

AUTOSPORT

BRITISH GP

www.autosport.com • JULY 9 2015 • £3.70

HAMILTON MANIA!

22-PAGE GRAND PRIX SPECIAL
including **ALL** the support-race action

Lewis makes Silverstone
his own with third win



But did Williams blow it?

haymarket
9 770269 946265
28 >
C\$8.99



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

 Audi Sport

The all-new
Audi RS 3 Sportback.
Born restless.

See what happens when you unleash
an RS 3 Sportback. Search RS3.



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

CONFERENCE CENTRE RACE DAY HOSPITALITY

EXCLUSIVE SPECIAL OFFER CELEBRATING THE BRITISH GRAND PRIX

SINGAPORE GRAND PRIX
20 SEPTEMBER 2015

UNITED STATES GRAND PRIX
25 OCTOBER 2015

Williams welcomes you to enjoy an exclusive opportunity to watch a Grand Prix at the Williams Conference Centre. The day includes a review of qualifying with an exclusive live telephone link to one of the drivers, followed by the race itself. There is also the opportunity to browse the Williams Grand Prix Collection as well as testing your speed in our simulator and other activities

PUBLIC TOUR DATES

Friday 18 September
Friday 9 October
Saturday 24 October
Friday 6 November
Friday 11 November

**10% DISCOUNT ON ANY OF THE ABOVE DATES WHEN YOU USE THE
PROMOTION CODE**

WMRBGP15

*Schedule and content may be subject to change due to events at the circuit
Special dietary requirements will be catered for by advance notice only*

WILLIAMS
CONFERENCE CENTRE
GROVE
OXFORDSHIRE
OX12 0DQ

T +44 (0) 1235 777 900
CONFERENCES@WILLIAMSFI.COM
WILLIAMSFICONFERENCES.COM
FACEBOOK.COM/WILLIAMSCONFERENCECENTRE
@WILLIAMSFI

POLE POSITION

Hamilton's victory is worth celebrating

FORMULA 1 IS IN CRISIS. NOBODY CARES, THE RACING IS boring and nobody wants to go. Except that's not the case, as the 140,000-strong crowd and dramatic race at Silverstone proves.

AUTOSPORT has accepted that F1 has some serious problems to address in recent years, but the British Grand Prix is a valuable reminder to everyone involved that, actually, there is still a massive fanbase out there that simply wants to enjoy the racing. And there was plenty to enjoy at Silverstone.

Seeing the two Williams drivers lead in the first stint was exactly what F1 needed, while Lewis Hamilton's third home grand prix win means he's just one away from Nigel Mansell's mark of four triumphs. Remember, when Mansell took his fourth British GP success in 1992, he was in an utterly dominant car and qualified 1.9 seconds faster than the next-quickest driver. In that context, those who seek to do down Hamilton's achievement need to understand their history a little better.

● There's another inspiring Hamilton story in this magazine. Our BTCC man Scott Mitchell gets to know Lewis's brother Nicolas, who has shrugged off disability to forge a tin-top career.



EDD STRAW EDITOR
 edd.straw@haymarket.com
 @eddstrawF1

COVER STORY

"For the first time probably in my career I made the perfect choice tyre-wise"

Hamilton's win, p16



FIND US ON



Cover images: Dunbar/LAT

PIT & PADDOCK

- 8 THIS WEEK IN F1
- 11 LAWRENCE BARRETTO: IN THE PADDOCK
- 12 THIS WEEK IN MOTORSPORT
- 14 KARUN CHANDHOK: RACER'S EYE

FEATURES AND REPORTS



- 16 BRITISH GP: REPORTS, NEWS, RESULTS AND TECH
- 36 DEBRIEF: F1'S FORMAT CHANGES
- 38 SIROTKIN TAKES FIRST GP2 VICTORY
- 40 GP3 SILVERSTONE: KIRCHHOFFER WINS
- 42 BLANCPAIN SPRINT MOSCOW
- 44 TANAK STARS AS OGIER WINS IN WRC
- 54 INTERNATIONAL RESULTS ROUND-UP
- 56 NASCAR; WORLD RALLYCROSS



- 58 NICOLAS HAMILTON IN THE BTCC
- 62 FORMULA E SEASON REVIEW
- CLUB AUTOSPORT**
- 81 SOPER AND HARVEY FOR CLASSIC
- 82 CLIO SQUAD PYRO TO JOIN GINETTA JR
- 84 NATIONAL REPORTS
- THE BACK STRAIGHT**
- 90 THIS WEEK
- 92 FROM THE SOFA
- 94 RACE OF MY LIFE: PARNELLI JONES



THE BIG PICTURE

Austin Dillon – and the Daytona NASCAR crowd – had a lucky escape when the Childress racer flew into the catch-fencing at the race finish. Five fans sustained minor injuries

Photographer Matthew Thacker/LAT





This week in F1



ASTON MARTIN IN FORMULA 1 TALKS



Aston Martin has had discussions with Williams and Force India as part of its evaluation of a return to Formula 1 next season, AUTOSPORT understands.

The iconic sportscar brand is also discussing a return to F1 as part of a tie-up with Red Bull that would result in the team using Mercedes engines.

But it appears that a deal is more likely to happen with one of the current Mercedes customer teams – Williams, Force India or Lotus.

Mercedes, whose parent company Daimler AG owns five per cent of Aston Martin, is understood to have given its blessing to such an arrangement.

Should a deal happen, Aston Martin would get branding on the car's airbox, with Mercedes recognised as the official engine supplier.

AUTOSPORT understands an Aston Martin return hinges on a deal that not only provided value for money but also put the iconic brand in significant

contention to beat its road-car rivals McLaren and Ferrari on track.

Red Bull's current supply contract with Renault is due to expire at the end of next year and Mercedes motorsport boss Toto Wolff has not ruled out the possibility of Red Bull becoming a future engine customer.

"There are no discussions ongoing, nothing has been started, but you need to consider all the options," said Wolff. "I'm leaving the door open."

New driver-aid limits from Belgian GP

The FIA will implement even stricter limitations on driver aids and coaching in Formula 1 from next month's Belgian Grand Prix onwards.

The sport's governing body said the changes will have "a particular emphasis on race starts". It added: "These measures will bring back the driver in full control of the car, enhancing races' excitement and unpredictability."

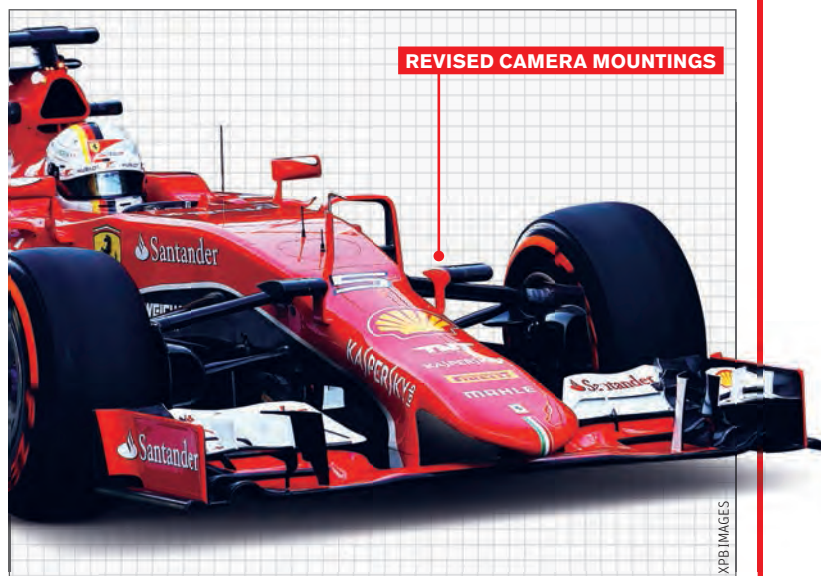


FERRARI'S SILVERSTONE UPGRADE

Ferrari brought a range of updates to the SF15-T, ranging from revised front aero to new rear brake ducts.

Pre-season, Ferrari was one of the teams to revise its front camera pods. It has now further altered their mounting with a Mercedes-style super-slim strut supporting the cameras high above the nose.

The front-wing profile has been changed, as well as the addition and subtraction of various vanes. It's the shape of the outboard section of wing that again apes Mercedes ideas: the W06 has an arch with square edges forming the frontal profile of the wing. This helps direct its wake around the front tyres and away from the rear bodywork. Now Ferrari also has an arched shape in this area, albeit a more-rounded one.



For all the breaking news, visit AUTOSPORT.COM



WARNER/LAT



F1 cautious on fan surveys

Senior Formula 1 figures have urged caution in the way fan surveys are interpreted following results that include calls for a return of refuelling and a tyre war.

Two major surveys were recently carried out – one by AUTOSPORT, *F1 Racing* and *Motorsport News*, and another by the Grand Prix Drivers' Association. The results of the former were presented to various chiefs in the F1 paddock.

On the subject of F1 returning to more-durable rubber (63.3 per cent in favour) and a battle between tyre companies (77.9 per cent in favour), Red Bull chief Christian Horner told *F1 Racing*: "If you go back and look at what Ferrari did with Bridgestone against Michelin with Renault, everyone else suffered."

Mercedes motorsport boss Toto Wolff highlighted a return to refuelling (61.3 per cent in favour; GPDA 60 per cent) would "limit the variance on strategy, and you will see less overtaking".

The full results of the Global Fan Survey will be published in the August issue of *F1 Racing* magazine, on sale in the UK on July 16.

BIG NUMBER

5

The number of grands prix Aston Martin competed in across the 1959 and 1960 seasons, with a best finish of sixth.



XPB IMAGES

Vettel hopes Ferrari keeps Kimi

Sebastian Vettel has said he would like 2007 champion Kimi Raikkonen to remain with Ferrari next year.

The Finn's future is the subject of speculation following a run of poor results. Valtteri Bottas, Daniel Ricciardo and Nico Hulkenberg have been touted as replacements.

Vettel said: "We've been very close to one another. There is also a lot I can learn from him as he has a different approach to things."

"I don't know what the contract for next year entails, but it would be nice to have him on the team for next year."

VETTEL v RAIKKONEN IN 2015

2015 SEASON	VETTEL		RAIKKONEN	
	Qualifying	Race	Qualifying	Race
Australia	4th	3rd	5th	DNF
Malaysia	2nd	1st	11th	4th
China	3rd	3rd	6th	4th
Bahrain	2nd	5th	4th	2nd
Spain	3rd	3rd	5th	5th
Monaco	3rd	2nd	6th	6th
Canada	16th	5th	3rd	4th
Austria	3rd	4th	18th	DNF
Britain	6th	3rd	5th	8th
TOTAL PTS	135		76	

Bold signifies the better result v team-mate



XPB IMAGES

Sauber makes Mark Smith tech director

Former Red Bull and Caterham technical director Mark Smith will join Sauber in that position on July 13.

"When I saw the facilities for the first time in Hinwil, I immediately realised the possibilities I would have," Smith said.

Ground-effect return mooted

A proposal from the F1 Strategy Group to significantly raise speeds for 2017 involves the return of ground effect.

The idea would potentially increase downforce, but also reduce the loss of aerodynamic performance when following another car closely.

Under the current regulations, F1 cars produce their downforce from a small rear diffuser, the rear wing and complex front wings. Such is the

influence of the front wing on overall aerodynamic performance that following in the wake of another car causes a great loss in efficiency.

A longer underbody tunnel, similar to that used in F1 in the late 1970s and early '80s – and currently used in GP2 – is included in the new proposal.

This should increase downforce and be less sensitive to the wake of cars ahead, facilitating overtaking.



LAT



HONDA GETS EXTRA ENGINE FOR 2015

McLaren's Fernando Alonso and Jenson Button will be allowed to use an additional power unit without penalty for the remainder of 2015.

The ruling is set to be introduced for any new manufacturer entering F1 for 2016, but the FIA said "for the sake of fairness" that the measure can apply retrospectively to Honda, which returned to F1 with McLaren this season.

SelectMotorRacing.com

INTERNATIONAL MOTORSPORT EVENTS ▶ RACE TICKETS ▶ HOSPITALITY & TRAVEL



Run by Fans for Fans

Formula One ● Le Mans 24hr ● MotoGP ● Superbikes ● Historic

Join us on our
F1 Adventures
Japan - Russia
US Austin - Mexico
Brazil

Singapore GP
Join us to party
and enjoy Night
Racing but not as
you know it

Hungary
'Imperial Cities' Tour
9 nights £679*

Italian
Holiday Tour
Black Forest,
Alps, Lake Como
8 nights £625*

Belgium
Coach Tours
5 nights £408*
4 nights £382*
3 nights £299*

Abu Dhabi GP
End of Season
Party with us
and the Drivers

FREE
BROCHURE



Like us on Facebook



Follow us on Twitter



UK TRAVEL TEAM: +44 (0) 1451 833 721

BOOK ONLINE: enquiry@selectmotorracing.com





Lawrence Barretto

From the paddock

Amid demands for wide-ranging changes to Formula 1, the British Grand Prix was a timely reminder of the qualities that must be preserved

Formula 1 has been battered and bruised recently by a barrage of criticism of “the show”. But Sunday’s British Grand Prix was a timely reminder to F1’s detractors that, while there is certainly room for tweaks to be made to the rules, there is still much to commend.

The Silverstone podium had a familiar feel – with Lewis Hamilton, Nico Rosberg and Sebastian Vettel the top three – but their route to those positions provided a great storyline for the best race of the season.

After Hamilton and Rosberg locked out the front row, and with cool conditions expected for Sunday, there was a feeling within the paddock that the race would be something of a one-stop damp squib. It proved to be anything but. A friend, who has followed Formula 1 for decades, said to me after the race that this was the first time all year he had watched a grand prix from start to finish. It’s exactly the kind of race people want to see.

It had a bit of everything, with drama from the start, courtesy of Williams drivers Felipe Massa and Valtteri Bottas’s stunning getaway. Then there was the collision between Red Bull’s Daniel Ricciardo and Lotus’s Romain Grosjean, which triggered a midfield bumper-car session. Then there was the question of how Williams would react by finding itself in the lead, and whether Hamilton and Rosberg could fight back through the field.

When the rain came in the closing stages it provided

a double-points finish at a track on which the team was nowhere last year.

Force India’s pursuit of the better-funded Red Bull outfit will provide an intriguing side-story to what is a developing title battle between the two Mercedes drivers, with Williams showing the teeth for the fight and Ferrari capable of joining the mix, too. With many teams hoping Hungary will play to their strengths, plus iconic venues in Belgium and Italy approaching, the next sequence of grands prix offers the potential for great racing. So there is plenty to get excited about.

The other boost the world championship received was the stunning 140,000 sell-out attendance Silverstone achieved for Sunday’s race, bringing the weekend’s total to 335,000. Rival sports, let alone other race promoters, could only dream of such figures. And that race-day figure is all the more impressive considering the cheapest ticket available is the second most expensive on the Formula 1 calendar at £155, when special offers are not taken into consideration.

It also followed an Austrian Grand Prix at which attendance fell 40 per cent this year, and the erstwhile next race in Germany was axed from the calendar when neither the Nurburgring nor Hockenheim could afford to host it without a subsidy. It proves that Formula 1 remains hugely popular in Great Britain, and follows impressive turnouts in Australia, Monaco and Canada so far in 2014.

“The stunning 140,000 sell-out attendance is a figure most rival sports could only dream of”

another twist, with misery for Williams. Its car lacks downforce and therefore suffers more in the wet than some, but that meant glory for Vettel as he secured an unexpected podium. The weather also increased the emphasis on drivers’ decision-making skills. Both Hamilton and Vettel were able to gain an advantage by reading the weather well and reacting accordingly, deciding to pit for intermediates as the rain intensified.

The weather obviously played a big part, but this was the first time this season that four cars had battled for the lead. A combination of track characteristics over the recent races and consistent car development has enabled Williams to take the fight to Mercedes. Further back, Toro Rosso showed promise early in the weekend, and Max Verstappen went as far as to say his team had the second-best car in terms of race pace after Friday practice – and the stats backed him up.

Force India delivered its much-anticipated B-spec car, which enabled it to rise up the pecking order and score

It also proves that while it remains important to bring F1 to new markets, the sport must not, at any cost, forget the countries that support it in huge numbers every year.

Of course, to expect every race to provide the drama of Silverstone is naive. But there is no reason why there shouldn’t be more thrillers.

That’s why if tweaks *are* required they are small ones, and some of the Strategy Group’s ideas – such as adjustments to the weekend format and a push for faster cars – are in that register. There should also be a greater emphasis on getting the locations right. If Formula 1’s bosses build on Silverstone’s success, and focus on finessing the sport rather than making wholesale changes, then maybe the naysayers will stop complaining – or at least turn the volume down – and talk of a crisis will quietly drop off the agenda.

Because ultimately, Formula 1 in its current form is still pretty damn good. ❧

This week in motorsport

SCHNEIDER PUTS NEW MERC ON POLE

The new Mercedes SLS AMG GT3 car made its race debut last Saturday in the VLN series at the Nurburgring Nordschleife. Bernd Schneider qualified on pole, but the car he shared with Thomas Jager and Jan Seyffarth lost time with a wheelbearing problem. They finished the race in 52nd place.



12



BRABHAM STEPS UP

Matthew Brabham, the 21-year-old son of 1980s CART star Geoff Brabham, had his first IndyCar test last week at Iowa Speedway.

Brabham (above) got a runout with Honda-powered team Andretti Autosport, which capitalised on a rule that allows teams to trial Indy Lights drivers amid the series' heavy testing restrictions.

Marco Andretti was on hand to provide a baseline set-up, but was limited to less than 50 per cent of the total track time by series regulations.

Brabham hopes to follow in the footsteps of his father – and grandad Jack – and contest the Indy 500.

Luca Filippi also got his first oval test with his regular team CFH Racing.



HRT goes retro for Townsville

V8 Supercar powerhouse Holden Racing Team celebrates its 25th anniversary this weekend at Townsville with a retro 1997 look paying tribute to the late Peter Brock. Garth Tander and James Courtney will sport the colours, adapted by original livery designer Peter Hughes.

Spa legends race for charity

Spa 24 Hours legends Eric van de Poele, Jean-Michel Martin and Marc Duez will race for charity in this month's edition of the Belgian endurance.

The trio, who have 12 victories between them in the 24 Hours, will drive an additional Marc VDS BMW Z4 GT3 together with former racer and



cancer survivor Pascal Witmeur. The car will not do the full race and will instead undertake one 24-minute stint with each of the drivers.

E teams stay plugged in

The 10 teams that contested season one of the Formula E Championship have all applied to continue in 2015-16.

The 10 will now be assessed by the FIA, with only minor changes to the team names, such as Virgin Racing gaining a DS prefix in recognition of its new tie-up with Citroen's performance brand.

Series chief Alejandro Agag said: "After our successful inaugural season, it's very positive to have 10 teams registering for season two, several of which have backing from leading manufacturers. This clearly shows the strength of the series."



For all the breaking news, visit AUTOSPORT.COM

Longer Indy season in '16

IndyCar has vowed that the heavily compressed nature of this year's schedule will not be repeated in 2016.

This year's finale at Sonoma in late August comes just five months after the opening race in St Petersburg, in line with the series' belief that ending its year on or before Labor Day at the start of September will ultimately help it to grow its TV audience in the US.

The earlier finish was supposed to be offset by an earlier start, but few US venues have suitable climates for racing in February or early March, and attempts to introduce new flyaway races have been unsuccessful.

Series boss Mark Miles said: "When we end the season next year will be directly related to when we can start it. We are not going to have a five-month season next year."



DUNLOP IN BTCC RETHINK

British Touring Car Championship tyre supplier Dunlop is to evaluate the Thruxton-specification hard-compound tyre as a potential replacement for the soft rubber for 2016.

The tyre test at Snetterton on July 16 will be focused on assessing two new soft compounds, based on Dunlop's LMP2 range, and the Thruxton hard tyre.

Colin Turkington (above, Team BMR), Matt Neal (Honda), Andrew Jordan (MG) and an unconfirmed WSR BMW driver will perform those tests.

Meanwhile, Motorbase is edging closer to its BTCC race return, with the team set to run two cars as part of a 25-strong entry at the test.

The race-winning team's 2015 drivers Mat Jackson and James Cole will both drive EcoBoost-powered Ford Focuses. Those not being tasked with specific requirements for Dunlop will be free to run their own programmes.

Rob Austin Racing, Simon Belcher, Aiden Moffat and Adam Morgan will all be absent. Power Maxed Racing will take just one Chevrolet Cruze.

In brief



TCR TAKES UP GOLF

Here's another new contender for the TCR International Series. Franz Engstler gave his team's new Volkswagen Golf a runout last week at the Red Bull Ring and plans to give the car its race debut at this weekend's round at the track.

CANAL PLUS FOR ELMS

G-Drive Racing World Endurance Championship regular Julien Canal will replace Oswaldo Negri Jr in the Krohn Racing Ligier-Judd/BMW JSP2 at the Red Bull Ring European Le Mans Series round this weekend. The Brazilian is on United SportsCar duty for the Michael Shank Racing Ligier squad at Mosport.

BMW RAMPS UP SPA

BMW factory drivers Lucas Luhr and Dirk Werner will join the Marc VDS team's assault on the Spa 24 Hours later this month. The pair, who are USC regulars with the Rahal BMW team, will respectively drive with Maxime Martin and Augusto Farfus Jr, and Markus Palttala and Nicky Catsburg, in the Z4 GT3s.

RINALDI CLASS SWAP

The Rinaldi Ferrari squad's reclassification as a Pro Cup entry after its outright victory in the Monza Blancpain Endurance Series round will be reversed for the Spa 24 Hours. Its Ferrari 458 Italia will run in Pro-Am with the addition of a second silver-rated driver, who has so far yet to be announced, alongside Russian Rinat Salikhov and gold-ranked drivers Norbert Siedler and Marco Seefried.

LOWNDES IN LAMBO

The Australian Lago Racing squad will return to the Spa 24 Hours for a second season with its updated Lamborghini Gallardo LP560 R-EX. V8 Supercars legend Craig Lowndes moves across to its Pro-Am line-up after racing an AF Corse Ferrari at Spa last year and will join Steve Owen and David Russell, who are both endurance drivers in V8s.



Beetle makes promising start

Eklund Motorsport's new Volkswagen Beetle was a midfield contender on its World Rallycross debut at Holjes last weekend.

The car, which was completed on the eve of the event, finished 19th of the 35 competitors in the hands

of Norwegian Daniel Holten.

"It would have been nice to make the semi-finals, but the car's got better all the time," said Holten.

Team boss Per Eklund also competed in a Saab 9-3, the 69-year-old finishing 24th.

GP2 linked with new F2

The FIA's new Formula 2 category looks increasingly likely to be based upon the existing GP2 Series, AUTOSPORT has learned.

The format for F2 is expected to be announced after this week's FIA World Motor Sport Council in Mexico City, and sources suggest it will be run in GP2's place on the Formula 1 bill.

It could also headline some World Series by Renault events in place of the existing FRenault 3.5, say sources.

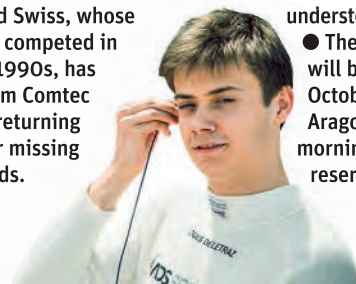
DELETRAZ JR IN FR3.5 DEBUT

Formula Renault 2.0 star Louis Deletraz will make his FR3.5 debut at the Red Bull Ring this weekend.

The 18-year-old Swiss, whose father Jean-Denis competed in Formula 1 in the 1990s, has joined British team Comtec Racing, which is returning to the series after missing the opening rounds.

Deletraz, a BMW junior driver, leads the standings in the FR Eurocup and Northern European Cup. This is understood to be a one-off outing.

● The end-of-year FR3.5 tests will be held at Jerez on October 20-21 and Motorland Aragon on November 4-6. The morning session of Nov 4 is reserved for invited rookies.



BIG NUMBER

111

Carlin's decision to give Johnny Cecotto Jr a one-off GP2 outing at Silverstone allowed the Venezuelan to break Luca Filippi's starts record in the series. His debut came in 2009!



Karun Chandhok

The racer's eye

Reading the weather at Silverstone can give you a race-winning edge – or elevate you unexpectedly towards a podium finish

The British Grand Prix was great to watch, exactly what Formula 1 needed after a couple of dull races in Canada and Austria. The glorious sunshine gave way to dark clouds and a bit of 'English drizzle' at just the right moment, prompting people to ponder whether Bernie's tongue-in-cheek remark about fitting sprinklers to the circuits was not so far-fetched after all.

It was interesting to see the way the strategies played out and how some drivers were able to make calls that transformed their races for the better, while others did the opposite. At the start the two Williams cars shot into the lead and I was hoping that after Austria last year, they would be bold enough to call the first pitstop ahead of the Mercedes pitwall.

When Kimi Raikkonen pitted on lap 13 and immediately started setting purple sectors, you knew the first round of stops wasn't far away. A couple of Pirelli engineers told me before the race that they expected the first stops around lap 16 and so I wanted Williams to call Felipe Massa in then, while using Valtteri Bottas to hold the Mercs off for a lap or two. Mercedes and Lewis Hamilton went for the undercut on lap 20 and that was that. It's at these moments that you really wonder if you had a team leader like Fernando Alonso or Michael Schumacher, would they have anticipated how things would unfold and pushed the team to pit early to retain track position?

Nico Rosberg was the loser in that first round of stops, courtesy of being behind Lewis, and it looked like



rain, that the track wasn't ready for them and by the time it would be ready their tyres would have cooked anyway.

Lewis and Sebastian Vettel called the tyre change perfectly but at the time I, like many others, thought Nico was the one on the right strategy. It's hard to fault him for going a lap longer, since the laptimes at the time seemed to make sense – but in Raikkonen's or Ericsson's cases, it really seemed to make little sense. The latter especially seemed to make all the wrong tyre calls at the wrong times and lost a potential points finish.

After going to the pre-season tests, Silverstone was my first race of the year and it was interesting to see the atmosphere in the paddock six months on. Last year I came away from this race depressed since everyone – bar Mercedes and Williams – was having a moan about

“You have to look at where the rain is coming from, as well as relying on your gut instincts”

becoming a race of whether or not he could pass Bottas and Massa. The rain livened things up and once again Massa and Bottas seemed to lose pace quicker than their rivals. Nico's pace on slick tyres in the damp conditions was really impressive. The momentum was starting to swing his way as he took seconds out of Lewis. On lap 43, with Lewis losing pace but still faster than the likes of Raikkonen on intermediates, the world champion made the crucial call to switch to the inters.

These calls are tricky and you have to look at the clouds and where the rain is coming from, as well as relying on your gut instincts. At circuits such as Spa, Nurburgring, Silverstone or Le Mans, it is always important to know where the wind is blowing from so you can see the rain clouds coming and warn the team a lap or two before the rain actually hits.

I was amazed to see people such as Kimi and Marcus Ericsson pit so early for intermediates. It was clear looking at the sector times, and also at the amount of

lack of money or competitiveness, but this year I came away with a feeling that the atmosphere is just more politically charged than ever.

There is a lot of uncertainty about who's going to take charge and control the sport, which means that the whole paddock feels like it's in a holding pattern waiting for something to happen. A couple of journalist friends pointed out to me that the teams and drivers need to learn a bit from the World Endurance Championship or Formula E, where everyone talks it up to ensure the perception that all is hunky dory.

In the F1 paddock, it's hard to put the genie of negativity back in the bottle. The problems have been talked about so much that there really is no more chance of glossing over the subject. There are still plenty of people, like myself, who truly love the sport and want to see it succeed in the long term.

Yes, it's not perfect, but neither is the present situation necessarily as bad as is sometimes made out. ❧



1972 Ferrari Dino 246 GT
Estimate (£): 240,000 - 280,000

THE SILVERSTONE CLASSIC SALE



Saturday 25th & Sunday 26th July 2015
The Wing, Silverstone Circuit, NN12 8TN

COMPETITION CARS SALE

Thursday 23rd July 2015

The Wing, Silverstone Circuit, NN12 8TN

Please call us on +44 (0) 1926 691141 to
request a catalogue for this specialist sale



1959 Cooper Monaco
Estimate (£): 160,000 - 180,000

CLASSIC CARS >> SPORTS CARS >> COLLECTOR CARS >> MOTORBIKES >> AUTOMOBILIA >> LIFESTYLE

HAMILTON GOES BACK AND FORTH

The world champion struggled in practice before nailing pole, then fell back in the race before timing his charge to a third British GP victory to perfection. **BEN ANDERSON** reports





ONAS

MARTIN

randstad

E

vSure

PE

19

KEPPI

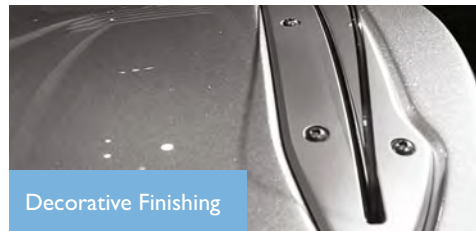
Good design sometimes needs a little help...

...that's why global race teams use Sandwell as a prime supplier of performance engineering solutions.

- Controlled Shot Peening
- Superfinishing
- Low Friction Coatings
- Kephos Lightweight Coating
- Conductive Coatings
- Non Conductive Coatings

Sandwell works with design and development engineers throughout the world of manufacturing to improve component performance.

- Improve component fatigue life
- Increase component strength
- Improve reliability
- Reduce component weight
- Reduce surface friction
- Apply corrosion resistant coatings



Williams pair made
the better start



THE RACE 13:00, 05.07.2015



In the end this was probably the result most people predicted, but it certainly wasn't the race anyone expected. Lewis Hamilton ultimately sent the Silverstone crowd home happy by scoring his third British Grand Prix victory, but for the first 20-odd laps of this race we all wondered whether Williams would steal his thunder.

From the moment Felipe Massa and Valtteri Bottas shot away from the second row of the grid, outdragging both grippless Mercedes into the fast right-hand sweeper at Abbey, hopes were raised for a different kind of contest to the one Formula 1 has become accustomed to over most of the early races of 2015. Suddenly, we had four cars potentially fighting for victory, rather than two.

Or did we? Was this to be the sort of competition F1 has been missing for so long – two teams genuinely slugging it out for glory? Or would Mercedes, dominator for the past 18 months, have too much in hand for Williams to handle?

Hamilton immediately began to redress the balance by nipping back up the inside of Bottas on the first run through The Loop, before Daniel Ricciardo overoptimistically tried to repass Romain Grosjean's Lotus down the inside into the 90-degree Village right-hander that precedes it.

Contact pitched Grosjean into team-mate Pastor Maldonado's car – taking both out of the race – while Fernando Alonso half-spun avoiding the incident and wiped out his McLaren team-mate

Jenson Button in the process, forcing Alonso to the pits for a new nose.

Following the inevitable safety-car period to clean up the mess, Hamilton attempted to complete his recovery to the lead by driving around the outside of Massa into Club. The reigning world champion locked up and ran off the track briefly, allowing Bottas to retake second before the fast right-hander that leads back onto the start/finish straight.

Williams was running one-two again with racing back under way. The dynamic recalled the Austrian GP of 2014, where Williams capitalised on a poor performance by both Mercedes drivers to lock out

the front row of the grid and then lead the early stages of the race. Back then Williams wasn't really playing to win. The team produced a good 2014 car but endured a poor run of results, and was desperate to convert its speed into a solid podium finish.

It did that by taking third place with Bottas, but the prevailing feeling afterwards was that sharper strategy and better driving around the pitstops might have allowed the team to beat at least one of the Mercs and get both its drivers onto the podium.

Williams is a better team than it was back then – more confident, sharper operationally, and readjusted to running closer to the front after ▶

Button was collateral
in first-lap shunt



GoPro®
Be a HERO. 



RUBEN DUCHEYNE
Photo by: Ruben Ducheyne

THIS IS YOUR LIFE. **BE A HERO.**



HERO4

BLACK + SILVER

OVER **60** ACCESSORIES +
APP & SOFTWARE

See the full lineup at gopro.com



Hamilton's lock-up while attacking Massa enabled Bottas to reclaim second place



Massa-Hamilton fight recalled 2011 British GP



► so long in the doldrums. With both FW37s ahead of the Mercedes here, surely there was at least a chance to genuinely challenge for victory.

The trouble was the leading Williams simply wasn't fast enough in the early stages. Massa was fractionally quicker than Bottas in qualifying (by 0.064 seconds) but he didn't look as comfortable in the early stages of the race, running with full tanks on partly used medium tyres.

Williams told Bottas not to race Massa initially, but Bottas was adamant: "I can do it; I can overtake on the back straight." He couldn't. The Brazilian repeatedly defended the inside line from his team-mate into Stowe, while Bottas was never quite able to get a sufficient run using DRS to sweep around Massa's outside and take the lead.

This battling allowed Hamilton to remain steadfastly within 1.5s of the lead for the remainder of the first stint, while Massa looked to be holding

Bottas: "It would have been nice to race when I had the best opportunities, but I wasn't allowed to overtake"

up the faster car of Bottas. "I did a good pace on the hard [tyre but] I had too much front wing on the medium," explained Massa. "I was trying to hold my position. I was not doing anything wrong.

"Where he was better than me, and was catching me, was on the back straight before corner 15 [Stowe]. But corner 15 is a high-speed corner and I was just going inside the few times he was close enough. He tried to go outside but he was never going to pass me on the outside at that corner.

"We were fighting, Mercedes was fighting. It shows the drivers need to fight. Valtteri was a little better than me on the option [medium] tyres but I was quicker on the hard tyres. Everything that happened today was definitely correct, part of normal racing."

Technical chief Pat Symonds spoke about it being "the Williams way" to let both drivers race each other without interference, and for his part Bottas refused to suggest Massa should have let him through. "That's not racing," Bottas said. But he did suggest Williams should have allowed him

to attack his team-mate sooner, rather than waiting to see how the first part of the race settled down, and how "Mercedes dealt with their position", as Symonds put it.

"It would have been nice to have been able to race when I had the best opportunities, but I wasn't allowed to overtake," said Bottas. "Because we were in very good positions, the team wanted to settle things down, not for us to lose time battling.

"Of course for me it was a disappointing situation, but that's very easy to say afterwards. It was quite clear I had a bit more pace at that point, but this is racing."

Bottas estimated he would have been "around half a second per lap" faster in the first stint, had he been able/allowed to overtake Massa at the earliest opportunity. It certainly looked as though the Finn had spare pace in hand, for his in-lap was 1.291s faster than Massa's at the end of the first stint.

Assuming he'd got ahead of the Brazilian when he first tried for the lead on lap 10, that would have left nine laps to build an advantage before Hamilton made his first stop. Based on Bottas's estimate, he would have led by roughly 4.5s before the stops, which should (given Williams pulled off a smooth tyre change on Bottas's car) have been enough to avoid being jumped by Hamilton's earlier stop.

That would have meant Williams lying first and third after the pitstops, rather than second and third. Then it would have been down to Bottas to repel Hamilton's charge on the harder tyre. ►

Williams pitwall played it safe





Bottas couldn't get by his team-mate

► Ignoring (for now) the fact that rain arrived late in the race and shook things up, should Williams have been more ruthless in pursuit of victory during the early dry phase, sacrificing the slower car for the faster one?

"I don't know, you need to ask the team," Bottas replied. "I do respect the team's position, like I did today when I was told not to overtake. I didn't, even though I had the opportunity."

"We need to have a better look at how we could have got the best outcome from today. I won't say any more, but possibly there could have been something we could have done better."

Sticking to this 'pure-racing' philosophy ultimately meant that Hamilton jumped both the Williams drivers in the pits easily, leaving the world champion free to race on to victory unchallenged, but Williams performance chief Rob Smedley defended the approach.

"We don't want to favour one driver over the other – absolutely not. It's a team effort and we wanted to get as many points as possible for the team," he explained. "The team comes before anybody – we have our rules of engagement and they are such that we were happy to let the drivers race as long as they weren't holding each other up."

But it seemed they were holding each other up. At this point in the race it was possible to fight for first and have the other car running third, or fourth at the worst. If points "for the team" is the aim, then first and third is better than second and third. Even first and fourth is better than second and third.

Ultimately it does seem Williams would have been better off overall if Bottas had been allowed, or been able, to take the lead of this race, but of course Massa won't be cowed easily in this sort of situation, as he proved in Malaysia last year when he ignored a "team instruction" to let Bottas pass during a minor points fight with McLaren.

Regardless, at this stage Williams was at least able to do at Silverstone what it couldn't late on at the



Mercedes restored normal podium order



Rain altered the tactical picture



Kvyat nearly snatched fifth

Red Bull Ring in 2014 – hold off the second Mercedes around the pitstops. Bottas rejoined from his stop side-by-side with Massa, but conceded position heading into the Village right-hander. Rosberg spotted his chance and dived inside Bottas at The Loop, but the Finn fought back on the exit and regained third place by driving decisively around the outside line through the Aintree kink.

Keeping Rosberg off the podium would have represented an excellent consolation prize for

Williams. But then the rain came. There were 15 laps to run when the leaders began to suffer, as the section of track that includes Brooklands, Luffield, Woodcote and the old start/finish straight became treacherously wet. It was during this late phase that the race really fell apart for Williams.

The Mercedes seemed much better at retaining tyre temperature on the hard compound as circuit conditions worsened, and Rosberg charged past both Bottas and Massa with relative ease, having not been able to make much of an impression previously. The German outdragged Bottas on the exit of Copse on lap 39 of 52, before diving inside Massa at Village two laps later.

Two laps after that, race winner Hamilton dived into the pits for intermediate tyres ("for the first time probably in my career I made the perfect choice tyre-wise," he said), and Ferrari's Sebastian Vettel did the same from fifth position. Williams waited one more lap before changing tyres on both cars in quick succession.

One lap too late, unfortunately. Conditions by this stage were so bad that both Williams drivers' in-laps were around 20s slower than those managed by Hamilton and Vettel. Massa rejoined fourth, behind Vettel.

"We were waiting until the right time to stop and Lewis made a really great decision there," explained Smedley. "We were just trying to watch our sectors, and in fact that middle sector of the lap when he stopped was getting much quicker."



Williams also failed to keep Rosberg off podium



Hamilton was delighted by third British Grand Prix win

QUALIFYING



Rosberg couldn't deny Hamilton pole position



Heading into this season, you had to go back as far as 2009 (before the current iteration of Silverstone was introduced) to find a year when the driver on pole for the British Grand Prix converted that into victory.

That was Nico Rosberg's only crumb of comfort after failing to deny Mercedes team-mate (and Silverstone home hero) Lewis Hamilton in qualifying for the eighth time in nine races in 2015. He looked on course for pole here, after being comfortably faster than Hamilton through the first two segments of the session, but he was unable to follow up on that promise when it counted.

As so often this season, Hamilton dug deep during the first runs in Q3 and eclipsed Rosberg by 0.113s, mainly thanks to a mighty second sector (which includes Brooklands, Luffield, Copse, and Hamilton's favourite high-speed Maggotts/Becketts/Chapel section of the course) in which he was 0.154s faster than his team-mate. Rosberg suggested afterwards that he was down on straightline speed on his first Q3 effort, and he also complained that something "was very wrong" with the front-left tyre on his final run, in which he lapped nearly half a second shy of his earlier best.

Further back – 0.724s to be exact – Felipe Massa ultimately outqualified Valtteri Bottas for the third time in the past four races (by less than a tenth) as Williams locked out the second row. Performance chief Rob Smedley expected his team to have a reasonable chance of challenging Ferrari here, but admitted he was "pleasantly surprised" by the 0.230s gap to Kimi Raikkonen's SF15-T, which beat the sister car of Sebastian Vettel (balked by traffic on his second run) for just the second time in 2015.

Toro Rosso was disappointed to end up eighth with Carlos Sainz (sandwiched between Daniil Kvyat's Red Bull and the updated Force India of Nico Hulkenberg), having looked rapid in Friday practice.

A power-delivery problem with the Renault engine consigned the second car of Max Verstappen to a more-disappointing Q2 exit – he complained of oversteer and "absolutely no traction" throughout his session.

Daniel Ricciardo wound up slowest of the top-10 runners, but he lapped fast enough to be seventh before the time was scrubbed for a track-limits offence at Copse. He wasn't alone in suffering this fate, but given the final four cars in Q3 lapped within 0.110s of each other, it was the Australian who suffered most at the hands of the FIA's 'zero-tolerance' policy.

Smedley: "Of course there's a sense of disappointment. We want to win. That's why we all get out of bed in the morning"

"The rain was just hitting the pit-exit area on the pit straight, and when it did hit Vettel probably had 15 seconds more or something to make that decision when it was clearly going to be wet, and our cars were just past the pit entry.

"Once you're past the pit entry you have to do another lap. It was disappointing that we didn't quite get that."

Nor did Williams get the result such a good start to the race promised. It must be galling to start off a race with a one-two but finish a distant fourth and fifth. In fact, such was Bottas's lack of pace on the intermediate tyre (a problem Williams has suffered in the past) that he came close to losing out to Daniil Kvyat's Red Bull too.

"Of course there's a sense of disappointment," added Smedley. "We come here because we want to win; that's why we all get out of bed in the morning.

"There's a fair degree of pragmatism to that desire, and of course we wanted to get both of our cars on the podium once we got ourselves in a really favourable position.

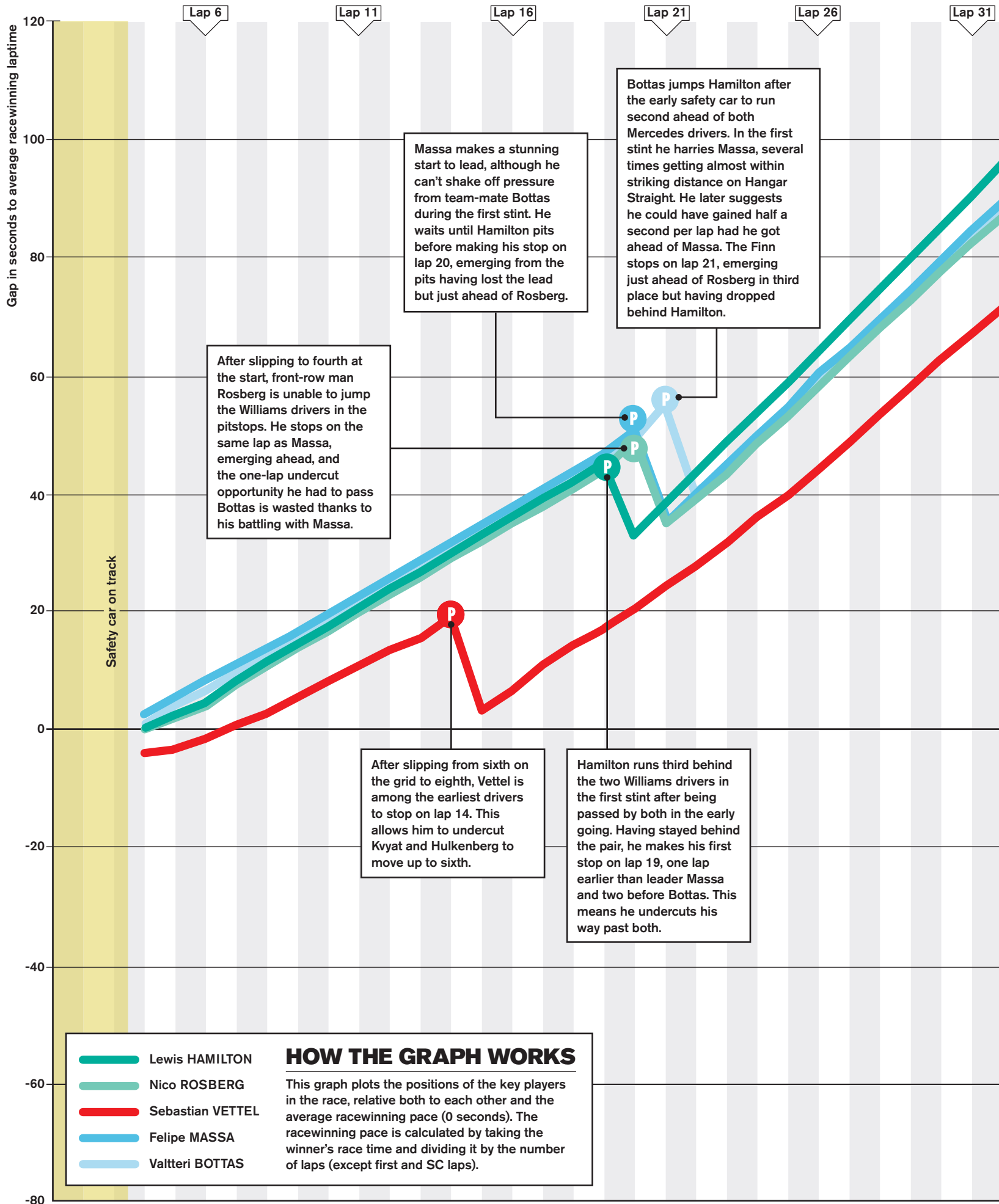


Tyre call elevated Vettel to podium

"There is nothing magic in it; you know Mercedes are sat behind you and they've got a quicker car, and it was going to be awfully difficult to have both of our cars in front of both of theirs. We want to come here and race, come here and win, and get both cars on the podium. It hasn't happened and so therefore, because we are all racers, we are all disappointed."

But thanks to the home hero Hamilton winning, the 140,000 crowd didn't go home sharing that manifest disappointment. ❧

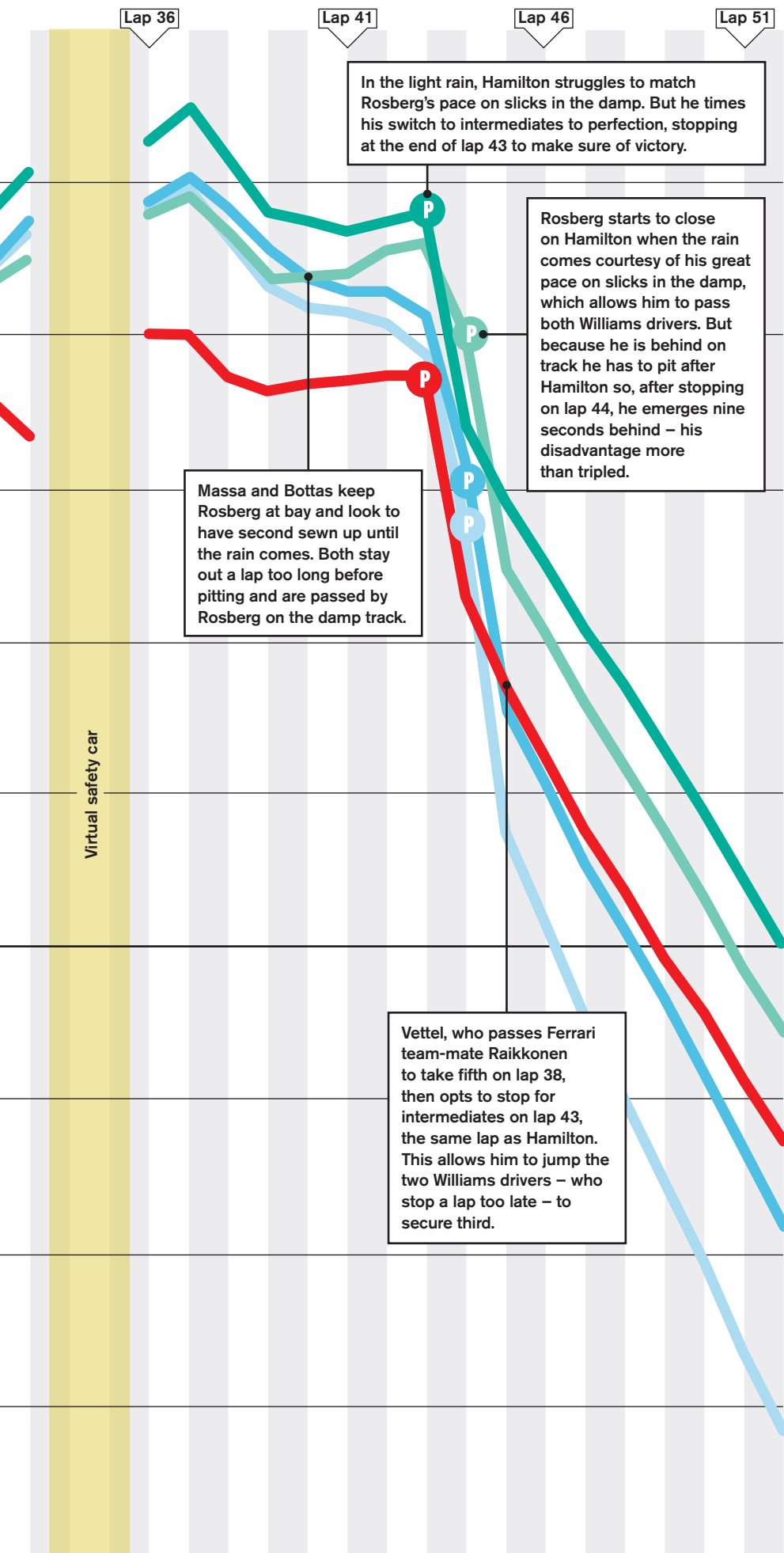
HOW THE RACE WAS WON



HOW THE GRAPH WORKS

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

- Lewis HAMILTON
- Nico ROSBERG
- Sebastian VETTEL
- Felipe MASSA
- Valtteri BOTTAS

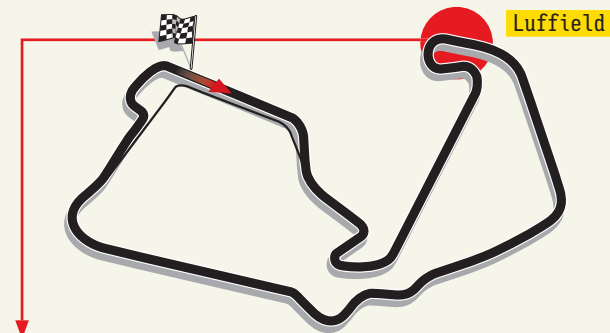


TRACKSIDE VIEW

BEN ANDERSON
GRAND PRIX EDITOR

ben.anderson@haymarket.com

@BenAndersonAuto



It's been a year since Susie Wolff made her F1 weekend debut for Williams, becoming the first female driver to drive in an official session since Giovanna Amati in Brazil in '92.

Last year a "cruel" engine failure ruined her outing after just four laps. She has since enjoyed more fruitful running, completing FP1 at last year's German GP, two days of testing (one pre-season and one in-season) this year, and first free practice ahead of May's Spanish GP.

There she joined GP2 champion Jolyon Palmer (Lotus) and Ferrari protege Raffaele Marciello (Sauber) in the FP1 'sub-club'. They all lapped within a tenth of one another at Barcelona, with Marciello leading Palmer and Wolff. All three were back out at the same time at Silverstone, this time covered by 0.150s but with the order reversed.

I was interested to see how Wolff would fare given another chance to drive for Williams on a GP weekend. I wandered to the outside of Luffield, where all three 'subs' struggled with consistency.

Palmer battled rear instability in the Lotus and Marciello fought with oversteer too, while Wolff seemed unable to commit enough entry speed to this long right-hander, meaning she would have to hesitate when re-applying the throttle, or run wide and ruin her exit.

In percentage terms Wolff was fractionally closer to the pace of race driver Felipe Massa than she was in Spain, so that represents progress at least, and she gave away two or three tenths to an understeer moment at Becketts. But you can't help but wonder where all this is leading.

Wolff's presence in F1 divides opinion. On the one hand it offers inspiration to other females in a sport in which women are grossly underrepresented, but on the other the sporadic nature of her on-track appearances raises questions over what might be the long-term plan for her at Williams.

"Interested to see how Wolff would fare, I wandered out to Luffield"

Wolff was hesitant at Luffield right-hander



STORIES OF THE RACE

Thrilling turnaround for "lost" Hamilton

British Grand Prix winner Lewis Hamilton admitted he was "really lost" with his Mercedes Formula 1 car during free practice, before turning things around to score victory from pole position.

The reigning world champion had a difficult first day at his home grand prix, spinning at Stowe and going off track at Brooklands, while struggling to match the pace of team-mate Nico Rosberg.

But Hamilton bounced back after Mercedes made several changes to his car overnight, enabling him to beat Rosberg to pole position for Sunday's race, which he then won after overcoming an early challenge from Williams drivers Felipe Massa and Valtteri Bottas.

"I was really lost with the balance of the car," said Hamilton. "It was oversteering a lot in the high-speed corners. We made changes that would normally improve it but actually made it worse.

"Afterwards I couldn't tell you what I would do to make the car right, which is very rare. The team did some analysis and found some problems with a few settings, so they rectified it and the car was night-and-day different."

Mercedes boss Toto Wolff said the problems related to the ride-height of the car, and Hamilton made several set-up changes too.

"FP2 was a waste for me because the car wasn't right," added Hamilton. "I couldn't put the car where I wanted it, so we made a change to the suspension to give us more low-speed front end, and then I put more wing in to give me more balance in the high speed corners."

Hamilton became the first British GP victor to



Hamilton struggled in FP1/2, with a big spin (r)

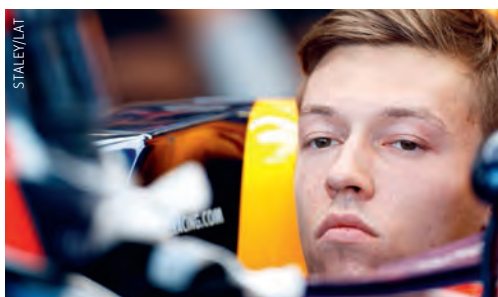
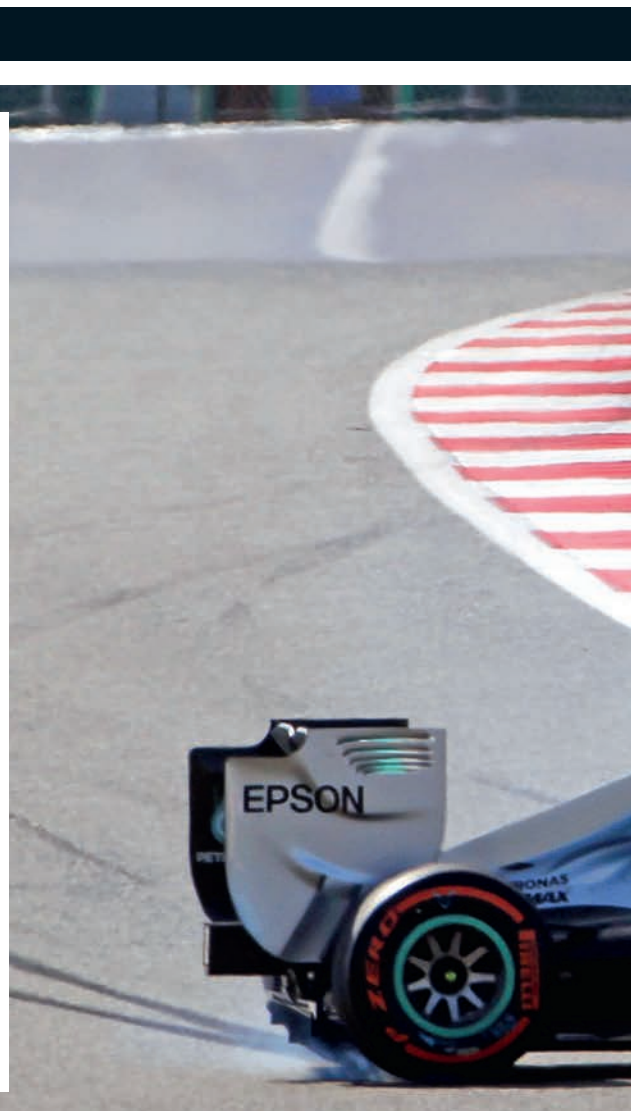
FERRARI/LAT

win the race from pole since Sebastian Vettel in 2009, despite a poor start and dropping back to third when he tried to retake the lead from Massa at the restart following an early safety-car period.

He jumped both Williams drivers at the first round of pitstops, and secured victory when he timed his pitstop for intermediate tyres in worsening rain to perfection.

Team-mate Nico Rosberg, who finished second, thought Hamilton had made the wrong decision pitting for intermediate tyres before any of the other frontrunners. Rosberg re-passed Massa and Bottas and closed to within four seconds of the lead before Hamilton stopped, but the German scrambled for grip with slicks for an extra lap on the wet track and dropped back again.

"I had to take that chance, because just following Lewis into the box was a definite lose for me," said Rosberg. "So I might as well stay out for one more lap at least, but it didn't work out."



Spin cost Kvyat podium chance

Red Bull boss Christian Horner believes his team could have challenged for a podium in the British Grand Prix, had Daniil Kvyat not spun when it started to rain.

Red Bull updated the RB11 and looked more comfortable on the sweeping turns of Silverstone, with Kvyat qualifying seventh and Daniel Ricciardo 10th.

Kvyat went on to finish sixth in the race, 37 seconds behind third-placed Vettel, but Ricciardo retired with an electrical failure of the ERS and turbo.

"For the first time since Monaco, it felt like we were in the race," Horner said. "We were racing the Ferraris and Kvyat made a good move on Seb [Vettel] into Luffield and then focused on a one-stop strategy.

"Daniil had a spin on his in-lap, where he lost 10 to 12 seconds, and then there was the deteriorating circuit. Without that [spin], we would have been pushing Sebastian for a podium."

'B-spec' Force India passes first test

Force India can hunt down Red Bull in the constructors' championship, after successfully introducing its full 'B-spec' aerodynamic update at the British Grand Prix, according to deputy team principal Bob Fernley.

Following a positive race, in which Nico Hulkenberg finished seventh and team-mate Sergio Perez ninth, Fernley told AUTOSPORT: "It (the B-spec) ticked all the boxes, did exactly what we thought it would do and performed to the level we thought it would. It now gives us the platform to add the next phases on to it.

"We've still a deficit, but the objective of the

B-spec was to put us in front of the midfield pack, and I think we've done that. Now we have to close the gap to Red Bull and Toro Rosso on very fast tracks."

The windy and high-speed nature of Silverstone has been a problem for Force India in the past, but Fernley said the upgraded VJM08 had largely addressed that weakness.

"If we'd had the A-spec car we would have struggled to get out of Q1, that's the difference," he added. "It's not going to get any worse than Silverstone, so we're in good shape. That Achilles' heel has been addressed significantly."

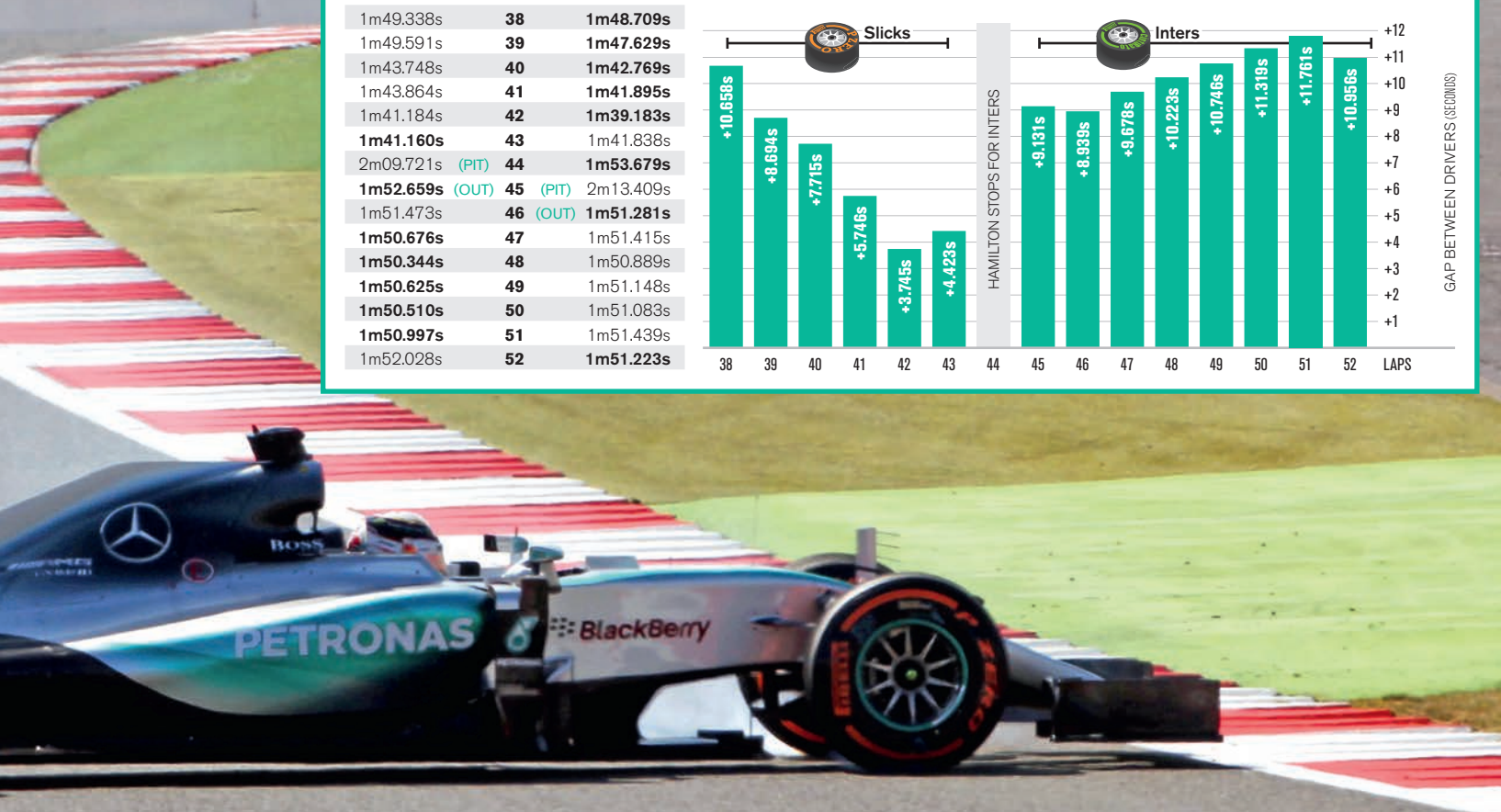
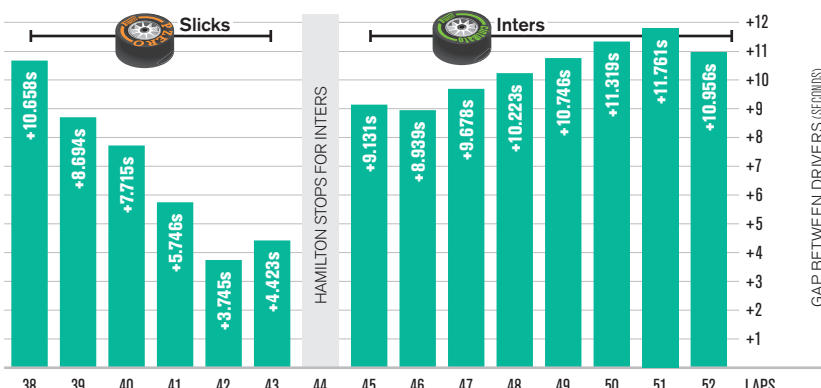


XPB IMAGES

ROSBERG v HAMILTON IN THE WET

HAMILTON	LAP	ROSBERG
1m49.338s	38	1m48.709s
1m49.591s	39	1m47.629s
1m43.748s	40	1m42.769s
1m43.864s	41	1m41.895s
1m41.184s	42	1m39.183s
1m41.160s	43	1m41.838s
2m09.721s (PIT)	44	1m53.679s
1m52.659s (OUT)	45 (PIT)	2m13.409s
1m51.473s	46 (OUT)	1m51.281s
1m50.676s	47	1m51.415s
1m50.344s	48	1m50.889s
1m50.625s	49	1m51.148s
1m50.510s	50	1m51.083s
1m50.997s	51	1m51.439s
1m52.028s	52	1m51.223s

THE GAP FROM HAMILTON TO ROSBERG



No points party for 10th-placed Alonso

Fernando Alonso was not particularly happy to score his first point of the season for McLaren-Honda, though he appreciated the significance of the result.

The two-time world champion finished 10th in an eventful British Grand Prix, taking McLaren's second points finish of the campaign after Jenson Button finished eighth in Monaco. But Alonso was not in the mood for celebration after the race.

"I'm not happy, but it's the first point of many, I hope," said Alonso. "It's not party time yet, but it's definitely good for the team after a few tough months."

Alonso was happy with the handling of the short-nosed MP4-30 in qualifying, and said the result was a sign of progress for McLaren after a few tough races since Button's Monaco result.

"We know there is no magic solution, but slowly we are getting there," he added. "When you get some points this is the proof we are going in the right direction."

Arrivabene: Ferrari's glass "half empty"

Ferrari team principal Maurizio Arrivabene was critical of the Scuderia's performance in the British Grand Prix, despite a podium finish for Sebastian Vettel.

Arrivabene warned after last month's Austrian GP that Ferrari might struggle on the harder-compound tyres used at Silverstone, and both SF15-Ts were eclipsed by the Williams drivers in qualifying.

Early pitstops jumped both Ferraris up to fifth and sixth after slow starts, before Vettel capitalised on changeable conditions to leap to third, passing

team-mate Kimi Raikkonen on-track and jumping both Williams drivers by stopping at the right time to switch from slicks to intermediates.

But Arrivabene said his team's first podium since May's Monaco GP was not a cause for celebration. "The glass is half empty, not half full," Arrivabene said. "If the race was dry instead of wet the result was completely different."

"We were quite slow on the straights without gaining anything in the high-speed curves."

Q&A KIMI RAIKKONEN FERRARI DRIVER

Were you struggling when Sebastian passed you?

No, the tyres were OK. There were some moments in [Turns] 7-8 that lap, and it was very difficult because it was slippery in the rain. I lost some speed onto the backstraight and he got past me, so I came in the pit anyhow. I thought it would keep raining, but it was four laps too early. It was the wrong choice, but it's what we tried.

What was the car's performance like in the dry?

We were faster than Hulkenberg but I couldn't get past. We weren't fast enough on the straights. Then we stopped and I was saving a bit the tyres and the car was fine. It felt better than yesterday, all was OK,

just the laptime was a bit missing. I don't know for what reason, but the handling was as good as it could have been.

Are you worried about the step Williams seems to have made?

We've seen it depends a lot on the layout of the circuit and what tyres we run. But I expect it to be a different story in the next race and at different circuits again. This circuit is not ideal for us – layout, conditions, tyres – but we have to improve and we have to try to get better whatever circuit it is. It felt quite good in the race, so let's just keep working.



STORIES OF THE RACE



XPB IMAGES

Button and Lotuses out in first-lap clash

A first-lap accident triggered when Daniel Ricciardo's Red Bull made contact with Romain Grosjean's Lotus at Village eliminated three drivers from the British Grand Prix.

Grosjean was pushed into team-mate Pastor Maldonado, briefly launching the Venezuelan into the air, with both Lotus drivers retiring as a result of damage. Fernando Alonso spun his McLaren in avoidance at the exit of the corner, collecting team-mate Jenson Button.

While Button could not continue, Alonso was able to rejoin the race after a front-wing change and recovered to score his first point of 2015.

Ricciardo survived the clash, but retired after

21 laps with an electrical problem.

Grosjean was unhappy with Ricciardo, suggesting the Red Bull driver had been "a bit optimistic" at the start. But Red Bull team principal Christian Horner was adamant the collision did not require any punitive action.

"It was a racing incident," he said. "Racing in the midfield gets pretty cosy."

Stewards did investigate the incident, which Alonso described as "a big mess", but opted not to take any action against those involved.

"After hearing from all the drivers involved, it was decided that no driver was wholly or predominately to blame," said a statement.



DUNBAR/LAT

28

Double disaster for Toro Rosso drivers

Formula 1 rookie Max Verstappen believes cold tyres and a change in wind direction contributed to his early exit from a British Grand Prix that proved disastrous for Toro Rosso.

Verstappen talked of having the second-fastest car at Silverstone, but team-mate Carlos Sainz Jr could only manage eighth in qualifying and neither driver finished the race.

The Dutch teenager spun out on the exit of the high-speed Farm Curve and nosed the barriers shortly after the restart, before being unable to engage reverse gear and having to retire.

"After the restart maybe some cold tyres and

then the wind caught me out in Turn 2, because I was already back on full power and T2 is the easiest corner on the track," said Verstappen, who ruled out taking too much kerb, or a return of the engine power-delivery problem he suffered in qualifying as factors in the crash.

Sainz looked on course for a top-10 finish, but retired from ninth with what he described as a complete shutdown of his car's electronics.

"I had no steering, no radio, nothing," he explained. "It's a bit frustrating because we were P9 and I think with the mistakes Ferrari did with Raikkonen, P8 or P7 was possible."



FERRARI/LAT



XPB IMAGES

Sauber misses out on points finishes

Felipe Nasr's pre-race gearbox failure and the decision to switch Marcus Ericsson back onto slick tyres after an early change to intermediates cost Sauber points.

Nasr ground to a halt on the Hangar Straight while on his way to the grid and was unable to start. But team-mate Ericsson was on course for 10th place before making three pitstops in six laps, switching to intermediates on lap 37 (after losing time to an off in the damp conditions on his in-lap), then to slicks on lap 41 and back to intermediates on lap 42. This dropped him to 11th behind Fernando Alonso.

"The first stop was a bit early but we didn't lose so much," said Ericsson. "The thing that lost us the points was when we pitted again because the inters were hurting. We put the slicks on, and straight away when we came out it started to rain heavily, so we did one really slow lap and pitted again for inters."

DRAWING BOARD

by Craig Scarborough

FORCE INDIA UPGRADE

Force India introduced its 'B-spec' car at Silverstone, developed using the Toyota windtunnel in Cologne. This is a big step for the team; nearly every bodypanel on the car is new, along with revised cooling and rear suspension

NOSE

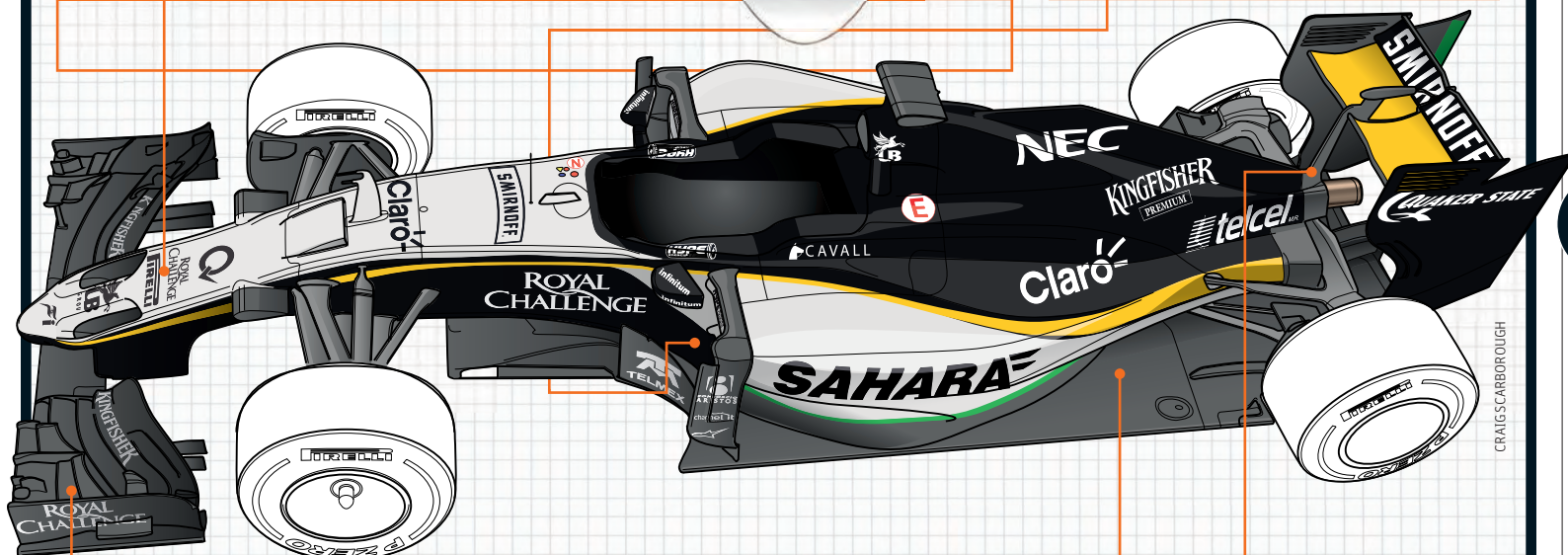
The most obvious change is the new nose, with two nostril-like vents made through it. This is a neat solution to the current nose rules, as the vents create the airflow of a short nose, but a longer structure remains in place to pass the mandatory crash test.

Force India calls this the 'vented-cobra' nose. Air passes through the two ducts and this increases airflow to the back of the car. In order to be legal within the single-open-section rule, initially introduced to ban nose holes, the ducts curve under to meet the FIA requirements. The nose also underwent crash testing to prove the safety of its new inner structure to the FIA.



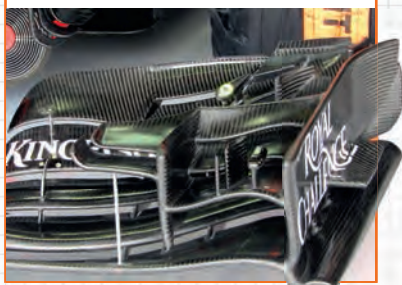
COOLING

The 'A-spec' car used two roll-hoop inlets to feed the Mercedes ERS water cooler. To tidy up the airflow to the rear wing, this cooling has been repositioned to the sidepods, and the upper bodywork slimmed significantly to form a shark-fin over the engine.



FRONT WING TURNING VANES

Taking inspiration from Red Bull's front end, an all-new front wing and turning vanes are also part of the updated VJM08. The complex wing is formed of seven elements, and the cascade winglets gain the trademark Red Bull twin-element ears. Under the front suspension, the turning vanes are also revised for Red Bull-like designs.

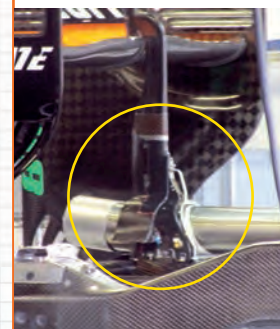


SIDEPODS

Despite the extra cooler in the sidepods, their shape has been slimmed around the Coke-bottle area, with outlets exiting just ahead of the rear suspension.

REAR WING MOUNT

In line with the slimming and lowering philosophy, the exhaust has been lowered over the gearbox and the rear wing "Y" mount has been repackaged to wrap tightly around the tailpipe.



DRIVER RATINGS

MERCEDES



8

NICO ROSBERG

Bounced back from gearbox woes to set the pace on Friday, and suffered again when the replacement sprung a leak before Saturday's FP3. Slightly underwhelming in qualifying and, like Hamilton, had a poor start to the race, but scores well for hard battling with the Williams of Bottas and impressive decisiveness in rising to second when the rain fell.

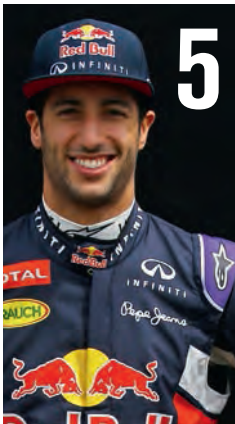


9

LEWIS HAMILTON

Started slowly, spun in FP1 and struggled to match his team-mate on Friday. Admitted he was "lost". But once the team corrected a ride-height error he was back on song, and deserves credit for converting that into pole. Gets marked down for a scrappy race start, particularly hamfisted attempt to pass Massa at the restart. Superb once the race settled down.

RED BULL



5

DANIEL RICCIARDO

Reckoned updated RB11 might vault Williams, but Red Bull had probably the fourth-fastest car. Marginal track-limits offence cost him in qualifying and he also felt he was losing power compared with team-mate Kvyat. Made a bad start and loses marks for triggering Lotus-McLaren pile-up at Village with optimistic lunge inside Grosjean. Electrical woe finished his weekend.



7

DANIIL KVIAT

Kvyat is beginning to push Ricciardo harder now. Was fast on the hard tyre, and backed the FIA to enforce the stringent track-limits rules at Copse that undid his team-mate in qualifying. Raced well for the most part, including decisive pass on Vettel's Ferrari on the first run through Luffield, but lost out badly with a late stop in the rain and a costly spin on his in-lap.

"MASSA WAS MUCH FASTER THAN TEAM-MATE BOTTAS IN THE WET AT THE END"



McLAREN



8

FERNANDO ALONSO

The short-nosed MP4-30 looked a real handful here, and Alonso suffered a big gravelly moment at Luffield on Friday, but he was much happier after qualifying. Recovered well from first-lap contact with Button to score his first point for McLaren-Honda, and was impressively the only one of the earliest wet stoppers to make the flag on a single set of inters.

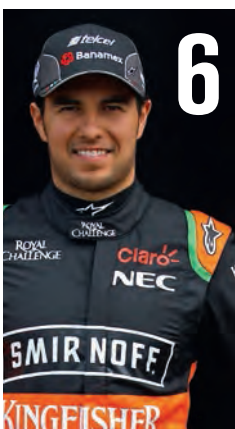


6

JENSON BUTTON

Button finally got to run McLaren's latest updates, but wasn't happy with his car in practice, struggling with balance on the faster medium tyre. Outqualified by Alonso despite smoother build-up, but his race lasted just three corners before a collision with his team-mate put him out. Arguably the most forgettable edition of a race that has rarely been kind to Button.

FORCE INDIA



6

SERGIO PEREZ

Finally got his hands on Force India's long-awaited 'B-spec' package, but didn't go as well with it as team-mate Hulkenberg and qualified well adrift – even allowing for the track-limits offence that cost him his best lap in Q2. Wasn't so resilient in battle with Ferrari in the race, and lost time when fighting Sainz's Toro Rosso later on. A solid but unspectacular effort.

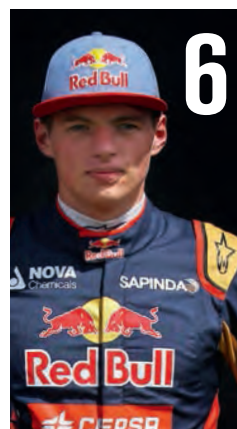


9

NICO HULKENBERG

Was right in the mix with Red Bull and Toro Rosso in qualifying in the updated VJM08, on a traditionally weak circuit for Force India. The team said his Q2 lap was outstanding, while The Hulk reckoned the start that launched him up to fifth in the race was the best of his career. Lost ground at the first pitstops and waited a lap too long to pit for inters, but drove very well again.

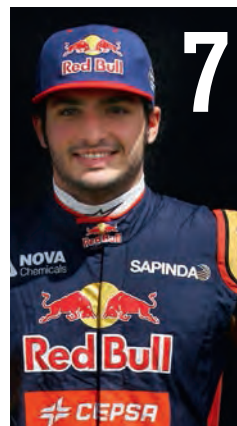
TORO ROSSO



6

MAX VERSTAPPEN

Reckons the STR10 is F1's second-best chassis, and long-run Friday pace suggested Toro Rosso could do well here. Was very fast in practice, but Renault power-delivery issues wrecked qualifying, and his race was over quickly when he crashed at Farm just after the restart. Reckoned a gust of wind and cold tyres caught him out. A costly error with points on offer.



7

CARLOS SAINZ JR

For all the excitement that surrounds Verstappen's arrival in F1, it is Sainz who has generally been the quicker of the two, qualifying ahead six times in nine races and four of the past five. Made a poor race start but recovered decently enough, and was doing well to hold off Perez's Force India when the car simply shut down on him. His drive deserved points, but he got none.

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



WILLIAMS



FELIPE MASSA

Williams looked slow in practice, but the FW37 sprang to life in qualifying (a rival team wondered if Williams was deliberately toying with its rivals) and Massa did a good job to fractionally outpace team-mate Valtteri Bottas. Wasn't fast enough once he got into the lead of the race, but drove better on the hard tyre and was much faster than Bottas in the wet at the end.



VALTTERI BOTTAS

Worried about overheating the medium tyre during practice, but things turned around so that both the Williamses outqualified the Ferraris. Was passed too easily by Hamilton on lap one, and later by Rosberg (but got away with it). Getting stuck behind Massa ruined chance of a better result had race remained dry, but poor wet pace meant he was lucky to take fifth.

FERRARI



SEBASTIAN VETTEL

The four-time champion was pretty underwhelming until the last 15 laps of the race, when the rain began to fall. Good strategy got him back ahead of Hulkenberg and Kvyat after a poor start, but he passed team-mate Kimi Raikkonen decisively and timed his stop for inters to perfection to vault both Williamses. Mistake-free and very fast in pulling off third place from nowhere.



KIMI RAIKKONEN

Is The Iceman feeling the pressure? He was actually on better form here than recently, on a difficult weekend for Ferrari. He outqualified Vettel for only the second time (the first if you discount technical problems), and was marginally better during the dry phase of the race. But he had to pit twice for inters after overreacting to being passed by Vettel in the wet, which was costly.

LOTUS



ROMAIN GROSJEAN

The E23 was difficult to drive here, even after Lotus fixed the aero failure that caused Grosjean to find the Luffield gravel on Friday. Battled oversteer on the medium tyre but even had he strung all his best sectors together he still wouldn't have made the top 10 in qualifying. Unfortunate crash with the sister car of Maldonado ended Grosjean's race on lap one.



PASTOR MALDONADO

Didn't enjoy the smoothest Friday, thanks to a clutch problem in first practice, and came close to dropping out of Q1 thanks to a track-limits offence at Copse. Struggled a lot with oversteer, and the fact that the E23 is a bit too gentle on the harder-compound tyres, but still expected to score points until he was wiped out innocently on the first lap of the race.

MANOR



WILL STEVENS

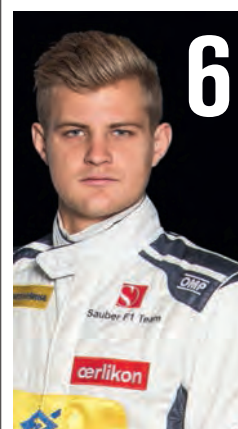
Revelled in improvements to upgraded MR-03B, which featured changes designed during 2014. Qualified well ahead of his team-mate, even allowing for Merhi losing his best time for a track-limits offence. Stevens started the race strongly, but lost 14s in the pits switching to inters – the team wasn't ready! Battled Merhi thereafter, until costly 'off' on worn rubber at Luffield.



ROBERTO MERHI

After a strong recent run this was actually a very poor weekend for Merhi until the latter stages of the race. Even without his track-limits offence, he was still over 0.5s slower than Stevens on pure pace in qualifying. The race was better, but he was well behind until the Stevens pitstop blunder. Manor's best result of the year doesn't disguise one of Merhi's weaker GPs.

SAUBER



MARCUS ERICSSON

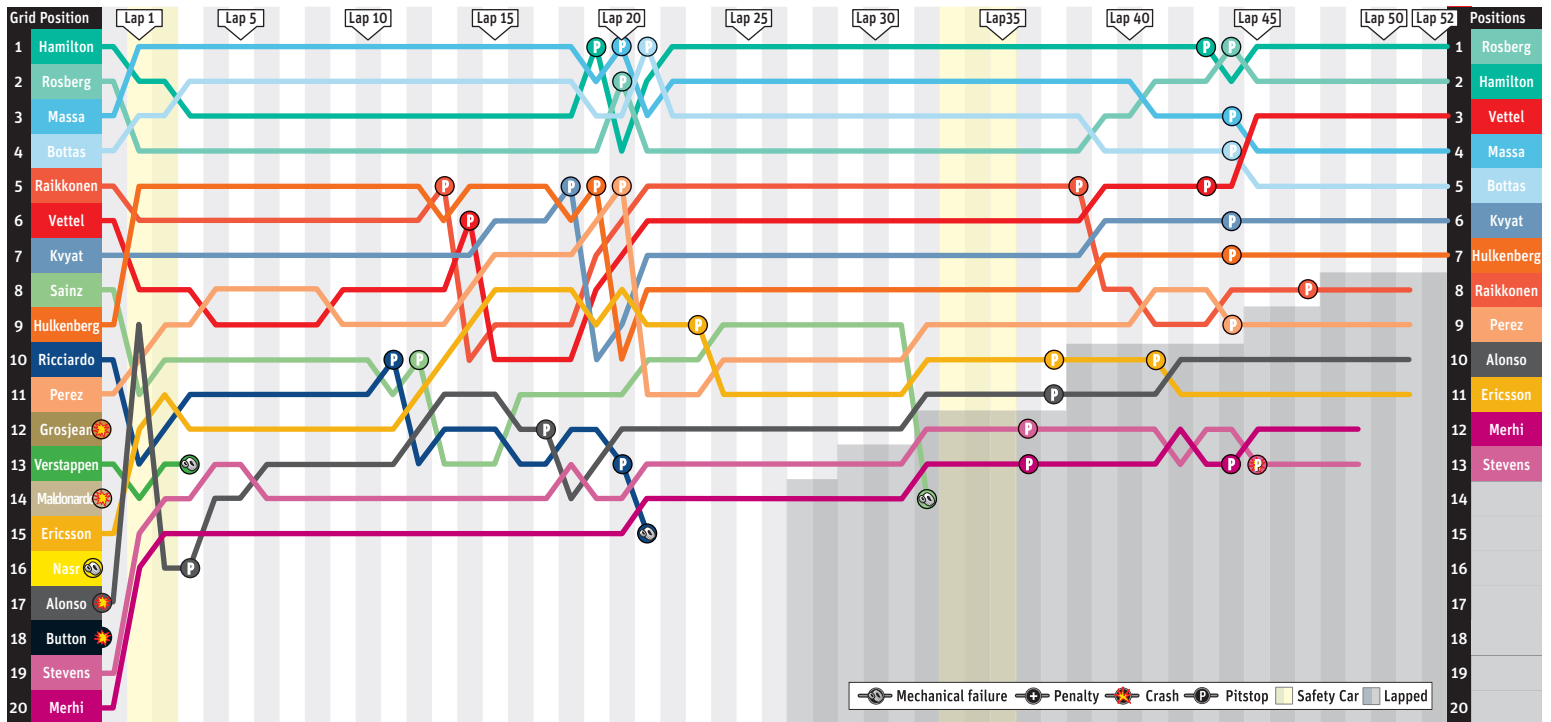
This circuit exposed the aerodynamic weakness of the C34, but at least Ericsson's ECU was working here. Did well to lap two tenths clear of team-mate Nasr in Q1, but dropped time in Q2 to be just one place ahead on the grid. His race was unspectacular, but the final point was there for the taking. Changing tyres three times in six laps when the rain fell blew it.



FELIPE NASR

Nasr is ahead of Perez, Maldonado and both Toro Rosso drivers in the championship, despite driving a worse car, but this was a disastrous race for the Brazilian. Blamed cold tyre blankets for a poor qualifying run, which meant the practice edge he had over Ericsson was reversed. No chance to make amends in the race, thanks to gearbox failure en route to the grid.

RESULTS



PRACTICE 1: Friday

POS	DRIVER	TIME
1	ROSBERG	1m34.274s
2	HAMILTON	1m34.344s
3	VERSTAPPEN	1m35.530s
4	RAIKKONEN	1m35.588s
5	SAINZ	1m35.669s
6	VETTEL	1m35.739s
7	RICCIARDO	1m35.818s
8	KVYAT	1m35.876s
9	HULKENBERG	1m36.157s
10	MASSA	1m36.469s
11	NASR	1m36.855s
12	PEREZ	1m36.889s
13	WOLFF	1m37.242s
14	PALMER	1m37.262s
15	MARCIELLO	1m37.372s
16	MALDONADO	1m38.080s
17	ALONSO	1m38.222s
18	BUTTON	1m38.860s
19	STEVENS	1m38.981s
20	MERHI	1m40.477s

PRACTICE 2: Friday

POS	DRIVER	TIME
1	ROSBERG	1m34.155s
2	RAIKKONEN	1m34.502s
3	VETTEL	1m34.522s
4	HAMILTON	1m34.621s
5	KVYAT	1m35.009s
6	RICCIARDO	1m35.153s
7	VERSTAPPEN	1m35.300s
8	HULKENBERG	1m35.387s
9	SAINZ	1m35.866s
10	MASSA	1m36.147s
11	MALDONADO	1m36.164s
12	BOTTAS	1m36.183s
13	PEREZ	1m36.351s
14	GROSJEAN	1m36.728s
15	ALONSO	1m36.731s
16	NASR	1m36.822s
17	BUTTON	1m37.196s
18	ERICSSON	1m37.327s
19	STEVENS	1m38.279s
20	MERHI	1m39.878s

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	HAMILTON	1m32.917s
2	ROSBERG	1m33.469s
3	RAIKKONEN	1m33.692s
4	VETTEL	1m33.918s
5	VERSTAPPEN	1m34.147s
6	SAINZ	1m34.282s
7	MASSA	1m34.501s
8	BOTTAS	1m34.538s
9	KVYAT	1m34.545s
10	MALDONADO	1m34.708s
11	HULKENBERG	1m34.886s
12	RICCIARDO	1m34.896s
13	PEREZ	1m35.121s
14	GROSJEAN	1m35.246s
15	NASR	1m35.587s
16	BUTTON	1m35.695s
17	ERICSSON	1m35.919s
18	ALONSO	1m36.101s
19	STEVENS	1m37.989s
20	MERHI	1m38.285s

FRIDAY TESTERS

1	WOLFF	1m37.242s
2	PALMER	1m37.262s
3	MARCIELLO	1m37.372s



Weather: track 30C, air 18C, sunny

Weather: track 46C, air 23C, sunny

Weather: track 26C, air 21C, overcast



QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	HAMILTON	1m33.796s (4)	1m33.068s (3)	1m32.248s
2	ROSBERG	1m33.475s (2)	1m32.737s (1)	1m32.361s
3	MASSA	1m34.542s (9)	1m33.707s (7)	1m33.085s
4	BOTTAS	1m34.171s (5)	1m33.020s (2)	1m33.149s
5	RAIKKONEN	1m33.426s (1)	1m33.911s (9)	1m33.379s
6	VETTEL	1m33.562s (3)	1m33.641s (5)	1m33.547s
7	KVYAT	1m34.422s (8)	1m33.520s (4)	1m33.636s
8	SAINZ	1m34.641s (11)	1m34.071s (10)	1m33.649s
9	HULKENBERG	1m34.594s (10)	1m33.693s (6)	1m33.673s
10	RICCIARDO	1m34.272s (7)	1m33.749s (8)	1m33.943s
11	PEREZ	1m34.250s (6)	1m34.268s	-
12	GROSJEAN	1m34.646s (13)	1m34.430s	-
13	VERSTAPPEN	1m34.819s (14)	1m34.502s	-
14	MALDONADO	1m34.877s (15)	1m34.511s	-
15	ERICSSON	1m34.643s (12)	1m34.868s	-
16	NASR	1m34.888s	-	-
17	ALONSO	1m34.959s	-	-
18	BUTTON	1m35.207s	-	-
19	STEVENS	1m37.364s	-	-
20	MERHI	1m39.377s	-	-

Weather: track 36C, air 22C, sunny

QUALIFYING STATISTICS

	HEAD TO HEAD	
ROSBERG	1	8 HAMILTON
RICCIARDO	5	4 KVYAT
MASSA	6	3 BOTTAS
VETTEL	7	2 RAIKKONEN
ALONSO/MAGNUSSEN	4	4 BUTTON
PEREZ	2	7 HULKENBERG
SAINZ	6	3 VERSTAPPEN
GROSJEAN	8	1 MALDONADO
ERICSSON	3	6 NASR
STEVENS	5	2 MERHI



POLE POSITION TROPHY

HAMILTON
AUS MAL PRC BRN MC CDN A GB 8

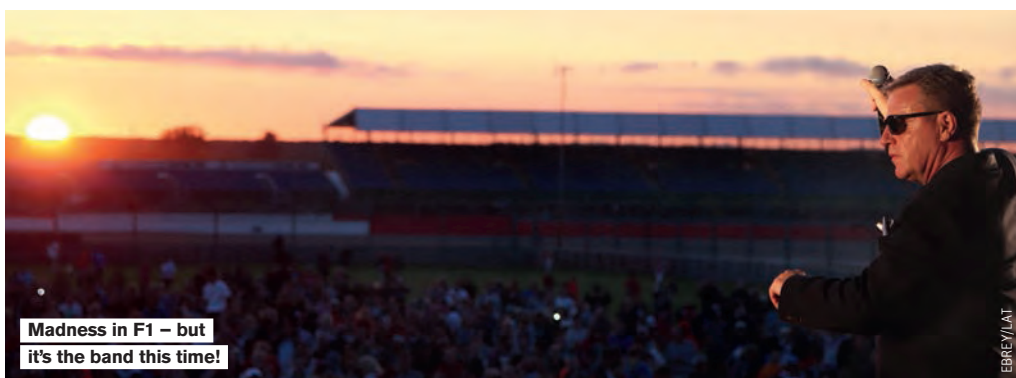
ROSBERG
E 1



IN PICTURES



Sellout crowd got (largely) good weather



Madness in F1 – but it's the band this time!



McLaren bore anti drink-drive message



Manor's Merhi rotates in front of team-mate Stevens



Sir Stirling demonstrated his 1955 British GP winner

EBREY/LAT



Red Arrows laid on aerial spectacle

EBREY/LAT

Sparks from Red Bull, but little sparkle



EBREY/LAT



Grid girl tradition remains for now

EBREY/LAT



Photographers fought for best post-race shot

FERRARO/LAT



Merc drivers were feted like rock stars

ETHERINGTON/LAT



Former bomber base is no stranger to militaria

EBREY/LAT



Podium ceremony prompted a scramble

MAUGER/LAT



Lewis got his wish for a better trophy

HONE/LAT

F1'S RADICAL RACE-FORMAT PLAN

Discussions have been started about having additional Saturday races at grands prix, to replace qualifying or practice, or to give young drivers a runout. By **LAWRENCE BARRETTO**

WHAT IS ON THE TABLE

For the first time in history, the Formula 1 World Championship could feature more than one race on a single weekend if plans for a revolutionary overhaul of the current format are pushed through.

The philosophy of a grand prix weekend has remained largely unchanged since the first year of the



Young-driver races could give Wehrlein a chance

XPB / ACP

World Championship in 1950, with tweaks to the qualifying format and the abolition of the warm-up the biggest changes in recent years, and race distances reduced to the current level below 200 miles in 1971.

But following a Strategy Group brainstorm, which took place last week and was aimed at improving the show for the fans, F1 could see less practice and more racing.

These remain concepts at the moment but could result in the removal of third practice on Saturday morning in favour of a sprint race. This could either be in addition to a qualifying session on Saturday or play the role of qualifying, with the result deciding the grid for Sunday's grand



The DTM has returned to a two-race format

prix, which would remain the weekend's showpiece event.

Another option is to have an additional race for young drivers, with all the teams fielding one driver in a third car and the top performers allowed to go through to contest Sunday's grand prix. But this would require teams to bring a third chassis to races and thus require tweaks to logistics, while also inevitably

increasing costs.

Should F1 move to a two-race format, it would follow in the footsteps of many other international motorsport series. The DTM, for example, returned to a double-header system for 2015, with each race having a 20-minute qualifying session and the races offering equal points. Meanwhile, the Macau Formula 3 GP has a qualifying race for the main race. The GP2 and

FERRARO/LAT



WHAT THE DRIVERS SAY

The prospect of a new race format has received a mixed reception from drivers, with four-time world champion Sebastian Vettel against the idea of a Saturday race being introduced to spice up the format.

"I love racing, but I'm traditional on some things so I'm not in favour of it," says the German. "A grand prix should be a grand prix. I know it's only a qualifying race but it will take some of the spectacle from Sunday. I think we have different issues to solve, rather

"A grand prix should be a grand prix"

Sebastian Vettel



S.BLOXHAM/LAT

than if we have a race on Saturday."

Nico Rosberg references the DTM's switch to a two-race format for this year and says he is open to the change, but like Vettel also urges caution on going against F1's traditions.

"DTM just did it and I think that was quite successful for them," he says. "It gives more to the fans. We're all here anyway, so it's something to look into. The only thing I find a pity is it goes away from the Formula 1 tradition – that's the biggest thing that would bother me. It's like suddenly having seven Grand Slams in tennis instead of four – that would really bother people."

Reigning world champion Lewis Hamilton is more positive, suggesting he would embrace change. "I would be very, very happy for the weekend to change," he says. "I've been here nine years – Thursday-Friday-Saturday-Sunday always exactly the same – so I'd be happy for them to muddle it up to make it more exciting.

"If the format is the same for the next seven years I don't think I could take that! It would be sensible for the people who have to make those decisions to sometimes consult the drivers.

Sometimes the gut-feeling decision you take is better than the theoretical best choice. It would be positive for them to ask us and I'd love to help



ETHERINGTON/LAT

"If the format is the same for the next seven years I don't think I could take that!"

Lewis Hamilton

in any way I can."

Hamilton's former McLaren team-mate Jenson Button, though, is more dismissive of the discussion. "I don't think that's going to happen," says the 2009 world champion. "It's not worth even commenting on, because it's not going to happen."

WHAT THE TEAMS SAY

Williams deputy team principal Claire Williams says while there are plenty of ideas on the table regarding race-weekend formats, it's still too early to go into much detail.

"At the moment the ideas that we

wrong and then having to retract ideas.

McLaren racing director Eric Boullier says the changes had been discussed on the back of fans voicing their thoughts. "We have discussed a change of weekend format actually

"I think it's very easy to come up with ideas in a meeting" Claire Williams

are considering are embryonic and we have to ensure that we do a full analysis of those ideas," she says. "I think it's very easy to come up with ideas in a meeting and then to come out and talk about them in the public and get everyone very overexcited about them. Not actually having done the full analysis can lead to disappointments, getting things

based on the fans' requests," he says. "We have thought about the financial consequences which we don't see as negative, yet there will be some, definitely. This is why it needs to be addressed. We believe, collectively, a change of format, not necessarily of the race or qualifying but something else, maybe would be good for Formula 1, maybe a good content – if I may use



STALEY/LAT



DJIBAR/LAT

Ocon: a Force India Saturday star?

GP3 Series on the F1 support card have run two races per weekend since their births in 2005 and '10 respectively. IndyCar also holds one double-header per season.

The FIA and Formula One Management will now assess the concepts for feasibility, with developments expected at the next Strategy Group meeting planned for September.



M1 Procars pitched F1 boys together

this word – for the people who are attending the track."

Red Bull boss Christian Horner believes "anything is possible" with regards to the new race format, although he has appeared to rule out introducing a reversed grid or awarding points for qualifying. But he does suggest introducing a single-make race, like the old BMW Procar series of 1979-80.

"I think a fun idea for the fans and the promoters is to introduce something like the old BMW M1 Procar series, where the top guys jumped in a one-make car and raced," he says. "Perhaps we could bring out some older drivers and put them against the new guys and do it on a grand prix weekend. Nowadays drivers have more time than ever. It is a concept to be discussed. Why not?

Sirotkin snowball seals Silverstone success

With his speed building and bad luck diminishing, Russian Sergey Sirotkin finally took a consummate pole and maiden series win. **EDD STRAW** watched him do it



GP2

Silverstone (GB)

July 4-5

Round 5/11



38

YOU WILL PROBABLY REMEMBER SERGEY SIROTKIN – if you remember him at all, that is – as the teenager who was supposed to race for Sauber in Formula 1 in 2014. Chances are, you have him down as a no-mark pay driver whose grand prix deal fell apart and expected never to hear from him again. If so, you are doing the Russian a disservice, for while his career up to this point has been erratic, it's more the story of unfulfilled potential than of a no-hoper.

Sirotkin proved beyond all doubt that he is a driver of real ability by taking a dominant victory from pole position in the Silverstone feature race. This was no bolt from the blue, because after drawing a blank during the first two race weekends the Rapax driver has picked up only six points fewer than championship dominator Stoffel Vandoorne since then. As Alexander Rossi, who holds second in the points, said of Sirotkin, "there's another

contender in the championship now".

Sirotkin's win was partly made possible by Vandoorne having, by his standards, a disastrous weekend. Such is the level that the McLaren junior has achieved that this means he 'only' finished third in Saturday's feature race and then followed that up with ninth, after suffering a late-race misfire, in Sunday's sprint.

That's hardly terrible, but it opened the door for his challengers to take the initiative. That meant it was Sirotkin's day, although it's important to note that he did beat Vandoorne to pole position in a straight fight. Again, this was not a complete shock as Formula Renault 3.5 graduate Sirotkin had been a threat in qualifying two weeks earlier at the Red Bull Ring.

"Silverstone was another step," said Sirotkin. "I'd never driven here before the weekend, and even if the car was as good as it was in Austria I was not expecting the pole and win. But it's like

a snowball – it started to come slowly in Monaco and now it is starting to come more and more and we are building the confidence. We have nothing to lose. I'm a rookie fighting the top drivers so there is no pressure."

Sirotkin didn't have it all his own way, losing the lead at the start to Richie Stanaway. The Status Grand Prix driver was lightning-fast off the line, barging between Sirotkin and Vandoorne to take the lead. It was short-lived as Sirotkin mugged the Kiwi at the entry to Club Corner after a safety-car restart and never looked back.

Aided by the second-place battle – which Stanaway led for some time before being shuffled back then retiring with left-rear suspension failure – Sirotkin established a comfortable advantage and had the race utterly under control to the flag. It seemed like a breakthrough, the culmination of several years of steady improvement. But Sirotkin himself credits it more to his bad luck disappearing.

"In the past two years, everything went absolutely upside down," he said. "Even little things were done in the worst possible way; you would not believe how much bad luck it's possible to have during a season. Now was the time to get my good luck back. I don't think I have become a much stronger driver, it's just that we are not struggling with stupid things."

Sirotkin backed up that result with a point for eighth in the sprint race. But he still has some way to go to establish himself as best of the rest behind Vandoorne. As well as Rossi, Campos Racing's Rio Haryanto, who bagged his third sprint-race win of the season after his qualifying was undermined by a sensor problem, also stands between him and second place.

Realistically, it seems that this battle is going to

Sirotkin is greeted by Rapax team in parc ferme...





Sirotkin (18) heads off after fast-starter Stanaway (not pictured)



ROWLAND SCORES ON DEBUT

FR3.5 championship leader Oliver Rowland (above) made his GP2 debut for MP Motorsport in the seat vacated by Sergio Canamasas prior to the previous round in Austria. Rowland finished 10th in the feature race after a time penalty for exceeding track limits that cost him reversed-grid pole, then picked up points with seventh in the sprint.

PIC PUNISHED; KING FLIES

Arthur Pic was given a 20-second time penalty that cost him sixth place in the feature race for booting Jordan King into a spin at the final corner. King started the sprint race down in 22nd, but showed his pace by charging back up to 10th.

CANAMASAS, CECOTTO BACK

Sergio Canamasas returned to GP2 after a one-event absence, taking over the Lazarus entry of Zoel Amberg, who continues to be unavailable because of illness. He took a best finish of 15th in the feature race. Johnny Cecotto, who also missed a round after leaving Hilmer Motorsport, replaced Marco Sorensen at Carlin.

LANCASTER IN AT HILMER

Jon Lancaster was drafted in mid-season by the Hilmer Motorsport squad for the third successive year. The 26-year-old missed qualifying thanks to an engine change, then took 16th and 17th places in the two races.

EVANS'S WOES CONTINUE

Former GP3 champion Mitch Evans's disastrous season continued at Silverstone. The New Zealander had to retire from the feature race after his headrest came loose and flew off the car on Hangar Straight.

YELLOLY DOUBLES UP

Nick Yelloly (below) continued to make progress after his late start to the season with Hilmer. He took seventh in the feature and fifth in the sprint, passing both Sirotkin and Alex Lynn late on in the latter.

I don't think I've become a stronger driver, just that we're not struggling with stupid things

SERGEY SIROTKIN

be for second, with Vandoorne still a mighty 65 points clear, but Rossi could at least take solace from the fact that, for the first time this year, he had chipped away at the Belgian's advantage.

"We have been looking to do that for quite a few weekends now and to do that was the confidence boost we needed," said Rossi. "We beat him on track on Saturday and then went forward in the sprint race. So now we can go on a high to the next race."

Rossi not only beat Vandoorne in the feature, but overtook him around the outside to do so on his way to second place. Vandoorne was quick to avoid excuses, admitting that his pace wasn't great after dropping to fourth place at the start — initially behind ART team-mate Nobuharu Matsushita, who lost a likely podium when he retired with an engine problem. He talked of damage limitation, which is the fallback position of any championship contender on a bad weekend. If you win titles based on how good your bad weekends are, Vandoorne is still very much on course.



...before celebrating his maiden victory

Haryanto remains in contention after taking that third Sunday victory of the season. It was a good recovery from the Indonesian, who started Saturday's race from 15th. As usual he raced well, inheriting eighth place in the feature race and reversed-grid pole thanks to penalties for Arthur Pic and Oliver Rowland. He then converted that into a comfortable win over Raffaele Marciello and DAMS driver Pierre Gasly.

But this weekend was all about Sirotkin. With Vandoorne still on course for the title, the battle for best of the rest is where the real interest lies. And Sirotkin is going to be a threat.

FOR FULL RESULTS, PAGE 54



Kirchhofer fends off late challenge from Bernstorff

Marvin Kirchhofer made up ground on GP3 championship leader

Luca Ghiotto, but had to work hard for victory. By **AARON ROOK**



40

MARVIN KIRCHHOFER SEEMED TO HAVE EVERYTHING under control for much of the GP3 feature race at Silverstone. After holding the lead from pole, he built and held an advantage of around a second over Arden International's Emil Bernstorff as the pair pulled away from the pack for much of the race. Then, at the start of the penultimate lap, there was Bernstorff suddenly right on his tail.

With ART Grand Prix driver Kirchhofer struggling for grip, Bernstorff had the pace to challenge and they ran side-by-side down the Wellington Straight. But Bernstorff couldn't quite find a way past and, when he attempted a lunge around the outside of Luffield, he was forced to yield. He managed to stay with Kirchhofer for the remainder of the race, but no other opportunities to pass presented themselves and the order remained set.

"It was definitely not an easy race," said Kirchhofer. "We still struggle a bit with the balance of the car, so we lost quite a lot of performance and Emil was just quicker at the end. It was really difficult for me to keep the lead

GP3 Silverstone (GB)

July 4-5

Round 3/8



but in the end it worked out and I think we had a nice fight. It's a better feeling to win a race like this than being alone at the front and just doing the laps on your own."

Bernstorff, who hasn't won a race in GP3 since June last year, was quick to dismiss claims that he was being too cautious in race one, stating that consistency is just as important in the long run.

"I was trying to go for the win there and force a way past but I had to settle for second," said

the Anglo-Dane. "It's all about consistency really. You have to score every weekend, maybe that's just my driving style."

Koiranen GP driver Matt Parry enjoyed his best weekend to date in GP3. The Welshman picked up his maiden podium in race one and finished fifth in race two, where he couldn't find a way past team-mate Jimmy Eriksson.

A man who did make his way past Eriksson was championship leader Luca Ghiotto. The Trident driver completed a bold move around the outside of the Swede at the penultimate corner on the final lap to clinch fourth in race one. He followed that up with a poor start in race two, from which he never recovered. This left him frustrated since he lost a potentially valuable scoring opportunity.

"I feel bad because our potential was not to be fourth or seventh," said Ghiotto. "We had the potential to be first. In qualifying we were sixth, which was my fault, and if you lose out in qualifying then it's difficult to have a good race. It's better to finish seventh today, though, than to crash and have a DNF because I am leading the championship so I can't risk too much."

In race two, Kevin Ceccon bounced back from writing off his chassis in a startline shunt in the previous event at the Red Bull Ring by taking his maiden GP3 win. A blistering start from second on the grid to breeze past polesitter Ralph Boschung, who also took his maiden podium, was the key to his success.

European Formula 3 champion Esteban Ocon made easy work of Boschung at the start too, and immediately put some pressure on Ceccon.



Ceccon took his first GP3 victory



Bernstorff (right) couldn't make the pass stick



Eng extended his points lead

PORSCHE SUPERCUP SILVERSTONE (GB), JULY 5 RD 4/8

Eng hounded all the way to maiden Supercup win

PHILIPP ENG HEADED INTO THE SILVERSTONE weekend with a striking omission from his Porsche Supercup CV – a victory. He led the championship thanks to a string of podium finishes, but it wasn't until he crossed the line just over 1.5 seconds clear of Alex Riberas that he finally ticked that box.

While Eng converted pole position into a lights-to-flag victory, he wasn't completely untouchable at Silverstone. Riberas, driving for Lechner Racing, only missed out on pole by 0.033 seconds and shadowed Eng's Project 1 car throughout the race. In the closing stages Riberas latched onto Eng's bumper, but was unable to make a pass and Eng put the hammer down to re-establish his advantage.

Even so, this was an excellent weekend for Riberas, whose second place was his best in a season and a half in the Supercup. He claimed fastest lap for good measure, with he and Eng having an advantage of several tenths per lap over the field. He admitted that Eng simply didn't make the mistake that would give him the opportunity to attack.

GP2 race winner Michael Ammermuller took third place, with Ben Barker the best of the home drivers in fourth. The best-placed of the Porsche Carrera Cup contingent was championship leader Dan Cammish in ninth place. He had a dramatic race in the pack, ultimately following home reigning French champion Come Ledogar.

But the surprise absentee from the top 10 was Kuba Giermaziak, who narrowly missed out to Earl Bamber in the title chase last year. The Pole has had a string of weak results and was baffled by the fact that his car refuses to react to set-up changes or show the expected pace. Already, his title push appears to be in tatters.

● Edd Straw

RESULTS

1 Philipp Eng, 13 laps in 27m41.090s; 2 Alex Riberas, +1.561s; 3 Michael Ammermuller; 4 Ben Barker; 5 Christian Engelhart; 6 Matteo Cairoli; 7 Christopher Zochling; 8 Come Ledogar; 9 Dan Cammish; 10 Jeffrey Schmidt. **Fastest lap** Riberas, 2m07.064s, 103.709mph. **Points 1 Eng, 70;** 2 Riberas, 56; 3 Ammermuller, 55; 4 Engelhart, 54; 5 Barker, 37; 6 Kuba Giermaziak, 35.



Eng led from lights to flag



Great Britain
03-04-05 JULY 2015

Kirchhofer had to fight for victory

It's better to win a race like this than being alone at the front and doing laps on your own

MARVIN KIRCHHOFER

The Arden driver was wise to the threat, though, and began to increase his lead with a spell of fastest laps.

Ocon tried his best to close the gap towards the end, but Ceccon maintained the gap well to cross the line 1.5s clear of the Frenchman. "I was just managing Ocon and I was awaiting his comeback," said Ceccon. "But I managed the situation well. In the last two laps we pushed a lot because he tried to come back, but we kept the same gap."

Jenzer Motorsport driver Boschung was happy with his first podium, but admitted he had his sights set on a win. "I started from pole so we could have and should have won the race," said the Swiss rookie, a graduate from ADAC Formel Masters. "But I messed up with the start and that's where I lost two positions."

➔ FOR FULL RESULTS, PAGE 54

Blancpain Sprint

Moscow Raceway (RUS)

July 3-4

Round 4/7



Win was a surprise after qualifying performance

Bentley blows through to unlikely maiden victory

TWO AMAZING STARTS SEALED A FIRST BLANCPAIN Sprint Series victory for Bentley at the hastily arranged Moscow Raceway fixture on Saturday. Maximilian Buhk and Vincent Abril didn't look like victory contenders after the former qualified only eighth, but opportunist getaways by the drivers in each of the two races allowed the HTP Motorsport duo to take an unlikely victory.

The Bentley Continental GT3 wasn't the car to have around the tight and twisty Russian circuit, more so because a variation of the track used last weekend incorporated a chicane before the quick left-hander at the end of the back straight (for the first time at an international fixture since the inauguration of the track with Formula Renault 3.5 in 2012). So much so that Buhk and Abril were neither unduly disappointed to qualify eighth nor hopeful of decent result in the race.

"We are nowhere and that was the pace of the car – we weren't hiding anything," said Abril. "We know this isn't a good track for us, because we can't use the downforce of the car, and it is not going to be easy to overtake."

The Bentley duo beat the latter issue by doing their overtaking at the start. Buhk propelled the lead HTP Bentley into fifth at the first corner.

"I felt like everyone else was sleeping a little bit," he said. "I was full throttle when the race went green, so I was also a little bit lucky."

Fifth place became fourth on lap two when Buhk nipped past Markus Winkelhock in the Phoenix Audi R8 LMS ultra. Fourth then became third when a decent stop from the HTP crew, and a slow one for the mechanics of the third-place Attempto McLaren 650S GT3 driven by Kevin Estre and Rob Bell, dropped the McLaren to sixth.

Abril might have been up to third, but he had nothing for Marco Seefried in the Rinaldi Ferrari 458 Italia ahead of him. That explained why Buhk reckoned another P3 would make for a decent grid position in the full-points main race that started just two hours after the qualifier.

Abril then took a leaf out of Buhk's book and judged the start to perfection. He drove between the front-row Lamborghini Gallardo LP560 R-EX driven by Albert von Thurn und Taxis, who had dominated the qualifying race together with Nicky Catsburg, and Seefried. It looked like a bit of blinder from the Frenchman, but the front row guys were definitely slow away.

That explains what happened next – and why Abril was the better part of two seconds ahead by



Abril (right) set up win with great start

the end of the first lap of the 2.46-mile track. Caca Bueno tried to follow Abril between the front-row cars in his BMW Team Brazil entry and got squeezed. Seefried was knocked wide onto the asphalt run-off, while the Lambo of von Thurn und Taxis spun into retirement around the nose of Enzo Ide's WRT Audi R8 LMS ultra

That allowed the second of the Brazilian-entered BMW Z4 GT3s up into second in the hands of Valdeno Brito, who spent three laps fending off Seefried. Abril was three seconds clear by the time the Ferrari was past the BMW.

The chances of the Rinaldi team beating the Bentley disappeared with a slow pitstop and then a stall from Norbert Siedler. Winkelhock, who was driving alone and not for points after team-mate Niki Mayr-Melnhof had to return home for family reasons, jumped to second at the pitstops, but never looked likely to get on terms even before a drive-through for an unsafe release dropped him to sixth at the finish and allowed the BMW to take second.

"We weren't the fastest this weekend," said Abril, "but we kept our heads and didn't make any mistakes. There isn't a scratch on the car."



Reiter Lamborghini dominated race one

FOR FULL RESULTS, PAGE 54

IN THE PADDOCK

GARY WATKINS
CONTRIBUTOR

@gazzasportscars



WE'VE BEEN WAITING FOR DETAILS of the FIA GT World Cup for months, and now we've received the best possible news about the event on the streets of Macau in November. It is going to be a shoot-out between the world's top GT3 manufacturers and the Stephane Ratel Organisation is going to be putting together the grid.

The World Cup was announced back in March with a short line in the bulletin from the FIA World Motor Sport Council. The problem was that neither the authorities in Macau nor the FIA were able or willing to put any meat on the bones.

Now we know the plan is for the event to be fought out by seven manufacturers, each represented with three cars fielded



The Macau GT3 race always attracts a packed grid of cars

by factory or factory-supported teams – and a professional driver in each of them. It is a mouth-watering prospect and will be event that, to my mind, renews the spirit of the FIA GT1 World Championship of the early part of this decade.

Ratel's role is equally good news. The architect of GT3, as the man at the tiller of the BSS and BES, is best-placed to

draw together a top-notch entry. No one else has the same contacts, or I would say the same resolve, when it comes to put together a grid.

And Ratel will want to make it a success. It shouldn't be forgotten that the idea of a World Cup was his idea, even if he did make it clear from the start that he didn't want to promote what he conceived

as a kind of nations Cup.

A competition between the top GT3 manufacturers is an even better idea, but I do have two interlinked regrets. The first is that I won't be able to be present courtesy of a clash with the World Endurance Championship finale. The second is that many of the world's top GT drivers are going to be busy that day, too.

Manufacturers for Macau

THE INAUGURAL FIA GT WORLD Cup in Macau in November is set to be fought out by a grid of manufacturer entries put together by the Stephane Ratel Organisation.

Stephane Ratel, whose eponymous company runs the BSS and sister Blancpain Endurance Series, has agreed a deal with the Macau organisers to bring the grid together for the double-header sprint event on the Formula 3 Grand Prix bill on November 19-22. His task now

Ratel has to fill grid



FIA GT World Cup replaces previous Macau GT Cup

is to attract seven GT3 manufacturers with three cars each raced by a professional driver.

"There are 10 or 11 manufacturers currently involved in GT3 in proper way and it is not realistic to have all of them, but we think that seven should be possible," explained Ratel, who revealed that he had received a positive response following initial enquiries. "We have sent an email to everyone and some have already come back and said they will be there – though I can't tell you who – and some still need to be convinced."

The aim is that each manufacturer makes the entries for its leading customer teams. The Belgian WRT squad, Audi's top team in GT3 competition, said that it was interested in attending.

Ratel said that he and the Macau organisers would have "to be pragmatic and re-adjust" should they fail to persuade seven manufacturers each to enter the prerequisite number of cars.

Seven spots on the entry are to be reserved for regulars in the Macau GT Cup, which the new event replaces on the Macau schedule.

I had to go back to Prague and come back with a big bag of suspension parts

Alexey Karachev explains his overnight dash to GT Russian Team HQ that allowed the Mercedes he shared with Christophe Bouchut to be repaired in time to take Pro-Am honours in both races



Street race may happen in 2016

BSS BOSS STEPHANE RATEL IS aiming to revive plans for a street event in Moscow for next season.

The street race on a 1.7-mile circuit laid out in the university district of the city was cancelled just three weeks before the event and replaced as the venue for the Russian round by the Moscow Raceway. The cancellation followed demonstrations over a decision to site a statue in a square that would have formed the paddock.

"It is a beautiful location and the roads are nice and wide, which would have made



Moscow event changed venues

for a really good circuit," Ratel said.

"It is the right location and we have the right partner in Korsia Media [the event promoter], so I really want to come back to the city next season."

SPLUNTEREN STAYS

Dutchman Max van Splunteren is set to remain with the HTP Bentley squad alongside Jules Szymkowiak for the remainder of the BSS after joining the team in Russia. The 19-year-old will also drive HTP's additional Pro-Am entry in this month's Spa 24 Hours Blancpain Endurance Series round.

ENTRIES DECLINE

The BSS entry dropped to 18 cars despite the additional entry from RJN. The ISR Audi squad has dropped to one car after Anders and Thomas Fjordbach opted to end their campaign, while plans by Russian SMP Racing to field a trio of Ferrari 458 Italias were abandoned.

ATTEMPTO DIALS 911

The German Attempto Racing squad ran a Porsche 911 GT3-R in place of its second McLaren 650S GT3, which was unavailable for technical reasons. The Porsche was driven by former German Formula 3 class champion Sergey Chukanov and Ivan Samarin.

HAMMANN TIME

Nick Hammann (below), winner of the 2014 US Nissan GT Academy, made his first race start since his prize drive in January's Dubai 24 Hours with the RJN squad, which was making a one-off BSS appearance in Russia.



TANAK STARTS AS OGIER WINS AGAIN

World champion Sebastien Ogier disappeared up the road in a super-fast cloud of dust, but behind him the real star of the show was Ott Tanak, who gave M-Sport a much-needed podium. By **DAVID EVANS**

Photography McKlein.de





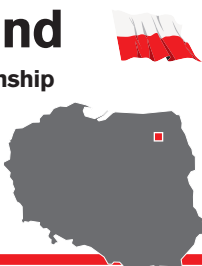
Tanak overcame brake issues to take fine third...



Rally Poland

World Rally Championship
Mikolajki (P)

July 2-5
Round 7/13



EARLY IN 2009, THE TELEPHONE RANG. IT WAS Markko Martin. After a quick discussion about the rain in London and the temperature in Tallinn, the five-time World Rally Championship event winner was down to business.

"There's a driver you might be interested in," he said. "His name's Ott."

A very brief run down of Ott Tanak's success in Estonia followed. I asked Markko if he wanted me to do a story on him.

"No," was the immediate reply. "He hasn't earned one yet..."

Card Markko'd, I waited to see Tanak on his WRC debut in Portugal, where he was running one of Martin's Group N Subaru Imprezas. By the end of day two, he was setting class-winning times. Finland was next and his was the fastest pukka Group N car and ahead of a certain Kimi Raikkonen-pedalled Abarth Grande Punto. Then something broke and Tanak had an enormous shunt.

Notice had been served. Another quick Estonian was on the radar.

Since then, he's been on and off the radar a few times. At last week's Rally Poland, an event won for the second year in succession by Sebastien Ogier, Tanak was back in the headlines and this time he left an indelible mark, turning his potential into one of the most popular podiums in the sport's recent history.

HE'S GONE ALL SWEARY

Like his mentor Martin, Tanak's ability on fast rallies is beyond question; the pair were born and raised on roads commanding bravery and a big gear. M-Sport's Malcolm Wilson reckons Tanak is the more naturally talented of the two, but, according to MW, the 27-year-old lacks the clinical approach Markko brought to the stages.

Another attribute Tanak takes from Martin is his preference for profanities.

The end of the final stage of significance on Saturday night demonstrated that perfectly. Tanak had dropped six tenths of a second to Jari-Matti Latvala in SS15 and, so close was his fight with the Volkswagen-driving Finn, that it cost him third place.

Tanak was fired up and ready for SS16. After the second run through the Swietajno stage, only the superspecial remained; he wanted to wake up on Sunday ahead of Latvala.

For the sixth time on the rally, Tanak went P1. Arriving at the end of the stage, he locked on to the times and, when he saw he was back

to third, he let rip.

"Fuck the VWs!" he shouted with a broad grin on his face. "Yeah!"

How times have changed. On meeting Tanak in 2009, you could barely get a word out of the painfully shy youngster. Approaching him in the manufacturers' room at the end of Rally Poland, I couldn't help but smile. He shook hands, smiled and said: "Pull up a chair."

AS GOOD AS A WIN

"This is what the second half of the season is about," said Wilson on Saturday lunchtime.

"When we started this year, I talked to Ott about what we wanted and the first half was nothing silly, time in the car and more experience. But then, when we got to the faster rallies and the ▶



...that team boss Wilson reckoned "he really wanted"

TECHNOLOGY SUPPLIERS BUYERS

GET THE INSIDER TRACK
ON ALL THE LATEST
TECHNOLOGY & ENGINEERING

14-17TH JANUARY 2016*
NEC BIRMINGHAM



AUTOSPORT
INTERNATIONAL
The Racing Car Show

*14TH & 15TH TRADE DAYS ONLY

REGISTER NOW
AUTOSPORTINTERNATIONAL.COM
0844 335 1109



FERNANDO ALONSO

2014 Monaco Grand Prix, Monte Carlo, Sunday 25th May
Fernando Alonso (ESP) in his Ferrari F14-T leads team mate
Kimi Raikkonen (FIN) also in Ferrari F14-T



LEWIS HAMILTON

2014 British Grand Prix, Silverstone, Sunday 6th July
Race winner Lewis Hamilton (GBR) celebrates the end of the race
after winning again in his Mercedes AMG F1-W05



JENSON BUTTON

2014 British Grand Prix, Silverstone, Saturday 5th July
GP Qualifying,
Jenson Button (GBR) in his McLaren MP4-29



NICO ROSBERG AND LEWIS HAMILTON

2014 Canadian Grand Prix, Montreal, Sunday 8th June
Nico Rosberg (GER) leads his team mate Lewis Hamilton (GBR),
both driving Mercedes AMG F1-W05's.

Come and visit
www.legendsofthesport.co.uk
and receive a **£30** Personal Shopping
Voucher just for visiting!

(terms and conditions apply)



All Prints Offered on this Promotion available in 2 Limited Edition sizes:
28" x 18.66" (710mm x 475mm) or 45" x 30" (1145mm x 760mm)

LEGENDS OF THE SPORT

FREE
DELIVERY!

Stunning “limited edition” sets of of 500 canvas
prints, at affordable prices, from £119.99

THE
FORMULA ONE
COLLECTION

www.legendsofthesport.co.uk

LEWIS HAMILTON

2014 Abu Dhabi Grand Prix, Yas Marina, Sunday 23rd November.
Race Winner and World Champion Lewis (GBR), celebrates with his team
after clinching the championship in his Mercedes AMG F1-W05.



Trade Enquiries Welcome

To order your exclusive Limited Edition Canvas Print, go to: www.legendsofthesport.co.uk
For a call back, or all other enquiries, please email sales@legendsofthesport.co.uk quoting ref.
“Autosport Limited Edition F1 Offer”

SUBSCRIBE TO **AUTOSPORT** FOR ONLY **£6 EVERY 6 ISSUES**



SUBSCRIBER BENEFITS...

- ✓ **JUST £6** for your first 6 issues, thereafter pay only £34.99 every 13 issues
- ✓ **NEVER** miss an issue
- ✓ **FREE** delivery direct to your door
- ✓ **ACCESS TO** subscriber-only offers and discounts



CALL 08448 488 817 AND QUOTE ASP015 OR VISIT

www.themagazineshop.com/taspo/asp015

Terms & Conditions: This offer is open to UK residents only. If you require any assistance following the purchase of your subscription, then you can speak to a member of our customer service team on 01795 592 974, calls are charged at local rate. Overseas rates are available on +44 (0) 1795 592 974. Please allow 35 days for delivery of your first issue. Price is £6 for your first 6 issues then continuous Direct Debit payments of £34.99 every 13 issues unless you cancel. Direct Debit rates are fixed for 12 months after which they may be subject to change. Should prices change you will be informed in writing. Details of the Direct Debit guarantee are available on request. Should you wish to cancel the subscription thereafter it will be cancelled on expiry of your current term. Savings are based on the standard UK cover price of £3.70. Offer ends 31st January 2016.

*"In these ten years of Formula 1,
my greatest joys came
from the fans."*

Ayrton Senna

WWW.AYRTONSENNASHOP.COM

Instituto
**Ayrton
Senna**



A portion of the
revenue from
Ayrton Senna brand
goes to Ayrton Senna
Institute.



Ayrton Senna

INTERNATIONAL SHOP

► new car, then we wanted to see some speed. We've got that."

It was getting rid of the speed that was the problem early in Poland. Tanak felt his Ford Fiesta RS WRC's middle pedal go solid on the first run through Goldap, marking the start of the brake trouble that would hinder him throughout day one. The team wouldn't be able to work on the car due to regulations permitting only a change of tyres, with no service from the mechanics.

Astonishingly, Tanak led after SS3 and stayed there for the next three stages.

"The problem is not consistent," said Tanak, halfway through Friday's mileage close to the border with Russian enclave Kaliningrad. "The pedal is so hard I can hardly push it, so I come off it and hope it's OK when I go back on. We have no brakes to the rear of the car, so I am having to use the handbrake to slow it down."

Tanak and co-driver Raigo Molder bled the brakes time and again, but there was something more sinister in the system than air and the problem would remain until the end of the day.

With the front of the Fiesta doing all the braking, that was wreaking havoc with the soft Michelins. "The brakes are bringing so much heat to the tyres," said Tanak, gazing at the bald boots. "They're a bit fucked."

Sensing that his rally-leading superstar might be getting slightly hot under the collar himself, Wilson reached for his phone.

The message read: "OK guys, I know you are upset. Please be patient. You will still be in a strong position tomorrow. DON'T GET ANGRY. You have done a fantastic job so far, the result will come."

The message worked, right up until the final Friday stage when Tanak shipped 12.3s to Latvala. Enough was enough.

"No tyres, no brakes," he said. "It's not much fun anymore."

He ended Friday 5.9s behind Latvala in fourth place. A complete change of brake system and some new covers were enough for him to pass

Malcolm [Wilson] gave me another chance, so it's important that I pay him back

OTT TANAK

Latvala for third and, come Sunday, the final step of the podium was only going in one direction.

"I wanted it so badly," said Tanak. Wilson smiled soon after the finish. "I knew this was coming, you could see it in him this morning."

KEEPING THE FAITH

There were emotional scenes from the pair at the finish. Emotion's never been far away between the two of them – but it was the flip side just two rallies ago in Argentina. Having only just dried out the Fiesta after Tanak launched it into a Mexican lake, he was having water trouble in the Americas again – this time taking a wheel off in the Ascochinga stage in Argentina.

"I let him have it after that," said Wilson. "He got the hairdryer treatment."

In all honesty, Tanak had grown accustomed to that through his first full year at M-Sport in 2012, when crashing was something of a constant – leading to him being dropped at the year's end.

"Malcolm gave me another chance," said Tanak. "I can't forget that and it's really important for me that I can pay him back. This is a little bit of that. This one is for him and the M-Sport team. I know how hard the team is working to keep us in the championship and this means a lot."

Driver-facing onboard cameras had shown the ice-cool Estonian to have a steely star in his



Ogier flew to fifth win from seven 2015 starts

eye for three days. Now there was almost a tear.

"I must admit when I heard him talking on the radio, I did get a bit emotional," said Wilson. "This is like a win for us. It's so important. It shows what we can do, what our new car can do and what Ott can do."

AND THE WINNER IS...

Once again, Ogier seemed to find a new level to win in Poland. Despite running first on the road for 90 per cent of the route (nobody retired on Friday to run ahead of him on day two), the world champion was untouchable.

First on the road on these stages is nothing like the handicap he faced in places like Mexico or Sardinia – the speed changes everything. Without so many junctions and tight corners to brake for and accelerate away from the disadvantage is lessened.

The lack of grip is still there, but it's just dealt with at a far, far higher speed. Some of the footage from Ogier's Polo simply beggared belief as man and machine worked in absolute, total and complete harmony. Rarely has a driver looked so in control and so comfortable in a car under such extreme circumstances.

And that's the mark of a true champion, making the job look easy.

When it was far from it. "I feel," said Ogier, "like the guy walking on the rope."

Tightrope, knife-edge, take your pick. He danced with the devil, then showed him a clean pair of heels.

Coming into the event, insiders at Volkswagen were privately identifying Andreas Mikkelsen as the main threat to Ogier. The Norwegian had flown on this rally 12 months ago and, with 90 per cent of the route new, he looked set to do the same again.

Ultimately, he would only lead for one stage (SS2), but he remained a constant threat to Ogier and, had fans not poured into SS14 by their thousand, the result might have been different.

The second run of Mazury was cancelled, cutting 10 miles from the route. Mikkelsen was running hard tyres on Saturday afternoon, while Ogier went mixed with hards and softs. As temperatures moved comfortably into the 30s, Mikkelsen was sure he'd got it right. ►



Tanak (l) celebrates with winner Ogier

Mikkelsen kept up pressure on Ogier



► “I’m sure that extra stage would have hurt his tyres,” said Mikkelsen. “And that could have given us more, but it’s still possible. There are two stages still tomorrow and I think I have enough second places now.”

That collection would grow by one on Sunday afternoon, following another staggering display from the master.

MIXED EMOTIONS

Not for the first time, Volkswagen’s service park was a fascinating place to be on the final day. While Ogier’s latest win was being celebrated, Latvala was in the middle of his latest drama. Out of sorts for the whole event, the Finn couldn’t find the flying form his team-mates mustered. He’d surrendered third to Tanak on Saturday and went into the powerstage 1.1s down on the Fiesta.

Determined to make the podium, Latvala redoubled his efforts and dropped it mid-stage. Whacking a tree, the radiator was damaged. He got out of the stage in fourth, but it was doubtful whether he’d make it back to service. In the end, he bodged the radiator, kept it fully topped up with water and made it back. Just. He dropped to fifth after checking in late and gave the team some unexpected work at the final 10-minute service that was followed by a mile-long road section to the finish ramp.

Ogier arrived as Latvala’s mechanics were completing the job. Latvala pulled the door closed as the champagne corks popped and the cheers erupted from the bay next door. He cut a disconsolate figure as he backed the #2 car out for the final time.

Latvala would go off and surrender third



“I’m sure that extra stage would have hurt his tyres. And that could have given us more...”

ANDREAS MIKKELSEN

HOW FAST?

Much was made of the speed in Poland last week, but just how fast was it? The Gorklo and Wieliczki stages were the fastest of the event, with an average speed of 81.45 and 79.61mph – and both won by Mikkelsen. The time for Wieliczki is 5.44mph down from last season, when the road between Olecko and the Lithuanian border was the quickest stretch of the 2014 World Rally Championship.

But it’s still quick. A mark of just how fast this rally is comes in the length of time Ogier was recorded flat-out. When the Volkswagen team downloaded the data from Polo R WRC #1, it revealed he’d held 100 per cent throttle for 1h28m10.1s – that’s 60.31 per cent of his total winning time for the event.

Fast as Poland was, it’s still not the fastest. Ogier’s average time across the 194 miles of competition was 75.44mph, which is 0.93mph slower than the speediest WRC round of all time, the 2012 Rally Finland.

Back to the top of this particular tale, there were no wild celebrations for Tanak and Molder.

“I’m driving home tonight,” Tanak smiled. “It’s 800 kilometres, but I can be home with my family at four in the morning. It’s nice to wake up in your own bed...”

If that’s not a sign of newfound maturity, I don’t know what is.

IN THE SERVICE PARK

DAVID EVANS
RALLIES EDITOR
@daviddevansrally



EATING A MAGNUM AT THE RUSSIAN BORDER having driven past Adolf Hitler’s Eastern Front headquarters while listening to The Smiths’ *This Charming Man* on Radio Trojka. Last Friday wasn’t exactly a normal one for me. Except for the Magnum bit. Obviously.

Arriving in the far north east of Poland after a near four-hour drive from Warsaw, there were the same gripes we faced last year. Is it worth it? Really? Fast roads at the far side of Europe? We get those – and a deal more historical WRC context – from Finland in a month or so. Let’s ditch Poland. Good plan.

Then you stand at the side of the road and watch the dust cloud rising in the distance. The noise builds. And builds. And then car one arrives over a crest sitting on the rev limiter, singing in sixth. Between the trees at precisely 124mph.

Fans from Europe’s four corners go wild.

Yes, it’s worth it.

And that was Friday. The number of spectators really ramps up over the weekend and that’s when this event makes even more sense. The numbers here just keep getting bigger. And, above all of that, this is a different rally, a different culture and a very different country. Poland’s a fascinating place, steeped in all kinds of history and it genuinely adds something quite different to the world championship.

That said, there does need to be some tightening up within the organisation of the rally and in terms of controlling fans’ access to stages and once they’re in the stages. Not for the first time this year, some of the close calls were too close for comfort...

Fans in Poland show great WRC enthusiasm



BIG NUMBER

92

That’s how many points Sebastian Ogier is ahead of his nearest non-Volkswagen rival (Mads Ostberg) in the drivers’ championship. He’s 78 up on second-placed Andreas Mikkelsen.

➔ FOR FULL RESULTS, PAGE 54



Citroen lambastes Meeke and hints at Loeb return

CITROEN WON'T REVEAL THE identity of its 2016 drivers until after the end of this season – and team principal Yves Matton has raised the potential of a return for Sebastien Loeb.

Matton was critical of Kris Meeke following the Northern Irish driver's crash at Rally Poland shakedown last week – especially as it comes one event after he rolled his DS 3 WRC in Sardinia.

Matton told AUTOSPORT: "This can not happen. I am not ready for any excuse

when you went off in the first stage in Sardinia and the shakedown in Poland, there is nothing I can accept as an excuse.

"I know that Kris has some excuse or something that he is using to explain why it has happened and I don't say this is not true, but when you are a professional driving the car for more than one year you have to know the behaviour of your car."

Meeke declined to comment on the situation, but on the subject of his position in the team, Matton added: "This puts him

in the position that he needs to do more results in the second half of the season if he wants a seat in a Citroen next year. I won't decide who drives until after the last rally. In two rallies, he completely destroyed his victory [in Argentina]."

A Loeb return would be a very long shot, but Matton said he was ready to start talking to the nine-time champion. "We are speaking about a lot of things, but I do not think he could be interested to do a full [WRC] championship again."

Makinen for Toyota WRC role

FOUR-TIME WORLD RALLY Champion Tommi Makinen will lead Toyota back to the World Rally Championship in 2017.

The Finn was expected to be announced in a communication from Japan earlier this week. The Gazoo Racing WRC squad will be headed by Toyota Motor Corporation president and CEO Akio Toyoda, while Makinen will take the role of team principal.

The news ends months of speculation regarding the direction of Toyota's return to WRC after 17

years away from rallying's top flight. It appears that Toyota Motorsport GmbH, Toyota's wholly owned motorsport subsidiary in Cologne, has been sidelined in favour of an alliance between Japan and Finland.

AUTOSPORT understands that TMG's current Yaris WRC could form the base of Gazoo's own World Rally Car, due to appear in Monte Carlo in 17 months. In a further twist, however, TMG says it will continue testing its Yaris, running the car, ironically, in Finland this week.



Four-time champ Makinen will be Toyota team principal



Kubica to make quick 2016 call

ROBERT KUBICA SAYS HE WILL make a quick decision on whether he remains in the World Rally Championship next season.

The Pole, who finished eighth at home last weekend, said he won't go through another close-season like the last one. He said: "We need to start thinking about next season very soon. I do not want to be in this situation again. It is not so easy to come to rallies with no testing and not knowing what is going on."

Team co-ordinator Marcin Czachorski told AUTOSPORT: "We are interested to hear more on some of the proposals for 2016, but I think [we need to decide] by the end of August."

M-SPORT'S BIG TEST

M-Sport will conduct a six-day test ahead of Rally Finland later this month, with suspension development at the heart of the pre-event running on the roads around Jyväskylä.

WRC '17 PLAN CLOSE

The FIA World Motor Sport Council is expected to ratify technical principles (not quite regulations just yet) for the 2017 World Rally Championship in Mexico this week.

PRYCE CLOSE TO PRIZE

Welshman Osian Pryce came close to scoring his first Junior WRC win on only his second start in the series. Fastest on eight stages, the 22-year-old led JWRC for the majority of the rally, but came unstuck when his Citroen DS 3 WRC was hobbled by a misfire on Saturday's longest stage. He and co-driver Dale Furniss were forced to settle for second behind Simone Tempestini.

CAVE JUST MISSES OUT

The story was a similar one in the Drive DMACK Fiesta Trophy, where Pryce's countryman Tom Cave led in his Fiesta R2, but was forced to give best to Marius Aasen in a tight final battle.

DMACK BACK IN WRC

DMACK's tyres will return to World Rally Cars next season, with the Anglo-Chinese firm in discussions with teams to develop products over the second half of the season. DMACK is also expected to strengthen its test team in the next couple of months, with reports of a high-profile rival being poached.

DOUBLE WRC NUPTIALS

AUTOSPORT sends its congratulations to Kris Meeke's co-driver Paul Nagle, who gets married in Killarney on Friday, and Andreas Mikkelsen's engineer Richard Browne, who ties the knot in America a day later. Good luck boys!

FABIA ON TOP IN WRC2

Skoda's all-new Fabia R5 won its first European Rally Championship round in Ypres and did the same on its third WRC outing with Esapekka Lappi in Poland. After suffering problems with the car in Portugal and Sardinia, Lappi's run through the Polish stages was trouble-free and he led from the second stage. Skoda's delight was complete when Pontus Tidemand followed him home to take second in WRC2.



RESULTS ROUND-UP

GP2 SERIES

ROUND 5/11 SILVERSTONE (GB), JULY 4-5 RACE 1 (29 LAPS - 106.071 MILES)

1	Sergey Sirotkin (RUS) Rapax	53m13.597s
2	Alexander Rossi (USA) Racing Engineering	+5.989s
3	Stoffel Vandoorne (B) ART Grand Prix	+13.566s
4	Pierre Gasly (F) DAMS	+16.729s
5	Alex Lynn (GB) DAMS	+20.546s
6	Raffaele Marciello (I) Trident	+23.550s
7	Nick Yelloly (GB) Hilmer Motorsport	+23.879s
8	Rio Haryanto (RI) Campos Racing	+25.437s
9	Julian Leal (CO) Carlin	+28.753s
10	Oliver Rowland (GB) MP Motorsport	+30.161s
11	Daniel de Jong (NL) MP Motorsport	+30.373s
12	Robert Visoiu (RO) Rapax	+36.922s
13	Johnny Cecotto Jr (YV) Carlin	+37.436s
14	Arthur Pic (F) Campos Racing	+42.922s
15	Sergio Canamasas (E) Lazarus	+44.277s
16	Jon Lancaster (GB) Hilmer Motorsport	+49.850s
17	Rene Binder (A) Trident	+53.663s
18	Norman Nato (F) Arden International	+57.444s
19	Marlon Stockinger (RP) Status Grand Prix	+1m00.867s
20	Andre Negrao (BR) Arden International	+1m04.399s
21	Artem Markelov (RUS) Russian Time	+1m26.692s
22	Jordan King (GB) Racing Engineering	28 laps-spin
R	Richie Stanaway (NZ) Status Grand Prix	22 laps-suspension
R	Mitch Evans (NZ) Russian Time	9 laps-headrest flew off
R	Nobuharu Matsushita (J) ART Grand Prix	6 laps-engine
R	Nathanael Berthon (F) Lazarus	0 laps-accident

Winner's average speed 119.569mph.
Fastest lap Sirotkin, 1m42.734s, 128.271mph.

QUALIFYING

1 Sirotkin, 1m39.949s; 2 Vandoorne, 1m40.134s; 3 Stanaway, 1m40.378s; 4 Rossi, 1m40.419s; 5 Pic, 1m40.434s; 6 Gasly, 1m40.498s; 7 Matsushita, 1m40.520s; 8 Marciello, 1m40.533s; 9 Rowland, 1m40.537s; 10 Leal, 1m40.547s; 11 Yelloly, 1m40.697s; 12 Lynn, 1m40.708s; 13 King, 1m40.765s; 14 Canamasas, 1m40.789s; 15 Haryanto, 1m40.793s; 16 Negrao, 1m41.039s; 17 Berthon, 1m41.046s; 18 Cecotto, 1m41.064s; 19 Nato, 1m41.252s; 20 Evans, 1m41.275s; 21 de Jong, 1m41.542s; 22 Visoiu, 1m41.118s*; 23 Binder, 1m41.762s; 24 Stockinger, 1m41.802s; 25 Markelov, 1m41.805s; 26 Lancaster, no time. * grid penalty.

RACE 2 (21 LAPS - 76.787 MILES)

1 Haryanto, 36m27.949s; 2 Marciello, +1.925s; 3 Gasly, +4.993s; 4 Rossi, +12.589s; 5 Yelloly, +13.236s; 6 Lynn, +15.539s; 7 Rowland, +15.845s; 8 Sirotkin, +16.305s; 9 Vandoorne, +17.325s; 10 King, +17.500s; 11 Visoiu, +25.119s; 12 Leal, +25.694s; 13 Stanaway, +32.529s; 14 Markelov, +33.454s; 15 Negrao, +33.699s; 16 Pic, +34.227s; 17 Lancaster, +36.112s; 18 Binder, +37.145s; 19 Matsushita, +43.172s; 20 Evans, +45.224s; 21 Berthon, +45.653s; 22 Stockinger, +58.353s; 23 Nato, +1m03.892s; 24 Canamasas, +1m20.858s; 25 Cecotto, +1m28.853s; 26 de Jong, 20 laps-collision.
Winner's average speed 126.343mph.
Fastest lap Canamasas, 1m42.041s, 129.142mph.

GRID FOR RACE 2

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

CHAMPIONSHIP

1 Vandoorne, 170; 2 Rossi, 105; 3 Haryanto, 91; 4 Sirotkin, 78; 5 Lynn, 56; 6 Marciello, 44; 7 Gasly, 42; 8 Evans, 35; 9 Matsushita, 29; 10 Leal, 26.



King (right) fought up front with Gasly in R1

GP3 SERIES

ROUND 3/8 SILVERSTONE (GB), JULY 4-5 RACE 1 (20 LAPS - 73.127 MILES)

1	Marvin Kirchhofer (D) ART Grand Prix	37m02.785s
2	Emil Bernstorff (GB) Arden International	+0.302s
3	Matt Parry (GB) Koiranen GP	+2.421s
4	Luca Ghiotto (I) Trident	+9.439s
5	Jimmy Eriksson (S) Koiranen GP	+10.511s
6	Esteban Ocon (F) ART Grand Prix	+11.459s
7	Kevin Ceccon (I) Arden International	+12.274s
8	Ralph Boschung (CH) Jenzer Motorsport	+18.732s
9	Artur Janosz (PL) Trident	+19.932s
10	Matheo Tuscher (CH) Jenzer Motorsport	+21.197s
11	Oscar Tunjo (CO) Trident	+22.052s
12	Adderly Fong (PRC) Koiranen GP	+30.193s
13	Alfonso Celis Jr (MEX) ART Grand Prix	+33.591s
14	Alex Bosak (PL) Arden International	+38.177s
15	Seb Morris (GB) Status Grand Prix	+38.266s
16	Pal Varhaug (N) Jenzer Motorsport	+38.456s
17	Jann Mardenborough (GB) Carlin	+38.707s
18	Antonio Fuoco (I) Carlin	+39.270s
19	Alex Fontana (CH) Status Grand Prix	+40.052s
20	Mitch Gilbert (AUS) Carlin	+51.168s
21	Zaid Ashkanani (KW) Campos Racing	+55.378s
22	Sandy Stuvik (T) Status Grand Prix	+1m04.044s
23	Christopher Hoher (A) Campos Racing	+1m17.420s
R	Alex Palou (E) Campos Racing	7 laps-sensor

Winner's average speed 118.435mph.
Fastest lap Ghiotto, 1m50.026s, 119.769mph.

QUALIFYING

1 Kirchhofer, 1m47.040s; 2 Bernstorff, 1m47.197s; 3 Palou, 1m47.237s; 4 Parry, 1m47.258s; 5 Eriksson, 1m47.389s; 6 Ghiotto, 1m47.602s; 7 Fong, 1m47.620s; 8 Ocon, 1m47.648s; 9 Gilbert, 1m47.664s; 10 Ceccon, 1m47.945s; 11 Boschung, 1m48.053s; 12 Janosz, 1m48.086s; 13 Morris, 1m48.169s; 14 Mardenborough, 1m48.204s; 15 Tunjo, 1m48.275s; 16 Varhaug, 1m48.338s; 17 Celis, 1m48.522s; 18 Fontana, 1m48.536s; 19 Stuvik, 1m48.541s; 20 Tuscher, 1m48.609s;



GP3 field raced in front of F1 circus

WORLD RALLY CHAMPIONSHIP

ROUND 7/13 RALLY POLAND, JULY 2-5

1	Sebastien Ogier (F)/Julien Ingrassia (F) Volkswagen Motorsport Volkswagen Polo R WRC	2h26m11.5s
2	Andreas Mikkelsen (N)/Ola Floene (N) Volkswagen Motorsport II Volkswagen Polo R WRC	+11.9s
3	Ott Tanak (EST)/Raigo Molder (EST) M-Sport WRT Ford Fiesta RS WRC	+23.0s
4	Hayden Paddon (NZ)/John Kennard (NZ) Hyundai Motorsport Hyundai i20 WRC	+1m14.6s
5	Jari-Matti Latvala (FIN)/Mika Anttila (FIN) Volkswagen Motorsport Volkswagen Polo R WRC	+1m24.7s
6	Thierry Neuville (B)/Nicolas Gilsoul (B) Hyundai Motorsport Hyundai i20 WRC	+1m44.5s
7	Kris Meeke (GB)/Paul Nagle (IRL) Citroen Total Citroen DS 3 WRC	+1m57.7s
8	Robert Kubica (PL)/Maciek Szczepaniak (PL) RK World Rally Team Ford Fiesta RS WRC	+2m08.3s
9	Mads Ostberg (N)/Jonas Andersson (S) Citroen Total Citroen DS3 WRC	+2m18.2s
10	Dani Sordo (E)/Marc Marti (E) Hyundai Motorsport Hyundai i20 WRC	+2m48.4s
11	Martin Prokop (CZ)/Jan Tomanek (CZ) Jipocar Czech National Team Ford Fiesta RS WRC	+4m43.3s
12	Kevin Abbring (NL)/Sebastian Marshall (GB) Hyundai Motorsport Hyundai i20 WRC	+8m37.7s
16	Lorenzo Bertelli (I)/Lorenzo Granai (I) FWRT Ford Fiesta RS WRC	+8m46.0s
50	Elfyn Evans (GB)/Daniel Barritt (GB) M-Sport WRT Ford Fiesta RS WRC	+44m09.5s

DRIVERS' CHAMPIONSHIP

1 Ogier, 161; 2 Mikkelsen, 83; 3 Ostberg, 69; 4 Latvala, 66; 5 Neuville, 58; 6 Meeke, 53; 7 Evans, 53; 8 Paddon, 44; 9 Tanak, 39; 10 Sordo, 39.

MANUFACTURERS' CHAMPIONSHIP

1 Volkswagen Motorsport, 214; 2 Citroen Total, 125; 3 Hyundai Motorsport, 123; 4 M-Sport WRT, 114; 5 Volkswagen Motorsport II, 49; 6 Hyundai WRT, 43.



Parry took podium finish in GP3 opener

21 Bosak, 1m49.351s; 22 Hoher, 1m49.661s; 23 Ashkanani, 1m49.750s; 24 Fuoco, 1m49.157s*. * grid penalty.

RACE 2 (15 LAPS - 54.824 MILES)

1 Ceccon, 27m30.411s; 2 Ocon, +1.533s; 3 Boschung, +7.140s; 4 Eriksson, +8.076s; 5 Parry, +8.528s; 6 Bernstorff, +9.279s; 7 Ghiotto, +9.656s; 8 Kirchhofer, +12.103s; 9 Tuscher, +14.429s; 10 Tunjo, +15.680s; 11 Celis, +19.343s; 12 Morris, +22.623s; 13 Palou, +22.996s; 14 Fong, +23.663s; 15 Mardenborough, +24.046s; 16 Bosak, +27.223s; 17 Janosz, +28.413s; 18 Fontana, +28.703s; 19 Varhaug, +28.891s; 20 Stuvik, +30.377s; 21 Gilbert, +31.868s; 22 Ashkanani, +36.829s; 23 Fuoco, +37.730s; 24 Hoher, +41.260s.
Winner's average speed 119.587mph.
Fastest lap Ceccon, 1m48.770s, 121.152mph.

GRID FOR RACE 2

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

CHAMPIONSHIP

1 Ghiotto, 82; 2 Kirchhofer, 77; 3 Ocon, 64; 4 Bernstorff, 63; 5 Eriksson, 38; 6 Ceccon, 33; 7 Mardenborough, 32; 8 Fuoco, 30; 9 Parry, 23; 10 Boschung, 19.



Tanak was mighty in Poland. He took P3

BLANCPAIN SPRINT SERIES



Blancpain series
raced in Russia...

ROUND 4/7 MOSCOW RACEWAY (RUS), JULY 4
MAIN RACE (36 LAPS – 88.471 MILES)

1 Vincent Abril (F)/Maximilian Buhk (D) HTP Motorsport Bentley Continental GT3	1h00m20.222s
2 Valdeno Brito (BR)/Atila Abreu (BR) BMW Team Brasil (AH) BMW Z4 GT3	+7.524s
3 Marco Seefried (D)/Norbert Siedler (A) Rinaldi Racing Ferrari 458 Italia GT3	+8.371s
4 Stephane Richelmi (MC)/Stephane Ortelli (MC) WRT Audi R8 LMS ultra	+9.024s
5 Robin Frijns (NL)/Laurens Vanthoor (B) WRT Audi R8 LMS ultra	+20.544s
6 Markus Winkelhock (D) Phoenix Racing Audi R8 LMS ultra	+20.720s
7 Enzo Ide (B)/Christopher Mies (D) WRT Audi R8 LMS ultra	+21.673s
8 James Nash (GB)/Frank Stippler (D) WRT Audi R8 LMS ultra	+25.736s
9 Rob Bell (GB)/Kevin Estre (F) Attempto Racing McLaren 650S GT3	+31.174s
10 Max van Splunteren (NL)/Jules Szymkowiak (NL) HTP Motorsport Bentley Continental GT3	+32.212s
11 Sean Walkinshaw (GB)/Craig Dolby (GB) MRS GT Racing Nissan GT-R Nismo GT3	+52.691s
12 Alexey Karachev (RUS)/Christophe Bouchut (F) GT Russian Team Viatti Mercedes SLS AMG GT3	+58.355s
13 Alexey Vasiliev (RUS)/Marko Asmer (EST) GT Russian Team Viatti Mercedes SLS AMG GT3	+1m07.542s
14 Mark Shulzhitskiy (RUS)/Nick Hammann (USA) Nissan GT Academy Team RJN Nissan GT-R Nismo GT3	+1m23.507s
15 Ivan Samarin (RUS)/Sergey Chukanov (UA) Attempto Racing Porsche 911 GT3-R	+1m29.707s
R Caca Bueno (BR)/Sergio Jimenez (BR) BMW Team Brasil (AH) BMW Z4 GT3	19 laps-puncture/withdrawn
R Marco Bonanomi (I)/Filip Salaquarda (CZ) ISR Audi R8 LMS ultra	16 laps-accident damage
R Albert von Thurn und Taxis (D)/Nicky Catsburg (NL) Reiter Engineering Lamborghini Gallardo R-EX	0 laps-accident

Winner's average speed 87.976mph.
Fastest lap Dolby, 1m38.246s, 90.050mph.
 In each car, first-named driver started race.

QUALIFYING RACE (36 LAPS – 88.471 MILES)

1 Catsburg/von Thurn und Taxis, 1h00m14.065s; 2 Siedler/Seefried, +7.285s; 3 Buhk/Abril, +15.670s; 4 Jimenez/Bueno, +23.027s; 5 Mies/Ide, +28.480s; 6 Estre/Bell, +28.803s; 7 Abreu/Brito, +29.341s; 8 Szymkowiak/van Splunteren, +31.350s; 9 Ortelli/Richelmi, +31.820s; 10 Winkelhock, +36.308s; 11 Stippler/Nash, +41.106s; 12 Dolby/Walkinshaw, +51.081s; 13 Bouchut/Karachev, +1m06.788s; 14 Salaquarda/Bonanomi, +1m07.488s; 15 Asmer/Vasiliev, +1m30.774s; R Vanthoor/Frijns, 13 laps-puncture/withdrawn; R Hammann/Shulzhitskiy, 6 laps-oil leak; R Chukanov/Samarin, 0 laps-driveshaft.
Winner's average speed 88.126mph.
Fastest lap Catsburg, 1m37.936s, 90.335mph.
 In each car, first-named driver started race.



...and Reiter Lambo
pair won the opener

NB Niki Mayr-Melnhof (A) drove with Winkelhock in free practice but left the circuit for family reasons. Winkelhock raced solo but not for points.

Q3 1 Catsburg, 1m36.908s; Salaquarda, 1m38.087s; **12 Stippler,** 1m38.291s; **13 Asmer,** 1m38.341s; **14 Walkinshaw,** 1m38.418s; **15 Abreu,** 1m38.448s; **16 Chukanov,** 1m38.553s; **17 Shulzhitskiy,** 1m38.630s; **18 Bouchut,** 1m39.594s.
1m38.460s.

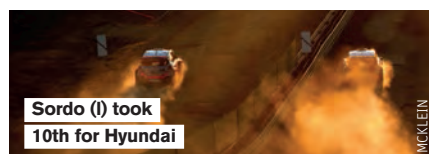
Q1 & Q2 COMBINED Catsburg, 1m36.976s; Mies, 1m37.432s; Siedler, 1m37.649s; Winkelhock, 1m37.838s; Vanthoor, 1m37.900s; Bell, 1m37.956s; Ortelli, 1m38.006s; Buhk, 1m38.008s; Szymkowiak, 1m38.044s; **10 Jimenez,** 1m38.063s; **11**

CHAMPIONSHIP

1 Vanthoor/Frijns, 78; 2 Buhk/Abril, 63; 3 Abreu/Brito, 59; 4 Ortelli/Richelmi, 46; 5 Seefried/Siedler, 40; 6 Maxime Martin/Dirk Muller, 31; 7 Bueno/Jimenez, 30; 8 Mies/Ide, 29; 9 von Thurn und Taxis, 23; 10 = Bell/Estre & Winkelhock/Mayr-Melnhof, 22.

STAGE TIMES

SS1 SSS Mikołajki Arena 1 (1.55 miles)
 F: Ogier 1m43.9s L: Ogier S: Kubica +0.5s
SS2 Gorkto (8.08 miles)
 F: Mikkelsen 5m57.0s L: Mikkelsen S: Tanak +2.3s
SS3 Goddap 1 (9.17 miles)
 F: Tanak 7m38.1s L: Tanak S: Mikkelsen +0.1s
SS4 Babki 1 (9.10 miles)
 F: Tanak 7m11.4s L: Tanak S: Mikkelsen +4.9s
SS5 Stanczyki 1 (24.31 miles)
 F: Tanak 19m27.3s L: Tanak S: Mikkelsen +9.3s
SS6 Babki 2 (9.10 miles)
 F: Tanak 7m01.4s L: Tanak S: Mikkelsen +11.0s
SS7 Stanczyki 2 (24.31 miles)
 F: Ogier 18m58.0s L: Ogier S: Mikkelsen +1.7s
SS8 Goddap 2 (9.17 miles)
 F: Latvala 7m36.2s L: Ogier S: Mikkelsen +1.9s
SS9 SSS Mikołajki Arena 2 (1.55 miles)
 F: Prokop 1m46.4s L: Ogier S: Mikkelsen +2.3s
SS10 Mazury 1 (11.00 miles)
 F: Ogier 8m54.9s L: Ogier S: Mikkelsen +5.1s
SS11 Wieliczki 1 (8.00 miles)
 F: Tanak 6m07.7s L: Ogier S: Mikkelsen +2.3s



Sordo (I) took
10th for Hyundai

SS12 Swietajno 1 (13.20 miles)
 F: Tanak 10m24.8s L: Ogier S: Mikkelsen +3.1s
SS13 Paprotki (14.38 miles)
 F: Ogier 11m11.7s L: Ogier S: Mikkelsen +7.2s
SS14 Mazury 2 (11.00 miles) Cancelled
SS15 Wieliczki 2 (8.00 miles)
 F: Mikkelsen 6m01.6s L: Ogier S: Mikkelsen +5.8s
SS16 Swietajno 2 (13.20 miles)
 F: Tanak 10m05.2s L: Ogier S: Mikkelsen +4.7s
SS17 SSS Mikołajki Arena 3 (1.55 miles)
 F: Ogier 1m45.2s L: Ogier S: Mikkelsen +5.6s
SS18 Baranowo 1 (9.07 miles)
 F: Ogier 6m56.3s L: Ogier S: Mikkelsen +8.1s
SS19 Baranowo 2 [Power Stage] (9.07 miles)
 F: Ogier 6m52.0s L: Ogier S: Mikkelsen +11.9s



VW duo and Tanak
make a mess in Poland

Earnhardt took
second win of 2015

NASCAR SPRINT CUP DAYTONA (USA), JULY 5-6 RD 17/36

Junior wins amid scary finish

DALE EARNHARDT JR CLAIMED victory in a race that was marred by a horrific crash at the finish that resulted in five spectators needing treatment for minor injuries.

The Richard Childress Racing Chevrolet of Austin Dillon was launched into the catchfence, causing debris to fly into the grandstand, and flipped over just as the cars crossed the finish line.

Dillon, who finished seventh, walked away unscathed from the incident, in which his engine came apart from his car.

Race winner Earnhardt said:

“That scared the hell out of me, I’ll be honest with you. I saw the whole thing happen. You’re looking in the mirror the whole last lap and I saw Austin get turned; I guess it’s kind of how it started. It’s terrifying to watch.”

Earnhardt had just completed his second win of the season in a race that was delayed for four hours because of bad weather – it started only a few minutes before midnight. The Hendrick Motorsports Chevrolet driver bossed the race and led 95 of 160 laps en route to his fourth victory

around the Florida track.

He survived a late restart to beat team-mate Jimmie Johnson and Joe Gibbs Racing’s Denny Hamlin to the flag in a race punctuated by cautions.

Earnhardt and Johnson exchanged the lead several times during the first half of the race, but polesitter Earnhardt emerged from his final pitstop in the lead and he controlled the race to the finish.

Championship leader Kevin Harvick finished fifth, while the soon-to-retire Jeff Gordon came sixth in his final racing appearance at the track.

RESULTS

1 Dale Earnhardt Jr (Chevrolet SS), 161 laps in 2h58m58s; 2 Jimmie Johnson (Chevy), +0.122s; 3 Denny Hamlin (Toyota Camry); 4 Kevin Harvick (Chevy); 5 Kurt Busch (Chevy); 6 Jeff Gordon (Chevy); 7 Austin Dillon (Chevy); 8 Ryan Newman (Chevy); 9 Trevor Bayne (Ford Fusion); 10 Clint Bowyer (Toyota). **Chase grid 1 Johnson, 4 wins/589 points**; 2 Harvick, 2/656; 3 Earnhardt, 2/593; 4 Kurt Busch, 2/508; 5 Joey Logano, 1/581; 6 Martin Truex Jr, 1/569; 7 Brad Keselowski, 1/520; 8 Matt Kenseth, 1/501; 9 Hamlin, 1/480; 10 Carl Edwards, 1/408; 11 Jamie McMurray, 0/526; 12 Gordon, 0/500; 13 Kasey Kahne, 0/496; 14 Paul Menard, 0/480; 15 Newman, 0/472; 16 Bowyer, 0/465.

EUROFORMULA OPEN RED
BULL RING (A), JULY 4-5 RD 5/8

One each for Pulcini and Baptista

ITALIAN LEONARDO PULCINI AND Brazilian Vitor Baptista shared the wins after two intriguing races.

Saturday’s race got off to a chaotic start, with polesitter Baptista making a number of errors that led to him falling down the order. Meanwhile, the safety car was scrambled after a big hit for Alexey Chuklin following contact with Antoni Ptak. When the action resumed Pulcini steadily climbed through the pack, and once clear the DAV Racing man was never headed.

Series leader Konstantin Tereschenko drove well to second, and a fighting performance from Tanart Sathienthirakul enabled the Thai to complete the rostrum.



Pulcini won on Saturday

Sunday’s race was more sedate, and RP Motorsport driver Baptista converted pole to a beautifully controlled win, drawing to within 12 points of Tereschenko in the title fight. Second went to Yarin Stern from Yu Kanamaru.

● Ben Evans

RESULTS

Race 1 1 Leonardo Pulcini, 21 laps in 33m33.289s; 2 Konstantin Tereschenko, +1.758s; 3 Tanart Sathienthirakul; 4 Yarin Stern; 5 Diego Menchaca; 6 Igor Waliiko. **Race 2 1 Vitor Baptista**, 19 laps in 28m27.956s; 2 Stern, +4.910s; 3 Yu Kanamaru; 4 Tereschenko; 5 Pulcini; 6 Sathienthirakul. **Points 1 Tereschenko, 186**; 2 Baptista, 175; 3 Kanamaru, 134; 4 Sathienthirakul, 93; 5 Alessio Rovera, 92; 6 Stern, 87.

FORMULA RENAULT ALPS MONZA (I), JULY 4-5 RD 5/7

Hughes grabs series lead

JAKE HUGHES TOOK THE SERIES

lead from fellow Brit Jack Aitken after a dramatic weekend that ended with Aitken sidelined from the third race with back injuries.

Brazilian Thiago Vivacqua took his maiden FR2.0 win in the first race, the JD Motorsport driver passing Vasily Romanov halfway through the race, with Matteo Ferrer also demoting the Russian.

Aitken finished seventh after picking up damage from a Matevos Isaakyan/Ferninand Habsburg shunt, while Hughes retired from fourth with a recurrence of electrical

problems from qualifying.

With his Koiranen GP car fixed for Sunday, Hughes took pole and fended off first Isaakyan and then Vivacqua. A late safety car allowed Aitken into the picture, only for him to clash with Isaakyan into the Roggia chicane – suffering the back injury.

Early clashes in a chaotic reversed-grid race eliminated title contenders Hughes, Vivacqua and Isaakyan, as Vasily Romanov broke his winning duck and Stefan Riener moved into the points hunt.

RESULTS

Race 1 1 Thiago Vivacqua, 15 laps in 27m56.899s; 2 Matteo Ferrer, +2.608s; 3 Vasily Romanov; 4 Stefan Riener; 5 Denis Bulatov; 6 Jehan Daruvala. **Race 2 1 Jake Hughes**, 14 laps in 27m03.607s; 2 Vivacqua, +0.287s; 3 Riener; 4 Ferdinand Habsburg; 5 Romanov; 6 Matevos Isaakyan. **Race 3 1 Romanov**, 13 laps in 27m58.277s; 2 Danylo Pronenko, +0.039s; 3 Riener; 4 James Allen; 5 TJ Fischer; 6 Bulatov. **Points 1 Hughes, 167**; 2 Jack Aitken, 157; 3 Riener, 151; 4 Isaakyan, 145; 5 Vivacqua, 144; 6 Romanov, 100.



Hughes (left) fends off Vivacqua attack

WORLD RALLYCROSS
HOLJES (S), JULY 4-5 RD 6/13

Penalty gives home win to Ekstrom

AFTER IMPRESSIVE SELECTED appearances in 2014, Mattias Ekstrom's EKS Audi team was billed by some as the one to beat heading into its first full assault on the World Rallycross Championship this year. But, in the first five rounds, a single podium was all the Swedish squad could manage.

That all changed at Holjes, as Ekstrom won his home round for the second year in a row. He started the final from the second row and immediately took his compulsory joker on the first lap.

Front-row men Andreas Bakkerud and Timmy Hansen ran one-two. The Peugeot of Hansen was quicker and he passed the Olsbergs MSE Fiesta of Bakkerud on the fourth lap.

Ekstrom rose the order to second place as others took their jokers, and was now second behind fellow Swede Hansen. When Hansen took his joker on the final lap he made a small mistake and Ekstrom seized the lead. Hansen pushed hard, saw half a gap into the last corner and



Hansen would
 'MMMbop' Ekstrom
 out of the way

threw his Peugeot into it.

While Hansen crossed the line first, he was demoted a position for pushing, handing victory to Ekstrom. "It's amazing to win my home race; we were the deserved winners," said Ekstrom. "We showed great pace through the whole weekend."

Bakkerud finished third, with team-mate Reinis Nitiss fifth behind the Volkswagen of Toomas Heikkinen. Reigning champion Petter Solberg retired from the final with broken steering on his Citroen

but extended his championship lead over Johan Kristoffersson, who went out in the semi-finals.

● Hal Ridge

RESULTS

1 Mattias Ekstrom (Audi S1), 6 laps in 4m28.114s; 2 Timmy Hansen (Peugeot 208), +0.302s; 3 Andreas Bakkerud (Ford Fiesta); 4 Toomas Heikkinen (Volkswagen Polo); 5 Reinis Nitiss (Ford); 6 Petter Solberg (Citroen DS3).

Points 1 Solberg, 159; 2 Johan Kristoffersson, 115; 3 Bakkerud, 113; 4 Hansen, 104; 5 Nitiss, 96; 6 Davy Jeanney, 88.



Saturday win to
 Klingmann/Baumann

ADAC GT MASTERS LAUSITZRING (D), JULY 4-5 RD 4/8

Schubert and Zakspeed share the success

SCHUBERT BMW PAIRING JENS

Klingmann/Dominik Baumann and Zakspeed Mercedes duo Sebastian Asch/Luca Ludwig each scored a win in tropical conditions.

The Schutz Porsche of Martin Ragginger led the first race, but emerged third after the pitstops with Klaus Bachler aboard. A perfect stop allowed Klingmann to move in front, with Uwe Alzen in the sister BMW (started by Claudia Hürtgen) in second place. That was until a charging Andreas Simonsen, who'd taken over the HP Mercedes from Hari Proczyk, passed Alzen in the final metres for a photo finish.

Callaway Corvette driver Daniel

Keilwitz led the second race, but after the driver change his team-mate Andreas Wirth came under more and more pressure from Asch.

With 18 laps remaining Asch overtook Wirth and went on to claim his and Ludwig's second win of the season. Combined with fourth in race one, that extended the Zakspeed Merc pair's series lead.

Ragginger just held off Bachler for third, while Jeroen Bleekemolen and Luca Stolz scored the best result for the HTP Bentley team with sixth in race one. The first race was reduced to 40 minutes after the Audi of Stefan Wackerbauer laid an oil slick.

● Rene de Boer

RESULTS

Race 1 1 Jens Klingmann/Dominik Baumann (BMW Z4 GT3), 35 laps in 1h42m35.991s; 2 Hari Proczyk/Andreas Simonsen (Mercedes SLS AMG GT3), +4.301s; 3 Claudia Hürtgen/Uwe Alzen (BMW); 4 Luca Ludwig/Sebastian Asch (Mercedes); 5 Martin Ragginger/Klaus Bachler (Porsche 911 GT3-R); 6 Luca Stolz/Jeroen Bleekemolen (Bentley Continental GT3).

Race 2 1 Ludwig/Asch, 44 laps in 1h01m11.367s; 2 Andreas Wirth/Daniel Keilwitz (Chevrolet Corvette C6.R), +2.996s; 3 Ragginger/Bachler; 4 Klingmann/Baumann; 5 Daniel Dobitsch/Edward Sandstrom (Audi R8 LMS ultra); 6 Florian Stoll/Marc Basseng (Audi).

Points 1 Ludwig/Asch, 146; 2 Bachler, 106; 3 Baumann/Klingmann, 88; 4 Wirth/Keilwitz, 68; 5 Stolz/Bleekemolen, 66; 6 Hürtgen, 65.

GERMAN FORMULA 4

Australian Joey Mawson was the star of the weekend at the Lausitzring, winning the first race and claiming two second places in his Van Amersfoort Racing machine. Mawson has cut the advantage of Motopark-run series leader Joel Eriksson, who won race two, to four points. The reversed-grid race was claimed by HTP driver Marvin Dienst. Like Mawson, Robert Shwartzman claimed podiums in all three races. Briton Harrison Newey's best result of the weekend was a 10th.

VLN

In scorching conditions, the Walkenhorst Motorsport BMW Z4 GT3 of Michela Cerruti, Jesse Krohn and Felipe Fernandes Laser broke into the winners' circle on the Nurburgring Nordschleife. Second was the Falken Motorsports Porsche of Peter Dumbreck and Alexandre Imperatori, with the Frikadelli 911 of Sabine Schmitz, Patrick Huisman and Klaus Abbelen claiming third.

INTERNATIONAL GT OPEN

Top Ferrari team AF Corse provided the winners at the Red Bull Ring. A late charge from Pasin Lathouras gave the Thai and Michele Rugolo the win in race one, while a beautifully judged race from Ezequiel Perez Companc and Raffaele Giannmaria put them clear on Sunday. Duncan Cameron drove superbly in race two to take third with Matt Griffin. Alvaro Parente and Miguel Ramos retain a narrow series lead after taking a second and a fifth in their McLaren.

FRENCH GT

Victory in the first race at Val de Vienne went to the Courage-run StratiG Porsche of Benjamin Lariche, Nicolas Misslin and Sacha Bottemanne. Honours second time out were claimed by Mike Parisy, David Hallyday and Philippe Gaillard with their Sebastien Loeb Racing Audi.

NASCAR XFINITY

Austin Dillon took the flag at Daytona in his grandfather Richard Childress's Chevrolet to defeat Elliott Sadler and Chase Elliott. Brian Scott led 84 of the 100 laps but was involved in a multi-car crash with four laps to go, triggered when he moved out to block Sadler. Chris Buescher and Ty Dillon were delayed in a crash, but Buescher still holds a healthy points advantage.

FMASTERS CHINA

Estonian Martin Rump won all three races at the Penbay circuit in Chinese Taipei. He led home Australians Jake Parsons and Nicholas Rowe in race one. It was the same top three in race two, while in the finale Rowe claimed second from Brit Sennan Fielding, who made his series debut.

AUSTRIAN FORMULA 3

Performance Racing continued its tour of European circuits with two more wins for Malaysian Akash Nandy, this time at Hockenheim. Second in both races went to ex-European F3 racer Sandro Zeller.

THE STORY OF

NICOLAS

58





Relationship with Lewis is special



Hamilton used to require a wheelchair to move around

Nicolas Hamilton has a serious disability, and used to support his Formula 1-winning brother from a wheelchair. Now a BTCC driver, he tells SCOTT MITCHELL of his desire to inspire others

Lewis Hamilton. There, that's that out of the way. A name — especially *that* name — can cast a big shadow. But this is the story of an illuminating individual. This is the story of Nicolas Hamilton.

The 23-year-old would have earned this story in the pages of AUTOSPORT regardless of his filial ties to a two-time Formula 1 world champion. If you don't know, Hamilton has cerebral palsy. His condition, which affects muscle control and movement, meant he was in a wheelchair until a few years ago and even now moving around is difficult. What makes him different to any of the 150,000-plus people in Britain suffering from cerebral palsy, and why are we interested in him? Because he became a British Touring Car Championship driver at Croft last month.

I'm not going to insult your intelligence and suggest Lewis's success hasn't aided Hamilton Jr's profile. He doesn't shy away from it either.

"I'm proud of my association with the family and what Lewis has achieved," he says. "We're always going to get that, 'Lewis's brother' or whatever. But I'm focusing on myself now and stepping out of his shadow — even though I'm proud of being in it at the same time."

His means for doing that is the BTCC, which is incredible when you consider the severity of his disability. You'd do Hamilton a disservice to pretend not to notice the difficulty he has manoeuvring inside the AmD Tuning truck, because it rams home the seismic effort he's put in to get to the stage where he can drive his Audi S3 touring car.

"In testing I was starting to struggle on long runs; my leg would start to hurt and ache," admits Hamilton, whose Audi has a hand-operated clutch and slightly wider pedals that are spaced further apart. "But I buckled down again. Once you drive the car you know what you need to strengthen. Now I don't struggle; in terms of my condition it's not an issue — I've got enough strength to keep going."

Granted a guest entry and starting his BTCC campaign at Croft, Hamilton will contest four more rounds this season, with Knockhill not on the cards because of its grid limit.

While Croft was the beginning of this new part of his racing career, it was also the end of a long road for Hamilton, who set his sights on the series back in 2013. He has tried to be independent, and although Monster — a sponsor of his brother — has a significant presence on his car, it's a different story to his two years in the Renault UK Clio Cup, when his car was covered in a litany of McLaren/Lewis backers.

"The thing is now I can sit in my seat and say I've earned it," he says with a fierce pride. "I've been working non-stop over the past two years, and it's been me and my management team helping raise the funds and sponsorship. It was

me who instigated it all and got it together.

"This is all about what I wanted to do, all about me. It's been a pretty crazy journey. If you looked at me in 2006 when I was in a wheelchair, things weren't looking positive — especially on a sporting level. I remember leaving my house on Friday thinking, 'Wow, I'm off for my first race meeting in the BTCC, look how far we've come!'

"It's a bit surreal knowing that's my car sitting out there waiting for me to get in. The amount of work and effort we've all put in to get to this stage is phenomenal. I'm proud to be sitting

on the grid — it's a milestone in itself."

By the end of that weekend it would have been easy to look at the timesheets from Croft and declare that this was a mistake and the move was far too soon. After all, he qualified 29th, half a second off the next driver and a shade over four seconds from pole, then finished last of the drivers who had a clean run

in all three races. But that would be to gloss over facts and ignore context.

In qualifying his best lap should have been a second faster had he not been baulked at the Complex, and would have been at least a couple of rows further up the grid — or, as he puts it, "beating a lot of able-bodied people". This was at a track he hadn't driven since 2012, with just three days of testing a touring car under his belt.

Hamilton went from 5.2 seconds off the benchmark in FP1 to setting a best lap 3.5s slower than the best in race three. He drove three clean races, which couldn't be said for plenty of other drivers, and should rightly be looking for a big step forward at Snetterton — a venue where ▶

"IT'S BEEN A PRETTY CRAZY JOURNEY. IF YOU LOOKED AT ME IN 2006 IT WASN'T LOOKING POSITIVE"



Shaun Hollamby's AmD team runs Nic



EUROPEAN FORMULA 1 TRAVEL PACKAGES 2015



No Overnight Travel - Client Focused Friendly Travel

Multiple on Route Pickup Points - Le Mans 24hr Specialists

Luxury VIP Mini Coach - Competitively Priced Holiday Packages

Last 2 European GP for 2015

Belgium & Italian GP Availability From £380

Grand Prix Breakaways is a family run business with comprehensive knowledge and personal experience of the European Grand Prix circuits.

www.grandprixbreakaways.co.uk

enquiries@grandprixbreakaways.co.uk +44 (0) 114 287 5201



Oulton Park circuit - Cheshire

Vintage Sports-Car Festival

Saturday 18 July 2015

OultonPark

The Vintage Sports-Car Club returns to Oulton Park for the first time in five years, bringing cars from motorsport's pioneering age.

Expect a garden party atmosphere with: Pimms and cream tea tent, Vintage and historic car displays, Old Bückers formation air display, Fun fair & adventure playground, Live music and more...

OULTON PARK, CHESHIRE
JUST OFF THE A49
NEAR TARPORLEY

Adult Admission (Online*) £18 Children under 13 go FREE

*Advance tickets available until midday Wed 15 July. Booking fee applies. Calls will cost 7p per minute plus your telephone company's access charge

www.oultontpark.co.uk - 0843 453 9000

Hamilton requires minor modifications to his BTCC Audi



► he has tested the Audi – when the championship resumes in August. He will almost certainly not be at the back of the grid for long.

You might look at this as an incredibly generous assessment for a driver so far from the points, let alone the front. But while there are two elements people automatically register when they think of Hamilton – his brother and his disability – there's a third that's as significant for his move into the BTCC as the other two: his inexperience.

His last full season was in 2012, which was a disappointing sophomore year in the Renault UK Clio Cup plagued by incidents. Prior to that he had no karting background – his disability saw to that. And since then he's had a handful of outings in a SEAT in the European Touring Car Cup, but they ended in mid-2013. A Ginetta G55 test in early 2014 is all he has to his name from the time his racing stopped two years ago to the moment he started testing the Audi.

Hamilton's perseverance and determination to live and compete on his terms in the face of a serious disability define his character, but it's his inexperience that defines his ability as a driver. He's been able to work on his physical limitations, and often cites the effort he put in at the gym to go from being able to barely push 20kg with his legs to comfortably pushing over 100kg (a BTCC car requires 90kg of pressure on the brake pedal at full whack, for comparison).

Two trying years in Clios are all Hamilton knows



His lack of mileage is something that only seat time will overcome. The BTCC is as tough as any championship to crack. Drivers who have had success across the TOCA package or in a previous life as a budding single-seater driver have struggled to come in and succeed. Hell, even former champions have come back and been mired in the midfield. So what chance does a disabled rookie with only two full years' experience under his belt – and a two-year gap between his last race and his BTCC debut – have?

Every chance, reckons Hamilton. "Firstly I want people to understand I didn't plan to come in here and blow the world apart," he says. "I knew it was going to be tough. I want people to understand it's a massive learning process for me. "The inexperience is where you come unstuck. You can never stop learning and it doesn't matter how fit I am and that I have now overcome my condition to get to this point.

"When you get in the car and don't have the

experience and confidence you need, that's when it gets tough. You can't replace it. That's why it's so difficult to just jump in and get pace out of it."

He reckons it's only a matter of time before

he gets to that stage, and it would be churlish to dismiss that optimism off the back of what was genuinely an encouraging debut. Once he starts moving forward, more people will take notice – and take him seriously. Then the 'driven-to-inspire' moniker he attaches to his project, already a hit if social media is anything to

“I WANT PEOPLE TO GET BEHIND ME AND BE INSPIRED BY WHAT I DO”

go by, can really take off.

That's a salient point to note when asking why Hamilton chose the BTCC. It's an important destination, not just in his pursuit of a career in motorsport but as a gateway to people with or without disabilities who he wants to motivate. You only have to look at the goodwill towards Alex Zanardi, who has continued his motorsport career after losing both legs in his CART crash but also reinvented himself as a top Paralympian.

What Hamilton wants to do, though, is try to show that you can become a good driver if you, unlike Zanardi, start off with a disability – even though it creates significant hurdles.

"I'd like them to look at it as: I'm a disabled guy beating able-bodied people," he says. "That's what I'd like to see. It's unheard of in motorsport; people think it's impossible to do so. I'll have more time to show my true colours and I just want people to get behind me and be inspired by what I do.

"I've got so much to learn and being in BTCC these guys don't take any prisoners. There's too much to learn to put pressure on yourself to gain a result. I want to win; I want to get faster. All people need to look for is progress."



Did Formula E work?

The first all-electric single-seater championship had a head-turning debut and ended in a thrilling climax. But it also had plenty of off-track issues. **GARY WATKINS** looks back over season one

The inaugural Formula E season started with a bang in China and ended with a thrilling championship finale in London almost in sight of the Palace of Westminster. In between times it survived major financial problems and a quickly-overturned palace coup, but more significantly always delivered on its promise to provide real motor racing without recourse to the internal-combustion engine in the heart of the major cities of the world.

No one knew what to expect from the FIA's electric-vehicle championship ahead of the first race on the streets around the Bird's Nest Olympic stadium in Beijing last September. That uncertainty stretched all the way up to series founder and CEO of Formula E Holdings Alejandro Agag.

"The best moment of the season for me was when the lights went out at Beijing in September," said Agag. "The reason was that

we didn't know if our concept was going to work.

"We only got the first car 10 months before the first race and the first battery didn't come until February. We delivered the cars in July and had two simulations [at Formula E HQ at Donington Park] and then packed everything up to go to Beijing. There were a lot of question marks."

They were answered by a decent race on the streets of the Chinese capital, one that climaxed with an incident that made Formula E headline news all around the world. The last-corner clash between race leader Nicolas Prost and Nick Heidfeld thrust the championship under the noses of a wider audience, but also had a role to play in proving to the motor racing cognoscenti that this was the real thing.

The Formula E technology did work and proved more or less reliable from the get-go, even if two cars were required to complete a race of acceptable duration for an FIA championship. There were no major issues

with the Dallara-built Spark-Renault SRT_01E one-make chassis, though the suspension was beefed up at both the front and the rear during the season. The same went for the powertrain, a combination of a motor produced by McLaren Electronic Systems and the battery from Williams Advanced Engineering.

The batteries were prone to overheating, which was one of the challenges faced by the 10 teams. Managing power usage and temperatures was key, and goes a long way to explaining why Team China Racing driver Nelson Piquet Jr ended up as the inaugural champion. The Campos-run team in general and Piquet in particular were able to extract more laps from the 28kW/h maximum power discharge. Over the second half of the season the Brazilian consistently went a lap or two longer than his rivals in his first mount. That crucially gave him more energy per lap over the second half of the race.

The concept of taking the races to the people in the cities was a success too. All but three of the



Champion Piquet heads Vergne in Uruguay



Heidfeld crash made headlines for series



Iconic Monaco venue welcomed new series

10 tracks – Punta del Este, Long Beach and Monaco – were brand new venues and there were few on-track delays through the season. The Miami street circuit was late in its completion, which meant a shortening of free practice, while the track in Battersea Park had to be revised for the two races over the London double-header weekend. Overnight resurfacing eradicated a car-breaking bump and returned the circuit to its original configuration for race two.

The problems faced by Formula E were almost exclusively off the track and of a financial nature. Agag had a funding target in place for season one – believed to be €100 million – that was not achieved ahead of the start of the season. The success of the first race in Beijing initially failed to bring in the investment, so much so that the championship was facing a major cashflow crisis as it headed off for the US leg of the series in the spring. It is fact that bills were not being paid, but how close Formula E came to the brink in the middle of year one isn't entirely clear. ▶

Q&A



SAM BLOXHAM/LAT

NELSON PIQUET JR
FORMULA E CHAMPION

Does it take some believing that you've won the inaugural Formula E Championship?

"It's amazing, because it's a great championship. Two weeks before the season I didn't have a contract, and then it was only a five-race contract.

"This championship has been really tough. We have worked really hard since the beginning of the season when we were completely lost. I would have been shocked even to have had a podium by the end of the year, and we turned things around quickly. But we kept working, we kept investing and things kept getting better and better.

How does this compare to your previous successes?
One of my biggest achievements

was winning in NASCAR [scoring victories in both the Xfinity second-tier series and the Truck series]. For a guy from Brazil who was brought up in Europe to win in redneck country meant a lot. But this is the first time I have won a championship when I have been competing against so many good drivers in equal equipment.

Do you think you have proved something in the first season of Formula E?

"A lot of things have happened in my career and some people didn't believe in me anymore. I showed what I can do and that I haven't forgotten how to drive."



Piquet receives the champion's plaudits from Jean Todt and rivals

► The same goes for the events in the boardroom that took place around Christmas time. The financial problems were almost undoubtedly the cause of Agag being pushed upstairs in a coup orchestrated by Formula E co-founder Enrique Banuelos. Agag was set to be made chairman – or maybe actually was very briefly – and three of his key appointments made redundant. Yet they all quickly returned to office without the outside world realising, while the logos of the Banuelos-owned BCN World mega-resort in Barcelona disappeared from all the cars.

The reversal of the coup was almost certainly linked to new funding that was announced ahead of the Miami race in March. Formula E was effectively rescued by a major investment from two companies controlled by US media mogul John Malone. Discovery Media and Global Communications took a major stake in the series that guaranteed Formula E's future, according to Agag, for "multi seasons" to come.

Agag would not put a figure on the investment except to say that the input from Discovery and Global made them the biggest – but still minority – combined shareholder in Formula E Holdings. It is understood that a downsizing of the stakes of the other shareholders, including that of Banuelos, gave the US companies a 40 per cent slice.

Formula E appeared to be in rude health as the season drew to an exciting close in Battersea Park. The announcement over the London weekend of Citroen's involvement for season two via a link-up between its DS Automobiles sub-brand and the Virgin Racing team was a major fillip for the series and proved its attraction to the big car makers.

The powertrain to be used in the Virgin Spark chassis next year is being developed at Citroen Racing in Paris, the motorsport headquarters that also masterminds its World Rally Championship and World Touring Car Championship efforts. The electric motor, current inverter, gearbox and



Agag survived a coup to secure the series' future

LEICESTER/LAT

suspension inboard of the uprights are freed up in season two for the eight so-called manufacturers who registered for the right to develop the rear of their Spark chassis. It is the first step on the road to one-car races, which at the moment are planned for season five in 2018-19.

Achieving that goal will be a major challenge for Formula E, though FIA president Jean Todt has gone on the record to express his desire to bring it forward. The technology almost certainly will be available to make it happen, but the question is whether the Formula E teams can afford it.

That will depend on the growth of the media profile of the series. More TV viewers will attract more car makers and also allow those teams without manufacturer backing to find the sponsorship to pay for the technology.

An amazing finale in Battersea Park, in which Piquet snatched the title almost at the death, was another step in that direction for a championship that is now financially secure. ❧

RACE BY RACE



Beijing

1 Di Grassi
2 Montagny
3 Bird

Formula E's debut in Beijing boiled down to a battle between long-time leader Prost and Heidfeld.

The German closed in on the e.dams driver in the closing stages, attacking on the run to the final corner. Prost jinked to defend far too late, hitting Heidfeld, who was sent into the barriers and flipped, with di Grassi coming through to win.



Putrajaya

1 Bird
2 Di Grassi
3 Buemi

Bird took a dominant victory on the streets of Putrajaya, haring past pole-position starter Servia at the restart after an early safety car caused by a clash between Legge and Cerruti.

Bird ran long and had to catch and pass Abt after the car change, with the German slipping back to 10th late on after using too much power too quickly.



Punta del Este

1 Buemi
2 Piquet
3 Di Grassi

Debutant Vergne ruffled feathers with a debut pole, but in the race it was Buemi who excelled at the Punta del Este track in Uruguay.

Piquet led at the start before being passed by Buemi. But the Swiss used too much power and pitted a lap earlier than planned. New leader Heidfeld got a penalty for too rapid a car change, thus Buemi took the win.



Buenos Aires

1 Da Costa
2 Prost
3 Piquet

The Buenos Aires streets played host to a chaotic race, with Antonio Felix da Costa not taking the lead until the very last lap.

Drive-through penalties and suspension failures (the latter most significantly affecting di Grassi) meant that leader Heidfeld had to head to the pits late on and hand victory to da Costa.



Miami

1 Prost
2 Speed
3 Abt

Prost finally converted qualifying pace into his first win, passing Abt with two laps remaining and then resisting an attack from Speed in the final two laps.

Prost went a lap longer than most, so had plenty of energy in the second half of the race to catch and pass Abt, which came with a lap to go, but Speed's efforts were the real talking point.



Long Beach

1 Piquet
2 Vergne
3 Di Grassi

Buemi lost pole for using too much power in qualifying, then Piquet mugged Abt into the first corner to take the lead and went on to dominate the race before backing off in the closing stages.

However, battery temperature concerns meant he didn't use his fanboost, for which he apologised afterwards.

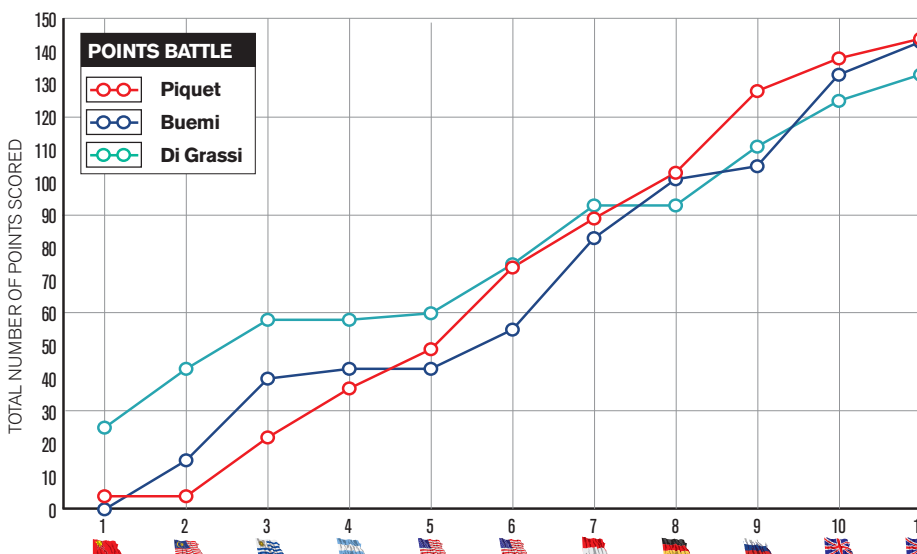
DRIVERS' STANDINGS

POS	DRIVER	TEAM	Pos	Pos	Pos	Pos	Pos	Pos	Pos	Pos	Pos	Pos	PTS	
1	Nelson PIQUET Jr (BR)	China Racing	8	DNF	2	3	5	1	3	4	1	5	7	144
2	Sebastien BUEMI (CH)	Team e.dams Renault	DNF	3	1	DNF	13	4	1	2	9	1	5	143
3	Lucas DI GRASSI (BR)	Audi Sport Abt	1	2	3	DNF	9	3	2	DSQ	2	4	6	133
4	Jerome D'AMBROSIO (B)	Dragon Racing	6	5	8	14	4	6	5	1	11	2	2	113
5	Sam BIRD (GB)	Virgin Racing	3	1	DNF	7	8	DNF	4	8	DNF	6	1	103
6	Nicolas PROST (F)	Team e.dams Renault	12	4	7	2	1	14	6	10	8	7	10	88
7	Jean-Eric VERGNE (F)	Andretti Autosport	-	-	14	6	18	2	DNF	7	4	3	16	70
8	Antonio FELIX DA COSTA(P)	Amlin Aguri	-	8	DNF	1	6	7	9	11	7	-	-	51
9	Loic DUVAL (F)	Dragon Racing	-	-	-	-	7	9	DNF	3	15	8	3	42
10	Bruno SENNA (BR)	Mahindra Racing	DNF	14	6	5	-	5	DNF	17	16	16	4	40
11	Daniel ABT (D)	Audi Sport Abt	10	10	15	13	3	15	DNF	14	5	DNF	11	32
12	Nick HEIDFELD (D)	Venturi (Signature)	13	DNF	10	8	12	11	10	5	3	13	-	31
13	Jaime ALGUERSUARI (E)	Virgin Racing	11	9	5	4	11	8	DNF	12	13	-	-	30
14	Stephane SARRAZIN (F)	Venturi (Signature)	9	12	DNF	10	-	10	7	6	14	10	15	22
15	Scott SPEED (USA)	Andretti Autosport	-	-	-	-	2	DNF	12	13	-	-	-	18
16	Franck MONTAGNY (F)	Andretti Autosport	2	DSQ	-	-	-	-	-	-	-	-	-	18
17	Karun CHANDHOK (IND)	Mahindra Racing	5	6	13	DNF	14	12	13	18	12	12	13	18
18	Charles PIC (F)	Andretti Autosport	4	-	-	-	17	16	8	15	-	-	-	16
19	Oriol SERVIA (E)	Dragon Racing	7	7	9	9	-	-	-	-	-	-	-	16
20	Jarno TRULLI (I)	Trulli	DNF	16	4	DNF	15	DNF	11	19	18	15	-	15

21 Salvador Duran, (Amlin Aguri), 13; 22 Oliver Turvey (China Racing), 4; 23 Vitantonio Liuzzi (Trulli), 2; 24 Takuma Sato (Amlin Aguri), 2; 25 Justin Wilson (Andretti Autosport), 1; 26 Ho-Pin Tung (China Racing), 0; 27 Antonio Garcia (China Racing), 0; 28 Simona de Silvestro (Andretti), 0; 29 Michele Cerruti (Trulli), 0; 30 Marco Andretti (Andretti), 0; 31 Matthew Brabham (Andretti), 0; 32 Fabio Leimer (Virgin Racing), 0; 33 Alex Fontana (Trulli), 0; 34 Katherine Legge (Amlin Aguri), 0; 35 Sakon Yamamoto (Amlin Aguri), 0.

Teams' championship 1 Team e.dams Renault, 232; 2 Dragon Racing, 171; 3 Audi Sport Abt, 165; 4 China Racing, 152; 5 Virgin Racing, 6 Andretti, 119; 7 Amlin Aguri, 66; 8 Mahindra Racing; 9 Venturi, 53; 10 Trulli, 17.

Points system: 25-18-15-12-10-8-6-4-2-1. Pole 3. Fastest lap 2.



SUPERGRID

Based on average qualifying position, pre-grid penalties. Session in which drivers did not set a time disregarded. Only those who started four races or more included.

4.5	Di Grassi	5.2
5.3	Buemi	6.2
6.5	Prost	6.6
7.5	D'Ambrosio	7.5
8.5	Piquet	8.5
8.8	Abt	8.8
9.3	Bird	9.3
9.4	Heidfeld	9.4
9.4	Servia	9.4
9.5	Sarrazin	9.5
9.8	Alguersuari	9.8
10.8	Trulli	10.8
11.4	Speed	11.4
12.2	Duval	12.2
12.4	Senna	12.4
13.0	Da Costa	13.0
13.8	Duran	13.8
14.3	Chandhok	14.3
15.0	Liuzzi	15.0
15.2	Tung	15.2
16.0	Pic	16.0
	Cerruti	



Monte Carlo

- 1 Buemi
- 2 Di Grassi
- 3 Piquet

Buemi became the first repeat winner, and the first to convert pole into victory, in what was a crash-strewn event on a shortened Monaco GP track.

Di Grassi made an early stop in an attempt to gain track position, but Buemi came out of the pits just ahead.

Piquet passed d'Ambrosio early on to take third.



Berlin

- 1 D'Ambrosio
- 2 Alguersuari
- 3 Bird

Di Grassi won in dominant fashion on the road after passing shock poleman Trulli on the first lap. But he was subsequently disqualified for the Abt team having made illegal modifications to the front wing, which was blamed on damage repair. This gave d'Ambrosio his and Dragon Racing's first Formula E win.



Moscow

- 1 Piquet
- 2 Di Grassi
- 3 Heidfeld

Piquet controlled the race and led di Grassi home by 2s. But it was a disaster for Buemi, with e.dams working to a minimum 68-second pitstop time rather than 58, then releasing him into the path of Heidfeld. He passed Vergne for third on the final lap, but a post-race penalty dropped him to ninth and cost valuable points.



London 1

- 1 Buemi
- 2 D'Ambrosio
- 3 Vergne

Buemi bagged a comfortable victory to set up a final-race championship decider. From pole position, Buemi pulled away from d'Ambrosio and, despite losing his advantage to the safety car, controlled the gap to the finish, helping e.dams to seal the teams' title.

Title contenders di Grassi and Piquet were fourth and fifth.



London 2

- 1 Bird
- 2 D'Ambrosio
- 3 Duval

Rain during the qualifying session – divided into four groups of five – scrambled the grid and looked to have given Buemi a clear run at the title.

But Piquet drove a great race to seventh, while Buemi spun on his outlap, losing a crucial place to Senna, who he came agonisingly close to overtaking on the final lap.



POLES

VERGNE	3
BUEMI	3
PROST	2
ABT	1
TRULLI	1
SARRAZIN	1



FASTEST LAPS

BIRD	2
PIQUET	2
DI GRASSI	1
BUEMI	1
VERGNE	1
PROST	1
ABT	1
ALGUERSUARI	1
SATO	1

AUTOSPORT'S TOP 10 DRIVERS



1 Nelson Piquet Jr

Team China Racing
Starts 11
Wins 2
Position 1st

In qualifying, Piquet was only the sixth-best driver over the season. But in the races he was consistently the best performer. Wins at Long Beach and Moscow were the highlight in terms of results, but even more impressive were those occasions when he battled his way through from disappointing qualifying sessions. The second race in London – when he climbed from 16th on the grid after rain hit his qualifying group – to finish seventh and take the championship by a point was inspired. Arguably he should also have won in Miami, meaning the title could have been wrapped up earlier.

2 Lucas di Grassi

Team Audi Sport Abt
Starts 11
Wins 1
Position 3rd

The Brazilian bagged the season opener after Prost and Heidfeld had their high-profile collision at the end of the Chinese race but then never won again. But those facts don't tell the real story. He should have won in Argentina, but for a suspension failure that wasn't his responsibility, while in Germany he took the most dominant win of the season on the road at Berlin Tempelhof, only to be excluded for front-wing irregularities the team put down to improvised damage repair. Always thereabouts and, without the exclusion, would have won the title.



3 Sebastien Buemi

Team Team e.dams Renault
Starts 11
Wins 3
Position 2nd

The ex-Toro Rosso driver had some reliability problems early on, while his team's pitstop timing blunder in Moscow was very costly. But the bottom line is that his speed was tempered by a certain wildness, and there were moments where he showed a tendency towards hitting people. Also, without that spin on his outlap in the final race in Battersea Park, he would have been crowned. At his best, the class of the field, but with a few of the rough edges smoothed out we would now be hailing him as the inaugural Formula E champion. His anger at Senna after the Battersea finale tells a story.

4 Jerome d'Ambrosio

Team Dragon Racing
Starts 11
Wins 1
Position 4th

The amiable Belgian keeps a relatively low profile, even avoiding the top step of the podium when he took his victory at Berlin Tempelhof because it came as a result of on-the-road winner di Grassi's exclusion. But the ex-Virgin F1 driver was a very dependable performer, finishing every race and becoming more and more competitive as the Jay Penske-run Dragon team became an increasingly competitive proposition. But he did seem to lack the last turn of speed needed to become a consistent race winner. Maybe that will come in the second season.



5 Jean-Eric Vergne

Team Andretti Autosport
Starts 9
Best finish 2nd
Position 7th

Amid all the talk about how long it takes to get used to mastering the Formula E cars, Vergne dropped in at the third round for Andretti Autosport and promptly stuck the car on pole. He was consistently rapid, and often one of the most spectacular to watch during a qualifying lap, although he never quite managed to translate that into victories. There was also some of his trademark bad luck, with a certain podium finish on his debut lost to a failure. But nobody can be in any doubt of the Frenchman's ability; what he needs now is to add to that rock-solid consistency to have a run at the title.



S BLOXHAM/LAT



MAUGER/LAT

6 Sam Bird

Team Virgin Racing
Starts 11
Wins 2
Position 5th

You could look at Bird's high points and conclude that he was desperately unfortunate not to win the championship. You could equally look at his low points and wonder how he went to the final double-header in London still mathematically in the title hunt. The question is, how much of that should be attributed to the Virgin Racing team not being at the same level as e.dams, China Racing and Abt? Probably more of the blame lies with the team than with Bird, who was a rapid and effective racer when he was able to be. His dominant win in Malaysia was particularly impressive.

7 Nicolas Prost

Team Team e.dams Renault
Starts 11
Wins 1
Position 6th

Amid an illustrious driver line-up, the Prost name seemed incongruous given that his single-seater pedigree is limited – a victory in Spanish Formula 3 the high point. But the son of Alain enhanced his reputation with a strong season. There were low points, notably his baffling chop into Heidfeld on the last lap in China, a move that seemed borne more out of panic and unfamiliarity with leading a race than a cynical attempt to hit his rival. But his win in Miami was well taken and, particularly early in the season, qualifying was strong. He was also the most consistent driver in the field.



FERRARO/LAT

8 Nick Heidfeld

Team Venturi
Starts 11
Best finish 3rd
Position 12th

The Formula 1 veteran was in the thick of the action from the start of the season and deserved to win the first race in China. Instead, he ended up the wrong way up after being hit by Prost. The problem for Heidfeld seemed to be the inconsistency of the Signature-run Venturi team, which showed sporadic pace but was, overall, one of the less-convincing teams. As you would expect, Heidfeld qualified solidly and raced very well, and deserved to end the season with more than one podium finish. There were a few pits-related penalties along the way too, which didn't help.



STALEY/LAT



S BLOXHAM/LAT

9 Antonio Felix da Costa

Team Amlin Aguri
Starts 8
Wins 1
Position 8th

As the season progressed, da Costa became increasingly frustrated with Amlin Aguri's difficulty in finding qualifying speed. In the races he was excellent (his drive from the lower reaches of the grid to what would have been a top-five finish in Berlin, but for a penalty, is a fine example), but grid positions were simply not a good enough platform for his strong race pace to net the kinds of results needed to add to his victory in Argentina. But he did race well even from lowly grid slots and would have finished higher but for missing three of the races.

10 Scott Speed

Team Andretti Autosport
Starts 4
Best finish 2nd
Position 15th

For a driver who made only four starts to make it into our top 10 drivers is far from easy, but the ex-Toro Rosso pilot's performances, including a remarkable second place on his debut, mean that he edges out full-season campaigners Loic Duval and Daniel Abt. Like fellow Andretti driver Vergne, Speed made a real splash and it's unfortunate he was not able to build upon his cameo performances. His qualifying results weren't as strong as they might have been, but he showed a real aptitude for these cars in race trim and is a certain race winner given a full season in the future.



GRIFFITHS/LAT

WEB DIRECTORY

AWNINGS



No1 for Inflatable Structures.
With you from the Paddock to the Podium.
www.aireshelta.com

CAR BROKERAGE

RACING CARS FOR SALE
ALAN CORNOCK FCS
BUYING - SELLING - BROKERAGE
www.racingcarsforsale.co.uk
TEL: 01480 891212

ENGINES

Precision machining and engineering
Leading brand replacement & performance engine parts
www.gosnays.co.uk
Tel: 01708 748320



EXHAUSTS

Inconel & Stainless Steel Specialists
SIMPSON
Race Exhausts
Tel: 01753 532222
www.simpsonraceexhausts.com



GEARBOXES

Gearboxman.com
COMPETITION TRANSMISSION SERVICES
Gearboxes & Axles for Road, Race, Rally and more
Telephone: 01582 840008 Fax: 01582 840007

HELMET GRAPHICS

Visit: www.liquidcolourdesign.com
Studio: +44 028 93378525
Mob: +44 0770 9442894



HELMET GRAPHICS

Mike Fairholme Designs
Sole approved painter of Arai helmets.
Silver Birches, Corby Birkholme, Nr Grantham, Lincs NG33 4LE.
Tel: 01476 550630. Fax: 01476 550029.
email: fairholmedesigns@btconnect.com
www.fairholmedesigns.co.uk

LEGAL

Motor Sport Legal Advice
Tudor Alexander, LI.B Solicitor
tudor@fletcherday.co.uk
07887 713512

MEMORABILIA

Speed King.cc
EXCLUSIVE MOTORSPORT MEMORABILIA
EST. 1996
We Buy Your Teamgear!



MEMORABILIA

FINAL LAP
For Everything Formula One
www.finallap.net **WE BUY AND SELL**
+44 (0) 1245 287588 / 07771 920345



RACE PARTS

ARE DRY SUMP SYSTEMS
ARMSTRONG RACE ENGINEERING INC.
WWW.DRYSUMP.COM (916) 652-5282



RACE PRODUCTS

PORSCHESHOP
10% off with website
voucher code **AUTOTEN**
Or Call: 0121 585 6088



RACE PRODUCTS

CARTEK
MOTORSPORT ELECTRONICS
023 80 457747
www.CARTEKMOTORSPORT.COM



RACE RADIO

Pit to Car Autotel
Radio solutions **Digital Race Radio**
0044(0)1508 528837
www.raceradio.co.uk



RACEWEAR

demon tweeks
PROFESSIONAL MOTORSPORT EQUIPMENT
www.demon-tweeks.co.uk



AUTHORISED DISTRIBUTOR
OMP YBRACING
MOTORSPORT & PERFORMANCE
WWW.YBRACING.COM



RACING

MANUFACTURERS OF SPORTS PROTOTYPE RACING CARS
NEW & SECOND HAND MCR'S FOR SALE
ARRIVE & DRIVE PACKAGES
MCR RACE CARS



TRAILERS

itchy feet
european & american motorhomes
0345 504 5550



BRIAN JAMES TRAILERS
» Connected to you
www.brianjames.co.uk



WORKSHOP EQUIPMENT

Image®
Manufacturers of bespoke split rim alloy wheels
www.imagewheels.co.uk
IMAGE WHEELS INTERNATIONAL LTD.



AUTOSPORT

TO ADVERTISE IN THE WEB DIRECTORY
PLEASE CALL 020 8267 5271
OR EMAIL: autosportads@haymarket.com

BRIAN JAMES TRAILERS

»» Connected to you



www.brianjames.co.uk

Endurance and passion for excellence

Covering long distances, travelling through many years our trailers have served at every race or rally, up and down the country.

The latest Race Transporter models are testimony to the technology and designs our dedicated engineers have developed.

Photographed (above), Race Transporter 4 with optional style B1 alloy wheels.

Race Transporter range start from £ 6,750 (excl. VAT).

To find your nearest dealer visit:
www.brianjames.co.uk/dealer



T +44 (0)1327 308 833

For more information and details on the Brian James Trailers range, please contact our head office.

CAR TRANSPORTER

TRAILERS & TRANSPORTERS



www.**WOODFORDTRAILERS**.com

HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS



Email: sales@woodfordtrailers.com

CALL US NOW **01327 263 384**

TRAILERS & TRANSPORTERS

Over 100 new
and used trailers in stock

FIELDFARE TRAILER CENTRE



Sold to Competitors by Competitors !

Fieldfare Trailer Centre, Salisbury.

With over 15 years of experience in dealing with trailers, we know a thing or two about them.

Our expert and professional advice will help you find the right trailer for your requirements.

People come from all over the country to see our extensive range for a number of different uses.

* Sales * Trailer Hire * Servicing
* Repairs * Parts

Selection of used Brian James Trailers for sale

1. A-Max, 5.0m x 1.96m, 2.6t GVW, £1800 + vat
2. A-Max, 4.3m x 1.96m, 2.6t GVW, £1850 + vat
3. A-Max, 4.3m x 1.96m, 2.6t GVW, £2000 + vat
4. TT Tiltbed, 5.0m x 2.02m, 3.5t GVW, £2500 + vat
5. Covered A-Max, 4.24m x 1.94 x 1.52m high, 2.0t GVW, £3,495 no vat.



BRIAN JAMES TRAILERS

Tel: 01980 611853 info@fieldfaretrailers.co.uk www.fieldfaretrailers.co.uk

The Trailer Warehouse, Ford Farm, Old Malthouse Lane, Ford, Salisbury, Wiltshire, SP4 6DR.



TRAILERS & TRANSPORTERS

PRG TRAILERS

Finest Built British Trailers.



PRG Trailers | Cheshire | UK | Tel: +44 (0) 1270812402
Web: www.prgtrailers.co.uk | Email: info@prgtrailers.co.uk

AUTOSPORT

**IF YOU'D LIKE TO ADVERTISE
YOUR PRODUCTS AND SERVICES**

PLEASE CALL:

020 8267 5367

FOR SALE



DAF LF 55-180. 13t. Double sleeper cab, A/C, Cruise Control, Electric windows, Sunroof, 1500KG Tail lift, Big Inverter, Battery Guard, Auxillary compressed air supply in body, 29ft body, 4m in height so ok for Europe, LEZ compliant, long MOT and TAX, work bench and Vice, various racking and storage full awning and flooring included, good tyres all round, lots of floor lashing rings, side entrance shutter and steps, Full body kit and skirts. **POA**

Call LEE on 07802496988

PGVM ^{Ltd}
Paul Grimshaw Vehicle Movements

EMAIL: [INFO@PGVM.CO.UK](mailto:info@pgvm.co.uk)

TEL: +44(0)1280 841548

WEB: WWW.PGVM.CO.UK

BASED NEAR SILVERSTONE CIRCUIT



**COVERED CAR TRANSPORT TRACK DAYS PERSONAL CARS
1,2,4,6 CAR MOVEMENTS UK & EUROPE
RACE CARS, CLASSIC CARS, SUPERCARS, PRESTIAGE CARS**

CARS FOR SALE

BMW

McLaren BMW Super Touring Car

1997 ST008 Chassis 005



- The Car was run by CIBIEMME and BMW ITALIA for De Simone and Sardelli.
- Full History and Documentation along with Set up Sheets from Factory Team.
- Car was Stripped and Prepared for Competition in Mid-2014 with New FIA Fuel Cell and Safety equipment.
- BMW Engine Management System and PI Software-Dash.
- The Car is offered For Sale with a comprehensive BMW Spares package including a complete Spare Gearbox.
- Spares details are available on request (too many Parts to mention).



This Iconic Super Touring Car is offered Ready for Use at the Silverstone Classic 2015 for **£138,000.00 (No Vat)**.



Nick Dudfield

M: 07768 548774 | T: 01789750567 | E: nick@in2racing.co.uk

RADICAL

RADICAL SR8 FOR SALE



2012 Radical SR8, Comes with high spec Only 12 hours of track day usage since new, never raced and in immaculate condition. Full specification and additional photos available on request.

£52,000 OVNO

Contact **Mike 01277 372848** or email mectechmotorsport@live.co.uk

VAUXHALL

Vauxhall VX

220 Turbo GT3 race car built for British GT

Very little use, built from a new car in 2003 and used 2004. 3 Podium finishes. Built by Colin Blower Motorsport for Colin Blower and Dan Eagling.



This car was built regardless of cost and has larger turbo fitted water cooler and a four branch manifold, modified camshafts, larger injectors, arrow con rods, dry sump lubrication, variable boost and a touring car type of sequential 6 speed gearbox (x trac). It was built with Vauxhalls blessing and is probably unique in as far as I know.

Being the only one built to this specification and I am told is eligible for GT CUP. With approx 300bhp and weighing just over 825 klsit is a tremendous car to drive and should be competitive. It holds 100 litres of fuel and has a pit to car radio fitted. It has three sets of wheels with one set mounted with Dunlop wets, the rest have Dunlop Slicks mounted.

It has air jacks and massive brakes, and the suspension was widened by the maximum the rules would allow along with centrelocking wheels. The car is little used and looks great with little wing extensions. A demisting system was made for the car.

The engine is relatively little used. Car cost to build 130k +.

Looking for Offers around £45k.

Contact **07961003455**

MG

2014 MG6 NGTC BTCC Car



Complete rolling chassis. Built by Triple Eight and raced for one season of BTCC by Marc Hynes. Run throughout the 2014 season and meticulously maintained by Triple Eight Engineering. Entirely rebuilt and ready to race.

For further information contact
Tom Grunwald
tom@dftracing.com



Mosler GT. Winner
GT Cup, GTO Class
Championship

BRITAIN'S FIRST ONLINE MOTORSPORT ENGINEERING DEGREE

Learn Online and On-track with one of our Race Teams

College/School leavers – earn while you learn & gain practical motorsport experience

Mature Students – A second chance for a Motorsport Career, study flexibly alongside work & family

Foundation Degree (FdSc) Motorsport Engineering

BSc (Hons) Motorsport Engineering



Awarded by Staffordshire University (subject to validation). The National Motorsport Academy, in partnership with Staffordshire University, is pleased to launch Britain's first online Motorsport Engineering degrees. In this competitive, global industry, Motorsport Engineers must have the broad range of skills demanded by the top teams. Working closely with the industry, we have designed our courses specifically to meet their requirements. Not only will our graduates be qualified Motorsport Engineers with practical experience, they will also be innovative, resourceful and commercially-focused. Making them highly sought after graduates.

Why study with us?

- Low Tuition Fees £5,500 per year/level
- Entry from 100 points
- Mature students welcome
- EARN while you LEARN
- Choose your own start date
- Your own personal tutor
- Unlimited tutor support, 5 days a week,
- Stimulating, interactive, course content
- Online forum to meet other students
- Student loans available
- Free Autocad & industry software, NUS card
- Guaranteed work experience placement

How to apply

Please register on our website today at
<http://motorsport.nda.ac.uk/how-to-apply>

What you will study

- Mathematics for Motorsport
- Race Car Design & Preparation
- R & D Simulation and Analysis
- Fundamentals of Motorsport Technology
- Fluid Mechanics & Thermodynamics
- Engine Design, Development & Simulation
- Vehicle Dynamics, Physics & Data Acquisition
- Work Experience & Research Study
- Advanced Engine Development
- Aerodynamics
- Hybrid & Electric Vehicle
- Final Project



New for 2015 Lotus GTE (Le Mans). Over 30 races planned.

ONE OF THE MOST PRACTICAL ACCESSORIES YOU CAN FIT TO YOUR CAR.



RBP563
V60 ESTATE/COMBI
11.2010>

VOLVO



RBP4707
RAV 4 5DR 4x4 (RIBBED)
3.2013>

TOYOTA



RBP815
FOCUS
5DR HATCH (RIBBED)
1.2015>

FORD

REARGUARDS are available for over 500 vehicles. You will find the full - and growing - list at: www.rearguards.co.uk



RBP163
KUGA MK1
(RIBBED)
6.2008>2.2013

FORD



RBP4599
(BRUSHED
ALLOY LOOK)
CLIO MK4 5DR
11.2012>

RENAULT



RBP4596
ASX (RIBBED)
11.2012>

MITSUBISHI

REARGUARDS

• A practical, simple and stylish solution to cover unsightly scuffed and scratched rear bumper tops • Hides old paint scratches and prevents new ones which avoids very costly bumper repairs!

- Protects paintwork when loading or unloading the boot • Quick and easy DIY fit using **3M** self-adhesive tape
- Individually tailored and moulded in recyclable ABS plastic with 4 colour options: Black, Silver, Carbon Look and Brushed Alloy Look • New models constantly being added • Looks like an original factory fitted product
- Designed & manufactured in the U.K. by **RGM** • **NEW STAINLESS STEEL APPLICATIONS NOW AVAILABLE**



car. Incredibly easy to fit. An excellent accessory! Thank you Rearguards!" **Mr D.R. Ford Kuga**

"I was pleased to receive my Rearguard so quickly because my Ford Kuga's rear bumper was recently badly scratched and damaged in a car park (by a hit and run driver). To replace it would cost £100s. Rearguards cover up all the damage. It looks part of the



Mr R.J. VW Golf Mk7

"Thanks for sending the carbon-look Rearguard for my Mk7 Golf. It's fabulous - it does exactly what I needed, as the sill is particularly prone to damage. I don't understand why manufacturers don't fit something like it as standard equipment."



"Every VW driver should have RGM Rearguards to protect their painted rear bumper."

Neil Bir kitt, Editor, VW Driver Magazine



"Just taken delivery and fitted Rearguards to my C3 Picasso. Brilliant! It took me about two minutes and it fits perfectly."

Mr B.Stevens. C3 Picasso



"Just fitted Rearguard which arrived today for my Sandero Stepway. Absolutely brilliant. Blends in so well with rest of car's trims."

Mr D.F. Dacia Sandero Stepway



"Today I received my Rearguard for my 2011 BMW 525 SE and I'd like to say a Big Thank You. It covers the scratches on top of the bumper and it makes the rear of my car look even more upmarket. The Lady I ordered it from on the Phone was Extremely Helpful and Friendly, a credit to your company. Now I've fitted Rearguards it makes me wonder why they're not standard on all new cars. You have a great Product and I wish you every Success for the Future."

Mr M.R. BMW 525 SE

If you'd like a free brochure, just ask. If you place an order and you would like us to fit your Rearguard, pop in and we'll do it for free. If your car's not on our list, call us and we might make one especially for you!

Models recently added:

- Honda Civic Tourer • Vauxhall Corsa • Mercedes C-Class Saloon
- Skoda Fabia/Fabia Estate • Skoda Octavia Scout • Ford Focus
- Porsche Cayenne/Macan • VW Passat Variant

TRADE AND EXPORT ENQUIRIES WELCOME



01525 853888 | www.rearguards.co.uk | sales@rgmouldings.com

RGM Ltd, Unit K4-K5 Cherrycourt Way, Stanbridge Road, Leighton Buzzard, LU7 4UH **RGM**

MARKETPLACE

FLOORING

Kiwi Tiles

Interlocking Plastic Floor Tiles, as used by leading race teams throughout Europe.

- Easy installation & removal
 - Many colours
 - Lightweight
 - Strong and durable
 - Compact & easy to store
 - Top quality
 - Value for money
- Stock Colours:
Red, Blue, Green,
Yellow, Silver, Orange,
Grey, Black, White,
Dayglo Red

Ralt Engineering
Tel: 01865 883354 Fax: 01865 883789
Email: enquiries@kiwitiles.com
www.kiwitiles.com

AUTOSPORT

IF YOU'D LIKE TO
ADVERTISE YOUR
PRODUCTS AND
SERVICES PLEASE
CALL:
020 8267 5367

PARTS



USE PROTECTION ADD STYLE



RIMBLADES

Buy Online
www.rimblades.com
£29.99 a set. Available in 10 colours
A GREAT BRITISH INVENTION

EVENTS

Floral Events

Bespoke Florist with both
Motorsport Hospitality
and Product Launch Experience.
Prepared to travel throughout UK
and Europe, leaving your team to do
what they do best.

Contact Julie on
Mobile **07957831398** • Office **01538 308259** or
email Julie@floralevents.co.uk
www.floralevents.co.uk



STORAGE

THE VERY BEST IN MOTORSPORT & ENGINEERING WORKSHOP STORAGE SOLUTIONS



SYSTEM STORE SOLUTIONS LTD

- ✓ New race bays
- ✓ Machine shops
- ✓ Mobile storage units
- ✓ Stand-alone workstations
- ✓ Workbenches, trolleys & racking for workshops

The latest design and installation of motorsport storage solutions for workshops and transporters to teams in classic/historic racing right through to Formula One.

Our Services Include:

Total design, layout and installation, including project management, consultation, technical advice & no obligation site surveys.

01622 859522 | sales@systemstoresolutions.com | www.system-store.com

MARKETPLACE

PREMISES TO LET



TO LET – 780sqm (8,404sqft). Motorsport Workshops with offices. Dry Air conditioning. Compressed Air system. Plastic floors. Partial airline. High quality office, reception and staff areas. 2 roller shutter doors. Rural location close to A11/Snetterton Circuit.

Available immediately. **£42,000pa plus VAT**
Tel: **01379 851038** durrants.com



MEMORABILIA

F1 COLLECTORS .COM



#1 FOR F1 MEMORABILIA & AUTOGRAPHS

We buy and sell F1 items
AYRTON SENNA specialists

Call **CHRIS GRINT**

01763 274448

email:- sales@f1collectors.com

TYRES

FOR ALL YOUR

AVON
TYRES
MOTORSPORT

RACING TYRES
Inc. ACB 10 Formula Ford
Contact

BMTR LTD

Tel: 0121 331 1122

Fax: 0121 331 1144

email: sales@bmtr.co.uk

see our new website at www.bmtr.co.uk

RACE PRODUCTS

Elite Carbon Fibre

Carbon fibre race car component manufacturer

EliteCarbonFibre Ltd.
Units 20-22 Norwich Road Ind. Est.
Watton, Thetford, Norfolk IP25 6DR

Contact – Dave Greenwood 07809390316
Email – davecarbonelite@googlemail.com
Website – elitecarbonfibre.co.uk



Carbon Composite Wings, Bodywork & Repairs

CARTEK MOTORSPORT ELECTRONICS

NEW

Power Control Panels

FiA Rain Lights

Shift Lights

Power Distribution Modules

Wireless Steering Wheel Controls

Coolant Level Alarms

Battery Isolators

Suppliers to:
Porsche
HWA AMG
Ford
KTM X-Bow
Mini Challenge (UK)
Kamaz
V8 Super Cars
Rage Motorsport



www.CARTEKMOTORSPORT.com
CARTEK AUTOMOTIVE ELECTRONICS Ltd
+44 (0)2380 457747 New number
info@cartekmotorsport.com

demon tweeks PROFESSIONAL MOTORSPORT EQUIPMENT

• EXPERT ADVICE • MASSIVE STOCK • RAPID DELIVERY •

OMP

MEDIA CODE: NZ252A

0844 375 2196

www.demon-tweeks.co.uk

LOW CALL RATE CALLS MAY BE RECORDED FOR TRAINING PURPOSES

London Motorsport Showroom
www.msar.co.uk

msar UK agent for **SCHROTH RACING**

Order Hotline: 020 8655 7877

Visit Us At Our New Larger Showroom

MARKETPLACE

RACE PRODUCTS

H FUEL PUMPS

High quality, reliable, quiet
Used by professionals

2 YEAR
WARRANTY



'IN-TANK'
FUEL PUMPS

www.glencoeltd.co.uk



ALL PRICES EXCLUDE VAT @ 20%

Tel: 01784 493 555 Fax: 01784 493 222 Email: sales@glencoeltd.co.uk

£55.00

OTP 017

(P3017.1)

Replaces: Bosch 0580 464 070



OTP 018

(P3018.1)

Replaces: Bosch 0580 254 911



£58.00

£64.00

OTP 019

(P3019.1)

Replaces: Bosch 0580 254 910/941/942



£65.00

MOTORSPORT

OTP 020

(P3020.1)

Replaces: Bosch 0580 254 909



£75.00

MOTORSPORT

OTP 979

(P3979.1)

Replaces: Bosch 0580 254 979



£84.00

MOTORSPORT

OTP 044

(P3044.1)

Replaces: Bosch 0580 254 044



AUTOSPORT

Want to advertise a motorsport job?
If you are recruiting in motorsport and
wish to advertise with
Autosport in print and online
please contact
Jonathan.Whitehead@haymarket.com
by email
or call **020 8267 5908**.

For all current vacancies advertised
please visit our website
www.autosport.com



WDK Motorsport Ltd are one of
the leading Historic Motorsport
teams in Europe

Due to expansion we have a full time position available
for an immediate start. The applicant would ideally have
5 years experience as a No.1 mechanic, be able to fully
prepare, strip and re-build a range of different race cars.
Attend race meetings in the UK and abroad.

Please send your CV to janine@wdkmotorsport.com

Autosport is one of the strongest and most respected
publications within the racing community today and we can
clearly see the advantages of placing our job
recruitments in this magazine.

We are pleased to see so many competent applications just
days after the magazine has been published.

Henrik Samuelson, Marketing Communication Manager,
Öhlins Racing AB

Call 020 8267 5908 to discuss how you can advertise
your job here, gaining access to over 15,000 job seekers
online and a global audience of over 150,000

MOTORSPORT JOBS

MTS

be certain.



MTS is further expanding its capabilities in the UK! This is an exciting opportunity to join the global leader in high fidelity vehicle testing solutions. MTS is creating a unique and challenging atmosphere that makes us home to some of the best technical and creative people in the world.

As a technical expert you will lead the engineering teams through to successful project completion by ensuring that best engineering practices are being utilized.

In your management role you will be responsible for assisting team members in the development of their engineering skills and helping junior engineers in their skills development through sharing knowledge and experience and mentoring.

Vehicle Dynamics Simulator Engineer (f/m) in Guildford/Surrey/UK

As a member of the Motorsports Technology Group you will be responsible for acting as a Subject Matter Expert in the field of driver in the loop simulators and real time simulation, with specific responsibility for championing our new Vehicle Dynamics Simulator product in both Motorsports and OEM automotive markets. You will work in close collaboration with our suppliers that provide key technologies for this specific new product.

Your profile:

You are an industry recognized technical expert in driver in the loop simulators and real time simulation and you will be responsible for the continuous improvement of MTS technologies in your area of expertise to achieve and maintain "best in class" status and an overall competitive advantage.

You can provide MTS with a proven track record in solving complex technical problems, and creating well integrated (mechanical, electrical and software component based) profitable solutions for MTS and customers.

You bring competency equivalent to an advanced degree in engineering or an associated technical discipline in addition to at least 5 years relevant industrial experience.

To apply, please submit your CV and motivation letter including possible starting date by e-mail to European Recruiting, Ms. Sabine Bacher: sabine.bacher@mts.com, MTS Systems GmbH, Hohentwielsteig 3, D-14163 Berlin, Germany, Phone +49 30 81002-198.

We look forward to receiving your application!



WE ARE CURRENTLY LOOKING TO RECRUIT THE FOLLOWING POSITION WITHIN RED BULL TECHNOLOGY:

HRO1071501 HEAD OF HOSPITALITY – MATERNITY COVER

We currently have an exciting opportunity for a Head of Hospitality to join our Marketing Team for maternity cover on a Fixed Term Contract.

The role will be responsible for providing leadership and guidance to the hospitality team, with an emphasis on creating and developing new business for the race, test, and factory hospitality events, seeking out new opportunities to increase sales in these areas.

The successful candidate will be responsible for overseeing all hospitality operations including hospitality business planning, budget and income, and the set up and operation of the Paddock Club. The ability to build strong relationships is essential for this role as the successful candidate will be expected to actively seek out new business to increase race, test and factory hospitality sales as well as exploring new revenue streams. You will also be expected to utilise the factory as a revenue making entity by selling both factory tours and events, and facilitate these tours when required.

The ideal candidate will have prior hospitality experience in a F1 environment, strong experience in leading and managing teams. Be commercially minded, with experience of looking for new business opportunities and have experience of managing large financial budgets.

The ideal candidate will demonstrate exceptional organisational skills coupled with strong interpersonal and social skills. You will display good communication skills oral and written, strong intuition and attention to detail is essential. The successful candidate will be a willing and enthusiastic team player whose enthusiasm to assume responsibility and determination to achieve goes beyond expectations. Excellent IT skills including Word, Excel and PowerPoint are essential for this position. Additionally the successful candidate will be required to travel.

To apply for positions at Red Bull Technology and Red Bull Racing, please visit the recruitment page on our website www.infiniti-redbullracing.com

CLOSING DATE FOR APPLICATIONS – 17 JULY 2015

PLEASE NOTE: No Agencies please.



In its plan to develop the team for the 2016 season, Scuderia Toro Rosso has the following vacancies available:

Senior Vertical Dynamics Engineer – "ref. 22-15"

We are looking for a Senior Vehicle Performance Engineer to join the Vertical Dynamics group within our Vehicle Performance Department. This role will involve the responsibility of all ride activities from experimental to the simulation ones. You will be responsible for the technical management of 7P testing sessions and well as responsible for the definition of damper system characteristics with liaison with damper suppliers. You will be responsible for the development and improvement of the ride methodology (objective index, correlation studies) and you will proactively contribute to support the Race team and to improve ride performance of our car. A strong understanding of Vehicle Dynamics and Ride is expected. A good knowledge of Matlab and of typical motorsport data analysis tools is essential. Previous motorsport experience in F1 or LMP1 would provide an advantage. The position is based in Faenza (Italy).

Model Design Engineer – "ref. 23-15"

We are seeking an experienced Model Design Engineer to support our Aerodynamic Development Programme at our Wind Tunnel facility based in Bicester, UK. Candidates should be able to demonstrate extensive CAD skills, preferably using NX and display an innovative and creative approach to the design of high quality model components. A relevant qualification in a mechanical, automotive or other appropriate discipline is necessary and design experience within a motorsport environment is preferred. The successful candidate should have excellent communication skills and a proven ability to work under pressure to the highest levels of accuracy and quality. In addition, the successful candidate must be able to work as part of a team and communicate well with other Designers, Aerodynamicists and Production Staff to constantly improve our design standards, methods and procedures. The position is based in Bicester (UK).

Stress Engineer – "ref. 24-15"

Reporting to the Head of Stress Analysis, the successful candidate will be self-motivated, a good communicator and be expected to work under pressure to meet critical deadlines. You will work closely with Designers and Aerodynamicists and provide guidance for junior engineers. A degree in Mechanical, Automotive, Aeronautical or other relevant discipline is a requirement. You will possess strong stress analysis skills and be able to demonstrate extensive experience in all aspect of a car structural design and calculation. An excellent knowledge of current manufacturing processes is also required, ideally in both in composite and metal environments, together with knowledge and experience of structural testing methods will be beneficial. You will be expected to take a pro-active approach to improving analysis quality, time and processes. The position is based in Faenza (Italy).

To apply please upload your CV, including salary information, in our website: http://www.scuderiatororosso.com/en_IT/careers

Closing date: 31st July 2015

PLEASE NOTE: No Agencies please.

WWW.TOROSSO.COM

We are currently recruiting for the following positions within the UK.

Controls Engineer

CE 704

This position supports all on-car control systems at race and test events and is responsible for ensuring control systems are configured in alignment with the FIA set guidelines. Work with race engineers and driver on improvements and tuning of the systems to the driver's and team's requirements.

The successful candidate will have:

- Strong technical background and previous experience working with control systems in a high level motorsport environment
- Proficient with Visual Basic, C++ Simulink
- Degree or equivalent in control systems engineering

Race & Test Engineer

RE 704

This position is responsible for managing and optimizing all aspects of the car's operation at all race and test events. You will be expected to facilitate driver communication and performance, run planning, car preparation, legality and reliability, setup, tyre management and the coordination of other engineers assigned to the car.

The successful candidate will have:

- BS in Mechanical or Aerospace Engineering with a min of 5 years of experience in motor racing as a race/performance Engineer (Experience in Formula One preferred)
- Strong technical background in race car performance/ vehicle dynamics as well as car/system design/operation/build/preparation
- Proficient with McLaren Atlas, System Monitor, and vTAG, Matlab/Simulink, lap simulation tools, Excel/VBA

Number 1 Race Mechanic

1RM 704

This position is responsible for the assembly and servicing of the car both at trackside and at the Banbury factory. You will lead and assist your team of Mechanics throughout the build process coordinating assembly in a methodical manner while adhering to tight deadlines.

The successful candidate will have:

- Previous experience as a Number 1 Mechanic within Formula One preferred
- Comprehensive mechanical understanding gained in Formula One racing
- Basic composite and fabrication skills as well as being computer literate

Chief Garage Technician

CGT 704

This position provides leadership to the garage technicians at all tests and races with responsibility for the build and presentation of the garage and associated equipment, as well as the transportation of race team freight including cars and pit equipment.

The successful candidate will have:

- Proven leadership ability and the ability to manage, train and direct others effectively
- Previous experience in a professional motorsport environment
- NDT Technician qualified, UT essential, DYE and Eddy current would be beneficial
- Computer literate including Microsoft Office Suite of products and a basic understanding of Formula One vehicle systems and technology

Successful candidates for all of the above positions will be self-motivated and proactive with the ability to work within a team environment with tight deadlines. Excellent communication skills and working with minimal supervision are also required.

To apply for the above positions, submit your CV and relevant documentation to HR@HaasF1Team.com referencing the job name and number in the subject line. Closing date for submissions for the above positions is July 24 2015.

No agencies, please.

WIN

LAUDA: THE UNTOLD STORY

We have three DVDs to give away, courtesy of Bulldog Film Distribution, to celebrate this film's release

Lauda: The Untold Story includes previously unseen footage and exclusive access to Mercedes HQ, as well as interviews with Lauda, his family, and racing legends past and present including Sir Jackie Stewart, David Coulthard, Mark Webber, Lewis Hamilton, Nico Rosberg, Hans-Joachim Stuck, Jochen Mass and many more.

TO ENTER

To be in with a chance of winning, just answer this question:

How many times was Niki Lauda crowned F1 World Champion?

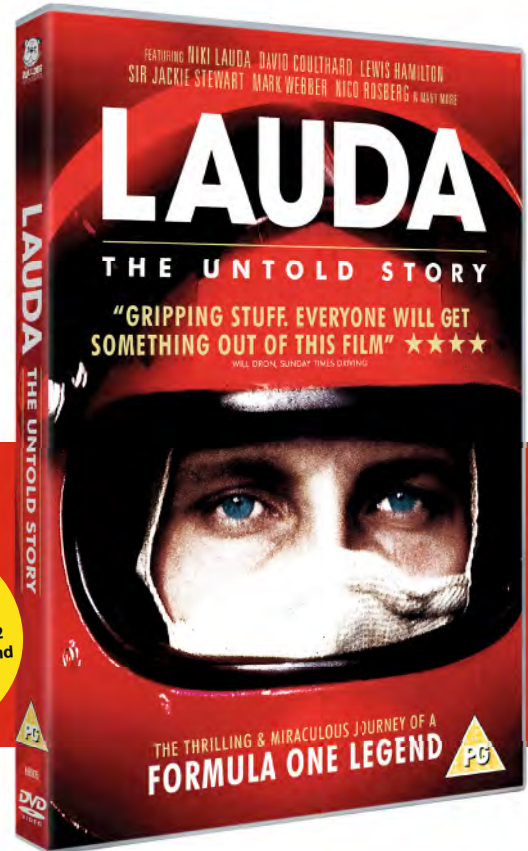
A) 1 B) 2 C) 3

Email your answer to:
autosport.competitions@haymarket.com
Closes midnight July 15 2015

LAUDA: THE UNTOLD STORY is available in cinemas from July 2 2015, and on DVD and On Demand from July 6 2015

Terms & Conditions To enter: email your answer to autosport.competitions@haymarket.com. Entries close 11.59pm on July 15 2015. Prizes are as stated. Open to UK residents aged 18 or over. No cash alternative. Prizes are non-transferable. Only one entry per person. The Promoter: Haymarket Media Group, Teddington, Middlesex, TW11 9BE. For full terms and conditions see www.haymarket.com/terms-and-conditions

AUTOSPORT COMPETITION



EVERYONE LOVES THAT FAST CAR SMELL.



NOW ANYTIME CAN BE GO-TIME.

K&N® high-flow air filters are designed to increase horsepower with up to 50% more airflow. And with five-minute installation, better performance doesn't get much easier. Order yours online today.

KNFILTERS.COM



SUPERIOR AIRFLOW. SUPERIOR PERFORMANCE.™

CLUB AUTOSPORT

NATIONAL RACING • HISTORICS • RALLYCROSS • HILLCLIMB • TRACK TESTS



Soper, Harvey, Morgan get Classic drives

Rover SD1 run for Soper as former BTCC champ Harvey and racewinner Morgan get BMW seats

FORMER BRITISH TOURING Car champion Tim Harvey will drive a 1987 BMW in the Super Touring Car Championship races at the Silverstone Classic later this month.

The 1992 BTCC title winner contested the Classic in 2013 in his old Labbat's-liveried Ford Sierra Cosworth RS500, and for the 2015 edition will race an ex-Linder European Touring Car 2.5-litre E30 in both races. Harvey may also contest the series' round at Rockingham later this season.

"I won't get the chance to drive it before the Classic weekend but a car's a car," said Harvey. "I'm looking forward to it, there's quite a good entry so it should be good."

"I know the cars pretty well, I've always loved rear-wheel drive Super Touring cars. As long as it has a strong motor it will be competitive."

BTCC race winner Adam Morgan will make his Classic debut in Darren Fielding's BMW E36, racing on Saturday only.

"It's something I've been watching

for the last couple of years and it's on my to-do list," he said. "I don't know a great deal about the car but it's an unbelievable bit of kit."

Touring car legend Steve Soper will drive a TWR Rover Vitesse SD1, a sister car to the one he raced in the 1985 European Touring Car Championship, at Silverstone.

The 62-year-old's appearance follows outings in the JD Classics-owned car, which was raced by TWR boss Tom Walkinshaw and Win Percy in 1986, in an Historic

Touring Car Challenge event at the Donington Historic Festival and the Goodwood Festival of Speed.

"It is a genuine TWR car that hasn't been messed about with," said Soper, who will also contest the World Sportscar Masters event at the Classic with David Cuff and his Ford GT40.

"It had a lovely balance and was still fast. I'm really glad I've got the opportunity to race it again, even though against the Super Tourers I'm only going to be mid-grid."

Goodwood Revival

Conway set for Goodwood Revival with TV 'Dragon'

TOYOTA LMP1 DRIVER MIKE

Conway will make his Goodwood Revival debut this year, partnering businessman Theo Paphitis.

World Endurance Championship race winner Conway and Dragon's Den star Paphitis are hoping to share the latter's Ford Anglia in the St Mary's Trophy races.

Racing rookie Paphitis has raced the car in Historic Sports Car Club and Historic Racing Drivers' Club

meetings this season to gain signatures. He was a last-minute entry into the second Mk2 Golf race at Oulton Park last weekend after his Anglia, in which he finished second in class in the HRDC Allstars race, suffered a loss of oil pressure in the Touring Greats encounter.

Paphitis hopes to have the Anglia repaired in time to race at Brands Hatch this weekend, which will allow him to upgrade his licence in time for September's Revival.



"I have five signatures so we need one more and then it's Goodwood," explained Paphitis. "Next weekend it's Brands, if we finish there – the car died today. The oil pressure just went so we need to have a look. The Volkswagen lot kindly allowed

me into their competition on a last-minute entry, so all's well that ends well as they say.

"I know Mike [Conway] well. I'll try and teach him everything I know, which will ruin his career!"



Pyro will expand into Ginettas in '16

Ginetta Juniors

Crack Clio squad Pyro to Ginetta Junior

REIGNING RENAULT UK CLIO

Cup squad Team Pyro will field a multi-car team in the Ginetta Junior Championship next season.

The outfit, based in Barwell in Leicestershire, fields three cars in this year's Clio Cup having run as many as six in the past. It also runs the Preci-Spark Mercedes AMG GT3 car of David and Godfrey Jones in the

British GT Championship

The team failed in its bid to run cars in this year's MSA Formula championship.

"We're always trying to look at other series," said Pyro boss Mark Hunt. "We like to be busy and learn new things, and people have asked if we'd be interested.

"We tried MSA Formula but we don't have anywhere to offer drivers after that. It takes time for a driver to develop and

ideally we'd like to introduce a driver into the Clio Cup and win it in their first year.

"Nobody has done that. So to develop them in Ginetta Juniors first and bring them in would be ideal. A multiple-car team is the only way we'd do this as it's tough to run just one car."

Hunt has not ruled out the possibility of further expansion into the Ginetta GT4 Supercup after next year.

"That would be a step too far in 2016," he said. "But it's certainly something we'd look at as we've had experience in the old G50 Cup car in 2011 [taking Jody Fannin to second in the points]."

Pyro's leading Clio drivers Ash Hand and Ashley Sutton lie second and third in the championship standings, respectively.

Formula Renault ALPS

Aitken suffers suspected fractured vertebra in shunt

FORMULA RENAULT ALPS TITLE

challenger Jack Aitken suffered a suspected fractured vertebra in a crash at Monza last weekend.

The 19-year-old Koiranen GP driver was tussling with Matevos Isaakyan into the second chicane in the second race when the accident happened.

"He tried to brake late, but locked up the front wheel," said Aitken. "As I went to go round the outside of him, he tagged my rear wheel and I flew into the air and had a heavy impact with the ground."

An initial scan suggested Aitken's sixth vertebra was fractured but he has now flown back to the UK for a check-up, having missed the final race at Monza.

"I am genuinely not sure if I will miss any more races," Aitken added. "It's that

kind of injury where I could be out for a week or it could be months, I don't know yet. It's nothing really serious or long-term so in that respect it's good."

Aitken now lies second in the standings, 12 points behind team-mate Jake Hughes but is doubtful for the Misano round on July 18/19.



Aitken led points before his shunt

British GT

Ollie Hancock rejoins FF Corse for Spa British GT

OLLIE HANCOCK WILL RETURN to the British GT Championship at Spa this weekend, partnering Gary Eastwood in the FF Corse Ferrari 458.

Hancock will fill in for Eastwood's regular co-driver Adam Carroll, who is racing in the clashing European Le Mans Series round in Austria. The 27-year-old finished second on a one-off appearance for FF Corse at Donington in 2014.

"I love the car and the team and the opportunity came around," said



Hancock: second in last BGT race

Hancock. "I want us to pick up where I left off at Donington. I can't see why we can't grab a podium."

The Marc VDS BMW squad has entered the Spa BGT event, but will not race. The Belgian team will use free practice to give Pascal Witmeur seat time in one of its Z4 GT3s ahead of the Spa 24 Hours.

Witmeur is raising money for a cancer charity along with Spa legends Eric van de Poele, Jean-Michel Martin and Marc Duez.

British Rallycross

European RX ace wants British return

DOUBLE FIA EUROPEAN

Rallycross TouringCar champion Derek Tohill is targeting a return to the Supercar category of the British Rallycross Championship after a

successful appearance at Mondello Park.

Tohill took a podium finish in Ireland last month but wants to race full-time next season, and is on the lookout for an older car to get experience in this year.

"I have unfinished business in Europe in Supercar," said the Irishman. "I'm working to buy a car at the moment."

Tohill is also considering working with a manufacturer to build a new car.



Tohill had tough Supercar season

Formula Ford 1600

Extra Champion of Brands race added in November

THIS YEAR'S CHAMPION OF

Brands Formula Ford 1600 series has been extended to five rounds with the addition of an extra round in the winter.

The Brands Hatch-based contest will hold a double-header alongside the final rounds of the BRDC Formula 4 Autumn Trophy on the Kent venue's Indy Circuit on November 14/15. The additional date brings the Champion of Brands calendar up to five rounds for the first time since it

was reborn for the 2010 season.

"This will be the first winter races of the reborn Champion of Brands, and will offer great track time," said series organiser James Beckett. "The fixture sits just after the Walter Hayes Trophy [Oct 31-Nov 1] so it's the time of year when there are more FF1600 cars and drivers in circulation than at any other point, so hopefully it'll get strong support."

Beckett is also confident of a healthy grid when his Super Series FF1600 category races at Snetterton next month.

It will be the first time contemporary FF1600 machinery has featured on the Snetterton 300 circuit, as the series will have a double-header on the undercard of the British GT round on August 23.

There were just 10 cars in the last Super Series round at Oulton Park but Beckett is expecting 20 in Norfolk.



Extra FFord race planned at Brands

GT Cup

Tordoff for GT Cup debut

BRITISH TOURING CAR

Championship frontrunner Sam Tordoff will make his GT Cup debut later this month.

Tordoff, who has won twice in his WSR BMW 125i M Sport this season to lie fourth in the BTCC standings, is set to partner Guy Riall in a Porsche 997 GT3 Cup car at Snetterton.

The 26-year-old has experience of GT machinery as he is dovetailing his BTCC campaign with a European Le

Mans Series effort in a JMW Motorsport Ferrari 458 Italia. He was also a race winner during two seasons in the Carrera Cup GB.

"Guy's been asking me to do one for a while," said Tordoff, whose manager Tim Sugden works with Riall in the GT Cup.

"The timing is perfect, it's a couple of weeks before the touring car round. We're doing it for a bit of fun but it gives me a bit of track time as well."



Tordoff will be back in a Porsche

Australian Formula Ford

Aussie FFord downgraded

THE FUTURE OF THE AUSTRALIAN

National Formula Ford and Formula 3 championships is in doubt after the country's governing body has stripped them of national-championship status.

CAMS (Confederation of Australian Motor Sport) has confirmed that FFord in Australia must run as a regional category from 2016, with F3 similarly downgraded a year later. The new Australian Formula 4 Championship – run to FIA F4 rules – will become the sole CAMS-sanctioned national single-seater championship.

A CAMS statement said: "Consistent with the FIA open-wheel strategy, Formula Ford will continue to be a part of

the Australian motorsport framework, but eligible for state competition."

A Formula Ford Association statement countered: "We have once again been subject to a purely political manoeuvre, and will continue to defend our series."



CAMS will no longer sanction FFord

HUMBLE PYE

The voice of club racing

Fittipaldi won British GP in 1975, watched by Pye



"40 YEARS ON, £3 GP TICKETS ARE BUT A DISTANT MEMORY"

That Formula 1 has changed beyond recognition over the past four decades can be gauged in many ways. Not least the show's commercialism or the cost of attendance. Leafing through AUTOSPORT's 1975 British Grand Prix preview I was transfixed by the price of adult race-day admission. Pitch up at Silverstone on the Saturday (as it was then), hand over your £3 and you were in.

Forty years ago, I wasn't earning, although I had attended several British GPs. On the basis that my first job paid me thirty quid a week, I would have considered one tenth of my stipend – probably half its disposable component – to watch the world's best cars and drivers to be a bargain. I might even have saved another £2 for a paddock transfer and a close-up view.

What would I have witnessed? Races for F3 (the GP3 of its era) and the British Touring Car Championship before the main event, foreshortened by rain and incident and won by world champion Emerson Fittipaldi for McLaren. With FAtlantic – the 1600cc Cosworth BDA-powered class a GP2½ equivalent – and domestic Super Saloons for dessert. An exciting programme, yet only the Atlantics delivered a close finish, American Ted Wentz pipping Irishman Alo Lawler and Australian Bobby Muir.

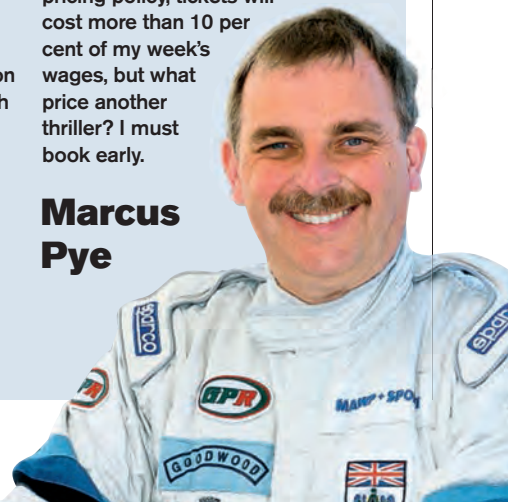
Micro-climated Silverstone has always had a reputation for fine

Grands Prix and challenging conditions. After some interminably boring races this season, Sunday's was a ripper on TV, with Williams duo Felipe Massa and Valtteri Bottas taking the fight to Mercedes' Lewis Hamilton and Nico Rosberg. British spectators have loved Sir Frank Williams' team since Clay Regazzoni took its maiden win at Silverstone in '79, thus the capacity crowd shared its disappointment when a form-book upset faded.

But Lewis won, which is what the partisan majority craved. Just as their cheers drowned engine notes at Silverstone when Peter Collins, Jim Clark, Jackie Stewart, James Hunt, John Watson, Nigel Mansell, Damon Hill, Johnny Herbert and David Coulthard triumphed.

Importantly, Hamilton's victory set up a box office dream - the possibility of a hat-trick in 2016. Even with a laudable 'fan-friendly' pricing policy, tickets will cost more than 10 per cent of my week's wages, but what price another thriller? I must book early.

Marcus Pye



Lolas dominated
the early running



MASTERS FESTIVAL DONINGTON PARK, JULY 4-5 BRSCC

Voyazides/Hadfield dominant in Lola

LEO VOYAZIDES AND SIMON Hadfield came out on top of a strong **FIA Masters Historic Sports Car** field. Their Lola T70 was never out of the top two.

Voyazides led into Redgate at the start, but had to give best to Chris Ward's Broadley Lola T70 into Goddards. Both pulled well clear of their rivals as Ward handed a comfortable lead to Paul Gibson, while Martin Stretton came in third to pass his Lola T210 over to David Tomlin, having shaken off Daniel Gibson's Broadley Lola T70 in the opening laps.

While Paul Gibson led after the handover, he was soon reeled in by Hadfield, who went on to take

a dominant win. Michael Gans' Lola T290 was third until Andy Wolfe's GT40 and James Littlejohn in Dan Gibson's Lola came by.

Littlejohn began to threaten Wolfe as both closed in on Gibson Sr. The three held station as they started the last lap until Gibson was sent spinning when a rear wheel bearing failed. He was still able to finish fourth, demoted a further place owing to a breach of championship regulations.

Scottish BMW Compact Cup championship leader Steven Dailly took two dominant lights-to-flag wins. Gary Clark emerged from the chasing duel in race one to gain second into Goddards on lap four,

while Michael Courts latched on to Shaun Forsyth to make a three-way battle to the flag.

It was a four-car scrap for second in race two, but Courts just held on, as Clark climbed from seventh on the opening tour to oust Andrew Winchester and Cliff Harper. Winchester was later excluded at post-race scrutineering.

No one could stop Adam Southgate from taking a treble in the **Porsche** races. He led the first two from the start, with Ed Hayes in vain pursuit throughout. In spite of a reverse grid for the final race, Southgate was back in front by lap five; Andrew Hack headed early leader Nick Hull for second.

There was plenty of action in the 924 class, with Adam Croft taking the first two wins and coming third in race three behind Philip Waters and Adam Piesinger.

Tommy Gilmartin's Morgan was left with a narrow lead over the Lotus Sevens of Mark Cannon and Keiron Baillie after Andy Smith's Morgan Plus 8 collided with poleman Mark Campbell's Triumph TR5 at Redgate on the first lap of the **Classic Sports & Saloons** race. Once Baillie had retired, it was

close for the lead. Gilmartin just held on, with John Kinmond's TR7 holding off Bruce Weir's Datsun 260Z for third. Gilmartin led the first seven laps of race two, but once Cannon got by there was no coming back. Cannon eased clear to win, with Baillie following Gilmartin in a distant third.

Chris Beighton's Sunbeam Tiger led the first **Masters 70s Celebration** until he was forced off by Mark Wright's Escort at the Old Hairpin. Wright then charged across the gravel at the Esses, which left him trundling to the pits leaving a trail of oil. Beighton fought back and led into Redgate on lap four, and it remained tight between him and Joe Ward until the Vauxhall Firenza's oil pump failed a lap from home, promoting Nicholas King's Aston Martin DB4 and Bruce White's Porsche 911 RSR.

Wright overcame the duelling Aston Martins of King and Greg Audi on lap six to win race two with ease. King was untroubled after Audi retired.

Henry Mann's Ford Mustang took a dominant win in the **Masters pre-'66 Touring Cars**. Roger Wills' Mercury Comet



Southgate was
pursued by Hayes

Ford GT40s master four-hour race

ROGER WILLS AND JAMES

Littlejohn won a three-way Ford GT40 battle that lasted for most of the **Masters Four Hours**.

Jason Wright led the 29-car field from pole, but soon lost ground to both Tony Wood and Wills. Julian Thomas's Jaguar E-type was an early fourth until he retired when his engine ingested a nut from an intake.

More retirements followed as Craig Davies was briefly fourth, but his GT40 then suffered an engine fire in the pitlane. That promoted Richard Meins' GT40 until his engine blew through the Craner Curves at the end of the first hour.

Wills/Littlejohn led by 3.7 seconds at the one-hour mark, with Wright/Michael Gans/



GT40s filled Masters Four Hours podium

Andy Wolfe third, while Andrew Haddon/Phil Keen overcame an early puncture in their AC Cobra to hold fourth.

Littlejohn also led at the three-hour mark, and soon after Martin Stretton made an extra stop and handed back to Wood.

"We had a misfire from the start

and a cracked exhaust – we did well to finish, really," said Stretton.

It became a two-horse race to the flag as Wills started to consolidate, only for another safety-car period to wipe out his hard work. From the green Wolfe shot ahead. "All I could think was, 'Oh no, I've got to do it all over again,'" said Wills.

He managed to reclaim the lead and ease clear again, taking the flag over 14secs clear of Wolfe.

Despite a worsening misfire Wood still held onto third. Haddon and Keen retained fourth having briefly fallen behind the Lotus Elan of David Tomlin and Richard Meaden.



Mann won in pre-66 touring cars

Cyclone led the chase for the first half, having held off Rob Hall's Ford Falcon. When Ben Hall took over the family Falcon he hauled his rival in and, despite a spin, grabbed second in the closing laps. Mike and Michael Whittaker's Mustang finished third.

Exiting Melbourne on the fifth lap of the first **Sports 2000** race, Michael Gibbins' MCR ousted Patrick Sherrington's similar car and looked set for a comfortable win. But approaching Goddards later a rear wishbone broke and sent him spinning, leaving Sherrington to take an easy win. Tom Stoten's Gunn was second, clear of Cameron Davies' MCR.

Although Sherrington led the damp second race from Davies and Stoten, Gibbins came from the back of the grid, had a spin, and was still on to Sherrington's tail as they started the last lap. Sherrington spun at Schwantz Curve, and Gibbins took an amazing win, with Sherrington a clear second from Davies.

Martin Amison and Adam White duelled in both **Caterham Open Trophy** races and had a win each.

● Peter Scherer

RESULTS

MASTERS FOUR HOURS (123 LAPS) 1 Roger Wills/James Littlejohn (Ford GT40) 3h56m36.062s (77.57mph); 2 Jason Wright/Michael Gans/Andy Wolfe (Ford GT40) +14.742s; 3 Tony Wood/Martin Stretton (Ford GT40); 4 Andrew Haddon/Phil Keen (AC Cobra); 5 David Tomlin/Richard Meaden (Lotus Elan); 6 Sean McInerney/Mick McInerney (TVR Grantura). **Class winners** Haddon/Keen; McInerney/McInerney; Tomlin/Meaden; Nicholas Ruddell/Robert Crofton/Nigel Batchelor (Ford Mustang). **Fastest lap** Wolfe 1m44.590s (85.61mph). **Pole** Wright/Gans/Wolfe. **Starters** 29.

FIA MASTERS HISTORIC SPORTS CARS (37 LAPS) 1 Leo Voyatzides/Simon Hadfield (Lola T70) 1h01m15.288s (90.10mph); 2 Jason Wright/Andy Wolfe (Lola T70) +48.902s; 3 Dan Gibson/James Littlejohn (Broadley Lola T70); 4 Michael Gans (Lola T290); 5 Chris Ward/Paul Gibson (Broadley Lola T70); 6 Chris Beighton/John Finnemore (Sunbeam Tiger). **CW** Gans; Ward/P. Gibson; Graham Wilson/Mark Hales (Chevron B8); Mark Bates (Porsche 911 RSR); Keith Ahlers/Bill Bellinger (Cooper Monaco King Cobra). **FL** Hadfield 1m35.037s (94.22mph). **P** Voyatzides/Hadfield. **S** 29.

SCOTTISH BMW COMPACT CUP (6 LAPS) 1 Steven Dailly 14m28.803s (61.68mph); 2 Gary Clark +2.776s; 3 Shaun Forsyth; 4 Michael Courts; 5 Carol Brown; 6 Andrew Winchester. **FL** Forsyth 1m59.770s (74.76mph). **P** Clark. **S** 23.

RACE 2 (8 LAPS) 1 Dailly 16m07.908s (73.86mph); 2 Courts +5.611s; 3 Clark; 4 Cliff Harper; 5 Neil Macinnes; 6 Ashleigh Morris. **FL** Forsyth 1m59.539s (74.90mph). **P** Dailly. **S** 23.

PORSCHE (ALL 11 LAPS) 1 Adam Southgate (Boxster) 21m29.619s (76.27mph); 2 Ed Hayes (Boxster) +0.274s; 3 Garry Lawrence (Boxster);

4 Richard Avery (Boxster); 5 Nick Hull (Boxster); 6 James Coleman (Boxster). **CW** Adam Croft (924). **FL** Southgate 1m50.012s (81.39mph). **P** Southgate. **S** 23.

RACE 2 1 Southgate 20m16.684s (80.84mph); 2 Hayes +1.380s; 3 Lawrence; 4 Jayson Flegg (Boxster); 5 Garry Goodwin (Boxster); 6 Andrew Hack (Boxster). **CW** Croft. **FL** Southgate 1m49.786s (81.56mph). **P** Southgate. **S** 22.

RACE 3 1 Southgate 20m26.704s (80.18mph); 2 Hack +0.721s; 3 Hull; 4 Flegg; 5 Coleman; 6 Lawrence. **CW** Philip Waters (924). **FL** Southgate 1m50.267s (81.20mph). **P** Hull. **S** 20.

SCOTTISH CLASSIC SPORTS & SALOONS (8 LAPS) 1 Tommy Gilmartin (Morgan Plus 8) 15m16.830s (77.98mph); 2 Keiron Baillie (Lotus Seven) +0.869s;

3 John Kinmond (Triumph TR7 V8); 4 Bruce Weir (Datsun 260Z); 5 Mark Campbell (Triumph TR5); 6 Raymond Boyd (Porsche 911). **CW** Baillie; Weir; Campbell; Jim Grant (Lotus Elan S3); Howard Gordon (MG Midget). **FL** Graham Miller (Ford Escort) 1m51.570s (80.25mph). **P** Campbell. **S** 23.

RACE 2 (9 LAPS) 1 Mike Cannon (Lotus Seven) 16m34.219s (80.92mph); 2 Gilmartin +4.014s; 3 Baillie; 4 Andy Smith (Morgan Plus 8); 5 Boyd; 6 Kinmond. **CW** Gilmartin; Boyd; Donald Laird (Lotus Elan S4); Gordon. **FL** Cannon 1m48.649s (82.41mph). **P** Gilmartin. **S** 19.

MASTERS 70s CELEBRATION (15 LAPS) 1 Chris Beighton (Sunbeam Tiger) 26m41.318s (83.79mph);

2 Nicholas King (Aston Martin DB4) +1m03.508s; 3 Bruce White (Porsche 911 RSR); 4 Willy Toye (Triumph TR8); 5 Joe Ward (Vauxhall Firenza Baby Bertha); 6 Tony Blake (Porsche 911). **CW** White; Ward. **FL** Beighton 1,44.698s (85.52mph). **P** Beighton. **S** 10.

RACE 2 (14 LAPS) 1 Mark Wright (Ford Escort RS 1800) 25m25.114s (82.10mph); 2 King +45.537s; 3 Blake; 4 Ronnie Haines (Ford Escort RS1600); 5 Toye; 6 Robin Benn (Ford Capri). **CW** King; Blake. **FL** Wright 1m45.829s (84.61mph). **P** Beighton. **S** 7.

MASTERS PRE-66 TOURING CARS (31 LAPS)

1 Henry Mann (Ford Mustang) 1h01m48.569s (74.81mph); 2 Rob Hall/Ben Hall (Ford Falcon) +50.548s; 3 Mike Whittaker/Michael Whittaker Jnr (Ford Mustang); 4 Roger Wills (Mercury Comet Cyclone); 5 Nick Swift (Morris Mini Cooper S); 6 Jonathan Lewis (Austin Mini Cooper S). **CW** Hall/Hall; Swift; Mark Martin/Andrew Haddon (Lotus Cortina). **FL** Whittaker Jnr 1m54.002s (78.54mph). **P** Hall/Hall. **S** 25.

SPORTS 2000 (13 LAPS) 1 Patrick Sherrington (MCR) 21m07.149s (91.75mph); 2 Tom Stoten (Gunn TS11) +23.442s; 3 Cameron Davies (MCR); 4 Nick Bates (Lola B07/90); 5 Tim Tudor (MCR); 6 Paul Streat (MCR). **CW** John Owen (MCR); Mike Fry (Lola T86/90); Mike Dodd (Tiga SC79); Colin Feyerabend (Lola T90/90); Peter Williams (MCR). **FL** Michael Gibbins (MCR) 1m36.186s (93.09mph). **P** Sherrington. **S** 28.

RACE 2 (12 LAPS) 1 Gibbins 24m03.612s (74.33mph); 2 Sherrington +6.856s; 3 Davies; 4 Stoten; 5 Streat; 6 David Houghton (Van Diemen RFSC02). **CW** Mike Turner (MCR); Williams; Clive Steeper (Tiga SC80); Mark Powell (Tiga SC84); Feyerabend. **FL** Gibbins 1m53.756s (78.71mph). **P** Sherrington. **S** 27.

CATERHAM OPEN TROPHY (BOTH 11 LAPS) 1 Adam White (Supersport) 20m27.472s (80.13mph); 2 Martin Amison (Supersport) +0.999s; 3 James Needham (Supersport); 4 Chris Bingham (Supersport); 5 Martin Gee (Sigma); 6 Spencer Fortag (Sigma). **FL** Trevor Carvey 1m48.600s (82.45mph). **P** Carvey. **S** 10. **RACE 2 1 Amison** 20m14.461s (80.99mph); 2 White +0.296s; 3 Needham; 4 Gee; 5 Bingham; 6 Fortag. **FL** Amison 1m48.406s (82.60mph). **P** White. **S** 10.



Sherrington and Gibbins tussled in Sports 2000

OULTON PARK, JULY 4 BRSCC

Touring great Jordan battles engine woe to triumph

OULTON PARK RECEIVED A FINE display in how a British Touring Car driver likes to “switch off and relax” as 2013 champion Andrew Jordan paired up with father Mike to dominate the **HRDC Touring Greats** race in their Austin A40.

It wasn't an easy start to the day, since the car blew a head gasket in qualifying and the pair had to settle for second on the grid. The team, consisting of a handful of mechanics and the two Jordans, had to decide whether to change the whole engine in the four-hour period before the race or just change the head. They opted for the latter option and the car made it to the assembly area successfully after the duo chipped in with the repairs.

Another A40, that of former British GT driver Michael Caine and Jason Brooks, claimed pole position. The duo are accustomed to driving a Mini, but wanted to give the Austin its racing debut.

Brooks started the car and

produced a magnificent getaway, almost taking the lead at Old Hall. But by the end of the first lap there was a clear leader.

Each lap Jordan Jr came across the start/finish line he was right up against the pitwall, using every inch of track space. A couple of sideways moments at Knickerbrook – although he was in total control – proved the Triple Eight driver was enjoying himself. “The car is massively fun to drive, as fun as a touring car or rallycross car really,” he claimed. “It’s just sideways everywhere, like a big kart, really.”

By the second lap he was 22s ahead, and torched the Austin into the distance. By the time he pitted 12 laps into the race the gap was over 40s. The fact that the gap wasn't bigger was credit to an excellent first stint from the inexperienced Brooks, who handed the car to Caine shortly after. While Caine was quicker than the older Jordan at the start of the stint,



Jardine put his bad luck behind him

Jordan Sr continued to work his lap time down. Come the end of the race he was quicker than Caine, who joked before the race: “Mike gets tired because he’s so old now!” The last laugh went to Jordan Sr though; the former BTCC racer has plenty of pace in him yet.

Jamie Jardine finally put an end to his torrid **Formula Ford 1600 Northern Championship Pre-’90** season so far at Oulton, winning the category’s standalone race.

Jardine had qualified on pole for

every Oulton race this year, but only had a DNF and a 12th place finish to his name. With his ‘new’ Reynard 84FF now bedded in, Jardine avoided any problems and drove away at the front of the pack.

Calum McHale made what he described as “stupid mistakes” that proved costly. Jaap Blijleven and Matthew Cowley pounced to leave McHale fourth. Cowley holds the championship lead.

Josh Fisher held back a pair of feisty-looking McArthur brothers to take **Post-’89 Northern Championship** honours. The Castle Combe regular is competing for the Champion of Oulton title this year, and defended brilliantly to hold off David McArthur. Tom McArthur went off trying to pass at Cascades but recovered to third.

Mike Gardiner’s roaring TVR Griffith had a race of its own in the **HRDC Allstars**, since he was as much as 12 seconds a lap quicker than his nearest competitor.



Witts picked up two Mk2 GTI victories



Hinson's suspension broke when leading



Jordan slides his way to victory



Gold Arts Caterham won after troubles

SNETTERTON, JULY 4 360MRC

Caterham victory is golden after trouble-filled enduro

IT WAS SUCCESS FOR THE GOLD Arts Relay Caterham squad despite a mid-race gearbox problem and a blown engine that looked to have cost the team a repeat 360 win.

The rival Intersport BMW team was looking to take victory until it suffered a broken wheel and a late throttle-cable breakage.

Intersport's Kevin Clarke had secured pole position ahead of Gold Arts, who were led by the indomitable Doug Newman.

Over six seconds separated the leading duo from third-place qualifiers Yella Terraways. Team Brit, which is made up of injured servicemen, had its qualifying hampered by a malfunctioning gearchange ECU, but was able to get out for the start.

Ryan Lindsay led from the lights in the Intersport BMW and was chased by Newman, while the rest fell steadily away.

Further back, the first pit visitor was the Yella Terraways Mazda MX-5 driven by Matthew Truelove. A fuelling glitch was soon fixed but then, just as the car was running well, the pit crew had to replace a broken front-suspension joint.

On the half-hour mark Carey



A locked wheel for early leader Intersport

Lewis in the Midway Motorsport Rover 216GTi pitted with a clutch issue that had hampered the team during qualifying. Later, during the exchange with John Hindhaugh, the team changed the slave cylinder.

At the one-hour mark the leading BMW headed to the pits for fuel and for Clarke to climb aboard, while the Gold Arts squad could relay in 'Birkett' fashion to make up a lap on its rivals.

Clarke fought to unlap himself, circulating some three seconds quicker than Julian Lay in the Caterham, until he had to pit for fuel. As the race approached the halfway mark, a trio of teams were scrapping over the final podium place with the Jody Halse/Cem Osman Climax Motorsport BMW M3 in front of the Mini of Tracktoys Racing, while Team Brit had made good progress with Danny Holland at the wheel.

John Schneider 'relayed' Lay as Clarke exchanged with Lindsay, extending the gap once more as the BMW had to take on fuel.

Gear-selection problems then stopped Michael Jones trackside, shortly after he took over from Schneider. The Gold Arts team couldn't put Newman back out until the car had been recovered,

costing them 11 minutes and six laps to the BMW.

Third place changed hands again during the third hour, with the Mini crew ahead of the Climax BMW and little difference in lap times between the pair.

As the clock ticked past the four-hour mark Clarke was in the pits with a broken right-front wheel. The replacement took an age to secure, elevating Gold Arts back into a seemingly comfortable lead.

Approaching the final hour, there was a 10-lap difference between the leading pair. That evaporated when Newman's engine blew, stranding him trackside, and putting the BMW back in charge.

Minutes later the safety car was deployed as a broken throttle cable brought the Intersport BMW to a halt, enabling the Caterham squad to relay again and win by five laps from the Tracktoys Mini.

A late splash-and-dash, plus an overheating problem, ended the Climax BMW's contest for a rostrum finish. The joyful Team Brit claimed third place.

● Lewis Beales

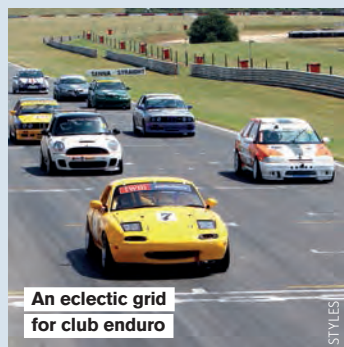
Richard Skinner's Marcos expired coming across the finish line on the final lap, leaving Julian Crossley's Mini to take a spirited second and TC60 class honours in the process.

The **BMW Compact Cup** visited Oulton for the first time in its history – most of the drivers having never driven the circuit – and provided two last-lap lead changes. Steve Roberts, who has won every race he's entered this year, had to take avoiding action when Jonathon Watt and Mike Tovey touched at Cascades on the first lap. That mixed the order up and brought out a safety car; Paul Hinson then seemed to have the race won but pulled off on the final lap, gifting the result to James Gornall. Normality was restored in race two when Roberts won, but he had to pass Tovey at Cascades on the last lap.

Thomas Witts extended his **Mk2 Production GTI Championship** lead with a brace of victories, twice winning from pole. Jason Tingle fell back in the first race from second on the grid, finishing fourth after having a sideways moment, but recovered to second in the final.

Tingle won the first **Mk5 Production GTI Series** encounter, pushed all the way by Simon Hill. Hill tried many different manoeuvres, but a late dive at Knickerbrook on the last lap let Tingle escape and nearly sent Hill into a spin. Martyn Walsh won the second instalment, ahead of Hill.

● Jack Benyon



An eclectic grid for club enduro

SUBSCRIBE TO **AUTOSPORT** AND GET...

FREE SOUNDMAGIC E10S HEADPHONES



FREE GIFT

✓ FREE SOUNDMAGIC E10S HEADPHONES

Powerful bass enhanced sound with superb musical detail

In-ear sound isolating design to hear your music without interruption

Comfortable fit and distinctive design

SUBSCRIBE NOW!



- ✓ Save 27% on the cover price
- ✓ Pay just £34.99 every 13 issues by Direct Debit
- ✓ Free delivery direct to your door

Visit: www.themagazineshop.com/taspo-july15

08448 488 817

Or call and quote **M0715P2** for print or **M0715B2** for print and digital access

Calls cost 7 pence per minute plus your phone company's access charge

Please have your bank details ready.

Offer ends August 2 2015

themagazineshop.com

UPGRADE TO INCLUDE

- ✓ Access to autosport.com
- ✓ The AUTOSPORT digital page turner
- ✓ The interactive iPad edition

All this for just an extra £6.25



TERMS AND CONDITIONS This offer is open to UK residents only. Calls cost 7 pence per minute plus your phone company's access charge. If you require any assistance following the purchase of your subscription, then you can speak to a member of our customer service team on 01795 592 974, calls are charged at local rate. Overseas rates are available on +44 (0) 1795 592 974. Please allow 35 days for delivery of your gift and first issue. The gift will be sent under separate cover from the magazine. Should we run out of gifts, you may be offered an alternative gift – there is no cash alternative. To activate your Autosport online account (your access to exclusive autosport.com content and the digital page turner) visit <https://secure.autosport.com/subs/activate.php> and enter your activation code, which is your personal magazine subscriber number included in your welcome email/letter along with your email address. You will be emailed instructions on how to gain access your iPad edition within 24 hours of your order being processed. Direct Debit rates are valid for one year after which they are subject to change – should prices change we will inform you in writing. We ask that you enter into a Direct Debit agreement with the intention that your subscription will continue for a minimum period of 12 months, even if the frequency of payment is for a shorter period, however, you will still have the right to cancel your Direct Debit in accordance with Direct Debit Guarantee. Should you wish to cancel your subscription it will be cancelled on expiry of the current term which will not be refundable, other than in exceptional circumstances. If a gift is included as part of the subscription offer we reserve the right to request the return of the gift. Details of the Direct Debit Guarantee are available on request. Savings are based on the standard UK cover price of £3.70. Offer ends August 2 2015. Haymarket Media Group Ltd uses a best-practice layered Privacy Policy to provide you with details about how we would like to use your personal information. To read the full privacy policy please visit our website www.haymarket.com/privacy or call us on 08448 482 800. Please ask if you have any questions as submitting your personal information indicates your consent, for the time being, that we and our partners may contact you about products and services that will be of interest to you via post, phone, e-mail and SMS. You can opt-out at ANY time by emailing the datacontroller@haymarket.com or by calling 08448 482 800.

BARBON/HAREWOOD BRITISH HILLCLIMB CHAMPIONSHIP, JULY 4-5

Goodyear sets dry Barbon hill record

THE CHANGE FROM THE USUAL early-May staging delivered the first dry Barbon Manor since 2008, along with a sensational new hill record from Jos Goodyear. He started with a non-qualification for the first round, qualified quickest for the second, and took the record close to the 20-second mark.

Goodyear described this as "a definite day of two halves, since we had a fuel pressure glitch earlier." That left a sense of expectations unfulfilled. "I'm sure there is a 19 in this hill," he said, "but that will now have to wait another year."

What the fates give with one hand they take away with the other. Both the following day's Harewood shoot-outs were rain-affected, delivering some odd results, and in the final run-off there was a unique and unprecedented conclusion.

The first encounter started with a shower of barely two minutes' duration that coincided with the appearance of championship leader Alex

Summers, restricting him to a solitary point. The track then dried rapidly after his compromised run.

This would not be Summers' final brush with precipitation, for a torrential thunderstorm enveloped the last five runners in the final battle, and Summers was the worst affected. As he crossed the finish line the timekeeping system suffered a major glitch, possibly as the result of massive raindrops obscuring the timing beam.

A succession of numbers for Summers appeared on the screens, then disappeared, and the timekeepers were unable to declare a time. Under normal circumstances he would have been offered a restart, but then a medical emergency arose which caused the track to be shut down. A good deal of discussion followed and later the British Championship coordinator, Tim Wilson, told AUTOSPORT: "Alex Summers was awarded one championship point as the final driver to complete his run."



Goodyear sets hill record with a 20.08s

Trevor Willis won a run-off on each day of the weekend, with one fourth at Barbon and just a ninth in the Harewood drama, where he skated on to wet grass but continued to the finish for the consolation two points. Scott Moran missed Barbon but he took second at Harewood, then the final win since his run came just before the worst of the rain.

Wallace Menzies moved up the chart ahead of Will Hall, despite the latter taking away Summers' unlimited class record set in May. Dave Uren took a career-best

second place, though the storm assisted him because others running later in the order were badly affected.

Goodyear shared with Richard Spedding at Harewood after his engine failed in practice. Eynon Price, in the factory Gould, claimed points that shook up the back half of the championship top 10; Tom New moved ahead of Alastair Crawford, while John Bradburn scored in every run-off and is now only one point behind Crawford.

● Eddie Walder

RESULTS ROUND-UP

OULTON PARK JULY 4, BRSCC



HRDC TOURING GREATS (21 LAPS) 1 Andrew Jordan/**Mike Jordan (Austin A40) 46m53.096s (72.33mph)**; 2 Jason Brooks/Michael Caine (Austin A40) +56.864s; 3 Gavin Watson (Alfa Romeo Giulietta Ti); 4 Stephen Miles (Austin A40); 5 Matthew Moore (Austin A40); 6 Neil Brown/Richard Dutton (Austin A35). **CW** Watson; Marc Gordon (Jaguar XK150); John Polson (Riley 1.5); David Erwin/Will Dick (Alfa Romeo Giulia Ti Super); Tony Shirtcliffe (Austin A35 Academy); Mike Koskela/Marc Koskela (Ford Prefect 107E). **FL** Jordan/Jordan 2m08.574s (75.36mph). **P** Brooks/Caine. **S** 29.

FORMULA FORD 1600 NORTHERN CHAMPIONSHIP POST-89 (11 LAPS) 1 Josh Fisher (Van Diemen RF99) **20m22.397s (87.20mph)**; 2 David McArthur (Van Diemen LA10) +0.113s; 3 Tom McArthur (Van Diemen LA10); 4 Martin Short (Van Diemen JLO12K); 5 Alan Williamson (Van Diemen RF90); 6 Matthew Chisholm (Van Diemen RF92). **CW** Williamson. **FL** D McArthur 1m49.432s (88.55mph). **P** Crosbie. **S** 12.

FORMULA FORD 1600 NORTHERN CHAMPIONSHIP PRE-90 (11 LAPS) 1 Jamie Jardine (Reynard 84FF) **20m27.198s**; 2 Jaap Blijleven (Reynard 88FF) +6.927s; 3 Matthew Cowley (Reynard 88FF); 4 Calum McHale (Van Diemen RF89); 5 Michael Beaver (Mondiale M88S); 6 Andrew Thomas (Reynard 89FF). **CW** Blijleven. **FL** Jardine 1m50.742s (87.50mph). **P** Jardine. **S** 17.

HRDC ALLSTARS (16 LAPS) 1 Mike Gardiner (TVR Griffith) **31m38.819s (81.65mph)**; 2 Julian Crossley +1 lap; 3 Simon King (Morgan +4 SuperSports) 4 Brian Small (Ashley MG Midget); 5 Marc Gordon (Jaguar XK150); 6 Jason Minshaw (Austin A35). **CW** Crossley; Gordon. **FL** Gardiner 1m57.115s (82.74mph). **P** Gardiner. **S** 15.

BMW COMPACT CUP CHAMPIONSHIP (6 LAPS) 1 James

Gornall **15m08.664s (63.98mph)**; 2 Ben Pearson +2.182s; 3 Jonathon Watt; 4 Declan McDonnell; 5 Joe Wiggins; 6 Owen Hunter. **FL** Mike Tovey 2m07.003s (62.26mph). **P** Watt. **S** 37. **RACE 2 (6 LAPS)** 1 Roberts **12m54.244s (75.09mph)**; 2 Tovey +0.729s; 3 Watt; 4 Gornall; 5 Hunter; 6 Paul Hinson. **FL** Watt 2m07.498s (76mph). **P** Tovey. **S** 37. **MK2 PRODUCTION GTI CHAMPIONSHIP (7 LAPS)** 1 Thomas Witts **14m53.622s (75.90mph)**; 2 Chris Webb +3.025s; 3 Christopher Sanders; 4 Jason Tingle; 5 Adam Hance; 6 Alastair Miles. **CW** Craig Roberts. **FL** Webb 2m05.631s (77.13mph). **P** Witts. **S** 26. **RACE 2 (7 LAPS)** 1 Witts **14m50.344s (76.18mph)**; 2 Tingle +0.850s; 3 Webb; 4 Josh Johnson; 5 Sanders; 6 Hance. **CW** Roberts. **FL** Tingle 2m05.475s (77.22mph). **P** Witts. **S** 24.

MKS PRODUCTION GTI SERIES (8 LAPS) 1 Jason Tingle **16m12.970s (79.67mph)**; 2 Simon Hill +1.264s; 3 Martyn Walsh; 4 Robert Sadler; 5 Andrew Aldridge; 6 Nathan Bolton. **FL** Hill 1m59.920s (80.80mph). **P** Tingle. **S** 7. **RACE 2 (8 LAPS)** 1 Walsh **16m13.276s (79.65mph)**; 2 Hill +0.964s; 3 Tingle; 4 Aldridge; 5 Bolton; 6 Simon Farnsworth. **FL** Hill 2m00.523s (80.40mph). **P** Tingle. **S** 8.



Team Brit lauded at Snetterton finish

SNERTERTON JULY 4, 360 MOTOR CLUB



360 MOTOR RACING CLUB SIX HOURS (232 LAPS) 1 **Gold Arts Relay Team (Doug Newman/Julian Lay/John Schneider/Michael Jones) 6h01m15.481s (76.44mph)**; 2 Tracktoys Racing (Martin Thomas/Danny Russell/Duncan Rogers) +5 laps; 3 Team Brit (Danny Holland/Martyn Compton); 4 Climax Motorsport (Jody Halse/Cem Osman); 5 Classic Heroes (Edward Christie/Barnaby Halse); 6 Intersport Racing (Kevin Clarke/Ryan Lindsay). **CW** Climax Motorsport and Blissett's Blasters (Mike Watson/Luther Blissett/Russell Anderson). **FL** Clarke 1m20.017s (89.26mph). **P** Lindsay. **S** 12.

BARBON MANOR JULY 4, BRITISH HILLCLIMB



ROUND 15 1 Trevor Willis (3.2 OMS-Powertec 28) **20.56**; 2 Alex Summers (3.5 Gould-NME GR61X) 20.94s; 3 Will Hall (2.0 Force-AER/XTec WH) 21.04s; 4 Wallace Menzies (3.5 Gould-NME GR55) 21.33s; 5 Dave Uren (1.3t Force-Suzuki PC) 21.63s; 6 Alastair Crawford (2.8 Gould-NME GR55) 21.66s; 7 John Bradburn (3.5 Gould-Cosworth GR55) 21.74s; 8 Tom New (3.5 Gould-NME GR55) 22.05s; 9 Paul Haines (1.3t Gould-Suzuki GR59) 22.28s; 10 Ed Hollier (1.6 Empire-Suzuki 00 Evo) 22.46s; 11 Simon Fidoie (1.0 Empire-Suzuki Wraith) 22.93s; 12 Lee Griffiths (1.3t OMS-Suzuki 28) 23.20s.

ROUND 16 1 Jos Goodyear (1.3s GWR-Suzuki Raptor 2) **20.08s OUTRIGHT RECORD & BTD**; 2 Summers 20.59s; 3 Menzies 20.88s; 4 Willis 21.12s; 5 Uren 21.33s; 6 New 21.47s; 7 Bradburn 21.49s; 8 Crawford 21.64s; 9 Hall 21.73s; 10 Simon Moysie (1.3s Gould-Suzuki GR59) 22.30s; 11 Hollier 22.52s; 12 Haines 22.91s.

CLASSES Steve Price (2.0 Subaru Impreza) 33.11s;

Tony Bunker (3.8t Nissan GT-R) 27.53s; Chris Howard-Harris (1.8 Caterham 7) 26.84s; Colin Satchell (2.0 Peugeot 205) 26.59s; Geoff Twemlow (2.1t Subaru Impreza) 28.18s; Simon Dawes (3.8 Porsche 911) 27.08s; Ben Lovell (1.6 OMS-Suzuki SC4CF) 24.23s; Mike Manning (2.0 Ford-Cosworth Puma) 25.08s; Justin Walker (0.6 Jedi-Yamaha) 28.61s; Fidoie 22.78s; Phil Nelson (1.6 Hawk DL2B FF) 28.62s; Hollier 22.15s; Goodyear 20.87s **RECORD**; Summers 20.73s.

HAREWOOD JULY 5, BRITISH HILLCLIMB



ROUND 17 1 Willis **49.21s**; 2 Scott Moran (3.5 Gould-NME GR61X) 49.49s; 3 Hall 49.61s; 4 Menzies 50.24s; 5 Goodyear (1.6 GWR-Suzuki Raptor 3) 51.71s; 6 Eynon Price (1.6 Gould-Suzuki GR59) 52.58s; 7 Bradburn 52.26s; 8 Oli Tomlin (4.0 Pilbeam-Judd MP97) 52.66s; 9 Uren 53.14s; 10 Summers 55.54s; 11 Richard Spedding (1.6 GWR-Suzuki Raptor 3) 57.41s; 12 New 63.20s.

ROUND 18 1 Moran **49.72s**; 2 Uren 51.61s; 3 Price 51.80s; 4 Menzies 51.92s; 5 New 52.07s; 6 Bradburn 52.26s; 7 Tomlin 54.91s; 8 Hall 66.11s; 9 Willis 69.44s; 10 NTR Summers; DNF Goodyear; DNS Haines.

CLASSES Paul Webster (2.0 Mazda MX5) 68.32s; Bunker 64.92s; David Warburton (2.5 Caterham-Duratec 7) 59.84s; Andrew Russell (1.1 Ginetta G15) 67.58s; Satchell 60.60s **Record**; Mick Lancashire (2.0 Avon Sprint) 62.27s; Ben Lovell (1.6 OMS SC4CF) 55.97s; Allan McDonald (2.4t Morris Mini Evo) 60.12s; Walker 63.05s; Fidoie 54.55s; Goodyear 50.09s; Uren 51.42s; Hall 49.62s **RECORD**.

CHAMPIONSHIP POSITIONS AFTER ROUND 18
1 Summers 142; 2 Moran 114; 3 Willis 111; 4 Menzies 103; 5 Hall 100; 6 Goodyear 87; 7 New 67; 8 Crawford 56; 9 Bradburn 55; 10 Uren 47.



Teddington Studios, Broom Road, Teddington, Middlesex TW11 9BE, UK.
Tel: +44 (0) 20 8267 5804 Fax: +44 (0) 20 8267 5922
E-mail: autosport@haymarket.com Website: www.autosport.com

EDITOR
Edd Straw ext.5889
edd.straw@haymarket.com

DEPUTY EDITOR
Marcus Simmons ext.5807
marcus.simmons@haymarket.com

CHIEF F1 CORRESPONDENT
Ian Parkes ext.5810
ian.parkes@haymarket.com

GRAND PRIX EDITOR
Ben Anderson ext.5425
ben.anderson@haymarket.com

F1 REPORTER
Lawrence Barretto ext.5887
lawrence.barretto@haymarket.com

FEATURES EDITOR
Scott Mitchell ext.5370
scott.mitchell@haymarket.com

EDITOR AUTOSPORT.COM
Glenn Freeman ext.5309
glenn.freeman@haymarket.com

DEPUTY EDITOR AUTOSPORT.COM
Matt Beer ext.5811
matt.beer@haymarket.com

INTERNATIONAL EDITOR
Mitchell Adam ext.5432
mitchell.adam@haymarket.com

MANAGING EDITOR
Peter Hodges ext.5903
peter.hodges@haymarket.com

EXECUTIVE EDITOR
Stuart Codling ext.5835
stuart.codling@haymarket.com

GROUP NATIONAL EDITOR
Rob Ladbroke ext.5209
robert.ladbroke@haymarket.com

RALLIES EDITOR
David Evans
david.evans@haymarket.com

ART EDITOR
Lynsey Row ext.5914
lynsey.row@haymarket.com

SENIOR DESIGNER
Michael Cavalli ext.5381
michael.cavalli@haymarket.com

PHOTOGRAPHS
LAT Photographic, XPB Images

GROUP PICTURE EDITOR
Peter Mills ext.5918
peter.mills@haymarket.com

TECHNICAL TEAM LEADER
Geoff Creighton
geoff.creighton@haymarket.com

AUTOSPORT.COM DEVELOPER
Tomasz Trznadel
tomasz.trznadel@haymarket.com

SENIOR DIGITAL DESIGNER
Amar Vijay
amar.vijay@haymarket.com

OFFICE MANAGER
Joanne Grove ext.5804
joanne.grove@haymarket.com

SPECIAL CONTRIBUTORS
Gary Watkins Mark Glendenning Alan Eldridge
Henry Hope-Frost Dieter Rencken
Marcus Pye Gary Anderson

CORRESPONDENTS

ARGENTINA
Tony Watson

AUSTRALIA
Phil Brangan

AUSTRIA
Gerhard Kuntzsch

BELGIUM
Gordon McKay

BRAZIL
Lito Cavalcanti

FINLAND
Esa Illiäinen

GERMANY
Rene de Boer

GREECE
Dimitris Papadopoulos

ITALY
Roberto Chinchero

JAPAN
Hiro Takahashi, Len Clarke

NEW ZEALAND
Bernard Carpenter

RUSSIA
Gregory Golyshev

SPAIN
Raimon Duran

SWEDEN
Tjege Tornvall

USA
Jonathan Ingram, Robin Miller, Jeremy Shaw

UK & EIRE
Jack Benyon, Jonathan Crawford, Dan Cross, Jerry Dunlop, Tom Errington, Leanne Fahy, Paul Healy, Linda Keen, Alex Kallinouras, Mark Libbeter, Stephen Lickorish, Marc Orme, Graham Read, Hal Ridge, Peter Scherer, Ian Sowman, Oliver Timson, Ian Tridemark, Eddie Walder, Richard Young

ADVERTISING
Tel: +44 (0) 20 8267 5389
Fax: +44 (0) 20 8267 5850
E-mail: autosport.ads@haymarket.com

DISPLAY SALES MANAGER
Martin Lee ext.5389
martin.lee@haymarket.com

DISPLAY ADVERTISING
Gary Lee Hoebeck ext.5376
gary.lee.hoebeck@haymarket.com

SALES MANAGER
Don Rupal ext.5244
don.rupal@haymarket.com

CLASSIFIED ADVERTISING
James Hunter ext.5367
james.hunter@haymarket.com

CLASSIFIED SALES MANAGER
Jonathan Whitehead ext.5908
jonathan.whitehead@haymarket.com

SUBSCRIPTIONS
UK 0844 8488817
OVERSEAS +44 (0)1795 592974
EMAIL: autosport@servicehelpline.co.uk

BACK ISSUES Tel: 0844 8488817

DIRECT MARKETING EXECUTIVE
Kadie Chanter ext.5622
kadie.chanter@haymarket.com

INTERNATIONAL DIRECTOR
Alastair Lewis ext.8506
alastair.lewis@haymarket.com

MANAGEMENT GROUP DIRECTOR
Tim Bulley
GROUP PUBLISHER
Stuart Williams
GROUP EDITOR
Anthony Rowlinson
GROUP COMMERCIAL DIRECTOR
Ben Guynan

PUBLISHING MANAGER
Samantha Iempton
SPECIAL EVENTS MANAGER
Laura Coppin
DIGITAL SPECIAL PROJECT MANAGER
Simon Strang, ext.5093
simon.strang@haymarket.com

CIRCULATION TRADE ENQUIRIES
Frontline Ltd, Park House, 117 Park Road, Peterborough, Cambs, PE21 2TS.
Tel: +44 (0) 1733 553161. Printed in England by Wyndeham Peterborough Ltd.
ISSN 0269-946X. AUTOSPORT, incorporating Autosport, is published weekly by Haymarket Consumer Media, Teddington Studios, Broom Road, Teddington, TW11 9BE, UK.

ADVERTISING SALES DEPARTMENT
of AUTOSPORT.
Advertising, copies of which are available from the Advertising Sales Department of AUTOSPORT.

EDITORIAL DIRECTOR
Mark Payton
CREATIVE DIRECTOR
Paul Hopkin
STRATEGY AND PLANNING DIRECTOR
Bob McDowell

PUBLISHING DIRECTOR
Patrick Fuller
MANAGING DIRECTOR
David Prasher
CHIEF EXECUTIVE
Kevin Costello



Haymarket is certified by BSI to environmental standard ISO14001

THIS WEEK

LETTERS • ON TRACK • TV PICKS • FROM THE WEB • AUTOSPORT.COM

Want to have your say on motorsport? Email autosport@haymarket.com



Richard Branson reckons Formula E will overtake F1

Is Formula 1's future electric?

Recent comments by Richard Branson and Jean Todt raise interesting hypotheses. Most car maker are committed to pursuing electric vehicles, and with the ongoing development of batteries the day is drawing nearer when it will make more sense to choose an EV when buying new. From then on internal-combustion-engine vehicles will have begun their descent into extinction.

In five years, as Branson suggests, Formula E may have advanced so much that it is more 'relevant' than F1 – it will certainly be bigger, faster and better. How does F1 then fit into

the picture and where is its future? Can it continue to use a power source that is destined for the scrap heap and remain the 'pinnacle of the sport' as Todt wishes? If the FIA is not careful F1 could fall into irrelevance very quickly...

I believe that F1 would be well served by allowing ever freer electric motors and energy storage, while reining in the ICE component steadily. In 10 years F1 may be predominantly electric with a smaller back-up ICE to fill the energy holes.

Guy Dormehl, Knysna, South Africa

This weekend's thrilling British Grand Prix, watched by a record crowd, treated us all to another brilliant victory by world champion Lewis Hamilton.

The event underlined a number of aspects, including the British public's undimmed enthusiasm for motorsport; the importance of preserving the historic and traditional races on the F1 calendar; and the fabulous facility that Silverstone has become.

It also reaffirmed the long-standing reputation of the British volunteers whose knowledge, skills, hard work and dedication are unrivalled anywhere in the world. While we congratulate the team at Silverstone for the weekend's success, we are particularly proud of the more than 1000 people from within the sport that helped to make the entire

event happen, from marshals and scrutineers to medical personnel and race stewards.

The MSA was delighted to host delegates from Mexico's motorsport governing body and we would like to express particular thanks to all who gave time during this busiest of weekends to explain the operations of a grand prix. The Mexican delegation were hugely impressed by what they saw and confirmed it will assist them greatly in running their own grand prix in November.

Rob Jones, chief executive
Motor Sports Association
Ben Taylor, managing director
International Motor Sports

As I sat on my seat at this year's outstanding British GP, I reflected on what

was different about F1 2015 compared to the so-called 'glory days'. Great racing has always ebbed and flowed across a season: some good races, some bland. Silverstone '15 was brilliant.

But the one thing that is different is the noise. And I have to say how lovely it was to see great racing but also be able to hear the commentary and see families around me without ear defenders. Why do we want the noise artificially enhanced so we go back to being deafened and totally unable to follow the race?

Le Mans cars are not loud. The hybrids sound more like passing spaceships as they whistle past you. And it's great, they look and sound incredible. So why do we give F1 such a hard time?

Tim Pollard
By email

BIG NUMBER

150 Mattias Ekstrom should start his 150th DTM race at Zandvoort this weekend. The Swede made his debut in 2001

MILESTONE

Vila Real has waited eight-and-a-half decades to host its first world championship event. First used in 1931, the venue (pictured in 1973) hosts WTCC



WHAT'S ON TRACK IN THE UK

EVENT OF THE WEEK



Brands hosts superb array of historics

BRANDS HATCH GP HSCC SUPERPRIX

July 11-12

This celebration of historic car racing showcases a multitude of classic single-seaters and sportscars, with the brand new Jaguar Heritage Challenge

joining the open-paddock event alongside classic Formula 3, Historic Formula Ford, Pre-'80 Endurance and the Derek Bell Trophy.

ANGLESEY BARC

July 11-12

MSA British Superkarts, UK Legends and the Max5 championship head a jam-packed bill.

CROFT BARC

July 11-12

A variety of series, including Classic Formula Ford 1600, will grace the track at Croft.

DONINGTON PARK BARC

July 11-12

The Porsche Carrera Cup heads the bill alongside the multi-class Kumho BMW Championship.

ROCKINGHAM CSCC

July 11-12

Classic GTs, sports cars and saloons feature as the CSCC



BRDC F4

BARC



returns to Rockingham after a nine-year absence.

SNETTERTON MSVR BRD FORMULA 4

July 11-12

Championship leader Will Palmer heads to Snetterton having scored a double win at Silverstone.

MONDELLO PARK IMRC

July 11-12

Formula Vee and the Irish Touring Car Championship star at Ireland's premier racing circuit.

WHAT'S ON TRACK AROUND THE WORLD

INDYCAR SERIES

Rd 11/15

Milwaukee, Wisconsin, USA

July 12

indycar.com

INDY LIGHTS

Rd 7/10

Milwaukee, Wisconsin, USA

July 12

indycar.com/RoadToIndy

FORMULA RENAULT 3.5

Rd 5/9

Red Bull Ring, Austria

July 11-12

renaultsport.com

EUROPEAN LE MANS SERIES

Rd 3/5

Red Bull Ring, Austria

July 12

europeanlemansseries.com



Formula Renault 3.5 heads to Austria

TCR INTERNATIONAL

Rd 8/11

Red Bull Ring, Austria

July 11-12

tcr-series.com

DTM

Rd 4/9

Zandvoort, Netherlands

July 12

dtm.com

EUROPEAN FORMULA 3

Rd 7/11

Zandvoort, Netherlands

July 11-12

fiaf3europe.com

WORLD TOURING CARS

Rd 8/12

Vila Real, Portugal

July 12

fiawtcc.com

UNITED SPORTSCAR

Rd 7/10

Mosport, Ontario, Canada

July 12

imsa.com

NASCAR SPRINT CUP

Rd 18/36

Kentucky Speedway, USA

July 11

nascar.com

V8 SUPERCARS

Rd 6/14

Townsville, Queensland, Australia

July 11-12

v8supercar.com.au

PAUL RICARD 24 HRS

24 Hour Series

Rd 4/6

Paul Ricard, France

July 11-12

24hseries.com

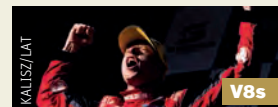
SCANDINAVIAN TOURING CARS

Rd 4/7

Falkenberg, Sweden

July 11

stcc.se



KAUSZ/LAT

V8s

FROM THE SOFA

WHAT'S ON TELEVISION

Lauda's own story often gets lost



LAT

Lauda the star in his own right

IT'S NOT OFTEN THE NIKI LAUDA story is told without shared billing with James Hunt, which is a shame in some ways because the three-time world champion's tale is remarkable even without Hunt's antics adding an entertaining extra dimension to their friendship and rivalry. Don't get us wrong, the Hollywood movie *Rush* and the BBC's excellent *Hunt vs Lauda* documentary both did a great job in recent years of tackling the 1976 Formula 1 season in different ways, but their prominence has perhaps left Lauda's story too entwined with Hunt's.

That's what makes new release *Lauda: The Untold Story* (now available on DVD) so intriguing. Hunt and the '76 title battle are barely mentioned, with the British hero only appearing on a couple of occasions with short quotes.

Lauda is well and truly the star here, with period interviews from his career complemented by a modern-day take from the man himself.

While there isn't the focus on the 1976 battle with Hunt, the Lauda story is forever linked to that season because of his accident at the Nurburgring that year. The documentary devotes a good chunk of its time to the crash, including a detailed breakdown of the accident and the conditions that led to it by then-McLaren driver Jochen Mass. Lauda's modern recollections of that day, the

incident and his subsequent recovery are also in-depth; he pays more than just lip service to a story he must have now told hundreds of times. To this day, he still has no idea how he ended up conducting a telephone interview with a Brazilian radio station in the aftermath of his crash.

Lauda is famed for his no-nonsense, quick-witted remarks, but it's not often the public sees his more

serious, intelligent side. That comes across clearly in the documentary, as does a more sensitive aspect – particularly in the months after his accident – that is very rarely seen.

That side of him emerges when the focus switches to Lauda's first media conference after returning to the fray, where he remembers being shocked at how "hardcore" the questions were – feeling

that all the interest was about his appearance and "nobody asked how I was doing". Then, it's revealed that after he realised cameras flashed every time he turned his head to reveal his burnt ear, he decided "next time we charge double!" and took on a stronger persona as a result.

The documentary tells the story of Lauda's early years in racing well too, although later parts of his career suffer from a lack of Formula 1 footage from the 1980s owing to rights restrictions.

The main disappointment, however, is the use of unrelated motorsport safety promotional videos from F1 sponsor Allianz and the Mercedes F1 team, a lot of which feel scripted and look out of place with the rest of what is a fascinating story. Without those clips towards the end the documentary wouldn't be 'feature-length' (it comes in at 90 minutes), but what would be left behind would feel sharper and to the point – befitting the man in question. *Glenn Freeman*

"He remembers being shocked at the 'hardcore' media questions"



LAT

TV pick of

Edited by Topher Smith



XPB

DTM ZANDVOORT - LIVE
BT Sport 2

Saturday 1645-1800

Sunday 0800-0930

The DTM makes its way to the Dutch circuit of Zandvoort for the fourth round of the 2015 championship.

Audi dominated the opening two rounds of the season, with Jamie Green building an early lead in the standings as he claimed three wins from the first four races.

Mercedes hit back at the Norisring with wins for Pascal Wehrlein and Robert Wickens, but it hasn't been able to clinch victory at the Dutch circuit since 2010, when Gary Paffett took the honours.



PHOTO:4/XPB

WTCC VILA REAL - LIVE
British Eurosport

Sunday 1130-1230/1700-1800

The World Touring Car Championship switches from Porto to Vila Real – a venue with a motorsport heritage stretching back to 1931 – for its Portuguese street race, promising an ultra-fast layout.

Reigning champion Jose Maria Lopez got embroiled in controversy at Paul Ricard when he collided with Honda's Tiago Monteiro, but that didn't stop him winning. Monteiro will be keen to star at home, though the track may not suit his Honda, while Yvan Muller and Sebastien Loeb will be doing what they can to close the gap to Citroen team-mate Lopez.

GET AUTOSPORT ON THE MOVE

ON SALE ALL OVER THE WORLD
DOWNLOAD IT NOW FROM AUTOSPORT.COM



ONLINE

Top stories on AUTOSPORT.com in the past week

ASTON MARTIN IN RED BULL F1 TALKS

AUTOSPORT and *Autocar* revealed that Aston Martin is in shock talks over an F1 partnership deal that could bring Red Bull a Mercedes engine supply.

MERCEDES OFFERS ENGINE LIFELINE

Mercedes declared it is willing to allow rules breaks that would help struggling rivals Renault and Honda catch up, but not to freeze its own design.

HONDA TO GET EXTRA F1 ENGINE IN 2015

An FIA rules tweak gave the struggling McLaren-Honda team a slight lift with dispensation to use an additional engine during the current season.

F1 SET FOR GP WEEKEND REVAMP

The Strategy Group revealed that "innovative and exciting" plans to shake up Formula 1 weekend formats were being considered, with an extra race on Saturdays among the options.

GROUND EFFECTS AMONG F1 PROPOSALS

One plan for the 2017 Formula 1 rules revamp includes a return to the ground-effect aerodynamics theories last seen in the early 1980s in a bid to increase overtaking by reducing the impact of cars' turbulent wakes.

AUTOSPORT+

GARY ANDERSON ON WILLIAMS STRATEGY

Our F1 expert on how he would have handled the dilemma Williams faced as it led the British Grand Prix.

the week



EUROPEAN F3 ZANDVOORT
Motors TV
Saturday 1020-1125/1900-2000
Sunday 1600-1700

Zandvoort is a classic Formula 3 venue and, although its Masters event has lost some of its lustre, its European Championship round should be a cracker.

Charles Leclerc left the Norisring with the points lead after dominating a wet race one, though a Sunday win kept Antonio Giovinazzi in touch. Felix Rosenqvist has usually been the pacesetter but hasn't got enough to show for it, while Brit George Russell and Anglo-Thai Alexander Albon are promising breakthrough results soon.



HUNGARIAN GP 2011
Sky Sports F1
Sunday 2100-2330

Whether you're gearing up to go to the Hungarian Grand Prix this month, or you're a Jenson Button fan feeling a bit down after Sunday's British Grand Prix, you'll appreciate Sky Sports F1 giving you the chance to relive the 2011 Hungarian Grand Prix.

In what was his 200th grand prix start Button did what he does best, at the very place he claimed his maiden victory in 2006, by mastering changeable conditions to outfox Lewis Hamilton and Sebastian Vettel for the win.



NASCAR KENTUCKY - LIVE
Premier Sports
Sunday 0000-0400

A midnight start might not be your cup of tea, but the 2015 NASCAR Sprint Cup Series is starting to heat up with 11 different winners from 17 races and the final stage of the run to the Chase now under way.

The previous race at Daytona was marred by a massive crash when Austin Dillon's Chevrolet was launched into the catch-fencing, injuring five fans, though fortunately no one was seriously hurt. Kentucky is likely to be calmer affair but hopefully not a dull one – technical rules tweaks designed to revitalise the racing at medium-size ovals are being trialled here this weekend.



V8 SUPERCARS - LIVE
Motors TV
Saturday 0700-0900
Sunday 0700-0900

Australia's premier category heads to the streets of Townsville for the sixth round of the V8 Supercars championship. Mark Winterbottom currently leads the standings for Ford Performance Racing, with four wins.

Holden men Craig Lowndes and Fabian Coulthard aren't far behind the points leader and will be aiming to close the gap, while Jamie Whincup languishes in an unlikely eighth. It may be a 7am start for UK viewers, but V8 action is always worth the baggy eyes.

HOT ON THE WEB THIS WEEK

YouTube KRIS MEEKE CRASHES ON RALLY POLAND SHAKEDOWN



SEARCH FOR: WRC – LOTOS 72nd Rally Poland 2015: CRASH Meeke
 Citroen's Kris Meeke and Paul Nagle still made the start of Rally Poland (and finished seventh) despite this spectacular crash just moments into Thursday's shakedown stage. After the car comes to rest, the pithy comment sums it up nicely.

@AUTOSPORT TWEETERS

- | | | |
|---|---|--|
| Edd Straw
@eddstrawF1 | Matt Beer
@mattofautosport | Mark Glendenning
@m_glendenning |
| Glenn Freeman
@glenn_autosport | Stuart Codling
@CoddersF1 | Mitchell Adam
@DrMitchellAdam |
| Marcus Simmons
@MarcusSimmons54 | David Evans
@daveevansrally | Henry Hope-Frost
@henryhopefrost |
| Ian Parkes
@ianparkesf1 | Scott Mitchell
@ScottMitchell89 | Lawrence Barretto
@lawrobarretto |
| Ben Anderson
@BenAndersonAuto | Gary Watkins
@gazzasportscars | Rob Ladbrook
@LaddersMN |

Parnelli Jones

■ Indianapolis 500 ■ May 30 1963 ■ Watson-Offenhauser ■ Beating Jim Clark with oil leak



Naturally, winning the Indy 500 in 1963 was the highlight of my career. But in 1962 I had almost a lap lead when I lost the brakes – I was long gone. Not winning that race really hurt me, maybe more than losing with the turbine [Ed: in 1967, when he led the entire way until suffering a mechanical failure with three laps to go], because I hadn't won it yet at that point. Even in my rookie year I led the race for 27 laps until I lost a cylinder.

What also happened in my rookie year was, I came out of Turn 4 and lost it, and I was barely able to save it. The tyres were tall, so when you started sliding it would kind of roll the rubber under. And with the weight being on the left-hand-side – the engine and transmission were all left-side – when it quit sliding and stood up... Jack Turner flipped down the straightaway the year before when his car did that. And other cars had done it. They used to have a saying at that time: if you get it sideways, go ahead and spin it

out. And it was to keep the car from doing that. But with me, I corrected it and almost did the same thing. And right then I learned something. I said to myself that next time I'm going to know what that feeling is like [when the car starts to step out]. So I didn't think too much about it the rest of my rookie year.

When I came back testing for 1963, what happened was, you'd have understeer coming off the

corner, which killed your straightaway speed. I could come off looser, freer, and that was the difference to everyone else. I had everybody covered by at least a mile an hour. And I did all the tyre testing before that race, so when the time came, it was like everybody else was under yellow flags.

Most of that race was pretty straightforward. In fact I made three pitstops to their one. But towards

the end my oil tank cracked and started leaking oil onto my left-rear tyre. Pretty close to 10, 12 laps to the end, I nearly spun it. I slowed down and after two or three laps it finally quit doing it. What had happened of course was that the oil capacity had finally dropped below the crack. It quit spilling out and I picked up speed, and I ran some of my fastest laps after that.

After the race I found out that the officials were talking about black-flagging me. I had no knowledge of that at the time I was in the car – there were no radios.

The win did feel better coming off the back of the disappointment of '62. It gave me some redemption. Although the controversy afterwards did put a bit of a black mark against it. [Ed: Lotus's Colin Chapman, whose car finished second in the hands of Jim Clark, claimed that USAC officials spared Jones the black flag because he was American.] Parnelli Jones was talking to Mark Glendenning

PROFILE

Texas-born Rufus Parnelli 'Parnelli' Jones is the oldest living winner of the Indianapolis 500. In addition to his victory in 1963, he had near-misses in 1962 (when he became the first driver to qualify over 150mph) and 1967. He also raced everything from sportscars to NASCAR, and won numerous sprintcar titles. Later he ran the Parnelli team, including an F1 car for Mario Andretti. On his retirement from racing he became a successful businessman.



NEXT WEEK

Cost of being an F1 fan
Plus: Can Montoya stay ahead in IndyCar?



The power to race!

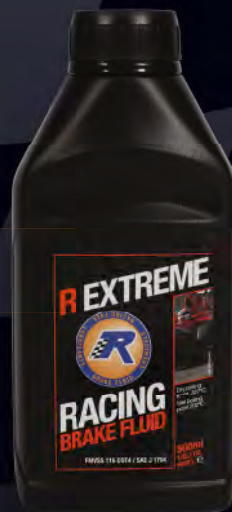
Power and consistency is key when you are racing. Regular pump fuels are designed to be as low cost as possible, whilst meeting British standards. Our fuels and oils are designed with racing in mind and blended to precise specifications. This means you can rely on our race fuels to perform consistently, each and every time you race. That just leaves the rest of the performance up to you!



RTF is an unleaded racing fuel specially designed for turbo engines. Designed to provide maximum power over a wide rpm range in highly tuned turbo engines. Its specially developed anti-knock ingredients allow maximum advanced timing without pinking. Blended especially for the European market using Sunoco fuel components and additional petrochemicals. Every batch is extensively tested to ensure maximum quality and complete conformity. The high oxygen content (3.7%) of this fuel provides increased power, especially when used together with air-restrictors. Meets 2015 FIA fuel regulations.



Driven Racing Oil's synthetic Gear Oil (75W-85) provides race proven durability and dyno proven power gains from reduced friction and parasitic drag. Suitable for all transmissions apart from friction plate LSD and synchro gearboxes (special Driven Racing Oil gear oils also available). Viscosity typical of 75W-85. Also known as Super Speedway Gear Oil.



R Extreme Racing brake fluid is designed to cover the needs of braking systems that operate at higher than normal temperatures, such as those experienced with carbon brakes, or where only the ultimate brake fluid will do the job. Meets U.S. FMVSS No 116, Dot 4, SAE J1703 and SAE J1704 and has a typical dry boiling point of 325° and typical wet boiling point of 210°.

Distributor of:



Anglo American Oil Company

+44 (0)1929 551557 info@aaoil.co.uk www.aaoil.co.uk

LRS Formula

**ONCE IN A LIFETIME :
DRIVE A 650HP GENUINE F1 CAR**

Benetton B198, Williams FW21, Arrows, Prost AP04
V8 & V10 engines - 650 hp // 590 kg - More than 200 mph

From **1.590€**
(1.170 £*)



**EXPERIENCE UNFORGETTABLE SENSATIONS
ON THE MOST EXCLUSIVE TRACKS IN THE WORLD !**



Magny-Cours
Club



Magny-Cours
Grand Prix



Barcelona



Austin

Other tracks
upon request

Contact:

www.lrs-formula.com
contact@lrs-formula.com
Tel. 00 33 170 692 125