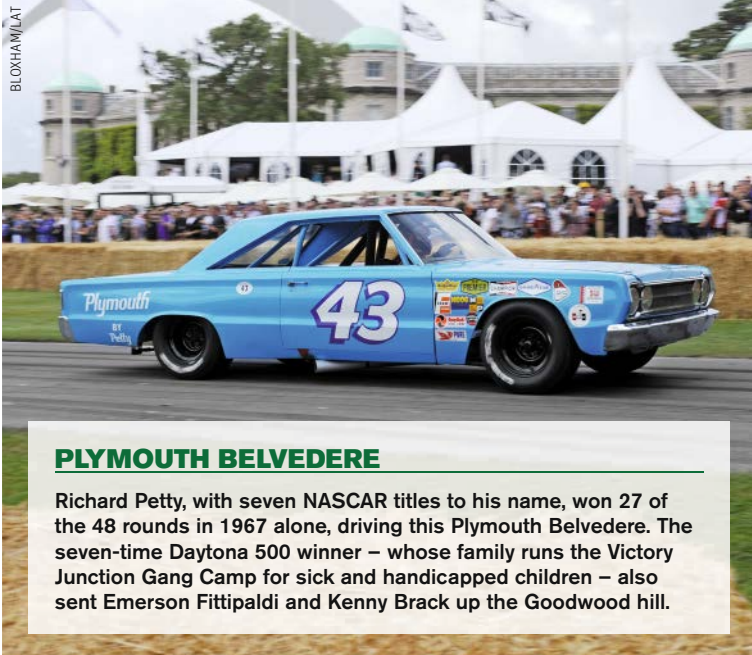
Current Porsche stars Mark Webber, Marc Lieb and Brendon Hartley shared such Weissach wonders as the 911 GT1-98 and RS Spyder. Marque legends Derek Bell and Brian Redman, meanwhile, drove 1987 Le Mans-winning 962 and curvaceous 917 PA respectively.

In the single-seater ranks, Arturo Merzario drove Jason Wright's Ferrari 156 'shark-nose' recreation (the ex-Jan Biekens car, now red), while Sam Bird and Alexander Sims enjoyed John Surtees's gorgeous TS7 and Durex TS19. Shoji Toshiyayashi's unraced F1 Maki prototype had cameras clicking – particularly with Howden Ganley driving – as did the late David Purley's locally built LEC, which Joe Twyman wound up impressively.

"The ultimate 'tin-tops' were the NASCARs, and Papis showed great pace"



Le Mans winner Lotterer loved the IMSA Audi Quattro



PLYMOUTH BELVEDERE

Richard Petty, with seven NASCAR titles to his name, won 27 of the 48 rounds in 1967 alone, driving this Plymouth Belvedere. The seven-time Daytona 500 winner – whose family runs the Victory Junction Gang Camp for sick and handicapped children – also sent Emerson Fittipaldi and Kenny Brack up the Goodwood hill.



PRO-DRIFT MAZDA RX7

Surprise of the weekend – even to Mazda UK – was Kiwi pro-drifting champion ‘Mad Mike’ Whiddett, whose control of his snarling 538bhp quad-rotor RX7 was phenomenal. Quicker than Sebastien Loeb through Molecomb, Mike gyrated and opposite-locked up the hill, painting stripes of molten rubber all the way.



LEC CRP2

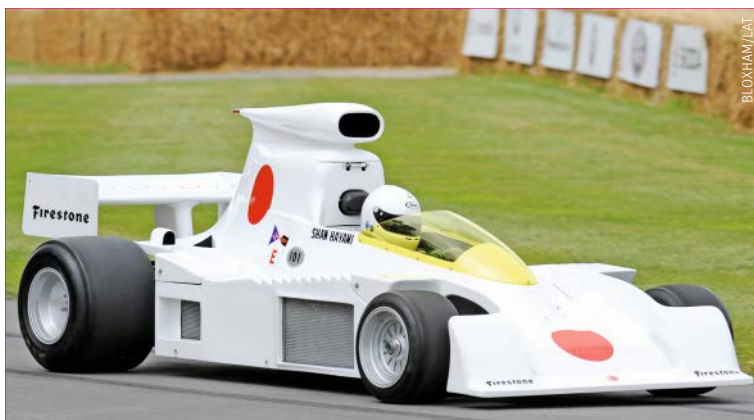
Commissioned from ex-BRM designer Mike Pilbeam by fridge magnate Charlie Purley, the LEC-Cosworth CRP1 got son David into three F1 grands prix in 1977, before his legs were shattered in a record-breaking shunt at Silverstone. He bravely returned to the Aurora British F1 series with CRP2 (left), in which Joe Twyman finished sixth in the FoS Shootout. Restorer WDK Motorsport is also remaking CRP1 to pattern.

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MASERATI 8CTF BOYLE VALVE SPECIAL

Al Unser, 75, returned to Goodwood and had a treat when he drove the Maserati 8CTF Boyle Valve Special in which Wilbur Shaw won the Indianapolis 500 in 1939 and '40. The latter was 30 years before the first of Unser's four Brickyard victories, in a Vel's Parnelli Jones Colt-Ford. Al also drove his '78-winning Lola T500.



MAKI F101

Kenji Mimura's Maki F1 team was a disaster, struggling through three part-seasons but never starting a championship race with its Masao Ono-designed Maki-Cosworth F101 derivatives. Howden Ganley – who broke his ankles at the Nurburgring in '74 – had a gentle shot in Shoji Tochibayashi's prototype to complete the circle.



WRC deity Hannu Mikkola saddled GpB Audi Quattro S1



Loeb went quickest but missed record

SHOOTOUTS

Nobody doubted that nine-time World Rally champion-turned-Citroen WTCC racer Sebastien Loeb would win the Sky-televised Top 20 Shootout in the 875bhp Pikes Peak Peugeot 208 T16, but Nick Heidfeld's outright hill record of 41.60s remained precisely three seconds beyond the brilliant Frenchman in a car geared for 'only' 145mph.

Loeb was rev-limited before the footbridge, but slammed victory past the reach of German Michael Bartels (Maserati MC12) and Swede Kenny Brack (McLaren F1 GTR long tail) by traversing Molecomb at breathtaking speed and nailing the winged bolide past the Flint Wall and up Birdless Grove to the finish.

Brack gave the BMW V12-powered McLaren everything over the demanding 1.16-mile course – which claimed 2012 victor Anthony Reid's Aston Martin DBSV8 and Jochen Krumbach's Radical-based electric Toyota PV002 in Saturday qualifying – but was philosophical. "You have to pay your dues here, but when you are up against people that good they are also quick," said the 1999 Indy 500 winner, who cut a brave 47.52s.

Bartels, on soft Avon hillclimb tyres, ran last and was on maximum attack in the Ferrari V12-engined Maserati. His 45.82s shot fell short of Loeb's 44.60s, but 136mph through the finish showed commitment. "Considering this car was only rolled out and shaken down on Friday, I'm very happy," he smiled.

Jann Mardenborough – winner of the previous day's Michelin Supercar Shootout in a thunderous NISMO Nissan GT-R Time Attack model, team-mate Sir Chris Hoy having crashed his at Molecomb – finished a superb fourth on 48.05s in the four-wheel-drive GT3 racecar. The young Welshman saw off Didier Sirgue (Jordan 191, 48.30s) and Joe Twyman (LEC CRP2, 49.81s).

Also under 50s was Andy Newall in the JCB McLaren-Chevrolet M8F Can-Am monster, a great effort given its width. Jeremy Smith was set for better than eighth when a mechanical problem slowed his six-wheeled F1 March nearing the summit. Split by 0.05s, American Mike Skinner and Italian Max Papis completed the top 10 in NASCAR Toyota Tundra Truck and Chevrolet Impala SS respectively.



Bartels tried hard in 'centenary' MC12

F1 WORLD CHAMPIONS

Seven Formula 1 world champions with 10 titles and 130 grand prix victories between them graced the Festival of Speed.

John Surtees is now the senior member of this elite band, but a Sunday-morning 'cacklefest', a paddock full of engines revving, remembered the recent passing of Sir Jack Brabham.

A huge supporter of the Festival from its roots in 1993 (he remains one of Lord March's trusted advisers), 'Big John' was a popular figure as ever, riding, driving and signing his new book, sold to benefit the Henry Surtees Foundation.

Fifty years after his four-wheeled triumph, the seven-time motorcycle world champion was reunited with the Ferrari in which he secured his F1 crown by the Alabama, USA-based Barber Vintage Motorsports Museum. A replica, wearing the white-and-blue NART livery in which Surtees finished second to Dan Gurney's Brabham on that momentous day in Mexico, was also demonstrated.

On Sunday afternoon, orchestrated by Shell, Surtees and Ferrari's most recent champion and current teamster Kimi Raikkonen (the Finn driving his 2007 winner on his FoS debut), drove the course together. As the slender 1500cc V8-engined 158 led the bewinged F2007, its shrill 2.4-litre V8 singing, wicked onlookers half-expected Kimi to outbrake John into Molecomb corner.

Jackie Stewart (and son Paul) were entrusted with Mercedes-Benz Classic's shrieking supercharged 1500cc V8-engined W165, which silverwashed the 1939 Tripoli GP to Alfa Romeo's chagrin. The irrepressible Emerson Fittipaldi, meanwhile, wearing that instantly recognisable blue-and-red helmet, loved driving his '74 title-winning McLaren M23 and had a shot in Richard Petty's NASCAR Plymouth Belvedere!

Great Britain's last three world champions were

"Onlookers half-expected Kimi to outbrake Surtees into Molecomb corner"



Surtees drove two Ferrari 158s



Raikkonen made his FoS debut



Hill was reunited with '96 title-winning Williams FW18

also in action. Damon Hill was back in the Renault V10-powered Williams FW18 in which he and Jacques Villeneuve dominated the 1996 season. Ultra-wide and low in comparison with modern-era cars, Adrian Newey's masterpiece is aesthetically on another planet from today's 1600cc hybrid turbocars.

The daft ban on 'testing' current F1 cars obliged Mercedes and McLaren to dress 2011 chassis in current liveries for Lewis Hamilton and Jenson Button to take up, to heroes' receptions. Lewis drove an MGP W02 on Sunday (Anthony Davidson and Johnny Herbert also enjoyed shots), while FoS fanatic Jenson got reacquainted with an MP4-26, also handled by GP2 racer Stoffel Vandoorne.

BTCC Croft (GB)

June 29

Round 5/10



RESULTS

RACE 1: 14 LAPS, 29.750 MILES

| | | |
|----|---|------------|
| 1 | COLIN TURKINGTON (GB) WSR BMW 125i M Sport | 20m08.824s |
| 2 | GORDON SHEDDEN (GB) Honda (Dynamics) Honda Civic Tourer | +7.478s |
| 3 | JASON PLATO (GB) MG (Triple Eight) MG6 | +13.890s |
| 4 | ROB COLLARD (GB) WSR BMW 125i M Sport | +14.153s |
| 5 | MATT NEAL (GB) Honda (Dynamics) Honda Civic Tourer | +15.054s |
| 6 | ANDREW JORDAN (GB) Eurotech Honda Civic | +15.692s* |
| 7 | ALAIN MENU (CH) BMR Volkswagen Passat CC | +15.963s |
| 8 | MAT JACKSON (GB) Motorbase Ford Focus ST | +19.173s |
| 9 | SAM TORDOFF (GB) MG (Triple Eight) MG6 | +20.905s |
| 10 | HUNTER ABBOTT (GB) Rob Austin Racing Audi A4 (S) | +21.361s |
| 11 | DAVE NEWSHAM (GB) AmD Tuning Ford Focus ST | +22.038s |
| 12 | FABRIZIO GIOVANNARDI (I) Motorbase Ford Focus ST | +31.159s |
| 13 | ROB AUSTIN (GB) Rob Austin Racing Audi A4 | +33.990s |
| 14 | MARTIN DEPPEP (GB) Eurotech Honda Civic | +38.463s |
| 15 | TOM INGRAM (GB) Speedworks Toyota Avensis | +38.504s |

Winner's average speed: 88.59mph. Fastest lap: Turkington, 1m24.815s, 90.19mph.

Pole: Turkington, 1m23.246s, 91.89mph. (S) = soft tyres used in this race.

*Includes one-second penalty for contact with Neal.

RACE 2: 15 LAPS, 31.875 MILES

| | | |
|----|---|------------|
| 1 | TURKINGTON BMW | 21m32.413s |
| 2 | SHEDDEN Honda | +6.243s |
| 3 | COLLARD BMW | +10.430s |
| 4 | JORDAN Honda | +18.455s |
| 5 | PLATO MG | +23.220s |
| 6 | M JACKSON Ford | +24.716s |
| 7 | TORDOFF MG | +27.835s |
| 8 | INGRAM Toyota (S) | +30.011s |
| 9 | GIOVANNARDI Ford | +31.998s |
| 10 | JACK GOFF (GB) BMR Vauxhall Insignia | +32.864s |
| 11 | ADAM MORGAN (GB) Ciceley Mercedes A-class | +33.801s |
| 12 | JACK CLARKE (GB) Motorbase Ford Focus ST | +34.426s |
| 13 | NICK FOSTER (GB) WSR BMW 125i M Sport | +34.608s |
| 14 | ARON SMITH (IRL) BMR Volkswagen Passat CC | +42.553s |
| 15 | MARC HYNES (GB) MG (Triple Eight) MG6 | +42.594s |

Winner's average speed: 88.78mph. Fastest lap: Turkington, 1m24.542s, 90.48mph.

Pole: Turkington. Neal finished 3rd on the road but was excluded for a rideheight infringement.

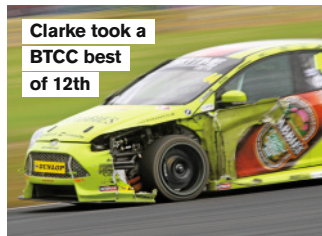
RACE 3: 18 LAPS, 38.250 MILES

| | | |
|----|--|------------|
| 1 | JORDAN Honda (S) | 28m24.822s |
| 2 | COLLARD BMW (S) | +3.492s |
| 3 | M JACKSON Ford (S) | +18.517s |
| 4 | SHEDDEN Honda (S) | +18.940s* |
| 5 | MORGAN Mercedes (S) | +19.179s |
| 6 | GOFF Vauxhall | +19.180s |
| 7 | FOSTER BMW (S) | +19.382s |
| 8 | MENU VW (S) | +19.751s |
| 9 | SMITH VW (S) | +20.397s |
| 10 | PLATO MG (S) | +21.370s |
| 11 | ABBOTT Audi | +29.334s |
| 12 | TORDOFF MG (S) | +32.097s |
| 13 | DEPPEP Honda | +32.252s* |
| 14 | LEA WOOD (GB) Houseman Toyota Avensis (S) | +33.467s |
| 15 | JAMES COLE (GB) United Autosports Toyota Avensis (S) | +34.295s |

Winner's average speed: 80.77mph. FL: Smith, 1m25.306s, 89.67mph. *Inc time penalties.

CHAMPIONSHIP

| | | | | | |
|---|------------|-----|----|-------------|-----|
| 1 | TURKINGTON | 228 | 6 | M JACKSON | 138 |
| 2 | SHEDDEN | 221 | 7 | NEAL | 127 |
| 3 | JORDAN | 200 | 8 | TORDOFF | 122 |
| 4 | PLATO | 179 | 9 | SMITH | 86 |
| 5 | COLLARD | 170 | 10 | GIOVANNARDI | 69 |



Clarke took a BTCC best of 12th

POINTS SYSTEM EXPLAINED

In each race: 20-17-15-13-11-10-9-8-7-6-5-4-3-2-1 to top 15 finishers. Additional point for being fastest in qualifying, and for leading a lap.

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Turkington stokes the flames with double

Another two wins for the championship leader ramped up the debate over the benefits of rear-wheel drive. By **KEVIN TURNER**



IF COLIN TURKINGTON'S RIVALS WERE WORRIED about the potency of his rear-wheel-drive WSR BMW after Oulton Park, they were seething after Croft. Despite a mandated longer first gear, designed to reduce the 125i M Sport's rapid getaways, Turkington took two comfortable victories. Only a clutch failure in the reversed-grid finale prevented him from leaving the weekend with a lead considerably bigger than seven points.

Turkington's performance opened up the debate about the RWD machines being too fast, but in truth Croft was always likely to suit them. The underdeveloped BMW took two wins there in 2013 and Turkington's successes last weekend took his personal tally at the North Yorkshire venue to a remarkable 10.

"If you look back at 2009 we had the same performance – winning two races at Oulton and being quick here," said the 2009 champion. "The BMW is good at slow and medium-speed

corners, which is what this track is made up of." Turkington's pole lap of 1m23.246s – a full 1.2s faster than his 2013 benchmark despite running the full 45kg of success ballast – gave a hint at what was to come for the Dick Bennetts-run BMWs. "Dick told me before we went out that a 23.9 would be enough," said Turkington. "On the first run I did a 23.8, but I felt there was more in the car and we made a few changes. We hooked up a really good lap – I knew I wasn't going to beat it."

The opening test of the new first gear came in race one, after an aborted start. With an overheating clutch – "I couldn't see the abort-start board and was sitting on the bite point for maybe eight seconds so the clutch was roasted" – Turkington's getaway was average, although he held the lead. But team-mate Rob Collard's charge from row three to second, before outbraking himself at Clervaux, was certainly noted by rivals.

Gordon Shedden was the only man able to keep



Shedden was well clear of the chasing pack as he took a brace of seconds

ALL PICS: EBREVILAT



Turkington leads at start of race one as Collard locks up



Plato removes old rival Menu from race two

Turkington in sight over the first two races, after jumping Jason Plato's MG and taking advantage of Collard's error in race one. The Honda ace stayed closer in the opening stages of the second encounter, but fell back as tyre wear kicked in.

With Turkington retiring from the chaotic finale, Shedden actually left Croft a tad closer in the points race than when he arrived. He would have been even nearer had he not lost third on the road for gaining an unfair advantage while battling Mat Jackson, which bumped him to fourth.

The 2012 champion nevertheless remains Turkington's strongest rival and is putting together the sort of stealthy points-gathering season that can often pay dividends, but believes Honda needs to find something if he is to defeat the BMW man. "It's positive to get those points, especially after the craziness of race three," he said. "But I'm disappointed we couldn't challenge Colin more. We've got five weeks [before the next round at Snetterton] to come up with something, but I don't know what because the car is good. WSR

has found something and we've got to respond."

Team manager Peter Crolla agreed and also suggested the longer first gear for the RWD cars actually helped them out of the tight hairpin at the end of the lap. "The BMW is strong out of the slow stuff, but we think the Civic Tourer is a good all-rounder and we knew the car would be strong around here," he said.

"We think the longer first gear was introduced too late and at the wrong circuit, and with the 45kg Colin has surprised us. It's easy to jump to conclusions, but no changes like this happen overnight; we've got to keep looking at it."

For Plato, the answer is relatively straightforward: the RWD cars need pegging back. The MG driver put in a textbook defensive race in the opener to hold off Collard, and indeed the Hondas of Andrew Jordan and Matt Neal, to complete the podium, but called for more rule changes.

"I don't think we've got our set-up wrong," he said, despite looking like he was struggling for much of the race. "I reckon that's just FWD



Turkington has now won six races in 2014

pace. Where Rob was good made me defend and slow, and let people catch up. It's a killer for the front-left tyre round here. Obviously we need a rethink.

"We are witnessing the death of FWD with these regulations. RWD is better for racing than FWD. That's a fact. All the way through the history of touring cars there have been different penalties for 4WD and RWD. Because of the restraints of NGTC we've reached the end of our development. In every area they're better – weight distribution, traction, tyre wear. WSR has got a great driver in Colin and a great handle on the car.

"They'll get better. That's not a whinge, that's as it is. We need to go rear-wheel drive next year or there needs to be a big rule change."

Series technical director Peter Riches doesn't agree. He pointed to the BTCC's boost regulations as a ready-made method of reigning fast cars back, and believes the respective characteristics of different circuits will mean the advantage moves back and forth. "If you take the lap times there's nothing wrong with any of them," he said. "It's just the starts, which has been a problem since RWD raced FWD. Where RWD and FWD have an advantage varies from circuit to circuit. If you look at Thruxton it's FWD; Croft has historically had a RWD advantage.

"I think you also have to keep in mind RWD development by a top team is a year behind the FWD development by top teams. You have to keep an eye on it but we wouldn't want to pile weight on because of tyre restraints."

Although not doubting the strength of the BMW challenge, reigning champion Jordan also wasn't sure Plato's MG6 was the FWD benchmark at Croft. Shedden's best racing lap was only 0.1s slower than Turkington's, while Plato's was another 0.7s back. "I think through sectors one and two we were a bit quicker than Jason, and he was backing the BMW up through the twisty section," reckoned Jordan. "I think we could probably have run at the pace Shedden had."

The MG struggles were underlined in race two. Once again Plato found himself defending from a train of cars, and was overcome by both Neal and Jordan with separate moves at Sunny In. Indeed, Plato was also being overtaken by Alain Menu for sixth when the MG clipped the rear of the BMR VW and sent Menu into the Clervaux barriers.

Plato kept his sixth place (which became fifth when third man Neal was excluded, see story p37) but got a 10-place grid penalty for the finale. From there he had a quiet run to 10th and now needs a big weekend at Snetterton if he is to keep a title challenge going.

Jordan kept himself in contention by taking ▶



Plato got used to seeing plenty of cars in his mirrors

► his fourth victory of the year in the finale. He was helped by contact ahead: poleman Jack Goff and Tom Ingram clashed between Clervaux and Hawthorn, and Ingram then suffered an incident with Fabrizio Giovanardi approaching the chicane.

Jordan was then surprised by a lack of speed from the Motorbase Ford through the Jim Clark Esses and Barcroft, tapping the race leader off the road. Jordan was handed a 10-place grid penalty for the next round, but kept the win and has appealed on the basis that he had slowed considerably in an attempt to avoid contact.

He nevertheless trails Turkington by 28 points and believes beating the BMW man will take some doing. "What we need to do is keep scoring what we can and hope they have some bad luck," he said. "If they don't I think they'll be too strong for everyone. On pace Colin is favourite."

Turkington wasn't quite ready to accept that after losing a likely top-six in the final race: "I think the clutch failure [in race three] was a combination of two things – the aborted race-one start and the longer first gear. It's compromised our reliability.

"People are forgetting the first three races of the championship. Snetterton is where we will really tell. It plays more to the FWD so I'm not expecting

to put it on pole by three or four tenths."

Outside the big hitters, Adam Morgan is one of those still waiting for his moment to shine. His Ciceley Mercedes was rapid throughout the Croft weekend, but was denied the results it should have had by the first-lap kerfuffle in race one. After Jordan clipped Neal in the concertina effect at Hawthorn, Morgan tagged Rob Austin into a spin, then was the victim of Nick Foster's BMW being hit in the rear and launched into the Merc.

After that Morgan started, charging from row 15 to an eventual 11th in race two and then finishing fifth in the third event. It was a case of what might have been.

"We always said in the dry the car feels really good," said Morgan. "It's really balanced through the fast stuff; the Jim Clark Esses and into Barcroft. We've made a few developments in terms of cooling at the front. We're constantly developing."

The advanced state of development of the BMW is one of the reasons most feel Turkington is now the title favourite, but he's not getting carried away.

"It's just one race at a time," he said. "You can't take anything for granted in this championship. We've tried to maximise our best two events and others have theirs coming up." ❧



Morgan battled back with rapid Mercedes

ALL PICS: EBREV/LAT

DRIVER BY DRIVER



1 ANDREW JORDAN
Qualifying: 5 Race: 6/4/1
Not his strongest weekend, but kept points scoring going. Unfortunate to get penalised for Neal touch in R1.



30 MARTIN DEPPER
Qualifying: 24 Race: 14/17/13
Arguably his best BTCC weekend yet. Points challenger in each race, though penalised in finale.



5 COLIN TURKINGTON
Qualifying: 1 Race: 1/1/R
The pacesetter all weekend, though that wasn't a great surprise. Dominating with 45kg perhaps was.



10 ROB COLLARD
Qualifying: 6 Race: 4/3/2
Not quite on Turkington's level, but in the mix in every race. Inherited R2 podium; got penalty for R3 contact.



9 ALAIN MENU
Qualifying: 9 Race: 7/R/8
A better weekend than of late and had the edge over team-mate at last. Taken out of R2 by Plato.



40 ARON SMITH
Qualifying: 11 Race: 23/14/9
Lost best qualify lap due to track-limits infringement, then contact in R1. Fought back well.



80 TOM INGRAM
Qualifying: 14 Race: 15/8/R
Team surprised qualify pace wasn't better. Raceday progress curtailed by hit from Giovanardi in R3.



11 SIMON BELCHER
Qualifying: 30 Race: 26/22/18
Building confidence – and aiming to stay out of trouble – since Thruxton crash. Did so better than many.



Jordan stayed in the hunt with reversed-grid win

IN THE PADDOCK

KEVIN TURNER
FEATURES EDITOR

@KRT917



YOU'VE GOT TO FEEL SORRY FOR Colin Turkington and WSR. If anyone else wins, they tend to get the credit, but the BMW squad's purple patch has kicked off a heated debate about the relative merits of rear-wheel drive.

Turkington was superb last year, manhandling the underdeveloped 125i M Sport into championship contention and five wins. Had it not been for a couple of punts from others, he might have finished rather better in the final standings than fifth.

The 2009 champion nails his qualifying laps, knows how to manage a race and rarely makes a mistake. As Speedworks boss Christian Dick said at Croft: "Colin and WSR are class acts. If it ends up being an annihilation for the rest of the year we'll need to do something, but it's not a surprise to see Colin winning in a WSR BMW."

Perhaps that helps explain why Jason Plato has been so forthright in his demand for rule changes. The MG man hasn't had the easiest first half of the season and knows Turkington will be able to make the most of any advantage he has, whether it's down to RWD or not.

Whatever the result, one thing is for sure: Turkington and WSR are doing a good job.

Neal to support Shedden bid

TRIPLE BRITISH TOURING CAR champion Matt Neal believes he has to support team-mate Gordon Shedden's title bid after another difficult event at Croft.

Neal arrived for round five of the 10-round season 67 points behind leader Colin Turkington.

He finished sixth on the road in race one before gaining a place thanks to Andrew Jordan being penalised for hitting Neal on the first lap, but was excluded from race two when his Honda Civic Tourer failed the rideheight test. A retirement from the finale thanks to contact with Rob Austin and Warren Scott has left him 101 points off the top of the table.

The 47-year-old now believes that

supporting 2012 champion Shedden, who is just seven points behind Turkington, is the most sensible tactic for the Honda squad. "I've still got to score as many points and wins as possible for the teams' and manufacturers' championships, but the focus has got to shift to Gordon," he said. "Never say never but you've got to be realistic."

Shedden added: "He's the best wing man you could have. I think the two weekends Matt has had at Oulton Park and Croft show how you can lose so much ground through no fault of your own.

"It's such a competitive championship at the moment it's hard to come back."



Penalties for five champions

FIVE FORMER BTCC CHAMPIONS received penalties at Croft after a controversial Sunday.

As well as those for Gordon Shedden and Matt Neal (see main report and story, left), Andrew Jordan, Fabrizio Giovanardi and Jason Plato all received censure.

Race-three winner Jordan was handed a 10-place grid penalty after contact with Giovanardi's Motorbase Ford on the opening lap. Eurotech has appealed the decision, which will be investigated at Snetterton.

Plato was also given a 10-place grid penalty for the third race for taking off the BMR Volkswagen of Alain Menu at Clevaux in race two.

Earlier, Giovanardi was fined £500 and received three penalty points for contact with Aron Smith's BMR VW in race one. He was also initially demoted to the back of the grid, but the team appealed before the race. The appeal was lost at the end of the day, meaning the Ford driver will start the first Snetterton event from last.

Aside from the BTCC champions, Eurotech Honda driver Martin Depper received a three-second penalty for contact with Sam Tordoff's works MG in race three, while Rob Collard will take a five-place grid penalty at Snetterton for hitting the BMR Vauxhall of Jack Goff at Sunny in the finale while the duo battled for second.



4 MATT NEAL

Qualifying: 4 Race: 5/DQ/R
Looked feisty and put in great R2 charge, only to lose third due to rideheight issue. Out of title fight.



52 GORDON SHEDDEN

Qualifying: 3 Race: 2/2/4
Turkington's closest challenger, both at Croft and in the table. Has scored points in every race so far.



99 JASON PLATO

Qualifying: 2 Race: 3/5/10
Strong qualify effort, but the MGs lacked pace in the races. Fine R1 spoiled by R2 clash with Menu.



88 SAM TORDOFF

Qualifying: 7 Race: 9/7/12
See left, only further down the order. Will be hoping the MG6s will be able to recapture their 2013 Snett form.



888 MARC HYNES

Qualifying: 12 Race: 16/15/R
Another tough weekend in terms of the racing, but his pace wasn't a million miles away from team-mates.



33 ADAM MORGAN

Qualifying: 8 Race: R/11/5
The Merc handled well. R1 contact forced him out, but charged back towards the front well in R2 and R3.



18 NICK FOSTER

Qualifying: 13 Race: R/13/7
Thump from behind spoiled R1, but car and driver like the circuit so he moved forward thereafter.



6 MAT JACKSON

Qualifying: 15 Race: 8/6/3
Motorbase struggled in qualify, but Jackson was strong in the races, helped by superb lap one in R1.



7 FABRIZIO GIOVANARDI

Qualifying: 18 Race: 12/9/R
Like Jackson, moved forward in the races, but got into more scrapes, including strange Jordan clash in R3.



44 JACK CLARKE

Qualifying: 23 Race: 17/12/R
Probably the rookie's best performance yet to score points in R2. Still involved in the odd scrape.



17 DAVE NEWSHAM

Qualifying: 16 Race: 11/R/16
Showed promise with revised front end, but multi-car shunt at R2 start meant didn't get the deserved results.



43 LEA WOOD

Qualifying: 25 Race: 18/16/14
A quiet weekend, but made progress and ended up in the points in the dramatic final encounter.



31 JACK GOFF

Qualifying: 19 Race: 19/10/6
Bounced back well from damper issue in qualify, though seemed to have a target on his rear end in R3.



39 WARREN SCOTT

Qualifying: 22 Race: 25/R/17
A bruising weekend kept him out of the points. Involved in Austin/Neal contretemps in finale.



101 ROB AUSTIN

Qualifying: 10 Race: 13/R/R
One of his madder weekends. Went off twice in practice and it was easy to lose count of his race-day incidents.



54 HUNTER ABBOTT

Qualifying: 17 Race: 10/R/11
Much better weekend for the ex-Ginetta racer, including charge to 10th on soft tyres in R1.



20 JAMES COLE

Qualifying: 21 Race: 21/18/15
Didn't get the most out of the improving Avenis in qualify, but stayed out of trouble more than Geddies.



21 GLYNN GEDDIE

Qualifying: 20 Race: 27/23/R
"If we qualify shit we deserve what we get," was UA boss Richard Dean's take. Lost best qualify lap for track limits.



28 CHRIS STOCKTON

Qualifying: NS Race: NS/NS/NS
Bought Moffat's RML engine and gave it to Neil Brown to prepare, but unit problems forced withdrawal.



16 AIDEN MOFFAT

Qualifying: 26 Race: 20/R/20
Switched to the TOCA engine for Croft, but ancillary issues still hampered otherwise improving package.



48 OLLIE JACKSON

Qualifying: 27 Race: 22/19/19
A better run than most of 2014 with still underdeveloped Proton, but points remain elusive.



12 DAN WELCH

Qualifying: 29 Race: 24/21/R
Even tougher weekend than his team-mate as squad continues work on the new-for-2014 engine.



67 ROBB HOLLAND

Qualifying: 28 Race: 28/20/R
Admitted to driver error in R1 spin. Looking forward to some proper testing during summer break.

P38
ALL THE ACTION FROM THE BTCC SUPPORTS

**Breeze and Robertson
were the class of
the Croft field**



GINETTA GT4 SUPERCUP CROFT (GB), JUNE 28-29 RD 5/10

Breeze bests new leader Robertson

A TRIO OF FAST GETAWAYS SET CARL BREEZE ON

his way to two wins and a second place at Croft as he saw off the challenge of Ginetta GT4 Supercup rookie sensation Charlie Robertson.

Breeze combined experience, guile and strong pace to combat another prodigious qualifying performance from Robertson. HHC's single-seater convert secured his fourth pole position in five meetings but was beaten off the line and squeezed on the run into Clervaux by Breeze at the start of the opener, something Robertson said probably decided the outcome of the first two races.

In the first, Breeze gradually edged his United Autosports machine clear, keeping Robertson at bay throughout to clinch his first win in almost a year. Tom Oliphant stole fourth from Luke Davenport on the final lap, which became third when Will Burns was penalised for chicane cutting.

Robertson repeatedly pulled alongside Breeze on the run down to Tower as their battle resumed in the second race, but the leader "just had to slow it

down on the exit so he couldn't get the undercut" with aplomb. Tyre issues prevented a late assault from Robertson, and almost dropped him into the clutches of Burns and Sean Huyton behind, who swapped places by the end.

In the final race, the new championship leader was never a factor. Having been immediately passed by Breeze at the start of the reversed-grid race, Robertson gradually slipped back from the lead group and finished a distant sixth.

Breeze, meanwhile, picked off Burns and then pressured Huyton into a mistake at Sunny before reeling in race leader David Pittard, who had shot into a commanding position before a slow puncture dropped him into the clutches of the chasing pack. He held on to win as Breeze rounded out his weekend with second and Burns secured third.

Huyton's charge ended after a disastrous half a lap in which he picked up a five-second penalty for exceeding track limits, dropped from second to fourth with his error, and then crashed at Clervaux

after contact with Oliphant.

Both Pittard and new leader Robertson overhauled Andrew Watson, who had a difficult weekend in the points. He retired from the opener after contact with Davenport while fighting over third, before finishing seventh in both race two (after being penalised for cutting the chicane) and the finale.

● Scott Mitchell

RESULTS

Race 1 (10 laps) 1 Carl Breeze 14m12.182s (89.77mph); 2 Charlie Robertson +1.103s; 3 Tom Oliphant; 4 Luke Davenport; 5 Will Burns; 6 David Pittard. **Fastest lap** Breeze 1m24.119s (90.94mph). **Race 2 (16 laps) 1 Breeze 24m01.322s (84.92mph);** 2 Robertson +0.898s; 3 Sean Huyton; 4 Burns; 5 Pittard; 6 Max Coates. **FL** Robertson 1m25.440s (89.53mph). **Race 3 (15 laps) 1 Pittard 21m51.121s (87.52mph);** 2 Breeze +0.462s; 3 Burns; 4 Oliphant; 5 Davenport; 6 Robertson. **FL** Davenport 1m25.502s (89.47mph). **Points 1 Robertson, 35;** 2 Pittard, 32; 3 Andrew Watson, 32; 4 Breeze, 31; 5 Oliphant, 28; 6 Davenport, 24.

BRITISH FORMULA FORD CROFT (GB), JUNE 28-29 RD 5/10

Sutton stars with maiden victory

HARRISON SCOTT MOVED INTO THE BRITISH

Formula Ford points lead with another win at Oulton Park, but it was overshadowed by a brilliant performance from Ashley Sutton.

Though Scott won the opener from pole, he was "saved" in the closing stages by a safety car that prevented Sutton — up from fifth and having slashed Scott's decent advantage to nothing — from mounting a late assault.

In race two, Sutton nailed Scott out of the hairpin and then pulled off a stellar move around the outside of race leader James Abbott at Tower to clinch his first win in the series.

His charge from sixth to second in the finale also included a pair of bold passes on Scott and erstwhile points leader Jayde Kruger. Sutton dived up the inside of Kruger brilliantly into the hairpin

at the last possible moment to take fourth and, after passing Juan Rosso for third, he overtook Scott around the outside into Clervaux.

Though a second win was just beyond him, the ex-Formula Vee racer labelled the weekend "perfect", while Abbott was similarly delighted after rounding out his most impressive performance in the series with victory, having jumped poleman Scott at the start.

Scott, who admitted he lacked the pace to challenge either Abbott or Sutton in the finale, added another third to the one he picked up in race two to move nine points clear of Kruger in the title fight, the South African having amassed only a sixth and two fifths over a difficult weekend in the north-east.

● Scott Mitchell



**Sutton was on
superb form**

RESULTS

Race 1 (14 laps) 1 Harrison Scott (Mygale M13-5J) 22m17.190s (80.09mph); 2 Ashley Sutton (M12) +0.433s; 3 Juan Rosso (M13); 4 James Abbott (M13); 5 Max Marshall (M12); 6 Jayde Kruger (M12). **FL** Kruger 1m19.754s (95.92mph). **Race 2 (13 laps) 1 Sutton 17m32.916s (94.45mph);** 2 Abbott +2.903s; 3 Scott; 4 Rosso; 5 Kruger; 6 Marshall. **FL** Sutton 1m20.018s (95.60mph). **Race 3 (15 laps) 1 Abbott 20m20.190s (94.04mph);** 2 Sutton +0.110s; 3 Scott; 4 Rosso; 5 Kruger; 6 Marshall. **FL** Kruger 1m20.475s (95.06mph). **Points 1 Scott, 36;** 2 Kruger, 35; 3 Rosso, 31; 4 Abbott, 30; 5 Marshall, 29; 6 Sutton, 24.

GINETTA JUNIOR CROFT (GB), JUNE 28-29 RD 5/10

Karting ace Norris lands first car win

WHILE TENS OF THOUSANDS DESCENDED UPON the south-west for Britain's biggest music extravaganza, far away in the north-east Glastonbury resident Lando Norris was enjoying his own festivities as the car-racing rookie celebrated his most impressive weekend to date.

The multiple kart champion, at just 14 years of age, had already shown great speed in earlier rounds of the Ginetta Junior Championship but there had also been some upsets, including exclusion last time out at Oulton Park.

At Croft it all came together as Norris secured pole position for both races and withstood relentless pressure from championship leader Jack Mitchell to lead the second race throughout and take his first win in cars by half a second.

In the first race Norris led initially but went wide at Sunny on lap three as fellow front-row starter and HHC Motorsport team-mate James Kellett moved through on the inside, followed by Mitchell. Norris fought back to retrieve second place from Mitchell, but Kellett remained just out of reach at the flag. It was a well-deserved first win in the main championship for Winter Series champion Kellett after coming so close to eclipsing Mitchell in both Oulton races.

Disappointingly the Leeds driver could not take up his place on the front row for the second race after encountering a steering problem on the formation lap and he had to start from the pitlane, a lap behind. Jamie Chadwick had been hot on the heels of Mitchell in the first race to claim fourth, but spun away her chances of a similar or better result after running second early in race two.



Norris was faultless in claiming his first win

Dan Zelos kept the leaders in sight in the second race, but behind the most amazing racing was going on involving some 12 drivers, with places changing constantly all around the circuit. Although some bodywork looked frayed, and a few bonnets were loose by the end, driving standards were impressively high from the mainly rookie racers.

Out of it all Ben Pearson emerged fourth ahead of Senna Proctor, the rookie son of former BTCC racer Mark on his home circuit enjoying his best result to date, and Ryan Hadfield, who

made it a brace of top-six finishes just behind.

● Ian Titchmarsh

RESULTS (both 8 laps)

Race 1 James Kellett 13m34.349s (75.15mph); 2 Lando Norris +0.528s; 3 Jack Mitchell; 4 Jamie Chadwick; 5 Ryan Hadfield; 6 Alex Sedgwick. **FL** Mitchell 1m40.570s (76.06mph).

Race 2 Norris 13m39.416s (74.68mph); 2 Mitchell +0.525s; 3 Dan Zelos; 4 Ben Pearson; 5 Senna Proctor; 6 Hadfield. **FL** Hadfield 1m40.783s (75.90mph). **Points** 1 Mitchell, 295; 2 Hadfield, 202; 3 Kellett, 193; 4 Pearson, 173; 5= Norris & Zelos, 171.



Stilp was clear of chaos behind him

CLIO CUP UK CROFT (GB), JUNE 28-29 RD 5/9

Stilp superb as Clios clash at Clervaux

POLE POSITION WAS CLEARLY THE BEST PLACE TO be for the Clio Cup UK races as a means of keeping out of trouble at the first corner of both races.

Jordan Stilp claimed his first outright pole and another for race two, led into Clervaux from the start and never looked back, leading every lap of both races to take his first victories since joining the Clio Cup last year. A slide at the Complex early in the first race, which he just managed to hold, was the only minor blemish on an otherwise dominant performance by the former Maşda MX5 front-runner.

Out of the Clervaux chaos behind, Ash Hand led the pursuit of the 20Ten Racing driver while Ant Whorton-Eales accumulated a line of mainly SV Racing team-mates behind him on his way to third, after qualifying a modest eighth.

Race two at Clervaux featured the demise of championship leader Josh Cook's chances as the victim of a chain reaction from behind, his frontally-damaged car lasting half the race before being ordered to the pits by officialdom. James Colburn, a casualty of Clervaux in race one, was back on the podium this time ahead of Hand.

● Ian Titchmarsh

RESULTS (both 12 laps)

Race 1 Jordan Stilp 18m54.899s (80.91mph); 2 Ash Hand +1.159s; 3 Ant Whorton-Eales; 4 Josh Cook; 5 Alex Morgan; 6 Mike Bushell. **FL** Stilp 1m33.518s (81.80mph). **Race 2** Stilp 18m59.740s (80.54mph); 2 James Colburn +6.757s; 3 Hand; 4 Paul Rivett; 5 Whorton-Eales; 6 Pattison. **FL** Stilp 1m33.629s (81.70mph). **Points** 1 Cook, 237; 2 Colburn, 222; 3 Stilp, 207; 4 Bushell, 203; 5 Morgan, 201; 6 Whorton-Eales, 192.

PORSCHE CARRERA CUP GB CROFT (GB), JUNE 28-29 RD 5/10

Full marks for scholar Webster

DOUBLE VICTOR JOSH WEBSTER MADE HISTORY AT Croft as he became the first Porsche Carrera Cup GB scholar to take the championship points lead.

Webster jumped ahead of poleman Paul Rees on the inside of Hawthorn on the opening lap to set up his second win of the season, with Rees fending off Victor Jimenez for second. Behind, Ginetta convert Pepe Massot just edged the guesting Ollie Millroy for fourth.

Double champion Michael Meadows was back on the grid for race two having missed Saturday's race due to chassis damage picked up in qualifying, but Webster roared into a commanding three-second lead from pole as Meadows, who started third, took half a dozen laps to pass Rees.

Once he did so — a simple move at the last corner — he employed his fresh set of tyres to reel in the leader, but Webster held on to clinch the double. Behind, Massot was third after besting Rees, while Jimenez and Millroy were eliminated on lap one.

● Scott Mitchell

RESULTS (both 15 laps)

Race 1 Josh Webster 20m57.154s (91.27mph); 2 Paul Rees +1.557s; 3 Victor Jimenez; 4 Pepe Massot; 5 Ollie Millroy; 6 Paul Donkin. **FL** Webster 1m22.073s (93.21mph). **Race 2** Webster 20m53.918s (91.51mph); 2 Michael Meadows +0.754s; 3 Massot; 4 Rees; 5 Justin Sherwood; 6 Donkin. **FL** Meadows 1m22.661s (92.54mph). **Points** 1 Webster, 167; 2 Meadows, 158; 3 Rees, 125; 4 Jimenez, 113; 5= Peter Kyle-Henney & Steven Liqueorish, 65.

INDYCAR

Houston (USA)

June 28-29

Round 8/15



RESULTS

RACE 1: 80 LAPS, 130.720 MILES

| | | |
|--|-------------------------|---------------|
| 1 | CARLOS HUERTAS (CO) | 1h51m25.5649s |
| Dale Coyne Racing Dallara-Honda; Grid: 19th-1m00.3106s | | |
| 2 | JUAN PABLO MONTOYA (CO) | +0.0975s |
| Team Penske Dallara-Chevrolet; Grid: 11th-59.9649s | | |
| 3 | CARLOS MUNOZ (CO) | +2.3433s |
| Andretti-HVM Dallara-Honda; Grid: 23rd-1m00.4734s | | |
| 4 | SEBASTIEN BOURDAIS (F) | +3.0878s |
| KVSH Racing Dallara-Chevrolet; Grid: 9th-59.6126s | | |
| 5 | JAMES HINCHCLIFFE (CDN) | +4.7101s |
| Andretti Autosport Dallara-Honda; Grid: 5th-59.6528s | | |
| 6 | JACK HAWKSWORTH (GB) | +5.5127s |
| Bryan Herta Autosport Dallara-Honda; Grid: 21st-1m00.4203s | | |
| 7 | RYAN HUNTER-REAY (USA) | +6.2853s |
| Andretti Autosport Dallara-Honda; Grid: 8th-59.5107s | | |
| 8 | MARCO ANDRETTI (USA) | +7.1638s |
| Andretti Autosport Dallara-Honda; Grid: 16th-1m00.3295s | | |
| 9 | HELIO CASTRONEVES (BR) | +8.2181s |
| Team Penske Dallara-Chevrolet; Grid: 2nd-59.4463s | | |
| 10 | JUSTIN WILSON (GB) | +9.4366s |
| Dale Coyne Racing Dallara-Honda; Grid: 7th-59.4245s | | |

Winner's average speed: 70.389mph. Fastest lap: Pagenaud, 1m00.6931s, 96.920mph. All drivers in Dallara DW12.

RACE 2: 90 LAPS, 147.060 MILES

| | | |
|---|-----------------------|---------------|
| 1 | SIMON PAGENAUD (F) | 1h51m43.0625s |
| Schmidt Peterson Hamilton Motorsports Dallara-Honda; Grid: 3rd-59.1962s | | |
| 2 | MIKHAIL ALESHIN (RUS) | +7.2622s |
| Schmidt Peterson Motorsports Dallara-Honda; Grid: 2nd-1m00.2493s | | |
| 3 | HAWKSWORTH | +17.0208s |
| Grid: 23rd-1m00.5822s | | |
| 4 | CHARLIE KIMBALL (USA) | +18.5927s |
| Chip Ganassi Racing Dallara-Chevrolet; Grid: 19th-1m00.1989s | | |
| 5 | BOURDAIS | +20.2366s |
| Grid: 5th-59.2863s | | |
| 6 | HUNTER-REAY | +25.3920s |
| Grid: 21st-1m00.2244s | | |
| 7 | MONTOYA | +30.2312s |
| Grid: 14th-1m00.8328s | | |
| 8 | RYAN BRISCOE (AUS) | +30.5917s |
| Chip Ganassi Racing Dallara-Chevrolet; Grid: 15th-1m00.1384s | | |
| 9 | ANDRETTI | +31.3259s |
| Grid: 16th-1m01.0311s | | |
| 10 | TONY KANAAN (BR) | +50.3098s |
| Chip Ganassi Racing Dallara-Chevrolet; Grid: 8th-1m00.4841s | | |

Winner's average speed: 78.981mph. Fastest lap: Pagenaud, 59.8964s, 98.210mph.

CHAMPIONSHIP

| | | | | | |
|---|-------------|-----|----|-------------|-----|
| 1 | POWER | 405 | 6 | ANDRETTI | 281 |
| 2 | CASTRONEVES | 366 | 7 | MUNOZ | 270 |
| 3 | HUNTER-REAY | 364 | 8 | BOURDAIS | 242 |
| 4 | PAGENAUD | 346 | 9 | DIXON | 237 |
| 5 | MONTOYA | 289 | 10 | HINCHCLIFFE | 230 |

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.

Sato was again fast but came away with nothing



NELSON/LAT

Colombians come good in Texan tale of the unexpected

A Colombian 1-2-3, with a maiden win for Carlos Huertas, was a stand-out moment on the Texan streets. By **MARK GLENDENNING**



ABBOTT/LAT

SCOTT DIXON AND TAKUMA SATO HAD BAD weekends. We'll get those out of the way now, because they're pretty much the only constants – other than the heat and humidity – from a frankly weird double-header in Houston.

It was a weekend in which many drove well for no rewards, and where others encountered nothing but problems and ended up with career-best results. A weekend that might have answered one or two of the pre-season questions, but also asked a whole host of new ones. A weekend in which Carlos Huertas won a race.

In retrospect, that was almost the easiest part of the weekend to explain. Heavy rain immediately prior to the start prompted series officials to change from the planned 90-lapper to a 1h50m timed race, and Dale Coyne Racing immediately switched its entire plan accordingly. It was pretty much the only team that did; a fact that even surprised team owner Coyne.

"We had a very, very good strategy," Coyne said. "That strategy comes from years of being here. People forget how to run a timed race. I was all excited when they said it was a timed race: 'Open the pits on yellow, we'll really show you how to do this thing'. Those strategies have been around for years."

The cornerstone of DCR's strategy was essentially a ridiculously long final stint in anticipation of likely late yellows. It nearly delivered the team a one-two – Justin Wilson was leading Huertas in the latter stages before he needed to stop for a top-up – but nobody realised that Huertas wasn't going to follow suit until it was too late.

"I never thought he could make it to the end," admitted Juan Pablo Montoya, who finished second. "A couple of times I could have passed him, but I just didn't want to risk the car: it's pointless. And then we're in second and he won."



MASCHKE/LAT

Castroneves and Bourdais collided, the #11 continuing

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Pagenaud (77) won
Sunday's race from which
Castroneves (3) started from pole

Huertas's cause was helped by a couple of cautions right at the end that forced the race to end under yellows. The stage had been set for a one-lap charge to the finish when Graham Rahal, who had done a superb job to recover to fourth after stalling on the line, was caught out by the concertina and rear-ended Tony Kanaan. Rahal was apologetic afterwards; Kanaan looked and sounded pretty much like a guy who had been denied a badly needed strong result. The encounter left the Brazilian in the wall and, while Rahal was able to continue, his consequent penalty promoted rookie Carlos Munoz to the final step of the podium. According to the statistically inclined, it was the first-ever Colombian 1-2-3 in a professional championship.

Sunday's race was a little more conventional. It didn't rain, which for the drivers meant the battle against changing track conditions was replaced by a battle against heat exhaustion, but it also meant a more standard approach in terms of strategy.

Helio Castroneves had started from pole alongside Mikhail Aleshin, the rookie's front-row grid slot representing the best qualifying result of his short IndyCar career. The Russian was quickly knocked back a position by Schmidt Peterson team-mate Simon Pagenaud, who had started just behind him, and for the opening phase of the race it appeared that it was going to be a Castroneves/Pagenaud battle for the lead.

It probably would have been too, were it not for a brief moment of... complacency, maybe? Pagenaud had passed Castroneves for the lead, but Castroneves had remained within range and feinted to the inside of the Frenchman as the pair approached a left-hander. There was never a real



Colombian 1-2-3
with Huertas (centre),
Montoya (l) and Munoz

passing opportunity there and, when Castroneves went to slot back in to take the racing line for the corner, Sebastien Bourdais was already there. The resultant contact put Castroneves into the wall and out of the race, while Bourdais was able to continue, albeit with a damaged front wing. His KV team put a new nosecone out into pitlane in anticipation of a repair, but the four-time Champ Car champion elected to stay out and just deal with the understeer. Remarkably, he didn't even get the wing changed when he made his final scheduled stop.

"I had to be really creative to compensate for the balance of the car," he said. "I played with the brake balance and I was having trouble stopping the car and lost a lot of positions. Then there was another yellow and another yellow and another yellow. We hung in there and at the end of the race I was able to make a couple of moves and in the end we had a top-five finish."

With Castroneves eliminated and Bourdais



Montoya came close
to race-one victory

hamstrung, Pagenaud had been relieved of his main predators, and he never faced a serious threat from that point on. Two factors further worked in his favour. Firstly, his team-mate Aleshin had fought his way up to second (an adventure in itself after he'd earlier ploughed into the back of Rahal when the RLL car suddenly slowed with a gearbox problem), which served as a useful buffer on the final restarts. And second, the battling between third and eighth was so fierce that nobody had a real opportunity to break away to challenge him. He eventually crossed the finish line over 7s in front of Aleshin, who in turn was 9s ahead of third place.

The late-race battle for the final step on the podium was frankly extraordinary, with Juan Pablo Montoya throwing everything he had at rookie Jack Hawksworth, who simply refused to be intimidated. Charlie Kimball arrived on the scene to make it a three-way fight, and Hawksworth, who started from the rear of the field as one of just two cars on the harder tyres, prevailed.

"I put my car on the inside and never reacted to what the guy behind did," said the Brit. "I just placed my car on the defensive line, and he couldn't get it done. I hope it was fun to watch."

Will Power should have been among that fight too, but his race had been ruined by a suspension failure. It was a cruel end for the Australian, who had rallied well after an awful start to the weekend to climb from 18th to within sight of the podium.

Also included on the long tally of those who flew home thinking of opportunities lost was Sato. The Japanese driver was extraordinarily fast when the conditions were at their worst on Saturday, but his race began to unravel when he caught up to Marco Andretti, who was about to be lapped as the result of an unscheduled pitstop caused by a tangle with team-mate Munoz. Sato was leading at that point with a 4s gap over another Andretti Autosport driver, James Hinchcliffe. With his own race already shot, Andretti began to play the team game and tried to back Sato into Hinchcliffe; a feat he achieved so well that the Canadian was able to leapfrog Sato in the pits.

It was while Sato was trying to recover the lead that he was hit by the lapped car of Aleshin and eliminated from the race. Sunday offered no redemption: a misjudged trip over the kerbs spat his car into the barriers.

And Dixon's frustrating season as reigning champion continued with a weekend that captured the trinity of classic mishaps: lack of pace, driver error, and unreliability. The first manifested itself as a mediocre qualifying performance, the second as an uncharacteristic crash in which he took himself out on Saturday and also damaged the car of team-mate Kimball for good measure, and the third as a master-cylinder problem that left him 12 laps down on Sunday.

If there's a bright point for the New Zealander, it's this. Last year, his season was also heading up the creek before he began his big turnaround at Pocono — and that just happens to be where IndyCar is heading this weekend. ▶



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IN THE PADDOCK



Power leads the standings despite a low-key weekend

MARK GLENDENNING
INDYCAR CONTRIBUTOR

@m_glendenning



IT WAS A NICE SURPRISE TO DRIVE out of Reliant Park on Sunday evening thinking about the racing we'd seen earlier that day. That was certainly an improvement over what I was thinking last year, which wavered between 'I hope Dario and those spectators are OK,' and 'this place sucks.'

Houston had a rough start to its IndyCar return in 2013 and most of the problems stemmed from naivety and overconfidence. This year wasn't perfect, but it was better.

Many of the problems would have gone unnoticed to all but a very select few: the reprise of the media-parking firestorm isn't the sort of thing the average punter should care about. But the fact that two fans were able to wander onto a live track during qualifying on Sunday morning certainly is. Lapses of that kind are inexcusable. All of AUTOSPORT's colleagues in the press room recognised the danger the fans were

in, but it took an account of what happened to Tom Pryce at Kyalami in 1977 to drive home what the ramifications for Graham Rahal, who was the first driver on the scene, might have been. Those fans were carrying what appeared to be pretty large cameras.

That aside, it was encouraging to speak to promoter Mike Lanigan and hear about what he'd learnt from 2013. More than \$1m has been tipped into safety and track improvements in the past nine months, and driver feedback was universally positive. A couple more weekends like this year, and Houston might yet win our hearts.

Pagenaud hails small-team brio

SIMON PAGENAUD BELIEVES

that the current IndyCar formula plays to the strengths of smaller, efficient teams such as Schmidt Peterson Motorsports.

Pagenaud took his second win of the season in Houston as well as leading the team's first one-two finish, and said that it was the sort of performance the team had been building towards since he joined the then-single-car effort in 2012.

"Obviously the top teams, they're always up there, but Schmidt Peterson Motorsports has been elevated to the next level," he said.

"The advantage of this team is the communication. Everybody is very open minded, very close and it's easy to go



Pagenaud celebrates second win of 2014

from one layer to another to address a problem. Obviously compared to a bigger organisation, the issue is financial support. But the series, the way it is at the moment, helps smaller teams to be competitive."

The Frenchman has been linked to a move to Andretti Autosport in 2015, but

said that his current performance makes his present situation an appealing one.

"If I had one or two team-mates, it would help. But the difficulty of being on a bigger team is getting lost, and for the big teams it's hard to target which drivers they need to listen to the most."

Wilson Jr set for full-time return to series in 2015

Fan Force ran Alesi at Indy 500 in 2012



WILLIAMS/LAT

INDY LIGHTS TEAM FAN FORCE

United has signed Stefan Wilson ahead of a planned full-time 2015 IndyCar effort.

"I'm really looking forward to having a full-time ride again and being able to apply myself 100 per cent to the programme," said 24-year-old Wilson, who made his IndyCar debut alongside brother Justin with Dale Coyne Racing in Baltimore last year.

In addition to its 2015 campaign, the team hopes to contest two or three IndyCar races towards the end of this season.

Fan Force's sole IndyCar outing to date was with Jean Alesi at the Indy 500 in 2012. That foray ended with the Frenchman being black-flagged almost immediately due to the uncompetitive Lotus engine.

No engine deal for the new project has been announced, but representatives of Honda told AUTOSPORT that the manufacturer's engine supply is already fully committed. Meanwhile, Chevrolet IndyCar programme manager Chris Berube said he has not yet been approached by the team.

MAXSPEED'S NEW DEAL

The Road to Indy ladder system has added another rung after a new deal was struck with MAXSpeed Group, which runs the Rotax MAX Challenge races in the US. The arrangement essentially creates a clear progression from karting to IndyCar via USF2000, Pro Mazda and Indy Lights.

ANDRETTI LANDS FINE

Marco Andretti and Andretti Autosport were each fined \$2500 and the driver placed on probation for three races after he ignored blue flags during the first race in Houston. Andretti, who was a lap down, was black-flagged during the race after refusing to move aside for leader Takuma Sato.

HOT-WEATHER TWEAKS

IndyCar sanctioned a couple of modifications in Houston to help teams to counter the high mid-summer temperatures in southern Texas. An optional 1x4-inch grill was permitted on the nosecone to improve airflow, and an optional alternate radiator was also approved for use in the cars.

NEWGARDEN IN WARS

A solid run by Josef Newgarden in Houston on Sunday was derailed when his front-right wheel fell off due to a wheelgun failure. It followed an earlier DNF for the Fisher Hartman driver, although that one was caused by gearbox damage from an earlier impact.

FILIPPI'S SPEED FILLIP

Luca Filippi qualified an exceptional fourth on Saturday in his first outing in the second RLL car, although both of the Italian's races were ended by mistakes. "This weekend was surprising from a speed point of view, but I made some mistakes," said Filippi, who is aiming to return in Toronto.

BOURDAIS 'NOT GUILTY'

Sebastien Bourdais's fine and probation for his part in the crash with Justin Wilson at Texas Speedway three weeks ago has been rescinded after IndyCar re-examined the incident at the request of the KV team. AUTOSPORT understands that the series determined that there was insufficient evidence against the Frenchman (below).

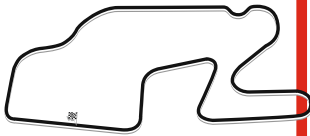


ABBOTT/LAT

USC Watkins Glen (USA)

June 29

Round 6/11



RESULTS

191 LAPS, 649.4 MILES

| | | |
|-----------|--|---------------------|
| 1 | R WESTBROOK (GB)/M VALIANTE (CDN) | |
| | P Spirit of Daytona Coyote Corvette DP (Q3) | 6h01m36.194s |
| 2 | A BRUNDLE (GB)/H-P TUNG (NL)/G YACAMAN (CO) | |
| | P OAK Racing Morgan-Nissan (Q1) | +0.877s |
| 3 | C FITTIPALDI (BR)/J BARBOSA (P) | |
| | P Action Express Coyote Corvette DP (Q2) | +1.587s |
| 4 | BR FRISSELLE (USA)/BU FRISSELLE (USA)/J FOGARTY (USA) | |
| | P Action Express Coyote Corvette DP (Q8) | +36.067s |
| 5 | R TAYLOR (USA)/J TAYLOR (USA)/M ANGELELLI (I) | |
| | P Wayne Taylor Racing Dallara Corvette DP (Q6) | -1 lap |
| 6 | J GUE (USA)/C BRAUN (USA)/J BENNETT (USA) | |
| | PC CORE Autosport ORECA-Chevrolet (Q11) | -5 laps |
| 7 | D CHENG (PRC)/M PLOWMAN (GB)/D BIELEFELD (USA) | |
| | PC BAR 1 Motorsports ORECA-Chevrolet (Q19) | -5 laps |
| 8 | F MONTECALVO (USA)/G JEANNETTE (USA) | |
| | PC PRI/Mathiasen Motorsports ORECA-Chevrolet (Q16) | -5 laps |
| 9 | M HEDLUND (USA)/D OSTELLA (CDN) | |
| | PC Performance Tech Motorsports ORECA-Chevrolet (Q17) | -5 laps |
| 10 | J MARTIN (AUS)/M FUENTES (MEX) | |
| | PC Starworks Motorsport ORECA-Chevrolet (Q14) | -6 laps |
| 11 | J MAGNUSSEN (DK)/A GARCIA (E) | |
| | GTLM Corvette Racing Chevrolet Corvette C7.R (Q22) | -6 laps |
| 12 | M GOOSSENS (B)/J BOMARITO (USA)/D FARNBACHER (D) | |
| | GTLM SRT Motorsports Dodge Viper SRT GTS-R (Q26) | -6 laps |
| 13 | K WITTMER (CDN)/GOOSSENS/BOMARITO | |
| | GTLM SRT Motorsports Dodge Viper SRT GTS-R (Q25) | -6 laps |
| 14 | T MILNER (USA)/O GAVIN (GB) | |
| | GTLM Corvette Racing Chevrolet Corvette C7.R (Q27) | -6 laps |
| 15 | N TANDY (GB)/R LIETZ (A) | |
| | GTLM Porsche North America Porsche 911 RSR (Q30) | -6 laps |
| 16 | D MULLER (D)/J EDWARDS (USA) | |
| | GTLM BMW Team RLL BMW Z4 GTE (Q23) | -6 laps |
| 17 | P KAFFER (D)/G FISICHELLA (I) | |
| | GTLM Risi Competizione Ferrari 458 Italia (Q28) | -6 laps |
| 18 | B SAID (USA)/E CURRAN (USA)/G COSMO (USA) | |
| | P Marsh Racing Coyote Corvette DP (Q15) | -7 laps |
| 19 | P LONG (USA)/M CHRISTENSEN (DK)/P PILET (F) | |
| | GTLM Porsche North America Porsche 911 RSR (Q24) | -7 laps |
| 20 | B SELLERS (USA)/W HENZLER (D) | |
| | GTLM Team Falken Tire Porsche 911 RSR (Q29) | -9 laps |

In each car, first-named driver started race. Driver in italics set qualifying time. Winners' average speed: 107.728mph. Fastest lap: Tung, 1m38.976s, 123.67mph. There were 53 starters. * - car did not qualifying following crash in practice.

PROTOTYPE DRIVERS

| | | | | | |
|----------|---------------------------|------------|----------|---------------------------|------------|
| 1 | TAYLOR/TAYLOR | 187 | 5 | PRUETT/ROJAS | 169 |
| 2 | BARBOSA/FITTIPALDI | 184 | 6 | BROWN/VAN OVERBEEK | 159 |
| 3 | WESTBROOK/VALIANTE | 174 | 7 | DALZIEL/SHARP | 146 |
| 4 | YACAMAN | 172 | 8 | NEGRI/PEW | 142 |

PC DRIVERS

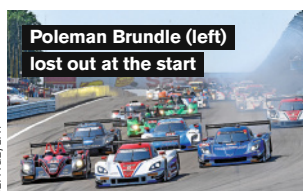
| | | | | | |
|----------|----------------------|------------|----------|-----------------------------|------------|
| 1 | BENNETT/BRAUN | 169 | 4 | SCHULTIS | 121 |
| 2 | VAN DER ZANDE | 152 | 5 | JEANNETTE/MONTECALVO | 119 |
| 3 | FUENTES | 132 | 6 | ENDEJUNQUEIRA | 114 |

GTLM DRIVERS

| | | | | | |
|----------|-------------------------|------------|----------|----------------------------|------------|
| 1 | GARCIA/MAGNUSSEN | 154 | = | FARNBACHER/GOOSSENS | 140 |
| 2 | AUBERLEN/PRIALUX | 145 | 5 | LIETZ/TANDY | 138 |
| 3 | GAVIN/MILNER | 140 | 6 | BOMARITO/WITTMER | 137 |

GTD DRIVERS

| | | | | | |
|----------|----------------------|------------|----------|--------------------------|------------|
| 1 | BELL/SWEEDLER | 145 | 4 | VON MOLTKE/NEIMAN | 127 |
| 2 | LALLY/POTTER | 138 | 5 | HAASE/MILLER | 126 |
| 3 | KEEN/MACNEIL | 130 | 6 | BALZAN/WESTPHAL | 125 |



Poleman Brundle (left) lost out at the start

POINTS SYSTEM EXPLAINED

In each class:
36-33-31-29-27-26-25-24-23-22-21-20-19 etc to top 30 finishers.



Valiante (left) and Westbrook celebrate

Westbrook's Chevy grunt trumps Brundle's Morgan

THE DESTINY OF THE SIX HOURS AT THE GLEN WAS shaped by a late-race, full-course yellow that first saved — and then shattered — Alex Brundle's hopes of taking OAK Racing's first USC victory. Instead, it was the Spirit of Daytona Coyote Corvette of Richard Westbrook and Michael Valiante that scored its maiden victory of the season, as Daytona Prototype grunt defeated LMP2 finesse.

Brundle, who shared the OAK Morgan P2 with Ho-Pin Tung and Gustavo Yacaman, was running to a fuel strategy that demanded a late splash-n-go. He would barely need to be stationary for 6s, and with less than a dozen laps remaining he had a lead of 28s over Westbrook. That'd be close.

When Alex Tagliani's PC-class ORECA collided with Ian James's GTD Porsche at the final corner with just over 20 minutes of the race remaining, causing a full-course caution, Brundle wouldn't have to stop after all. But, as he was all too aware, he would have the hardship of trying to keep the faster DP cars behind him at the restart.

It didn't go well. Burt Frisselle — the first car behind Brundle at the restart — unlapped himself forcefully through Turns 1 and 2, compromising Brundle's exit for the long, uphill drag through the Esses to the Bus Stop. Behind him, Westbrook had dispensed with Oswaldo Negri's lapped DP at Turn 1 and now had Brundle firmly in his sights.

"If I'd got into the Bus Stop in the lead the win would've been mine," rued Brundle, but he couldn't.

Such was Westbrook's straightline speed advantage, he powered past on the straight and victory was his instead. "I feel for the #42 guys," said Westbrook. "We had a great race with them for six hours. But Frisselle just hung Alex out, and I got a nice run. I've got more power and I made it stick. He was a sitting duck."

Brundle knew the writing was on the wall from the start, when his hard-earned pole position quickly became fourth place: "I just sat and watched the DPs all breeze past, it was so frustrating." He would battle back in his opening stints, pulling "Dan Dare passes" on the DPs ahead, and then the race became all about these two cars.

Brundle actually hit Valiante at The Boot section during his first stint as they duelled over the lead. But it would be hours later that co-driver Yacaman would finally put the Morgan back into the lead, outbraking Valiante with a daring lunge up the inside at the same corner where Brundle had hit him earlier. Tung's role certainly shouldn't be overlooked, as he set fastest lap during his middle stint as he chased down the Corvette.

Beyond these two cars, the opposition self-destructed over the six hours. Early leader was the Action Express car, going for a third successive Glen victory. Although Christian Fittipaldi did a great job to lead from the start, he shouldn't have been in the car according to the paperwork lodged with IMSA — a bizarre administrative fail.

Even though this came in the first hour, it was a drivethrough penalty that he and Joao Barbosa never recovered from, such was the ferocity of the lead battle and the paucity of full-course yellows.

The Wayne Taylor-run Dallara Corvette should also have been in the hunt, but a 60s stop/go penalty for Max Angelelli driving through a pitlane red light killed its hopes, despite the best efforts of the Taylor brothers, Ricky and Jordan. It finished fifth, behind the second Action Express car of the Frisselle brothers (Burt and Brian) and Jon Fogarty, the car that Brundle had good cause to curse at the race's end.



Pruett/Rojas/Karam Ganassi Riley got hurt

FOR IN-DEPTH RESULTS FORIX

IN THE PADDOCK

CHARLES BRADLEY
EDITOR

@Autosport_Ed



THE LIST OF SIX-HOUR SPORTSCAR race winners at Watkins Glen is pretty sensational: Jacky Ickx, Jo Siffert, Pedro Rodriguez, Ronnie Peterson, Mario Andretti, Henri Pescarolo, Derek Bell, Jochen Mass, Riccardo Patrese, Michele Alboreto – and the list goes on.

The ever-shifting US sportscar landscape means that the level of its racing has flip-flopped between genuine world-class (still true of its top GT class) and pro/am national-level, but since IMSA's American Le Mans Series and NASCAR's Grand-Am joined together it's got great prospects again.

IMSA chairman Jim France reports that the post-merged series has "done better than I was expecting", and while it's fair to say there remain some divisions and reservations from some teams and drivers, the overriding mood seems positive. Just as importantly, the campsites that line the circuit were buzzing.

France added: "We had two groups of fans, each loyal to IMSA/ALMS or Grand-Am – the crossover was only something like 12 per cent. All of our event attendances have been up this year, bigger than what Grand-Am or ALMS ever experienced. It's validating the move; it gives American sportscars a bigger footprint."

This was my first time at the Glen, an old-school venue summed up by fellow newbie Alex Brundle: "At tracks these days you find the limit by exceeding it and using the asphalt run-off. Here, you build up to the limit, bit by bit, or else you're in the fence."



The Magnussen/Garcia
Corvette topped GTLM

DOLE/LAT

Magnussen Chevy fends off a late Viper attack

CHEVROLET CLAIMED A landmark victory as the GTLM class raced at Watkins Glen for the very first time on Sunday, with Antonio Garcia beating the SRT Dodge Viper of Marc Goossens in the final-lap shoot-out by just 0.185s.

Garcia's team-mate Jan Magnussen, who qualified the car second to BMW's Andy Priaulx, said the final laps were "nerve-wracking" as he watched Garcia fend off the Viper.

For much of the race it had been a Corvette one-two, with the #4 car of Tommy Milner and Oliver Gavin finally

having got to the root of the handling imbalance that blighted its Le Mans efforts. But a drivethrough penalty, for the lightest of touches with the Flying Lizard GTD Audi, consigned it to fourth.

"It was very harsh," said Gavin. "We didn't have the pace to beat the other car, but that was a certain second place."

With no tailgunner, the Viper of Goossens, Jonathan Bomarito and Dominik Farnbacher edged into the equation, as it was running a different fuel strategy to the leading 'Vette, and put it under massive pressure.

"Until the last two yellows we were saving fuel. Antonio did a fantastic job to do that and keep the pace," explained Magnussen. "But the safety car put us back on the Viper's gameplan, so we could fight it on equal terms."

Porsche and BMW were left to feed off scraps behind Chevy and Dodge in fourth and fifth places, despite the outstanding pace of Nick Tandy and Priaulx, the Guernseyman unlucky right from the timing of the first full-course yellow and a series of punctures for team-mate Bill Auberlen.

45



Braun/Bennett (l) won
again and secured the
Endurance Cup early

LEPAGE/LAT

CORE squad overcomes Bennett's yellow peril

CORE AUTOSPORT CLAIMED NOT only its fourth PC-class win of the USC season but also won the four-race North American Endurance Cup a round early.

The car, anchored by young gun Colin Braun, received an early setback when his co-driver Jon Bennett was given a drivethrough penalty for passing under

yellows. "I was hoping nobody noticed, but they did!" he quipped.

The third driver in the team, James Gue, only got the call to race on Tuesday, grabbed the redevye from California on Thursday night and arrived in the parking lot as practice started.

The BAR 1 Motorsports car of Martin

Plozman/Doug Bielefeld/David Cheng finished second, 8s in arrears.

Plenty of other cars took turns in the lead, including the Starworks car of Renger van der Zande/Mirco Schultis, but that would end its day in the wall when brake failure caused the Dutchman to slam into Scott Pruett's Ganassi DP.

TURNER IN OVERDRIVE

The Turner Motorsports BMW Z4 of Dane Cameron and Markus Palttala dominated the GTD class at Watkins Glen, defeating the AIM Autosport Ferrari 458 Italia of Townsend Bell and Bill Sweedler by two seconds.

TAGLIANI IN THE WARS

Former Indycar star Alex Tagliani suffered two big shunts across the weekend at the Glen, his first in free practice when he rejoined after an off at Turn 10 right into the path of fellow PC-class competitor Chris Miller. His RSR Racing team was forced to miss qualifying as it rebuilt the car, only for him to crash again, with a GTD car, near the end of Sunday's race at Turn 11.



LEPAGE/LAT



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14



Sirotkin leads chasing pack in Saturday race

FORMULA RENAULT 3.5 MOSCOW RACEWAY (RUS), JUNE 28-29 RD 5/9

Russians take charge on home soil

RUSSIA HAD PLENTY TO CELEBRATE in Formula Renault 3.5 last weekend, as Sergey Sirotkin took his maiden victory on Saturday and the Russian-owned Zeta Corse team took the spoils on Sunday with Roberto Merhi.

Sirotkin, one of the country's Formula 1 hopefuls and a Sauber test driver, controlled race one from pole position, managing the threat from a feisty Zoel Amberg throughout. Fortec had gone for a risky approach, in particular with its tyres, in attempt to take advantage of the surprisingly low temperatures on Saturday, and that meant Sirotkin couldn't just wring the neck of the car for the race distance.

"This has been a really unlucky season so we knew we needed to recover, but we couldn't ever imagine to do it in this way at my home race," said the 18-year-old.

"I tried to be quick through the whole race, not just over one lap, but it was not easy to manage."

Sirotkin's race was made easier by fellow front-row starter Pierre Gasly – second in the championship – suffering a clutch failure as the red lights came on for the start. Amazingly, he was joined in being pushed to the pits by title rivals Carlos Sainz Jr and Oliver Rowland, who both stalled. Sainz, who was having a torrid weekend and had qualified 16th, knew that his rivals hitting trouble at an event where he and DAMS were off the pace was a stroke of fortune. The fact that they were all out of contention lessened the significance of a clash between Sainz and Rowland on lap seven, which put the Briton out after he tried to pass the Spaniard at the final corner for... 17th place. To make Sainz's weekend worse, he

was given a two-place grid penalty for turning in on Rowland, so he started race two from 11th.

That gave Gasly and Rowland another chance to make up ground, as they shared the second row on Sunday. But while Gasly swooped past a slow-starting Richie Stanaway for second at the off, Rowland was blocked by the Kiwi and fell behind Sirotkin as well. As if running fifth wasn't bad enough, once the pitstops had shaken out he had Sainz in his mirrors. The Spaniard didn't have the pace to stick with him, but he had minimised the damage in the championship.

"It was a difficult weekend," said the championship leader, who is still 33 points clear of Gasly. "As soon as I left the pits on Saturday morning I could feel something was not right with the car. We were struggling with mechanical grip, to make the tyres work with the low temperatures. I was lucky [in race one] that the other two guys stalled."

Fortunately, Sainz and Rowland knew better than to fall out over an incident at the back of the field.

"We talked about it – we're both frustrated to be racing for 17th so that probably came into our minds," said the Briton. "He knew I could make good progress and wanted to keep me behind him, which I understand. I was ambitious and he wasn't going to give."



First win since 2011 for Merhi

Gasly could have inflicted more damage to Sainz's championship lead had the polesitting Merhi/Zeta combination not hit a sweet spot that nobody had an answer for on Sunday. The former DTM racer was dominant en route to a first single-seater win since his F3 Euro Series-winning campaign of 2011. ● Glenn Freeman

RESULTS Race 1 1 Sergey Sirotkin (Fortec Motorsports), 29 laps in 40m17.408s; 2 Zoel Amberg (AVF), +0.829s; 3 Pietro Fantin (International Draco Racing); 4 Roberto Merhi (Zeta Corse); 5 Jazeman Jaafar (ISR); 6 Will Stevens (Strakka Racing); 7 Marlon Stockinger (Lotus/Gravity-Charouz); 8 Matias Laine (Strakka); 9 Richie Stanaway (Lotus); 10 Oscar Tunjo (Pons Racing). **Race 2** 1 Merhi, 30 laps in 41m58.433s; 2 Pierre Gasly (Arden International), +6.748s; 3 Stanaway; 4 Sirotkin; 5 Oliver Rowland (Fortec); 6 Carlos Sainz Jr (DAMS); 7 Laine; 8 Amberg; 9 Stevens; 10 Will Buller (Arden). **Points** 1 Sainz, 132; 2 Gasly, 99; 3 Rowland, 84; 4 Stevens, 78; 5 Merhi, 75; 6 Sirotkin, 62.



Title contenders all missed the start of race one

DTM Norisring (D)

June 29



Round 4/10



RESULTS

82 LAPS, 118.625 MILES

| | | |
|---|-----------------------------------|-------------------------|
| 1 | ROBERT WICKENS (CDN) | 1h15m21.118s |
| HWA Mercedes C-coupe; Qualifying: 1st-47.883s | | |
| 2 | JAMIE GREEN (GB) | +23.906s |
| Team Rosberg Audi RS5; Qualifying: 3rd-47.995s | | |
| 3 | MATTIAS EKSTROM (S) | +25.922s |
| Abt Sportsline Audi RS5; Qualifying: 12th-48.079s | | |
| 4 | EDOARDO MORTARA (I) | +32.875s |
| Abt Sportsline Audi RS5; Qualifying: 20th-48.439s | | |
| 5 | PASCAL WEHRLEIN (D) | +44.788s |
| HWA Mercedes C-coupe; Qualifying: 4th-48.008s | | |
| 6 | MARCO WITTMANN (D) | +46.050s |
| RMG BMW M4; Qualifying: 7th-48.210s | | |
| 7 | JOEY HAND (USA) | +47.991s |
| RBM BMW M4; Qualifying: 14th-48.320s | | |
| 8 | MIKE ROCKENFELLER (D) | +48.803s |
| Team Phoenix Audi RS5; Qualifying: 11th-48.292s | | |
| 9 | ADRIEN TAMBAY (F) | +1m14.661s* |
| Abt Sportsline Audi RS5; Qualifying: 8th-48.223s | | |
| 10 | TIMO SCHEIDER (D) | -1 lap |
| Team Phoenix Audi RS5; Qualifying: 21st-48.480s | | |
| 11 | BRUNO SPENGLER (CDN) | -1 lap |
| Schnitzer Motorsport BMW M4; Qualifying: 16th-48.329s | | |
| 12 | GARY PAFFETT (GB) | -1 lap |
| HWA Mercedes C-coupe; Qualifying: 5th-48.033s | | |
| 13 | DANIEL JUNCADELLA (E) | -1 lap |
| RSC Mucke Mercedes C-coupe; Qualifying: 17th-48.375s | | |
| 14 | AUGUSTO FARFUS (BR) | -1 lap |
| RBM BMW M4; Qualifying: 15th-48.329s | | |
| 15 | PAUL DI RESTA (GB) | -1 lap |
| HWA Mercedes C-coupe; Qualifying: 2nd-47.976s | | |
| 16 | TIMO GLOCK (D) | -2 laps |
| MTEK BMW M4; Qualifying: 13th-48.316s | | |
| 17 | MAXIME MARTIN (B) | -2 laps |
| RMG BMW M4; Qualifying: 10th-48.267s | | |
| 18 | NICO MULLER (CH) | -2 laps |
| Team Rosberg Audi RS5; Qualifying: 9th-48.235s | | |
| 19 | VITALY PETROV (RUS) | -2 laps |
| RSC Mucke Mercedes C-coupe; Qualifying: 23rd-48.544s | | |
| 20 | ANTONIO FELIX DA COSTA (P) | -2 laps |
| MTEK BMW M4; Qualifying: 22nd-48.488s | | |
| 21 | CHRISTIAN VIETORIS (D) | 73 laps-loose wheelnut |
| HWA Mercedes C-coupe; Qualifying: 6th-48.033s | | |
| 22 | MIGUEL MOLINA (E) | 71 laps-accident damage |
| Abt Sportsline Audi RS5; Qualifying: 18th-48.434s | | |
| R | MARTIN TOMCZYK (D) | 58 laps-accident |
| Schnitzer Motorsport BMW M4; Qualifying: 19th-48.417s | | |

Winner's average speed: 93.319mph. Fastest lap: Ekstrom, 48.610s, 105.846mph.
* Ekstrom given five-place grid penalty; Tambay given 30-second time penalty.

DRIVERS' CHAMPIONSHIP

| | | | | | |
|----------|---------------------|-----------|-----------|-----------------|-----------|
| 1 | WITTMANN | 58 | 6 | MOLINA | 26 |
| 2 | MORTARA | 39 | 7 | WICKENS | 25 |
| 3 | EKSTROM | 35 | 8 | VIETORIS | 25 |
| 4 | ROCKENFELLER | 35 | 9 | GREEN | 24 |
| 5 | TAMBAY | 28 | 10 | SPENGLER | 23 |

MANUFACTURERS' CHAMPIONSHIP

| | | | | | |
|----------|-------------|------------|----------|-----------------|-----------|
| 1 | AUDI | 196 | 3 | MERCEDES | 76 |
| 2 | BMW | 132 | | | |

POINTS SYSTEM EXPLAINED

In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers.

'Mr Norisring' Green took second for Audi



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Wickens leads di Resta and Green during early laps behind safety car

Wickens lifts Mercedes spirits with easy victory

ROBERT WICKENS'S STUNNING VICTORY FOR Mercedes at the Norisring came down to two things: being fast and being flexible.

In the sort of changing conditions that so often trip up early leaders and throw up shock winners, Wickens enjoyed a worry-free race from pole position. And it was his pace in the first half of the 82-lapper that made the difference.

The Canadian did cop a big break on the first lap, at the expense of team-mate Paul di Resta. As the drivers prepared to go green, after the first five laps had been run behind the safety car to assess the drenched circuit, di Resta was spun by Jamie Green as the field bunched up at the final corner. Di Resta, who should have been starting second, brought almost the entire field to a standstill with his low-speed spin, giving Wickens a clear getaway. As a result he had a 3.2s gap after just one racing lap.

But Green didn't let him get too far down the road. In the wettest of the conditions, the Brit set about hunting Wickens down, and quickly had the gap down to less than two seconds. But just as it looked as if 'Mr Norisring' was going to charge into the lead, the track started to dry. Suddenly the times between the two leaders leveled, before Wickens started to pull away from the Audi.

By the time the first drivers started to go for slick tyres six or seven laps later, the gap was more than 10s. That gap, combined with the short lap at Norisring, gave Wickens the ultimate power – flexibility. He could gauge the conditions and be conservative on when to switch to options, given that an extra lap on the wets wouldn't do him any real harm. On lap 58 he finally made the change, emerged from the pits more than 15s clear of the field, and cruised to a second career win.

"The team did a great job getting the tyre pressures spot on," Wickens explained. "OK, the first couple of laps Jamie was able to close the gap on me a little bit, but once the track started to have less standing water I was able to calm down and consistently, and pretty safely, stretch out my gap."

Green went on to finish second, but it was hardly a straightforward affair. He was handed a five-second stop-go during the stops thanks to his



Wickens (left) celebrates with the Audi pair

pre-race antics with di Resta, which lost him second to Christian Vietoris, who flew before the stops. But when Vietoris's Mercedes wobbled to a stop a few laps from the end due to a loose right-rear wheelnut, Green got the position back.

Vietoris's bad luck was also great news for Mattias Ekstrom. Having been bumped back to 12th on the grid after impeding Pascal Wehrlein in qualifying, the Audi driver had a lot to do on Sunday. But he did it well, carving his way through the field in difficult conditions to find himself fourth – which became third when Vietoris retired.

"The luck [Christian] had with him in Oschersleben didn't seem to be there today," he quipped. "We would have deserved P4, because he was far ahead, but generally I had a good race."

On a circuit with unique characteristics that perfectly suited the usually troublesome Mercedes, it was BMW's turn to be on the back foot. Motorsport boss Jens Marquardt described the weekend as "damage limitation", and Marco Wittmann put in an impressive drive to come home seventh – which became sixth when Adrien Tambay was handed a 30-second post-race penalty for taking out Wehrlein late in the race.

It was a result that ensures Wittmann still has a decent points lead. And with Moscow Raceway – a circuit that should suit the M4 and be very bad news for the C-Coupe – coming up next, the Bavarians are still in a decent position.

IN THE PADDOCK

ANDREW VAN LEEUWEN
DTM CONTRIBUTOR
@av1me1bourne



THE DTM IS OH-SO-CLOSE TO getting its weekend format just right.

The Norisring weekend featured the introduction of a new format for free practice. Gone is Saturday's 90-minute free-practice session, replaced by two separate hour-long sessions. It makes sense: more practice time is something the majority of the drivers have been pushing for since the start of the season. I applaud the rulemakers for listening and making the change.

So it's a good move, except for one

thing: why do we have to have both of these sessions on a Saturday?

At the moment, there is hardly any running on Friday, just the half-hour 'roll-out' during which drivers aren't able to log times, do flying laps or generally go too quickly. In all honesty, it's track time (and money) that would be much better spent on a meaningful practice session.

Therefore it would be simple to replace the 'roll-out' with the first of the one-hour practice sessions on Friday afternoon, and then have the second one-hour session on Saturday morning, followed by the qualifying sessions. Easy.

The whole 'two-day weekend' concept to contain costs is fine, except for the fact that it isn't a two-day weekend. The drivers, cars and teams are all at the track on Friday for the roll-out anyway, and replacing it with

Why not spread the running out for fans?



a 60-minute practice session – with timing screens and flying laps – would require next to zero additional effort or cost from anyone involved.

If the first 60-minute practice session

were to replace the roll-out, it would actually result in slightly less time on track, but a better distribution of meaningful running across the weekend, which would be better for both the teams and the fans.



Marquardt blamed weight for poor form

BMW admits: ballast hurt us

BMW MOTORSPORT BOSS JENS

Marquardt says that performance ballast played its part in his squad's disappointing pace in dry conditions at the Norisring.

Most of the BMWs were carrying 7.5kg more weight than the Mercedes, with Marco Wittmann, Bruno Spengler and Antonio Felix da Costa stuck with a full 10kg extra weight thanks to their Hungaroring success.

"It's probably a tenth of a second," Marquardt explained. "But because the lap is so short, in Q1 we had all 23 cars within four tenths, so that tenth can be six or eight positions on the grid."

The BMWs will be able to shed 5kg for Moscow, except Wittmann and Joey Hand, who will only be losing 2.5kg.

Paffett tempers Merc hopes

GARY PAFFETT HAS WARNED that Mercedes is still a long way from sorting its problematic car, despite being the dominant manufacturer at the Norisring.

The long straights and lack of fast corners in Nuremberg suited the C-coupe perfectly, with five Mercedes drivers qualifying in the top six, and Robert Wickens going on to win the race.

But Paffett says that things are likely to be very different at the next round in Russia.

"This is by no means a sign of what we're going to expect in the

next few races," he said.

"We aren't going to be this competitive at Moscow. We're going to be more similar to where we were at the last race in Budapest.

"This was a bit of a week off from car development; you run your Norisring set-up and have a bit of fun. Now it's back to work again.

"The guys are working hard to improve the car. But obviously development isn't going to be arriving for Moscow. We have to refine what we have, get the best result we can in Moscow, and then look forward to some upgrades.



Paffett says the Norisring is no barometer of pace



DA COSTA FALLS IN Q1

Antonio Felix da Costa's perfect run of Q3 appearances came to an end in Nuremberg, the rookie going out in Q1. "The margins are small and you pay a big price for doing a bad job in free practice," he said afterwards. "The car wasn't doing what I wanted it to."

TOMCZYK PENALISED...

Martin Tomczyk will carry a three-position grid penalty over to the next race at Moscow Raceway, thanks to a clash with Gary Paffett during Sunday's race. The BMW driver couldn't be given a post-race time penalty as he didn't finish the race.

...BUT APOLOGETIC

To his credit, Tomczyk wasted no time in apologising to Paffett for the incident. "Getting taken out by Martin cost us some positions, which was unfortunate," said Paffett. "But I had an SMS from him apologising even before I got back to the truck, so clearly he feels sorry about it."

BOOST FOR WEHRLEIN

The Norisring weekend was a good one for Pascal Wehrlein. The young Mercedes driver took his best grid spot on Saturday with fourth, and then his best race finish on Sunday with fifth, despite being turned around by Audi driver Adrien Tambay a few laps from the end.

BIG NUMBER

0.430

The difference, in seconds, between being first and last in the first qualifying session at the Norisring

Massa hints at DTM future

BRAZILIAN FORMULA 1 DRIVER

Felipe Massa says he considered a switch to the DTM this season before doing his Williams deal, and that he is open to racing in the series when his Formula 1 career comes to an end.

Massa was a guest of Mercedes at the Norisring, and revealed that a DTM seat was one of his options for 2014.

"I was already considering it this year if I wasn't staying in Formula 1," he said.



Massa visited the Norisring

"I think it's a great championship. I really like it, I'm always following the races. It's very competitive between the cars. I've been following it since I was a kid.

"Maybe I can be here in the future."

Euro F3 Norisring (D)

June 28-29



Round 6/11



RESULTS

RACE 1: 37 LAPS, 52.879 MILES

| | | |
|--|-----------------------|------------|
| 1 | MAX VERSTAPPEN (NL) | 35m15.791s |
| Van Amersfoort Racing Dallara-Volkswagen F314; Qualifying: 3rd-48.093s | | |
| 2 | ESTEBAN OCON (F) | +1.125s |
| Prema Powerteam Dallara-Mercedes F312; Qualifying: 2nd-48.085s | | |
| 3 | LUCAS AUER (A) | +3.432s |
| Mucke Motorsport Dallara-Mercedes F312; Qualifying: 5th-48.321s | | |
| 4 | NICHOLAS LATIFI (CDN) | +6.464s |
| Prema Powerteam Dallara-Mercedes F314; Qualifying: 11th-48.489s | | |
| 5 | JAKE DENNIS (GB) | +7.013s |
| Carlin Dallara-Volkswagen F312; Qualifying: 7th-48.437s | | |
| 6 | FELIX ROSENOVIST (S) | +7.687s |
| Mucke Motorsport Dallara-Mercedes F312; Qualifying: 1st-48.082s | | |
| 7 | ROY NISSANY (IL) | +9.229s |
| Mucke Motorsport Dallara-Mercedes F312; Qualifying: 6th-48.432s | | |
| 8 | FELIX SERRALLES (USA) | +11.065s |
| Team West-Tec Dallara-Mercedes F314; Qualifying: 16th-48.650s | | |
| 9 | SEAN GELAE (R) | +12.216s |
| Carlin Dallara-Volkswagen F312; Qualifying: 18th-48.797s | | |
| 10 | TOM BLOMQUIST (GB) | +12.878s |
| Carlin Dallara-Volkswagen F312; Qualifying: 4th-48.262s | | |

Winner's average speed: 89.973mph. Fastest lap: Verstappen, 48.168s, 106.812mph.

RACE 2: 32 LAPS, 45.733 MILES

| | | |
|---|------------------------|------------|
| 1 | VERSTAPPEN | 45m44.818s |
| Qualifying: 1st-48.118s | | |
| 2 | JORDAN KING (GB) | +8.827s |
| Carlin Dallara-Volkswagen F312; Qualifying: 6th-48.447s | | |
| 3 | AUER | +15.436s |
| Qualifying: 7th-48.461s | | |
| 4 | DENNIS | +16.804s |
| Qualifying: 9th-48.597s | | |
| 5 | SANTINO FERRUCCI (USA) | +18.057s |
| EuroInternational Dallara-Mercedes F312; Qualifying: 5th-48.444s | | |
| 6 | ROSENOVIST | +19.037s |
| Qualifying: 4th-48.310s | | |
| 7 | ANTONIO FUOCO (I) | +20.247s |
| Prema Powerteam Dallara-Mercedes F312; Qualifying: 11th-48.660s | | |
| 8 | LATIFI | +22.608s |
| Qualifying: 10th-48.625s | | |
| 9 | ANTONIO GIOVINAZZI (I) | +24.952s |
| Carlin Dallara-Volkswagen F312; Qualifying: 8th-48.586s | | |
| 10 | GUSTAVO MENEZES (USA) | +26.845s |
| Van Amersfoort Racing Dallara-Volkswagen F312; Qualifying: 13th-48.765s | | |

Winner's average speed: 59.981mph. Fastest lap: Verstappen, 49.788s, 103.337mph.

RACE 3: 40 LAPS, 57.166 MILES

| | | |
|--|-----------------------|------------|
| 1 | VERSTAPPEN | 35m02.795s |
| Qualifying: 1st-48.255s | | |
| 2 | OCON | +4.761s |
| Qualifying: 4th-48.384s | | |
| 3 | KING | +7.529s |
| Qualifying: 5th-48.520s | | |
| 4 | FERRUCCI | +21.187s |
| Qualifying: 6th-48.553s | | |
| 5 | MENEZES | +21.779s |
| Qualifying: 17th-49.192s | | |
| 6 | GELAE | +23.563s |
| Qualifying: 12th-48.779s | | |
| 7 | GIOVINAZZI | +25.319s |
| Qualifying: 7th-48.594s | | |
| 8 | AUER | +25.910s |
| Qualifying: 10th-48.672s | | |
| 9 | FUOCO | +26.394s |
| Qualifying: 9th-48.665s | | |
| 10 | TATIANA CALDERON (CO) | +26.931s |
| Jo Zeller Racing (Mucke) Dallara-Mercedes F312; Qualifying: 23rd-49.356s | | |

Winner's average speed: 97.869mph. Fastest lap: Verstappen, 48.377s, 106.351mph.

DRIVERS' CHAMPIONSHIP

| | | | | | |
|---|------------|-----|----|------------|-----|
| 1 | OCON | 304 | 6 | ROSENOVIST | 112 |
| 2 | VERSTAPPEN | 230 | 7 | DENNIS | 107 |
| 3 | AUER | 189 | 8 | KING | 106 |
| 4 | BLOMQUIST | 175 | 9 | GIOVINAZZI | 89 |
| 5 | FUOCO | 121 | 10 | LATIFI | 81 |

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

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Verstappen leads the way from Ocon and Blomqvist

Verstappen beats F3 field – and dad's record

THREE WINS FOR MAX VERSTAPPEN; SOME

thrilling racing. For Spa, read Norisring (with added safety cars, obviously). Once again the Van Amersfoort Racing team delivered Verstappen the perfect weapon, and this brilliant young talent was able to complete a run of six victories in eight days. On the same Nuremberg streets where his dad Jos 'the Boss' Verstappen won two out of two German F3 races in 1993, Max 'the Apprentice' was able to stretch the family run to five out of five.

Mercedes-powered runners reckon the sweet-rasping Volkswagen powerplant – such as that used by Verstappen – is stronger at the top end, but perhaps not quite so strong on torque. So, just as at Spa, it would be in its element on the long straights of the Norisring. But sure enough, three Merc engines – powering Felix Rosenqvist, championship leader Esteban Ocon and Lucas Auer – topped the times in the middle sector, which mainly consists of the medium-speed chicane, in first qualifying.

This was the only session Verstappen didn't top all weekend, the Belgo-Dutch 16-year-old saying traffic hampered him in the closing stages, when he dropped from first to third on the grid.

He converted that to fourth when Tom Blomqvist got the jump on him at the start, and had a scare when, just in front, Blomqvist hit the rear of Ocon at the Turn 1 hairpin. The front wing on the Carlin-run Dallara-VW was damaged, and Verstappen had to shortcut the corner in avoidance. A lap later, Verstappen pulled off a sweet move to pass Blomqvist, who would shortly pit for a new wing, at the Dutzendteich bend that leads onto the start-finish straight.

Ocon – who was initially worried that the contact had caused a puncture – pulled off a good manoeuvre on poleman Rosenqvist at the hairpin to take the lead, and one lap later Verstappen followed him through. Now he was second. Two laps later he was in the lead, passing Ocon's Prema Powerteam Dallara-Mercedes into the hairpin.

So in this race we saw Verstappen's racing talent, and in the others we saw his skills in leading from the front. He qualified on pole for both in a session that featured rain halfway through. The drivers emerged on wet-weather Hankooks for the final stages, and Verstappen completed five flying laps, each one faster than the best anyone else managed – the quickest of them by 1.4 seconds!

The second race was similar. Verstappen led, but the red flags flew as rain fell. With the drivers now on wets, the weekend's class act completed the final eight-lap sprint to the flag to win by 8.8s, with seven of his laps quicker than anyone's best.

The final race was the simplest of them all. By now the track was dry again, and second-placed Ocon had no answer as he focused instead on racking up as many points as he could.

This was especially important in the wake of the second race. When it restarted in the wet, Ocon had gone down the inside of Blomqvist for second at the hairpin, but Blomqvist hung around the outside and the two collided on exit, putting him out. Ocon was given a drive-through penalty and plummeted out of the points.

By the time Ocon took the punishment, Jordan King had already passed him for second with a very clever and decisive move at the hairpin, after rising from seventh in the early laps. He then put in a strong drive in the finale to finish third after shadowing Ocon throughout.

But neither of them had an answer to the incredible Verstappen. Prema was pretty apprehensive before first qualifying, during which Ocon suffered brake problems, but the squad's star turn was far and away its best performer of the weekend (although Nicholas Latifi put in a fine drive to fourth in race one). They all reckon the next round at Moscow Raceway should suit them much better. If it doesn't? Well, Verstappen's only 74 points adrift now...



King shone in wet and dry

IN THE PADDOCK

MARCUS SIMMONS
DEPUTY EDITOR

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THE FIA WAS FEELING A LOT OF LOVE at the Norisring in the wake of news that the existing generation of chassis was granted a two-year extension at last Thursday's World Motor Sport Council.

The cars were originally slated to compete from 2012-15, but the WMSC has now allowed them to continue until December 31 2017.

It's good news, particularly in light of the switch to the new generation of engines – plus paddleshift gearboxes and new electronics – for 2014. As leading team boss Trevor Carlin said: "I was quite shocked and pleasantly surprised when they said 2017. Considering the money we spent this year, it puts us back on an even keel."

Digging deeper, other changes ratified by the WMSC – but not specified in the FIA's announcement – include a ban on handbrakes, the introduction of a rev limiter for starts and a development freeze for dampers. There will also be a further evaluation of the sporting regulations regarding engine changes, and amended gear ratios to better suit the new-for-2014 larger-diameter 28mm air restrictor.

Carlin had mixed feelings on the handbrake ban, bearing in mind the teams have already spent the money developing their systems, but added: "That will be to save money on clutches, which are destroyed by poorly operated handbrakes."

But fellow team chief Frits van Amersfoort was more enthusiastic. "It's very important that no one is putting money into development of things that will bring us trouble," he pointed out. "It's vital that we have a combination of big and small teams."

His squad has definitely proved that!



Two-year extension for Deutsche Post grid girls please!

Blomqvist luck deserts him

JAKE DENNIS HAS BEEN HANDED

a five-place grid penalty for the first race at the upcoming Moscow Raceway round for the shunt that eliminated himself and Carlin team-mate Tom Blomqvist in race three.

Dennis had taken a strong fourth in the second race, but on a track that was slippery from earlier rain he was edged to the inside on the run to the first corner, got his left-hand wheels on the painted kerb and was powerless to stop.

"As soon as I hit that I was out of control," said the contrite Racing Steps driver. "I tried to avoid everyone as much as possible."

The incident completed a disastrous weekend for Blomqvist, who quipped on Twitter: 'Well I'm not buying a f***** lottery ticket anytime soon!'

Once again Blomqvist justified his inclusion on the Indonesian-backed Jagonya Ayam scheme by outqualifying his four team-mates for all three races, but his weekend yielded just one point.

The traffic jam resulting from the incident



Dennis climbs out of a Dallara traffic jam

also delayed Mücke Motorsport twins Lucas Auer and Felix Rosenqvist.

Auer raced well throughout the weekend to take two podiums – the first despite a deranged rear wing after taking a hit from Jordan King in a late safety car restart.

Rosenqvist had pole for the opener, but

lost time at two restarts by accidentally pressing the pitlane speed-limiter button – the same slip that briefly jeopardised his Pau GP win. The Mücke team later drilled in a screw to cover up the button, while leaving enough room to slip his thumb under when he does need to use it.



Ferrucci leads Gelael and Menezes

New boy Ferrucci a revelation

SANTINO FERRUCCI AMAZED himself with fourth and fifth places on his second weekend in Euro F3.

The baby-faced American, who missed the first four rounds because he wasn't yet 16, set himself up with two third-row grid positions.

His best result came after big

battles with Sean Gelael (the Indonesian also scored his best finish to date, with a sixth) and Spa poleman Gustavo Menezes.

"To finish in the top five is unbelievable!" said the EuroInternational-run driver. "The team did a great job."

Ocon upset with 'unfair' penalty

CHAMPIONSHIP LEADER

Esteban Ocon says his drive-through penalty for his clash with Tom Blomqvist in race two at the Norisring last weekend was "definitely unfair".

The two collided on the exit of the hairpin as they disputed second just after the race had been restarted following a stoppage to allow the field to change to rain tyres. Ocon's right-rear wheel hit Blomqvist's left-front, pushing him into the wall and out of the race.

"I passed him," said Ocon. "Then I took my normal line and I don't know where he



Ocon lost more ground with penalty

tried to pass me, but clearly there was no space to do it. It was a racing incident."

The penalty left him down in 16th place, and he was only able to recover to 14th in the remaining racing laps.



GIOVINAZZI'S X-RAYS

Antonio Giovinazzi (above) was taken to hospital in Nuremberg for X-rays to his chest and back after a scary aerial crash in race one. He hit the rear of Tatiana Calderon, who had just gone into the wall at the hairpin exit after a collision, and the car took off before landing on its gearbox. He returned without missing any action.

ENGINE SWAPS GET OK

Calderon was allowed a force majeure engine change without grid penalty after the Giovinazzi crash, as carbonfibre parts were found in the internals of her Mercedes powerplant. Meanwhile, Fortec switched Mitch Gilbert back to the engine he had taken out at Spa – you can refit your former powerplant within four races without penalty.

ART IN F3 PALETTE?

ART Grand Prix boss Frederic Vasseur, whose squad won six consecutive Euro F3 titles from 2004-09, was at the Norisring yet denied any interest in returning to the category. But AUTOSPORT sources hint that the affiliated ART Junior Team – which has different ownership and competes in Formula Renault – could be eyeing an expansion into the series.

BIG NUMBER

Number of NASCAR champions to have texted goodwill messages to F3 drivers last weekend. Three-time Cup king Tony Stewart is a big supporter of Santino Ferrucci. With eight 'cautions' over three races, it was certainly like US racing.

Rally Poland (PL)



World Rally Championship
June 26-29

Round 7/13

RESULTS

24 STAGES, 225.245 MILES

| | | |
|-----------|--|-------------------|
| 1 | SEBASTIEN OGIER (F)/JULIEN INGRASSIA (F) | |
| | VW Motorsport Volkswagen Polo R WRC #1 | 2h34m02.0s |
| 2 | ANDREAS MIKKELSEN (N)/OLA FLOENE (N) | |
| | VW Motorsport Volkswagen Polo R WRC #9 | +1m07.7s |
| 3 | THIERRY NEUVILLE (B)/NICOLAS GILSOUL (B) | |
| | Hyundai Motorsport Hyundai i20 WRC #10 | +2m13.5s |
| 4 | MIKKO HIRVONEN (FIN)/JARMO LEHTINEN (FIN) | |
| | M-Sport WRT Ford Fiesta RS WRC #5 | +2m32.4s |
| 5 | JARI-MATTI LATVALA (FIN)/MIKKKA ANTTILA (FIN) | |
| | VW Motorsport Volkswagen Polo R WRC #2 | +2m33.1s |
| 6 | JUHO HANNINEN (FIN)/TOMI TUOMINEN (FIN) | |
| | Hyundai Motorsport Hyundai i20 WRC #8 | +2m49.9s |
| 7 | KRIS MEEKE (GB)/PAUL NAGLE (IRL) | |
| | Citroen Total Abu Dhabi Citroen DS3 WRC #3 | +4m27.9s |
| 8 | HAYDEN PADDON (NZ)/JOHN KENNARD (NZ) | |
| | Hyundai Motorsport Hyundai i20 WRC #20 | +4m32.1s |
| 9 | HENNING SOLBERG (N)/ILKA MINOR-PETRASKO (A) | |
| | Adapta Motorsport Ford Fiesta RS WRC #16 | +4m59.0s |
| 10 | MARTIN PROKOP (CZ)/JIAN TOMANEK (CZ) | |
| | Jipocar Czech National Team Ford Fiesta RS WRC #21 | +6m11.3s |

OTHERS

| | | |
|-----------|---|----------------------|
| 11 | OTT TANAK (EST)/RAIGO MOLDER (EST) | |
| | DMACK Ford Fiesta RS #36 | +8m10.3s |
| 20 | ROBERT KUBICA (PL)/MACIEK SZCZEPANIAK (PL) | |
| | RK M-Sport WRT Ford Fiesta RS WRC #10 | +25m02.3s |
| 35 | ELFYN EVANS (GB)/DANIEL BARRITT (GB) | |
| | M-Sport WRT Ford Fiesta RS WRC #6 | +37m09.2s |
| R | MADS OSTBERG (N)/JOONAS ANDERSSON (S) | |
| | Citroen Total Abu Dhabi Citroen DS3 WRC #4 | SS14-accident |

DRIVERS' CHAMPIONSHIP

| | | | | | |
|----------|------------------|------------|-----------|-----------------|-----------|
| 1 | OGIER | 166 | 6 | NEUVILLE | 46 |
| 2 | LATVALA | 116 | 7 | MEEKE | 38 |
| 3 | MIKKELSEN | 83 | 8 | EVANS | 36 |
| 4 | OSTBERG | 66 | 9 | PROKOP | 31 |
| 5 | HIRVONEN | 52 | 10 | SOLBERG | 24 |

MANUFACTURERS' CHAMPIONSHIP

| | | | | | |
|----------|----------------------|------------|----------|-------------------------------|-----------|
| 1 | VW MOTORSPORT | 262 | 4 | VW MOTORSPORT 2 | 82 |
| 2 | CITROEN TOTAL | 115 | 5 | HYUNDAI WRT | 80 |
| 3 | M-SPORT | 90 | 6 | JIPOCAR CZECH NATIONAL | 34 |

STAGE TIMES

SS1 MILKI 1 (9.03 miles)
Fastest: Ogier 6m54.0s Leader: Ogier
SS2 KRUKLANKI 1 (11.01 miles)
Fastest: Hanninen 9m05.1s Leader: Mikkelsen
SS3 MIKOLAJKI SUPERSPECIAL 1 (1.55 miles)
Fastest: Ogier 1m48.4s Leader: Ogier
SS4 WIELICZKI 1 (8.01 miles)
Fastest: Mikkelsen 5m48.3s Leader: Mikkelsen
SS5 KAPCIAMIESTIS-LITHUANIA 1 (8.02 miles)
Fastest: Ostberg 6m21.5s Leader: Mikkelsen
SS6 MARGIONYS-LITHUANIA 1 (11.16 miles)
Fastest: Ogier 9m51.3s Leader: Ogier
SS7 KAPCIAMIESTIS-LITHUANIA 2 (8.02 miles) Cancelled - road condition
SS8 MARGIONYS-LITHUANIA 2 (11.16 miles) Cancelled - road condition
SS9 WIELICZKI 2 (8.01 miles)
Fastest: Mikkelsen 5m39.0s Leader: Mikkelsen
SS10 MIKOLAJKI SUPERSPECIAL 2 (1.55 miles)
Fastest: Ogier 1m46.9s Leader: Ogier
SS11 CHMIELEWO 1 (4.19 miles)
Fastest: Mikkelsen 3m21.7s Leader: Ogier

SS12 STARE JUCHY 1 (8.95 miles)
Fastest: Ostberg 7m31.1s Leader: Ogier
SS13 BABKI 1 (9.79 miles)
Fastest: Ogier 7m43.8s Leader: Ogier
SS14 GOLDAP 1 (21.85 miles)
Fastest: Ogier 17m21.7s Leader: Ogier
SS15 BARANOWO 1 (9.25 miles)
Fastest: Ogier 7m35.9s Leader: Ogier
SS16 CHMIELEWO 2 (4.19 miles)
Fastest: Ogier 3m20.2s Leader: Ogier
SS17 STARE JUCHY 2 (8.95 miles)
Fastest: Neuville 7m24.8s Leader: Ogier
SS18 BABKI 2 (9.79 miles)
Fastest: Latvala 7m40.1s Leader: Ogier
SS19 GOLDAP 2 (21.85 miles)
Fastest: Latvala 17m21.7s Leader: Ogier
SS20 MIKOLAJKI SUPERSPECIAL 3 (1.55 miles)
Fastest: Ogier 1m48.8s Leader: Ogier
SS21 MILKI 2 (9.03 miles)
Fastest: Latvala 6m53.4s Leader: Ogier
SS22 KRUKLANKI 2 (11.01 miles)
Fastest: Latvala 6m57.0s Leader: Ogier
SS23 MIKOLAJKI SUPERSPECIAL 4 (1.55 miles)
Fastest: Latvala 1m47.2s Leader: Ogier
SS24 POWERSTAGE BARANOWO (9.25 miles)
Fastest: Ogier 7m22.3s Leader: Ogier

Rally route As had been the case for the WRC's last visit to Poland, in 2009, the event was based in Mikolajki. Around 60 per cent of the stages were used last time, with the biggest difference this time around being Friday's run across the border and into another time zone in Lithuania.

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Ogier Poles apart in another Polo one-two

The world champion denied his VW team-mate Andreas Mikkelsen a maiden win to rack up his fifth victory of the year. **By DAVID EVANS**

ANDREAS MIKKELSEN SAW AN OPPORTUNITY AND almost exploited it. Had he been up against anybody but team-mate Sebastien Ogier, the Norwegian would have likely been celebrating his first world-championship win in Poland on Sunday. But he was facing Ogier. And, once again, Ogier came out on top. Mikkelsen's inspiration had come from a more level playing field than usual, with the event returning to the series for the first time since 2009. Three mistakes on Saturday morning, allied to Ogier's dynamite pace down the WRC's fastest and narrowest roads, confined him to the role of runner-up.

LEG ONE (93.83 miles)

Sunny - ambient temperature range on stages 16-25C

The difference between Volkswagen's three drivers at the end of last Thursday's opening stage couldn't

have been more marked. Ogier was fastest. Smiling. Mikkelsen was half a second down. Determined. Latvala... +11.6s. Lost. The Finn was shaking his head, completely unable to find any confidence. One stage later and Mikkelsen's smile came on song as he went quickest and hit the front, albeit by just 0.4s. Latvala dropped another half-dozen. Never content to rest his head on the pillow in second overall, the champion was fastest through the Superspecial to go P1 on Thursday night.

On completing the mile-and-a-half dash next to service, Latvala's mood lifted in an instant. He'd come, faced his demons and stared down the corner that nearly cost him his career. And he'd come out smiling.

"I feel so much better now," he said, "now I've been there. I've done it."

His rally could start now. Albeit from eighth.



Ogier's win extended
his points lead to 50



MCKLEINDE

Third on Thursday was Kris Meeke, following an impressive first three stages from the Citroen man. Just as impressive was the Finnish Hyundai of Juho Hanninen, who had gone fastest in SS2. "I got a good rhythm in there," he said with a big smile.

The only drama from the opening loop was for local star Robert Kubica, who rolled his Fiesta into a ditch on the outside of a second-stage square right. Delighted at the opportunity to dirty their hands on their hero's car, spectators had the LOTOS machine upright and away after 25 seconds.

Friday morning brought an early start and a big journey east, ultimately over the border and into Lithuania. Before arriving in the Baltics, there was an eight-miler through Wieliczki to contend with.

First through, Ogier felt the road would clean and those behind would be quicker. He was right. Second on the road, Latvala was a tenth up over the finish. "I was dreaming through there," said Latvala, "this road was like Finland! It was beautiful."

J-ML was way more chipper after a night's sleep and a suspension change to soften the Polo, making it more progressive at turn-in and grippier in the middle of corners.

The times kept tumbling, Hayden Paddon second quickest, Kubica third, but fastest of all was Mikkelsen, who let rip and took 3.2s out of the WRC's benchmark VW to go back to the front.

And so, east and the road to what was once the Soviet Union. Lithuania didn't get off to the best of starts in the WRC, when the first eight miles of the Kapciamiestis stage was cancelled: too fast, too rutted and too many trees too close to the side of the stage. Road 2505 ran alongside what had been the test and it's not hard to see why the decision

was taken: it was arrow straight and very, very fast.

Mads Ostberg was quickest in the shortened stage, moving to third at the expense of team-mate Meeke. There would be more woe from the Northern Irishman on the next stage, where the World Rally Cars tore deeper into the exceptionally soft surface. Seventh on the road, and Meeke was left floundering in foot-deep ruts.

"It's unbelievable," he said, "we've driven 120 miles of road section for this. It's crazy. We came here with five drivers within 10 seconds of the lead and we're now half a minute back because of the road surface in there – it was stupid."

Fastest time for Ogier was enough to move him back into the lead (with a healthy 1.5s margin over Mikkelsen), but that was almost lost amid the talk of the rapid deterioration of the Lithuanian stages.

"The road is very, very soft," said Ogier, "you feel it sap the power of the car."

The FIA safety delegate went through the stages and immediately made his feelings clear – a rerun was not sensible. Both were cancelled. What started out as 55 miles of competition in another country ended up as 18, with the rally organisers doing some rapid rerouting to get the cars back into Poland pronto.

The final act of significance in an increasingly drawn-out day was a return to Wieliczki. Double or quits, Andreas?

"We'll have a go," Mikkelsen smiled, "I enjoyed it the first time."

Have a go he did. He was 2.5s quicker than Ogier and in the lead by a second. But the seventh stage run (which was actually SS9, the second shot at the Mikolajki Superspecial) brought the sixth change of



Mikkelsen made it
a VW Polo one-two

MCKLEINDE

leader since the start. In a repeat of his feat from 24 hours earlier, Ogier charged back into the top position on the crowd pleaser.

"It's been a good day, especially when I have been opening the road," said the man out front by nine tenths. "But we have to concentrate a lot tomorrow, the fight is very big with Jari. Jari? Sorry, Andreas!"

Mikkelsen was delighted with his day and determined to make sure that the world champion would know exactly which Polo he was fighting against on Saturday.

Ostberg remained third, 19.5s off the front and 12.5s ahead of a recovering Latvala. Happy to be back on a firmer footing, Meeke matched Ogier's time to the tenth in SS8 and remained fifth. Hanninen put his monster Sardinian shunt behind him to end a solid day sixth, with a despondent Mikko Hirvonen rueing his recce in seventh.

"I don't know what the f*ck I was doing on the recce," he said. "The notes are all over the place. They're just too slow."

Kubica was cheered into an overnight eighth, having kept the car dirty side down all day on Friday. Elfyn Evans was five seconds behind the local hero, with Neuville lying 10th after his rear brakes caught fire late in the day.

POSITIONS AFTER DAY ONE

| | |
|---------------------|----------|
| 1 Ogier/Ingrassia | 47m22.4s |
| 2 Mikkelsen/Floene | +0.9s |
| 3 Ostberg/Andersson | +19.5s |
| 4 Latvala/Anttila | +32.0s |
| 5 Meeke/Nagle | +40.0s |
| 6 Hanninen/Tuominen | +46.8s |

LEG TWO (97.78 miles)

Sunny/overcast – ambient temperature range on stages 14-23C

Irked at losing the overnight lead again, Mikkelsen was a man on a mission through the first stage of the weekend and took four tenths out of Ogier. Half a second split the pair going into SS12.

Surely one of them had to blink... This kind of close competition couldn't carry on. It didn't. Not far into the next stage, Mikkelsen ran wide in a right-hander, clipped the bank and damaged the right-rear tyre. The tyre stayed up and he stayed on it. A cobbled section in the middle of the test caught out just about every one of the top drivers, but when Mikkelsen overshot he couldn't get the Polo into reverse. They say misfortune comes in threes and that was certainly the case for the driver of the #9 Polo, who went off into a field after an overly optimistic pacenote near the end. After all that, he would consider himself fortunate to 'only' drop 10s to his rival.

Predictably, that didn't come as much consolation. "When the stages are as fast as these," he said, "one second feels like a minute."

Ogier breathed his own sigh of relief at the end of the Stare Juchy test. "We went wide in the third corner," he said. "We were sideways in sixth gear. Then I overshot on the cobbles." ▶



Ford's first car home was Hirvonen's in fourth

► One stage later and the tone of Mikkelsen's voice confirmed the fight was pretty much finished.

"It's hard when you are not fighting for tenths," he said, fixing the timing board at the end of SS13 with an icy stare. It revealed he had shipped a further 4.1s to Ogier.

Ogier rarely loses a rally once he's a dozen or more seconds out front. Officially, he did lose the lead after SS14, when he stopped at the scene of Ostberg's shunt, but the stewards handed him those seconds back and he was top of the table for the rest of the afternoon.

Just shy of 22 miles, the Goldap (SS14) stage was the longest of the event – and by far the most drama filled. Ostberg rolled at the same place where Evans damaged his suspension and was forced to retire; Meeke, Solberg and Kubica all got punctures and the front-right damper made a bid for freedom through the bonnet of Latvala's Polo.

The upshot of that was that Hanninen leapfrogged his way from sixth to fourth – which would become third at the expense of Latvala, who had to limp through SS15 before the team could tend to the VW's suspension damage.

If the top two steps of the podium were looking more settled as the cars arrived at midday service, the bottom step was wide open, with Neuville just 15.7s behind his Hyundai team-mate, while Hirvonen was a further 1.7s back.

Hanninen's hopes of holding onto third were shot when a problem with his i20's steering wheel left the car needing 90 degrees of lock to run straight. The Finn was a lamb to the slaughter and his rivals passed him in the second run of stages.

"In the fast sections it's OK," said Hanninen, "but at the exit of corners I have to be slow to make sure I have the wheels straight."



Home hero Kubica endured highs – and a few more lows

Neuville ended the day 10.7s up on Hirvonen after a stunning run up the leaderboard from 10th, and he was adamant he wasn't about to let a podium slip now. Hirvonen, however, was prepared to work all night in an effort to find a silver lining in what had been a cloudy Rally Poland for him.

"We have already done all of the final day's stages," said Hirvonen, "so I'm ready to stay up all night watching the videos and getting the notes right for tomorrow. I want a big battle, I want something positive from this event."

Question was, how far could Latvala climb? Four tenths off Hanninen, could he power his way into the fight for third? A stunning run through SS19, taking 12.6s out of Neuville, indicated there might be a chance.

Kubica was now struggling for positives from his home rally. He retired from sixth when he ripped a right-rear wheel off in SS17. Paddon and Solberg were seventh and eighth, but coming under pressure from a hard-charging Meeke.

POSITIONS AFTER DAY TWO

| | |
|---------------------|------------|
| 1 Ogier/Ingrassia | 2h08m47.3s |
| 2 Mikkelsen/Floene | +1m01.8s |
| 3 Neuville/Gilsoul | +2m23.5s |
| 4 Hirvonen/Lehtinen | +2m31.2s |
| 5 Hanninen/Tuominen | +2m45.2s |
| 6 Latvala/Anttila | +2m45.6s |

LEG THREE (30.61 miles)

Overcast – ambient temperature range on stages 14-20C

The Polo pair at the front of the field was a done deal. The final-day focus was all about who would join Ogier and Mikkelsen on the podium. There was just over 20 seconds between Neuville and sixth-placed Latvala. The Finn appeared to be the only driver who looked unsure when asked about landing third. His boss was more than confident, Jost Capito declaring: "I told him, 'Go out, don't worry about the car – hammer it and show them who is the boss!'"

M-Sport was not to be outdone, with Hirvonen's usual sledging accompanied by M-Sport commercial man Rich Millener's thoughts: "We've got a trailer and we're not afraid to use it."

Neuville said little, but smiled, went out and shattered the hopes and dreams of those following behind him. He started third and stayed third. Latvala set a string of fastest times, but could only climb one place, finishing fifth – an agonising seven tenths of a second behind Hirvonen. Hanninen was demoted to sixth. Meeke impressed with his pace, elevating himself to seventh ahead of Paddon and Solberg.

Nobody was happier than Ogier: "I wanted to keep a gap of 25 points, but now I have 50. That's two rallies in the pocket with five left to run. It's been a good weekend!"

IN THE SERVICE PARK

DAVID EVANS
RALLIES EDITOR
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IN TERMS OF POLISH POPULATION, MIKOLAJKI is insignificant. Fewer than 4000 people live in the hometown of round seven of the World Rally Championship. That changed last week. For a while it looked as though Mikolajki could become Poland's second million-plus population centre. The place went mad. And went mad for one man.

Robert Kubica had seen this coming, but it still took him by surprise.

"There were always lot of fans when I was in F1," he said, "but I could always go to the motorhome, shut the door and have some quiet time. Here, there's nothing I can do. It's nice to see so many people, but there are a lot..."

One of the attractions of rallying is its accessibility for members of the public; road sections are completed among us mere mortals. "I'm having a lot of cars following me," said Kubica. "They're not racing me on the road, but when I stop, they all stop as well."

It made stage starts and arrival controls interesting places to be. As for the service park, forget it. While the rest of the drivers walked from their team area to the hotel (a three or four-minute stroll), Kubica was bundled into the back of a van and whizzed around to a back door of Hotel Golebiewski – much to the disappointment of thousands of fans.

Sebastien Loeb in Strasbourg was big, but this was bigger.



Kubica had a huge amount of support from fans

BIG NUMBER

84.51

That's the average speed in mph that Andreas Mikkelsen managed through the eight-mile SS9 – the highest ever for a Polo R WRC.

M-Sport has pledged its commitment to 2015



Teams commit to WRC 2015 with new-spec cars

BOTH M-SPORT AND CITROEN

underlined their commitment to next year's World Rally Championship during last week's Rally Poland.

With a new homologation period starting from January, the current World Rally Cars will need considerable investment to keep up with new cars coming from Volkswagen and Hyundai.

M-Sport's Malcolm Wilson said: "We could just carry on with the current car into next season, but if you stand still in this

championship then you're dead, which is why it's vital to keep pushing ahead. We'll have a lot coming on the engine for next year; there's nothing wrong with the current engine, but we know what the other teams will be doing and we have to match that."

M-Sport, now in its second season as a privateer team, is still without a title sponsor in 2014, but Wilson was hopeful for 2015.

"We are talking to people, but we are continuing to work as though we'll be here."

Citroën's Yves Matton said the French

firm would be focused on three areas of the evolution of the DS3 WRC.

"I won't tell you what they are," said Matton, "but what we are doing will be the biggest step we have made with this car."

Next year will be the third and final season in the team's partnership with Abu Dhabi, although there remains an option to extend the deal until 2017.

Both Volkswagen and Hyundai have already confirmed work is well under way with their new cars for next season.

Lithuanian stages under fire

RALLY POLAND IS UNLIKELY TO repeat its cross-border route next year after stages in Lithuania were shortened and then cancelled.

The leading drivers were upset at making a 250-mile round trip from Poland to Lithuania, where they only tackled 18 of the 55 stage miles planned. The Baltic roads cut up so badly that the FIA's safety delegate advised against running them for a second time. Rally Poland, in the first of its three-year calendar agreement with the sport's promoter, was also criticised for running long days.

Citroën driver Kris Meeke said, after battling through foot-deep ruts: "What pisses me off is the people

who went to inspect the stages; what did they do? Go for a night's holiday? All they needed to do was tap a metal rod into the ground to know it wasn't suitable."

Clerk of the course Jaroslaw Noworol said the Lithuanian stages came at the behest of the FIA and WRC Promoter, both of whom wanted a cross-border event. He added that long days were inevitable with Friday's stages running so far away; Saturday needed to be long to fit in enough mileage to ensure the required Sunday lunchtime finish and the promoter's live television slot.

The Polish stages were met with universal appreciation.



Drivers including Meeke (lying) were critical of the stages



Meeke was more confident with DS3

Meeke: Poland was a big boost

KRIS MEEKE SAYS LAST WEEK'S

Rally Poland was his biggest step forward with the Citroën DS3 WRC.

The Irishman was at the forefront of the round-seven battle early on, but dropped back when he suffered in the rutted conditions on Friday. Despite that, and a puncture that ruled him out of a possible podium-finish fight, Meeke remained upbeat about his Polish outing.

"From the start we were in the mix, in the fight at the front," said Meeke. "I hadn't done that before. OK, Australia last year, but that was more because I won qualifying and got a good place on the road to start from."

Meeke has scored podiums in Monte Carlo and Argentina this season.



MIKKELSEN FINED

Andreas Mikkelsen will spend the rest of the season avoiding cutting corners for fear of exclusion. The VW driver was hit with a €5000 fine and suspended from exclusion for putting four wheels on the grass on the second Rally Poland stage. "I understand the stewards' point," the Norwegian said, "and this decision makes the rule clear for us all."

HYUNDAI: HAPPY HAUL

As well as celebrating a second podium finish in seven starts for the i20 WRC, the Hyundai team also managed to get all three cars into the points for the first time. Thierry Neuville finished third, Juho Hanninen sixth and Hayden Paddon a career-best eighth.

SOLBERG: WRC V WRX

Henning Solberg chose the World Rally Championship over Finland's World RX round and was rewarded with ninth place in his DMACK-shod Fiesta RS WRC. The Norwegian will be back behind the wheel of his Saab RX supercar in Sweden next week.

TANAK WINS IN WRC2

Fiesta R5 driver Ott Tanak celebrated his first WRC2 win of the season on Rally Poland. The Estonian dominated the field and was backed up by team-mate Jari Ketomaa, ensuring a perfect one-two for the Drive DMACK team.

LEFEBVRE DOUBLES UP

Frenchman Stephane Lefebvre scored his second WRC3 and Junior WRC success in as many starts with a solid drive to victory in his Citroën DS3 R3. Northern Irishman Alastair Fisher put his round-one retirement behind him to score a solid second in Poland.

PARN PIPS BRIT CAVE

The Drive DMACK Fiesta Trophy result from the opening round in Portugal was repeated in Poland, with Sander Parn winning from Welshman Tom Cave.

TODT REVISITS POLAND

FIA president and former Rally Poland winner Jean Todt attended the Mikolajki-based event on Friday last week. Todt, who won the 1973 event co-driving for Achim Warmbold in a Fiat 124 Abarth, said: "It's nice to be back in Poland. I have nice memories of this rally."



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BLANCPAIN ENDURANCE SERIES PAUL RICARD (F), JUNE 28 RD 3/5

Bentley Boys take second on the trot

PAUL RICARD FEATURED ANOTHER thrilling three-hour encounter between ART McLaren and M-Sport Bentley – and as at Silverstone it was the Bentley Boys who just about came out on top.

ART had mixed feelings after qualifying. Alvaro Parente had put the #98 McLaren on pole position, but the sister car ground to a halt in the final moments of qualifying with Kevin Estre at the wheel. An engine change was required, forcing the championship-leading car to start from the back of the 42-strong grid.

As ever, Parente was unstoppable once the race started. Katsumasa Chiyo in the Pro-Am RJN Nissan kept the leader in his sights for the first half an hour, but the Portuguese never looked troubled. But the misery for the #99 McLaren continued, as Estre was forced out of the race after a first-lap collision with the Emil Frey Racing Jaguar. Guy Smith in the Bentley was fighting his way through from seventh on the grid, and by the end of the first hour had hauled himself up into second position, nine seconds adrift of the race leader.

It was the second stint that proved crucial. Parente handed over to Gregoire Demoustier, while Andy Meyrick got behind the wheel of the Bentley. Within half an hour of taking over Meyrick found himself right behind the race leader, and at the halfway point threw himself up the inside going into the final corner. Demoustier had no choice but to concede, subsequently slipping back from the lead Bentley.

With a lead approaching 10 seconds at the final round of pitstops, it seemed that Bentley had the race under control, but a superb pitstop brought Nicolas Lapierre out



Continental GT3 two-wheeled its way to victory

in the McLaren right behind Silverstone hero Steven Kane, who was now in the Bentley. Lapierre, in his first race in the McLaren, initially dropped back from Kane, the gap getting as high as eight seconds. But as traffic came into play it ebbed and flowed over the final hour, with the McLaren within a second at various stages. "I found it really hard to get past the traffic," admitted Kane. "The teams weren't letting the drivers know who was coming behind so I had a few cars blocking me – probably not intentionally – but that made it difficult."

Nevertheless, Lapierre was never

quite close enough to attempt a pass, and after three hours of racing just 1.2s separated the Bentley and McLaren at the chequered flag.

It was an intra-team battle for the final podium spot, with Sergei Afanasiev stealing the position on the final lap from HTP Mercedes team-mate Nico Verdonck.

The drive of the race came from Nick Catsburg. The Dutchman was running as high as fourth in his Pro-Am TDS Racing BMW, and during the middle phase of the race only Meyrick in the Bentley was quicker. Catsburg and Henry Hassid finished a class-winning sixth.



TDS BMW took Pro-Am spoils

With the retirement of the #99 McLaren, Kane, Meyrick and Smith move to the top of the table with two rounds to go. It's by no means been easy for Bentley, and the Spa 24 hours – the next round of the championship – will surely be the toughest test they've faced so far. ● Jack Nicholls

Parente started second-placed McLaren on pole



RESULTS

1 Guy Smith/Andy Meyrick/Steven Kane (Bentley Continental GT3), 88 laps in 3h00m07.131s; **2** Nicolas Lapierre/Alvaro Parente/Gregoire Demoustier (McLaren MP4-12C GT3), +1.178s; **3** Sergei Afanasiev/Stef Dusseldorp/Lucas Wolf (Mercedes SLS AMG GT3); **4** Maximilian Buhk/Nico Verdonck/Harold Primat (Mercedes); **5** Stephane Ortelli/Edward Sandstrom/Gregory Guilvert (Audi R8 LMS ultra); **6** Nick Catsburg/Henry Hassid (BMW Z4 GT3); **7** Christopher Mies/James Nash/Frank Stippler (Audi); **8** Andrea Rizzoli/Stefano Gai/Francesco Castellacci (Ferrari 458 Italia GT3); **9** Andreas Simonsen/Hubert Haupt/Abdulaziz Al Faisal (Mercedes); **10** Stanislav Aksenov/Miguel Faisca/Katsumasa Chiyo (Nissan GT-R Nismo).

Points **1** Meyrick/Smith/Kane, 56; **2** Parente/Demoustier, 49; **3** Sandstrom/Ortelli/Guilvert, 40; **4** Kevin Korjus/Kevin Estre/Andy Soucek, 33; **5** Alexandre Premat & Cesar Ramos/Marc Basseng/Laurens Vanthoor, 31.

Foust had measure of field – and Baltic climate

DR GÄÄS. NOU BREIKS. RUUTU RUUTU



WORLD RALLYCROSS KOUVOLA (FIN), JUNE 28-29 RD 4/12

Foust wins the joust in muddy Finland

TANNER FOUST ADMITS HIMSELF THAT last season he won the Finnish round of the European Rallycross Championship at Kouvola because Petter Solberg retired late in the race while dominating.

But the same could not be said for the American's victory at the fourth round of the new World Rallycross Championship – Foust kept his VW Polo ahead through his semi-final and the final, leading every lap.

"It's such a challenging track in Finland – I love it," said Foust. "The mud was so slippery and slimy. I knew I had to get the start because when you're behind in

the wet mud it's almost impossible to overtake here."

Lydden winner Andreas Bakkerud's Ford Fiesta passed team-mate and championship leader Reinis Nitiss on the first lap to claim second ahead of Nitiss and Krzysztof Skorupski – the Citroën-mounted Pole's result went some way to making up for a hard time in the first events of the season.

Anton Marklund was the final finisher in fifth in his Polo, with Joni-Pekka Rajala only able to complete two laps in the final.

The semi-finals were action packed. As rain poured down on the undulating picturesque Finnish

circuit, semi-final one was down to three cars by the end of lap two. Timur Timerzyanov hit the wall, giving his Peugeot two punctures, while team-mate Timmy Hansen slid off on the second lap. Hansen had already rolled the car in heat three, his team doing a miraculous job to repair it in time to keep him in the event.

Semi-final two claimed Toomas Heikkinen, who ran wide into Turn 2, crashing with Derek Tohill and Liam Doran. Petter Solberg was initially involved, but made it back to the grid for the rerun. Despite problems, he got the car to the finish, but the PSRX engineers ran out of time to repair it

for the final, promoting Rajala into Solberg's vacant position. Jacques Villeneuve failed to make it into the semis, while Markus Winkelhock didn't get further than practice, his EKS Audi suffering engine problems.

● Hal Ridge

RESULTS

1 Tanner Foust (Volkswagen Polo), 6 laps in 4m59.725s; 2 Andreas Bakkerud (Ford Fiesta), +3.6s; 3 Reinis Nitiss (Ford); 4 Krzysztof Skorupski (Citroën DS3); 5 Anton Marklund (VW); 6 Joni-Pekka Rajala (Skoda Fabia), -4 laps.

Points 1 Nitiss, 96; 2 Bakkerud, 82; 3 Petter Solberg, 80; 4 Toomas Heikkinen, 74; 5 Marklund, 61; 6 Timmy Hansen, 48.

BRITISH RALLY CHAMPIONSHIP SCOTTISH RALLY (GB), JUNE 27-28 RD 3/6

McKenna victory costs Pryce dear

WITH THE NEWS THAT THE BRITISH Rally Championship won't be around next year comes an added urgency to stack as many wins as possible before the series goes into hibernation. Dan McKenna did just that last weekend with an assured Scottish Rally victory aboard his DGM-tuned Citroën DS3 R3.

The Pirelli Star Driver was quickest out of the blocks on a crowd-pleasing Heathhall test on Friday night, but once into the woods he dropped time as dust hung in the still Scottish sunshine.

Osian Pryce moved into the lead first thing Saturday morning, taking 16s out of the leader in Twiglees and more in the following Castle O'er. Just as McKenna was beginning to think his pursuit might be a lost cause, Pryce's Citroën lost second gear and would



retire on the penultimate stage.

With just a run through Ae standing between him and the win, McKenna cleared the stage and claimed the big prize – and the championship lead.

"That last one felt like the longest stage in the world!" he said at the finish. "Osian kept us on our toes and

we were playing catch-up all morning, but the car was faultless and this result gives us some real confidence going to the next round on more familiar territory on the Ulster Rally."

Callum Black was a worthy runner-up after a consistent and quick showing in his DS3 R3. For the first time since 2012, there was an

interloper among the Citroëns on the BRC podium, with RallyTwo winner Dean Raftery placing his Ford Fiesta R2 third. The Irishman also celebrated maximum FiestaSport Trophy points. Gus Greensmith won R1 and the British Junior Championship class in his Fiesta, while Ross Hunter claimed BRC4 success in his Peugeot.

● David Evans

RESULTS

1 Daniel McKenna/Arthur Kierans (Citroën DS3 R3T), 1h08m58.8s; 2 Callum Black/Paul Wakeley (DS3), +2m09.5s; 3 Dean Raftery/Aileen Kelly (Ford Fiesta R2); 4 Garry Pearson/Dave Robson (Peugeot 208 R2); 5 Rene Torcato/Jamie Edwards (Citroën C2 R2 Max); 6 Gus Greensmith/Melanie Holmes (Fiesta).

Points 1 McKenna, 58; 2 Osian Pryce, 38; 3= Greensmith & Black, 34; 5 Raftery, 31; 6= Jonathan Jones & Pearson, 30.

Keselowski (2) fights it out with Logano



NASCAR SPRINT CUP KENTUCKY SPEEDWAY (USA), JUNE 28 RD 17/36

Keselowski's Kentucky as Penske is top

JUST A FORTNIGHT AFTER SUGGESTING that the Hendrick-powered cars were a "season ahead" of rivals on engine development, Brad Keselowski proved there wasn't much wrong with Team Penske's package by utterly dominating the Kentucky Speedway NASCAR Sprint Cup night race.

He beat team-mate Joey Logano to pole — despite Logano having topped the first two segments — and then led 199 of the race's 267 laps. Three times he lost the lead to Logano's sister Ford in the pitstops, but was soon back ahead on track every time.

The only time his win ever looked in real jeopardy was when a yellow came out in the middle of the final pitstops, vaulting Kyle Busch into the lead and dumping Keselowski to

sixth. Although that allowed Busch's Joe Gibbs Racing Toyota a 30-lap stint in the lead, it was only a matter of time before Keselowski loomed behind him, retaking first place for good with 19 laps to go.

There would be no Penske one-two, though, as Logano's Fusion dropped a cylinder, leaving him ninth. Busch held second, while Ryan Newman took his first top-five finish of the year in third.

Keselowski's night ended in the medical centre getting stitches, having sustained a nasty gash on his hand when he broke a champagne bottle while celebrating. "Should have stuck to beer," he rued.

Hendrick still got all four cars in the top 10, led by Dale Earnhardt Jr in

fifth — which had looked unlikely after a mediocre qualifying session.

● Connell Sanders Jr

RESULTS

1 Brad Keselowski (Ford Fusion), 267 laps in 2h51m59s; 2 Kyle Busch (Toyota Camry), +1.014s; 3 Ryan Newman (Chevrolet SS); 4 Matt Kenseth (Toyota); 5 Dale Earnhardt Jr (Chevy); 6 Jeff Gordon (Chevy); 7 Kevin Harvick (Chevy); 8 Kasey Kahne (Chevy); 9 Joey Logano (Ford); 10 Jimmie Johnson (Chevy). **Chase grid**

1 Johnson, 3 wins/594 points; 2 Earnhardt, 2/594; 3 Keselowski, 2/560; 4 Carl Edwards, 2/536; 5 Logano, 2/519; 6 Harvick, 2/509; 7 Gordon, 1/618; 8 Kyle Busch, 1/508; 9 Denny Hamlin, 1/455; 10 Kurt Busch, 1/379; 11 Kenseth, 0/555; 12 Newman, 0/514; 13 Paul Menard, 0/488; 14 Kyle Larson, 0/474; 15 Greg Biffle, 0/474; 16 Clint Bowyer, 0/473.

FRENAULT EURO CUP MOSCOW R'WAY (RUS), JUNE 28-29 RD 3/7

Panis breaks Euro duck

McLAREN JUNIOR NYCK DE VRIES came away from a weekend that featured his first non-score of the season with his biggest championship lead of the year in the Formula Renault Eurocup at Moscow Raceway.

The Koiranen GP driver paid the price for the grid penalty he picked up at Spa for overly aggressive defensive driving. The four-place drop meant he started race one from seventh instead of third, and after just three corners some minor contact with Welshman Matt Parry — who took third and fourth places — forced him to tour back to the pits to retire.

Fortunately for the Dutch teenager, little damage was done in the championship as joint points leader Bruno Bonifacio was mired towards the rear of the field, and it was Aurelien Panis (son of 1996 Monaco Grand Prix winner Olivier) who took a maiden Eurocup victory



Top score in Russia for Panis

in his ART Junior Team car.

Bonifacio's weekend got worse when he caused a red flag in qualifying for race two and had his best lap deleted, which relegated him to the back of the grid. De Vries was on pole, but he was beaten off the line by Kevin Jorg. The Josef Kaufmann Racing-run Swiss then had the measure of him over the race distance. But with Bonifacio not scoring all weekend, second place

meant de Vries left Russia with an 18-point lead over the Brazilian.

● Glenn Freeman

Race 1 1 Aurelien Panis, 18 laps in 27m56.379s; 2 Andrea Pizzitola, +2.575s; 3 Matt Parry; 4 Levin Amweg; 5 Callan O'Keeffe; 6 Egor Orudzhev.

Race 2 1 Kevin Jorg, 18 laps in 28m01.419s; 2 Nyck de Vries, +0.768s; 3 Alex Albon; 4 Parry; 5 Dennis Olsen; 6 Pizzitola.

Points 1 de Vries, 88; 2 Bruno Bonifacio, 70; 3 Olsen, 61; 4 Jorg, 55; 5 Pizzitola, 53; 6 Panis, 45.



GERMAN CARRERA CUP

Michael Ammermuller (above) is one of many drivers in racing to carry a 'Keep Fighting Michael' sticker, but he took the advice himself at the Norisring with two great wins. The first came over Sven Muller, while in the second he triumphed on a wet-but-drying track in which Muller, then Christian Engelhart, led the way. Earl Bamber came through to second from Muller, while a pointless weekend for Connor de Phillippi cost him the series lead to Christopher Zochling.

PRO MAZDA

Scott Hargrove recovered from a penalty to win in difficult conditions in Houston on Saturday. The Canadian's hopes on Sunday were dashed by an opening-lap accident, opening the door for Spencer Pigot to take a comfortable victory and regain the series lead. Nicolas Costa and Neil Alberico each took a second.

CONTINENTAL TIRE

Robin Liddell held off BJ Zacharias by 0.169s in a thrilling finish to Saturday's two-and-a-half-hour race at Watkins Glen. Scot Liddell, who took over from Andrew Davis in their Stevenson Chevrolet Camaro, wasn't aware that he was racing Zacharias's Nissan 370Z (shared with Brad Jager) for victory, as he was nursing the car home on fumes and got stuck in huge traffic at the last corner. "I was lucky, he almost pipped me," he said.

ITALIAN FORMULA 4

Canadian Ferrari protege Lance Stroll was dominant at Imola, winning two races from Prema team-mate Brandon Maisano. Stroll even came through from eighth to second in the reversed-grid race, behind Mattia Drudi. Pre-weekend points leader Andrea Russo went out of the last race after contact with Maisano.

LAMBO SUPER TROFEO

Serbo-Italian pairing Milos Pavlovic and Edoardo Piscopo won the first race at Paul Ricard, while Jeroen Mul grabbed second place on the final lap. In race two, it was Aristotelis Varvaroussis leading in the car started by Mirko Bortolotti. But Mul took the lead with five minutes to go, just before Varvaroussis was halted with a left-rear puncture.

NASCAR NATIONWIDE

Kevin Harvick held off Brad Keselowski at Kentucky Speedway to take the win in his JR Motorsports Chevrolet Camaro. Harvick and Keselowski both passed Kyle Busch after the final restart, which came with eight laps remaining. Elliott Sadler finished 10th and has claimed the points lead from Regan Smith, who was 28th.

Joyful Cerruti with
team owner David Sears
and engineer Gentry



ALL PICS: PHOTO-4/AUTOGP

AUTO GP IMOLA (I), JUNE 28-29 RD 5/8

Cerruti puts Super Nova in the pink

KIMIYA SATO ENJOYED A SUCCESSFUL return to Auto GP at Imola after missing the previous round at Monza, before Michela Cerruti enjoyed a popular triumph in the reversed-grid race.

Japanese driver Sato further increased his points lead with a fourth place. It was a haul that became all the more significant for the Euronova Racing man as title rival and race-one polesitter Markus Pommer retired when a sensor problem cut his engine on lap one of the first race, leaving him stranded at Acque Minerali.

Sato inherited the lead from Pommer and pulled out a comfortable gap to the opposition, which was headed by Kevin Giovesi. "It was a straightforward win for me today but I would have liked to race for it with Pommer because he is a good driver," said Sato. "Still, the gap will come down again I'm sure because I will miss the next race at the Red Bull Ring as it clashes with Hockenheim GP2."



Completing the podium in race one were Italian pair Giovesi and Andrea Roda. With another runner-up position in the second race, Giovesi's points from Imola were enough for him to leapfrog Tamas Pal Kiss in the points standings. The Hungarian suffered two disastrous pitstops to come away from Imola with just a pair of ninth-place finishes. Giovesi now ties Pommer for second.

Roman Cerruti took her win with her Super Nova International-run car after resisting race-long pressure from Giovesi's Eurotech Engineering Lola-Zytek.

Cerruti impressed throughout the race. She took what was then second place on lap three when she outbraked team-mate Francesco Dracone into Tamburello. At the same moment, reversed-grid polesitter Giuseppe Cipriani, who

was leading the race, inexplicably spun into the gravel and handed the race lead to Cerruti.

From there Cerruti resisted Giovesi's sporadic attempts to narrow the gap to below the one-second mark, and the critical point of the race came three laps from the end when the leading pair pitted together.

While the Super Nova crew completed a typically rapid 'fronts-only' turnaround, Giovesi's Eurotech team was slightly slower and lost a precious second to thwart any hopes of challenging for victory.

"It was a tough race, but I am so happy to win it," said an overjoyed Cerruti. "I promised my engineer John [veteran engineer Gentry] I would win a race this year and now I have. The team did an excellent pitstop and after that I just had to control the gap to Kevin,

which I did. What a day!"

As well as Sato there were two other returnees to Auto GP at Imola, but they experienced disparate fortunes. Pal Varhaug, on a weekend off from his GP3 commitments, rounded out the podium in race two after resisting Sato in the closing stages. A day previously the Norwegian had netted fourth despite a first-lap excursion at Piratella.

Not faring so well on his return was reigning champion Vittorio Ghirelli. Engine issues compromised his practice and qualifying laps, contributing to disappointing 10th and sixth-place finishes in the races.

While Cerruti was the toast of the Super Nova team after her race-two heroics, Pommer cut a disconsolate figure despite an impressive drive for the German from the back of the grid to fifth in race two.


● Sam Smith

RESULTS

Race 1 1 Kimiya Sato (Euronova Racing), 20 laps in 32m01.697s; 2 Kevin Giovesi (Eurotech Engineering), +7.938s; 3 Andrea Roda (Virtuosi UK); 4 Pal Varhaug (Virtuosi); 5 Michela Cerruti (Super Nova International); 6 Francesco Dracone (Super Nova). **Race 2 1** Cerruti, 17 laps in 27m17.493s; 2 Giovesi, +0.529s; 3 Varhaug; 4 Sato; 5 Markus Pommer (Super Nova); 6 Vittorio Ghirelli (Eurotech). **Points 1** Sato, 151; 2 Giovesi, 115; 3 Pommer, 115; 4 Tamas Pal Kiss, 105; 5 Roda, 98; 6 Cerruti, 85.


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Autosport Directory Sales Executive

We are now seeking a Directory sales executive to join the sales team on Autosport magazine.

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Turkington will drive 'Batmobile' in Silverstone Super Touring event...



LAT

BTCC stars in historic assault

Turkington, Shedden and Neal set for Classic and Goodwood outings

BRITISH TOURING CAR champions Colin Turkington, Matt Neal and Gordon Shedden will contest the Silverstone Classic at the end of this month.

Turkington will make his historic-racing debut at the July 25-27 event, competing in the HSCC Super Touring Car Championship race for 1970-2000 touring cars and the Ford Mustang Celebration Trophy.

The 2009 BTCC champion is expecting to share a Sam Thomas Racing-prepared BMW CSL with GT driver Sam Hancock in the Super Touring races, and could drive a Ford Galaxie in the Mustang event, which is open to other tin-tops of the pre-1966 era.

"Sam Thomas runs a car for a friend and the contact came through him," said Turkington, who currently

leads the BTCC standings. "It's my honeymoon – I don't know how I've managed to arrange that!"

HONDA DUO JOINS FORCES

Works Honda team-mates Neal and Shedden are planning to contest the U2TC enduro in a Ford Lotus Cortina.

Neal has bought the ex-Neil Brown car for Team Dynamics to prepare and has already tested it.

"The whole classic scene is growing massively and it's something I've always fancied having a go at," he said. "I've got to say it's something of a learning curve – I was braking twice as early as I normally would and still didn't think I was going to stop.

"I guess it'll be the first time we'll have shared a car in the same race. I'm looking forward to it."

Shedden, who hopes to test the

Cortina soon, added: "We'll have a blast. It'll be some light relief after a couple of difficult BTCC weekends for Matt. I did have to chuckle when he told me we'd need to get some in-car cameras sorted.

"I asked if they would be for data-gathering, and he said, 'No, it's because it's my car and I want to make sure you're not beating the hell out of it!' Of course the race will be primarily for fun, but we will go out there and do the best job we can."

GOODWOOD REVIVALISTS

Turkington, Neal and Shedden are also among a number of BTCC stars set to compete at the Goodwood Revival on September 12-14.

Neal is to share an Austin A35 with Brown, a Studebaker with Nick Whale and a Sunbeam Tiger with Chris Beighton in the RAC TT Celebration.

"I've not done a lot at Goodwood, but I'm looking forward to it, nervously," said the triple BTCC champion. "I drove Chris's Sunbeam in the damp a couple of years ago and it scared the crap out of me!"

Reigning champion Andrew Jordan will share the family Austin A40 with his father, Eurotech boss Mike Jordan, and could drive in two other races, while Turkington could share an entry with Thomas. Mat Jackson is also set to take part sharing Henry Mann's Ford Mustang.

SCOTT MITCHELL
EDITORIAL ASSISTANT

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NOT TO TAKE ANYTHING AWAY

from the British Grand Prix this weekend at Silverstone, but I'm growing ever-more-excited about the other massive meeting, the country's biggest historic showpiece, that the circuit will host at the end of July.

It's quite fitting that Silverstone's two most-important car events of the year will bookend the month, and the Classic looks set to be yet another step up from last year, which is some feat. That was my first at the Classic and I confess to hugely underestimating it. I don't need to vouch for the variety of cars or the quality on display, but the sheer number of people in attendance – crowd estimates were around 50,000 – overwhelmed me.

The rise that historic racing is experiencing at the moment has even captured the imagination of some of the BTCC's finest drivers. Honda aces Matt Neal and Gordon Shedden are used to fighting tooth-and-nail in the BTCC, and they will find the Under Two-Litre Touring Car class in which they will race Neal's ex-Neil Brown Ford Lotus Cortina no less competitive at the front. Colin Turkington will probably find it tougher to gun for glory in the Super Touring races in his mid-'70s Batmobile, but that car being present and driven on the limit will be fantastic nonetheless.

You'll have noticed our *Inside Line* feature. That usually runs at the front of the magazine, but occasionally it will be incorporated into these pages to highlight the people and organisations that make national motorsport tick. British Automobile Racing Club chairman Simon Clark kicks it off on page 77, where he explains the plans for the country's biggest organising body, revamped for 2014.

...while Neal and Shedden will race Cortina in U2TC



EBREY

Classic is a crowd-pleaser





Rydell won '98 BTCC title in Volvo S40

Super Touring

Ex-Rydell Volvo set for UK racing return

AN EX-RICKARD RYDELL VOLVO S40 is set to return to racing in the HSCC Super Touring Car Championship next season.

Former British GT racer and historic ace Jason Minshaw has purchased chassis R8-004, used by Rydell during his 1998 British Touring Car Championship title-winning season.

The S40, which was also driven

in 1998 by Rydell's team-mate Gianni Morbidelli, became a race winner in the Swedish series the following year in the hands of Jan Nilsson and was then used in the Norwegian championship.

"The plan is to get it back to how it used to be and race it next year," Minshaw said. "I've spoken to the guy who designed the engine in period and he has all the drawings,

and hopefully we can hatch a plan. It's been sat doing nothing for the last six or seven years."

Minshaw also owns the ex-Frank Sytner BMW M3 E30 that was driven by Roland Ratzenberger during the 1988 BTCC season.

Series founder Jonny Westbrook is keen for the Demon Tweeek-liveried car to take part in this year's Super Touring Trophy

round at the Silverstone Classic to honour the 20th anniversary of Ratzenberger's death.

"We've used it at Cholmondeley and I did the David Leslie memorial race at Silverstone in 2009 but I haven't raced it regularly because we don't want it bashed up," Minshaw added. "I'm trying to get out in the Classic. Jonny's been harrying me and that's the plan."

Porsche Supercup

Porsche leader Webster to make Supercup debut

PORSCHE CARRERA CUP GB points leader Josh Webster will make his Porsche Supercup debut this weekend in support of the British Grand Prix at Silverstone.

Webster, the Porsche GB scholar, has won three races this season and moved to the top of the table courtesy of a double victory at Croft last weekend.

He is one of four drivers from the British series who will make a one-off outing in the Formula 1 support series.

"I'm so excited," said Webster, who took part in the meeting last year in GP3. "We've been working on it for the last month or so and we've finally got there. It was amazing last year and it's a dream come true to do it again.

"There's no pressure for it really, after

Croft I'm really on a high and I just want to continue the progression. I know the circuit really well and I'd love to get into the top 10 or top eight."

Emmerdale actor Kelvin Fletcher and Graeme Mundy will also make their Supercup debuts, while Karl Leonard is expected to take part too.

Webster will join F1 support grid



British Formula Ford

Brabham 'will not quit' FFord over ongoing budget issues

SAM BRABHAM IS HOPING HE will return to the British Formula Ford grid at Snetterton after skipping the races at Croft due to a lack of budget.

The Thruxton double race winner was a doubt for the previous round at Oulton Park, but made a late decision to race before crashing heavily in race two.

Brabham, who missed the final race at Oulton and was absent from the Croft grid for all three last weekend, hopes the summer break before the next meeting at Snetterton will be



Defiant Brabham is not giving up

sufficient to raise the required funds to complete the season.

He is also adamant he will not quit the championship even if he misses the round on August 2-3.

"We've got a long break so we've got a lot more time to get it sorted," he told AUTOSPORT. "I'm quite confident we'll be back, there are a few things in the pipeline and dad [David] is flat out.

"It would be silly to give in [and quit], even if we can't sort it for Snetterton I'm certainly not going to give up."

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Porsche Carrera Cup GB

Meadows forced to miss Croft Carrera Cup counter

DOUBLE PORSCHE CARRERA CUP GB champion Michael Meadows lost his championship lead at Croft last weekend after being forced to skip the opening race with chassis damage.

Meadows went off the track at Tower during qualifying and "ripped out the floor" of his car when he hit a concrete block while attempting to rejoin the circuit.

His Redline Racing team, local to

Croft, returned the new Type 991 car to its workshop and was able to repair the car with assistance from the new-for-2014 Porsche-approved bodyshop Road and Race.

Meadows was able to start from his third-place grid slot for race two, in which he finished second – though dropped nine points behind Josh Webster, who won both races at the weekend.

"That's the first time I've ever missed a race," he said. "It's not that fun watching on the pitwall, but it could have been much worse, I could have left 30-odd points behind.

"The team finished it at 1 am on Sunday morning. They are experts at repairing that sort of stuff; they're bloody good at what they do."



Meadows salvaged P2 in race two

VLN

Hughes set for GT debut

FORMULA RENAULT NEC RACER

Jake Hughes is treating his GT race debut at the Nurburgring Nordschleife this weekend as a learning experience.

The BMW Junior driver tested the BMW M235i that he will race in the VLN Endurance Championship for the first time at Spa last week.

"It was eye-opening to drive the car for the first time," said the BRDC Formula 4 champion. "It was completely different to

what I am used to and was like starting again. It is a big GT car with no downforce."

Hughes, a McLaren AUTOSPORT BRDC Award finalist, is currently 10th in the FR NEC standings with one podium.

"Some of the drivers I am sharing with have more experience and will be expecting to challenge for a podium, but I will just do the best I can," he added.

"It will be a learning experience and is an opportunity to improve for the future."



Hughes tested BMW at Spa

Clio Cup UK

Clio racer may not return

RENAULT CLIO CUP UK PODIUM

finisher Rob Smith is evaluating his options for the rest of the season following his massive crash at Oulton Park last month.

Team Pyro driver Smith suffered concussion and amnesia as a result of the smash and missed the Croft races last weekend with his car written off.

The 22-year-old said he was unsure whether he would rejoin the main-series grid but was hopeful of continuing racing in a tin-top category.

"I'm fine now and back to normal," he said. "But we were not able to salvage anything from my car at all. I'm currently taking stock and have got a few options.

"One is Mini Challenge, which I did a one-off in last year, along with continuing in the Clio Cup or the BARC version.

"I would quite like to race just for enjoyment for the rest of the year and am considering what would be best."



Smith crashed in Oulton practice

HUMBLE PYE

The voice of club racing



Pye was shocked to see he was 'driving' McLaren F1 GTR up the hill

Another Festival of Speed, another exquisite display

Having experienced all 22 Goodwood Festivals of Speed to date, it never ceases to amaze me how each has been imbued with a subtly different flavour. 'Addicted to Winning' was the resin that glued each strand of last weekend's edition together to create a solid, coherent story, a thrilling white-knuckle ride through the intertwined histories of motoring and sport.

From the gods on two wheels and four to club drivers and showmen, the selectors brought new people and machines to play alongside old favourites in the Duke of Richmond and Gordon's estate. Current Formula 1 drivers Jenson Button, Lewis Hamilton and Felipe Massa have been before, but Kimi Raikkonen was a rookie. All were made very welcome a week before the British GP, but with F1 rules precluding 'testing' it seemed odd for fans to see 1600cc V6 turbocars in the Sky Sports F1 'pits', yet not hear one run, perhaps for the first time.

As always, those who put most in got most out of the garden party. It was wonderful, for instance, to see Emerson Fittipaldi living life to the full in 1974 McLaren M23 (overhead TV camera shots on the startline were glorious) and hustling Richard Petty's all-conquering '67 Plymouth Belvedere along.

'Mario Andretti' and 'Ronnie Peterson' swapping places in Lotus 79's on the hillclimb course was a personal highlight, and I feel kinship with Le Mans winner Andre Lotterer who was equally besotted with the sensational Audi 90 Quattro IMSA GTO racer I drove at Misano in '89, when he was eight...

Mercedes-Benz W196 streamliner, 100-year-old Mercedes GP cars,

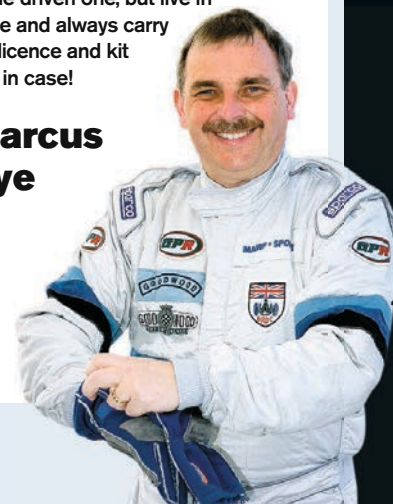
Bentley racers old and new, Maseratis, Jaguar D-types, '70s saloons, thumping NASCAR V8s, Porsches, futuristic modern prototypes, GP bikes and Supercars threatened fever overload. But just as you thought the feverometer was off the scale the needle rose further as Kiwi drifter 'Mad Mike' Whiddett beat the hill into submission, without going straight! Almost as amazing were the

"Just as you thought the feverometer was off the scale, the needle rose further"

aviation displays: RAF Red Arrows, Avro Vulcan, Eurofighter Typhoon, English Electric Canberra and Hawker Hunter – which set a simulated 'hill record' of 9.98s/400mph in departing for RAF Kemble.

But one moment made me do a double take in the commentary box. As David Clark's Harrods McLaren F1 GTR shot into view on Friday, the FoS logoed TV caption flicked up with my name on it. I haven't ridden in, let alone driven one, but live in hope and always carry my licence and kit just in case!

Marcus Pye



Masters to join Brno Festival

MASTERS HISTORIC RACING WILL make its first visit to the Czech Brno track next weekend as part of the Brno Grand Prix revival.

There will be races for the FIA Masters Historic Sports Car Championship, Historic Formula 1 Championship, and a combined grid for Gentlemen Drivers Pre-'66 GT and Masters Pre-'66 Touring cars at the new event.

Masters Historic Racing event manager Rachel Bailey said: "We are looking forward to some great racing at the wonderful Brno circuit and are delighted to support this newly promoted event.

"Our two FIA championships are set to deliver thrills for the Czech crowd and with a number of championship contenders competing at [the clashing] Le Mans Classic, this round will be crucial to the championships' outcomes."

Steve Hartley's Arrows has dominated Post-'78 F1 this year and will be looking to extend his 12-point advantage over Simon Fish's Ensign at the top.

Masters will make its Brno debut



BTCC racers gave MG3 concept car its public debut

MG3

MG eyeing new tin-top racer

MG COULD BUILD A RACING version of its MG3 hatchback after running a concept car for the first time last month.

The firm's British Touring Car drivers Jason Plato and Sam Tordoff drove the MG3 Trophy Championship concept at Silverstone's MG90 event as the firm celebrated its 90th anniversary.

The car, which was created by MG Motor UK's in-house team at SMTC UK in Longbridge, features

an uprated 1.5-litre turbocharged VTI Tech engine producing 204bhp.

Plato, who currently lies fourth in the BTCC with his Triple Eight-run MG6, believes the prototype shows potential. "It was just some demo laps," said the two-time BTCC champion. "I can see a grid of them blating around.

"It was reasonably well-balanced, reasonably quick, and good fun. With a little bit of testing it'll be a nice little racing car."

PR manager Laura Biss said "it

would be a good basis for a club racing car" and confirmed that MG was evaluating greater investment in the project.

That could potentially lead to its own race series or the inclusion of the car in existing MG club categories, such as the MGCC's Trophy series.

"We did the concept to highlight the talent we have in-house and to gauge where the interest lies, in club racing or elsewhere," Biss added. "Feedback has been very positive so far."

BRDC F4

No issues after post-race check

THE BRDC FORMULA 4 CAR KEPT in scrutineering after the Snetterton race last month was Sennan Fielding's, not race winner Will Palmer's as reported last week.

Fielding's HHC machine finished fourth in race one and was found to be within the regulations after the technical checks. There were no question marks over team-mate Palmer's car, which won two of the three Snetterton events, and no peculiar engine readings were found. No results have been changed.

Palmer and Fielding are third and fifth in the championship respectively, with Lanan's George Russell currently topping the table.

Fielding's car was checked



Sowery was on top at Spa



Spa Summer Classic

Sowery leads the way at Spa

TOBY SOWERY CLAIMED TWO more F3 Cup wins at a wet Spa-Francorchamps, twice edging out British Formula 3 guest driver Li Zhi Cong as the series joined the Spa Summer Classic bill.

Another guesting driver, BRDC Formula 4 race winner Struan Moore, was third ahead of series regular Tristan Cliffe in race one but failed to finish the second race, promoting Cliffe to third.

Chris Dittmann's Dallara and Daniel Cook's Jedi claimed a win apiece in

the Monoposto classes, which shared the track with the F3 machinery.

Luke Vos and Chas Mallard (Chevrolet Corvette) took two wins out of two in the Swinging Sixties. Simon Lane's Camaro and Jon Wolfe's TVR claimed a second place each, with Paul Conway's Morgan and Michael and Kallum Gray's Jaguar E-type sharing the third places.

Jonathan Gibbs' Caterham topped a massive 69-car field in the first CSCC Interseries Cup race, almost a minute ahead of the Kevin Bird/Charles

Hyde-Andrews-Bird Renault Megane. Gibbs finished second in race two, edged out for a double by Anthony Bennett's similar car.

Cheng Lim and Phil James guided their Ram SC to two victories in the Spa Ardennes Classic, with Steve Dance's Escort being the closest challenger both times. Philip Ledger took two class wins.

Simon Davey was leading British entrant in the French Formula Ford and Historic European F3 Trophy, finishing fifth and fourth as Alain Girardet won both.

Vilander won GTE Pro class at Le Mans this year with AF Corse



British GT

Le Mans winners in BGT outing

LE MANS 24 HOURS CLASS winners Toni Vilander and Emmanuel Collard will join a bumper AF Corse Ferrari entry at the Spa British GT round. LMP2 and LMP900 class winner Collard will partner Francois Perrodo in one of five 458 Italias run by the squad, while two-time GTE Pro winner Vilander will join Yannick Mallegol. AF team manager Ugo Maceratini also confirmed that Filipe Barreiros and Francisco Guedes will drive together in addition to the team's regular British GT entries for Aaron Scott and John Dhillon,

and Pasin Lathouras and Richard Lyons, as a precursor to the Spa 24 Hours. The five-car AF Corse Ferrari entry and an additional Barwell BMW Z4 could make the grid at Spa (July 11-12) the biggest of the season. Barwell will run a second Z4 for regular ELMS drivers Jonny Cocker, who partnered Marco Attard in the main British GT car at Snetterton last month while Alexander Sims was on Nurburgring 24 Hours duty with BMW, and Timur Sardarov. The Rosso Verde Ferrari of Hector

Lester and Benny Simonsen, which has not raced since the opening round at Oulton Park, is also scheduled to return. Declan Jones could also rejoin in his GT4 class BMW M4, which would take the grid to 37 – one more than started the three-hour Silverstone round. In addition to several regular drivers returning after missing the two Snetterton races, Adam Carroll and Jeff Smith will continue as team-mates to Gary Eastwood (FF Corse Ferrari) and Rory Butcher (Motorbase Aston Martin Vantage) respectively.



In brief

Jordan test rearranged
Reigning British Touring Car champion Andrew Jordan will get his BMW Z4 GT3 test with Triple Eight at Silverstone's Grand Prix circuit on July 15. The 25-year-old was due to test the car last month, but Ryan Radcliffe crashed the car (pictured) before Jordan could get a run.

Orton goes home
Ginetta GT4 Supercup race winner Jamie Orton opted to skip the final race at Croft last weekend after receiving a track-limits penalty in the second encounter. Orton finished fifth on the road but was bumped to eighth by the additional five seconds.

Historic commission
The World Motor Sport Council has agreed to set 1990 as the cut-off year for recognition of 'historic' cars for at least the next 10 years. The period of validity for Historic Technical Passports has been extended from five to 10 years and a working group will investigate the classification of cars dated 1990 onwards that no longer satisfy the latest safety criteria.

CSCC

CSCC to trial new series as Mallory race entries open

THE CLASSIC SPORTS CAR CLUB will run two races later this year for post-2000 machinery with a view to launching a new series next season. Two 40-minute New Millennium races will be held at Donington Park in August and Oulton Park in September. They will feature a four-class structure: Over 3500cc; between 3001 cc and 3500cc, 2001-3000cc; and less than 2000cc. Sequential gearboxes and non-standard aerodynamics (providing the wheel arches remain standard) will be eligible, meaning Renault Clio Cup cars or Ginetta G50s are among those that can be entered.

Its existing Modern Classics series for cars from the 1990s does cater for some early-2000 machinery, but if sufficient interest is shown the New Millennium series could become a permanent addition in 2015. The CSCC is also at the centre of the first car meeting to be held at Mallory Park under the circuit's new ownership, and has confirmed that four categories will race on July 20. Special Saloons and Modsports, Monoposto, Seven-type machines and Sports v Saloons encounters will form part of the bill for the meeting, the first at the circuit in over a year.



Ginetta won from second

V de V

Debut V de V win for Sharp

BRITISH GT DRIVER TOM SHARP marked his V de V Endurance Series and factory Ginetta debut with victory in the three-hour race at Dijon last weekend. The 22-year-old partnered Ginetta chairman Lawrence Tomlinson in the factory-prepared G55, as regular driver Mike Simpson was unable to take part in the event. Sharp, who drives alongside Ian Stinton in a Ginetta in British GT, and Tomlinson won the race by over a lap after lining up second on the grid, the first series victory for the Team LNT car. "I knew the car was fast and I was hoping for a podium," said Sharp. "It was really, really good. I would love the opportunity to do it again as I really enjoyed it. Everyone was very welcoming and there was a friendly environment but it was still very competitive."



Special Saloons and Modsports get Mallory race

Solar power at CoW
The Heads of the Valleys Development Company has secured a 25-year deal with Chinese solar firm Hanergy to provide the planned £280m Circuit of Wales facility's solar park site.

New 750 Trophy racer
The new Racekits car for the 750 Motor Club-run 750 Trophy series will make its race debut at Rockingham this weekend. The car, which costs £8500 complete, uses an 850cc Reliant engine and gearbox and is slightly less powerful than Historic Formula Junior machinery.

Ginetta men on track
Max Coates and Fraser Robertson contested their first Ginetta GT4 Supercup races of the season at Croft. Coates (pictured) had a best finish of sixth while Robertson, who gave the marque's G50 its first series appearance of 2014, withdrew after race one with engine problems.



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Team Manager Simon Hunt 20Ten Racing Congratulates Jordan Stilp on his First Clio Cup win, 2 Poles, 2 Wins, 2 Fastest Laps!!



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Simon Clark

The Inside Line

The chairman of the BARC reveals that a rebranding exercise is just the start for the club as it endeavours to remain relevant

This year is a fresh start for the British Automobile Racing Club (BARC), and we are all very optimistic about it. It's no secret that events at Mallory Park last year tested the team massively and the end result was something we were genuinely saddened by, but we had no options left. That obviously made for a challenging time, but we've begun this year with a clean sheet and in the wake of adversity comes an opportunity to make changes.

Looking ahead, the purpose of the BARC rebranding is about trying to recognise the demands placed on logos and brands by the digital era and the association with commercial partners. The original idea was to put a brand together that can sit next to Jaguar, Dunlop, the BTCC or anything of similar context. The further into it we got and the more research we did, the more we realised that the old heraldic shield on the badge was not very relevant to young drivers and enthusiasts or to commercial organisations. It was designed in 1958 and was about the seventh incarnation of the badge until then. It has certainly been a stayer!

The feeling was that on the one hand, with the ever-increasing significance of laptops and mobile devices, you're looking at something on a small screen while, on the other hand, you've got posters that are 20ft high with six colours and all the detailing that involves. We realised we needed something striking and clear, so we reworked it and the message is about the next 100 years, a new start, a new look and a more modern approach.

Beyond the badge, we have internally streamlined



We would like to broaden the appeal of what we do, just as motorsport needs to work on broadening its appeal for the fans. We need to get mums and daughters in as well. When I started racing 40 years ago, there was nothing else to do on Sundays. Goodwood really shows what you can do with a venue. I took my daughter last year and 70 per cent of the people there probably don't watch a motor race but rather go along to enjoy 'the event'.

[MSV boss and circuit owner] Jonathan Palmer has raised the bar in terms of his circuits and the way they look. We have got to learn from what he has done to improve our own venues and events, but in the knowledge that every penny we make goes back into the club and club racing.

“We would like to broaden the appeal of what we do, just as motorsport needs to for its fans”

operations. We are letting the individual managers concentrate on their circuits without the need necessarily to report back to Thruxton all the time. We have given them more freedom to look at their venue and decide how it works best. We have brought [PR and marketing firm] MPA Creative in. They have been fantastic and have helped us understand how to get to media, greatly assisting in that stand-back view that helps you see yourselves as others do.

When I took on the chairman role, we agreed that the BARC was a great name that had really slipped into the background. No-one would have known – and arguably still doesn't – that we hold the rights for the BTCC and look after all three Goodwood events and the Cholmondeley Pageant of Power, and in a strange way we had allowed ourselves to lose visibility. The focus was trying to subtly say, 'Hey, remember us, we are still here, we are still operating and we are still a major player, doing what we always did – which is organising the country's biggest and best motorsport events.'

Within our circuits, I am confident the look and feel and the way they are designed will improve, not just in terms of painting and bannering but in spectator areas and areas for non-motorsport enthusiasts such as kids' zones. I would like to think that we are doing something that embraces the family on a more inclusive level.

However, I accept that a makeover is only the start of a rebrand. Our staff have really got the bit between their teeth to make positive changes from signing on right the way through to the end of the meeting, using every endeavour to improve the experience for all participants, from drivers to spectators, marshals and sponsors. Paddock talk is a marvellous thing, and you can get the message around about the progress you're making with those small details.

We have had a really good rethink about our modus operandi. The feedback from competitors has been great. It is often the small things that you don't advertise, the subtle changes that you won't notice for a while – but in time, they will make all the difference. ❧

Smith switched cars and it brought him two wins at Cadwell



PRODUCTION BMW CADWELL PARK, JUNE 28 MSVR

Smith ends winless streak with double

MATT SMITH HADN'T HAD A WIN IN the championship before arriving at Cadwell Park, but he left as a double Production BMW race winner in his first time out in a new car.

Smith started race one from row two and spent almost the entire race watching the lead duel between Gary Feakins and Stuart Waite from a safe third. Waite tried everything he could but Feakins' defence kept him at bay until the final lap.

As they approached the Mountain Waite squeezed ahead, but Feakins held on and they were side-by-side as they came over the crest. There

was contact and both went wide, leaving the door wide open for Smith to claim his first win. "I knew Stuart would go for it, he doesn't do second place," said the winner afterwards.

Feakins recovered to retain second, but Jack Gabriel claimed third, from Harry Goodman, James Foard and Mark Palmer, with Waite finally taking the flag in eighth, behind Matthew Swaffer. Andy Strong and Steve Carter completed the top 10.

Smith fought off a first-lap challenge from Feakins to take a lights-to-flag win in the second race.

But the closeness of this initial duel left the door wide open for Foard to pounce for second at Hall Bends on the second lap, which then extended Smith's lead.

Feakins tried everything to regain his lost place, nosing alongside a couple of times and pushing late braking almost to excess at times. But every move Feakins made, Foard had an answer to, which allowed the battles behind to close in too.

Gabriel and Goodman had a race-long duel for fourth and shared numerous exchanges, while Waite sat just behind.

It was a five-car train for second for the final laps. Foard held on to secure the runner-up spot, with Feakins taking third from Gabriel, while Goodman held off Waite for fifth.

● Peter Scherer

RESULTS (9 LAPS) 1 Matt Smith 16m24.513s (71.97mph); 2 Garry Feakins +2.379s; 3 Jack Gabriel; 4 Harry Goodman; 5 James Foard; 6 Mark Palmer. Fastest lap Stuart Waite 1m47.876s (72.98mph). RACE 2 (8 LAPS) 1 Smith 14m36.776s (71.83mph); 2 Foard +4.036s; 3 Feakins; 4 Gabriel; 5 Goodman; 6 Waite. FL Gabriel 1m47.890s (72.97mph).

VAG TROPHY CADWELL PARK, JUNE 28 MSVR

Vaulkhard victorious as rivals crash out

FORMER WORLD AND BRITISH

Touring car racer Harry Vaulkhard was another driver to leave the challenging Lincolnshire circuit with a double win in his Volkswagen Golf GTI.

With the Corrado of poleman Ken Lark slow away, Paul Taylor's Golf took to the grass, while Stewart Lines' Scirocco went down the middle with Tony Absolom's Golf to his right. But the inevitable happened as they attempted to merge and only Lark from the quartet survived for the restart.

Vaulkhard had the lead from the off with Lark making a much better start to head Richard Morgan's Golf for second. The gaps soon began to open with Vaulkhard easing himself clear as Lark and Morgan held station behind. Lark reduced Vaulkhard's advantage considerably over the



final laps, but the Golf's lead was never seriously threatened.

Mike Smith's Golf was fourth for a couple of laps, before Nick Sanderson's SEAT Leon Cupra went by. Rob Allum's race was over after three laps, when he went off at the

Mountain, vacating sixth. Mike Smith and Chris Adams thus completed the lead sextet in their Golfs.

None of the earlier casualties made it out again for the second race, but from the start the lead trio made a decisive break, with Morgan having

the edge over Lark for second.

All three held station for the entire race but, as in the opener, Lark closed the gap towards the end. He was nevertheless forced to settle for third.

Having taken a class win in race one Smith was unable to hold off Sanderson for fourth, but spent the rest of his race managing his class lead successfully over Allum.

● Peter Scherer

RESULTS (6 LAPS) 1 Harry Vaulkhard (Golf GTI) 10m59.102s (71.67mph); 2 Ken Lark (Corrado VR6) +1.127s; 3 Richard Morgan (Golf GTI); 4 Nick Sanderson (SEAT Leon Cupra); 5 Mike Smith (Golf GTI); 6 Chris Adams (Golf VR6). Class winner Smith. FL Lark 1m41.214s (77.78mph).

RACE 2 (7 LAPS) 1 Vaulkhard 13m02.608s (70.42mph); 2 Morgan +2.469s; 3 Lark; 4 Sanderson; 5 Smith; 6 Rob Allum (Golf GTI). CW Smith. FL Lark 1m41.589s (77.50mph).

RACING SALOONS CADWELL PARK, JUNE 28 MSVR

Cattliff in control as Pearson loses out

WHILE KARL CATTLIFF MADE IT A comfortable double win, regular duellist and qualifying pacesetter Stephen Pearson had a disastrous day.

It started well for Pearson, who led the opening lap from Cattliff, Richard Evans, Darren Stamp and Leigh Franklin's Talbot Sunbeam Lotus. There was an immediate gap after the top five, but just as the lead pair began to break further away, Pearson went off at Park Corner.

"I got onto the grass when I outbraked myself. It wouldn't stop and sent me wide, but Karl had already got by for the lead," he said.

Cattliff was left in the clear, while Stamp had also managed to oust Evans for second, but the battle continued to rage as Franklin started to fall back in fourth. Gradually Stamp began to consolidate his hold on second, but not for long. "I fluffed my gears at the Hairpin and he was back on me again," he said.

Cattliff had been able to back off as his lead was safe, but Evans wasn't satisfied with just closing on Stamp, he was seeking second place. As they arrived at the Mountain approach on the penultimate lap, he successfully shot through the smallest of gaps to seal second. Franklin followed Stamp home in fourth, having held off the recovering Pearson.

It was a lights-to-flag win for



Cattliff in the second race with Evans initially heading Stamp and Pearson in pursuit. Pearson was up to third on lap five, but his further attempts to oust Evans for second at Park left him sidelined with a puncture after contact with his rival.

Evans held onto second again despite the attentions of the

ever-present Stamp, with Franklin fourth, well clear of Eddie McKean.
● Peter Scherer

RESULTS (9 LAPS) 1 Karl Cattliff (BMW E36 M3) 15m21.654s (76.88mph); 2 Richard Evans (BMW E36 M3) +3.536s; 3 Darren Stamp (BMW E36 M3); 4 Leigh Franklin (Talbot Sunbeam Lotus); 5 Stephen Pearson (BMW E36 M3);

6 Eddie McKean (BMW E36 M3). **CW** Franklin; Jason Dzenis (Peugeot 205); Colin Stubbs (Rover 216 GTi); Simon Bassford (BMW 320i). **FL** Pearson 1m40.599s (78.26mph). **RACE 2 (8 LAPS) 1 Cattliff 13m44.646s (76.37mph);** 2 Evans +1.043s; 3 Stamp; 4 Franklin; 5 McKean; 6 Ian Shepherd (BMW E36 M3). **CW** Franklin; Dzenis; Stubbs; Andy Strong (BMW E30 318i). **FL** Pearson 1m41.170s (77.82mph).



ATOM CUP CADWELL PARK, JUNE 28 MSVR

Unstoppable Hill takes two

A GUESTING JAKE HILL MADE IT FOUR wins out of four in the series, after he mirrored his Rockingham result with another double victory.

Andrew Smith darted ahead as the lights went out, but he couldn't keep Hill at bay for long. They stayed fairly close for a while with Nick Whitehead just behind, until he went off at Coppice on the third lap.

Hill managed the gap to Smith with ease, while Martin James was a solitary third and Richard Marler came out on top of a duel with Stuart Drewell for fourth, after which his

rival pitted.

James led race two for six laps, before giving best to Hill. Smith soon followed to resume pursuit of Hill, leaving James a clear third.

● Peter Scherer

RESULTS (13 LAPS) 1 Jake Hill 20m52.756s (81.70mph); 2 Andrew Smith +1.730s; 3 Martin James; 4 Richard Marler; 5 David Mercer; 6 Steven Endress. **FL** Smith 1m35.603s (82.35mph). **RACE 2 (11 LAPS) 1 Hill 17m57.314s (80.38mph);** 2 Smith +1.196s; 3 James; 4 Nick Whitehead; 5 Stuart Drewell; 6 Marler. **FL** Smith 1m35.727s (82.24mph).

MK2 GOLF GTI CADWELL PARK, JUNE 28 MSVR

Bark misses out on brace

JAMES BARK CAME WITHIN A LAP of being another double winner, when he was forced to surrender the lead of race two on the final tour in a cloud of smoke.

Jason Tingle led to Coppice on the first lap of the opener, but spent the rest of his race chasing Bark. He kept in close pursuit and made a last-lap challenge at Mansfield. His move was repelled forcefully, which allowed Jamie Martin to snatch second.

Martin was on hand to grab the race-two lead when Bark pulled

off. Tingle was a solid second and Tom Witts completed the podium, after Josh Johnson went off on the penultimate lap.

● Peter Scherer

RESULTS (8 LAPS) 1 James Bark 15m06.296s (69.49mph); 2 Jamie Martin +2.360s; 3 Jason Tingle; 4 Josh Johnson; 5 Tom Witts; 6 Stewart Lines. **CW** Alex Nuttall. **FL** Tingle 1m45.220s (74.82mph). **RACE 2 (7 LAPS) 1 Martin 13m02.111s (70.46mph);** 2 Tingle +0.629s; 3 Witts; 4 Lines; 5 Nuttall; 6 Simon Tomlinson. **CW** Nuttall. **FL** Tingle 1m44.924s (75.03mph).



Superb Scragg steals the AMOC show

AFTER A TORRENTIAL DOWNPOUR IN the closing laps helped him snatch victory from the unfortunate Chris Kemp in Saturday's opening race, Chris Scragg capped a superb weekend by adding a dominant victory in Sunday's second contest in his Aston Martin V8.

Pole-position holder Scragg led Saturday's race early on, leading right up until the compulsory pitstop phase. But Kemp pitted his GT4 Aston earlier and his strategy looked set to pay off when he emerged ahead following a brief safety car period.

Despite Scragg's best efforts to close the gap, Kemp was looking good for the victory, but heavy rain began falling two laps from the end. Track conditions became treacherous and Kemp was among many to be caught out, spinning off at Clearways.

Scragg took full advantage and sneaked through to win from Rikki Cann's similar car. Behind, the Ferrari 355 of Wayne Marrs just denied the recovering Kemp third place on the drag to the finish line.

In Sunday's second encounter held on the Grand Prix circuit, Scragg grabbed the lead from pole man Bolanji Odunsi at the start before the Ford Mustang of Leo Voyazides charged up to second by lap three. Five laps later, the unlucky Marrs tangled with the Porsche 968 CS



Scragg's V8 (3) proved best of the eclectic bunch

of Stephen Atkinson at Surtees, leaving both cars buried in the gravel trap and bringing out the safety car.

A mad scramble to complete the mandatory pitstops ensued, but Scragg maintained his lead from Voyazides with Tim Mogridge moving up to third in his 355.

Despite a minor excursion into the Westfield gravel when trying to avoid a wayward backmarker in the closing

stages, Scragg was not troubled thereafter. He went on to score his second win of the weekend from Voyazides, while Mogridge fought off Tristan Simpson's 355 to claim third.

● Mark Libbeter

RESULTS (46 LAPS) 1 Christopher Scragg (Aston Martin V8) 45m57.483s (72.54mph); 2 Rikki Cann (Vantage) +5.569s; 3 Wayne Marrs (Ferrari 355 Challenge); 4 Chris Kemp (Aston

Martin Vantage GT4); 5 Stephen Atkinson (Porsche 968 CS); 6 Paul Brooks (Ferrari 456 GT). **Class winners** Marrs; Kemp; Atkinson; Tarek Mahmoud (Aston Martin DB4 Lightweight). **Fastest lap** Scragg 53.907s (80.66mph). **RACE 2 (24 LAPS) 1 Scragg 45m12.275s (77.51mph);** 2 Leo Voyazides (Ford Mustang) +11.893s; 3 Tim Mogridge (355 Challenge); 4 Tristan Simpson (355 Challenge); 5 Kemp; 6 Brooks. **CW** Voyazides; Mogridge; Kemp; Tim Bates (Porsche 911). **FL** Scragg 1m42.261s (85.66mph).

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Ure edged clear in Cooper-Bristol

WOODCOTE TROPHY BRANDS HATCH, JUNE 28-29 AMOC

Ure beats Singer to spotlight

JOHN URE CLAIMED AN IMPRESSIVE win in his Cooper-Bristol T24/25 on the Brands Hatch GP circuit on Sunday, beating Joe Singer's Kurtis 500S and an inspired Simon Hadfield.

The race started dramatically when gear-selection problems caused poleman Rick Bourne to spin his Lotus MkX exiting Druids. He rejoined at the back of the field, leaving Ure and Singer to tussle for the race lead.

After the compulsory pitstops, Ure took the lead and never looked back. Singer, meanwhile, was beginning to struggle with brake problems and was being hunted down fast by Hadfield.

Hadfield, sharing an Aston Martin DB3S with Wolfgang Friedrichs, emerged from the pits nearly 40 seconds behind Singer. A succession of rapid laps closed the gap to just 2.6s by the end, but Singer held on.

● Mark Libbeter

RESULTS (29 LAPS) 1 John Ure (Cooper-Bristol T24/25) 55m20.676s (76.50mph); 2 Joe Singer (Kurtis 500S) +4.275s; 3 Wolfgang Friedrichs/Simon Hadfield (Aston Martin DB3S); 4 Rick Bourne/Malcolm Paul (Lotus MkX); 5 Jeremy Cooke/Mike Dowd (Bobtail); 6 Urs Muller (DB3S). **CW** Singer; Friedrichs/Hadfield; Cooke/Dowd; Chris Jolly (DB2). **FL** Bourne 1m49.057s (80.32mph).

EQUIPE GTS BRANDS HATCH, JUNE 28-29 AMOC

Payne and White Triumph

AFTER JON PAYNE HAD TAKEN A WIN in the car on Saturday, Brian White steered his Triumph TR4 to victory on Sunday, leading home Pete Foster's similar machine.

Having fluffed the start of Saturday's encounter, Payne fought his way back to the front with some fine overtaking moves, including passing all three leading cars on lap 11. As Payne pulled clear, Foster was involved in a great battle for second with Rob Cull's TVR Grantura MkIII, emerging ahead before Cull lost third to John Andon's TR4 in the closing laps.

White eased to a lights-to-flag success in race two ahead of Foster,

while Ian Hulett inherited third on the last lap when Cull slid into the gravel at Stirling's Bend.

● Mark Libbeter

RESULTS (29 LAPS) 1 Jon Payne (Triumph TR4) 30m23.822s (69.14mph); 2 Pete Foster (TR4) +8.724s; 3 John Andon (TR4); 4 Robert Cull (TVR Grantura MkIII); 5 Peter Barnard (Elva Courier); 6 Ian Hulett (WSM Sprite). **CW** Cull; Hulett; David Reed (Aston Martin DB2); Andrew Mitchell (Alfa Romeo Giulia Sprint GT). **FL** Payne 57.579s (75.52mph). **RACE 2 (16 LAPS) 1 Brian White (TR4) 30m25.878s (76.76mph);** 2 Foster +6.590s; 3 Hulett; 4 Barnard; 5 Till Bechtolsheimer (MGB); 6 Stephen Bolderson (MGB). **CW** Hulett; Barnard. **FL** Foster 1m52.046s (78.18mph).



Different drivers, different days, same result



Blake-Baldwin won both his races

MAZDA MX5 OULTON PARK, JUNE 28 BRSCC

Blake-Baldwin tops packed Mazda races

JAMES BLAKE-BALDWIN HELPED himself to a brace of victories, but on each occasion he was pressed all the way by Brian Chandler. Poleman Simon Goddard led the race 1A field into Old Hall for the first time, but a poor exit lost him his advantage. Blake-Baldwin then hit the front and made the place his own via a late safety car period, while to his rear Chandler was not to be moved from second position ahead of Ben Short. In the 2A contest Blake-Baldwin usurped Chandler on the second lap and reached the flag 0.4s clear. In race 1B Scott Leach made the

early pace, but following a brief safety car intervention it was Jake Simpson who led, closely followed by Leach, Jiri Horalek and Chris Hart. On lap six Hart edged ahead, while Simpson pipped Leach to second on the last lap. Encounter 2B focused on the thrilling battle out front between Will Blackwell-Chambers and Goddard. They swapped places early on before Blackwell-Chambers made the decisive move into Old Hall to claim a lead he was not to relinquish. ● Graham Read

RESULTS (8 LAPS) 1 Chris Hart 20m07.908s (64.18mph); 2 Jake Simpson +0.520s; 3 Scott

Leach; 4 Paul Bishop; 5 Jiri Horalek; 6 Callum Edwards. **Fastest lap** Hart 2m20.315s (69.06mph). **RACE 1A (9 LAPS) 1 James Blake-Baldwin 20m18.614s (71.57mph); 2 Brian Chandler +0.307s; 3 Ben Short; 4 Jonathan Clements; 5 Alan Henderson; 6 Charlie Charman. FL Chandler 2m05.357s (77.30mph). RACE 2B (10 LAPS) 1 Will Blackwell-Chambers 21m21.856s (75.60mph); 2 Simon Goddard +0.225s; 3 Michael Fisk; 4 Roger Chesneau; 5 Steven Andrew; 6 Andrew Caird. FL Goddard 2m06.782s (76.44mph). RACE 2A (10 LAPS) 1 Blake-Baldwin 21m03.941s (76.67mph); 2 Chandler +0.496s; 3 Clements; 4 Simon Baldwin; 5 Sam Smith; 6 Henderson. FL Henderson 2m05.318s (77.33mph).**



In brief

50s Sports Car/Jaguar XK Nick Naismith strolled to a lights-to-flag success at Brands in his Aston Martin DB4 (above) in Saturday's race after the Maserati 200S of Gordon McCulloch jumped the start. Till Bechtolsheimer scored a brilliant second in his Allard J2 after starting at the back of the 31-car grid. Naismith won again on the GP circuit in Sunday's wet contest, leading home Ben Shuckburgh's Lister-Jaguar.

Innes Ireland Cup Peter Snowdon bounced back from a poor start at Brands to claim victory in his Jaguar E-type Lightweight on Saturday. Snowdon snatched victory on lap 28 of 30 from the Aston DB4 of Nick Naismith, who had been severely delayed by a backmarker. Jamie McIntyre's Iso A3C was third.

Pre-War Team Challenge In appalling Brands weather conditions, Patrick Blakeney-Edwards produced a faultless performance to take victory in his Frazer Nash Saloon 'Owl' on Saturday. Clive Morley recorded a fine second in his Bentley 3/4½. The Aston Martin Speed of David Freeman claimed the final spot on the rostrum, despite a minor off at Graham Hill Bend.

Caterham Academy Early Group 1 frontman Alistair Calvert spun exiting Oulton's Old Hall on the opening lap, and Olly Wigg led until a charging Calvert caught and passed him. The pair traded places before Wigg spun exiting Old Hall on the last lap, handing Calvert the win. Poleman David Webber dominated race two from Paul Aram.

Sports 2000 Duratec/Pinto/Historic After qualifying more than three seconds faster than his closest rival at Oulton, Patrick Sherrington (below) added to his Silverstone victory in dominant style in the opening encounter. David Houghton was the best of the rest, albeit 26 seconds adrift. Later Sherrington's MCR won by a massive 43s from Mike Turner, who in turn wasn't threatened by the third-placed Lola of Nick Bates.



POST-'89 & PRE-'90 FF1600 OULTON PARK, JUNE 28 BRSCC

McArthur dominates for maiden victory

THE POST-'89 AND PRE-'90 GLORY went to Tom McArthur and Chris Hodgen respectively in their Van Diemens, but both had to work hard for their successes. It was Tom Hodgson who led the Post-'89 field into Old Hall for the first time before a second-lap spin dropped him to seventh. McArthur then headed the pack, but had Douglas Crosbie's Van Diemen RFoo right in his mirrors. Behind, Ian Wolfenden was fully occupied holding off Nigel Dolan's Van Diemen. By lap four Dolan was pursuing McArthur after Crosbie retired, with Wolfenden and Hodgson completing the leading quartet. With Pre-'90 drivers racing concurrently on an invitation basis, Stuart Jones pedalled his Reynard 89FF up to fourth place by the eighth tour and he missed out on Wolfenden's third place by 0.09 seconds come the chequered flag. Ahead of them McArthur claimed his first victory well clear of Dolan. Josh Fisher's Reynard 89FF led the pack at the start of the Pre-'90 race, closely followed by Hodgen, Mike



McArthur was untouchable

Gardner, John Murphy and Jones, but Fisher soon appeared to be squirrelling under heavy braking. On lap five Hodgen hit the front and he and Fisher engaged in a tremendous scrap that lasted until the finish. Hodgen always had the upper hand though as the leading duo left Jones to consolidate the third place he had gained on the fourth tour. McArthur was the top Post-'89 invitation runner in 10th. ● Graham Read

RESULTS (BOTH 10 LAPS) 1 Tom McArthur (Van Diemen LA10) 19m52.555s (81.26mph); 2 Nigel Dolan (Van Diemen JL012K) +10.501s; 3 Ian Wolfenden (JL013K); 4 Stuart Jones (Reynard 89FF); 5 Calum McHale (Mygale SJ01); 6 Tom Hodgson (Swift SC94K). CW Jones; Hodgson; John Murphy (Merlyn Mk20A); David Murphy (Van Diemen RF85). FL Jones 1m55.101s (84.19mph). PRE-'90 & POST-'89 INVITATION 1 Chris Hodgen (RF89) 18m34.244s (86.97mph); 2 Josh Fisher (Reynard 89FF) +0.568s; 3 Jones; 4 J Murphy; 5 D Murphy (RF85); 6 Mario Sarchet (Reynard 86FF). CW J Murphy; D Murphy; McArthur; Hodgson. FL Hodgen 1m49.526s (88.48mph).

Cobden's Riley Falcon Special leads the Hawthorn Memorial & Spanish trophies race



PEMBREY, JUNE 28-29 VSCC

Quality over quantity at VSCC festival

HISTORIC RACER PHILIP WALKER made a successful return to Pembrey for the VSCC's annual Welsh Speed Weekend with two dominant trophy race victories.

He overcame a slow start in the Lotus 16 to storm to the win and defend his Hawthorn Memorial Trophy title. In the Pre-War class, Eddie Gibbs grabbed an early lead from the front row in the Frazer Nash Single Seater before mechanical issues halted his charge. Gearbox failure also forced frontrunner Robert Cobden into retirement on lap eight in the Riley Falcon Special, rewarding Tim Greenhill's Wolseley Hornet Special the Hawthorn Spanish Trophy, his first trophy success.

Also merged into the same race, third-placed Robert Carr's chain-driven AC/GN Special was a worthy winner in the Vintage class ahead of the feisty Morgan three-wheelers of Duncan Wood and Sue Darbyshire.

Walker took his second win of the day as he powered his Lotus 15 to victory in the Hawthorn International Trophy in the depleted grid of 1950s sports-racers.



Kneller goes all-out on way to second in Riley handicap

Eight teams of three went head-to-head in the 90-minute endurance event for pre-war sportscars. The Riley trio 'All the President's Men', including club president Tim Kneller in the Riley TT Sprite, was the expected winner on scratch, despite a three-lap penalty for David Pryke's early retirement. Their fellow Riley pilots of 'Team Tortoise' were the event's handicap winners, ahead of representatives from MG, Austin, and Frazer Nash.

Just three challengers took part in the Hawthorn Brighton Trophy for special pre-war sportscars, and yet the race proved a highlight of the day, with the three Rileys separated by

less than a second for the entirety. Richard Iliffe led the way in the Kestrel 12/4 Special, fending off several brave manoeuvres at Hatchett's Hairpin from Kneller in the TT Sprite and Greg Lorigo's 12/4.

The Bill Phillips Trophy for standard and modified pre-war sportscars proved a close-run affair. Evenly matched in morning practice, Simon Blakeney-Edwards's Frazer Nash Super Sports and Andrew Mitchell's HRG went wheel-to-wheel for the duration of the race, with the chain-driven machine holding an early advantage. A telling move from Mitchell on lap four gave him the lead and, despite his rival's best efforts,

his second trophy victory in a row.

Roy Hunt's Martin was victorious in the F3 500cc contest, ahead of John Turner in the Cooper Mk 9, making a welcome return following an accident at Silverstone earlier in the year.

The Welsh Sports and Saloon Car Championship provided two races, with the end result a double win for Keith White in his BMW Z4.

The Frazer Nash Norris Special of Julian Grimwade enjoyed its outing with a commanding win in the day's opening Allcomers Scratch ahead of Jo Blakeney-Edwards. Grimwade was second next time out, behind the flying Wolseley Hornet of Greenhill.

Rileys cemented their dominance on the day with victory in both of the day's Allcomers Handicap Races, with wins for John McAvoy and Nicholas Lees in respective Specials. The Handicap Race for racing and sportscars of the Coventry-based marque drew the weekend's largest grid in celebration of the Riley Register's 60th anniversary this year. Simon Kelleway took the spoils in his 12/4 Sprite example, ahead of Kneller. ● James Taylor

RESULTS

VINTAGE & PRE-1961 RACING CARS FOR HAWTHORN MEMORIAL AND SPANISH TROPHIES (13 LAPS)

1 Philip Walker (Lotus 16) 15m05.46s (75.26mph); 2 Tim Greenhill (Wolseley Hornet Special) -1 lap; 3 Robert Carr (AC/GN Special); 4 Duncan Wood (Morgan Super Aero); 5 Sue Darbyshire (Super Aero); 6 Chris Hudson (Bugatti T35B). **Class winners Greenhill; Carr. Fastest lap Walker 1m06.83s (78.43mph).**

HAWTHORN INTERNATIONAL TROPHY FOR 1950s SPORTS RACING CARS (11 LAPS) 1 Walker (Lotus 15)

12m55.50s (74.35mph); 2 Bruce Riches (Elva Mk5 Sports) -1 lap; 3 Stuart Dean (MG Dick Jacobs Special); 4 Geoff Toms (Balino MM); no other starters. **CW Dean. FL Walker 1m07.86s (77.24mph).**

TEAM RELAY RACE FOR PRE-WAR SPORTSCARS (61 LAPS) 1 All the President's Men: David Pryke

(Riley 12/4 TT Sprite)/Richard Iliffe (Riley Kestrel 12/4 Special)/Tim Kneller (Sprite) 1h25m24.22s (62.40mph); 2 Team Tortoise: Nick Lees (Special)/Michael New (12/4)/Colin Wolstenholme (Riley Racing MPH) -3 laps; 3 Archie, Mammie and Ron: Jo Blakeney-Edwards (Frazer Nash Shelsley)/Simon

Blakeney-Edwards (Frazer Nash Super Sports)/Dudley Sterry (HRS Sports); 4 Team Silvergreens: Nick Bennett (Alvis Silver Eagle)/Mark Brennan (Alvis 12/50)/John McAvoy (12/4 Special); 5 The Old Men of the Cs: Oliver Richardson (MG C Type Montherly)/Stuart Rose (Austin 7 Ulster)/David Cooksey (MG C Type Montherly); 6 Pip, Squeak and Wilfred: David Downes (MG NA)/Anne Boursot (MG PA)/Fred Boothby (MG J2). **FL All the President's Men 1m19.91s (65.59mph).**

HAWTHORN BRIGHTON TROPHY (8 LAPS)

1 Iliffe 10m52.69s (64.25mph); 2 Tim Kneller (Sprite) +0.70s; 3 Greg Lorigo (Special); no other starters. **FL Kneller 1m19.33s (66.07mph).**

STANDARD & MODIFIED PRE-WAR SPORTSCARS (8 LAPS)

1 Andrew Mitchell (HRG 1.5 Litre) 11m01.55s (63.39mph); 2 Simon Blakeney-Edwards (Super Sports) +1.62s; 3 Tim Kneller (Riley Brooklands); 4 John Guyatt (Talbot Lago T150C); 5 Mark Brett (Ballamy-Ford V8 Sp); 6 Mark Groves (Ulster). **CW Kneller. FL Mitchell 1m19.52s (65.92mph).**

500cc F3 (7 LAPS) 1 Roy Hunt (Martin 500) 9m12.61s (66.40mph); 2 John Turner (Cooper Mk9) +0.43s; 3 Richard De La Roche (Smith Buckler Single Seat); 4 Xavier Kingsland (Staride Mk3); 5 John Chisholm

(Arnott F3 500); 6 Stuart Wright (Dastle F3).

CW De La Roche. FL Hunt 1m16.28s (68.72mph).

WELSH SPORTS & SALOONS CHAMPIONSHIP (15 LAPS)

1 Keith White (BMW Z4) 16m53.59s (77.57mph); 2 Endaf Owens (Mini) +5.87s; 3 Michael Cond (Sylva Riot); 4 Geraint Rees (Westfield SE1); 5 Neil Watts (Westfield SE1); 6 Ken James (Loco Hornet). **CW Cond; Rees; Roger Dowden (Davrian Mk6); Paul Flinders (Toyota MR2). FL White 1m01.69s (84.97mph). RACE 2 (16 LAPS) 1 White 16m55.26s (82.61mph);** 2 Owens +4.39s; 3 Cond; 4 Rees; 5 Watts; 6 James. **CW Cond; Rees; Dowden; Flinders. FL White 1m01.96s (84.60mph).**

SCRATCH RACE FOR PRE-WAR CARS (6 LAPS)

1 Julian Grimwade (Frazer Nash Single Seat) 8m02.87s (65.13mph); 2 Jo Blakeney-Edwards (Shelsley) +24.88s; 3 William De Jong Cleyndert (Hornet Special); 4 James Ricketts (Austin 7 Monoposto); 5 Mark Brennan (Alvis 12/50); 6 Oliver Richardson (MG C Type Montherly). **CW Blakeney-Edwards; De Jong Cleyndert; Ricketts. FL Grimwade 1m17.96s (67.23mph). RACE 2 (7 LAPS) 1 Tim Greenhill (Hornet Special) 8m45.23s (69.86mph);** 2 Grimwade +8.80s; 3 Robert Carr

(AC/GN Special); 4 Charlie Martin (Morgan Special);

5 Mike Painter (MG Kayne); 6 Bo Williams (Bugatti Type 35B).

CW Grimwade; Carr; Mark Elder (Austin 7). FL Greenhill

1m13.23s (71.58mph).

HANDICAP RACE FOR PRE-WAR SPORTSCARS (6 LAPS)

1 Nicholas Lees (Special 25tr) 8m49.38s (61.74mph); 2 William De Jong Cleyndert (Hornet Special) +21.33s; 3 Mark Groves (Ulster); 4 Hugh Birley (Ulster); 5 Simon Kelleway (Riley Sprite 12/4); 6 Mark Brett (Ballamy-Ford V8 Sp). **FL Andrew Mitchell (HRG 1.5 Litre) 1m18.21s (67.02mph).**

HANDICAP RACE FOR PRE-WAR CARS (6 LAPS) 1 John McAvoy

(Riley 12/4 Special) 9m40.41s (56.12mph); 2 Greg Lorigo (Riley Special) +0.24s; 3 Joanne White

(Riley 12/4); 4 John Everett (Ulster); 5 Stephen Walley

(Alvis Firebird); 6 Stuart Rose (Ulster). **FL Richard Iliffe**

(Riley Kestrel 12/4 Special) 1m21.06s (64.66mph).

HANDICAP RACE FOR PRE-WAR RILEYS (6 LAPS)

1 Simon Kelleway (Sprite 12/4) 9m10.96s

(57.08mph); 2 Tim Kneller (TT Sprite) +3.21s; 3 Tim

Rides (12/4 Special); 4 Greg Lorigo (Special); 5 John

McAvoy (12/4 Special); 6 John Collins (9 Brooklands). **FL Lorigo 1m19.58s (65.87mph).**

NATIONAL RESULTS ROUND-UP

CADWELL PARK
JUNE 28, MSVR



MSVT TRACKDAY TROPHY (17 LAPS) 1 David Scarborough/Anthony Sharpe (Lotus Elise) 35m10.514s (63.41mph); 2 Paul Roddison (Mazda MX5) +9.251s; 3 James Bird/Andrew Stacey (Mini Cooper S); 4 Aaron Harding/David Slater (Renault Clio); 5 Ruben Anakhasyan/David Carr (Lotus Elise); 6 Mark Astall/Craig Bunting (BMW E36 M3). **Fastest lap** Scarborough/Sharpe 1m44.401s (75.41mph).

AERO MORGAN CHALLENGE (18 LAPS) 1 Keith Ahlers (Plus 8) 29m58.106s (78.81mph); 2 Phillip Goddard (Plus 8) +0.450s; 3 Roger Whiteside (Plus 8); 4 Tony Lees (Plus 8); 5 Tim Parsons (4/4 Supersport); 6 Greg Dixon-Smith (ARV6). **Class winners** Lees; Parsons; Dixon-Smith; Sharlie Goddard (Plus 8); John Bevan (4/4). **FL** Ahlers 1m37.406s (80.82mph).

BRANDS HATCH
JUNE 28, AMOC



50s SPORTS CARS/JAGUAR XK CHALLENGE (26 LAPS) 1 Nick Naismith (Aston Martin DB4) 30m25.375s (61.93mph); 2 Till Bechtolsheimer (Allard J2) +29.138s; 3 Mike Thorne (Austin Healey 100M); 4 John Burton (Jaguar XK120); 5 Brian Arculus (Lotus Elite); 6 Jeremy Cooke (Cooper Bobtail). **CW** Thorne; Burton; Arculus; Cooke; Gordon McCulloch (Maserati 200S); Andy Keith-Lucas (Jaguar XK150); Mark Hoble (Triumph TR2); Heinz Stamm (Aston Martin DB2/4 Bertone Competition); Christopher Scholey (Jaguar XK120). **FL** Bechtolsheimer 1m05.719s (66.16mph).

AMR GT4 CHALLENGE (100 LAPS) 1 Liam Griffin/Kieran Griffin 1h30m18.133s (80.26mph); 2 Chris Kemp/Tom Black +18.537s; 3 Mike Brown/Paul Cripps; 4 Desmond Small; 5 Matt le Breton/Adrian Johnson; 6 Chris Brown/Mika Brown. **FL** L Griffin 49.728s (87.44mph)

PRE-WAR TEAM CHALLENGE (17 LAPS) 1 Patrick Blakeney-Edwards (Frazer Nash Saloon 'Owlet')

21m06.274s (58.38mph); 2 Clive Morley (Bentley 3/4 1/2) +20.440s; 3 David Freeman (Aston Martin Speed); 4 James Morley (Bentley 3/4 1/2); 5 Richard Hudson (Bentley 3/4 1/2); 6 Peter Dubsky (Aston Martin 15/98 2 Seater). **FL** Blakeney-Edwards 1m13.449s (59.20mph).

INNES IRELAND CUP (30 LAPS) 1 Peter Snowdon (Jaguar E-type Lightweight) 35m01.116s (62.08mph); 2 Nick Naismith (Aston Martin DB4) +3.832s; 3 Jamie McIntyre (Iso A3C); 4 John Burton (Jaguar E-type); 5 Robert Rawe (Aston Martin DP214 Replica); 6 Graeme Dodd/Martin Melling (Jaguar E-type). **FL** Snowdon 59.832s (72.68mph).

BRANDS HATCH
JUNE 29, AMOC



50s SPORTS CARS/JAGUAR XK CHALLENGE (14 LAPS) 1 Naismith 31m34.153s (64.74mph); 2 Ben Shuckburgh (Lister-Jaguar) +2.081s; 3 Thorne; 4 Urs Muller (Aston Martin DB3S); 5 Karsten le Blanc (Austin Healey 100S); 6 Steven Hart (Maserati 300S). **CW** Shuckburgh; Thorne; Muller; Arculus; Burton; Scholey; Peter Dubsky (Aston Martin 15/98 2 Seater). **FL** Shuckburgh 1m49.883s (79.71mph).

GT AND SPORTS CAR CUP (41 LAPS) 1 Chris Scragg/Matt Nicoll-Jones (Jaguar E-type) 1h30m27.365s (66.17mph); 2 Gregor Fisken/Peter Hardman (Jaguar E-type) +11.456s; 3 Andrew Haddon/John Young (AC Cobra); 4 John Clark/Julian Bronson (Jaguar E-type); 5 Jeremy Welch/Mark Pangborn (Austin Healey); 6 Chris Chiles Sr/Chris Chiles Jr (Austin Healey). **CW** Welch/Pangborn; Jonathan Hoad/Ben Adams (Turner Mk II); Nick King (Ford Mustang); Ralf Emmerling/Phil Hooper (Elva Mk 5). **FL** Jamie McIntyre (Bizzarrini 5300 GT) 1m48.559s (80.69mph).

OULTON PARK
JUNE 28, BRSCC



SPORTS 2000 DURATEC/PINTO/HISTORIC (15 LAPS) 1 Patrick Sherrington (MCR) 30m43.083s (78.87mph); 2 David Houghton (Van Diemen RF502) +26.965s; 3 Tom Stoten (Gunn TS11); 4 Mike Turner (MCR); 5 Warren Kent



The Caterham Academy swarms into action at Oulton

(Ray); 6 David Croft (Gunn TS11). **CW** Turner; Michael Gibbins (Lola T590); Damien Griffin (Lola T598); Alaric Gordon (Carbir CS2); Colin Feyerabend (Lola T90/90). **FL** Sherrington 2m00.591s (80.36mph). **RACE 2 (16 LAPS) 1 Sherrington 27m56.177s (92.50mph);** 2 John Owen (MCR) +43.363s; 3 Nick Bates (Lola B07/90); 4 Kent; 5 Gordon; 6 Clive Hayes (MCR). **CW** Owen; Gordon; Mike Johns (Royale S2000M); Griffin; Feyerabend. **FL** Sherrington 1m42.508s (94.54mph).

CATERHAM ACADEMY GROUP 1 (7 LAPS) 1 Alistair Calvert 16m55.600s (66.79mph); 2 Olly Wigg +2.428s; 3 Kevin Tarrant; 4 Benjamin Wigg; 5 Peter Rimer; 6 Damian Milkins. **FL** O Wigg 2m20.196s (69.12mph). **GROUP 2 (6 LAPS) 1 David Webber 15m52.762s (61.03mph);** 2 Paul Aram +13.107s; 3 Robert Ryder; 4 Graham Williams; 5 Barry Moore; 6 Alan Mitchell. **FL** Webber 2m04.539s (77.81mph).

SPA-FRANCORCHAMPS
JUNE 27-29, MSVR/CSCC



F3 CUP (BOTH 9 LAPS) 1 Toby Sowery (Dallara F305) 27m20.084s (85.98mph); 2 Li Zhi Cong (F308) +0.832s; 3 Struan Moore (F302); 4 Tristan Cliffe (F307); 5 Olly Rae (F301); 6 Lee Morgan (F307). **CW** Li; Rae. **FL** Sowery 2m52.042s (91.66mph). **RACE 2 1 Sowery 25m19.145s (92.82mph);** 2 Li +4.661s; 3 Cliffe; 4 Rae; 5 Morgan; 6 Stuart Wiltshire (F307). **CW** Li; Rae. **FL** Sowery 2m44.081s (96.04mph).

MONOPOSTO (BOTH 9 LAPS) 1 Chris Dittmann (Dallara F302) 28m39.905s (81.99mph); 2 Daniel Cook (Jedi Mk6) +9.095s; 3 Jeremy Timms (Speads RMO3); 4 Dave Gillett (Dallara F398); 5 Dan Clowes (Jedi Mk6); 6 Jim Blockley (Ralt RT3). **CW** Cook; Blockley; Geoff Fern (Van Diemen RF99); Andy Lancaster (Pilbeam MP52). **FL** Gillett 2m59.587s (87.7mph). **RACE 2 1 Cook 26m51.018s (87.53mph);** 2 Dittmann +10.049s; 3 Gillett; 4 Malcolm Scott (Dallara

F398); 5 Ben Cater (Dallara F301); 6 Jason Timms (Speads RM07). **CW** Dittmann; Blockley; Ewen Sergison (Swift SC992); Fern. **FL** Gillett 2m55.347s (89.8mph). **CSCC SWINGING SIXTIES (13 LAPS) 1 Luke Wos/Chas Mallard (Chevrolet Corvette) 40m05.152s (84.68mph);** 2 Simon Lane (Chevrolet Camaro) +9.995s; 3 Michael Gray/Kallum Gray (Jaguar E-type); 4 Jon Wolfe (TVR Tuscan); 5 Rainer Vorkoepfer (Jaguar); 6 Christopher Edwards (Triumph TR6). **FL** Wos/Mallard 2m53.527s (90.81mph). **RACE 2 (11 LAPS) 1 Wos/Mallard 40m00.238s (71.80mph);** 2 Wolfe +36.009s; 3 Paul Conway (Morgan Plus 8); 4 Lane; 5 Edwards; 6 Christian Marx (Triumph TR4). **FL** Wos/Mallard 3m53.517s (75.6mph).

CSCC INTER-SERIES CUP (12 LAPS) 1 Jonathan Gibbs (Caterham C400) 40m53.580s (76.63mph); 2 Kevin Bird/Charles Hyde-Andrews-Bird (Renault Megane) +49.075s; 3 David Hornsey/Steve Miller (Porsche 996); 4 Anthony Bennett (Caterham R400); 5 Colin Watson/Robert Singleton (Caterham C400); 6 Danny Cassar (Honda Integra). **FL** Gibbs 3m14.237s (81.13mph). **RACE 2 (13 LAPS) 1 Bennett 41m30.613s (81.78mph);** 2 Gibbs +0.431s; 3 Hornsey/Miller; 4 Cassar; 5 Richard Carter (Caterham R300); 6 Mark Smith/James Moulton-Smith (BMW M3). **FL** Bennett 2m59.960s (87.57mph).

SPA ARDENNES CHALLENGE (18 LAPS) 1 Cheng Lim/Phil James (RAM SC) 1h01m54.225s (75.93mph); 2 Steve Dance (Ford Escort) +52.650s; 3 Andy Pyke/Tony Paxman (Ford Escort); 4 Smith/Stevens (Caterham CSR); 5 Peter Hallford/Stephen Treherne (Chevrolet Corvette); 6 Malcolm Harding (Ford Escort). **CW** Dance; Phillip Ledger (Crossle 95); Anthony Bennett (Caterham R300). **FL** Lim/James 3m07.959s (83.84mph). **RACE 2 (19 LAPS) 1 Lim/James 1h04m14.387s (77.23mph);** 2 Dance +33.583s; 3 Smith/Stevens; 4 Pyke/Paxman; 5 Ledger; 6 Laurent Fort/Michel Ghio (Crossle 95). **CW** Dance; Ledger; Rob Fenn (Lotus Elise). **FL** Fenn 3m05.355s (85.02mph).



Wos/Mallard Chevy won at Spa



Routledge gets it wrong in the Brands AMOC Intermarque race

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84

AUTOSPORT

BRITISH GP PREVIEW

HAMILTON'S
HOME RUN

WHY SILVERSTONE
GIVES LEWIS
THE ADVANTAGE

HILL "Nico may find
the crowd a bit frosty"

BRUNOLE "The flags and
banners will push him on"

QUOTE

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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



Goodwood could teach F1 a thing or two about accessibility

GARY HAWKINS

F1 needs to be more open

Forget titanium rubbing strips delivering sparks, megaphone exhausts, double points etc, Bernie needs to take a leaf out of Lord March's book. That's the way to engage fans of motorsport: make the cars and the drivers more accessible.

Where else at the moment can you rub shoulders with the greats from past and

present? I was within touching distance of the likes of Murray Walker, Emerson Fittipaldi, Stirling Moss and John Surtees, as well as the stars of today, on Saturday at Goodwood.

Engage the fans more, use social media, and leave the gimmicks alone.

Kevin Friday, by email

I was very sad to hear of the passing of Jim Bamber. I became good friends with him after meeting him at the AUTOSPORT show, and I bought and collected many of his original cartoons which I now have in a specially made album.

Over the years I have managed to get many of his 'victims' to sign the originals. I always got a good response, even for a less flattering one.

Last year I met with David Coulthard and Ben Edwards to sign a cartoon from 2012. Ben summed it up with his comment, "I was delighted to see this cartoon. You know you've finally made it in F1 when you're the subject of a Jim Bamber cartoon."

At one AUTOSPORT show Allan McNish and Derek Bell were

even trying to see who had been featured most between them.

Like me, many people will miss Jim's unique humour.

Norman Grant
By email

There was an impish glee about Jim Bamber's work that even the most po-faced observer would find hard to resist. RIP, Jim, and thank you.

Frances Stewart
London SE13

With the Formula 1 season approaching its halfway point, the battle between the Mercedes pair and close racing throughout the grid means that the forthcoming British Grand Prix should be one to remember.

Over the years Silverstone has been blessed with many occasions that have left a lasting impression and hopefully, for the right reasons, this year will be no different.

I wish everyone involved in and going to the event a happy and safe weekend of motorsport, and may the sun shine.

Michael Brierley
Stalybridge, Cheshire

So we are to have standing restarts in F1 following safety car periods. Doesn't this take away the need for safety cars? If there's to be a standing restart, why not just red-flag the race?

Russ Thomas
Wellesbourne, Warwickshire

In pictures

Images around the globe, from Nuremberg to Sussex via the White House



A RICARD IN THE EVENING
As well as being the French aperitif of choice, Paul Ricard boasted twilight Blancpain Endurance Series racing last Saturday. The sister Bentley to this one narrowly won the race

MARCH OF THE CENTURIONS
Three of Mercedes' 1914 French Grand Prix-dominating machines were among the sporting glitterati at Goodwood's Festival of Speed



JOHNSON AT THE WHITE HOUSE
Obama honoured NASCAR's six-time champion: "No Mr President, when you thought I said I had trouble in Iraq, I actually meant I had trouble in IROC"



WITTMANN'S NEW WEAPON
Is this BMW's DTM points leader taking on success ballast, or is he helping put the Norisring track together? Whatever, the Bimmers struggled



In the shops

Desirable new releases

JIM BAMBER MODEL

£49.99 – thejimbambercollection.com
Hand-built using a caricature design from the pen of the late, great Jim Bamber, this ceramic model, measuring 15cm in length, is a limited-edition recreation of Graham Hill's Gold Leaf-liveried Lotus 49B flying to fourth place in the 1969 German GP at the Nurburging Nordschleife.



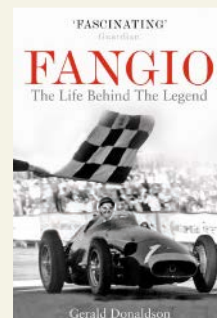
SURTEES SCALFARO WATCH

£3295 – scalfaro.com
To commemorate the 50th anniversary of John Surtees's F1 world title with Ferrari, Swiss watchmaker Scalfaro has collaborated with the great man to create this limited-to-300 timepiece. Incredibly, each one features genuine MV Agusta and Ferrari 158 parts – used by Surtees in his title successes – in its make-up.



FANGIO BIOGRAPHY E-BOOK

£4.31 – amazon.co.uk
An e-book version of Gerald Donaldson's acclaimed biography *Fangio – The Life Behind The Legend*, recalling the career of the five-time F1 world champion, this is now available for download to Kindle devices. Like Donaldson's James Hunt and Gilles Villeneuve biogs, this is among the very best racing driver stories.



WHAT'S ON

ON TRACK IN THE UK

BRITISH GP TIMETABLE

FRIDAY JULY 4

1000-1130 British GP

Free practice 1

1200-1245 GP2

Free practice

1400-1530 British GP

Free practice 2

1555-1625 GP2

Qualifying

1645-1730 Porsche Supercup

Free practice

1750-1835 GP3

Free practice



COATES/LAT

SATURDAY JULY 5

0845-0915 GP3

Qualifying

1000-1100 British GP

Free practice 3

1125-1155 Porsche Supercup

Qualifying

1300-1400 British GP

Qualifying

1440-1545 GP2

Race 1

1620-1655 GP3

Race 1



COATES/LAT

SUNDAY JULY 6

0810-0845 GP3

Race 2

0920-1010 GP2

Race 2

1030-1105 Porsche Supercup

Race

1300 British GP

Race



Porsche Supercup
race: Sunday, 1030

ABBOTT/LAT

CLUB EVENTS

OULTON PARK

BRSCC

July 5

www.oultontpark.co.uk

The Britcar Endurance Championship, including its Sports and Touring, Trophy and Duro categories, heads to Oulton Park this weekend accompanied by the Production GTi and Mighty Mini challengers.

ROCKINGHAM

750MC

July 5-6

www.rockingham.co.uk

A typically varied and packed 750MC affair.

HAREWOOD

British Hillclimb

July 6

The longest course in mainland UK hosts the latest round of the British series.

ON TRACK AROUND THE WORLD



Round nine of
IndyCar takes
place at Pocono



Masters races
at Zandvoort

BLANCPAIN SPRINT SERIES

Rd 3/7

Zandvoort, Netherlands

July 5-6

blanpain-gt-series.com

ZANDVOORT MASTERS

Zandvoort, Netherlands

July 6

INTERNATIONAL GT OPEN

Rd 4/8

Hungaroring, Hungary

July 5-6

gtopen.net

EUROFORMULA OPEN

Rd 4/8

Hungaroring, Hungary

July 5-6

euroformulaopen.net

V8 SUPERCARS

Rd 7/14

Townsville, Queensland,

Australia

July 5-6

v8supercar.com.au

WORLD RALLYCROSS

Rd 5/12

Holjes, Sweden

July 5-6

rallycrossrx.com

INDYCAR SERIES

Rd 9/15

Pocono, Pennsylvania, USA

July 6

indycar.com

INDY LIGHTS

Rd 6/10

Pocono, Pennsylvania, USA

July 5

indycar.com

NASCAR SPRINT CUP

Rd 18/36

Daytona, Florida, USA

July 5

nascar.com



WRX moves to
Holjes in Sweden

MCKEIN

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY JULY 3

2000-2100 **British Eurosport 2**
World Rallycross: Finland

FRIDAY JULY 4

0945-1200 **Sky Sports F1 LIVE**
British GP Free practice 1
0955-1130 **BBC 2 LIVE**
British GP Free practice 1
1200-1245 **Sky Sports F1 LIVE**
GP2: Silverstone practice
1345-1545 **Sky Sports F1 LIVE**
British GP Free practice 2
1545-1630 **Sky Sports F1 LIVE**
GP2: Silverstone Qualifying
2200-2300 **BT Sport**
Cholmondeley Pageant of Power

SATURDAY JULY 5

0500-0630 **BT Sport 1 LIVE**
V8 Supercars: Townsville Race 1
0730-0900 **BT Sport 1 LIVE**
V8 Supercars: Townsville Race 2
0815-0955 **BBC 2**
British GP Free practice 2
0845-0920 **Sky Sports F1 LIVE**
GP3: Silverstone Qualifying
0945-1115 **Sky Sports F1 LIVE**
British GP Free practice 3
0955-1105 **BBC 2 LIVE**
British GP Free practice 3
1200-1435 **Sky Sports F1 LIVE**
British GP Qualifying
1205-1430 **BBC 2 LIVE**
British GP Qualifying
1435-1605 **Sky Sports F1 LIVE**
GP2: Silverstone Feature Race
1620-1715 **Sky Sports F1 LIVE**
GP3: Silverstone Race 1



NASCAR Sprint Cup:
live on Premier Sports

1620-1845 **Motors TV**
NASCAR Nationwide: Daytona
2330-0430 **Premier Sports LIVE**
NASCAR Sprint Cup: Daytona 400

SUNDAY JULY 6

0645-0845 **BT Sport 2 & Motors TV LIVE**
V8 Supercars: Townsville Race 3
0815-0900 **Sky Sports F1 LIVE**
GP3: Silverstone Race 2
0915-1030 **Sky Sports F1 LIVE**
GP2: Silverstone Sprint Race
1130-1530 **Sky Sports F1 LIVE**
British GP
1200-1530 **BBC 2 LIVE**
British GP
1800-2100 **BT Sport 2 LIVE**
IndyCar: Pocono

MONDAY JULY 7

1500-1600 **British Eurosport 2**
World Rallycross: Sweden
2235-2335 **British Eurosport**
World Rallycross: Sweden

TUESDAY JULY 8

2100-2125 **British Eurosport**
Blancpain GT Sprint: Zandvoort

ONLINE

HOT ON THE WEB THIS WEEK

YouTube THE STORY OF THE GOODWOOD FESTIVAL OF SPEED



SEARCH FOR: Festival of Speed - The Beginnings of FoS (4:33)

Archive footage – with testimonials from the key players, including Lord March – of the early days of the Goodwood Festival of Speed in 1993, with the background to how the world-famous motorsport garden party got off the ground.

AUTOSPORT+

Read one of our exclusive features for free this weekend

To celebrate the British Grand Prix this weekend, AUTOSPORT.com is giving away one of its regular Formula 1 features for free. Head to the website on Friday evening to read Gary Anderson's and Edd Straw's detailed analysis of practice to get the story behind the lap times.

GET AUTOSPORT ON THE MOVE

IN THE IPAD ISSUE THIS WEEK

- HIGHLIGHTS FROM INDYCAR, WRC AND THE GOODWOOD FESTIVAL OF SPEED
- ON SALE ALL OVER THE WORLD FOR ONLY £2.99

DOWNLOAD IT NOW FROM AUTOSPORT.COM



Revved up over what's on the box

It's really happening. It's not just a rumour or nightmare. From 2015 the first 95 per cent of a WRC rally will be a largely irrelevant scene-setter for a made-for-TV final-stage shootout.

So next year, what last weekend was a 1m06.2s gap between the cruising Sebastien Ogier and Andreas Mikkelsen starting the Poland finale would be just 3.08s under the proposed 'credits' system where – to add some token relevance to the preceding days – a driver's advantage will be divided by the kilometres covered, then multiplied by the distance of the final stage. Just the kind of catchy, grasped-in-a-moment mental arithmetic that will appeal to casual channel-flipping sports fans, who also, obviously, won't wonder

what the point of the previous two and a half days of rallying was, and will instead realise that a halfway house between rallycross and Formula 1 qualifying is their new must-see. Or not.



Rallying needs to get its TV package right

MCKLEIN/DE

If you're turning the ethos of your championship inside-out for TV, you need to make sure your TV package is right. At present UK viewers get WRC Promoter-produced coverage on BT Sport. It's impossible to make a rally car flat-out between trees look uninspiring, but that action footage should just be the starting point from which the story comes alive.

The highlights programmes sometimes focus at length on uneventful stages with an abundance of cameras, then mention pivotal lead changes as afterthoughts over a still of a results screen. If you'd not watched any rallying on TV since *Top Gear Rally Report* in Colin McRae's heyday, you wouldn't notice a vast difference in presentation – and you couldn't say that

about F1 coverage nowadays.

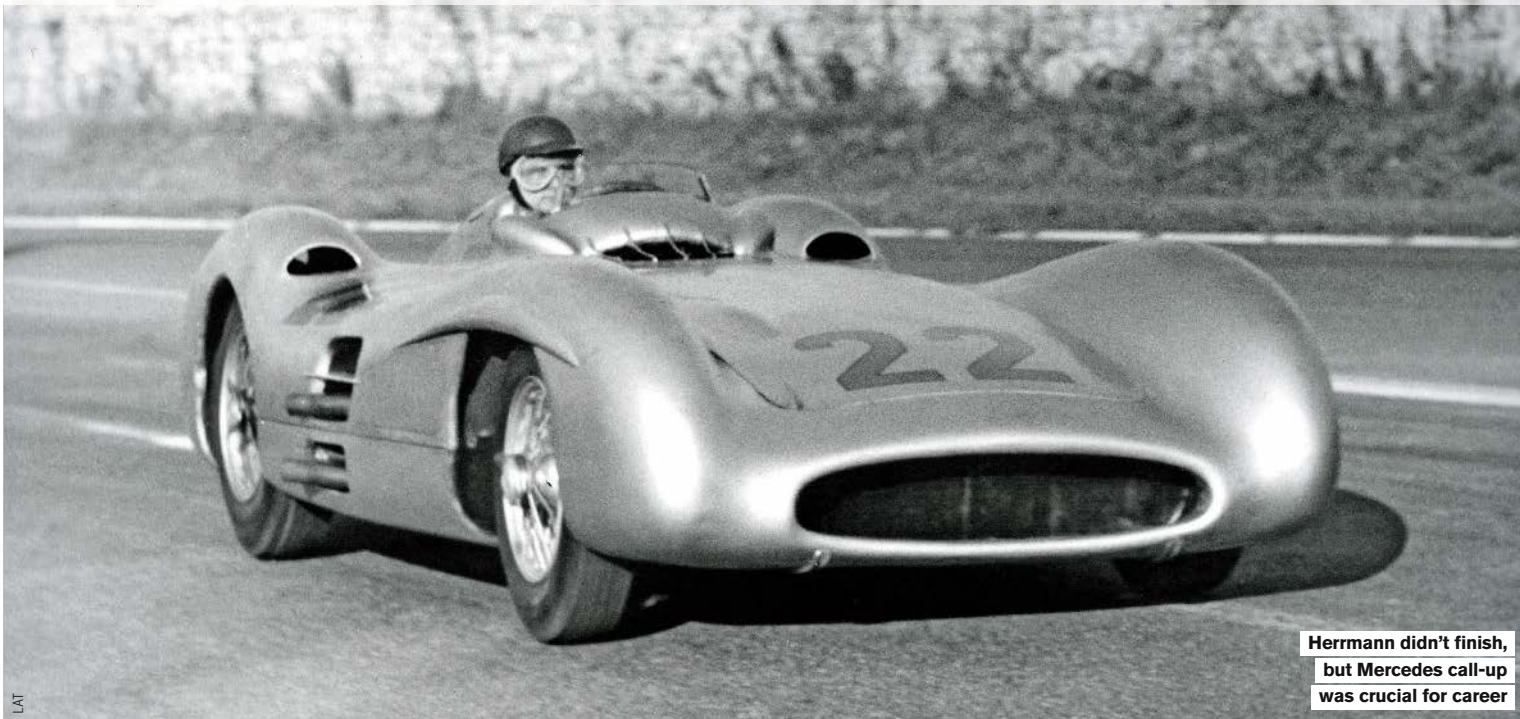
The WRC Live radio service has long been rally fans' saviour. While sometimes-14-hour days of audio are primarily for the hardcore, the radio presenters' rapport with and understanding of the WRC protagonists is exceptional. Stage-end interviewer Colin Clark's ability to evoke rallying's drama – and make it accessible – is peerless, and a world ahead of the Powerstage TV interview's monotone "it's been an eventful event for you. Can you sum that up for us?" approach. As is true for so much of the WRC's situation, the ingredients to make its TV compelling all exist; finding a will and a way to bring them to reality is the problem.

Revved Up

Hans Herrmann

“I set fastest lap but had to retire on what was otherwise a fantastic day”

■ French GP ■ Reims ■ July 4 1954 ■ Mercedes-Benz W196 ■ Silver Arrow seat for GP debut



Herrmann didn't finish, but Mercedes call-up was crucial for career

THERE ARE QUITE A FEW races I could pick as the 'Race of my Life', be it the Mille Miglia, Le Mans in 1969 or 1970. But I've chosen the French Grand Prix at Reims in 1954. This was not only my grand prix debut, but also the renaissance of the Mercedes-Benz Silver Arrows.

Alfred Neubauer was a mighty team boss and not a very patient person. So, one day in 1953 my phone rings. "Herr Neubauer wants to talk to you," his secretary Mrs Heinze said. I was kind of awestruck. Neubauer wants to speak to me?

"We are looking for a quick young German driver. I would like to invite you for some testing at the Nurburgring," he said with a stern voice. I was speechless for some moments. "Do you want to or don't you?" he yelled with his short temper. Of course I wanted.

At the end of the day, having given it all in 300SLs, I emerged quickest among four youngsters and thus joined the team consisting of the

great Juan Manuel Fangio and Mercedes regular development and race driver Karl Kling.

In the summer of 1954 Rudolf Uhlenhaut's W196 design was ready and Neubauer pinned down the exact route from Stuttgart to Reims. Mercedes took three trucks to France, all lined up in rank and file in the paddock – as one would expect from the Germans.

I have to say, we were not welcomed with open arms by the French, but it was only nine years after the war. But it has always been clear to me that motorsport contributed a lot to Germany's rehabilitation in the community.

It was quite a step forward for me from a Porsche 550 Spyder with 110 horsepower to the 260bhp W196.

On the high-speed circuits, like

Reims, we used the streamlined bodywork and I qualified seventh, with Fangio, Kling and Alberto Ascari (Maserati) on the front row. I have to admit: at the time I hadn't quite gelled with the Mercedes. I had a huge testing accident at the old Hockenheim circuit thanks to a broken oil line. But after the start we were quickly running 1-2-3. Fangio and Kling were not too far away.

We were dominating the race, but at about quarter distance my engine just let go before the Thillois hairpin. I couldn't even reach the pits on the downhill finish straight. I had set the fastest lap of the race, but unfortunately I had to retire on what was otherwise a fantastic day with Fangio winning from Kling.

Then, on the very same day, Germany won the World Cup, beating Hungary 3-2. That, of course, grabbed the headlines the next day. Our achievement got relegated to the side columns. ❧

Hans Herrmann was talking to Gregor Messer

PROFILE



GERMAN HANS HERRMANN

became a Porsche works driver in 1953 and joined Mercedes in '54. He drove in 18 grands prix, with third in Switzerland that year his best result. Herrmann soon returned to Porsche, winning the Targa Florio in 1960, and the big sportscar races at Sebring and Daytona in '68. In his last race, at Le Mans in 1970, Herrmann, now 86, gave Porsche the first of its record 16 victories.

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