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JULES BIANCHI

1989-2015

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John Booth



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POLE POSITION

Bianchi was more than just another F1 driver

IT MAY SEEM UNUSUAL FOR SO MUCH OF THIS ISSUE of AUTOSPORT to be dedicated to a driver who had so little opportunity to get results in Formula 1. But Jules Bianchi was a driver with very real potential who, but for what happened in last year's Japanese Grand Prix, would have graced the pages of this magazine for a great many years.

I had the privilege of covering all of Bianchi's 34 grands prix, and took a keen interest in his progress at the back of the grid. While it's impossible to say whether or not he would have fulfilled his potential to become a world champion, I saw enough to be convinced that he had a long future ahead of him in F1. It was a vision Ferrari shared – and with good reason.

While Bianchi's death comes nine months after his accident at Suzuka, the significance of the first driver fatality as a result of a crash on a grand prix weekend since 1994 cannot be overlooked. Most importantly, perhaps those who whine about safety measures and modern drivers wrapped in cotton wool may think twice before doing so in the future.

Farewell Jules. It was a real privilege to watch you in action.



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COVER STORY



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Cover image: Moy/XPB images

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THE BIG PICTURE

Jules Bianchi in a Ferrari Formula 1 car; Fiorano, September 2011. This was a sight that would likely have become part of the sport's fabric. Our full tribute begins overleaf

Photographer Ercole Colombo/Ferrari





ALL PICS: XPB IMAGES



Jules Bianchi

1989-2015

Jules Bianchi was a 25-year-old destined for a long and successful grand prix career when he suffered his terrible accident at last year's Japanese Grand Prix.

Only in his second season of Formula 1 with the Marussia team, the long-time Ferrari protege had caught the eye with consistently strong performances.

Results were few and far between, a wonderful drive to ninth place for his and the team's first F1 points in Monaco being the highlight, but the quality of his performances shone through even in backmarker machinery.

That weekend in Monte Carlo was a superb example of his speed, determination and tenacity as a racer. He was fast in practice, to the point where he looked likely to reach the second stage of qualifying on merit, but then problems prevented him from showing his speed and a gearbox-change penalty meant he started on the back row.

Bianchi got his head down, showing his ability in wheel-to-wheel combat with a forceful move on Kamui Kobayashi's Caterham.

He also showed his fortitude as, with a five-second post-race penalty hanging over him, he did enough to stay in the points.

But while this will forever remain the high point of his F1 career, there were plenty of other compelling, albeit lower-profile, performances.

Bianchi was consistently able to pull strong qualifying laps out of the bag, showing a knack for maximising the grip offered by new rubber. He also didn't let the fact that he was feeding off scraps at the back of the grid get on top of him, even though he was a driver used to fighting for wins throughout his career on the way to F1.

His fine showings in 2014 built on a strong rookie F1 season, when he had made the most of his unexpected opportunity to race after missing out on a Force India ride to the experience of Adrian Sutil.

When Luiz Razia lost his Marussia seat during pre-season testing, Bianchi was drafted in at the last minute and made light of his lack of running with accomplished performances.

Even with his previous Force India and Ferrari test experience, to hit the ground running, consistently outperforming team-mate Max Chilton and turning in good race results, marked him out as a driver to watch.

As early as his second race, in Malaysia, he finished in 13th place. This result ultimately proved good enough to ensure that the team finished 10th in the 2013 constructors' championship. Even late in the season, this was cited by his race engineer Paul Davison as Bianchi's stand-out race drive.

But none of this came as any surprise to those who had followed his rise through the junior ranks. Following a successful karting career, Bianchi graduated to cars in 2007 and claimed the French Formula Renault 2.0 title in his first season with SG Formula.

A long association with the ART Grand Prix organisation then followed, his career being guided by team co-owner and manager Nicolas Todt. He finished third in the 2008 Formula 3 Euro Series, winning two rounds, and won the prestigious Masters event at Zandvoort.

Bianchi stayed in F3, dominating the Euro Series at his second attempt with nine wins, as well as securing a couple of British championship victories at Algarve.

He graduated to GP2 via the Asia Series at the end of 2009, and also had his first Ferrari F1 running at Jerez that December. He became a Ferrari Driver Academy member at that point, and completed various tests with the Scuderia thereafter, most recently in place of Kimi Raikkonen at Silverstone last July.

His career progression then plateaued slightly, as he twice finished third in the GP2 main series with ART.

He also suffered a fractured vertebra in an accident at the Hungaroring in 2010, but despite requiring surgery he returned to action at the following round. He switched to Formula Renault 3.5 in 2012, but his title bid ended in controversy when he was hit by Robin Frijns in the final race at Barcelona.

By then, Bianchi had also made his F1 race weekend debut, making nine Friday practice runs with Force India.

Out of the car, the softly spoken Bianchi was a determined and very likeable character, popular in the team for his personality as well as his ability behind the wheel.

It's unclear in exactly what direction his career would have taken him, but a future as a Scuderia Ferrari driver could have awaited him in the longer term and a move to Sauber for this year was on the cards.

But in his 34 races for Marussia, he proved beyond any doubt that he belonged in F1. ❧

"He proved beyond doubt he belonged in Formula 1"



JOHN BOOTH'S TRIBUTE

Words cannot describe the enormous sadness within our team, as we come to terms with losing Jules. He has left an indelible mark on all our lives, and will forever be part of everything we have achieved, and everything we will strive for.

Jules was a shining talent. He was destined for great things in our sport; success he so richly deserved. He was also a magnificent human being, making a lasting impression on countless people all over the world. They recognised, as did we, that at the same time as being a fiercely motivated racer, he was also an extremely warm, humble and intensely likeable person, who lit up our garage and our lives.

We are incredibly grateful that we were able to provide Jules with the opportunity to show the world what he could do in a Formula 1 car. We knew we had a very special driver on our hands from the first time he drove our car in pre-season testing in 2013. It has been an honour to be able to consider him our race driver, our team-mate, and of course our friend.

Our thoughts and prayers are with the wonderful Bianchi family, who have remained so strong for Jules throughout the past nine months. In turn, Jules was an absolute credit to them.

Finally, we would like to thank everyone who has supported Jules since his accident in Japan last October. Your kindness has been such a source of comfort to his family and to us, his team. We will rely on your continued support over the coming days and months as we race on for Jules.

John Booth was team principal at Marussia throughout Jules Bianchi's F1 career



"It has been an honour to consider him our friend"

Bianchi started and finished his karting career with Maranello



From Maranello to Maranello

Jules Bianchi's career path eventually took him to Ferrari's Formula 1 team. And it began with a team named Maranello. By **SCOTT MITCHELL**

Given Jules Bianchi's close ties to the Ferrari Formula 1 team, it's perhaps fitting that most of his time (and his most significant achievements) in karting came with a team bearing the name 'Maranello'. The Frenchman climbed the rungs of the karting ladder at a time when it was peppered with a number of established stars and hungry hotshots. He joined

Maranello in 2003, had a year away with Intrepid the following season, but returned in '05. Such is the nature of international karting that he 'only' spent three seasons racing at the top level – but he made a significant impact. A quick look at Bianchi's karting CV reveals a number of triumphs following his victory in the French Junior Championship in 2004. But that season featured one of his earliest defeats on the international stage, in the ICA Junior European Championship, when Stefano Coletti – future GP2 race winner and now IndyCar driver –

bested him. "We started racing together back in 2001, in ICA Junior," remembers Coletti. "Then we raced in the Italian Open championship, and the European championship... we raced together all the way until Formula 3 and then GP2. "We were best friends back then and we used to hang out together all the time. He was a lot of



Dicing with Coletti for Euro 2004 honours



Bianchi returned to Maranello for ICA/FA



Jules amassed an impressive karting CV



Hanley (left) with team-mate Bianchi

BIANCHI: DESTINED FOR FORMULA 1

In his second stint at Maranello, Bianchi was paired with the young Briton Ben Hanley. Hanley would soon move into car racing, becoming a race winner in Formula Renault 3.5 and GP2 before heading back to a career as a professional karter, but saw enough in his brief time as Bianchi's team-mate to be convinced the Frenchman was a rising star.

"There's not many drivers you look at and see they have that extra bit about them," he says. "He was certainly

one of them. I was in the last year or so before moving into cars, but in the years building up to that you could tell he was going to be good.

"You can't aspire to F1 if you don't have a bit of everything, there's not just one thing. There's a lot going on when you're not out on the track, and not a lot of people get that. He did straight away; Jules had that knack of being able to get everything together."

When Bianchi first joined Maranello in 2003 he was a "small and shy" teenager, says Hanley. He left the Italian firm for Intrepid, but returned a year later alongside Hanley at senior level and quickly assumed the role of team leader when the Briton moved on.

"Wherever he went he was certainly part of the team," Hanley notes. "Some people who are good, they are not always willing to learn. He was massively willing and a great character – everybody respected him."

"You could tell he was going to be good"

fun outside the track; a very nice guy, and just very, very bloody fast in anything he raced. If he touched it, he was fast in it.

"I knew from the start that he was going to be one of the guys I'd still be seeing later in my career. It was always obvious that he'd be up there one day.

"I beat him to the title in 2004, and that came after two tough seasons. It was always him versus me, we were always battling for first, and

I think in 2004 we were probably a bit quicker than him. But we were always one and two in the races.

"I remember him crying in my arms at the end of the race. Like I said, we were friends, and that was one of the best memories that I have of him."

Bianchi's run to second in the Euros with Intrepid came alongside Briton Ollie Millroy in 2004.

"Jules had been testing with the team before," he recalls, "and I remember how ridiculously quick he was. It was a bit of a shock for

me, coming out of the UK. I was a bit blown away by it. We got on really well. He was a little older than me and I learned a lot from him. He'd visualise the track and we'd time his [imaginary]

laps. I still do that now [with coaching].

"I remember we had an accident pulling into our hotel one night; we collided with a motorbike in our hire car. Jules heard the accident and ran down the stairs to come out to see if we were all right, and ran straight through the glass door at the front of the hotel. And that put Jules out for a few races because he tore ligaments. He

was always mad, always flat-out."

With his time in juniors served, Bianchi returned to Maranello for his graduation to the pinnacle of world karting, ICA and Formula A, moving seamlessly on to immediate success.

He clinched the Formula A Asia-Pacific Championship and Copa Campeones Trophy in his first year at that level. The following campaign yielded the WSK International Series title in ICC, and he was a contender for the World Karting Championship, finishing second in the pre-final, only to retire from the final at Angerville. He was second in that year's season-opening Winter Cup at South Garda and third in the Italian Open Masters. Make no mistake, the young Frenchman was clearly a formidable rising star.

Another barometer for Bianchi's karting success is the calibre of his opposition. Millroy

"Jules was mad, always flat-out.

I learned a lot"

Ollie Millroy



CHRIS WALKER/KARTPIX

ASSET/PA

CHRIS WALKER/KARTPIX

First year in GP2 was disappointing



The rise to Formula 1

Jules Bianchi carved a great reputation for himself early in his car-racing career. But as **GLENN FREEMAN** explains, once he hit the tier below F1 progress became more difficult

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On his march to the 2009 Formula 3 Euro Series title, Jules Bianchi developed a catchphrase. He took nine wins that year, and it seemed every time he stepped out of the car to speak about his success he opened with: "It was not easy". There are only so many times you can hear that explanation before it starts to grate, and finally Bianchi made the mistake of uttering those words in the back of the ART Grand Prix awning, with his team members in earshot.

"Liar!" his engineer Theophile Gouzin shouted out, interrupting Bianchi's flow. Refusing to let his driver off the hook, Gouzin – now technical director for Formula E chassis manufacturer Spark Racing Technology – rebuffed Bianchi's second attempt to claim his latest victory had been difficult by jokingly threatening to show AUTOSPORT the data traces from the race.

Bianchi would eventually explain what he meant, saying he never found a race easy because no matter how far in front he was he would still push flat-out for every lap. This was true, and in F3 it led his team to declare he would have to learn "how to drive slowly" when required later in his career. High-degradation tyres were not yet on the agenda for Formula 1 or GP2, but Bianchi would have to contend with them once Pirelli became the tyre supplier for both from 2011.

Bianchi arrived at F3 powerhouse ART off the back of just a single season of car racing, winning the French Formula Renault 2.0 title with five victories. His stock was high as he moved onto the mainstream rungs of the F1 ladder, although the 2008 Euro Series season was always going to be about Nico Hulkenberg's romp to glory. Still, there was a poignant moment late in the season: Bianchi's first win came in dominant fashion at Le Mans, and he lapped Hulkenberg on the day the German sealed the championship. Hulkenberg



Bianchi (left) fends off Pic in Formula Renault

had stalled at the start, and both drivers admitted to pushing as hard as they could when they found themselves on track together. Bianchi wanted to prove a point, and Hulkenberg admitted he had no answer to his rookie team-mate's pace. The torch was being passed on.

Bianchi did little wrong in the '09 season that followed, and his main title challenger Christian

THE ROAD TO F1

2007 French Formula Renault 2.0

Wins the French Formula Renault title with SG Formula in his first season in cars.



2008 Formula 3 Euro Series

Graduates to F3 with ART Grand Prix, winning the Masters and finishing third in the Euro Series.



2009 Formula 3 Euro Series

Wins the F3 Euro Series. Takes two wins in British F3, finishes 10th at Macau and has a Renault 3.5 one-off.





Bianchi battled with Hulkenberg (left) and Lancaster (right) in F3

GIBSON/LAT



Bianchi won the F3 Euro Series in 2009



Nicolas Todt guided Bianchi's progress

XPB IMAGES

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Vietoris even declared himself “a bit of a Sunday driver” as he used the reversed-grid format for the second races of the weekend to stay in touching distance for much of the campaign. ART was happy Bianchi had shown strength in areas where he had been weak – mainly his single-lap pace (six poles from 10 qualifying sessions in 2009) and racecraft (twice winning from the fourth row of the grid). He was also developing what appeared to be a decent ability to deal with pressure: he knew he was the title favourite going into the season, yet he rarely seemed flustered.

In fact, the one time he really lost his cool that year it went unseen by anyone who wasn't stood behind the podium at the Norisring, when he fell into a heated row with Stefano Coletti that resulted in the Monegasque driver punching Bianchi for going too far with his verbal abuse. “We both crossed a line,” Bianchi said once he'd regained his composure, “but I didn't fight back because that's stupid.”

However, a crack appeared on-track when Bianchi was on course to seal the title later in the year, and he was furious with himself for it. In the opening race of the penultimate round at Dijon he seemed well on his way to victory – and the title. The added ingredient of being crowned on home soil in France weighed on his mind, and at a restart after a safety-car period Bianchi made a mess of things at the head of the field, allowing Vietoris to sweep through from fifth to take a surprise victory to keep the championship fight alive for another day. Bianchi was devastated, but he composed himself overnight and won from seventh on the grid the following day to take a thoroughly deserved title.

“By the end of a dominant F3 year Bianchi was on Ferrari's books”

That win also took him past Hulkenberg's 2008 victory tally (of seven) – a target he had set in private at the start of the campaign.

By the end of that dominant year Bianchi was on Ferrari's books, a relationship that would continue for the rest of his life, and it was seemingly going to result in him racing for the Scuderia had his career in F1 continued. But GP2 was on the agenda first, where he would again have the chance to follow in Hulkenberg's footsteps.

Like Lewis Hamilton in 2006, Hulkenberg had stepped up as F3 champion and claimed the GP2 crown at the first attempt. Bianchi was on exactly the same path with ART so expectations were high but, while he demonstrated his pace over a

2010 GP2 Series

Finishes third in the GP2 Series with ART Grand Prix, but fails to win a race.



COURTESY/LAT

2011 GP2 Series

Again third in GP2, with one victory, after scoring one win in GP2 Asia early in the year.



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2012 Formula Renault 3.5

Loses out on the Formula Renault 3.5 title, driving for Tech 1 Racing, after a clash with Robin Frijns.



VAN DER LAN/W/LAT

GP2 clashes included this shunt with d'Ambrosio...



...and this tussle with Giedo van der Garde



“With that weight lifted, he became a more relaxed figure in the paddock”

► single lap with three pole positions (including the season opener), he ended the year winless, a distant third in the championship, and had to nurse a back injury sustained at the Hungaroring. It wasn't ART's finest year either, and the more sympathetic observers chalked it up as an unfortunate season while pointing out that Bianchi was only in his fourth season of car racing – one fewer than both Hamilton and Hulkenberg when they won the F1 feeder series' crown.

There were no excuses for 2011, but the start of the campaign was a mess, and by the end of June Bianchi was already declaring himself out of title contention. It wasn't an exaggeration – he was 15th in the standings and only had two points finishes to his name from eight races. The problems were varied: he felt he was turfed off the road by Romain Grosjean when they clashed in Turkey; pole position at Barcelona was taken away for a yellow-flag infringement; he picked up a grid penalty for causing a crash at the start of the second race in Spain; he then crashed into

Bianchi's sole main-series GP2 win, Silverstone 2011



Giedo van der Garde when trying to make up for that penalty in Monaco; there was another collision (this time with Marcus Ericsson) in the first race in Valencia, which resulted in a grid penalty for race two.

It was almost with an air of relief that Bianchi declared “the championship is over, I don't have to think about it anymore. If I tell you that I think it is still possible, then I am lying.”

With that weight lifted from his shoulders, he became a more relaxed figure in the paddock, and he finished every remaining race in the points to recover to third in the standings. His only win of the season came immediately after his championship declaration, after a flamboyant drive in changeable conditions and a thrilling wheel-to-wheel scrap with his old F3 foe Vietoris to win at Silverstone. Bianchi acknowledged afterwards the significance of reminding everyone what he was capable of after such a forgettable start to the year. But there were still signs of fragility. The mid-season tale of redemption



XPB IMAGES

appeared to be gaining another chapter as Bianchi fended off championship leader Grosjean for several laps at the Nurburgring, but just over a lap from home a lapse in concentration put one of his wheels on a damp white line under braking for the final chicane. Grosjean pounced on the mistake, and Bianchi was left to yet again hold his hands up and take the blame for a costly error. It was admirable that he fronted up to his mistakes each time, but he and Ferrari would have been wishing he didn't have to do it quite so often.

Two third places in the championship from two seasons were classed as "not bad", but Bianchi was adamant he didn't want to return for a third year in GP2. "I would have to win, and if I had a bad start like I did this year my career is finished," he said over the winter. Ferrari obviously agreed, and he was taken out of the F1 pressure-cooker environment to form part of arguably the strongest field in the history of the Formula Renault 3.5 championship.

From the first race of the 2012 season there was a noticeable difference in Bianchi's demeanour.

Bird, Frijns and Bianchi
fought for the FR 3.5 title



THE CLASH THAT DECIDED THE FR3.5 TITLE

The biggest controversy of Jules Bianchi's junior career came in his last race before graduating to Formula 1.

The Frenchman's hopes of snatching the Formula Renault 3.5 title from rookie superstar Robin Frijns ended in a cloud of dust at Barcelona's Turn 4 after the championship rivals made contact in the closing stages of the season finale. Although Frijns was the aggressor, and he was penalised post-race for his lunge at Bianchi, it wasn't severe enough to cost him the title.



Frijns leads Bianchi
at Barcelona in 2012

He was often hard to track down over the course of the World Series by Renault weekends, because if he wasn't debriefing with his Tech 1 team, he was off messing about with friends and letting off steam – something that never seemed possible in the shadow of the F1 paddock. Ferrari still kept watch – its young-driver chief Luca Baldisserrri occasionally joined his lieutenants in attending events – but Bianchi was given the freedom to be himself out of the car, which

As things stood at that moment in the race, Frijns was still on course for the title. But having just been passed by Bianchi, and with Kevin Magnussen a threat behind him, he knew he had to respond to keep the destiny of the championship in his hands. He came from a long way back, and Bianchi didn't see him until it was too late and their cars were about to collide.

Bianchi had plenty to say about the contretemps in the days and weeks that followed, including declaring that "it's too easy to win a championship like this now", in reference to Frijns's penalty having no bearing on the championship.

As for summing the whole situation up from his perspective: "I'm sure he was thinking he was going to lose the title and that made him go for a strange move on me."

Frijns defended himself, stating his data (braking 18 metres later and having an apex speed 6-7km/h faster than usual) was in line with a "normal" overtaking attempt. He held onto the title, but it was Bianchi who would become an F1 driver the following season.

enabled him to do a lot of growing up that year.

There were still moments of fragility: the ghosts of his Nurburgring 2011 error were seemingly put to rest with a victory in FR3.5 at the same track a year later, but he undid a lot of that good work by going off on an outlap after switching to slicks on a damp track the following day. And while his clash with Robin Frijns will be remembered as the moment that cost Bianchi the title, he also lost second place in the season opener due to the type of washers used in the car's diff, and the day before his clash with Frijns he had spun while attempting an ill-judged pass on Kevin Magnussen late in race one.

It marked the end of an eventful journey up the ladder to F1, one that featured more bumps in the road than expected. But the result of those difficulties was that Bianchi arrived in F1 in 2013 a far more rounded individual out of the car than the kid who first stepped on to the scene from France with a glowing reputation. ❧



With Lotus-branded
ART in GP2 2011

GIBSON/LAT



Bianchi's day of days

The Frenchman's sensational ninth place for Marussia in the 2014 Monaco Grand Prix should have been the first of many points finishes in F1, and electrified his team. By **EDD STRAW**

Everyone at the Marussia team knew after Friday practice that something special might just be possible at the 2014 Monaco Grand Prix. Jules Bianchi was down in 18th place, but the pace was very encouraging.

It wasn't entirely unexpected. An upgrade package introduced during the preceding Spanish Grand Prix weekend (the most significant aspect of which was some camber-adjustment shims in the front

suspension) had been refined during the post-race test. With a perfect weekend, and some luck on its side, the top 10 seemed closer than ever thanks to a performance gain the team estimated as potentially more than half a second per lap.

While Bianchi and Marussia did have some luck (eight cars retired in Sunday's race), it was far from easy. A differential problem in qualifying meant any hopes of making Q2 were thwarted. He ended up 19th, over half a second slower than the back of the midfield pack.

"It was after qualifying that we found it, the

seeds of it had been coming in FP3," said Dave Greenwood, then chief engineer at Marussia. "Monaco is an incredibly hard place on diffs and in the normal data checks you do after qualifying, it was found that it had started to fail from the last run in FP3. So it definitely hadn't helped the performance of the car there."

Initially, Bianchi was unaware of the problem, although even with it he suspected it would have been possible to nick a Q2 place.

"It was a big boost for everybody," said Bianchi of the potential pace of the car. "In qualifying



I think I was able to fight for Q2. It would have been really on the limit, but I would have been within one tenth or something like that.”

The resulting Ferrari gearbox change earned Bianchi a five-place grid penalty. This left him 21st on the grid thanks to Marcus Ericsson having to start from the pitlane as a penalty for colliding with Felipe Massa’s Williams in qualifying.

Immediately, things started to look up in the race. Bianchi finished the first lap in 16th place having passed team-mate Max Chilton and profited from Pastor Maldonado’s failure to get away on the formation lap, while Lotus driver Romain Grosjean and Force India’s Adrian Sutil were delayed after picking up damage.

But by the time Bianchi headed into the pits for his sole stop, under the safety car, he had received a penalty for starting out of position. This was a result of Maldonado’s absence.

“[Esteban] Gutierrez took Maldonado’s place,

Chilton took Gutierrez’s place and I stopped on the same row as [Kamui] Kobayashi,” said Bianchi. “I wanted to reverse, but had no time because as soon as I stopped the lights switched on. I wasn’t trying to gain position.”

Such in-race penalties were relatively new, and the team did not realise that they could not be served under the safety car. He was held for five extra seconds during his stop and, while it didn’t cost him a place, it was a waste of time because he would still have the five seconds added either at a second stop or after the race.

He restarted 14th, thanks to both Sebastian Vettel and Daniil Kvyat retiring. But the absolute key to his race, the moment of genius when he

tiptoed the line between triumph and disaster, was his pass on Kobayashi. Bianchi had been behind the Japanese for around half of the race. When the Caterham driver let Kimi Raikkonen – recovering after a clash with Chilton under the safety car – past into Rascasse, Bianchi pounced. ►

“The key to his race was his genius pass on Kobayashi”

BIANCHI’S F1 TIMELINE

Starts: 34
Best finish: 9th
Best qualifying: 12th
Points: 2



December 2009

Ferrari announces it has signed Bianchi to a long-term deal during the Frenchman’s first F1 test at Jerez. He completes 204 laps in a Ferrari F60 during the young-driver test.

November 2010

Bianchi has his second outing in a contemporary F1 car and completes another two days during the young-driver test in Abu Dhabi. He is fifth-fastest overall.

January 2012

Force India announces the signing of Bianchi as reserve driver for the 2012 season and confirms he will appear in at least nine Friday practice sessions.

February 2012

Bianchi makes his test debut for Force India at Jerez but, after a successful first half day, he shunts the new car in cool conditions on his third lap the following morning.

April 2012

After not appearing during the opening two weekends of the year, Bianchi is given his grand-prix weekend debut in China. He completes eight laps in damp conditions, saying “the weather made it a bit difficult”.

September 2012

Bianchi returns to testing action for Ferrari in young-driver testing at Magny-Cours, completing two days in the Ferrari F2012.



November 2012

Bianchi makes his ninth and final Friday practice appearance of the season in Abu Dhabi. By this point, it is clear he is under consideration for a race seat the following year.

February 2013

Force India opts to re-sign Adrian Sutil to partner Paul di Resta rather than promoting Bianchi. The main motivation for the decision is that Sutil’s experience should yield more points.



THE REAL DEAL WITH 'BIG CAHUNAS'

This is an abridged version of an interview that was conducted with Paul Davison, who was Jules Bianchi's race engineer in Formula 1, in October 2013.

The driver isn't there to engineer the car but he does need to be able to communicate what the car is doing. How is Jules doing on that score?

He has got a very good baseline understanding and a very good balance. He doesn't try to engineer the car, he tells us what's wrong and lets us deal with it, but he understands what changes we are making and why we are doing them.

What have you seen from him in terms of qualifying pace?

It was there from the off. If you look at the first half of the season, the number of green [personal best] qualifying sectors he has put together in the second run in qualifying is better than any driver I've seen for us before.

Early on, there were times when tyre management was a problem, but he seems to have got on top of that quickly...

Yes. It's always hard for a racing driver when you tell them not to drive flat-out. It's very alien for Jules not to be going flat-out within a target of some sort to not destroy his tyres. But he does it and he has got better at feeling how much life is left. It's good that he finds it quite alien to tyre-manage because it shows he's a true racer.

How is he in the high-speed corners?

He's generally very good in high-speed because he's got really big cahunas!

He has Ferrari affiliations and could have a future there – can you see the signs this is a guy with that kind of potential?

Yes, you can tell with everything he does, how he is inside and also outside of the car, that he is the real deal. He concentrates on what is important when he's out of the car to be sure that he's in the best position he can be in.

What's Jules like to work with on a personal level?

Honestly, he is the best driver I have worked with in 10 years just in terms of how he is. He is calm, happy to have a joke when the time is right. He switches on when he needs to and he's just very good to have around. He motivates the whole team.



▶ Rewatching the replay from the elevated camera reveals just how bold, and delicately executed, this otherwise-forceful move was. Initially he made contact with the right-rear wheel, which made enough room to slip up the inside. Then, after another light wheelbang in the second part of the corner, he was through. It was certainly forceful, and Kobayashi was angry with the way it was done – and the damage to his car – but it showed Bianchi's steel. Many would have stayed behind Kobayashi rather than making something happen.

So at the end of lap 35, Bianchi was in 13th. Valtteri Bottas, Gutierrez and Jean-Eric Vergne all retired and, on lap 60, Bianchi moved into 10th place on the road. The key now was to hold off Grosjean by sufficient margin to remain ahead of the Lotus after the penalty.

"When I was P10, I started to think about the points," said Bianchi. "But then I had the information that we had a five-second penalty at the end of the race, so I had to open a gap to Grosjean. Actually, it was pretty difficult because we were on the same strategy."





March 2013

Having looked to have run out of options for an F1 graduation, Bianchi is signed by Marussia after it terminates Luiz Razia's contract. He gets only two days of pre-season running but finishes 15th on his debut in Australia, then takes a season's best 13th in Malaysia.

April 2013

Ferrari team principal Stefano Domenicali hails the team's protege's start to the year. "He is having a great season," said Domenicali. "The first three races, he has had incredible pace with due respect to the car he has."

August 2013

Bianchi hauls the Marussia into Q2 for the first time in Belgium, setting the 11th-fastest time in a rain-hit first qualifying segment. He finishes 18th in the race.

October 2013

Marussia announces Bianchi will remain with the team for a second season in 2014.

November 2013

Marussia clinches the vital 10th place in the constructors' championship thanks to Bianchi's earlier 13th in Malaysia. Bianchi ends his first season pointless but impresses with good performances in an uncompetitive car.

December 2013

At the AUTOSPORT Awards in London, Bianchi wins our Rookie of the Year prize.



May 2014

Despite starting on the last row after a gearbox change and a differential problem in Monaco qualifying, Bianchi scores his and Marussia's first points with ninth in Monaco, even after a five-second post-race penalty.

July 2014

Ferrari calls up Bianchi to drive in the post-British GP test to fill in for the injured Kimi Raikkonen. He completes 89 laps, setting the third-fastest time overall.

October 2014

Bianchi loses control under yellow flags during the Japanese GP, having run as high as fourth in the wet race, and spears into a recovery tractor. He sustains injuries that will prove fatal.



Unbridled joy for all after first points

"Ferrari had the confidence to place him at Sauber in '15"

It was impossible. In the end, Grosjean finished close behind Bianchi, so jumped him when the penalty was applied. Fortunately, fate intervened in the form of Raikkonen, whose attempt to pass Kevin Magnussen's McLaren at the hairpin cost both time and handed Bianchi two more places.

"Finally the points," said Bianchi over the radio. "I am so happy."

The team was jubilant after the race, certainly once any concerns about any potential further action over that penalty had been allayed. He'd made his point, one that it's still unbelievable did not prove to be the first of many.

"I had a good feeling from the start of free practice," he said. "Obviously, the team had made a progression but I was very confident with the car and I like Monaco.

"It's very positive for me. It has been a very tough start to the season and the first three races were really difficult, but I needed a really good result like this. The team has been waiting for

this for four years and I'm delighted to be the driver that scored the first point for Marussia."

While the result was a one-off, this level of performance wasn't. Bianchi's speed was consistently in evidence during his 34 races in F1. What he showed in Monaco was the ability to get a result even in relative adversity. Many others would have let their heads drop following the qualifying disappointment, or the grid penalty, or the five-second time loss. Not Bianchi.

It was that kind of performance that ensured Ferrari had the confidence in him to work on placing him at Sauber for the 2015 season.

Other than the Monaco GP, the rest of his grand prix career is a collection of finishes in the teens, occasional eye-catching Q2 appearances, and potential shrouded by a car that belonged in the lower reaches of the timesheets.

Back in May 2014, Monaco felt like the start of something big. Today it's a hint to a future that Bianchi, his family and F1 fans have been denied. ❧

Did Bianchi have a Ferrari future?

We will never know what lay ahead for Bianchi before that day at Suzuka. **EDD STRAW** asks how good the Frenchman could have become



18

Jules Bianchi will forever be remembered as the man who would have driven for Ferrari. Former Ferrari president Luca di Montezemolo has ensured that, with his statement that the Frenchman, first signed up to join the newly formed Ferrari Driver Academy in late 2009, was destined to replace Kimi Raikkonen in 2016.

“Jules Bianchi was one of us,” said di Montezemolo in Italian newspaper *Gazzetta dello Sport*. “He was a member of the Ferrari family and was the racing driver we had chosen for the future, once the collaboration with Raikkonen came to an end.

“The Suzuka crash has taken away from us a top guy, reserved, quick, very polite, extremely attached to Ferrari, one who could work and interact well with the technicians. Therefore, we have lost a driver with a certain future.”

Ferrari certainly had a lot of faith in Bianchi, keeping it during three seasons in GP2 and Formula Renault 3.5 that delivered wins but no title. In him, Ferrari recognised a driver of rare ability who needed to be nurtured. On the day he suffered fatal injuries, the wheels were in motion



Di Montezemolo was a Bianchi fan

to ensure that he stepped into the midfield in 2015 with Sauber.

In that context, it's impossible to imagine he would not be part of the current equation over Ferrari's 2016 driver line-up. With Valtteri Bottas among those in the running to take Kimi Raikkonen's seat, it's likely Bianchi would have been in consideration. However, it's easy to say he would definitely have been promoted when the reality is that it would have depended on his

performance. Ferrari had seen strong progress during Bianchi's years at Marussia, and will have expected more with Sauber.

The speed was certainly there. This is the first prerequisite of any great driver and it was in evidence throughout his car-racing career.

He transferred that pace effortlessly to the top level when he was given his unexpected chance to race for Marussia in 2013.

What was most encouraging is that the pace wasn't fleeting. Bianchi could usually be relied on to deliver in qualifying trim, with the bite of fresh rubber under him, but he could string those laps together in race situations too.

From trackside, he was one of those drivers who controlled the car, rather than it controlling him. His default style wasn't about constant tiny corrections, improvising from corner to corner. Instead, he set up the car to do what he wanted under braking and on turn-in, delicately shifting the weight around and producing good lap times with as much smoothness and style as the Marussia, a car not blessed with an over-abundance of downforce, would allow.

The fascinating question is whether he had the mental strength to express this speed in the



Bianchi learned at Driver Academy



A Ferrari seat fitted young Bianchi well



Staying calm after testing for Ferrari



Maranello had seen some real potential

THE BIANCHI FAMILY'S RACING PAST

Jules Bianchi came from a motorsport family, dating back three generations to great-grandfather Roberto, who worked as a mechanic for the Alfa Romeo team in the 1930s. There, he worked with Tazio Nuvolari, although later he would relocate to Belgium.

Roberto's sons, Mauro and Lucien, were the first to race. While Mauro was best known as an Alpine works driver, winning the 1966 Macau GP, Lucien had the more success, starting 19

world championship races and finishing third in the 1968 Monaco Grand Prix for Cooper. He had more success in sportscars, winning the '68 Le Mans 24 Hours in a John Wyer Ford GT40. He also won the '65 Nurburgring 500Km with his brother, and the '62 Sebring 12 Hours with Jo Bonnier in a Ferrari 250.

Lucien was killed when he crashed an Alfa Romeo in a test at Le Mans in 1969.

Mauro's son, Philippe, worked with karters and set Jules on his way in racing.



Lucien Bianchi won Le Mans in 1968

white heat of competition at the front of the F1 grid. That is what would have dictated whether he was a driver 'only' capable of winning races, or one who could string together a title campaign.

During his junior career, as well as many class wins, there were a few rash moments under pressure when fighting at the front of races and for titles.

In that regard, a graduation with Marussia was probably the ideal place for him to learn the ropes in F1 with a lower-profile rookie team with little pressure of expectation. He took the opportunity superbly.

Thrown into pre-season testing when it was already well under way, he slotted in effortlessly. Soon, he was impressing the team with his precise and reliable feedback, giving honest, accurate information that made the jobs of his engineers much easier.

There were a few times when the team found him a little noisy over the radio when things weren't going well, such as in Singapore last

year when he ended up running behind teammate Max Chilton on track, but he took such criticism on board.

Even those complaints were minor. From the moment he stepped up to an F1 race seat Bianchi came across as a more-together driver.

"I'm totally different to what I was like in GP2," he told this writer in mid-2014. "The speed is still there, but in GP2 I would struggle with tyre management. I also struggled to stay calm and made a few mistakes; it was the downside of my driving. I have improved a lot since. In the races this year, I am sometimes able only to

one-stop because I am looking after the tyres. As soon as I reached F1, I went up a step."

It was always likely to be Bianchi who seized the opportunity to score points when it arose for Marussia. There was one real chance, at the 2014 Monaco Grand Prix, and he drove immaculately even when things were going wrong.

"Bianchi didn't shout from the rooftops about his credentials"

The 2013 version of Jules Bianchi might not have come out of that race with a points finish. There is no doubt, however, that Bianchi was tackling his weaknesses and becoming a driver to be reckoned with.

He was patient, too, resisting the temptation to shout from the rooftops about his credentials as a future Ferrari driver and instead focusing on the task in hand. That allowed him to get good results even for a minnow team.

How that would have translated into 2015 and beyond, it's impossible to say, but there's no doubt that, in a decent midfield car such as the 2015 Sauber, he would have been capable of achieving regular points finishes. Consistent performances for the Swiss squad would likely have earned him a promotion, especially given that Ferrari would have access to plenty of data on his performances.

Then it would have come down to how he reacted to the intensity of a title fight. And, with Ferrari, we would likely have found out what will always remain an unknowable answer.

It's desperately sad that none of this really matters now, certainly not to his family and friends, who are feeling his loss intensely. ❧



Bianchi's Formula 1

LEGACY

The first grand prix fatality since 1994 cannot fail to have an impact – and changes are in motion. By **BEN ANDERSON**

Whenever motorsport suffers a tragedy such as the one that befell Jules Bianchi, the drive to improve safety standards gains fresh and welcome momentum. But during the nine months Bianchi lay in a coma, between the time of his accident last October until his death in hospital last week, the sport he loved

had already begun to change for the better.

The circumstances of Bianchi's accident, in which his Marussia hit a recovery tractor after going off on a wet circuit under yellow-flag conditions, led immediately to renewed debate over whether Formula 1 should consider adopting closed cockpits on cars, and a review of rules concerning the use of safety cars and yellow flags in grand prix racing.

In the weeks following Bianchi's accident in October 2014, motorsport's governing body commissioned a special panel to establish the causes of the crash and to suggest potential safety improvements. This FIA panel, led by Safety Commission president Peter Wright, included ex-Mercedes F1 team principal Ross Brawn, former Ferrari team boss Stefano Domenicali, double world champion Emerson Fittipaldi and Grand Prix Drivers' Association president Alex Wurz.



FIA president Todt (right) pushed for decisive action

This group produced a 396-page report, which recommended introducing yellow-flag speed limits across all forms of international circuit racing, as well as mandating that F1 races should start no later than four hours before sunset – unless the event is a night race – to ensure visibility does not deteriorate unduly, as it did in the closing stages of the Japanese race, when first Adrian Sutil's Sauber and then Bianchi's Marussia crashed.

SWIFT REACTION

In the meantime, the FIA began trials of a new 'virtual safety car' system, as a method to enforce more stringent yellow-flag speed limits in F1. This was adopted into F1's sporting regulations for this season.

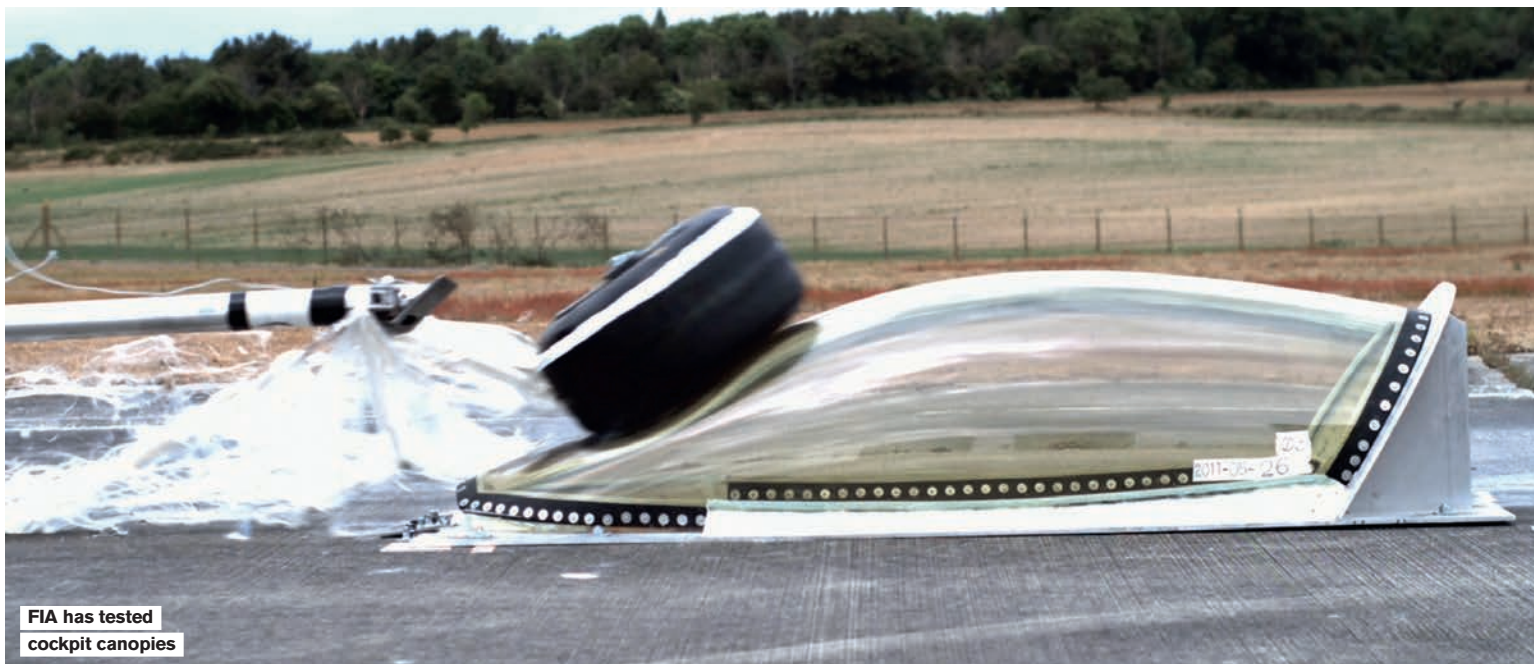
The aim is to ensure drivers maintain a vastly reduced speed through any section of track where an incident occurs that potentially endangers drivers or officials, but which doesn't require use of a full safety car.

The trials began during practice for the United States Grand Prix at the end of October, and continued through the final two races of 2014 in Brazil and Abu Dhabi. The FIA ►



'Virtual safety car' has already been used





FIA has tested cockpit canopies

► experimented with enforcing a speed limit in specific sectors of circuits during incidents, but eventually opted for a system whereby drivers must drive slower than a mandated minimum time between each marshalling post around a lap, until the incident is cleared. The time is communicated to the drivers through the FIA ECU fitted to each car, and time penalties are handed out to anyone who goes too quickly.

So far the VSC has been deployed twice in Formula 1, briefly for the collision between Romain Grosjean and Max Verstappen in Monaco (before race director Charlie Whiting decided the incident was more serious and required a full safety car), and again when Carlos Sainz Jr's Toro Rosso broke down during the British Grand Prix at Silverstone.

Previously, drivers were only required to increase their times by a certain (small) margin in any sector of a lap where yellow flags were displayed. The new VSC rules remove a greater degree of influence from the drivers over the speed with which they can drive past serious and potentially dangerous incidents, such as

the one that preceded Bianchi's. This is arguably the single biggest legacy to Formula 1 from the Suzuka tragedy.

COCKPIT DEBATE

The circumstances of Bianchi's accident reignited a long-running debate over whether Formula 1 should adopt closed cockpits in order to further reduce the risk of serious head injuries to drivers.

The FIA ramped up investigations in this area following the Formula 2 accident that claimed the life of Henry Surtees at Brands Hatch in 2009, and the serious head injury suffered by Felipe Massa when he was hit by a lateral damper spring from Rubens Barrichello's Brawn during qualifying for that year's Hungarian GP.

The governing body researched the effects of introducing a roll structure in front of the driver, after encouraging tests that were designed to

avoid a repeat of the Surtees incident, where he was struck on the head by a flying wheel.

A frightening accident at the start of the 2012 Belgian Grand Prix, in which Romain Grosjean's

Lotus launched over Fernando Alonso's Ferrari after a collision with Lewis Hamilton's McLaren and narrowly avoided the Spaniard's head, only served to ignite the debate further.

But the FIA decided to discontinue expensive work in this area following an October 2013 meeting of F1's Strategy Group, during which leading teams rejected the

governing body's rollhoop solution. The teams agreed that F1 should remain an open-cockpit formula, and the rollhoop solution, which Whiting said was the only closed-cockpit concept the FIA believed could work, was not an avenue they wanted grand prix racing to pursue. The minutes of the meeting noted: "It was agreed that the project should be discontinued."

"The teams agreed F1 should remain open-cockpit"

HOW THE ACCIDENT HAPPENED

Jules Bianchi's fatal accident happened on his 42nd lap of the 2014 Japanese Grand Prix. He was running just ahead of Adrian Sutil on the previous lap when the Sauber driver ran fractionally wide at the fast entry to the Turn 7 left-hander, clipped a small stream of water that was forming, and spun.

"There was a dryish line, but as the rain intensifies a little bit of water creeps onto the driver line," said FIA race director Charlie Whiting during an explanation of the crash at the Russian Grand Prix, which took place the weekend after Suzuka. "Adrian got wide onto that and then lost control."

Sutil hit the barrier on the outside of the track. Immediately, single yellow flags were deployed. When the recovery tractor moved into the runoff area, these were upgraded to double yellows.

Bianchi came through on the next lap, running slightly wide. But unlike Sutil, he made a quick correction and speared off towards the tractor.

"You see Jules doing something very similar [to Sutil]," said Whiting. "He hits the same bit of water but he doesn't spin like Adrian did. He corrects and

goes off on a slightly different trajectory."

Bianchi's head struck the sloping underside of the 6500kg tractor while travelling at 76.7mph, according to the FIA. He suffered a diffuse axonal injury as a result of massive head deceleration and angular acceleration.

A statement released by the FIA Accident Panel on December 3 stated: "Bianchi over-controlled the oversteering car, such that he left the track earlier than Sutil and headed towards a point upstream along the barrier. Unfortunately, the mobile crane was in front of this part of the barrier, and he struck and under-ran the rear of it at high speed.

"During the two seconds Bianchi's car was leaving the track and traversing the run-off area, he applied both throttle and brake together, using both feet. The FailSafe algorithm is designed to over-ride the throttle and cut the engine, but was inhibited by the torque co-ordinator, which controls the rear brake-by-wire system. Bianchi's Marussia has a unique design of BBW, which proved to be incompatible with the FailSafe settings.

"The fact that FailSafe did not disqualify the engine torque requested by the driver may have affected the impact velocity; it has not been possible to reliably quantify this. However, it may be that Bianchi was distracted by what was happening and the fact that his front wheels had locked, and been unable to steer the car such that it missed the crane."

Whiting also confirmed at Sochi that Bianchi did slow down for the yellow flags, although not by how much.

"There were some that didn't slow down much, there were some that slowed down a lot," he said. "He did slow down; it's a matter of degree."

Bianchi received rapid medical attention and was taken to the Suzuka circuit medical centre before being taken to the nearby Mie Medical Centre in Yokkaichi.

He was transferred to the Centre Hospitalier Universitaire de Nice the following month, but died on Friday, July 17.

Edd Straw



Henry Surtees died in 2009 F2 accident

GIBSON/LAT



Massa suffered head injury in Hungary '09

XPB IMAGES

The FIA's Bianchi accident panel re-examined the potential for a closed cockpit to mitigate the severe brain trauma suffered by the Frenchman in his crash, but its report suggested that the sheer force involved when a 700kg car strikes a 6500kg crane at nearly 80mph meant a closed cockpit on Bianchi's Marussia, or even fitting the crane with skirts, would have made little or no difference to the outcome.

"There is simply insufficient impact structure on an F1 car to absorb the energy of such an impact without either destroying the driver's survival cell, or generating non-survivable decelerations," the report concluded. "It is considered fundamentally wrong to try and make an impact between a racing car and a large and heavy vehicle survivable. It is imperative to prevent a car ever hitting the crane and/or the marshals working near it."

This is exactly what the new virtual safety car rules are designed to do.

REVIVING THE GHOSTS OF 1994

Bianchi's death on July 17 means he is the first driver to die as the result of injuries sustained during an official Formula 1 event since triple world champion Ayrton Senna in the infamous San Marino Grand Prix of 1994. Comparisons with that fateful weekend are inevitable in such circumstances, but further reaction to Bianchi's passing, in terms of a safety drive, is unlikely to be as pronounced as it was back then.

Firstly, the loss of a driver as renowned and skilled as Senna (after 12 years without a fatality at a grand prix) reminded the paddock that death could stalk any driver if it could claim one as talented as the Brazilian. His passing also came on a weekend in which then-Jordan driver



Ayrton Senna's death was catalyst for change



XPB IMAGES

FIA ACCIDENT PANEL'S FINDINGS

The FIA's accident panel released its findings in December 2014, and made a seven-point recommendation for change in Formula 1. Many of these proposals have been adopted.

1. A NEW REGULATION FOR DOUBLE-YELLOW FLAGS

The clerk of the course will impose a speed limit in any section of track where double-yellow flags are being displayed. It is proposed that a working group, made up of FIA race directors and stewards, should meet and draw up detailed regulations and guidelines for the application of this new regulation, in time to apply it in 2015 across international circuit racing.

2. SAFETY-CRITICAL SOFTWARE

A review of safety-critical software and measures to check its integrity will take place.

3. TRACK DRAINAGE

Guidelines on circuit drainage will be reviewed, to include drainage off access roads.

4. FOUR-HOUR RULE

It is proposed that a regulation or guideline be established such that the start time of an event shall not be less than four hours before either sunset or dusk, except in the case of night races. It is also recommended that the F1 calendar is reviewed in order to avoid, where possible, races taking place during local rainy seasons.

5. SUPERLICENCE

It is proposed that drivers acquiring a superlicence for the first time should undertake a course to familiarise themselves with the procedures used by F1 in running and ensuring the safety of an event. It is also proposed that new licence holders pass a test to ensure that they are familiar with all the relevant regulations.

6. F1 RISK REVIEW

Consideration will be given to a review of F1 risk, in order to ascertain whether there are any significant holes in the safety defences, such that an unforeseen combination of circumstances could result in a serious accident.

7. TYRES

It is part of the challenge of a racing driver to drive his car as fast as possible given the track conditions combined with the characteristics of his tyres. Although the characteristics of the wet-weather tyres provided by Pirelli did not influence Bianchi's accident or its outcome in any significant way, it is recommended that provision is made for the tyre supplier to develop and adequately test wet-weather tyres between each F1 season, such that it is able to supply the latest developments to the first event.

Barrichello was hospitalised following a big crash in practice, and Simtek's Roland Ratzenberger was killed in qualifying.

Further serious accidents befell Sauber's Karl Wendlinger, who fell into a coma after striking the barriers during practice for the following race in Monaco, and Andrea Montermini, who suffered a broken toe and a cracked heel after crashing in practice for the Spanish GP a fortnight later.

As a result, Formula 1 rightly had to grapple with its demons and invoke serious change.

This happened, and it is largely because of the fine work done since Senna's death that, mercifully, over 20 years elapsed before another driver died as a result of injuries sustained in a grand prix. Formula 1 is no longer the same beast as the one that claimed Senna, but the lesson of Bianchi's tragedy is that F1 can never be too safe (whatever those calling for it to become riskier again might say in their more careless moments) or totally safe.

As ever with these sorts of situations, Bianchi's accident was the result of a confluence of imperfect circumstances, and imperfect choices, that combined at just the wrong moment, creating a perfect storm of destruction. Wherever human fallibility is involved there will always be a risk of further tragedy occurring.

That F1 managed an unprecedented 21 years between similar tragedies stands as testament to the remarkable strides made in motorsport safety during the intervening two decades, but it is also a sharp reminder for the latest generation of drivers that motorsport remains a truly dangerous sport; one in which lives are constantly put at risk.

Unfortunately, that will always be the case. ❧

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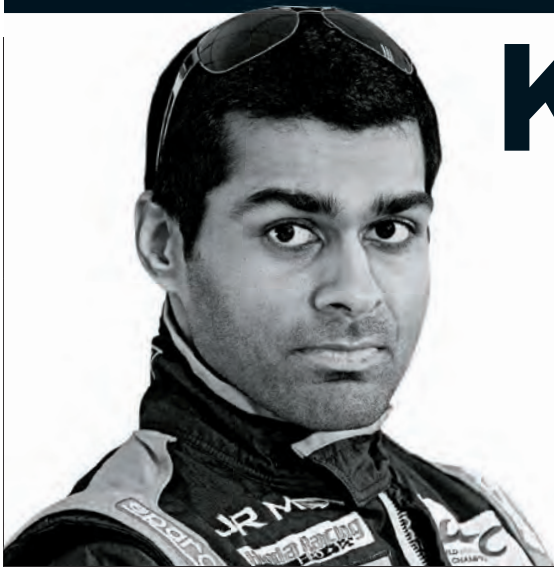


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Karun Chandhok

The racer's eye

Jules Bianchi died doing the thing he loved most. Racing drivers will recognise this, then continue to race as hard as they possibly can

The past week in motorsport has been dominated by the tragic news of Jules Bianchi succumbing to the horrific head injuries sustained last year at Suzuka. I was fortunate to have lunch at Jackie Stewart's house a few months ago along with Damon Hill and John Watson. Jackie was kind enough to show us around his house, and just looking at the pictures of his friends and other drivers who had been killed or seriously injured reminded us of how much the sport has moved on.

Damon and I spoke to Jackie about Jules, and his perspective on things was perhaps more pragmatic considering in his era they pretty much expected more than one driver to get killed every season. That conversation really was a reminder of how lucky we are, and how we should be thankful to people like Jackie who did so much for the safety of drivers and mechanics.

Jackie and Wattie raced in much more dangerous times. Damon, of course, grew up close to people like Jim Clark and Jackie, as well as experiencing the tragedy of Imola 1994 from much closer quarters than most. I, on the other hand, have only ever been in one race where another driver has been killed and that was sadly at the Le Mans 24 Hours in 2013 when Allan Simonsen lost his life.

At the time I remember saying to my then-girlfriend, now wife, that it was a really weird feeling. The accident was quite early on in the race and the organisers told the teams the bad news quite soon after the accident, before it was announced to the world.



Bianchi was learning quietly but quickly

Sadly, in this era just like in any other, the sport will never be completely safe. I do believe that within the sport, Jules will be remembered as one of those great "what could've been" drivers like Tom Pryce, Francois Cevert or Stefan Bellof. I first met him as an F3 star in 2009 when his manager, Nicolas Todt, introduced us.

His time in F1 was what impressed me the most about Jules. I know what it's like to be with a struggling small team and he kept his head down and just got on with the job. He had clearly learnt tyre management and added that to his armoury along with the qualifying speed.

More than anything racing-related, he was a decent, polite bloke. I wouldn't say I was friends with Jules in the

"Racing drivers are weird, because we're wired with such a competitive mentality"

I didn't really know what to do. On the one hand, a man that you had seen and spoken to just a few hours earlier was now gone so it was a complete shock, but then on the other you looked around you and the race kept on going. Inside I felt a degree of conflict, perhaps even a bit of guilt that we all carried on. I didn't even know Allan well, so I couldn't imagine what it was like for his team-mates and friends in the paddock.

Racing drivers are weird, though. We're wired up with such a competitive mentality within us that as soon as the helmet came on and it was my turn to get in the car, I went through the same corner at Tertre Rouge just as quickly as I would've done otherwise. I'm sure that nobody backed off for Tamburello or the Tosa kink any more on lap 32 than they did on lap six at Imola in 1994.

Fortunately we live in an era where we have the FIA looking out for us, and it doesn't need an Emerson Fittipaldi, Niki Lauda or Jackie Stewart to stage a protest on safety grounds.

way guys like Sam Bird or Jean-Eric Vergne were; we were more like colleagues. But he would always be very pleasant to chat with in the paddock or airports as we all travelled the F1 circus together.

The FIA has worked tirelessly over the years to ensure the safety of the sport. Max Mosley, Charlie Whiting and the FIA, with Bernie Ecclestone's support, have done a lot to make the sport safer since the black weekend at Imola 21 years ago.

What happened with Jules at Suzuka last October was really unfortunate and a bit of a freak accident. Any driver that gets into a race car understands the dangers of the sport, but at the same time you can't get into the cockpit fearing the worst – the day you do that is the day you need to stop. We know the dangers involved but our love for racing supersedes anything else.

Goodbye Jules. Your death left a career's potential unfulfilled, but more importantly meant a good bloke taken away from the world much too early. ❧

Tributes to Jules Bianchi



Max Chilton

F1 team-mate, speaking after taking pole position for the Iowa Indy Lights race on the day after Bianchi's death

"I'm throwing that one to Jules. It wasn't easy and I'm sure if Jules was out there he would have been on pole [instead of me]."

"I tried my best, but Jules was one of those drivers who was destined for big things. I was his team-mate for two years, and I had to have an absolutely perfect day to beat him – more often than not, he'd beat me."

"I learned a lot from him, and even though he never raced on ovals I'm sure that I took a lot of what I learned from him out there today. I dedicate this one to him."

"I was [inspired]; I knew he would do anything to get back in a race car, and I knew we had the car [to be on pole], so I just wanted to go for it."

Valtteri Bottas

F1 rival and Bianchi's team-mate in F3 in 2009

"Woke up to this very sad news. RIP Jules. You will be never forgotten. My thoughts are with the family."



Carlos Sainz Jr

Toro Rosso F1 driver

"Horrible news. Rest in peace mate. A great example of fight and courage for all of us. You will always be with us."



Romain Grosjean

Lotus F1 driver

"Yesterday we lost one of the best guys and best drivers I've ever met. I'll miss you so much my friend..."



Sam Bird

Bianchi's 2010 GP2 team-mate

"Goodbye my friend. You will be missed by so so many. Rest in peace Jules. My thoughts are with you..."



Nicolas Todt

Bianchi's long-time manager

"You were the little brother I had always dreamed to have. Sharing those last 10 years with you has been an immense privilege. I will miss you."



Mario Andretti

F1 and Indycar legend

"My heartfelt condolences to the Jules Bianchi family for this very sad ending of a promising young life. My prayers are with you."



Max Verstappen

Toro Rosso F1 driver

"Today we have lost an amazing talent and person... Words can't describe our feelings right now. We will all miss you Jules."



Roberto Merhi

Manor F1 driver

"Very sad day for motorsport, the best driver that I raced against has left us after nine months fighting for his life. RIP my friend Jules."



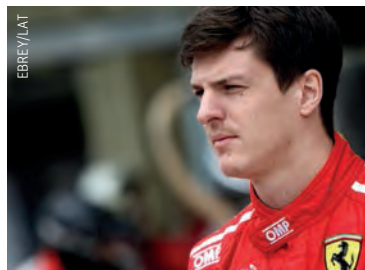
Lewis Hamilton
Mercedes F1 driver

"A sad, sad day today, guys. Please pray for Jules' loved ones. RIP Jules. God bless."



Andre Lotterer
Three-time Le Mans winner

"Rest in peace dear Jules! We lost a great fighter today. All my thoughts are with you and your family."



James Calado
Ferrari GT racer

"This morning I lost a friend and a great example of a special racing driver. I will never forget you, Jules Bianchi."



Lucas di Grassi
WEC and Formula E racer

"Woke up with the news that one of the greatest talents of our generation now rests in peace. We all miss you."



Karun Chandhok
Ex-F1 racer

"Goodbye Jules... One of those great 'what could've been' careers like Tom Pryce, Francois Cevert or Gilles Villeneuve before him. RIP Jules.

"My condolences to the Bianchi family and friends, everyone at Manor, his management team, Nicolas Todt. The world is a poorer place today."



GP2 SERIES

Where Bianchi raced in 2010 and '11

"GP2 organisers are terribly saddened by the untimely passing of Jules Bianchi. During his time in the series, the young Frenchman fought for poles, points, podiums, wins and the title.

"He moved on to new challenges and tackled them with great fighting spirit until he reached his true goal: Formula 1.

"Of him, we will remember his genuine smile and friendliness. Jules was a true competitor, a great driver, a fighter, and a winner.

"GP2 organisers would like to send their deepest condolences to his family, loved ones, and friends."

"Sad day for motorsport. In a part of the F1 grid with little coverage, Jules' talent, spirit and style was an example for all"

Cyril Abiteboul
Renault F1 chief



Charles Leclerc
European F3 title contender and Bianchi's All Road Management stablemate

"Our fathers have been best friends for 20 years or so; our families have always been really close, and my older brother was a best friend of Jules. We shared a lot of times together, and it's hard to say one memory stands out – probably the one I will remember is his last birthday.

"At the beginning I was quite shy towards him, because I was looking at him as an example of what I wanted to be. But he taught me loads of things. We would do three days a week together on rental karts, and racing against the top guy in karting I learned so much.

"Before the incident he wanted me to do Formula 3 [Leclerc was a frontrunner at the time in his rookie season of Formula Renault 2.0]. He said I was ready, and he was right. I definitely think of him a lot. He has always been in my mind. I was really hoping that this wouldn't happen and it's really hard, but he will probably be in a better place than being in a hospital bed for the rest of his life."



Felipe Massa
Williams F1 driver

"All my thoughts with Jules' family. I will miss you brother. RIP Jules."



XPB IMAGES

Sergio Perez
Force India F1 driver and former Ferrari Driver Academy member

"Sad news. It will be hard to know that we won't see you again on Sundays with the happiness you gave us all, Jules!"
"Thanks for everything you gave to this sport we all love. Without a doubt today we lost someone special. RIP."



XPB IMAGES

Pierre Fillon
ACO president (Bianchi's great-uncle and grandfather raced at Le Mans)

"It is with great sadness and deep emotion that we learned this morning the sad news of the death of Jules Bianchi. On behalf of the ACO and all employees, I present my condolences to the family and friends of Jules."
"He is part of the great family of motorsports and by his talent and his courage, he has earned the recognition of his peers and all fans of the discipline."



DUNBAR/LAT

Daniil Kvyat
Red Bull F1 driver

"Rest in peace, Jules. Forever in my and our hearts."



COATES/LAT

Felipe Nasr
Sauber F1 driver

"Very sad news about Jules, we lost a true fighter... All my thoughts go to his family in this difficult time."



DPP

Will Stevens
Manor F1 driver

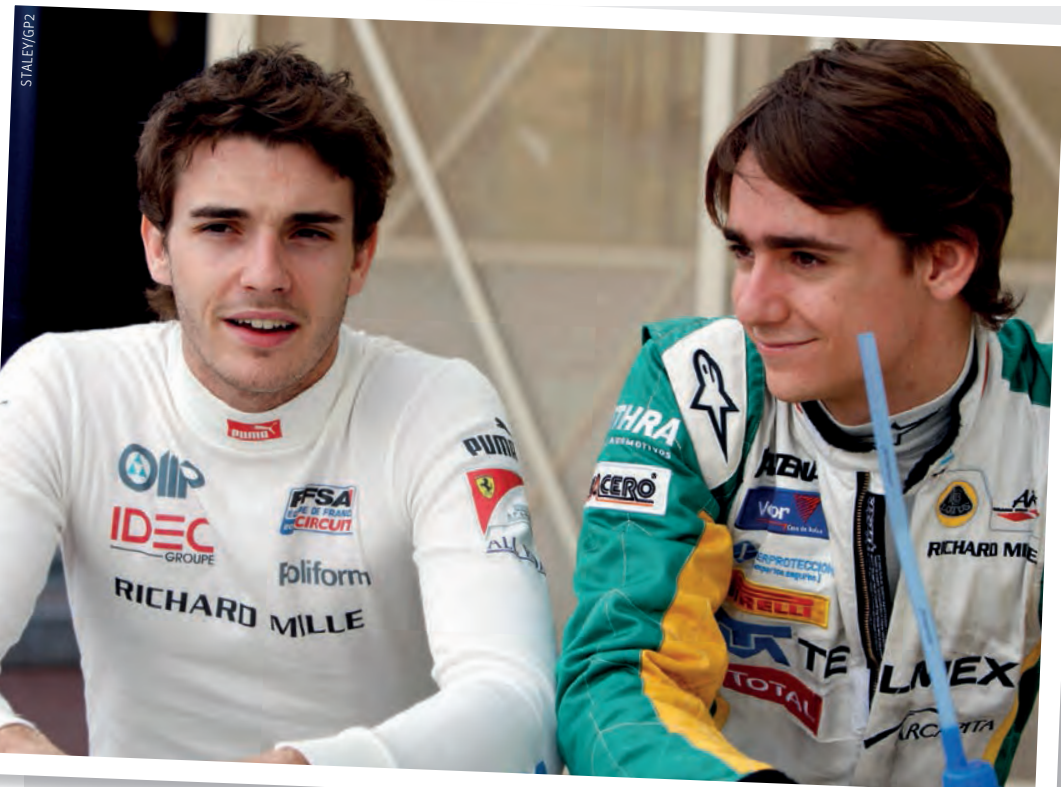
"Devastating news. A massive loss for Jules' family, friends and the sport. RIP mate. Will always be with us!"



XPB IMAGES

Maurizio Arrivabene
Ferrari F1 team boss

"When you lose someone like Jules, sorrow and sadness go beyond the void in sport."



STALEY/GP2

WORLD SERIES BY RENAULT

Where Bianchi raced in FR3.5 in 2012
"Devastating news this morning. RIP Jules Bianchi. Thoughts are with your family and your friends. It was a pleasure to have known you!"

"You will always be present in our hearts. I will follow that dream we had in common. RIP my friend!"

Esteban Gutierrez
Ferrari F1 reserve



Daniel Ricciardo

Red Bull F1 driver
 "I'll never forget you and the good times we had. Going to miss you bro."



Jean-Eric Vergne

Ferrari F1 test driver/Formula E racer

"Destiny is probably the only thing you can't fight, for the rest Jules is the biggest fighter and talented driver that I met. We will miss you my friend..."

"The world of motorsport thanks you for writing a page of history. You were a true friend in the paddock and what a good driver..."

"My thoughts are going to your family. Jules will always be there..."



Vijay Mallya

Force India owner

"We came to know an outstanding young man and a tremendous talent who was destined for great things in F1. The world has lost a true racer and we have all lost a friend."



Jon Lancaster

Bianchi's F3 team-mate

"Today the world lost a bright light. It's been a pleasure to have raced together but most importantly to have been friends. Love to the family."



Grand Prix Drivers' Association

"After your tragic accident and long fight, you are gone, but we will never forget you. How could we?"



Luca di Montezemolo

Former Ferrari president

"A bitter destiny has instead taken him away from us, leaving an indelible mark and a great pain inside us. I feel strongly for his family, who over such difficult months have shown courage and dignity. And I also feel for his many friends at Ferrari."

"We have lost an exceptional guy. Today we all cry this loss with sincere participation. And we will remember him forever with great affection."



Martin Brundle

F1 racer turned commentator

"RIP Jules Bianchi. It was a pleasure and privilege to have known him in his all too short life. Sad day, condolences to his family and friends."

This week in F1

F1 DRIVER MARKET 2016

MERCEDES	Lewis Hamilton	Nico Rosberg
RED BULL	Daniel Ricciardo	Daniil Kvyat
WILLIAMS	Valtteri Bottas	Felipe Massa
FERRARI	Sebastian Vettel	Kimi Raikkonen
McLAREN	Fernando Alonso	Jenson Button
FORCE INDIA	Nico Hulkenberg	Sergio Perez
TORO ROSSO	Carlos Sainz Jr	Max Verstappen
LOTUS	Romain Grosjean	Pastor Maldonado
MANOR	Will Stevens	Roberto Merhi/Fabio Leimer?
SAUBER	Felipe Nasr	Marcus Ericsson
HAAS	Esteban Gutierrez?	Alexander Rossi?

KEY: Confirmed Likely Uncertain/possible



SBL0XHAM/LAT

BOTTAS 'KEY' TO THE F1 DRIVER MARKET

Valtteri Bottas is one of the "most important" names in the 2016 Formula 1 driver market, according to the Finn's Williams team-mate Felipe Massa.

Bottas is out of contract at the end of 2015 and has been linked with a prime seat at Ferrari, should Kimi Raikkonen's seat become available. Raikkonen's current deal also expires after this season, but Williams and Ferrari both have options to keep their respective

drivers for a further year.

That means Ferrari would have to buy Bottas out of Williams, should it decide it wants to replace Raikkonen with his fellow Finn.

Massa said: "Valtteri may be one of the most important names on the market. He's shown that he has the talent to drive in a top team."

Force India's Nico Hulkenberg and Red Bull's Daniel Ricciardo are regarded as the other main candidates to replace Raikkonen, should he part

company with Ferrari, although Ricciardo is understood to be locked into a long-term deal with Red Bull following his breakout 2014 campaign.

Williams also has an option to retain the veteran Massa's services, and he has reiterated his desire to stay at the team for a third season.

Much has been made of Raikkonen's uncertain future at Ferrari recently, but McLaren-Honda's Jenson Button is in a similar situation contractually.

The 2009 world champion was

handed a two-year deal to remain in Woking at the end of 2014, but the second year depends on the team exercising its option.

That means McLaren-Honda, which has Fernando Alonso on a firm three-year contract, could opt to jettison Button at the end of 2015, possibly opening the way for reserve driver Kevin Magnussen to return to race duties, or junior driver Stoffel Vandoorne to graduate from GP2.

Rosberg: New rules will mix up starts

Mercedes driver Nico Rosberg reckons revised rules regarding starting procedures in Formula 1, set for introduction at next month's Belgian Grand Prix, will make grand prix starts more unpredictable.

Rosberg reckons reduced radio communication and help from teams with clutch settings will lead to drivers making more mistakes.

He said: "It's a big change, so it will be interesting. It'll be easy to do it, but it will be complex to do it well."



ETHERINGTON/LAT

PETER DE KLERK: 1935-2015

PETER DE KLERK DIED LAST WEEK, at the age of 80, after a long illness.

The South African started four world championship grands prix, all on home soil, making his debut in 1963 driving an Alfa Romeo Special entered by Otello 'Jack' Nucci. The self-built machine finished third in that year's Rand Grand Prix at Kyalami, behind only the Ferrari works cars of John Surtees and Lorenzo Bandini.

After a second South African Grand Prix appearance in the car in 1965, finishing 10th, de Klerk



contested the '69 (above) and '70 races in Brabham machinery.

He also enjoyed success in sporscars, winning the South African Six Hours at Pietermaritzburg in 1966 and 1972.

For all the breaking news, visit AUTOSPORT.COM

GROSJEAN: RACING WAS BETTER ON PRE-2014 TYRES

Romain Grosjean believes the current Pirelli tyres do not degrade enough, which makes the racing in Formula 1 less exciting than it used to be.

The Lotus driver says the current rubber has largely eliminated the need for tyre management. He argues this

reduces opportunities for overtaking.

"In 2012 and 2013, they were getting into that bad shape of losing grip and the guy behind could take an advantage," he said. "Right now everyone is always on the limit of them and you don't really get that advantage any more."



Button backs ground effect

McLaren driver Jenson Button has endorsed the possible return of ground-effect aerodynamics to Formula 1 in 2017.

F1's Strategy Group is considering the proposal as part of sweeping changes to make the cars faster.

Button said: "If you're going to work with downforce it should come from the floor rather than the wings, because you can race closer and fight, and you don't have as much dirty air from the wings for the car following."

It's just more relaxed at the moment between the two of us, but it can change very quickly

Nico Rosberg on his improved relationship with title rival Lewis Hamilton

HONDA WON'T HIRE OUTSIDE ENGINE HELP

Honda says it will not hire outside help to improve its Formula 1 engine, as McLaren has admitted to feeling financial pain from its current barren run of results.

Honda motorsport boss Yasuhisa Arai said his company would not look to



bolster its operation by poaching engineers with greater experience of F1's current engine rules from rival manufacturers, despite scoring just three points in nine races since reviving the partnership that won multiple world titles in the late 1980s and early '90s.

McLaren has not won a race since the final grand prix of 2012, and has not had a title sponsor since the expiry of its Vodafone deal at the end of 2013.

The team's racing director Eric Boullier said the ongoing run of poor results was making it difficult to secure sponsors.

He admitted: "Commercially it has hurt, because a lot of companies are interested in joining us but may question the lack of results."

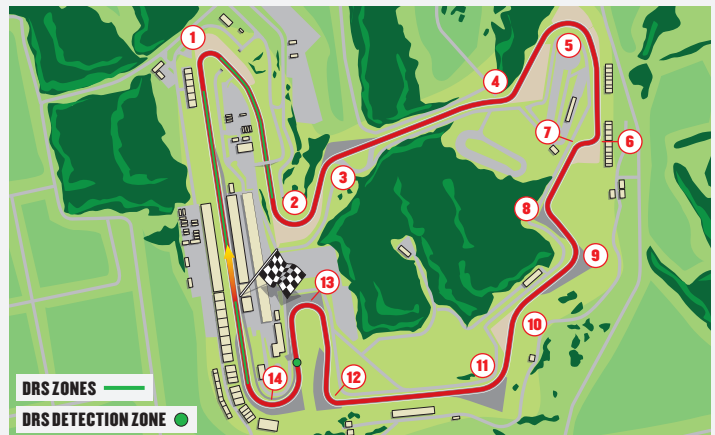
HONDA IN F1

	Races 215
	Wins 102
	Pole positions 111
	Podiums 174
	Points 1594.5
	World titles 6 (5 drivers*)

F1 PREVIEW

HUNGARIAN GRAND PRIX

July 24-26



CIRCUIT INFORMATION

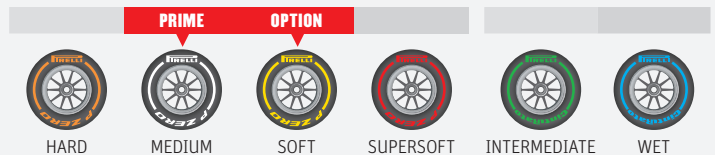
HUNGARORING

LENGTH 2.722 miles NUMBER OF LAPS 70



2014 POLE POSITION Nico Rosberg	1m22.715s
QUALIFYING LAP RECORD Sebastian Vettel	1m18.773s (2010)
RACE LAP RECORD Michael Schumacher	1m19.071s (2004)

TYRE ALLOCATION



UK START TIMES

LIVE ON BBC1 AND SKY SPORTS F1
THURSDAY
 FP1 0900 FP2 1300
SATURDAY
 FP3 1000 QUALIFYING 1300
SUNDAY
 RACE 1300

PREVIOUS WINNERS

2014 Daniel Ricciardo	Red Bull
2013 Lewis Hamilton	Mercedes
2012 Lewis Hamilton	McLaren
2011 Jenson Button	McLaren
2010 Mark Webber	Red Bull
2009 Lewis Hamilton	McLaren
2008 Heikki Kovalainen	McLaren
2007 Lewis Hamilton	McLaren
2006 Jenson Button	Honda
2005 Kimi Raikkonen	McLaren

THEMES TO WATCH



WILLIAMS v FERRARI
 At Silverstone, Williams took the upper hand. A strong performance at twisty Hungaroring won't necessarily follow, though.

MANOR'S TRIBUTE
 Jules Bianchi's death on Friday night means that the Manor team, and F1 as a whole, will surely mark his memory.

FORCE OF NATURE
 Force India's upgrade worked well at Silverstone. But Hungary will be a tougher test of the package's mettle.

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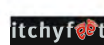
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See online for details*

*Advance tickets available until midday Tuesday 28 July 2015. Postage fee applies.
Calls will cost 7p per minute plus your telephone company's access charge.

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MSVR





Ian Parkes

From the paddock

Why is it that, in such a dark week for motor racing, there is still such a clamour to increase the danger in F1? Be careful what you wish for

The death of Jules Bianchi has suddenly cast a dark shadow over Formula 1. As Bianchi clung to life at the Centre Hospitalier Universitaire in his home city of Nice, there was at least a glimmer of hope he would pull through. That hope is now gone.

The column this week, though, has no intention of raking over the coals, and the aftermath, of Bianchi's crash in last year's Japanese Grand Prix. Instead, I have decided to focus on an apparent contradiction – while F1 will be dealing with its grief in the public arena of the Hungaroring this weekend, moves continue apace behind the scenes to seemingly increase the danger that is inherent in the sport.

When the FIA announced, following a meeting of the Strategy Group in May, a raft of measures designed to reduce lap times for 2017 by five to six seconds, it was widely applauded.

The general consensus has been that F1, since its introduction of the current power units, has slowed to such a degree that the drivers have barely broken a sweat come the end of a race, and that the risk element has all but disappeared.

Only recently Ferrari's Kimi Raikkonen voiced his concerns by stating that when he first arrived in F1 "it was more exciting for everyone". The Finn added: "We must do something to make watching F1 more exciting, to appreciate the speed and to make it a little more dangerous. It's part of the game."

So why is there this need for greater risk, to increase the speed of the cars? Are the dangers still not abundantly obvious?

This week F1 supremo Bernie Ecclestone underlined there is a contradiction, stating that the category remains "dangerous". Then Ecclestone also noted: "If you were to choose to have an accident today in anything, you'd choose a Formula 1 [car] because it's probably the safest it's ever been".

In a separate interview, Ecclestone further stated: "We make it [F1] as safe as it is possible, but obviously these guys driving as quick as they are... it's safe, but not safe."

There's the rub. No matter how safe the FIA attempts to make cars and circuits, it cannot cater for every eventuality, as with the case of Bianchi. So now we are looking at reducing lap times to such an extent that the cars would become "the fastest [in F1] ever", according to Mercedes motorsport boss Toto Wolff.

Is this what is genuinely needed to bring the excitement back to F1? Has it become so sterile it is prepared to up the risk factor to such a level?

In 1982, when Formula 1 entered its (first) turbocharged era, Rene Arnoux set a pole position time around Monaco in his Renault of 1m23.281s, at that stage 1.5s quicker than anything seen previously following the principality track's extension in 1973.

Come 2011, Sebastian Vettel lowered the benchmark in his Red Bull to a staggering 1m13.556s, the quickest pole

"No matter how stringent the FIA rules on safety, they can't cater for every eventuality"

Three-time world champion Niki Lauda agreed, and said there is now "too much control, too many rules and not enough characters". Mercedes' non-executive chairman added: "The highest limits and the risk factor have been lost."

Lauda made clear he was not advocating that F1 should become more "dangerous", just "riskier".

So I wonder where Bianchi's death now sits in the minds of Raikkonen and Lauda? Were the highest limits not reached, the risk factor not at its zenith, that wet, grey, and now fateful day at Suzuka?

You can argue there were extenuating circumstances – the delay of the race given the conditions, the rain, the wet track, the recovery vehicle ploughed into by Bianchi being in the wrong place at the wrong time.

FIA president Jean Todt said after the accident that it all added up to a "perfect storm" of circumstances. But then such incidents are usually a confluence of factors anyway, and as such anything can happen at any time.

lap in Monaco GP history, yet just 1.5s quicker than that posted by Lewis Hamilton this year.

It shows just how far F1 has come in such a short period of time, shaving 10 seconds off a lap of Monaco from Arnoux in 1982 to Vettel in 2011, and with the track marginally longer in the latter's case. And now we are looking at potential laps of less than 1m 12s.

Of course, over that same period the cockpits and crash structures of cars have improved immeasurably, similarly with regard to the barriers. But with such a drop in lap times planned, the g-forces and impact speeds will be raised accordingly. So, while experts say the cars are safe enough at present, it's less clear whether they will continue to be.

For the sake of every driver involved in F1, and to avoid a repeat of an incident of the ilk that cost Bianchi his life, one can only hope that amid the frenzy of new rules for 2017, the FIA ensures appropriate safety considerations are factored in. ❧

This week in motorsport

LOEB AND SOLBERG COULD JOIN HIRVONEN ON DAKAR

Next year's Dakar Rally could be the scene of a World Rally Championship reunion, with Sebastien Loeb and Petter Solberg now tipped to join Mikko Hirvonen in South America.

Hirvonen completed his deal to drive an X-raid Mini last week, and makes his debut in the car at this week's Baja Aragon. Loeb has tested Peugeot's 2008 DKR and is now weighing up a Dakar assault, while Solberg is in discussions about breaking his cross-country duck.

The Finn said he would relish the chance to renew old rivalries, telling AUTOSPORT: "If they are coming to Dakar then it could be really cool. We need to see how their plans are progressing, but the chance to fight with them would be great."

Solberg added: "I am talking about Dakar, it's something which interests me, but it absolutely has to be with the right team and the right car. I want to go there and be competing properly."

Speculation suggests Solberg could even join Loeb at Peugeot.



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He who would Vaillant be...

A special cartoon livery – inspired by the Michel Vaillant comic-book character – will adorn the BMW Z4 GT3 raced by Alex Zanardi, Timo Glock and Bruno Spengler in this weekend's Spa 24 Hours

JORDAN COMMITS TO BTCC

Andrew Jordan has committed to the British Touring Car Championship until at least the 2018 season after long-time backer Pirtek signed a new three-year deal with the 2013 champion.

Pirtek first backed Jordan when he competed in Junior Rallycross in 2004 at the age of 15. It became title sponsor of the Jordan family-run Eurotech BTCC squad in 2010 and has remained with Jordan through to his current place in

the Triple Eight MG team.

The deal means that Jordan – who also competes in rallycross and historic events, and has shown interest in categories outside touring cars – will remain focused on the BTCC for at least the next three years.

The deal does not commit Jordan to any single BTCC team, though Pirtek will be involved in discussions over any potential moves.



EBREY/LAT



GELAEEL ADDS GP2 BID TO RENAULT 3.5

Formula Renault 3.5 racer Sean Gelael has taken the vacant Carlin GP2 Series berth for the remainder of the season.

The lanky Indonesian teenager will contest all but one of the GP2 rounds, missing Monza as it clashes with his Silverstone FR3.5 commitments.

For all the breaking news, visit AUTOSPORT.COM



JACKSON TOPS ON RETURN

Mat Jackson went quickest in the British Touring Car Championship's mid-season tyre test at Snetterton as Motorbase Performance prepares for its series return.

The Ford Focus driver set his best lap on medium tyres in the final half-hour of the full-day test to end up 0.173 seconds clear of MG's Andrew Jordan.

Team BMR driver Colin Turkington led Jordan in the morning in his Volkswagen CC, and wound up third quickest as both drivers improved their times while evaluating some potential 2016 soft tyres for Dunlop.

WSR BMW man Andy Priaulx, Honda's Matt Neal and Power Maxed Racing's Josh Cook also assessed potential soft-tyre replacements.

SNETTERTON TIMES

July 16 2015

1 Mat Jackson (Ford)	1m57.216s
2 Colin Turkington (VW)	1m57.368s
3 Andrew Jordan (MG)	1m57.389s
4 Jason Plato (VW)	1m57.581s
5 Andy Priaulx (BMW)	1m57.647s
6 Aron Smith (VW)	1m57.729s
7 Tom Ingram (Toyota)	1m57.775s
8 Gordon Shedden (Honda)	1m57.807s
9 Matt Neal (Honda)	1m58.027s
10 Sam Tordoff (BMW)	1m58.224s

Ricciardo and Doohan for RoC

Red Bull Formula 1 star Daniel Ricciardo will contest November's Race of Champions in London's Olympic Stadium, his first crack at the event.

Ricciardo will form an all-star Australian team alongside five-time World Motorcycle champion Mick

Doohan, who is a regular contender in the end-of-season extravaganza.

Ricciardo said: "It looks like a serious challenge but I'm ready for anything. The word 'legend' is overused in sport but Mick is one of the few who genuinely deserve it."



JOHN GREENWOOD: 1944-2015

A TALISMANIC FIGURE IN THE history of the Chevrolet Corvette in competition, John Greenwood died recently, aged 71.

Greenwood won SCCA national titles in 1970 and '71 driving Corvettes he had built, and went on to contest the Le Mans 24 Hours three times – with co-drivers such as Alain Cudini and Bernard Darniche – in 1972, '73 and '76 (above). He took pole position for the Daytona 24 Hours in '75 and won the Trans-Am title in the same year.

IMSA's Mark Raffauff described him as "the consummate Corvette guy. Not only was he a hell of a driver, but he single-handedly kept Corvette in racing through the seventies."

BRAZILIAN WORKS BID

The AH Competicoes team, which competes under the BMW Team Brasil banner, is aiming to forge an alliance with a manufacturer for its assault on the Blancpain GT Series next season.

Team owner Antonio Hermann said he was in discussion with three manufacturers about planned twin assaults on the Blancpain Endurance and Sprint Series in 2016. He declined to reveal whether they included BMW, whose Z4 GT3s the team has raced in Europe for the past three seasons.

Hermann said: "We have three proposals to be a factory-supported team. We want to be like WRT [which is closely aligned to Audi]."



In brief



DE LA ROSA IN ACTION

Formula 1 veteran Pedro de la Rosa (above) has been gaining cockpit time lately. The Spaniard had an outing with the Aguri Formula E team, and also piloted a Euroformula Open car for Drivex, which plans a return to the series in 2016.

DOUGHNUT GRIEF

Sebastien Bourdais's post-race victory doughnuts in Milwaukee are the likely cause for his car subsequently being found to be underweight, according to IndyCar officials. A post-race technical inspection determined that the Frenchman's car was around 3lb below the mandated 1600lb minimum, which could be accounted for in the rubber that was stripped off his tyres. KV Racing was fined \$5000 for the infraction.

CASSIDY'S GT TEST

Japanese Formula 3 series leader Nick Cassidy makes his Super GT test debut this week. The Kiwi will drive a Team Banho Toyota MC86 from the GT300 class at Sugo.

LATVIA JOINS WRX

Latvia will join the World Rallycross Championship schedule in 2016 with a track laid out in the complex of the challenging Bikernieki road circuit, 15 miles from the capital city of Riga. The event has the support of the Latvian government, with the country's Reinis Nitiss a major star in his homeland.

B-MAX WANTS MACAU STAR

Nissan-affiliated Japanese Formula 3 team B-Max is planning to select a star driver to contest the Macau GP in November.

The team added an extra car for Nissan GT ace Katsumasa Chiyo (right) – who last raced for the team in 2013 – last weekend at Fuji, and plans to field 'a great driver' in the final rounds and at Macau.

B-Max ace Mitsunori Takahashi is a JF3 title contender this year.

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LE MANS 2014



DAYTONA 2010



NURBURGRING 2006

Rockenfeller chasing the 24-hour quadruple

The Audi star is going for a unique record this weekend at Spa, but says that isn't his main motivation. By **GARY WATKINS**

Mike Rockenfeller has the chance this weekend to complete a unique quadruple feat by adding victory in the Spa 24 Hours to his triumphs in the other major twice-around-the-clock enduros at Le Mans, Daytona and the Nurburgring.

The 31-year-old Audi driver makes a return to the Belgian enduro for the first time since 2011 together with his DTM squad, Phoenix Racing. The appearance at the wheel of a new-generation Audi R8 LMS shared with Marcel Fassler and Andre Lotterer gives him the opportunity to build upon his 2006 triumph at the Nurburgring 24 Hours and his 2010 double at the Daytona and Le Mans enduros.

This outing in the double-points round of the Blancpain Endurance Series wasn't motivated by the pursuit of the record, however. He claims he wasn't actually aware of

the significance of his Spa return until alerted to it by the press, but likes the idea of completing his set of 24-hour victories.

"It would sound good to have a record like that; I like history and it is always good to make a little bit of it," says Rockenfeller, who does have a class win at Spa to his name from 2005. "But it really wasn't what we were thinking about when it was decided that I should do some racing in the R8 this year.

"I hope I have a car to win this year, but you never know in GT3 racing with the Balance of Performance. And you always have to be lucky in any 24-hour race."

The 24-hour quadruple doesn't have the same cachet as the unofficial triple crown of sportscar racing, the 24-hour races at Le Mans and Daytona and the Sebring 12 Hours, not yet at least. It shouldn't be forgotten that the Spa enduro was a touring car event

between 1964 and 2000, while the 24 hours on the Nurburgring Nordschleife didn't emerge as a major sportscar fixture until this century and was won by touring car machinery in 21 of the first 27 editions from 1970.

That goes a long way to explaining why the quadruple has yet to be achieved. Of the six drivers to have won three of the four, sportscar and touring car legend Hans Stuck arguably came the closest: he finished third at Daytona in 1989, the only 'big one' missing from his CV. Porsche driver Timo Bernhard has yet to win at Spa but, with a new 991-shape 911 GT3-R on the way from his long-time employer, he might be given the chance to put that right in the future.

Rockenfeller's return to GT racing with Audi at Spa and the Nurburgring, which he contested this year for the first time since 2013, comes at the same time as he was reincorporated into its LMP1 squad as a reserve for the Le Mans 24 Hours. It would be wrong to read too much into that, even for a driver who never makes any secret of his love for endurance racing.

"I'm asked every year if I want to do some races in an R8," says Rockenfeller, who got some practice aboard the latest version in the Paul Ricard BES round in June with the WRT team. "We always look to see if it fits with my schedule, and this year it did."

One question 'Rocky' was asked by senior management at



Audi Sport over the winter is an open secret. He was given the chance to return to the LMP1 squad and undertake a full World Endurance Championship campaign in the seat vacated by the retiring Tom Kristensen.

That's something Rockenfeller cannot overtly confirm, but he does say that he has the goal of adding to his 2013 DTM crown.

"I don't want to give up the DTM without winning the championship again," he says. "I feel that I'm one of the guys who can go for the championship, and I don't want to give up on that."

Rockenfeller's ambition to return to Le Mans and race full-time in the prototype ranks again remains strong, however.

"I hope Audi continues in the WEC for many years to come and I get the chance again," he says. "Hopefully I can add victory at Spa to my CV before I do that." ❧

'Rocky' drove new R8 at Paul Ricard in June





THE TRIPLE WINNERS

Mike Rockenfeller is one of six drivers who have won three of the four great 24 hour-races

DRIVERS	Le Mans	Daytona	Spa	Nurburgring
MIKE ROCKENFELLER	🏆	🏆	🏆	🏆
TIMO BERNHARD	🏆	🏆	🏆	🏆
ROMAIN DUMAS	🏆	🏆	🏆	🏆
CHRISTOPHE BOUCHUT	🏆	🏆	🏆	🏆
JOACHIM WINKELHOCK	🏆	🏆	🏆	🏆
HANS STUCK	🏆	🏆	🏆	🏆

ROW OVER BALANCE OF PERFORMANCE

A war of words has erupted between Audi and BMW ahead of this weekend's Spa 24 Hours. Or at least it has between the two teams representing those manufacturers who fought out last year's 90th-anniversary running of the Belgian enduro. And there are no prizes for guessing that the Balance of Performance, the means by which GT3 cars are equalised, is at the centre of the row.

The first-generation Audi R8 LMS ultra claimed a narrow victory in the hands of the Belgian WRT squad over the best of the Marc VDS BMW Z4 GT3s last year. Hence WRT boss Vincent Vosse is asking why the BMW is 30kg lighter and has been given an engine air restrictor that is bigger in diameter to the tune of 10.6mm.

"Last year, we were only three tenths quicker on the averages and we won by seven seconds, so why change anything?" says the Belgian.

The old R8 was initially pegged back for this season, but since the BES round at Paul Ricard – a category 'B' track like Spa-Francorchamps – it has had its 2014 BoP restored, with the exception of an increase in rear ride height. The new car, known simply as the R8 ultra, has been given a 20kg weight break ahead of this weekend, but crucially remains at the restrictor levels it has raced at so far this year at Monza and Ricard. That means the two WRT cars and two from Phoenix are running two 38mm restrictors, as opposed to the 52.3mm orifices of the old car.

"I think they have started too low for the new car," continues Vosse.



"We were six tenths off the pace at Ricard. I'm glad I'm running an old car as well at Spa."

Marc VDS team principal Bas Leinders argues that the restrictor change for the BMW has yielded little in the way of horsepower gain.

"It's not even 10bhp, maybe six or seven," he says. "An extra 10mm sounds a lot, but we have a 4.4-litre engine that is right on the limit of development. If you took the restrictor off, it would give almost no gain at all."

De Oliveira holds off Nakajima



ISHIHARA/LAT

SUPER FORMULA FUJI (J), JULY 19 RD 3/7

De Oliveira controls it from the front

JOAO PAULO DE OLIVEIRA WAS ON form to control the race throughout in his Toyota-powered Impul car.

The Brazilian made a good start from second on the grid, while poleman – and team-mate – Andrea Caldarelli was slow away, the Italian getting mixed up at the first corner and losing his front wing.

With other dramas on the opening lap, including the loss of fifth qualifier Narain Karthikeyan, the race went under the safety car.

Kazuki Nakajima had made a stunning start from eighth on the

grid to run second behind de Oliveira in his TOM'S Toyota car, with Kamui Kobayashi jumping from sixth to third with his Team Le Mans machine.

Kobayashi's challenge faded in the latter half of the race as his second set of tyres did not work so well, dropping him into an entertaining scrap with the recovering Caldarelli.

Up front, Hiroaki Ishiura stayed out the longest, taking the lead when de Oliveira and Nakajima pitted. His late stop allowed him to rejoin to claim third place – from

10th on the grid – in his Cerumo-Ingineering car, allowing him to retain his championship lead.

But he was no threat to the leading two, who were comfortably clear of the fighting behind.

Andre Lotterer qualified only 12th and made an early stop for fuel only. That jumped him up the order, but he struggled with grip late in the race and finished fifth behind Yuji Kunimoto. Behind sixth-placed Ryo Hirakawa, Briton James Rossiter took seventh from Tomoki Nojiri, who emerged atop a mid-race scrap

involving a trio of Honda-engined cars. Northern Irishman Will Buller finished in 14th place.

● Jiro Takahashi

RESULTS

1 Joao Paulo de Oliveira (Dallara-Toyota), 55 laps in 1h28m21.088s; 2 Kazuki Nakajima (D-T), +15.347s; 3 Hiroaki Ishiura (D-T); 4 Yuji Kunimoto (D-T); 5 Andre Lotterer (D-T); 6 Ryo Hirakawa (D-T); 7 James Rossiter (D-T); 8 Tomoki Nojiri (D-Honda); 9 Andrea Caldarelli (D-T); 10 Kamui Kobayashi (D-T). **Points 1 Ishiura, 21;** 2 de Oliveira, 19; 3 Nakajima, 16; 4 Lotterer, 15; 5 Nojiri, 8; 6 Kobayashi, 8.

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JAPANESE FORMULA 3 FUJI (J), JULY 18-19 RD 6/8

Cassidy is back in front – just

NICK CASSIDY AND KENTA Yamashita shared the wins, with the New Zealander leapfrogging his TOM'S Toyota team-mate to take the series lead.

Cassidy led the first race all the way, with the Mugen Honda-powered car of Nirei Fukuzumi in second place.

Cassidy also led the dry second race until half-distance, but made contact with the B-Max Dallara-Toyota of Nissan protege Mitsunori Takaboshi, allowing Yamashita – who had dropped to fourth behind Fukuzumi at the start – to claim victory.

Nissan GT ace Katsumasa Chiyo made an F3 return with B-Max to



Yamashita leads from Cassidy

ISHIHARA/LAT

claim fourth from Briton Struan Moore, who qualified fourth for both races in his KCMG car.

● Jiro Takahashi

RESULTS

Race 1 1 Nick Cassidy (Dallara-Toyota F314), 15 laps in 28m17.080s; 2 Nirei Fukuzumi (Dallara-Mugen Honda F312), +3.105s; 3 Mitsunori Takaboshi (Dallara-Toyota F315); 4 Tsubasa Takahashi (D-MH F312); 5 Kenta Yamashita (D-Toyota F312); 6 Katsumasa Chiyo (D-Toyota F312). **Race 2 1 Yamashita**, 21 laps in 34m01.301s; 2 Cassidy, +3.444s; 3 Fukuzumi; 4 Chiyo; 5 Struan Moore (D-Toyota F312); 6 Lucas Ordóñez (D-Toyota F312). **Points 1 Cassidy, 96;** 2 Yamashita, 93; 3 Takaboshi, 82; 4 Fukuzumi, 41; 5 Ordóñez, 29; 6 Takahashi, 20.

INDY LIGHTS IOWA SPEEDWAY (USA), JULY 18 RD 8/10

Chilton's first Lights win

MAX CHILTON TOOK AN EMOTIONAL first Indy Lights win less than a day after it was announced that his former Marussia Formula 1 team-mate Jules Bianchi had died from injuries sustained in last year's Japanese Grand Prix.

Chilton, who was making only his second start on an oval, put his Carlin car on pole and controlled almost the entire race, save for a few laps where he lost the lead to team-mate Ed Jones while trying to make his way through lapped traffic.

"We had a hairy 10 laps in the middle where I got held up by traffic and I got a bit frustrated," he said. "But later on I got back into clear

air and was able to get away."

Jones crossed the line in second place, elevating Carlin's first oval victory to a one-two, while RC Enerson completed the podium.

Championship leader Jack Harvey had to settle for fifth, but still extended his points lead over Spencer Pigot, who endured a difficult weekend en route to eighth.

● Mark Glendenning

RESULTS

1 Max Chilton, 100 laps in 36m50.1191s; 2 Ed Jones, +6.1172s; 3 RC Enerson; 4 Kyle Kaiser; 5 Jack Harvey; 6 Scott Anderson. **Points 1 Harvey, 278;** 2 Spencer Pigot, 260; 3 Jones, 258; 4 Enerson, 214; 5 Felix Serralles, 176; 6 Chilton, 173.



Chilton focus of Carlin joy

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LEWIS HAMILTON

2015 British Grand Prix, Silverstone, England. Sunday 5th July.
Winner Lewis Hamilton (GBR) Mercedes AMG F1-W06 celebrates at the end of the race.



DANIIL KVIYAT

2015 British Grand Prix, Silverstone England. Saturday 4th July.
Daniil Kvyat (RUS) Red Bull Racing RB11



LEWIS HAMILTON

2015 British Grand Prix, Silverstone, England, Sunday 5th July
Lewis Hamilton (GBR) Mercedes AMG F1-W06



LEWIS HAMILTON

2015 British Grand Prix, Silverstone, England. Sunday 5th July
Lewis Hamilton (GBR) Mercedes AMG F1-W06 makes a pit stop.

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

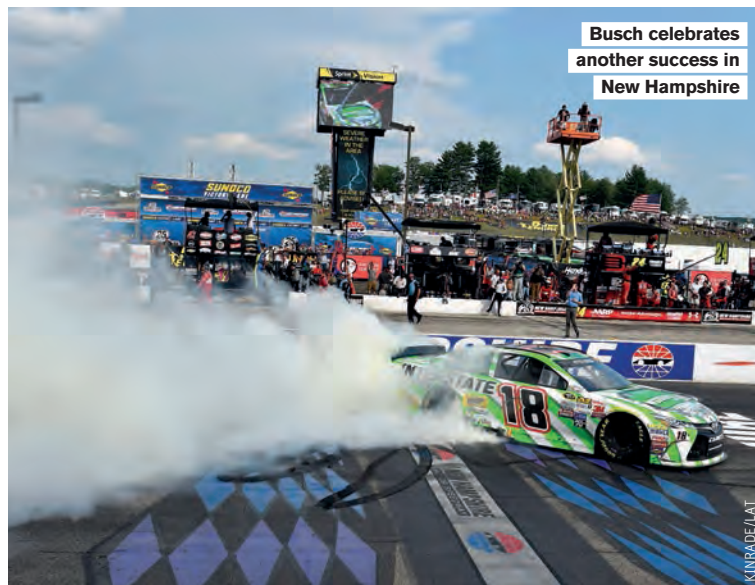
Three from four moves Busch closer

KYLE BUSCH FOLLOWED HIS VICTORY at Kentucky Speedway the previous weekend with his third in four races to edge closer again to a spot in NASCAR's Sprint Cup Chase.

The Joe Gibbs Racing Toyota driver moved to within 58 points of the 30th place in the standings he requires to qualify with a victory built on a fresh-tyre charge following a green-flag pitstop. Busch had started the race fourth and was among the lead pack when he made his final stop with 57 laps remaining.

While Busch went down a lap at that point, he managed to unlap himself moments before a caution was called for debris, as leaders Kevin Harvick and Brad Keselowski negotiated traffic. When they subsequently pitted, Busch claimed a lead he'd never lose, winning ahead of Penske Ford driver Keselowski, who gained track position over the Stewart-Haas Chevrolet of Harvick by taking two tyres rather than four.

"Every week, we've just got to keep doing our deal," Busch said of



Busch celebrates another success in New Hampshire

his push towards 30th, "and every week we're getting better and better. To do it in the fashion we're doing it, it's spectacular."

At the rate at which he has scored since returning to the Sprint Cup after recovering from his leg injuries, Busch is on course to overhaul Justin Allgaier and David Gilliland – the bottom two in the top 30 – to take 29th in points at the cut-off.

Joey Logano was fourth, ahead of Dale Earnhardt Jr (from 19th on the grid despite needing front spitter repairs), Matt Kenseth and polesitter Carl Edwards.

RESULTS

1 Kyle Busch (Toyota Camry), 301 laps in 2h56m06s; 2 Brad Keselowski (Ford Fusion); 3 Kevin Harvick (Chevrolet SS); 4 Joey Logano (Ford); 5 Dale Earnhardt Jr (Chevy); 6 Matt Kenseth (Toyota); 7 Carl Edwards (Toyota); 8 Austin Dillon (Chevy); 9 Jeff Gordon (Chevy); 10 Kurt Busch (Chevy). **Chase grid 1 Jimmie Johnson, 4 wins/646 points**; 2 Harvick, 2/734; 3 Earnhardt, 2/655; 4 Kurt Busch, 2/576; 5 Logano, 1/665; 6 Martin Truex Jr, 1/628; 7 Keselowski, 1/603; 8 Kenseth, 1/578; 9 Denny Hamlin, 1/552; 10 Edwards, 1/487; 11 Jamie McMurray, 0/574; 12 Gordon, 0/573; 13 Kasey Kahne, 0/538; 14 Ryan Newman, 0/530; 15 Paul Menard, 0/528; 16 Aric Almirola, 0/502.

PRO MAZDA

Malaysian Weiron Tan gave his title hopes a boost with a flag-to-flag win at Iowa Speedway. The win was the Andretti Autosport rookie's second oval victory of the year, and lifted him from fourth to second in the standings. Dalton Kellett and Pato O'Ward completed the podium, while points leader Santi Urrutia faded to fifth with handling problems.

ASIAN GT

It was a battle of the Ferraris in the first race at Fuji, with a mistake in damp conditions from Toni Vilander handing Carlo van Dam the lead. After the driver changes, Piti Bhrom Bhakdi held on in the van Dam car from Mok Weng Sun, who had taken over from Vilander. The 458 started from the pits by Matt Griffin took third in the hands of Richard Wee. A dry second race went to the Bentley of Keita Sawa and Adderly Fong from Aston Martin pair Darryl O'Young and Jonathan Venter, with Max Wiser and Jiang Xin third in their Ferrari.

NASCAR XFINITY

Denny Hamlin took a contentious win at New Hampshire Motor Speedway after contact with Austin Dillon with 21 laps remaining. The bump between the two allowed Hamlin's Joe Gibbs Racing Toyota to escape to victory, while Dillon had to repass Brad Keselowski and Kyle Busch to reclaim second place. Series leader Chris Buescher finished 14th.

ERC RALLY ESTONIA (EST), JULY 17-19 RD 6/10

Alexey sails to victory

ALEXEY LUKYANUK CLAIMED HIS maiden FIA European Rally Championship win by 12.7 seconds, despite a 10-second penalty for a jumped start in his Mitsubishi Lancer Evolution X.

Kajetan Kajetanowicz finished second in his Ford Fiesta R5, and takes the lead of the ERC after Craig Breen retired his Peugeot 208 T16 with low oil pressure: "My second retirement in a row isn't good for the championship."

Estonians were expected to feature well, but Karl Kruuda broke his Citroen's radiator and Martin Kangur crashed his Fiesta. Emil Bergkvist has become ERC

Junior champion in his Opel Adam, after rival Chris Ingram retired his Peugeot UK-backed 208 with fuel-pump failure.

● Paul Evans

RESULTS

1 Alexey Lukyanuk/Alexey Arnautov (Mitsubishi Lancer Evo X), 1h32m25.4s; 2 Kajetan Kajetanowicz/Jaroslav Baran (Ford Fiesta R5), +12.7s; 3 Rainer Aus/Simo Koskinen (Lancer Evo IX); 4 Siim Plangi/Marek Sarapuu (Lancer Evo X); 5 Timmu Korge/Erki Pints (Peugeot 208 T16); 6 Raul Jeets/Andrus Toom (Ford). **Points 1 Kajetanowicz, 133**; 2 Craig Breen, 128; 3 Lukyanuk, 82; 4 Robert Consani, 55; 5 Plangi, 43; 6 Bruno Magalhaes, 38.



Belarusian on top in Estonia



Hughes leads from Isaakyan and Daruvala

FORMULA RENAULT ALPS MISANO (I), JULY 19 RD 6/7

Brits on top again in Italy

BRITONS JACK AITKEN AND JAKE

Hughes took a win apiece with their Koiranen GP machines, and head a five-way fight for the title with one round remaining at Jerez in October.

Aitken bounced back from his Monza back injury to fend off JD Motorsport-run Russian Matevos Isaakyan in the opening race, while Hughes recovered from a grid penalty hanging over from Monza to climb from seventh to fifth.

Later on it was Hughes's turn to soak up the pressure from Isaakyan, particularly after an early safety car, while Aitken rose from an early-race seventh to claim sixth.

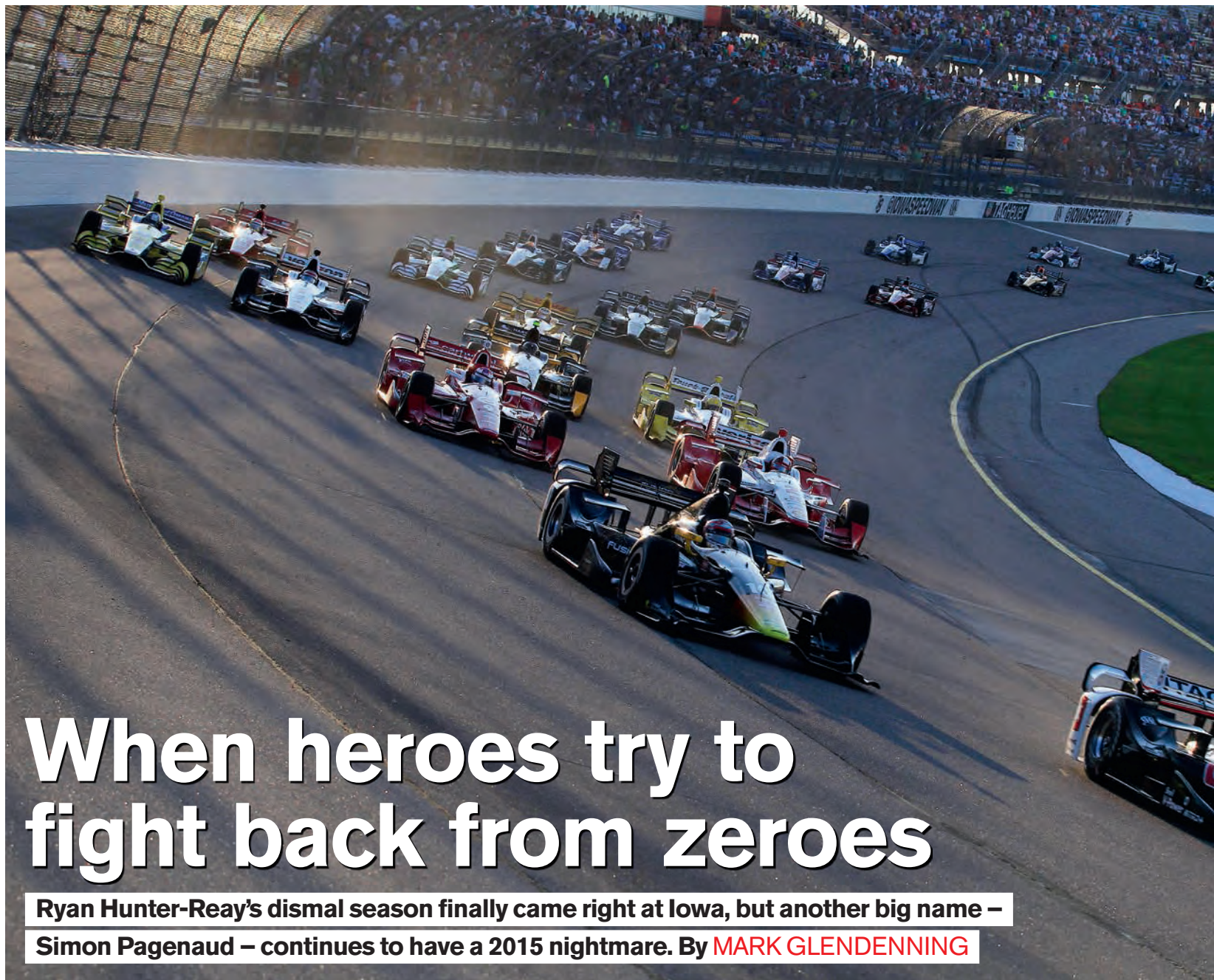
Along with Isaakyan, consistent

scorers Stefan Riener and Thiago Vivacqua also have an outside chance of the crown, with JD man Vivacqua taking the final spot on the podium in race two.

Fortec-run Indian Jehan Daruvala – a wild-card entrant – took both poles but his best result was a third.

RESULTS

Race 1 1 Jack Aitken, 17 laps in 26m41.925s; 2 Matevos Isaakyan, +0.372s; 3 Jehan Daruvala; 4 Vasily Romanov; 5 Jake Hughes; 6 Stefan Riener. **Race 2 1 Hughes**, 17 laps in 27m22.917s; 2 Isaakyan, +0.461s; 3 Thiago Vivacqua; 4 Daruvala; 5 Riener; 6 Aitken. **Points 1 Hughes, 204**; 2 Aitken, 192; 3 Isaakyan, 181; 4 Riener, 173; 5 Vivacqua, 167; 6 Romanov, 123.



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When heroes try to fight back from zeroes

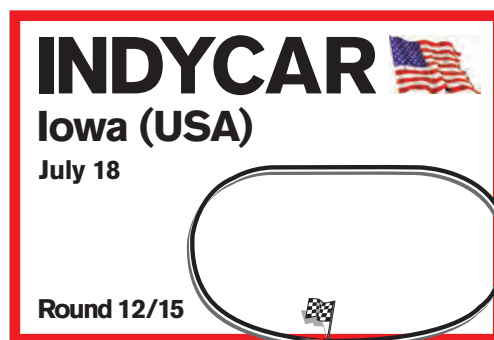
Ryan Hunter-Reay's dismal season finally came right at Iowa, but another big name – Simon Pagenaud – continues to have a 2015 nightmare. By **MARK GLENDENNING**

AMONG THE BETTER-CHRONICLED SUBPLOTS OF the 2015 IndyCar season have been the stirring breakthrough performances by Josef Newgarden (two wins) and Graham Rahal (currently running second in the points).

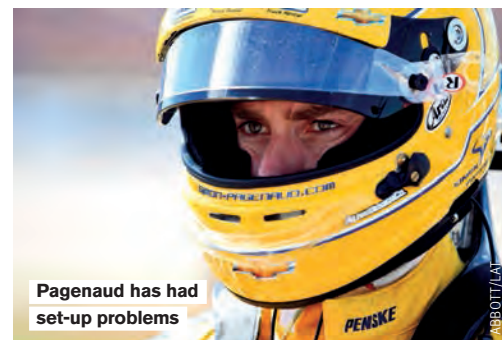
But less has been made of the fact that these drivers did not emerge into a vacuum. IndyCar's top order has been as packed as it is democratic ever since the arrival of the DW12 chassis, and there are few weekends where at least 10 drivers don't fancy their chances. The struggles of the frontrunners, which have created the spaces on the podiums that the likes of Newgarden and Rahal have recently begun to fill, have been among the less-scrutinised stories of the year.

Oval specialist Ed Carpenter hasn't just had bad results this year, he has suffered from poor pace: team-mate Newgarden has outqualified him at every oval this year apart from Fontana. Another example is Ryan Hunter-Reay, who won nine races between 2012 and '14, but then only managed to crack the top 10 three times this year before finally rediscovering his form at Iowa Speedway last weekend. We'll get to that shortly.

And then there's Simon Pagenaud, who finished Saturday night's race in 14th after qualifying fifth. Viewed in isolation, it's not that



big a deal. Anyone can have a tough night. But when you factor in that Pagenaud's average finishing position this year is 11th, then it starts to raise some questions. This is a driver who never finished lower than fifth in the points during his three seasons with Schmidt, and who now has the far-greater firepower of Team Penske in his corner. The move to the sport's biggest team was supposed to be the final thrust needed to make him a real title contender. Instead, he admitted at Milwaukee a fortnight ago that he has already written 2015 off, and is treating most of the remaining races as test sessions.



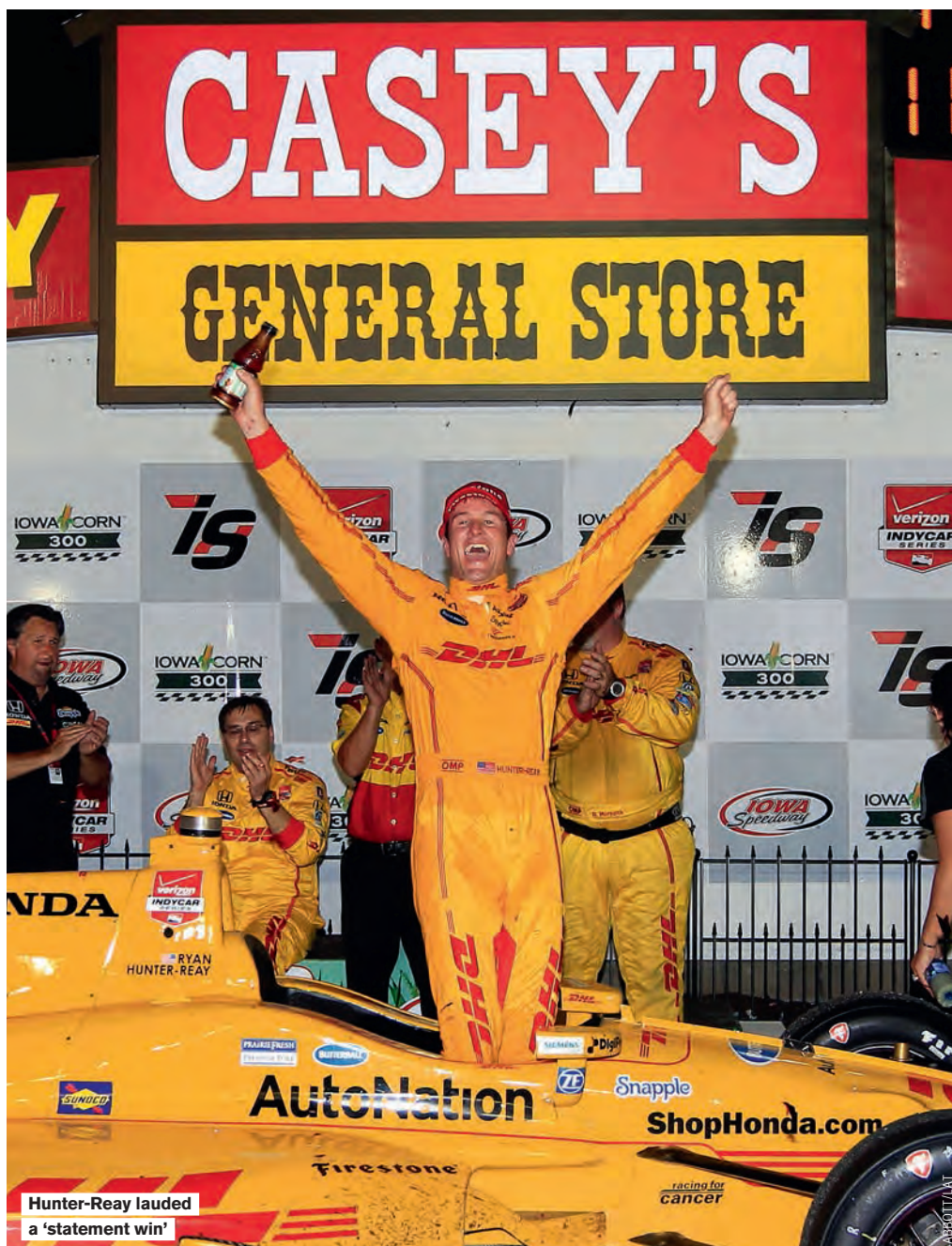
Pagenaud has had set-up problems

"Absolutely," he said with unexpected cheer. "We have zero testing, so it has been tough for me because the practice sessions are very short, so you never have a chance to run a full stint on a set of tyres. It's only in the race that you realise that you're having rear-balance problems at the end of the stint.

"I've had some issues with that, where the car was migrating towards oversteer at the end of the stint. So now that we're clearly not in the championship, we've made quite a few changes to adapt the car more to me and to allow me to experience things ahead of next year. So on the



Castroneves (leading)
and Kanaan formed
all-Brazilian front row



Hunter-Reay lauded
a 'statement win'

inside, it's actually getting very interesting for us. And I think it's going to pay off."

Pagenaud is naturally inclined towards the technical side of the sport, so it's not hard to see why the process of a real-time development project would appeal to him. That said, he didn't join Penske in order to write his season off with five races to go, and it's fair to assume that Penske's expectations were higher as well.

But it's here that the scale of the changes that Pagenaud faced this year really come into focus. At Schmidt, he was the centre of the team's attention. At Penske, he has access to data from three very strong team-mates — but knowing how to process that data, knowing which bits of feedback can help him and which bits he needs to disregard, can only be learned over time. And relying on last year's set-ups is no good because the arrival of the manufacturer aero kits, coupled with updates to the engine, have essentially rendered all of the old data obsolete.

"At Schmidt it took me two years to get to the level we eventually achieved, because we started with a white sheet of paper," he said.

"My engineer just worked on making the car the way I wanted; we went testing so I was able to try and understand it. But now we have a new

bodykit, a new package, a new set-up that we've not run before... it's really a new car, because the engine behaves differently too. And all of a sudden you have no testing, you have your team-mate's set-up, which is good, but doesn't get me to where I want to be. I want to get to another level, and that level is at a different comfort zone to [my team-mates]. So I just need to find that comfort zone.

"It's a bit about learning what [my team-mates] like and then working out if I like the same thing, or if I have to find something a little different. How much from what they do can you take for yourself? It's definitely a lot, but obviously it's also a fine line, and it's always the little details that make the difference.

"At the beginning [with Penske] it was more plug-and-play. I didn't want to change the car; I wanted to drive it the way the others had it and try to adapt to that. So at the beginning of the season, [engineer] Ben [Bretzmann] was saying, 'Well, I'm not doing much...' Now he is more excited because suddenly I said, 'OK, I've got it now, I understand what they have. Now, let's make the car more to my liking.'"

If there's an elephant in the room, it arrived in the form of expectation. Pagenaud's recent

We have zero testing, so it's been difficult for me because the practice sessions are short

SIMON PAGENAUD

history has been one of the underdog, but there are few actors who can convincingly play the roles of both David and Goliath. Sebastien Bourdais recently admitted that his errors over the past couple of years were the result of trying to outrun his own impossibly long shadow cast by four consecutive CART titles. Closer to home, Penske's Tim Cindric told AUTOSPORT that the mistakes that dotted Will Power's early years with the team were the product of the Australian trying too hard to prove that he was worthy of the drive. Similarly, Pagenaud was a pretty safe pair ▶



ABBOTT/LAT

SAGE STUFFS CARPENTER

Ed Carpenter remonstrated with Sage Karam in pitlane over what he claimed were overaggressive moves while the pair were battling during the final stint: "I had to do safe driving – slam on the brakes on the straightaway to save Sage's butt and he gets rewarded with a podium for it. He should have been penalised on the spot." Karam was unmoved. "This isn't go-karts," he said.

CHILTON LEADS SILENCE

Max Chilton led a minute's silence for former Marussia F1 team-mate Jules Bianchi at the beginning of the pre-race ceremony in Iowa. The Brit had earlier secured his first career Indy Lights victory, which he also dedicated to the Frenchman.

COLETTI REMEMBERS

Stefano Coletti also paid tribute to Bianchi with a black band around the nose of his KV car along with the words 'Godspeed Jules Bianchi, RIP'. Coletti was a long-time friend of Bianchi's, and the pair had raced each other regularly since they first met as karting rivals in the early 2000s.

KANAAN'S KAPUT

Tony Kanaan was in contention for a strong result on Saturday night until his car suffered a mechanical failure. His misfortune spearheaded an eventful night for Chip Ganassi Racing, which lost Charlie Kimball to a crash and had title contender Scott Dixon spend a good part of the race in the garage having a rear-axle problem repaired.

SUSPENSION FAILURES

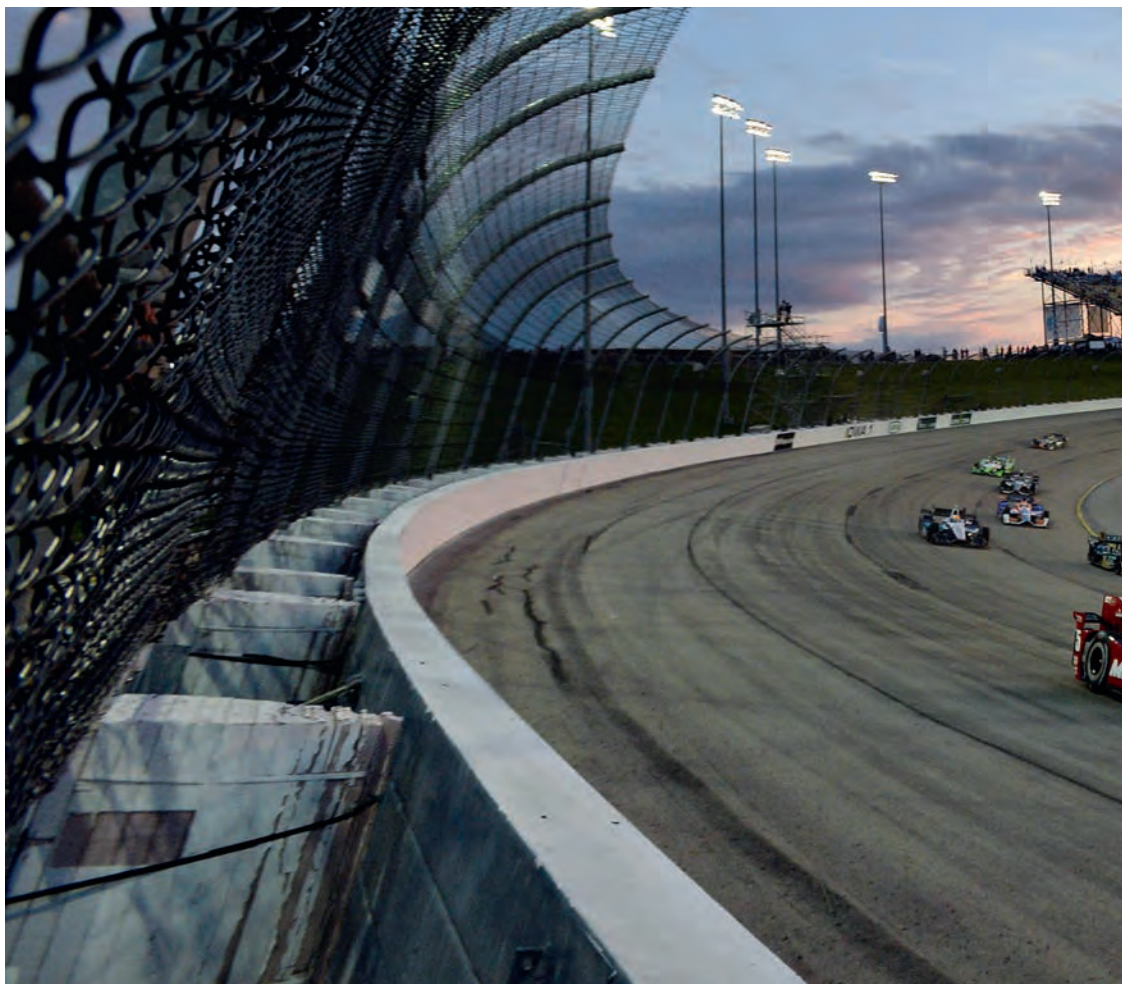
260 laps in, Takuma Sato became the victim of a similar problem to that which eliminated championship leader Juan Pablo Montoya. "There was a right-front suspension failure," said the Foyt driver. "There was no warning; the car bottomed out and I was just a passenger."

ALL-AMERICAN AFFAIR

The all-American podium at Iowa was IndyCar's first since the 2006 Indy 500. On that occasion, Sam Hornish won ahead of Marco Andretti and Michael Andretti.



ABBOTT/LAT



LEPAGE/LAT

► of hands during his time with Schmidt, but there were occasions during the first half of this season when his judgement seemed off.

"At the beginning of the year, maybe the pressure was a problem," he admits. "Now, I feel very comfortable. The team has shown that they are supporting me and that I'm not just here for one year. So I feel very relaxed in that sense. I know what I have already proven, and I am quite comfortable with that. I'm comfortable with my technical abilities as well. I just need to adapt the car to myself more.

"And actually they are excited that I can try different things, because it could help to steer the team in a different direction. So I don't feel any additional pressure, to be honest. The biggest thing... if you look at performance, we're there. But we have a lot of bad luck for some reason, and I can't explain it. We always catch the yellows at the wrong time – we've never had a yellow fall at the right time. It's unbelievable. Maybe in the last three years I just had a lot of luck!

"It's not the strategy that's the problem. The strategy is made, we decide to pit, and it's on an oval and then the yellow comes out. How can you

To come in and really earn the win in the fashion that we did, it's a statement win. It's big for the team

RYAN HUNTER-REAY

do that differently for next time? There is a lot of the crew coming together; the strategist getting to know the other guys on the timing stand and learning how to work the strategy with me as a driver. Getting all these pieces to come together takes a long time, longer than I expected."

Pagenaud's evening in Iowa was defined by huge oversteer during the first couple of stints, and by the time he and his crew had dialled it out they'd already lost touch with the leaders. But his story was one that most of his team-mates shared – Iowa was an example of a rare off-night for Penske. Power's car wouldn't work in traffic (which is a problem when the track is only seven eighths of a mile long); and Castroneves vanished into the pack with handling problems as the evening progressed. Of the team's four drivers, Juan Pablo Montoya looked to have the strongest car, and his race ended on lap 10 when a suspension failure spat him into the wall.

But up at the front, Hunter-Reay was racing like it was 2013. He'd been running among the top five or six all evening, but he stepped things up by beating then-race leader Newgarden out of the pits after the final stop, and he raced the

Twilight setting added atmosphere



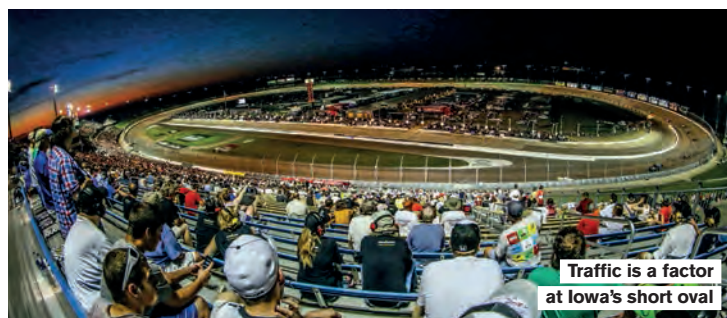
LEPAGE/LAT

INDYCAR SERIES

ROUND 12/15 IOWA SPEEDWAY (USA), JULY 18 (300 LAPS – 268.200 MILES)

1 Ryan Hunter-Reay (USA) Andretti Autosport Dallara-Honda	2h03m50.3315s
2 Josef Newgarden (USA) CFH Racing Dallara-Chevrolet	+0.5046s
3 Sage Karam (USA) Chip Ganassi Racing Dallara-Chevrolet	+2.8451s
4 Graham Rahal (USA) Rahal Letterman Lanigan Racing Dallara-Honda	+4.6579s
5 Carlos Munoz (CO) Andretti Autosport Dallara-Honda	+6.8921s
6 Ed Carpenter (USA) CFH Racing Dallara-Chevrolet	+7.4884s
7 Marco Andretti (USA) Andretti Autosport Dallara-Honda	+8.4296s
8 Ryan Briscoe (AUS) Schmidt Peterson Motorsports Dallara-Honda	+10.5332s
9 Sebastien Bourdais (F) KVSH Racing Dallara-Chevrolet	+11.8013s
10 Will Power (AUS) Team Penske Dallara-Chevrolet	+12.1472s
11 Helio Castroneves (BR) Team Penske Dallara-Chevrolet	+13.2151s
12 Tristan Vautier (F) Dale Coyne Racing Dallara-Honda	-1 lap
13 Jack Hawksworth (GB) AJ Foyt Enterprises Dallara-Honda	-1 lap
14 Simon Pagenaud (F) Team Penske Dallara-Chevrolet	-1 lap
15 James Jakes (GB) Schmidt Peterson Motorsports Dallara-Honda	-1 lap
16 Gabby Chaves (CO) Bryan Herta Autosport Dallara-Honda	-1 lap
17 Justin Wilson (GB) Andretti Autosport Dallara-Honda	-3 laps
18 Scott Dixon (NZ) Chip Ganassi Racing Dallara-Chevrolet	-37 laps
19 Takuma Sato (J) AJ Foyt Enterprises Dallara-Honda	260 laps-suspension/accident
20 Stefano Coletti (MC) KV Racing Dallara-Chevrolet	191 laps-accident
21 Tony Kanaan (BR) Chip Ganassi Racing Dallara-Chevrolet	189 laps-mechanical
22 Charlie Kimball (USA) Chip Ganassi Racing Dallara-Chevrolet	170 laps-accident
23 Pippa Mann (GB) Dale Coyne Racing Dallara-Honda	136 laps-handling
24 Juan Pablo Montoya (CO) Team Penske Dallara-Chevrolet	9 laps-suspension/accident

Winner's average speed 129.943mph.
Fastest lap Dixon, 18.1748s, 177.080mph.



Traffic is a factor at Iowa's short oval

QUALIFYING

1 Castroneves, 183.480mph; 2 Kanaan, 183.125mph; 3 Montoya, 182.707mph; 4 Dixon, 182.357mph; 5 Pagenaud, 181.627mph; 6 Power, 181.625mph; 7 Newgarden, 181.367mph; 8 Andretti, 181.081mph; 9 Hunter-Reay, 180.843mph; 10 Karam, 180.659mph; 11 Carpenter, 180.401mph; 12 Munoz, 180.080mph; 13 Coletti, 179.898mph; 14 Jakes, 178.997mph; 15 Sato, 178.433mph; 16 Kimball, 177.972mph; 17 Rahal, 177.857mph; 18 Wilson, 177.824mph; 19 Briscoe, 176.907mph; 20 Vautier, 176.256mph; 21 Hawksworth, 176.255mph; 22 Mann, 175.812mph; 23 Chaves, 175.668mph; 24 Bourdais, no time.

CHAMPIONSHIP

1 Montoya, 445; 2 Rahal, 403; 3 Dixon, 397; 4 Castroneves, 391; 5 Power, 390; 6 Bourdais, 366; 7 Andretti, 358; 8 Newgarden, 352; 9 Kanaan, 324; 10 Pagenaud, 294.

CFH driver hard all the way to the flag.

They also finished one-two in Iowa last year, but on that occasion both drivers had capitalised on a gamble to stop for new tyres during a late caution. This time around, they achieved the same result through long, hard racing.

"It doesn't even compare," said Hunter-Reay. "The win last year was pretty cool because Michael [Andretti] made a great call. I was pretty sceptical at the time. We blitzed the field at the end of the race. That was a lot of fun.

"But this is a big deal. To be on the slump we've been on... to come in and really earn

the win in the fashion that we did, it's a statement win. It's big for us. It's big for everybody involved in this team."

Sage Karam was the last Ganassi driver standing at the end and earned his first IndyCar podium place (annoying Carpenter along the way), but he was overshadowed slightly by Rahal's eventful drive to fourth. The RLL racer went down two laps early on with a puncture, got back onto the lead lap, lost another lap to a shifting problem, rejoined the lead lap again, and then took advantage of a perfectly timed yellow to charge through the field on newer tyres.



Hunter-Reay and Newgarden repeated their 2014 one-two

COBB/LAT



Do double headers work

The German-based tin-top championship switched to a two-races-per-weekend format in 2015.

DTM just did it and I think that was quite successful," said Nico Rosberg at the British Grand Prix.

Rosberg had just been asked about a proposal for Formula 1 to add a second race to each weekend. Whether he follows the business of the DTM particularly closely or not – his father, Keke, does own an Audi squad – he at least knew that the DTM had made a change, and that it was looking good.

Adding a Saturday race for the first time since 2002 was a major shift, headlining a raft of

adjustments that included separate qualifying sessions for each race, selected twilight starts, dropping option tyres and giving drivers more scope to use DRS.

Four events in, it's been well received by drivers that love racing twice as often – and the numbers confirm it's working.

THE TV NUMBERS

During their Sunday morning media sessions at Zandvoort earlier this month, BMW's Jens Marquardt and Mercedes boss Ulrich Fritz received news of the previous day's TV

ratings. It was good. More people in Germany, 1.06 million, watched Marco Wittmann lead BMW's top-seven sweep than that day's Tour de France stage, although that had a slightly higher market share.

It was significantly up on Zandvoort's 2014 broadcast – by about half a million viewers – and encapsulates what's been widely interpreted as a successful move. Strong TV numbers peaked with 1.35m watching the Norisring's Saturday race, an 11.9 per cent market share. This shows that it's helping reach more eyeballs, vital for the DTM's manufacturers.

The Norisring and Zandvoort are among a mid-season run of late Saturday races, starting at around 6pm, another 2015 initiative that has worked. In terms of physical crowds, Saturdays haven't skyrocketed, but there has been a slight increase – a couple of thousand – across each event.

It's one thing to be reaching more people, but are they seeing an improved product?

On the whole, yes. Admittedly, Hockenheim and the Norisring had one mixed-weather race, and

Zandvoort's weren't much to write home about (more on that shortly).

While five out of eight races have resulted in one of the manufacturers locking out the podium, the racing has been entertaining during Saturday's 40-minute race without a pitstop and Sunday's hour with a mandatory stop.

BETTER RACING

Following Zandvoort's relatively tame races, it was suggested that giving drivers three DRS shots per lap, up from one, wasn't working, but BMW driver Bruno Spengler feels it has helped increase on-track overtaking.

"I definitely feel that this works well enough at a lot of other tracks," he said. "Circuits like Hockenheim, Norisring, Spielberg, Nurburgring – these are tracks where you can see overtaking manoeuvres. Zandvoort has never been a track where you overtake..."

Later in the year, look for softer tyres to be considered for 2016. Hankook's rubber gets through the 40-minute race easily and doesn't really shape Sundays. A control compound closer to the now-parked



Spengler (left) likes the extra DRS shots, while Paffett backs separate qualifying

SUNDAY



for the DTM?

MITCHELL ADAM asks if the move has paid off

'option' could be the next step.

"In general the tyre needs to be a tyre where there's degradation," says Audi's Mike Rockenfeller.

"As soon as you have that degradation, you have to do a pitstop or something where you can make a difference. Let's say I have a good race set-up and my tyre lasts five laps longer than others, then you have an advantage and it gets interesting.

"If the tyre lasts a whole race, you do qualifying and then drive around behind each other in the race."

QUICK-FIRE QUALIFYING

As Rockenfeller notes, qualifying has proved important, and it has been cut back to a pair of frenetic 20-minute sessions from F1-style knockouts. Getting stuck in late traffic is an occupational hazard, and each weekend features several hard-luck stories. But it's received the tick of approval, with Mercedes' Gary Paffett highlighting that a session per race essentially makes each day a standalone round.

"We need a separate qualifying for each race," he says. "If you have a reverse grid or something like

that, it doesn't really help, because you're still basing it on Saturday's result. If you have a bad qualifying on Saturday or a bad race, you have another go tomorrow."

The schedules themselves have also been discussed. From arriving on a Thursday, Audi driver Mattias Ekstrom says that "weekends are very long and, for me, the driving is still relatively little", but Saturdays are particularly frantic for teams.

At Zandvoort, a 45-minute practice session started at 11.30am, qualifying at 2.55pm and the race at 6pm. If you finished that with a bent car, it had to be going again by Sunday's 9.45am warm-up, ideally without breaking the curfew.

"I think it's pretty demanding for the whole team; you really do not have a lot of time to breathe," Mercedes boss Ulrich Fritz notes. "It's challenging."

The biggest challenge the DTM has faced in recent years is finding a race format and rules package conducive to good racing. Rather than another round of adjustments, it opted for a major overhaul for 2015, and the early signs suggest it's paying off. ❧

THE 'BLOCK' RESULTS PROBLEM

With two races each weekend, manufacturers are cashing in when their cars are working well. All three have taken at least one double win this year, and we've seen some dominant weekend performances (see below).

The DTM's performance weights have contributed to that, with 2.5kg blocks added and removed within a 35kg window around 1120kg, based on manufacturer and driver results. After its torrid start to 2015, BMW drivers were mostly 20-25kg lighter than Audi and Mercedes at Zandvoort, for instance.

Fortunately, unlike F1, it's not the same brand winning all of

the time. But it's still an anomaly; in 2014's nine races, only twice did a manufacturer lock out the podium.

"What is quite obvious in comparison to previous years is that you always tend to have these manufacturer block results," says Audi chief Dieter Gass.

"When you have loads of Audis, or loads of Mercedes, or loads of BMWs at the front in a way we didn't have in the past, that's probably not what spectators want to see, and not what we want to see"

"Even though I struggle to understand what the reason is, I don't think you can understand everything simply with the weight."

Position	HOCKENHEIM		LAUSITZRING		NORISRING		ZANDVOORT	
	Race 1	Race 2	Race 1	Race 2	Race 1	Race 2	Race 1	Race 2
1								
2								
3								
4								
5								
6								
7								
8								

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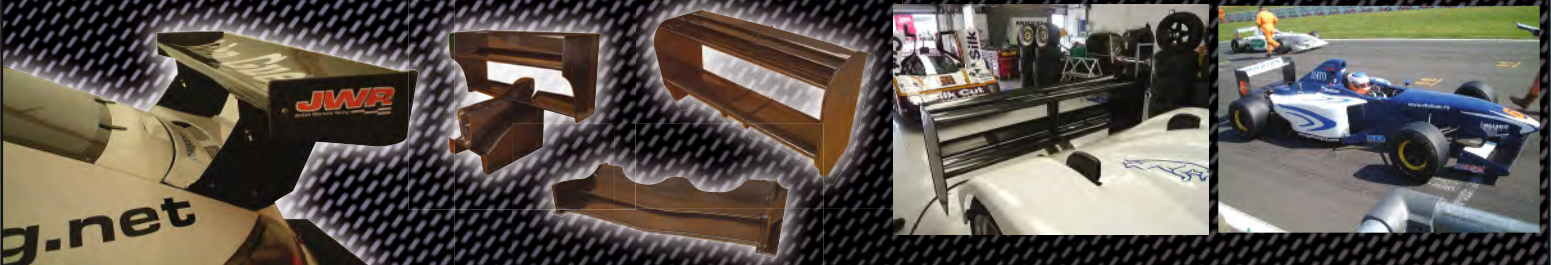
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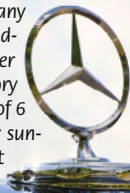
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Jolyon Palmer set a time closer to F3 than F4

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JONATHAN PALMER HAS LONG

been confident his BRDC Formula 4 Championship could go toe-to-toe with MSA Formula and emerge victorious. It certainly seemed for a while as though the two entry-level single-seater categories would have to take part in a cage match to determine which could survive.

As it happens, that will not be necessary. The pumped-up BRDC F4 machine has been public knowledge for a while now, and all the talk about the new 230bhp Tatuus-built racer has centred on how much quicker it will be. We've now had the first glimpse of an answer.

The new BRDC F4 car isn't tried and tested yet, but it's already undertaken a good chunk of mileage – and at Snetterton two weeks ago it lapped the 300 circuit faster than a two-litre Formula Renault, considerably quicker than the current BRDC F4 car and much quicker than an MSA Formula machine.

The fastest-ever lap of Snetterton 300 in a British F3 machine is Felipe Nasr's 2011 pole time of 1m39.147s. That's only five seconds quicker than Jolyon Palmer managed in 40 laps of running earlier in the month, and seven seconds faster than Dan Ticktum's MSA Formula benchmark in pre-season testing. We're edging closer to a proper ladder in Britain again, even if it's a roundabout way to get there.

Ultimately, Jonathan Palmer wanted this to sit in between F3 and F4. Well, that target has been hit. Next on the list is to ensure that costs are kept to the lower end of the £100,000-£200,000 bracket. If that's possible, then it is very difficult to see the hype around the new car not translating into plenty of bums in seats next year.

New BRDC F4 smashes record

Upated car five seconds quicker than current machine at Snetterton

THE NEW BRDC FORMULA 4 car is set to be around five seconds faster than its predecessor, based on testing at Snetterton last week.

The MSV F4-016 features a carbonfibre chassis and is powered by a two-litre, normally-aspirated Cosworth engine producing 230bhp. It also has an improved aerodynamic package, including rear diffuser and a twin-element rear wing.

The new car lapped the Norfolk circuit's 300 layout in 1m44.727s in the hands of Lotus F1 reserve driver Jolyon Palmer. That is 4.420s quicker than the 1m49.147s set by Omar Ismail, who beat the current car's Snetterton record earlier this month. Palmer's time is also 1.5 seconds quicker than the Formula Renault 2.0 lap record.

"It is a significant step up from the current car," said Palmer.

"Power-wise it is a lot better and you can feel the aerodynamic grip is so much greater.

"The high-speed corners are taken a lot quicker. Everything in the chassis is more direct and stiffer."

Reigning champion George Russell has also tested the car, over two days at Snetterton. The new machine is aimed at filling the gap between MSA Formula and international single-seater categories such as the FIA F3 European Championship, which Russell currently races in.

"It's looking really promising," said Russell. "I was massively surprised when I first drove it, it was quite a shock to be honest.

"It's a hell of a lot quicker, with a lot more power and more downforce. It's definitely closer to F3 than it is F4 and the times will prove that.

"Any extra bit of racing any driver can get will be a benefit, but I think it's the step that was needed. F4 to F3 could be a bit too big and something like the new BRDC F4 car will fill that gap.

"If a driver doesn't think they are ready for GP3 or F3, it's definitely the right direction to go in. There's nowhere in that area at the moment."

Championship boss Jonathan Palmer said: "It's important BRDC F4 continues to be a great learning category, better equipped for the moves into F3 and GP3.

"The technical scope has therefore increased for the teams to help the drivers and learn how to get performance, which is an important skill."

The car will make its race debut in the Autumn Trophy, which starts at Snetterton on November 7-8.



Russell is fond of the new car

FASTEST LAP TIMES SNETTERTON 300

DRIVER	TIME	SERIES
FELIPE NASR	1m39.147s (107.80mph)	British F3 2011
JOLYON PALMER	1m44.727s (102.05 mph)	2016 BRDC F4 car
JOSH HILL	1m46.201s (100.64mph)	Formula Renault UK 2011
OMAR ISMAIL	1m49.147s (97.92mph)	BRDC Formula 4 2015
JAYDE KRUGER	1m49.416s (97.68mph)	British Formula Ford 2014
DANIEL TICKTUM	1m51.916s (95.50mph)	MSA Formula 2015*

*Inaugural season pre-season test



New car has been hitting the marks



Floersch won twice at Thruxton

Ginetta Juniors

Title contender Floersch out of Juniors

GINETTA JUNIOR RACE winner Sophia Floersch will not contest the remainder of the 2015 season after budget issues forced her to curtail her racing programme. The German 14-year-old is now likely to focus on a German Formula 4 testing programme

instead, ahead of her planned single-seater debut in 2016. Floersch, who at Thruxton became the first rookie to win both races on a Ginetta Junior weekend since the series switched to the G40, is third in the points but has severed her ties with the HHC Motorsport team.

It is understood the catalyst for her budget problems was a struggle to tie down financial support from her native country while racing in the UK. A move into MSA Formula, Britain's version of FIA F4, was on the cards for next year but now Floersch is more likely to focus on the German championship.

Harry Soden, whose Infinity management stable looks after Floersch, said: "HHC has done a great job. We felt this was the best time to move on and concentrate on next year. What we didn't want to do is carry on and have [financial] problems at the end of the year."

Formula Renault

MSA Formula ace Ticktum to make FRenault debut

MSA FORMULA TITLE CONTENDER Dan Ticktum will make his Formula Renault debut this weekend in the Northern European Cup round at Spa-Francorchamps, one of five planned events in the two-litre category. Ticktum, who turned 16 last month, is second in MSA Formula, four points behind championship leader Ricky Collard and with four wins to his name. The Fortec Motorsports driver will join the crack Koiranen GP team, which is rejoining the NEC, for the races in Belgium. He will make two more NEC appearances before the end of the season, plus his Eurocup debut. In between the MSA Formula rounds at Rockingham and Silverstone Ticktum will contest back-to-back Nurburgring events,

first in the Eurocup (September 12-13) and then in the NEC (Sep 19-20). The week before the MSA Formula finale he will head to Hockenheim for the final NEC round (October 3-4), before following Infinity management stablemate George Russell's lead from last year by contesting the Eurocup finale at Jerez on October 17-18.



Formula Renault ALPS

Aitken wins after making return from back injury

FORMULA RENAULT ALPS TITLE CONTENDER Jack Aitken does not think he will suffer any long-term problems from the back injury he picked up earlier this month, after making an immediate race-winning return. The 19-year-old suffered the injury in a hefty crash with Matevos Isaakyan at Monza two weeks ago and initially faced a potential three-month spell on the sidelines. But the Briton was able to maintain second in the ALPS championship



after a race-winning effort at Misano last weekend. "I was just trying to carry on as normal. I was in a bit of pain but it was manageable and I had adrenaline to block it out," said Aitken. "We only found out a few days before that I would be able to race. Even then, we had quite a lot of trouble convincing the Italians that I was fit." The final round ALPS at Jerez is three months away on October 11.

In brief

Clio Cup grid boosted

Team Pyro will return to the Clio Cup Series this weekend at Brands Hatch with a two-car entry. Newcomer Darren Johnson and Andy Wilkins have been confirmed for the team's first appearance since 2014.

Lucky escape for Shale Honda Civic Type R racer Adam Shale was lucky to walk away uninjured from a massive accident at Cadwell Park. Shale was battling with Andy McLennan's Suzuki Swift for 10th in the opening Nippon Challenge race when the two made contact on lap six. Shale's car then barrel-rolled, causing the race to be red-flagged.

Davies combines roles Former double F1000 British Junior Rally champion and youngest-ever works-based rally driver Cameron Davies is combining racing and rallying this season. The 20-year-old is competing in the Sports 2000 Championship in an SVG Racing-run MCR Sports 2000 and finished third twice at Donington earlier this month.

Combe Steward Tom Steward, Mercedes Formula 1 reserve driver Pascal Wehrlein's DTM engineer, made his single-seater debut in the Castle Combe Formula Ford 1600 Championship last weekend. He qualified 17th in the 34-car field, and finished 22nd driving a Roger Orgee Jr-supplied Van Diemen RF06.

USF2000

Fielding heading Stateside for USF2000 appearances

MSA FORMULA FRONTRUNNER
Sennan Fielding is to make his American racing debut with two appearances in the USF2000 Championship.

The former McLaren AUTOSPORT BRDC Award finalist will drive at Mid-Ohio on July 31-August 2 and at the Laguna Seca season finale on September 12-13, after being offered the chance by the race-winning Afterburner Autosport team.

Fielding will not test before the Mid-Ohio meeting, which comes one week before the resumption of the MSA Formula season at Snetterton.

"It should be mega," said Fielding. "I did a test three years ago and that went really well. The team said that they've been following me since and said as long as we can get out there, all the costs would be covered. You always hear about free drives and think they don't exist!

"We're being chucked in at the deep end, but I'm sure we'll get good results."

Fielding, a title challenger in last year's BRDC Formula 4 Championship, has picked up free Formula Renault NEC, Italian Formula 4 and Formula Masters China drives in the past two seasons.

"I'm going to go out there and enjoy it," he said. "If I can get out there and shine and meet as many people as possible, who knows? These opportunities don't come around every day."



Fielding is US-bound

EBREY

Silverstone Classic

Franchitti's Classic move

GT RACER MARINO FRANCHITTI is the latest big name confirmed for this weekend's Silverstone Classic, driving a Lola T70.

The brother of multiple IndyCar champion Dario will make his Classic debut sharing the freshly-built

Mk3B car with experienced journalist Richard Meaden.

"I'm going to race an incredible car and I just can't wait," said Franchitti, who has tested the five-litre machine.

"It was just so alive in your hands and was so much better than whatever I thought it was going to be. Being a big kid, it made me feel like Steve McQueen."

Former British GT team-mates Mike Jordan and Mark Sumpter will also reunite, driving a Lotus Cortina in the U2TC race. Promoters aim to beat last year's record of 1125 entries across the 20 races, with a 58-car Pre-War Sports Car grid set to be the biggest ever.



T70 for Marino

WALKER

Mallory Park

Mallory to cut noise levels

MALLORY PARK HAS BEEN given the green light to introduce new measures in order to further reduce noise levels affecting nearby residents.

The Leicestershire track has been given permission to install retaining walls and acoustic fencing as well as reduce the size of two nearby ponds after a meeting with Hinckley and Bosworth Borough Council.

The track's operator, Real Motorsport Ltd, will use the permission to replace temporary noise barriers made from wooden panels and straw bales, which were put up last year following the venue's reopening after a change in operating firm.

Mallory was facing the threat of closure in 2013 following noise complaints from residents of the local Kirkby Mallory village after the venue's previous operator breached the terms of a 1985 planning-usage agreement.



Mallory plans get the go-ahead

BRYANT

HUMBLE PYE

The voice of club racing

The lesser-used Fosters circuits is an Oulton treat



WALKER

"OULTON PARK HAS RECLAIMED ITS SHINE UNDER MSV"

Saturday's Vintage Sports-Car Club's Hawthorn Memorial Trophies race meeting at Oulton Park not only marked the 38th anniversary of my first day as an AUTOSPORT staffer in 1977 in a suitably memorable way, but also completed my set of MotorSport Vision circuits from a seasonal working perspective.

Having kicked off my 2015 programme with the 750 Motor Club at Brands Hatch in April, then added the HSCC's AUTOSPORT 3 Hours retrospective for the ninth successive year in June at Snetterton (following a fun track test) and VSCC and 750MC events at Cadwell Park before the month was out, the arduous traffic-laden run north to Cheshire was rewarded with an excellent day's competition and the friendliest of paddocks.

Since Jonathan Palmer's MSV organisation sank its teeth into the four racing venues – I've not visited its central hub at Bedford Autodrome for too long – its investment in infrastructure and personnel, focused by the racing champion doctor's obsessive eye for detail, has transformed the facilities.

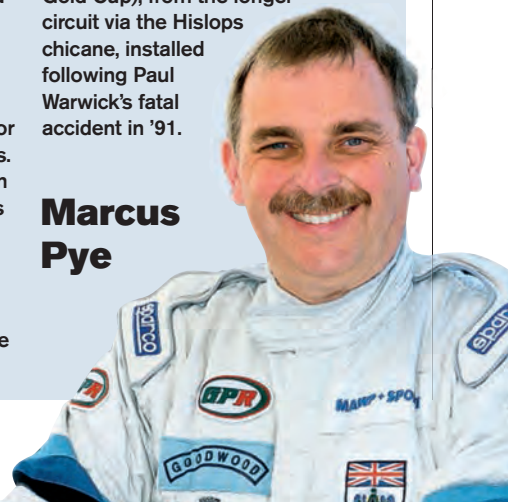
Not since the 1950s, an era when there were considerably more trees on the estate, has Oulton Park looked so good. No wonder its devotees are among the most staunch in the British Isles.

Last weekend's action was on the 1.66-mile Fosters Circuit, unlike

previous VSCC visits, the last of which was in 2010. Although BTCC races have occasionally been staged on the short layout, I can't recall exactly when I last saw it used. Maybe as long ago as August 1981 when I was fourth in a BARC Junior FF1600 heat – behind Andy Middlehurst (Pacer), David Mellor (Crossle 32F) and Richard Dawson (Pacer) – in Clive Wood's Pine City Racing Van Diemen RF79/80.

One of the local photographers that day was Alan Cox. He has a fanatical enthusiasm for Oulton, backed up by a phenomenal archive. I've regularly lodged with Alan and his wife in recent years, which makes the events enjoyable – even before the rare opportunity to see cars skittering through Knickerbrook directly under its now 'verandahed' commentary box, rather than tackling the right-hander (which was scary in the '85 Thundersports Gold Cup), from the longer circuit via the Hislop's chicane, installed following Paul Warwick's fatal accident in '91.

Marcus Pye



Prebble stormed to a first Saloon victory



CASTLE COMBE, JULY 18-19 BRSCC

Combe-meister Prebble back on top

AFTER A STRING OF TONY HUTCHINGS victories going back to 2014, and a torrid run of luck, Gary Prebble finally took his first **Castle Combe Saloon Championship** victory of 2015 with an assured performance.

Prebble sprung a surprise by putting his SEAT Leon on pole ahead of Hutchings's Audi TT, giving the first indications that the tide was due to turn away from the Hutchings dominance this campaign. Prebble is no Combe novice, however – the local has over 40 victories at the circuit, but even he admits he has lost count of the exact number.

Prebble made a great start, and a succession of fastest laps helped him assert his lead over Hutchings. Charles Hyde-Andrews-Bird held

third as James Wyatt (Astra) plummeted down the field from his third-place grid slot, then fought to fifth behind the Meganes of Hyde-Andrews-Bird and James Winter.

Up front there was no stopping Prebble. Just as a final sign to the crowd that he had returned to his best, the veteran broke the Class A Combe lap record set earlier in the year by Dave Scaramanga. Prebble was understandably happy to get his title tilt back on track. "Hopefully we can go on to put some damage in the championship now," he said. "Fastest lap gives me another point as well. It's great to beat Tony by a margin; I could relax on the last couple of laps."

Since the championship is decided by points in class, a spirited fight by

Russell Poynter-Brown (Vauxhall Corsa) means he leads overall, but he was challenged by Arthur Marks, who had recently suffered a big crash at Combe. Now driving a Suzuki Swift, Marks had led briefly before Poynter-Brown came through.

The Wigg brothers proved to be the major protagonists in the **Caterham Roadsport** races, with Olly taking two wins.

Michael Moyers (Spectrum) scorched to an unusually high 4.8-second victory in the **Castle Combe Formula Ford** round after a short-safety car period. Ed Moore, whose Van Diemen JL013K suffered gearbox issues all weekend, had been second but ran wide at Camp. Championship leader Roger Orgee



Andrew Perry had fortune on his side

managed second ahead of the newer Van Diemen of reigning champion Adam Higgins.

Daniel Quintero had his **Caterham Academy** race in the bag before spinning, gifting Andrew Perry victory. In the other group, Rui Ferreira pulled out an un-Caterham-like 3s victory.

Marc Kemp was robbed of a chance of a double victory in the **Honda VTEC Challenge** when he couldn't get his ex-BTCC Civic off the line in the second encounter. He drove away in the first race, with Robert Burkinshaw, his closest competitor, finishing 15s behind. Burkinshaw made the most of Kemp's absence to win the second race by a similar margin over Matthew Walker.

The **Caterham Tracksports** ran



Olly Wigg beat his brother twice



McMullan claimed a hard-fought victory

Rivals McMullan and Dussault share spoils

JONNY McMULLAN AND Patrick Dussault continued their season-long duel for race wins and the overall **FF1600 National Championship**.

While both tested before the event, having not raced at the track before, McMullan drew first blood with pole position in his Van Diemen for race one. It didn't last long though, as a side-by-side run up Avon Rise culminated in Dussault's Ray snatching the lead.

McMullan was soon back ahead, though, and Castle Combe FF1600 champion Adam Higgins (Van Diemen) attempted to follow McMullan through. In a three-way duel for the lead, it was anyone's guess who would take the win. There was plenty of

close action, with McMullan and Dussault running most of one lap side by side.

Higgins fell out of the battle after a track-limits penalty, and a brilliantly assured pair of laps in the closing stages gave McMullan the buffer he needed to win. The Northern Irishman did excellently to break the tow, and his car owner Bernard Dolan would have been proud at a place where he enjoyed much FF1600 success himself. Higgins just held on for third, with brothers David and Tom McArthur showing well at an unfamiliar track.

The second race began as the first: McMullan on pole, Dussault jumping into the lead on the first lap. This time Dussault was much more assured and, although McMullan closed the early gap, Dussault placed his car perfectly – especially out of Quarry where McMullan was quicker – to take his fourth win of the season.

Tom McArthur was an excellent third ahead of Higgins and Luke Cooper, who is still in the title hunt despite being down on power at Combe.



Dussault took his fourth win of 2015

in typically fraught marque fashion, with the top 10 separated by just over 2s for the majority of the race. A shuffle on the final lap produced a top three of Timothy Dickens, Lee Bristow and polesitter Jack Brown. The second race featured the cars almost six-wide across the finishing line, with Dan Gore the winner.

Nathan Edwards had a bitter-sweet weekend in the **Fiesta Junior** double-header. He had plenty of competition in the first race, narrowly fending off Cameron Pugh at the line. In the second he jumped from 10th on the grid to fourth by the end of the first lap, but retired towards the end as Michael Higgs claimed the top spot.

JJ Ross was unchallenged in the **Fiesta Championship**, streaking to 8.3s and 7.9s victories. Simon

Horrobin was runner-up in both, while David Nye won the new-shape Fiesta D-class in the first, before retirement while leading in the second gave David Abbott victory.

Australian Liam Sullivan added a brace of wins to his **Mighty Minis** portfolio. He spent brief spells out of the lead in both races, but headed Steven Rideout and Stuart Coombs in race one, before the two were reversed in the second.

There was another double winner in **Super Mighty Minis**, as Jamie White swept all before him. Scott Kendall came closest to dethroning White, but failed by less than 0.3s in both.

Steve Hall made the most of an expiring Evo in the hands of Barry Squibb to take **Intermarque TT Sports and GT** glory with his Audi

RESULTS

CASTLE COMBE SALOON CAR CHAMPIONSHIP

(15 LAPS) 1 Gary Prebble (SEAT Leon Cupra 20v T) 18m52.183s (88.23mph); 2 Tony Hutchings (Audi TT) +8.446s; 3 Charles Hyde-Andrews-Bird (Renault Megane); 4 James Winter (Renault Megane); 5 Mark Wyatt (Vauxhall Astra); 6 Adrian Slade (Peugeot 106 GTi). **Class winners** Wyatt; Slade; Russell Poynter-Brown (Vauxhall Corsa). **Fastest lap** Prebble 1m13.772s (90.27mph). **Pole** Prebble. **Starters** 35.

FORMULA FORD 1600 NATIONAL CHAMPIONSHIP

(BOTH 15 LAPS) 1 Jonny McMullan (Van Diemen LA10) 17m51.802s (93.20mph); 2 Patrick Dussault (Ray GR13/14) +0.948s; 3 Adam Higgins (Van Diemen JL12); 4 David McArthur (Van Diemen LA10); 5 Tom McArthur (Van Diemen LA10); 6 Robert Higgins (Van Diemen JL12). **CW** A Higgins; R Higgins; Luke Cooper (Swift SC92); Jamie Jardine (Reynard 84FF); Mark de Rozarieux (Van Diemen RF89). **FL** Dussault 1m10.314s (94.71mph). **P** McMullan. **S** 23. **RACE 2** 1 Dussault 17m59.697s (92.52mph); 2 McMullan +0.479s; 3 T McArthur; 4 A Higgins; 5 Cooper; 6 D McArthur. **CW** A Higgins; Cooper; Jardine; R Higgins; M de Rozarieux; Ben Tinkler (Reynard 89FF). **FL** McMullan 1m10.795s (94.07mph). **P** McMullan. **S** 19.

CATERHAM ROADSPORT (15 LAPS) 1 Olly Wigg

19m45.813s (84.24mph); 2 David Webber +2.463s; 3 Anthony Barnes; 4 Benjamin Wigg; 5 Joe Draper; 6 Damian Milkins. **FL** Webber 1m17.870s (85.52mph). **P** O Wigg. **S** 22. **RACE 2** (16 LAPS) 1 O Wigg 21m00.106s (84.56mph); 2 Webber +5.357s; 3 Barnes; 4 B Wigg; 5 Draper; 6 Milkins. **FL** Webber 1m17.763s (85.64mph). **P** O Wigg. **S** 21.

CASTLE COMBE FF1600 CHAMPIONSHIP (15 LAPS)

1 Michael Moyers (Spectrum 11c) 20m21.828s (81.76mph); 2 Roger Orgee (Van Diemen RFOO) +4.856s; 3 Adam Higgins (Van Diemen JL12); 4 Luke Cooper (Swift SC92); 5 Nathan Ward (Spectrum O11c); 6 Edward Moore (Van Diemen JL013K). **CW** Cooper; Josh Fisher (Reynard 89FF). **FL** Moyers 1m10.453s (94.53mph). **P** Moyers. **S** 34.

CATERHAM ACADEMY CHAMPIONSHIP (WHITE GROUP) (11 LAPS) 1 Andrew Perry 15m00.115s

(81.38mph); 2 Russ Olivant +0.615s; 3 Daniel Bremner; 4 Chris Aubrey; 5 Lee Collins; 6 Simon Throw. **FL** Olivant 1m19.870s (83.38mph). **P** Perry. **S** 18.

CATERHAM ACADEMY CHAMPIONSHIP (GREEN GROUP) (11 LAPS) 1 Rui Ferreira 15m07.034s

(80.76mph); 2 Jon Curry +3.831s; 3 Rob Watts; 4 William Lloyd; 5 Kieran McAleer; 6 Simon Sharrock. **FL** Lloyd 1m20.721s (82.50mph). **P** Ferreira. **S** 20.

HONDA VTEC CHALLENGE (BOTH 12 LAPS) 1 Marc Kemp

(Civic Type R) 15m19.936s (86.87mph); 2 Robert Burkinshaw (Integra DC5 Type-R) +15.513s; 3 Matthew Walker (Civic EK9); 4 Phil Wright (Accord Type-R H22); 5 Matthew Le (Integra Type-R); 6 Daniel Ludlow (Civic Type R). **CW** Burkinshaw; Wright. **FL** Kemp 1m14.904s (88.91mph). **P** Kemp. **S** 24. **RACE 2** 1 Burkinshaw 15m31.743s (85.77mph); 2 Walker +17.134s; 3 Ludlow; 4 Le; 5 Wright; 6 Stuart King (Type R). **FL** Burkinshaw 1m16.549s (87.00mph). **P** Kemp. **S** 23.

CATERHAM TRACKSPORT CHAMPIONSHIP (24 LAPS)

1 Timothy Dickens 31m15.916s (85.20mph); 2 Lee Bristow +0.178s; 3 Jack Brown; 4 Dan Gore; 5 Richard Ainscough; 6 Jack Sales. **FL** Sales 1m16.856s (86.65mph). **P** Brown. **S** 27. **RACE 2** (23 LAPS) 1 Gore 30m04.297s (84.89mph); 2 Henry Heaton +0.945s; 3 Bristow; 4 Brown; 5 Dickens; 6 Max McDonagh.



White won close Super Mighty Minis

FL Sales 1m17.051s (86.43mph). **P** Brown. **S** 27. **FIESTA JUNIORS (15 LAPS)** 1 Nathan Edwards 20m37.376s (80.73mph); 2 Cameron Pugh +0.158s; 3 Ronan Quinn; 4 Michael Higgs; 5 Carlito Miracco; 6 Alexander Tait. **FL** Pugh 1m20.765s (82.46mph). **P** Aaron Thompson. **S** 12. **RACE 2 (14 LAPS)** 1 Higgs 21m05.637s (73.67mph); 2 Quinn +0.829s; 3 Lewis Kent; 4 Thompson; 5 Tait; 6 Pugh. **FL** Pugh 1m21.349s (81.86mph). **P** Edwards. **S** 11.

FIESTA CHAMPIONSHIP (14 LAPS) 1 JJ Ross (ST)

20m43.740s (74.96mph); 2 Simon Horrobin (ST) +8.336s; 3 Samuel Priest (ST); 4 Kevin Stirling (ST); 5 Scott Robertson (ST); 6 Myles Baker (ST). **CW** David Nye (Zetec S); Peter Denby-Sadler (Si); Stuart Robbins (Zetec). **FL** Ross 1m18.996s (84.30mph). **P** Ross. **S** 25. **RACE 2 (16 LAPS)** 1 Ross 21m24.178s (82.97mph); 2 Horrobin +7.923s; 3 Robertson; 4 Priest; 5 Stirling; 6 Baker. **CW** David Abbott (Zetec S); Denby-Sadler; John Cooper (Zetec). **FL** Ross 1m18.906s (84.40mph). **P** Ross. **S** 23.

MIGHTY MINIS (13 LAPS) 1 Liam Sullivan

20m14.130s (71.31mph); 2 Steven Rideout +0.191s; 3 Stuart Coombs; 4 Caroline Gilbert; 5 Maria Brown; 6 Gregory Jenkins. **FL** Rideout 1m31.422s (72.84mph). **P** Brayden Fletcher. **S** 20. **RACE 2 (12 LAPS)** 1 Sullivan 20m12.883s (65.89mph); 2 Coombs +0.132s; 3 Rideout; 4 Jenkins; 5 Gilbert; 6 Josh Young. **FL** Rideout 1m31.242s (72.99mph). **P** Jenkins. **S** 20.

SUPER MIGHTY MINIS (14 LAPS) 1 Jamie White

20m03.993s (77.44mph); 2 Scott Kendall +0.285s; 3 Neven Kirkpatrick; 4 Elliot Stafford; 5 David Kirkpatrick; 6 Steve Maxted. **FL** White 1m24.863s (78.47mph). **P** White. **S** 16. **RACE 2 (12 LAPS)** 1 White 17m16.821s (77.08mph); 2 N Kirkpatrick +1.729s; 3 Stafford; 4 Kendall; 5 Ian Slark; 6 Paul Inch. **FL** White 1m25.001s (78.35mph). **P** Damien Harrington. **S** 16.

CASTLE COMBE SPORTS & GT CHAMPIONSHIP (11 LAPS) 1 Steve Hall (Audi TT RS) 13m24.776s

(91.03mph); 2 Oliver Bull (Vauxhall Tigra Silhouette) +12.056s; 3 Adam Prebble (Rover Tomcat); 4 Kevin Bird (BMW M3); 5 Doug Watson (BMW M6 Coupe); 6 Ben Scrivens (Ginetta G50). **CW** Bull; Prebble; Bird; Matthew Walker (Honda Civic EK9); Tal Lambert (Fisher Fury). **FL** Bull 1m11.059s (93.72mph). **P** Barry Squibb (Mitsubishi Evo 9). **S** 19.

CATERHAM SUPERSPORT CHAMPIONSHIP (23 LAPS)

1 Stephen Nuttall 29m25.893s (86.74mph); 2 Danny Killeen +1.054s; 3 Philip Jenkins; 4 Clive Richards; 5 William Smith; 6 Andres Sinclair. **FL** Nuttall 1m15.250s (88.50mph). **P** Jenkins. **S** 25. **RACE 2 (22 LAPS)** 1 Jenkins 30m20.053s (80.50mph); 2 Richards +0.187s; 3 Nuttall; 4 Killeen; 5 Matt Dyer; 6 Smith. **FL** Jenkins 1m15.150s (88.62mph). **P** Nuttall. **S** 25.



Ross was a double winner in Fiestas

TT. Squibb retired a minute or so before the race-ending safety car, enabling Hall to inherit the lead. Oliver Bull's Tigra followed with an excellent fightback from seventh after a terrible start waylaid him. Adam Prebble earned driver-of-the-day honours after holding off a pair of more powerful BMWs in his

Rover Tomcat in third.

Phil Jenkins took a third place and a win to extend his **Caterham Supersport** championship lead. Stephen Nuttall won the first race, but a multi-car battle for second in the final race of the weekend allowed Jenkins to escape.

● Jack Benyon



ANGLESEY, JULY 18-19 750MC

Anglesey provides top reward for Taylor

A MAIDEN FORMULA VEE VICTORY for Paul Taylor was one of the highlights of the 750 Motor Club's annual foray to Anglesey. The West Sussex man has suffered from poor reliability this year, but his persistence – and that of Phill Foster's Bears Motorsport team – was rewarded with a fully merited triumph.

The Bears GACs had shuffled into a 1-2-3 position when the last-lap board was shown, with leader Craig Pollard – also eyeing his first win – and David Hughes sandwiching Taylor. But Taylor carried more speed through Church and nosed ahead of Pollard on the back stretch, leaving him on the outside line for Rocket. Pollard tried to retaliate on the inside but the pair touched, and Pollard spun back to fifth, while Taylor continued on his way to beat Hughes and former double champion Paul Smith (AHS Dominator).

Smith triumphed in “the best race he has ever had” on Sunday, beating friend and rival Ian Jordan by a tenth. Hughes took third



Higginson took his first Civic Cup win

after Pollard – chasing after the leaders – spun at the Corkscrew, delaying Taylor.

The **Civic Cup** had two new winners in Mark Higginson and Rodren Vella. Bernard Galea took the lead of the opener but was later handed a jump-start penalty, and Higginson had passed him anyway on lap four, carrying more speed out of Church and completing the move at School. With Galea's penalty, Adam Shepherd was eventually classified second.

Vella became the second Maltese driver to enjoy a Civic win, profiting from the reversed-grid arrangement and leading from lap two. Early leader Steve Laidlaw came third as Higginson retired after an earlier incident.

Having not been beaten all season, Ben Short's **5 Club MX-5** winning streak came to an abrupt end at

Anglesey when he was denied in all three contests.

The Warminster man led in race one until team-mate Will Blackwell-Chambers took the lead at the Banking on lap four. He eased away to his first win in the competition for 16 months.

James Rogers climbed from fifth on the grid to second by halfway around the first lap of Sunday morning's bout, before grabbing the inside line for the second part of Rocket a lap later and easing the lead from Short's grasp. After a couple of excursions at Church, Blackwell-Chambers recovered to third.

Short changed his suspension for race three in a bid to rescue a win from the weekend and looked a little stronger, but he plunged back down the order after being tagged into a spin at Rocket by Rogers, who was not used to the effect that success

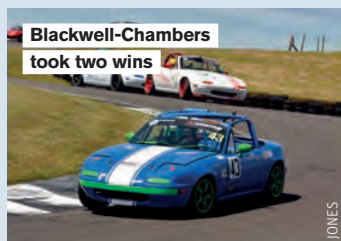
ballast had on his braking. Blackwell-Chambers pounced, defeating Rogers and Jack Sycamore, while Short recovered to seventh.

Jack Coveney was the early **Locost** leader, but Stuart Sellars towed ahead of him at School on lap three. Coveney reversed it a lap later, but Sellars then held the lead from lap five. Coveney gradually slipped back, and Richard Bradley got through at Rocket on lap six, then Danny Andrew grabbed the final podium position on the last tour.

Sellars got ahead of Coveney at Church on lap one of the rematch, but Andrew used the prodigious slipstream on the back straight to lead from lap four. Bradley briefly took second from Sellars before the race was stopped, with Peter Wood's car in the pit wall.

Classic Stock Hatch championship leader Lee Scott was absent, so Andrew Thorpe took his Citroen AX to a clear win in the first contest. With another 30kg of ballast aboard for Sunday, Thorpe might not have won had Gordon Macmillan not made a mistake at Rocket while leading on lap seven, also allowing fellow Peugeot 205 men Matt Rozier and John Peerless through.

After a Cadwell meeting that he would prefer to put behind him, **Toyota MR2** points leader Shaun Traynor notched a double win. In the opener, he and Martin Farrelly swapped the lead twice a lap. Traynor finally asserted his



Blackwell-Chambers took two wins

SNETTERTON, JULY 18 AMOC

Kemp and Kershaw among GT4 winners at Snetterton

OLIVIER BOUCHE LED A GLORIOUS Intermarque field away with the similar Aston Martin of Christopher Kemp trying everywhere to pass before finding a gap at Montreal.

Kemp briefly lost the lead during the pitstops but soon regained his advantage, his only problem being a moment on dropped oil at Palmer. James Guess had left the oil when his Porsche caught fire just after he had taken over from James Hilliard.

David Tinn (Aston) took advantage of Bouche changing all four wheels at his pitstop to take second place. Pierre Mantello, who took over the car of Bouche, passed the squabbling Ferraris of Nigel Jenkins and Lee Moulden to lock out the podium for GT4 Astons.

The Innes Ireland Cup started with poleman Jeremy Cooke holding onto the lead from Phil Perryman until the Aston Martin DB4 ousted the Lotus Elan at the Montreal Hairpin. The pair circulated closely until the driver exchanges, then Michael Dowd took back the lead in the Lotus.

Nick Naismith, in for Perryman, left the pits too quickly and was given a drive-through penalty, promoting Stephen Bond's Elan to second. Naismith took the place back at Riches but went onto the grass at Murrays shortly after, dropping back to third. Simon Orebi Gann was fourth throughout, while Pete Foster finished both fifth and sixth, sharing John Andon's and Nick Mountford's Triumph TR4s.

It didn't take Gavan Kershaw long to start lapping the **Aston Martin GT4 & V8 Cup** tailenders



Kemp controlled a clear 20s margin

as he undertook development on the Stratton Motorsport Lotus Evora GT4. Olivier Bouche led the chase in his Aston, but co-driver Pierre Mantello incurred a drive-through penalty that allowed Christopher Kemp to take second place at two-thirds distance and secure the AM category victory.

Adrian Miller was a steady fourth with David Tinn ending up in fifth and Desmond Smail sixth. In the closing stages Robin Marriott fought Mike Wilds for seventh place, and the former Grand Prix racer used all of his experience to hold off the challenge until the penultimate lap.

Rod Begbie (TVR Grantura) overcame a tardy start to the **Equipe GTS** race to pass John Yea's MGB and disappear into the distance. Robert Cull, also in a Grantura, had the legs of Yea too to take second place. Brian Arculus (Lotus Elite) managed to jump Yea

and the Triumph TR4 of Richard McKeon post-pitstops, only to fall behind the pair at Murrays. But when the race was stopped early he was reinstated to third with the results taken on countback.

Anthony Ditheridge and his Cooper Monaco sprinted away to lead the **'50s Sports Cars**, and Stephen Bond (Lister-Jaguar) was able to unseat John Burton's XK120 from second place by the end of the opening lap. Ditheridge continually stretched his lead while Burton fell into a battle for third with the MGA of Conrad Bos. This became a dispute for second after Bond parked at half-distance.

In the closing stages Burton slowed with a misfire, having retired from an earlier event with a similar issue, allowing Bos to take second, while Andrew Moore (Jag XK150) just held off Jeremy Cooke's late challenge to secure third.

● Lewis Beales



Maiden Formula Vee win for Taylor



Peter de la Roche dominated 500cc F3

authority by outbraking Farrelly at Rocket on lap eight.

Jim Davies was the thorn in Traynor's side in race two, but he could never quite prise the advantage away from him despite getting alongside on the back straight on a couple of occasions. Traynor defended Davies's final-lap attempt at Rocket, while Mark Barber took his second podium of the weekend.

Peter de la Roche was never threatened during the **500cc Formula 3** contests as he took his Cooper Mk5 to dual victories.

The Deegan brothers, Lee and Shayne, shared processional **Stock Hatch** triumphs while Tom Bell twice topped the **Hot Hatch Fiestas**. David Bartholomew (PRS1b) made it four **750 Formula** wins in a row, leading for all but a couple of corners of the second race, when the fast-starting Darvi of Robin Gearing got ahead. He also lowered Billy Albone's lap record.

● Ian Sowman



Kershaw wrapped up an easy victory

Mortimer (70) got a puncture fighting with Thirlwall (1)



KNOCKHILL, JULY 19 SMRC

Mini champions clash in lead battle

THERE WERE TUSSELS BETWEEN champions in the **Scottish Minis**, with a dust-up between Ken Thirlwall and Oliver Mortimer being the talking point from the opener.

Although Thirlwall started on pole, Mortimer got the jump before the first corner. From then on Thirlwall hounded the former champion and pulled a move at Duffus Dip at half-distance. The pair ran side by side but Mortimer went off when they reached Scotsman and suffered a puncture. Joe Tanner closed in on Thirlwall but couldn't find a way past the leader before the flag.

The story of race two was Mortimer's drive back through the 21-car field – a great feat given the competition in the series. While Thirlwall enjoyed a lights-to-flag win under constant pressure from Tanner, Mortimer was sixth.

Kyle Reid did his usual trick of

winning the reversed-grid third race, but not before going head-to-head with brother Chris, who led until the penultimate lap.

Again, champions Thirlwall and Mortimer went at it in a battle for fourth and Mortimer pulled an unexpected pass at Clark. Thirlwall used a similarly surprising attack to retake the place at the hairpin and, although he closed on the leading Reid duo, the win was out of reach. Later, Thirlwall was demoted to fifth after receiving a five-second penalty for gaining an unfair advantage.

There was excitement in the **Scottish Formula Ford** series as Jordan Gronkowski took his first pole position of the year. When the lights went out there was a brief return to normality as championship leader Adam MacKay snatched the lead going to the first corner. Undeterred, Gronkowski went for glory at the hairpin later that lap but

ran wide, which delayed MacKay in the process. This paved the way for 17-year-old Neil MacLennan to seize the chance to score his first win.

MacKay closed the gap by a few tenths each lap and made a lunge on the final corner of the race. Rookie MacLennan held his nerve and made it to the finish line just 0.2s clear.

Another twist came in the form of Classic Cup runner Matthew Chisholm, who put in a terrific performance in his older Van Diemen to take third ahead of a chasing pack that included Gronkowski, who recovered from last to sixth after his first-lap drama.

Gronkowski got on top of his starting woes in race two and he jumped up to fourth on lap one. He followed it up with a pass on Chisholm to take third place on the next tour.

At the front, it was MacLennan who held a slim margin from

MacKay. This only lasted as far as the hairpin when the championship leader reasserted himself and pulled away for a dominant win.

Former **Ford Fiesta** champion George Orr got the jump on reigning champion Wayne MacAulay in their first ST Cup race. He then survived 12 laps of pressure from MacAulay, who was determined to close the gap at the top of the standings. This resolve was again in evidence at the start of race two when MacAulay snatched the lead away from the grid only to outbrake himself at Scotsman just two corners later.

Orr calmly retook the lead, but as in race one he was soon under serious pressure. The source was Chris Milford, who was buoyed by his podium appearances in June's meeting. Milford looked the more confident and he passed Orr to take the lead at the hairpin.

Unfortunately, Milford repeated



Daily took double Compact win



Gronkowski (33) and MacKay tangled



Paterson (1) was on top in Legends



Orr battled for lead before technical issues...



allowing Whyte to take his first win

MacAulay's mistake at Scotsman and went off, which for the second time in one race gifted Orr the lead.

It did not last because Orr slowed dramatically with a technical problem on the following lap. The beneficiary was Kevin Whyte, who took his first win and proved it was no fluke by recording the fastest lap on the way.

Scottish Legends championship leader John Paterson won the first race of the day, which was rescheduled from May's abandoned meeting. He went on to win the two heats but struggled to get through the pack from the back of the final race. David Newall started on pole position for this, having suffered problems in the morning, and went on to dominate it. His main competition came from the ever-improving Alan Freeland who equalled his best result with second.

Ian Donaldson scorched through from the back of the **Scottish Saloons and Sportscar** field to take third place after his Mitsubishi Evo wouldn't start as the field left to go to the grid. Roddie Paterson (Caterham) took a fine win with Donaldson claiming race two.

Shonny Paterson won both **Classic Sports and Saloons** races in his Triumph TR8.

Steven Dailly scored a double win in the **BMW Compacts**. He headed Greg Sutherland in the opening Groups A&B race before running away from Gary Clark in the B&C skirmish by over five seconds. Clark headed Sutherland in the final Groups A&C race.

● Jonathan Crawford

OULTON PARK, JULY 18 VSCC

Walker's 11.7-litre Hispano wins tight Boulogne fight



Walker held off Lees and Gillett to win

BACK AT OULTON PARK AFTER A five-year break, albeit on the Fosters Circuit, the VSCC's Hawthorn Memorial Trophies meeting was highlighted by an epic **Boulogne Trophy** race in which Tom Walker slugged his stunning 11.7-litre Hispano-Suiza aero-engined Amilcar to victory, while 1.92s covered a wonderfully diverse top quintet.

Charles Gillett's Frazer Nash and poleman Tony Lees's AC/GN Cognac Special were swiftest away, but Walker soon thundered past. He then twice had to repass Gillett, who subsequently went mowing at Old Hall. Lees thus nabbed second, 0.67s back.

Reduced to six cars by Silverstone Classic preparations and ERA R3A's Chateau Impney woes, the second **Premier Cru** showcase proved that only two are required for a race. Chased by Ben Fidler (ERA AJM1), US-resident Irishman Paddins Dowling (1500cc ERA R10B) reined in leader Nick Topliss (two-litre ERA R4A). Better on the brakes, Dowling ambushed



Mitchell's HRG won O-D-M race



Cobb and Gillett topped Relay race

Topliss into Fosters on the final lap for a superb win.

As at Oulton in 2010, Fred Harper growled dad Stuart's ex-Ray Crawford Kurtis-Offy to **Hawthorn Memorial Trophy** honours, but local invitee Robin Longdon's zippy Formula Junior Lola kept him busy. In a carbon copy of their earlier encounter, Dowling outfoxed Topliss at Fosters on lap eight for concurrent **Spanish Trophy** [Pre-War] honours.

A 36-strong entry for the **Owner-Driver-Mechanic** series merited two grids. Nigel Hall's Lagonda overcame Nic Rossi's Alfa Romeo 1750GS in the slower set, Fred Boothby having briefly snuck his MG past Rossi for the lead.

Andrew Mitchell (HRG) was unstoppable among the quicker cars, but Tim Kneller (Riley) and Jo Blakeney-Edwards (FN) kept him focusing. A penalty for overtaking under yellow flags cost Blakeney-Edwards third.

Jonathan Cobb's 'Nash' was not headed in the **Oulton Park Trophy** opener, but spectators admired the bravado of Riley exponents David Pryke and 1973 BTRDA Gold Star

rally champion Richard Iliffe in keeping the victor in sight.

A colourful **Vintage Scratch** battle embroiled Julian Grimwade's FN Norris Special – which led into Old Hall corner from row two at the start – Tim Greenhill's Wolseley Hornet Special, Lees's Cognac Special and Dane Christian Pedersen's Austin 7 Monoposto. As they jockeyed for position, Greenhill lunged past Grimwade into Fosters, only to be trumped on the exit.

Old Pangbourne 'Tug' Fenwick-Wilson's Railton supplanted erstwhile leader Noel Runnels-Moss in the Quatermaine family's Vauxhall Velox in the first **short handicap** to go the distance. Scratch man David Seber's supercharged Wolseley looked favourite before being delayed while clearing the peloton, but robbed Runnels-Moss of second on the line.

Ollie Sanders's ex-Brooklands blown Austin 7 Willis Special still led the earlier stanza when red flags flew after Dennis Bingham's Riley rolled at Druids. When it was restarted as the final sprint event, Bill Cleynert landed his second win of 2015.

Gillett and Cobb outran all in the annual **Team Relay**, stopped at two-thirds distance when George Parkinson's Rosengart Torpedo capsized at Fosters. The Three Musty Steers MG equipe emerged winners on handicap.

● Marcus Pye

Victories shared in Supercup

THERE WERE THREE WINNERS in the Mazda MX-5 Supercup, with championship leader Alan Henderson opening the weekend's racing with a dominant lights-to-flag win.

Debutant Chris Dawkins was second until a grassy moment at Charlies moved Anthony Nield and George Line into the podium places. Line developed gear-selection problems and fell to fifth, allowing Liam Murphy and the recovering Dawkins by.

Henderson made an early break in the second race, but once Murphy had ousted Nield for second at Charlies, his lead was soon eroded. Murphy took the lead on the penultimate lap, with Henderson and Nield still on his tail as he took the chequered flag. Dawkins was promoted to fourth after Simon Traves was excluded.

There was a four-car tussle at the front for the third race after Nield passed Henderson to lead with a move into Park. Jonathan Clements, Murphy and Dawkins all latched on, and Nield was spun out of contention after contact, leaving Clements to take the win from Murphy, with Jonathan Greensmith third.

Roger Evans' 147 GTA spent more than half of the first **Alfa Romeo** race shadowing eventual winner Graham Seager's GTV, but was unable to pierce his defence. Once Chris Snowdon had got past Bryan Shrubbs, he closed in to make it three fighting for the lead. Snowdon snatched second at Chris Curve a lap from home, with Evans fending off Shrubbs to retain third.



Snowdon led from the start of race two with Seager and Evans initially close behind. Seager lost out to both of his rivals at Mansfield, but when Evans and Snowdon crashed out at Charlies, Seager was delayed too. Shrubbs came through the mess to take victory with Seager recovering to finish second.

Brian Chandler proved unbeatable in the **Mazda MX-5s**, taking three wins in the main championship races. He led the first encounter from the start with Simon Baldwin retaining second throughout, as Sam Smith ousted Paul Bishop into Coppice for third

on lap seven. William Stephenson won the first B race by inches from Kevin Dengate.

Baldwin was second to Chandler in race two despite tremendous pressure from Smith and Ben Tuck. Smith tailed off in fourth after missing a gear at the Gooseneck. Lewis Field was a lights-to-flag winner in the second B race.

It was somewhat closer in the third race when Chandler made an early break with Smith, as seven cars contested third. Chandler kept his nose ahead throughout for win number three, aided by Tuck having gear-selection problems.

Darron Lewis took second from

Smith into Park, leaving Smith to fend off the closing Paul Bishop to retain third. Brian Trott took charge of the final B race after Graham Colby's initial lead was wiped out by the safety car.

Adam Lockwood had been on his own out front in the first **MR2** race until Dave Hemingway fought past Nathan Harrison and Craig Rankine into second. Once there, Hemingway reduced the lead dramatically, with Lockwood's defence breached on the last lap when they arrived at the Mountain, with Aaron Pullan taking third. Despite leading from the start of race two there was no double win for Hemingway, after he was squeezed onto the grass at Park, leaving Pullan to claim the spoils from Lockwood and Harrison.

It was a dominant win for championship leader Lee Morgan in the first **Formula Jedi** race. Michael Watton closed considerably in the final laps, once he had fought his way past Paul Butcher on the third lap of the restarted contest. Race two was a lights-to-flag win for Ben Hingeley, with Watton a distant second. Dan Clowes completed the podium, while Morgan fought from the back of the grid to fifth only to suffer clutch failure.

The first **Nippon Challenge** race was dominated by James Janicki's



Lockwood heads up a close scrap in MR2s



Murphy leads the pack in race two



Hingeley won second Jedi race

Nissan Skyline, keeping Rob Horsfield's Toyota MR2 Speedster comfortably at bay.

The second race started similarly until the safety car appeared. As the boards came out Janicki slowed approaching the Mountain, but Horsfield went by and led from the green flag to take a surprising win. There were battles behind, but Simon James's Saxo was a double winner in the **Tricolore Trophy**.

Former double **Porsche Champion** Rick Styrin was back to take a double win too, although Ed Hayes chased him hard in the first two races. With Hayes an early retirement, and Styrin spinning as he crested the Mountain and picking up a track limits penalty, Adam Southgate won the final race by over 27s from Richard Avery. Adam Croft also took two class wins from three in his 924.

● Peter Scherer



Godfrey's Fiesta was unbeatable at Pembrey

BRITISH RALLYCROSS, PEMBREY, JULY 19 BARC

Godfrey shows his speed as he tops heats and wins final

JULIAN GODFREY IS RENOWNED FOR doing just enough during the heat stages of events to qualify for the business end of the final grid, from where the four-time MSA British Rallycross champion turns up the wick for the main points-paying race. However, at the sixth round of the series at Pembrey in South Wales, Godfrey was fastest in each of the three qualifying heats and led throughout the final to claim his third victory of the season.

The Ford Fiesta driver made the best start to lead the dash to Turn 1. Knowing Godfrey would have the inside line covered, Albatec Racing boss and driver Andy Scott tried a move around the outside but Godfrey saw it coming, running Scott wide to the edge of the circuit to maintain the position.

Ollie O'Donovan took his joker lap straight after the start, followed by Devonian Andy Grant, while Mitsubishi Evo X driver Steve Hill chased Godfrey and Scott around the main circuit.

Hill took his joker on the second lap, returning to the main circuit fourth, passed by O'Donovan.

With even gaps between each of the top three cars, Godfrey elected to take his joker on the fifth lap, returning to the main circuit in the lead and cruising home to extend his margin at the head of the points table. Scott finished second while O'Donovan dropped back in the closing laps with a puncture.

Hill ran third on the final lap, looking set for a podium finish but suffered yet more transmission problems within sight of the line and retired. Grant graduated to the final podium spot while O'Donovan moved up to fourth.

Such had been the rate of attrition in the Supercar field, only five cars started the final. Steve Mundy, Kevin Procter and Kristian Sohlberg all retired in the heat stages with mechanical maladies.

"The final was quite straightforward in the end," said Godfrey. "I took it quite steady because there was a hole on the loose [section of the track] and I didn't want to get a puncture. Andy [Scott] was catching me up but I had enough to be quicker than him through the rest of the lap."



Grant took third as others had trouble

Ford KA driver Gareth Wood dominated the **SuperNational** final to claim his first victory in the division. Wood fended off the attentions of championship leader Dan Rooke early in the race before the Citroen AX driver was slowed by gearbox problems, allowing Wood a clear run to the flag.

Wood's eventual winning margin over local driver Mike Howlin was more than seven seconds as he put in a strong performance.

"We've worked very hard with this car that wasn't quite 100% where we wanted it to be at the start of the year, but it's just starting to come together now," said Wood. "Fingers crossed it won't be the last win of the season for us."

Aiden Hills continued his strong run of form from the previous round at Mondello Park in the **Suzuki Swift** category and won again ahead of championship leader Tristian Ovenden.

Bradley Durdin passed Sam Jones in the **Junior Swift** final to claim victory while championship leader Drew Bellerby also passed Jones in the latter stages of the race.

Chrissy Palmer won the **RX150** final after a close fight with GP3 racer Jann Mardenborough before the rallycross debutant spun out of victory contention.

● Hal Ridge



Hills picked another win in Swift class

Moran was a winner in Goodyear's absence



WALKER

BOULEY BAY/VAL DES TERRES BRITISH HILLCLIMB, JULY 16/18

Goodyear's crash cuts Jersey short

JOS GOODYEAR'S DRAMATIC CRASH led to the cancellation of the second run-off in Jersey, with Scott Moran's record pace and a sensational home victory for Darren Warwick in Guernsey two days later completing an eventful Channel Islands double-header.

Wallace Menzies was first to go in the round-19 runoff at Bouley Bay, setting a banker time that ensured he took third. Next up was championship leader Alex Summers, who set a time in his Gould that would be beaten by only one other.

With those two dual drivers returned to paddock for change-over, the action restarted. Scott Moran's run was slower than team-mate Summers, with only former hill-record-holder Trevor Willis and Goodyear to start. Willis's starting technique helped him to the quickest time so far.

Goodyear was the last to run in his GWR Raptor having set a class record to qualify in that spot. Always known for his commitment, he took the car to the startline with dramatic bursts of wheelspin to get as much heat as possible into the rubber.

But the traction control stifled his take-off and his time to the first split was the slowest so far. The car disappeared around the brick wall at the first bend and, after another burst of engine noise, the sound of an impact followed. Then, silence.

Eventually, news of the seriousness of his crash filtered down to the startline paddock. With the road closed, competitors and crew walked up the steep footpaths through the woods to their support vehicles to wait for the public road to open.

Understandably, there were no celebrations for Willis's win and everyone walked away in a dispirited mood. Goodyear

suffered two broken legs in the accident, and also requires surgery on a badly-damaged ankle.

Two days later, the next event got underway with the Val des Terres hill in fine condition.

Local driver Warwick drove with determination to qualify second to Moran. They were the only two drivers who set a time in the 27-second bracket.

As the first run-off encounter unfolded, Warwick outpaced all the earlier runners before Moran took to the hill. Such was the ferocious nature of Moran's attack, he broke the outright record with the first-ever run under the 27s mark.

How things would change in Q2. Moran hit the bank on the left-hand side entering the Esses. He was embarrassed to admit that he lost it while looking down at the digital dash. The result was that the car rebounded off the bank to the other side of the road, where another impact led to the suspension collapsing.

This meant Summers, who shared his car, was also out as he had yet to run.

Willis tried some new tyres of a compound unfamiliar to him. The car understeered to the outside of the last bend and rode up the bank. John Bradburn's exuberant driving style caught him out when he clobbered banks on both sides of the track.

With these four missing from the shootout, there were several more local competitors making up 50 per cent of the field.

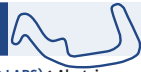
The run-off started with Tom New on intermediate tyres sizzling in the sun as the damp track dried rapidly. This enabled Guernsey Airport fireman Warwick to take the second win of his career, and the first on his home hill.

● Eddie Walder

RESULTS

ANGLESEY

750MC, JULY 18-19



RGB CHAMPIONSHIP CLASS R (12 LAPS) 1 Alastair Boulton (Spire GT3) 14m20.62s (77.80mph); 2 John Cutmore (Spire GT3) +0.29s; 3 Scott Mittell (Mittell MC-52B); 4 Duncan Horlor (Spire GT3); 5 Paul Rogers (Contour RGB09); 6 Oliver Hewitt (Spire GT3). **FL** Cutmore 1m10.54s (79.10mph). **P** Cutmore. **S** 20.

RACE 2 (12 LAPS) 1 Mittell 14m18.00s (78.04mph); 2 Cutmore +1.16s; 3 Boulton; 4 Hewitt; 5 David Wale (Spire GT3); 6 Tim Hovord (Sabre T2A).

FL Mittell 1m10.47s (79.18mph). **P** Cutmore. **S** 19.

CLASS F (12 LAPS) 1 Matthew Higginson (AB Arion) 14m47.44s (75.45mph); 2 Austen Greenway (MNR GM3) +14.32s; 3 Danny Keenan (MK Indy); 4 Andrew Nelson (MNR GM2); 5 Paul Rickers (Sylva Phoenix); 6 James Walker (TGM Phoenix). **CW** Keenan; James Fowley (Fisher Fury). **FL** David Watson (MNR GM2) 1m12.51s (76.95mph).

RECORD. P Higginson. **S** 15. **RACE 2 (12 LAPS)**

1 Higginson 14m42.11s (75.91mph); 2 Greenway +14.64s; 3 Keenan; 4 Stephen Bell (AB Arion); 5 Nelson; 6 Colin Spicer (Wildmoor DM1). **CW** Keenan; Fowley. **FL** Higginson 1m12.55s (76.91mph). **P** Higginson. **S** 15.

FORMULA VEE CHAMPIONSHIP (11 LAPS) 1 Paul Taylor (Bears GAC) 14m16.20s (71.69mph); 2 David Hughes (Bears GAC) +1.41s; 3 Paul Smith (AHS Dominator); 4 Ian Jordan (Sheane Jordan); 5 Craig Pollard (Bears GAC); 6 Tim Probert (Storm). **CW** Jack Wilkinson (Sheane Mk3). **FL** Taylor 1m16.31s (73.12mph). **P** Pollard. **S** 27.

RACE 2 (12 LAPS) 1 Smith 15m25.38s (72.36mph); 2 Jordan +0.14s; 3 Hughes; 4 Taylor; 5 Pollard; 6 Daniel Pitchford (GAC). **CW** Wilkinson. **FL** Pollard 1m15.90s (73.52mph). **P** Pollard. **S** 27.

CIVIC CUP (11 LAPS) 1 Mark Higginson 15m01.85s (68.06mph); 2 Adam Shepherd +6.31s; 3 Carl Swift; 4 Bernard Galea; 5 Endaf Owens; 6 Mark Anderson. **CW** Anderson. **FL** Higginson 1m21.07s (68.83mph). **P** Higginson. **S** 28. **RACE 2 (11 LAPS)** 1 Rodren Vella 15m24.89s (66.36mph); 2 Owens +1.10s; 3 Steve Laidlaw; 4 Galea; 5 Matthew Bolton; 6 Andrew Hough. **CW** Bolton. **FL** Shepherd 1m21.69s (68.31mph). **RECORD.** P Laidlaw. **S** 27.

MX-5 CUP BY SCLUB RACING (11 LAPS) 1 Will Blackwell-Chambers 15m25.08s (66.35mph); 2 Ben Short +3.82s; 3 Jack Sycamore; 4 Jason Greatrex; 5 James Rogers; 6 Mike Comber. **FL** Sycamore 1m23.08s (67.16mph). **P** position Blackwell-Chambers. **S** 17.

RACE 2 (11 LAPS) 1 Rogers 15m15.69s (67.03mph); 2 Short +1.41s; 3 Blackwell-Chambers; 4 Sycamore; 5 Jason Greatrex; 6 Comber. **FL** Rogers 1m22.06s (68.00mph). **RECORD.** P Blackwell-Chambers. **S** 17. **RACE 3 (11 LAPS)**

1 Blackwell-Chambers 15m22.09s (66.57mph); 2 Rogers +2.02s; 3 Sycamore; 4 Greatrex; 5 Kris Greatrex; 6 Marco Aghem. **FL** Blackwell-Chambers 1m22.70s (67.47mph). **P** Rogers. **S** 17.

LOCOST CHAMPIONSHIP (11 LAPS) 1 Stuart Sellars 15m25.50s (66.32mph); 2 Richard Bradley +1.08s; 3 Danny Andrew; 4 Jack Coveney; 5 Roger Haylock; 6 Ian Allee. **FL** Andre 1m22.55s (67.60mph). **P** Sellars. **S** 28.

RACE 2 (8 LAPS) 1 Andrew 11m11.14s (66.51mph); 2 Sellars +1.13s; 3 Bradley; 4 Coveney; 5 Haylock; 6 Allee. **FL** Coveney 1m22.75s (67.43mph). **P** Sellars. **S** 28.

CLASSIC STOCK HATCH CHAMPIONSHIP (11 LAPS) 1 Andrew Thorpe (Citroen AX GTi) 15m41.12s (65.22mph); 2 Gordon Macmillan (Peugeot 205 GTi) +7.30s; 3 Matt Rozier (Peugeot 205 GTi); 4 John Peerless (Peugeot 205 GTi); 5 Mervyn Beckett (Vauxhall Nova GTE); 6 Marcus Ward (Ford Fiesta XR2i). **FL** Thorpe 1m24.53s (66.01mph). **P** Thorpe. **S** 20. **RACE 2 (11 LAPS)** 1 Thorpe 15m40.20s (65.28mph); 2 Rozier +1.41s; 3 Peerless; 4 Macmillan; 5 Beckett; 6 Martyn Fowdrey (Ford Fiesta XR2). **FL** Thorpe 1m24.44s (66.08mph). **P** Thorpe. **S** 20.

TOYOTA MR2 CHAMPIONSHIP (11 LAPS) 1 Shaun Traynor 15m19.95s (66.72mph); 2 Martin Farrelly +1.32s; 3 Mark Barber; 4 Jim Davies; 5 Nigel Ralphson; 6 Tim Heron. **CW** Stuart Nicholls. **FL** Davies and Traynor

1m22.70s (67.47mph). **P** Farrelly. **S** 24.

RACE 2 (11 LAPS) 1 Traynor 15m14.19s (67.14mph); 2 Davies +0.41s; 3 Barber; 4 Nicholls; 5 Farrelly; 6 Ralphson. **CW** Nicholls. **FL** Davies 1m21.83s (68.19mph). **P** Davies. **S** 24.

500 OWNERS ASSOCIATION F3 CHAMPIONSHIP (10 LAPS)

1 Peter de la Roche 14m52.50s (62.52mph); 2 Roy Hunt (Martin) +19.66s; 3 John Turner (Cooper Mk9); 4 Xavier Kingsland (Staride Mk3); 5 Fred Walmsley (Cooper Mk7); 6 Nigel Challis (Cooper Mk8). **CW** Hunt; Gareth Jones (JLR). **FL** de la Roche 1m26.85s (64.25mph). **P** de la Roche. **S** 11.

RACE 2 (10 LAPS) 1 de la Roche 14m33.64s (63.87mph); 2 Andrew Turner (Cooper Mk6) +17.25s; 3 Kingsland; 4 John Turner; 5 Walmsley; 6 Challis. **CW** Challis; Alan Croft (JP Mk1). **FL** de la Roche 1m26.15s (64.77mph). **P** de la Roche. **S** 11.

STOCK HATCH CHAMPIONSHIP (6 LAPS) 1 Tom Bell (Ford Fiesta ST) 8m05.32s; 3 Toby Beame (Ford Fiesta ST) +10.20s; 3 Lee Deegan (Citroen Saxo VTR); 4 Shayne Deegan (Citroen Saxo VTR); 5 Paul Jarvis (Citroen Saxo VTR); 6 Steve Powlesland (Citroen Saxo VTR). **CW** L Deegan. **FL** Bell 1m19.79s (69.93mph). **P** Bell. **S** 14. **RACE 2 (11 LAPS)** 1 Bell 14m40.72s (69.69mph); 2 Alistair Camp (Ford Fiesta ST) +6.59s; 3 Beame; 4 Shayne Deegan; 5 Lee Deegan; 6 Scott Sharp (Citroen Saxo VTR). **CW** Shayne Deegan. **FL** Bell 1m19.20s (70.45mph). **P** Bell. **S** 14.

750 FORMULA CHAMPIONSHIP (10 LAPS) 1 David Bartholomew (PRS 1b) 12m31.47s (74.25mph); 2 Robin Gearing (Darvi P88) +16.08s; 3 Bill Cowley (Cowley MkIV); 4 Peter Bove (Darvi Mk4/5); 5 Dave Roberts (SDAR); 6 Rod Hill (Mystic T4). **CW** Andrew Lake (Darvi 91D). **FL** Bartholomew 1m13.77s (75.64mph). **P** Bartholomew. **S** 18. **RACE 2 (12 LAPS)**

1 Bartholomew 14m48.14s (75.39mph); 2 Gearing +9.44s; 3 Cowley; 4 Bove; 5 Chris Gough (CGR2evo); 6 Hill. **CW** Paul Mason (Darvi 92J). **FL** Bartholomew 1m12.56s (76.90mph). **RECORD.** P Bartholomew. **S** 17.

SNETTERTON
AMOC, JULY 18



SNETTERTON

AMOC, JULY 18

AMOC INTERMARQUE CHAMPIONSHIP (20 LAPS) 1 Christopher Kemp (Aston Martin GT4) 45m20.690s (78.56mph); 2 David Tinn (Aston Martin GT4) +22.699s; 3 Olivier Bouche/Pierre Mantello (Aston Martin GT4); 4 Nigel Jenkins (Ferrari 355 Challenge); 5 Lee Moulden (Ferrari 355 Challenge); 6 Stephen Atkinson (Porsche 96B). **CW** Jenkins, Atkinson, Nichols King (Aston Martin DB4), Wayne Marks (Ferrari 355 Challenge), Terry Gisborne (De Tomaso Pantera). **FL** Bouche 2m08.977s (82.86mph). **P** Kemp. **S** 21.

INNES IRELAND CUP (19 LAPS) 1 Jeremy Cooke/Michael Dowd (Lotus Elan 26R) 46m32.391s (72.72mph); 2 Stephen Bond (Lotus Elan 26R) +25.754; 3 Nick Naismith/Phil Perryman (Aston Martin DB4); 4 Simon O'rebi Gann (Morgan +4 Supersports); 5 John Anderson/Pete Foster (Triumph TR4); 6 Nick Mountford/Pete Foster (Triumph TR4). **CW** Naismith/Perryman, Gann. **FL** Dowd 2m19.150s (76.80mph). **P** Cooke. **S** 11.

ASTON MARTIN GT4 & V8 VANTAGE CUP (24 LAPS) 1 Gavan Kershaw (Lotus Evora GT4) 50m25.557s (84.78mph); 2 Christopher Kemp (Aston Martin GT4) +1m29.021s; 3 Pierre Mantello/Olivier Bouche (Aston Martin GT4); 4 Adrian Miller (Aston Martin V8 N24); 5 David Tinn (Aston Martin GT4); 6 Desmond Smail (Aston Martin GT4). **FL** Kershaw 2m01.450s (88.00mph). **CW** Kemp, Miller, P Kershaw. **S** 11.

EQUIPE GTs (14 LAPS) 1 Rod Begbie (TVR Grantura MkIII) 34m49.265s (71.61mph); 2 Robert Cull (TVR Grantura MkIII) +33.048s; 3 Brian Arculus (Lotus Elite); 4 Richard McKeon (Triumph TR4A); 5 John Yea (MGB); 6 David Beresford/David Morrison (MGB). **CW** Arculus, McKeon, Nick Mountford (Triumph TR4A), Anne Reed (Aston Martin DB2). **FL** Begbie 2m23.371s (74.54mph). **P** Begbie. **S** 19.

AMOC '50s SPORTS CARS INCLUDING JAGUAR XK CHALLENGE (13 LAPS) 1 Anthony Ditheridge (Cooper Monaco) 31m22.224s (73.81mph); 2 Conrad Bos (MGA TC) +43.846s; 3 Andrew Moore (Jaguar XK150); 4 Jeremy Cooke (Cooper Bobtail); 5 David Reed (Aston Martin DB2); 6 Jonathan Smare (Lotus Elite). **CW** Bos, Moore, Cooke, Nick Naismith (Austin Westminster). **FL** Ditheridge 2m22.580s (74.96mph). **P** Stephen Bond (Lister Jaguar). **S** 24.

Short was spun out at Anglesey



JONES

KNOCKHILL

SMRC, JULY 19



SCOTTISH MINIS (9 LAPS) 1 Kenneth Thirlwall 9m40.448s (70.717mph); 2 Joe Tanner +0.257s; 3 Morgan Murray; 4 Shane Stoney; 5 Chris Reid; 6 Kyle Reid. **FL** Thirlwall 1m03.071s (72.313mph). **P** Thirlwall. **S** 21. **RACE 2 (9 LAPS)**

Thirlwall 11m57.036s (63.607mph); 2 Tanner +0.359s; 3 Kyle Reid; 4 Shane Stoney; 5 Chris Reid; 6 Oliver Mortimer. **FL** Tanner 1m07.053s (68.018mph). **P** Thirlwall. **S** 21.

RACE 3 (9 LAPS) 1 Kyle Reid 9m40.696s (70.687mph); 2 Chris Reid +0.783s; 3 Tanner; 4 Stoney; 5 Mortimer;

ROUND-UP

6 Thrillwall. **FL** Thrillwall 1m02.998s (72.397mph).
P Chris Reid. **S 21.**

SCOTTISH FORMULA FORD (12 LAPS) 1 Neil MacLennan (Ray GRO9) 11m13.280s (81.289mph); 2 Adam Mackay (Ray GR14) +0.204s; 3 Matthew Chisholm (Van Diemen RF92); 4 Sebastian Melrose (Ray GR14); 5 Neil Broome (Swift SC93C); 6 Jordan Gronkowski (Van Diemen JL012K). **FL** MacKay 54.915s (83.053mph). **P** Gronkowski. **S 13.**

RACE 2 (12 LAPS) 1 MacKay 12m34.872s (72.502mph); 2 MacLennan +8.865s; 3 Jordan Gronkowski; 4 Jamie Thorburn (Ray GR15); 5 Broome; 6 David Thorburn (Ray GR15).
FL MacKay 1m01.842s (73.75mph). **P** MacLennan. **S 13.**

SCOTTISH FIESTAS (12 LAPS) 1 George Orr (ST) 12m35.37s (72.454mph); 2 Wayne MacAulay (ST) +0.134s; 3 Chris Milford (ST); 4 Kevin Whyte (ST); 5 John Balfour (ST); 6 Steven Gray (XR2). **CW** Gray. **FL** MacAulay 1m02.135s (73.402mph).
P MacAulay. **S 14.** **RACE 2 (12 LAPS)** 1 Whyte 13m10.563s (69.229mph); 2 MacAulay +6.147s; 3 Balfour; 4 Andrew Christie; 5 Gray; 6 Jim Deans (XR2). **CW** Gray. **FL** Whyte 1m04.010s (71.252mph). **P** Orr. **S 13.**

SCOTTISH LEGENDS (FINAL FROM MAY 2015) (10 LAPS)

1 John Paterson 14m47.164s (61.691mph); 2 Scott Hynds +1.459s; 3 David Newall; 4 David Hunter; 5 Alan Freeland; 6 Steven McGill. **FL** Paterson 1m02.018s (74.053mph).
P Hynds. **S 13.** **MEAT ONE (8 LAPS)** 1 Paterson 8m59.926s (67.577mph); 2 Daniel McKay +7.219s; 3 David Hunter; 4 Pino Palazzo; 5 Billy Wait; 6 Scott Hynds. **FL** Hynds 1m04.696s (70.496mph). **P** Ian McLeish. **S 19.** **HEAT TWO (8 LAPS)** 1 Paterson 8m25.206s (72.221mph); 2 Hunter +4.016s; 3 Hynds; 4 Freeland; 5 McKay; 6 Stewart Black. **FL** Hunter 1m01.843s (73.749mph). **S 19.**

FINAL (10 LAPS) 1 Newall 10m26.500 (72.799mph); 2 Freeland +0.079s; 3 McKay; 4 Paterson; 5 Hunter; 6 Steven McGill. **FL** McKay 1m00.661s (75.186mph). **P** Newall. **S 19.**
SCOTTISH SALOONS AND SPORTSCARS (10 LAPS) 1 Roddie Paterson (Caterham) 8m57.958s (84.781mph); 2 Finlay Crocker (SEAT Leon Eurocup) +18.987s; 3 Ian Donaldson (Mitsubishi Evo); 4 Andrew Mackie (Mitsubishi Evo); 5 Mark Dawson (VW Corrado); 6 John Wilson (Ford Focus RS). **CW** Crocker; Donaldson; Mackie; Andrew Bell (Caterham Supersport); Olly Ross (Mazda MX5). **FL** Paterson 52.576s (86.748mph). **P** Paterson. **S 15.** **RACE 2 (12 LAPS)** 1 Donaldson 11m45.992s (77.522mph); 2 Crocker +7.737s; 3 Paterson; 4 Fiona Kindness (Subaru Impreza); 5 Mackie; 6 Wilson. **CW** Paterson; Ross; Mackie; Crocker; Bell. **FL** Donaldson 57.045s (79.952mph). **P** Paterson. **S 16.**

SCOTTISH CLASSIC SPORTS AND SALOONS (12 LAPS) 1 Shonny Paterson (Triumph TR8) 11m56.803s (76.353mph); 2 Harry Simpson (Ginetta G4R) +0.109s; 3 Raymond Boyd (Porsche 911); 4 Stan Bernard (Porsche 911); 5 Matthew Gordon (TVR3000M); 6 Alasdair Coates (Ford Mustang). **CW** Simpson; Boyd; Mike Stewart (Marcos GT); Richard Merrell (Alfa Giulita GT); Ian Daltrey (Alfaud). **FL** Baillie 57.670s (79.085mph). **P** Paterson. **S 16.** **RACE 2 (12 LAPS)** 1 Paterson 12m45.798s (71.468mph); 2 Simpson +10.993s; 3 Keiron Baillie (Lotus?); 4 Bernard; 5 Boyd; 6 Coates. **CW** Simpson; Bernard; Stewart; Merrell; Daltrey. **FL** Baillie 1m00.085s (75.906mph). **P** Paterson. **S 17.**

SCOTTISH BMW COMPACTS GROUPS A&B (12 LAPS) 1 Steven Daily 12m55.455s (70.578mph); 2 Greig Sutherland +1.897s; 3 Cliff Harper; 4 David McNaughton; 5 Carl Brown; 6 Andrew Winchester. **FL** Douglas Simpson 1m03.612s (71.698mph). **P** Harper. **S 23.** **GROUPS B&C (12 LAPS)** 1 Daily 14m02.656s (64.949mph); 2 Gary Clark +5.429s; 3 Derek Kinghorn; 4 Phil Dryburgh; 5 Nick Runcie; 6 Calum King. **FL** Daily 1m09.206s (65.902mph). **P** Daily. **S 22.**
GROUPS A&C (12 LAPS) 1 Clark 10m56.353s (69.488mph); 2 Sutherland +0.949s; 3 McNaughton; 4 Harper; 5 Michael Courts; 6 Kinghorn. **FL** Courts 1m04.203s (71.056mph). **P** Clark. **S 23.**

OULTON PARK

VSCC, JULY 18

BOULOGNE TROPHY RACE FOR VINTAGE RACING CARS (9 LAPS) 1 Tom Walker (Amicar-Hispano Special) 12m04.74s (74.21mph); 2 Tony Lees (AC/CN Cognac Spl) +0.67s; 3 Charles Gillett (Frazer Nash Super Sports); 4 Jonathan Cobb (FN-Ford); 5 Justin Maers (GN Parker); 6 Duncan Wood (Morgan Super Aero). **Handicap Maers.** **FL** Lees 1m18.25s (76.37mph). **P** Lees. **S 17.**

PREMIER CRU PRE-1941 RACING CARS (16 LAPS) 1 Paddins Dowling (ERA R10B) 20m00.23s (79.66mph); 2 Nick Topless (ERA R4A) +0.44s; 3 Ben Fidler (ERA AJM1); 4 Duncan Ricketts (Alta); 5 Stephen Shoosmith (Bugatti T51); 6 Chris Hudson (Bugatti T35B). **HC** Ricketts. **P** Topless. **FL** Dowling 1m13.72s (81.06mph). **S 6.**

HAWTHORN MEMORIAL & SPANISH TROPHIES RACE FOR PRE-'61 RACING CARS (12 LAPS) 1 Fred Harper (Kurtis Indy Roadster) 14m54.02s (80.21mph); 2 Robin Longdon (Lola

Mk2) +2.07s; 3 Paddins Dowling (ERA R10B); 4 Nick Topless (ERA R4A); 5 Bill Grimshaw (Moorland Mk1); 6 Christian Pedersen (Austin 7 Monoposto). **CW** Dowling. **HC** Matt Ricketts (Cooper T41). **FL** Harper 1m12.82s (82.07mph). **P** Harper. **S 9.**

BILL PHILLIPS TROPHY RACE FOR STANDARD & MODIFIED PRE-WAR SPORTS-CARS, GROUP A (9 LAPS)

1 Andrew Mitchell (HRG 1 1/2-litre) 12m59.21s (69.02mph); 2 Tim Kneller (Riley TT Sprite) +1.90s; 3 Mark Brett (Ballamy-Ford LMB V8 Spl); 4 John Guyatt (Talbot Lago T150C); 5 Jo Blakeney-Edwards (FN Super Sports); 6 Andy Bush (Riley TT Sprite Rep). **HC** Guyatt. **FL** Mitchell 1m24.39s (70.81mph). **P** Sue Darbyshire (Morgan Super Aero). **S 15.**
GROUP B (8 LAPS) 1 Nigel Hall (Lagonda LG45) 12m40.45s (62.87mph); 2 Nic Rossi (Alfa Romeo 6C 1750GS) +3.20s; 3 Fred Boothby (MG J2); 4 Duncan Potter (MG Monthlery Middel); 5 Steven Pryke (FN TT Rep); 6 Adam Gentilli (FN TT Rep). **HC** Potter. **FL** Hall 1m30.78s (65.83mph). **P** Boothby. **S 21.**

OULTON PARK TROPHY RACE FOR SPECIAL PRE-WAR SPORTS-CARS (9 LAPS) 1 Jonathan Cobb (Frazer Nash-Ford) 12m30.56s (71.66mph); 2 David Pryke (Riley 12/4 TT Sprite Rep) +21.19s; 3 Richard Iliffe (Riley Kestrel 12/4 Special); 4 Tim Kneller (Riley TT Sprite); 5 Durward Lawson (Riley Special); 6 Charles Jones (MG L Magna). **HC** Malcolm Underwood (Delahave 135). **FL** Cobb 1m21.54s (64.51mph). **P** Cobb. **S 16.**

PRE-WAR SCRATCH RACE (8 LAPS) 1 Julian Grimwade (Frazer Nash Norris Spl) 10m47.82s (73.80mph); 2 Tim Greenhill (Wolseley Hornet Spl) +0.90s; 3 Tony Lees (AC/GN Cognac Spl); 4 Christian Pedersen (Austin 7 Monoposto); 5 Mike Painter (MG Kayne Spl); 6 Harry Painter (MG PA). **CW** Greenhill, Lees, Pedersen. **HC** Mike Painter. **FL** Grimwade 1m18.95s (75.19mph). **P** Lees. **S 20.**

PRE-WAR HANDICAP RACE (5 LAPS) 1 Anthony Fenwick-Wilson (Raitlon LS Tourer 'Rosita') 11m56.14s (60.84mph); 2 David Seber (Wolseley Hornet Spl) +4.39s; 3 Noel Rannels-Moss (Vauxhall 30-98 Velox 'Salome'); 4 Mark Brennan (Alvis 12/50); 5 Michael New (Riley 12/4); 6 Tim Parker (Lagonda 2-litre SML). **FL** Seber 1m29.88s (66.49mph). **S 24.**

PRE-WAR HANDICAP RACE (5 LAPS) 1 Bill Cleynard (Wolseley Hornet Spl) 7m44.41s (66.49mph); 2 Christian Pedersen (Austin 7 Monoposto) +0.96s; 3 Nick Hine (Lagonda LG45); 4 Mike Painter (MG Kayne Spl); 5 Tony Seber (Wolseley Hornet Spl); 6 John Earle Marsh (Alvis Silver Eagle). **FL** Pedersen. 1m18.26s (76.26mph). **S 13.**

VSCC TEAM RELAY RACE (60 MINS) 1 Mr Rude, Mr Mean & Mr Uppity; Charles Gillett (FN Super Sports), Jonathan Cobb (FN-Ford), Justin Maers (GN Parker) 43 laps; 2 All The President's Men; David Pryke (Riley 12/4 TT Sprite Rep), Tim Kneller (Riley 12/4 Spl), Richard Iliffe (Riley 12/4 Kestrel Spl) 42 laps; 3 Making Up The Numbers; Sue Darbyshire (Morgan Super Aero), John Guyatt (Talbot Lago T150C), Mark Brett (Ballamy-Ford LMB V8 Spl) 41 laps; 4 The Whipping Boys; Simon Blakeney-Edwards & Paul Bullett (FN Super Sports), Ian Bingham (FN Geoghegan Spl) 38 laps; 5 Team Tortoise; Nicholas Lees (Riley Spl), Michael New (Riley 12/4), Colin Wolstenholme (Riley Racing MPH), 38 laps; 6 Chainless; Nick Hine (Lagonda LG45), Leonard Lord (Riley Falcon Spl), Robert Wardale (Riley Spl), 38 laps. **HC** The Three Musty Steers; Fred Boothby (MG J2); Anne Boursot & Hamish McNinch (MG PA). **FL** Cobb 1m21.44s (73.38mph). **S 18 x3.**

CADWELL PARK

BRSCC, JULY 18-19

MAZDA MX-5 SUPERCUP (11 LAPS) 1 Alan Henderson 18m47.573s (76.80mph); 2 Anthony Nield +14.469s; 3 Liam Murphy; 4 Chris Dawkins; 5 George Line; 6 Jonathan Clements. **FL** Henderson 1m41.458s (77.60mph). **P** Henderson. **S 28.** **RACE 2 (9 LAPS)** 1 Murphy 15m38.398s (75.51mph); 2 Henderson +0.352s; 3 Nield; 4 Dawkins; 5 Clements; 6 Jonathan Greensmith. **FL** Dawkins 1m42.471s (76.83mph). **P** Henderson. **S 28.** **RACE 3 (11 LAPS)** 1 Clements 21m05.136s (68.45mph); 2 Murphy +0.364s; 3 Greensmith; 4 Henderson; 5 Paul Sheard; 6 James Blake-Baldwin. **FL** Murphy 1m42, 492s (76.81mph). **P** Murphy. **S 20.**

ALFASHOP ALFA ROMEO (12 LAPS) 1 Graham Seager (GTV) 20m38.563s (76.28mph); 2 Chris Snowdon (33 16V) +0.872s; 3 Roger Evans (147 GTA); 4 Bryan Shrubbs (33 16V); 5 Andy Robinson (156); 6 James Ford (156 Twinspark). **CW** Ford; Ray Foley (156 GTA). **FL** Shrubbs 1m40.025s (78.69mph). **P** Seager. **S 21.** **RACE 2 (12 LAPS)** 1 Shrubbs 20m53.121s (75.39mph); 2 Seager +4.585s; 3 Robinson; 4 Foley; 5 Paul Plant (156); 6 Ford. **CW** Foley; Plant. **FL** Shrubbs 1m40.042s (78.69mph). **P** Seager. **S 22.**

MAZDA MX-5 (12 LAPS) 1 Brian Chandler 21m22.291s (73.67mph); 2 Simon Baldwin +1.044s; 3 Sam Smith; 4 Ben

Tuck; 5 Paul Bishop; 6 Simon Goddard. **FL** Smith 1m45.294s (74.77mph). **P** Chandler. **S 28.** **RACE 2 (8 LAPS)** 1 William Stephenson 20m14.361s (51.86mph); 2 Kevin Dengage +0.403s; 3 Carl Andrew; 4 Matthew Tasker; 5 David Henderson; 6 Paul Austin. **FL** Dengage 1m50.614s (71.17mph). **P** Tasker. **S 26.** **RACE 3 (12 LAPS)** 1 Chandler 21m31.941s (73.12mph); 2 Baldwin +2.868s; 3 Tuck; 4 Smith; 5 Darron Lewis; 6 Martin Tolley. **FL** Chandler 1m46.111s (74.19mph). **P** Chandler. **S 27.** **RACE 4 (11 LAPS)**

1 Lewis Field 20m12.802s (71.40mph); 2 Adam Craig +4.912s; 3 Simon Drinkall; 4 Chris Hart; 5 Michael Lawson; 6 Drew Forster. **FL** Field 1m48.866s (72.32mph). **P** Field. **S 26.** **RACE 5 (12 LAPS)** 1 Chandler 21m36.932s (72.84mph); 2 Lewis +1.164s; 3 Smith; 4 Bishop; 5 Tuck; 6 Tolley. **FL** Tuck 1m46.211s (74.12mph). **P** Chandler. **S 28.** **RACE 6 (9 LAPS)** 1 Brian Trott 20m04.305s (58.83mph); 2 Graham Colby +2.059s; 3 Tim Penton; 4 Matthew Tasker; 5 Bryn Griffiths; 6 Ivan Leary. **FL** Trott 1m48.321s (72.68mph). **P** Colby. **S 23.**
TOYOTA MR2 (11 LAPS) 1 Dave Hemingway 20m28.703s (70.48mph); 2 Adam Lockwood +0.677s; 3 Aaron Pullan; 4 Nathan Harrison; 5 Kevin Molyneux; 6 Peter Highton. **FL** Hemingway 1m49.304s (72.03mph). **P** Lockwood. **S 17.** **RACE 2 (8 LAPS)** 1 Pullan 14m45.680s (71.11mph); 2 Lockwood +4.416s; 3 Clowes; 4 Highton; 5 Paul Corbridge; 6 Paul Lawrie. **FL** Pullan 1m48.796s (72.36mph). **P** Hemingway. **S 17.**

FORMULA JEDI (6 LAPS) 1 Lee Morgan 8m29.277s (92.75mph); 2 Michael Watton +0.262s; 3 Paul Butcher; 4 Richard Gittings; 5 Dan Clowes; 6 Ben Hingeley. **FL** Hingeley 1m21.560s (96.53mph). **P** Morgan. **S 15.** **RACE 2 (15 LAPS)** 1 Hingeley 21m03.095s (93.49mph); 2 Watton +4.416s; 3 Clowes; 4 Gittings; 5 Butcher; 6 Ryan Harper-Ellam. **FL** Hingeley 1m22.464s (95.47mph). **P** Watton. **S 16.**

NIPPON CHALLENGE & DEUTSCHE MARQUES CUP (5 LAPS) 1 James Janicki (Nissan Skyline) 8m39.140s (75.82mph); 2 Rob Horsfield (Toyota MR2 Mk2 Speedster) +6.170s; 3 Lee Gillard (Subaru Impreza); 4 Nerijus Zabotka (Subaru Impreza); 5 Michael Hamlett (Honda Civic Type R); 6 Paul Roddison (Mazda MX-5). **CW** Zabotka; Hamlett; Roddison; Thorpe Hutson (Toyota NR3); Mark Astall (BMW 320); Simon Thorpe (BMW 325 Ti); Greg Barlow (BMW Compact). **FL** Horsfield 1m41.623s (77.47mph). **P** Janicki. **S 28.** **RACE 2 (6 LAPS)** 1 Horsfield 14m31.463s (54.20mph); 2 Janicki +0.225s; 3 Gillard; 4 Zabotka; 5 Roddison; 6 Andrew Roberts (Honda Civic). **CW** Zabotka; Roddison; Craig Rankine (Toyota MR2); Thorpe; Roger Pullan (Audi A3). **FL** Horsfield 1m41.080s (77.89mph). **P** Janicki. **S 24.**

TRICOLOR TROPHY & HYUNDAI COUPE CUP (9 LAPS) 1 Simon James (Citroen Saxo VTS) 15m53.410s (74.32mph); 2 Carl Chambers (Peugeot 306) +1.758s; 3 Kevin Jones (Renault Clio); 4 David Clark (Renault 5GT Turbo); 5 Andrew Mitchell (Peugeot 205 GTI); 6 Gareth Nutley (Peugeot 205 GTI). **CW** Clark; Mitchell; Ian Collins (Citroen Saxo); Gerrard Merriman (Citroen Saxo); Simon Miles (Hyundai Coupe). **FL** James 1m44.058s (75.66mph). **P** James. **S 25.** **RACE 2 (8 LAPS)** 1 James 14m16.174s (73.56mph); 2 Clark +0.423s; 3 Mitchell; 4 Jones; 5 Matthew Darlington (Peugeot 106 GTI); 6 Collins. **CW** Clark; Mitchell; Darlington; Robert Buckland (Renault Clio); Merriman; Alex Cursley (Hyundai Coupe). **FL** Mitchell 1m44.362s (75.44mph). **P** James. **S 24.**

PORSCHE CLUB CHAMPIONSHIP (11 LAPS) 1 Richard Styryn (Boxster) 18m45.355s (76.95mph); 2 Ed Hayes (Boxster) +0.054s; 3 Garry Lawrence (Boxster); 4 Richard Avery (Boxster); 5 Nick Hull (Boxster); 6 Adam Croft (924). **CW** Croft. **FL** Hayes 1m40.397s (78.42mph). **P** Styryn. **S 11.** **RACE 2 (12 LAPS)** 1 Styryn 20m33.553s (76.59mph); 2 Hayes +0.857s; 3 Lawrence; 4 Avery; 5 Adam Southgate (Boxster); 6 Hull. **CW** Croft. **FL** Styryn 1m41.319s (77.70mph). **P** Styryn. **S 11.** **RACE 3 (12 LAPS)** 1 Southgate 20m20.644s (77.40mph); 2 Avery +27.178s; 3 Lawrence; 4 Styryn; 5 Philip Waters (924); 6 Croft. **CW** Waters. **FL** Southgate 1m40.464s (78.36mph). **P** Hull. **S 11.**

RALLYCROSS

PEMBREY, JULY 19

MSA BRITISH RALLYCROSS CHAMPIONSHIP (6 LAPS) 1 JULIAN GODFREY (FORD FIESTA) 5M27.471S; 2 Andy Scott (Peugeot 208) +0.956s; 3 Andy Grant (Ford Focus) +16.387s; 4 Ollie O'Donovan (Ford Fiesta) +1.183s; 5 Steve Hill (Mitsubishi Evo) +1 lap; 6 Steve Mundy (Ford Focus) DNS. **CHAMPIONSHIP:** 1 Godfrey 202; 2 Scott 189; 3 O'Donovan 169; 4 Grant 168; 5 Kevin Procter (Ford Fiesta) 160; 6 Hill 124. **SUPERATIONAL RALLYCROSS CHAMPIONSHIP (6 LAPS)** 1 Gareth Wood (Ford Ka) 6m01.375s; 2 Mike Howlin (Ford Fiesta) +1.188s; 3 Steve Cozens (Renault Clio); 4 Todd Crooks (BMW Mini); 5 Daniel Rooke (Citroen AX); 6 Vincent Bristow (BMW 328).



SUZUKI SWIFT RALLYCROSS CHAMPIONSHIP (ALL 1.6 SUZUKI SWIFT) (6 LAPS)

1 Aiden Hills 6m17.115s; 2 Tristan Ovenden +1.337s; 3 Jack Brown; 4 Rob Maynard; 5 Darren Scott; 6 Jake Taylor.

JUNIOR SWIFT RALLYCROSS CHAMPIONSHIP (ALL 1.3 SUZUKI SWIFT) (6 LAPS)

1 Bradley Durdin 6m57.846s; 2 Drew Bellerby +2.736s; 3 Sam Jones; 4 Thomas Constantine.

RX150 RALLYCROSS CHAMPIONSHIP (ALL RX150) (6 LAPS)

1 Chrissy Palmer 5m47.893s; 2 Stephen Jones +9.065s; 3 Jann Mardenborough; 4 Marc Scott; 5 Tony Bardy; 6 Richard Moore.

PEUGEOT 106 HOT HATCH (6 LAPS)

1 Craig Lomax (Citroen C2) 6m06.581s; 2 Tomasz Wielgosz (Peugeot 106) +2.736s; 3 Tomasz Marciniak (Citroen Saxo); 4 Robert Potyra (Citroen Saxo); 5 Slawomir Woloch (Citroen Saxo); 6 Paul Maybourne (Citroen Saxo).

RETRO RALLYCROSS (4 LAPS)

1 Barry Stewart (Porsche 911) 4m04.903s; 2 Rob Gibson (MG Metro 6R4) +1.281s; 3 Ian Shelley (Rover Mini); 4 Stewart Bowes (Austin Mini); 5 Paul Smith (VW Polo); 6 Ray Morgan (Ford Escort).

BOULEY BAY

HILLCLIMB, JULY 16

ROUND 19 1 Trevor Willis (3.2 OMS-RPE 28) 38.09s; 2 Alex Summers (3.5 Gould-NME GR61X) 38.32s; 3 Wallace Menzies (3.5 Gould-NME GR55) 38.53s; 4 Scott Moran (3.5 Gould-NME GR61X) 38.67s; 5 John Bradburn (3.5 Gould-Cosworth GR55) 38.76s; 6 Darren Warwick (2.0 Dallara-Opel) 38.79s; 7 Tom New (3.5 Gould-NME GR55) 38.80s; 8 Jason Mourant (3.2 OMS-RPE 25) 39.44s; 9 Richard Spedding (1.6 GWR-Suzuki Raptor 3) 39.59s; 10 Will Hall (2.0 Force-AER/Xtec WH) 39.87s; 11 Alastair Crawford (2.8 Gould-NME GR55) 39.96s; DNF Jos Goodyear (1.3s OMS-Suzuki Raptor).

ROUND 20 CANCELLED

CLASSES Barry Moignard (3.5 Skoda-Rover Special Saloon) 44.90s; Mark Spencer (3.6t Porsche 996) 47.58s RECORD; Richard Buchanan (1.8 Caterham-Ford) 49.33s; Dave Warburton (2.5 Caterham-Durated) 45.53s RECORD; Dexter Le Sauvage (1.0t Daihatsu Charade GTT) 53.07s; Ian Le Sauvage (3.2 BMW M3) 47.69s; Mick Lancashire (1.4 Westfield Megabus) 46.52s; Len Amy (2.0 Mallock Mk32) 44.85s; Stevie Leonard (2.0 Ford Escort Mk 2) 47.31s; Kevin Rault (2.4 Ford Anglia) 47.58s; Ricky Le Cheminant (1.1 OMS-Suzuki PR) 42.44s; Spedding 39.86s; Goodyear 37.79s RECORD; Willis 38.37s.

VAL DES TERRES

HILLCLIMB, JULY 18

ROUND 21 Moran 26.99s Outright RECORD & BTD; 2 Warwick 27.82s; 3 Menzies 27.99s; 4 Hall 28.12s; 5 Nick Saunders (1.6 Reynick-Suzuki) 28.27s; 6 Summers 28.28s; 7 Spedding 28.66s; 8 Bradburn 29.37s; 9 David Uren (1.3t Force-Suzuki PC) 29.54s; 10 Justin Smith (1.6 OMS-Suzuki) 29.58s; 11 Chris Guille (2.0 OMS-Vauxhall CF04) 29.83s; DNF Sarah Gaudion (1.6 OMS-Suzuki CF08).

ROUND 22 Warwick 28.05s; 2 Hall 28.15s; 3 Menzies 28.27s; 4 Saunders 28.42s; 5 Spedding 29.12s; 6 Uren 29.75s; 7 Ian Le Messurier (1.3 Lemtec-Suzuki DB03) 29.92s; 8 Guille 30.44s; 9 Smith 30.51s; 10 Paul Le Messurier (1.3 Lemtec-Suzuki DB03) 30.55s; 11 Crawford 32.11s; 12 New 32.61s.

CLASSES Gary Duquemin (2.0 Ford Escort Mk2) 55.09s; Ian Shorto (1.3 Westfield Megabus) 33.81s; Martin Dorey (1.7 Westfield-Ford) 34.66s; Ian Le Messurier 29.96s; John Ledbrook (2.0t Ford Anglia) 35.53s; Warburton 34.46s RECORD; Ian Le Sauvage 34.30s; Spencer 36.80s; Ian Gillespie (1.8 MH ZR) 39.34s; Mark King (4.5 Bodyline Rocksand Special) 31.07s; Jordan Caradeu (0.6 Hi-Tec Yamaha) 31.62 RECORD; Jim Mallett (1.0 Empire-Suzuki 002) 29.91s; Spedding 28.52s; Warwick 27.99s RECORD; Moran 27.42s RECORD.

CHAMPIONSHIP POSITIONS AFTER ROUND 22 1 Summers 156pts; 2 Moran 132pts; 3 Menzies 127pts; 4 Willis 121pts; 5 Hall 117pts; 6 Goodyear 87pts; 7 New 71pts; 8 Bradburn 64pts; 9 Crawford 56pts; 10 Uren 47pts.



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THIS WEEK

LETTERS • ON TRACK • TV PICKS • FROM THE WEB • AUTOSPORT.COM

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Bianchi's fledgling F1 career promised much

The world of F1 in mourning

Like millions of other F1 fans, I would like to send my condolences to the family of Jules Bianchi for the loss of their son, a rising star in the world of motorsport.

While attention is inevitably focused on the front of the grid on race weekends, it is easy to overlook the contribution of the hard-working racers at the back, the potential future stars of F1.

Jules undoubtedly had this talent. His manner on and off track was impeccable. His points-finish in Monaco last year

made him the driver of the season for me. To bring a car like a Marussia around the most unforgiving track in F1 and score the team's first, and only, points that season showed massive potential and gave fans hope that, in a season of one-team, two-driver dominance, F1 could still excite and inspire.

A future Ferrari driver. A future F1 champion. A young man who gave F1 hope of a new era. RIP Jules Bianchi.
Adrian Townsend, Retford, Nottinghamshire

While I don't doubt much of

what you wrote on the cost of enjoying F1 (July 16), you fall into the trap of confusing cost with value.

If I shell out £150 for an uncomfortable seat, in a grandstand with no roof, with so little room that my knees are close to my chin and I am forced to be intimate with the person I am sitting next to, the value starts getting debatable.

As for Dieter Rencken, who I respect enormously, please don't insult my intelligence by telling me that what I am spending is 'an absolute bargain', purely based on that fact that it doesn't make the host a profit – cost is *not* value.

The problem lies in the sentence elsewhere in his piece, revealing that just to break even; what sort of business model is that? The problem clearly lies in

the hosting fees; if the venue is fleeced to put the race on, I think we know who is ultimately going to pay. So, as ever, the root of the problem is with the commercial rights holder, and we all know who that is...

Alan Neale
By email

Most people accept F1 is what it

is, so will never be cheap, but commercialism has gradually eroded its accessibility.

As mentioned, F1 races are increasingly in obscure parts of the world. And unless you are a grade-A celebrity, you can forget getting anywhere near the pitlane or seeing any of the teams or drivers.

Most F1 fans are interested generally in motorsport and would attend the British GP with other events such as Goodwood, BTCC and the AUTOSPORT show.

They are growing in contrast to F1

because they provide something which F1 can't: the ability to meet motorsport celebrities, getting close to the cars and getting close to the action in the pitlane.

F1 has become such a commercial entity that the fans are not the main focus.
Charles Goodall
Runcorn

Ken Davies' letter (July 16) about

Lewis Hamilton's dress-code moment at Wimbledon was aimed at the wrong target; Lewis was, according to the newspapers I read, offered a jacket and tie, but declined. His spokesman raised the subject of an "unfortunate misunderstanding"; what was it he didn't understand about the jacket and tie rule, which is by no means limited to Wimbledon?

Mark Cole
Buckingham

BIG NUMBER

1924

The Spa 24 Hours was first held in 1924. Henri Springuel and Maurice Becquet won in a two-litre Bignan

MILESTONE

4

Lewis Hamilton shares the record for most Hungarian Grand Prix victories with Michael Schumacher. He won in 2007, '09, '12 and '13



HUNGARY '09

FERRARI/LAT

WHAT'S ON TRACK IN THE UK

EVENT OF THE WEEK



Silverstone Classic celebrates 25th year

GRIFFITHS/LAT

SILVERSTONE CLASSIC

July 24-26

Celebrating its 25th anniversary, the Silverstone Classic historic festival returns for three days of racing and

entertainment. Historic Formula 1, Le Mans prototypes, GTs, sportscars and touring cars all take to the

track making this an event not to miss. It's right up there with the Goodwood Revival as a must-see historic event.

KIRKISTOWN 500MRCI

July 25

MRCI regulars such as Formula Ford, Saloons, GTs, Karts and Roadsports return to the Kirkistown circuit.

BRANDS HATCH BARC

July 25-26

A packed bill of tin-top races features the Clio Cup and Classic Touring Cars.

DONINGTON PARK BARC

July 25-26

The always-exhilarating British Truck championship headlines the bill, with Pickups and others on the supporting bill.



JONES



EBREY/LAT

BARC

SNETTERTON MSVR

July 25-26

With GTs, single-seaters and saloons on track there's something for everyone to enjoy at Snetterton.

WISCOMBE PARK BRITISH HILLCLIMB

July 25-26

The notoriously-demanding hillclimb in Devon plays host to the multi-class MSA British championship.

WHAT'S ON TRACK AROUND THE WORLD



F1

HONE/LAT

GP3 SERIES

Rd 4/8

Hungaroring, Hungary

July 25-26

gp3series.com

PORSCHE SUPERCUP

Rd 5/8

Hungaroring, Hungary

July 26

porsche.com

HUNGARIAN GRAND PRIX

Rd 10/19

Hungaroring, Hungary

July 26

f1.com

SPA 24 HOURS

Blancpain Endurance Series

Rd 4/5

Spa, Belgium

July 25-26

blancpain-gt-series.com

GP2 SERIES

Rd 6/11

Hungaroring, Hungary

July 25-26

gp2series.com

S. BLOXHAM/LAT



GP2



GT crews tackle the Spa 24 Hours

NASCAR SPRINT CUP

Rd 20/36

Indianapolis, Indiana, USA

July 26

nascar.com

UNITED SPORTSCAR (PC AND GTD ONLY)

Lime Rock, Connecticut, USA

July 25

imsa.com

SUPER TC2000

Rd 6/12

San Luis, Argentina

July 26

super-tc2000.com.ar

FROM THE SOFA

WHAT'S ON TELEVISION



Walker, with Dumfries, in his commentary pomp

LAT

An apology to Murray Walker

IT TURNS OUT MY BOLSHY

younger self was wrong. It's taken a while to realise it, and in fairness it wasn't like I'd personally insulted him or campaigned for his removal, I'd just grumbled at a television a lot in the nineties and moaned about him in pub conversations. That was unjust. I get it now. I see why Murray Walker is a national treasure.

A Walker reassessment wasn't the epiphany I was expecting. In the absence of a 2015 German GP, I re-watched some old Hockenheim Formula 1 races seeking TV column inspiration, starting with 1986.

I used to find Walker's errors frustrating and the strength of his patriotism grating. Having been born in 1980 and only a motorsport devotee from the early nineties, I probably missed the Murray heyday. And he was also victim of my contrarian teenage objections to anything popular – supporting Formula 1's 'top Brit' of the day was an unthinkable to me as admitting to liking the number one single in the charts (this caused some issues in the mid-nineties period when

the nation collectively decided to improve its musical taste), so when the lead F1 commentator assumed every viewer shared his delight at Nigel or Damon's latest success, my hackles rose.

An odd chuckle over 1980s TV directing (why watch Keke Rosberg pass Nelson Piquet and Ayrton Senna for second and first in quick succession when you could zoom in on Allen Berg's 23rd-placed Osella minding its own sedate business?), and limited camera angles and consequent blind spots was no surprise when watching Hockenheim '86. What did catch me off-guard was how much I enjoyed the atmosphere Walker created.

Maybe not every nuance of how the four-way Rosberg/Piquet/Senna/Alain Prost multiple tyre strategy and fuel-conservation-balancing victory fight was unfolding was articulated with the precision an AUTOSPORT reader or Sky Sports F1 viewer would want, but the

"The strokes were broad enough for the casual viewer"

strokes were broad enough to inform and entertain the casual channel-flicker in a four-channel world. And there really was magic in the rhythm of his delivery, an alluring lyrical quality very much of its time. Yes, much of the commentary was simply listing the race order in a slightly evocative manner, but in a pre-live-timing and scant on-screen graphics era that didn't hurt. The misidentifications – generally swiftly corrected – were more forgivable given the period's limited tech.

It was telling how little of James Hunt's contribution to the commentary made the highlights cut. Walker certainly had to fill the bulk of the airtime, and with less data to call on, some alliterative repetition was actually a decent way of doing so. The juxtaposition would be harsher alongside the accessibly analytical style of a Martin Brundle later on, but seemed more natural when only punctuated by Hunt's sardonic asides.

Walker's intro piece was also a masterclass in being efficiently informative. Hockenheim atmosphere, title fight developments, Lotus getting Honda engines for 1987 and binning Johnny Dumfries for Satoru Nakajima, Keke Rosberg's retirement, rumours of Ferrari offering Nigel Mansell "£2 million!", latest on Jacques Laffite's recovery, rundown of main qualifying events – tick/tick/tick, all stories told in easy to follow fashion in under 3m40s with nothing more fancy than a bloke with a microphone and some interview cut-ins.

I also watched Hockenheim 1997. My bolshy teenage verdict on Jim Rosenthal stands.

Matt Beer



Forget Rosberg taking second – here's Allen Berg!

LAT

TV pick of

Edited by Chris Sharp



HONE/LAT

HUNGARIAN GP - LIVE

Sky Sports F1 - Live

Sunday 1230-1530

BBC 2 - Live

Sunday 1215-1515

After the cancellation of the German Grand Prix, F1 returns well-rested for round 10 of the championship at the Hungaroring, albeit with heavy hearts as the field comes to terms with news of Jules Bianchi's death. Lewis Hamilton has won in Hungary four times and will be hoping to extend his championship advantage, though Nico Rosberg will be equally keen to close the gap once more before the summer break.



LAT

1992 MEXICAN GRAND PRIX

Sky Sports F1

Sunday 1615-1715

When Sky's coverage of this year's Hungarian Grand Prix finishes, stick around and relive what would be Formula 1's last visit to Mexico for 23 years, featuring a dominant victory for Nigel Mansell, the last appearance of the venerable McLaren MP4/6B, and the first appearance of a young Michael Schumacher on the F1 podium. If you haven't seen F1 cars on the bumps and quick corners of Mexico City before, enjoy this but don't get too attached – the 2015 incarnation of the track is going to be a little different.

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ONLINE

Top stories on AUTOSPORT.com in the past week

BIANCHI DIES NINE MONTHS AFTER CRASH

The Bianchi family's announcement of Jules's death in hospital late last Friday inevitably dominated the weekend's Formula 1 news.

TRIBUTES TO JULES BIANCHI

Friends, colleagues, rivals and admirers from all forms of motorsport were quick to express their sadness at Bianchi's passing.

NEW F1 START RULES 'A BIG CHANGE'

Nico Rosberg warned against underestimating the impact the new restrictions on F1 start systems would have when the lights go out.

SUMMER BREAK SET TO HELP McLAREN

Time to evaluate the MP4-30's development direction at the factory during the summer gap is expected to boost the struggling team's performance later in the season.

BUTTON BACKS 'GROUND EFFECT' AERO IDEA

Jenson Button believes moves to generate more downforce from an F1 car's underbody would be the right step in creating additional overtaking opportunities.



JULES BIANCHI: A LOST CHAMPION?

Edd Straw assessed what Jules Bianchi could have achieved had his career not been tragically halted.

the week



XPBIMAGES

SPA 24 HOURS - LIVE
Motors TV

Friday 1435-1515

Saturday 1500-2005

Sunday 0700-1105, 1200-1500

Audi's crack squad WRT leads the Blancpain standings heading to the series' premier event, which it won last year by just seven seconds. But the Spa 24 Hours is absolutely wide open, with Bentley and Nissan fresh from victories in the last two rounds, and rapid contenders from BMW, Mercedes, McLaren, Lamborghini, Aston Martin and Ferrari too. Motors TV offers an excellent package of live coverage, including Friday's final qualifying session.



LePAGE/LAT

NASCAR INDIANAPOLIS - LIVE

Premier Sports

Sunday 2000-0000

As a series that averages just under 2000 overtaking moves per race, NASCAR takes its passing seriously, and recent complaints about dull races have stung. The result is a string of race-specific aero tweaks designed to spice things up, with a higher-downforce package planned for its Brickyard 400 at Indianapolis. You can watch in better fidelity than before, too, as Premier Sports shows the race in high definition for the first time.



MAUGER/LAT

HUNGARY GP2 - LIVE
Sky Sports F1

Sat 1435-1605/Sun 0930-1045

Something odd happened in the 2015 GP2 season last time out at Silverstone: Stoffel Vandoorne didn't win. When you have a 65-point championship lead you can afford an off weekend, but it will have boosted pursuers Rio Haryanto, Alexander Rossi and Sergey Sirotkin's confidence.

Though it's not the greatest venue for racing (GP3 here can be trying), the Hungaroring has hosted some decent GP2 action – it was here that Jolyon Palmer and Felipe Nasr ended up wheel-banging and then arguing on the podium a year ago.



LePAGE/LAT

USC LIME ROCK - LIVE
Motors TV

Saturday 2015-2320

With all four United SportsCar classes only coming together for the series' blue-riband endurance events, there are times elsewhere when lower-profile categories take centre-stage.

So don't expect to see the usual Prototype and GT Le Mans headliners at Lime Rock – a track always pretty hairy for the LMP1s in the American Le Mans Series days – as this round is for Prototype Challenge and GT Daytona only. Though the pace will be slower and the field smaller (18 cars expected), the racing is equally fierce.

HOT ON THE WEB THIS WEEK

YouTube MARUSSIA'S RISING STAR HAPPY ON HOME TERRITORY



SEARCH FOR: Home Sweet Home - for Jules Bianchi

A YouTube search for 'Jules Bianchi' brings an unedifying combination of mawkish tribute videos and ghoulish crash footage. Instead we look back at this preview to the 2013 Monaco GP, in which the French ace enjoys the prospect of racing 'at home'.

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INTRODUCING

Louis Deletraz

Son of Jean-Denis is on BMW's books and is leading the way in Formula Renault



CV

Born April 22 1997
From Geneva, Switzerland



2015 1st in FR2.0 Eurocup with Josef Kaufmann Racing (3 wins); 1st in FR2.0 NEC with JKR (4 wins); FR3.5 debut with Comtec (above)
2014 2nd in FR2.0 NEC with JKR (1 win); three rounds of FR2.0 Eurocup with AVF
2013 19th in FR2.0 NEC with JKR
2012 Formula BMW Talent Cup (below)
2009-11 Swiss Vega Trofeo Karting champion



As the clear leader of the 2015 Formula Renault 2.0 Eurocup, 18-year-old Louis Deletraz has marked himself out as a standout performer among the cream of young racing talent.

The Geneva-born driver has blossomed in his third season with top German team Josef Kaufmann Racing, and also boasts a commanding lead in the FR2.0 North European Cup, having lost out to McLaren AUTOSPORT BRDC Award finalist Ben Barnicoat in last year's championship at the last gasp.

The surname is of course familiar to racing aficionados. The former Swiss karting champion admits to always being exposed to racing through the exploits of father Jean-Denis, a capable GT racer and sometime Formula 1 driver in the 1990s.

"At eight, I asked if I could do some karting and was told I was too young," recounts Deletraz of his earliest motor-racing ambitions. "Instead, we built a soapbox together during the winter in the garage. I did two years of fun, because it was not competitive at all. Then at 10, in 2008, I asked again about karting, and this time the answer was yes."

Two Swiss titles followed, the races being held largely in France and Italy as Switzerland has no circuits, before



Deletraz gained entry to the Formula BMW Talent Cup. Seven events of real races were held, but with no official results. The season was preparation for a 'Grand Final' meeting supporting the DTM at Oschersleben, where a champion would be decided.

"BMW did a selection of 16 drivers who were allowed to join the programme. It was just preparation all year because I was 14 years old at the start of the season, so the licence for us was not possible. I had pole position for all three races at Oschersleben. The first race I was P3, race two I won, and race three I had a crash. I was leading and someone tried an impossible move. There was big prize money at stake, something like €300,000..."

The title may have proved elusive, but Deletraz's performance brought him to the attention of Josef Kaufmann Racing. Speaking to Deletraz, it is clear the affection in which he holds the team.

"It's a real family team. Josef Kaufmann, who started the team in the 1980s, does most of the set-up. Then there is his son Lars who does all the data and is team manager. Some of the mechanics have been there for 20 years, and my mechanic is the uncle. I can go to Germany between races and sleep at their home, then work on the car."

Deletraz admits that at 15 he was "too young" to be successful in his maiden season in cars. Subsequent progress has been rapid, in part thanks to coaching by established sportscar racers Mathias Beche, and brothers Andrea and Giacomo Piccini.

This year, Deletraz also finds himself as one of four BMW junior drivers. The programme is designed to breed future touring car or GT stars, and Deletraz is set to start in this season's Zolder 24 Hours and Brno 12 Hours.

"[In the short term] my main programme is going to be single-seaters," says Deletraz, who is completing the final year of a Swiss Maturite in economics. "But everything is open. If BMW offer me a works drive, of course that would be a great opportunity to get paid for racing. I would love to do LMP1 or DTM, or why not go to Formula 1?"

Peter Mills

NEXT WEEK

Hungarian GP action

Plus: Spa 24 Hours; Nick Tandy interview



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