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POLE POSITION

Hungarian GP sends F1 into the break on a high

FOR SO MANY REASONS, THE HUNGARIAN GRAND PRIX was exactly the boost Formula 1 needed. A Ferrari victory not only allowed grand prix racing to go into the August break on the back of a race that got people talking in a way that another Mercedes victory definitely wouldn't have done, but also acted as the perfect tribute to Jules Bianchi – whose involvement with Maranello as part of its driver academy cannot be underestimated.

The race was also a lesson in what people want to see. It would be wrong to say the Hungarian GP was a classic in terms of wheel-to-wheel racing. But it did offer enough of it, on top of the shunts and errors, to keep viewers guessing. It's all about unpredictability, and a Sebastian Vettel win was not what anyone expected before the race.

Vettel's victory was a great example of calmness under pressure. He had the race in the bag before the safety car, and had to keep his cool thereafter to ensure he wasn't under attack from Nico Rosberg.

As for Nico, his call not to go onto the faster tyres for the final stint potentially cost him a win. If he loses the world championship by a relatively small margin, that decision could be the one that he has the most reason to regret.



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COVER STORY

“We knew that he would have been part of our team. This victory is for Jules”

Race report, p14



FIND US ON



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This week in F1



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RENAULT IN LINE FOR F1 BONUS PAYMENT

Renault could land a significant financial incentive by being declared an historic team should it decide to become a Formula 1 works marque again.

Discussions regarding Renault's future direction in F1 remain ongoing, with the French manufacturer looking at whether to quit altogether at the end of 2016,

continue as an engine supplier or return to the grid as a full manufacturer entry.

The final option, via a buy-out of Lotus, is being evaluated, with one of the conditions being that Renault joins Ferrari, Mercedes, McLaren, Red Bull and Williams in receiving extra revenue from Formula One Management.

At present FOM distributes 65 per cent of underlying revenues among the

qualifying teams, with 15 per cent of that going to the five aforementioned teams as a premium payment.

Asked if Renault would be considered an historic team, Ecclestone replied: "Yes. If they take over Lotus and do exactly what Mercedes and Red Bull did, that would be it.

"They [Renault] have talked about perhaps taking over Lotus, so there is

a way in for them, and we'd love to have them on board."

Renault managing director Cyril Abiteboul said: "It's not just money which is a crucial element in Formula 1, because there are always other issues to deal with, but certainly money is necessary. So this type of comment from Bernie is obviously a positive one."



XPB IMAGES

Raikkonen wants to stay at Ferrari

Kimi Raikkonen says he wants to remain at Ferrari in 2016, but is none the wiser about whether the team wants to keep him.

"I made it very clear to the team what I would like to happen, which is to be here next year, but I don't know any more than you guys," he said.

Bottas unclear over 2016 plan

Valtteri Bottas says he needs to wait before finalising his F1 future and does not know if he will stay with Williams in 2016.

There has been speculation he could join Ferrari next year to replace Kimi Raikkonen.

"Of course you want to know as soon as possible, but sometimes you need to wait," said Bottas.

When asked if he expects to be at Williams next year, he added: "I don't know. Nothing is confirmed."



DUNBAR/LAT

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No Renault upgrades until October

Red Bull must wait until the Russian GP in October before it can expect an updated Renault power unit, says team boss Christian Horner.

Reliability has been a particular problem, with both Daniel Ricciardo and Daniil Kvyat already using their fifth engine of the season.

"I don't think anything is scheduled now before Sochi," said Horner. "That is probably going to be the earliest we will see any form of development or use of tokens."

Meanwhile, Honda motorsport chief Yasuhisa Arai has said that McLaren can expect an upgraded engine at the first race after the summer break in Belgium.

"The power unit will have a big upgrade targeted at improving the power output from Spa," said Arai.



DUNBAR/LAT

TESTING SLASHED TO TWO DAYS FOR 2016

Formula 1 will run only two tests throughout 2016. The 10 existing teams and newcomer Haas will have just

eight days to prepare their cars for the season-opening Australian GP. Both tests will take place at Barcelona's Circuit de Catalunya,

with the first from March 1-4 and the second from March 15-18. For the first time since 2011, in-season testing will be banned.



Hamilton open to closed cockpits

Lewis Hamilton is open to the idea of closed cockpits following the accident that cost Jules Bianchi his life.

"I saw some pictures [of a closed-

cockpit design] – it must be a month ago maybe, I can't remember, it might have been a McLaren, which I think looked pretty cool," said the world champion.



S. BLOXHAM/GETTY IMAGES

McLaren would welcome GP2 teams in F1

McLaren would welcome the opportunity for GP2 teams to be able to step up to F1 with customer cars, according to its racing director Eric Boullier.

"We like the idea that a GP2 team, [such as] ART, could buy or rent two McLarens," Boullier told *F1 Racing* magazine when asked about the findings of the survey at June's Canadian GP.

"Straight away they would be competitive, without all the investment. Then the show would be better and it would give, say, our two McLaren young drivers, Kevin Magnussen and Stoffel [Vandoorne], a chance to do something."

SAUBER ANNOUNCES 2016 DRIVER LINE-UP

Sauber has re-signed Felipe Nasr and Marcus Ericsson for 2016.

Nasr and Ericsson joined Sauber this season and so far have scored 16 and

six points respectively.

Ericsson said: "I'm very happy Sauber has put its trust in my potential for another year."

Nasr, whose season highlight was fifth place in Melbourne, added: "The extension to the contract with the team is an important step in my career."

NASR v ERICSSON IN 2015

NASR		ERICSSON
9	Races	10
16	Points	6
5th	Best race finish	8th
8th	Best grid position	9th
575	Laps raced	572
1	Did not start	0
0	Did not finish	1



DUNBAR/LAT

Kimi is one of the most skilled drivers we have



Sebastian Vettel believes Ferrari team-mate Kimi Raikkonen has lost none of his talent.

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Lawrence Barretto

From the paddock

Daniil Kvyat has shown considerable savvy throughout a troubled season, and now he's delivering on Red Bull's hopes for him

Ahead of this year's Monaco Grand Prix, Daniil Kvyat was a man under pressure. Having been promoted to Red Bull's senior squad after a single season at Toro Rosso, the promising Russian struggled to make an impression in the opening five races.

While his team-mate Daniel Ricciardo scored good points in each of those, Kvyat failed to start one, retired from another, and finished ninth twice and 10th once. The 21-year-old soon found himself fielding the same questions race after race. Had he joined Red Bull too early? Was Toro Rosso chief Franz Tost over-egging it when he said Kvyat had the "champion gene"? Was he feeling the pressure?

Faced with this repetitious barrage, some drivers would snap back at their interlocutors and tormentors while others would simply clam up, but not Kvyat. Over the course of the season, he has dealt with the regular interrogations concerning his ability, and Red Bull's struggles, with aplomb. He comes across as unflappable. And when he says he doesn't care about his critics, you get the impression he means it.

When justifying handing Kvyat the Formula 1 gig with Toro Rosso for 2014, ahead of Carlos Sainz Jr and Antonio Felix da Costa, Red Bull motorsport advisor Helmut Marko cited the way Kvyat deals with setbacks as key. While all three contenders had problems, it was Kvyat who let them wash over him and got on with the job. That same approach has served him well in F1.

demonstrate some consistency, pushing Ricciardo far harder and rewarding those on the Red Bull junior programme selection committee who had faith in him.

His performance in the rain-hit British Grand Prix was impressive, though Red Bull's raft of modifications played its part. Had he followed Sebastian Vettel into the pits for intermediates, his pace in the wet was such that he would have been in contention for a podium.

As it was, he achieved that feat in the following race. Last weekend in Hungary, he became the second youngest podium finisher in F1 history. Of course, he was fortunate to take second, since it was a crazy race in which many drivers made mistakes that created opportunities. But Kvyat had no problem admitting that.

"The rivals were fighting and I found myself in second place," he said. "I definitely learned never to give up, whatever happens. It's a great lesson today."

Ultimately, you've got to put yourself in the position to take advantage of opportunities – and that's exactly what Kvyat did. There are still imperfections and there's some way to go before he's the finished article, but encouragingly he remains eager to learn, and as he says himself, he never gives up.

He does not take offence when given feedback, and while he has confidence in his own ability, he does not come across as cocky. And the calm, measured and considered character that comes to the fore when dealing with the media is also in action when working with the

“Ultimately, you’ve got to put yourself in the position to take advantage of opportunities”

When there were concerns that he was struggling with managing the rear tyres in the races last year, he beavered away at rectifying the problem. By the end of the season, he felt he was pretty much on top of it. This year, it took him a few races to settle in his new surroundings at Red Bull – but that's hardly a surprise. It was a huge step and he is now racing alongside a three-time race winner who had outperformed a four-time world champion the previous year. Then there's this year's Red Bull, which has for the most part been difficult to set-up and painfully unreliable. Not easy for a driver with one year of F1 experience and only four other years of racing cars.

Marko had no qualms about suggesting that Kvyat's results weren't good enough in the build-up to Monaco, but Kvyat brushed those comments aside and secured a career-best fourth place. That was the turning point of his season and something Kvyat admitted was a "massive relief". Since then, he has started to

team. He's always interested in hearing and discussing ideas or different ways of tackling a challenge.

Kvyat is learning quickly, as he has done throughout his racing career, and is starting to swat away obstacles more efficiently. Before joining F1, he raced in GP3 and Formula 3 simultaneously, coping with the steep learning curve that came with the challenge of switching between two very different cars, and, crucially, two types of tyre. That refusal to let anything beat him remains.

He is also getting on top of his qualifying troubles. That in turn is making life easier in races. More podiums will be tricky this season, but Kvyat has proved in Monaco, Britain and now Hungary that he's quick and calculating enough to put himself in contention.

It's still early, of course. Three good results do not confirm champion potential. But it is a glimpse of what could be to come. If he maintains this upward trajectory, there's not reason why he won't end up maximising that "champion gene".

This week in motorsport



OJJEH GOES FLYING IN SPA 24 HOURS

FORMER EUROPEAN LE MANS SERIES LMP2 champion Karim Ojje dramatically crashed out of last weekend's Spa 24 Hours when his Boutsen Ginion BMW Z4 GT3 took off

after impact with the barriers at the entry of Les Combes.

Ojje was unhurt in the accident and was able to extricate himself from the wreckage unaided.

BOLIVIER

8

IndyCar green-lights LED display

This weekend's Mid-Ohio IndyCar round will be the first in which cars will run with LED display panels.

The new 3mm thick panel will be on both sides of the airbox roll hoop on all cars. Derrick Walker, IndyCar president of competition and operations said: "IndyCar is committed to implementing new technology into the IndyCar Series and this project was about how we can enhance the at-track experience for fans at our events and allow them to understand more of what's going on."

Running positions will be displayed in red, pitting time will be shown in green, and 'PP' will flash in green when a driver activates push to pass. These will update at all of the track's timing points.



JOHN COTE

BMW rules out LMP1 return

BMW has ruled out a move into the World Endurance Championship's LMP1 class.

Jens Marquardt, the German manufacturer's motorsport boss, played down speculation in June that a 2017 entry was on the cards, but has now gone further. He said that the current regulations "do not fit our criteria" for competing.

He also dismissed the idea of a 'Garage 56' entry at the Le Mans 24 Hours showcasing the

technologies used in its electric-vehicle road cars and said that BMW had no plans to enter Formula E while the practice of swapping cars mid-race remained.



LAT

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Zanardi eyes Indianapolis 500

Alex Zanardi has revealed his desire to race in the Indy 500 for the first time. The two-time CART champion, who lost his legs at the Lausitzring in 2001, said that racing at Indy remained one of

his unfulfilled dreams. "I'm not going to be an unsatisfied old man if it doesn't happen, but I would love to do the Indy 500 if the right opportunity came up," he said.

REMEMBER WHEN



Zanardi last drove a Champ Car? Alex Zanardi has driven on an oval in an open-wheeler since losing his legs in 2001. Two years later, he returned to the Lausitzring to run the 13 laps he needed to 'finish' the race he crashed in behind the wheel of a specially-adapted Reynard Champ Car.

D'Ambrosio to stay in FE

Ex-Formula 1 driver Jerome d'Ambrosio will remain with the Dragon outfit in the 2015/16 Formula E season. The Belgian finished fourth in the standings, taking one win, and joins champion Nelson Piquet Jr in continuing in the series. "I have watched the entire Dragon Racing organisation produce race wins and podium finishes, and I feel that we have the opportunity to build on the knowledge and experience we all gained in season one," he said.



Audi continues in low-drag trim

Audi is on course to use the low-drag version of its R18 e-tron quattro LMP1 car for the remainder of this year's World Endurance Championship. The German manufacturer ran the aero specification that it introduced at the Spa WEC round in May and then used on all three cars at the Le Mans 24 Hours in a

two-day test at the Nurburging at the start of this week. Audi Sport boss Wolfgang Ullrich explained that this car rather than the high-downforce car used at the WEC season opener at Silverstone in April would be "the best solution" for the remaining five races.

In brief

McRAE HONOURED Colin McRae will be inaugurated into Rally Finland's Hall of Fame this week. McRae's best result in Finland was second at the wheel of a Ford Focus WRC in 2000, but locals took him to their hearts on his 1000 Lakes debut when he rolled a Subaru Legacy 13 times on his way to eighth overall.

CHAVES TO SHORT OVAL IndyCar rookie Gabby Chaves made his short-oval debut last weekend when he contested the Tony Stewart Classic midget race at the Indianapolis Speedrome. The Colombian came through from 11th on the grid to third before dropping to the back in an attempt to win a bonus payment. He finished fifth.

XFINITY DRIVERS HOT Several of the NASCAR Xfinity drivers suffered in the heat at Indianapolis last weekend. Elliott Sadler was the worst affected and needed to visit the medical centre.

HIRVONEN'S PODIUM Former WRC driver Mikko Hirvonen finished third in his first Cross Country rally, Baja Aragon in Spain, last weekend. The Finn drove a Mini ahead of his Dakar Rally bid.

LADA CUP IN LATVIA A group of World Rallycross stars, and AUTOSPORT correspondent Hal Ridge, contested the Lada Cup rallycross event at Birzi in Latvia. Local favourite Reinis Nitiss fared best in fourth place overall. Guy Wilks made the semi-finals, but Andreas Bakkerud rolled out and Toomas Heikkinen was only 32nd. Ridge finished 17th.

It seems to be fashionable to question my career whenever anything happens. I don't know why that is, but it's fine, it doesn't bother me.

Kris Meeke on Citroen boss Yves Matton's vociferous criticism of his driver's recent crashes



2016 BTCC calendar revealed

British Touring Car Championship organiser TOCA has announced that the 2016 calendar will remain the same as the past four seasons. Brands Hatch will once again bookend the 10 rounds while the only adjustment is the Croft round will be held a week earlier than this year on June 18-19. This shunts the rest of the meetings forward and means the finale in October is also earlier. The six-week summer break will remain in place between the Croft and Snetterton rounds.

2016 BTCC RACE DATES

1	Brands Hatch Indy	Apr 2-3
2	Donington Park	Apr 16-17
3	Thruxton	May 7-8
4	Oulton Park	Jun 4-5
5	Croft	Jun 18-19
6	Snetterton	Jul 30-31
7	Knockhill	Aug 13-14
8	Rockingham	Aug 27-28
9	Silverstone	Sep 17-18
10	Brands Hatch GP	Oct 1-2

Can Formula Renault 3.5 survive without Renault?

AUTOSPORT revealed last Friday that the French marque is ending its support of the 3.5 series. **PETER MILLS** asks what the future holds for the championship in 2016 and beyond



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What is now known as Formula Renault 3.5 effectively existed before the French marque got involved. So fans of the series should maintain some optimism following the French manufacturer's decision to end its 11-year support of the category at the conclusion of the season.

Formula Renault 3.5 was created for 2005 by a merger of Formula Renault V6 and Jaime Alguersuari Sr's World Series by Nissan. The latter morphed into FR3.5.

Discombobulated teams are now looking towards Alguersuari and his RPM organisation to take the series on following the departure of his major partner and backer. A key meeting to discuss strategy between the teams, RPM and Renault Sport was due to be held in Spain today (Thursday).

In a best-case scenario: the series remains on the existing World Series bill, Alguersuari sources a new title sponsor, and everyone carries on as before. But objectively, any rebranded FR3.5 series for



Renault Sport's Patrice Ratti is believed not to be behind the decision

2016 has a difficult act to follow.

Drivers who graduated to Formula 1 via the category recently showed their high esteem for the series by successfully backing calls to the FIA to increase FR3.5's superlicense points allocation from 30 to 35 (40 points are required over a three-year period to qualify). Those who engaged ranged from Sebastian Vettel to reigning FR3.5 champ Carlos Sainz Jr.

The popularity of the current format is also reflected in the huge number of fans who take advantage of (mostly) free tickets to attend World Series by Renault weekends.

WHY RENAULT PULLED OUT

Renault Sport would only confirm to AUTOSPORT that "a decision had been taken not to promote the FR3.5 next year, but it could continue with another promoter".

But it did pledge its continued support of the FR2.0 Eurocup and Renault Sport Trophy. However, it is believed the decision was made at a higher level in the company than Renault Sport's managing director Patrice Ratti or director of motorsport Jean-Pascal Dauce.

While there have been rumours of an overspend on the GT-style RS 01 Trophy car that was introduced this year, most believe the deciding issue related to the FIA's desire to consolidate the single-seater ladder into an F4, F3/GP3, F2, F1 format.

When the new F2 championship was proposed, it immediately created uncertainty for FR3.5. Bruno Michel's GP2 series was always favourite to win the FIA's F2 tender. Renault Sport did not submit a bid to the FIA, so unfavourable was its view of the commercial terms on offer for a would-be F2 promoter.

Negotiations between GP2 and the FIA to create F2 are ongoing and could lead to a framework for the series being presented to the World Motor Sport Council in September. Potentially, F2 could come into being



Formula Renault 3.5 was threatened by the FIA's Formula 2 plans

next year as a transition season before the planned introduction of a new car/engine for 2017, potentially with Renault turbo propulsion. Such a deal is still some way off and details are still being worked on.

There are also suggestions that Renault's decision to pull out of FR3.5 is related to the possibility of it re-establishing a works team in Formula 1. Sources have suggested this is the case and last week Bernie Ecclestone confirmed that Renault would be in line for extra payments as an historic F1 team should it decide to step in and take over the Lotus team.

WHAT DO THE TEAMS THINK?

Unsurprisingly, the most outspoken teams are those whose businesses are heavily dependent on the series. FR3.5 teams with a foot in F2/GP2 have been markedly less voluble, or even open to the idea of a consolidation on the motorsport ladder.

"To my perspective, there is room for both FR3.5 and GP2," one team boss told AUTOSPORT,

"Teams with a foot in GP2 have been markedly less voluble, or open to the idea of consolidation"

"because F2 prices will increase [from an FIA target budget of €1 million per car] to the current prices of GP2 because they're using the same car next year. When F2 gets its new car, I suppose that will be between €1.5m and €2m. So the necessity of FR3.5 will be even bigger next year and when F2 comes to light."

Another team boss revealed that a proposal for a €600,000 prize for



Fernando Alonso won title in 1999

A BRIEF HISTORY OF WORLD SERIES

The Spanish motor racing landscape was a desert in the 1980s and early '90s, leaving the country's top prospects such as Pedro de la Rosa, and brothers Jordi and Marc Gene, to further their careers abroad.

Former motorcycle racer, publisher and events promoter Jaime Alguersuari Sr recognised an opportunity to fill the void, and in 1998 launched the Open Fortuna by Nissan series for Coloni-built machines.

Donington was the only non-Spanish round on the inaugural calendar and the entry list was correspondingly packed with Iberian drivers. Fernando Alonso, the '99 champion, would become the brightest beacon for the series.

In 2002, the championship was rearmed with a potent three-litre V6 Nissan-powered Dallara, and rechristened World Series by Nissan. A merger with the short-lived Renault V6 Eurocup for 2005 created Formula Renault 3.5, the headline act on a new package: World Series by Renault.

Free tickets for the majority of races led to crowds frequently nudging 100 000. Robert Kubica was the maiden champion, and from 2005 to 2007 grids bulged at 30 cars: Renault had hit upon a



winning formula with its series.

An updated Dallara was introduced for 2008, but major changes came in 2012 when the long-serving Solution F engine was replaced by a new unit from Zytek, and DRS was fitted to the cars.

The series benefited from the kudos of Red Bull placing drivers including Sebastian Vettel in the category. In recent years, McLaren proteges Kevin Magnussen and Stoffel Vandoorne also starred.

Twelve drivers to start grands prix in the last three years were graduates of FR3.5.

next year's FR3.5 winner will be tabled to RPM on Thursday, along with a €200,000 for the top rookie.

Many teams still believe that the Formula Renault 3.5 format is worth fighting for. Says one source: "We have fought [GP2] over the last 10 years. The success of FR3.5 proves there is room for a second-flight championship to GP2. FR3.5 is needed even more with this F2 thing coming along."

"If there was nothing next year, where would people go? You would have a full GP2 grid and the budgets would go ridiculously high. It is rumoured F3 is going to be shrunk a little bit to make it better quality. I am talking to drivers for next year, so we know that the interest is there. There are 10 drivers confirmed for 2016 already, so at least for next year there should be something good."

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Karun Chandhok

The racer's eye

Both Lewis Hamilton and Nico Rosberg made critical errors last weekend, but Lewis has the mental strength to move on quickly

As far as Formula 1 fans go, I consider my mum and my wife pretty normal. They watch most races but aren't really fussed if they miss it. They don't work in the sport like I do and therefore have no bias. We don't often discuss the races at home, but on Sunday afternoon they were both impressed with how quickly the grand prix went.

My mum was less impressed with her points in AUTOSPORT's Grand Prix Predictor game, but after being convinced that everyone probably scored badly she eventually agreed that this was exactly what F1 needed after a week dominated by sad news away from the track.

A Ferrari victory was the last thing anyone expected this weekend. But a pair of lacklustre getaways by the Mercedes drivers from the front row suddenly presented Sebastian Vettel with a chance. He needed no second invitation. This was further confirmation that 2014 was a minor wobble in an otherwise extraordinary career since go-karts. Once in the lead, he drove beautifully.

That final stint when he had Nico Rosberg behind him was particularly impressive. There were no lock-ups approaching the restart, no mistakes, just clinical consistency corner after corner, lap after lap. When you look back over the years, it's always the special ones who put themselves in a position to capitalise when the favourites have an 'off day' – Kimi Raikkonen at Spa in 2004 and 2009, Fernando Alonso at Sepang in 2012, Ayrton Senna at Donington in 1993, Alain Prost in

superlative performance. I must say a special well done to Dr Helmut Marko for Sunday. As a former Red Bull Junior driver I know what a hard taskmaster he is. However, the top four drivers from Sunday's race were all given their F1 chances thanks to him and the result in Budapest fully justified his way of working.

So what of the championship favourites? Well, this weekend showed Lewis's brilliance and flaws in equal measure. On Friday and Saturday, he was just incredible. A driver in command and delivering a laptime with such little effort, it was almost Prost-like.

The mistake on the opening lap seemed indicative of frustration after that poor start. Like all drivers, Lewis would know about the slight bump under braking for that chicane and you could see him lock up the front wheel just at that point.

It seemed like he sort of ignored the fact that he now had about 100kg of fuel and three cars ahead creating turbulence. His recovery from there was typical feisty Hamilton stuff, but the second error on the restart was, by his own admission, pretty messy. It was a quick flashback to the more fragile Lewis of 2011. Thankfully, unlike in 2011, the now two-time world champion is a much stronger person mentally and will be able to put this race behind him quickly.

The man who may not be able to box up Sunday's events neatly and move on will be Rosberg. Lewis presented him with a great chance to tighten up the

“Like all drivers, Lewis would know about the slight bump under braking for that chicane”

Adelaide in '86 or Schumacher at Spa in '92. It's no fluke that this is the second time Vettel has done it this year.

The Red Bull-backed trio of Daniel Ricciardo, Daniil Kvyat and Max Verstappen all played to their cars' strengths at this circuit. But I don't think that the Russian was in great form this weekend. His qualifying deficit to Ricciardo was quite large – just over half a second – and his race pace wasn't brilliant, but a podium finish is still a podium finish.

The Aussie, on the other hand, was superb. I fully understand the need for team orders, but you don't want to see the calls happen unless justified. In this case, Daniel's pace and overtaking after his team-mate let him past was totally worth it. It was a great way to strike back after a recent run of races where he's been outperformed by his younger team-mate.

Verstappen's speeding error under the safety car could've been costly in a normal race, but under the circumstances, it'll be glossed over after an otherwise

world championship battle, or even take the lead, but two poor decisions ruined that. When I heard them broadcast Nico's radio call about staying on the medium tyre because Lewis was doing so, I assumed there would be a further call from the engineers saying, "Lewis has to run the mediums but you don't and you're now seven-to-eight tenths a lap slower" that wasn't transmitted and we would see Nico put the softs on.

Clearly, this was an error in strategy, as admitted by the team (see Ben Anderson's report on p32). I do wonder if, just like in Monaco, it was led perhaps by a call from the cockpit, meaning those on the pitwall need to be more forceful in communicating their thoughts, since they have more information at their disposal.

Nico's clash with Daniel was a 50/50, I think. However, as a world championship contender, on a day when you know your rival is having a shocker, you do wonder if he should have decided to leave a safer margin. On such split-second calls world titles are decided... ❧

HUNGARIAN GP

VETTEL STAGES A SMASH-AND-GRAB

A Ferrari victory looked unlikely on Friday, but the Scuderia put its troubles behind it and capitalised on Mercedes blunders to snatch the Hungarian Grand Prix. **BEN ANDERSON** explains





Vettel and Raikkonen both made strong starts to attack Mercedes



16

THE RACE 14:00, 26.07.2015



In the end this was a smash and grab of the sort Williams couldn't quite manage at Silverstone last time out.

Once again the two Mercedes were the class of the Formula 1 field, but yet again they threw away a formidable advantage with extremely poor starts. Unlike at Silverstone, where Lewis Hamilton and Nico Rosberg recovered to finish one-two, Mercedes wasn't able to bounce back in the Hungarian Grand Prix, allowing Sebastian Vettel to record his second win of the season for Ferrari and match Ayrton Senna's tally of 41 F1 victories.

Mercedes boss Toto Wolff admitted after the Hungaroring race that his drivers' recent bad getaways were starting to become a major concern. Hamilton and Rosberg comfortably locked out the front row in qualifying, but within seconds of the race getting under way (at the second attempt thanks to Felipe Massa forming up out of position first time around), the duo found themselves running third and fourth.

"We were jumped by the two Williams last time, jumped by the two Ferraris this time – we need to get on top of the situation, because it is unacceptable," Wolff said. "It's very difficult to get the calibration right, but from what I heard on the radio we had two very good practice starts, and then when it mattered we had too much wheelspin and [were] overtaken in a way you can't recover."

Vettel forced his way around Hamilton off the line, while Raikkonen followed his team-mate past as the field rounded Turn 1 for the first time.

Rosberg made a slightly better start than Hamilton and dived down the inside of his title rival, but he then locked up trying to prevent Raikkonen taking second spot into Turn 2, so had to concede to the second SF15-T. Ferrari thus found itself in a winning position, a situation that looked unthinkable after a terrible practice on Friday.

The Scuderia has struggled to keep pace with Mercedes since May's Spanish GP, and looked in danger of slipping into the clutches of Williams and Red Bull, especially after a British GP in which the rain saved Ferrari from being beaten by Williams, and possibly Daniil Kvyat's Red Bull too. Team principal Maurizio Arrivabene said his squad expected to be better at the Hungaroring, but Ferrari lost its way badly on Friday.

Both drivers complained of awful understeer, which saps laptime on a circuit that features several corner combinations. Vettel suffered several spins

as Ferrari's set-up changes shifted the balance too far the other way.

"On Friday we were struggling a lot and at one stage James Allison said to me, 'If I have to think about the worst day, today is the worst day in my career,'" Arrivabene revealed.

"But we put together everything, we were working with determination, and we were using FP3 to adjust the car. After that, on Saturday evening, they said: 'OK, we think we are in a good way,' not thinking about this result, but at least to say we are in a good way."

Ferrari's pace in the grand prix was therefore quite strong, and it looked closer to the sort of form it showed at the beginning of the season, when Raikkonen and Vettel were regularly bothering Hamilton and Rosberg in races. Arrivabene suggested Ferrari's true speed had been 'hidden' recently, by being forced to run behind other cars.



Hamilton went off on the first lap



XPB IMAGES



Drivers marked the passing of Jules Bianchi



Raikkonen pulled away from Rosberg

DUNBAR/LAT

“Before Friday we were reading our data and we thought that in Hungary it could be a good race,” Arrivabene added. “Of course we were not thinking to win the race, but at least to fight.”

“Then everything happened on Friday, so on Saturday the first thought was, ‘Guys, calm down, we need to do our analysis, we need to put everything together.’ We had FP3 to work on the car and we were testing certain solutions, and in the end we had good pace during the race. It’s also true that when you start as we started today, in the open air, the car is giving you more chance, and for the guys at the back conserving the tyres is quite hard. It happens sometimes that we are [further] back and our consumption is higher. Today we were in front and it was OK.”

Vettel added: “It makes a difference if you find yourself in clean air. When following the top two cars, we either don’t see them for long, or in other races we are stuck behind so you can’t show the true pace. But the whole race the pace was really good. Lewis was probably quicker, but he didn’t have a smooth grand prix. This is how it goes sometimes.”

Vettel’s win was a perfect tribute to former Ferrari junior Jules Bianchi, who passed away in the week building up to the race. The only shame for Ferrari was the MGU-K failure that cost Raikkonen his chance to finish second. But in truth, however well Ferrari performed at the Hungaroring on Sunday, Mercedes should still have won this grand prix.

Hamilton was on supreme form on Friday and Saturday, on a circuit he loves, which suits his



Massa kept Hamilton in 10th place early on

S BLOK/HAM/LAT

dynamic style, and at which he has been extraordinarily successful throughout his career. But he made two significant mistakes at key moments, which cost him his chance of recovering from his poor start to challenge Vettel.

First he locked up under braking for the chicane at Turn 6 on lap one, which forced him to run through the gravel and fall back to 10th as he rejoined. Hamilton complained on the radio about Rosberg changing lines just ahead, but in fact he had already lost control all on his own and was never going to make the corner.

That costly error meant the faster Mercedes was always running in traffic. By lap 41 of 69 he was back up to fourth and closing down Rosberg (who was running the slower medium tyre at that stage), but then another crucial error came.

Arrivabene: “On Friday we were struggling. But we put together everything, we were working with determination”

When the front wing failed on Nico Hulkenberg’s Force India, causing him to crash heavily at Turn 1 on lap 42, the FIA deployed the virtual safety car and both Mercedes dived for the pits to make their final scheduled stops. Then the safety car proper was deployed, to enable marshals to clear the substantial quantity of debris from the pit straight, so Hamilton prepared to resume racing in a tight pack, sandwiched between Rosberg ahead and Daniel Ricciardo’s Red Bull behind.

While Rosberg breezed past the hobbled Ferrari of Raikkonen at the restart, Hamilton was slow to react and found himself under attack from Ricciardo. Hamilton clattered into the Red Bull at Turn 1 as he attempted to defend his position, damaging the Mercedes’ front wing.

“I just had no front end and understeered into him”, rued Hamilton, who soldiered on in sixth for two more laps, before returning to the pits.

Once again the faster Mercedes was mired in traffic, instead of being in a position to challenge at the front, and to make matters worse Hamilton also had to serve a drive-through penalty for causing ▶



Ricciardo assailed Rosberg at Turn 1...

XPB IMAGES

Ferrari didn't expect win after difficult Friday



...and Rosberg punctured as he slammed the door

DUNBAR/JAT



► the collision. After charging back through to sixth over the final 15 laps, he apologised to his team for what he described as “a bad day at the office”.

“It was one of the worst races I think I’ve had, and all I can do is apologise to the team and work hard to make amends at the next race,” Hamilton said.

“A day like today, when you make mistakes and it affects the team, it hurts.”

Raikkonen’s problem gifted Rosberg second, but he then found himself on the wrong tyre and under attack from Ricciardo’s soft-rubbered Red Bull late in the race. When the pair collided as Ricciardo attempted to wrest second away from Rosberg at Turn 1 with six laps to run, the resultant puncture turned a certain podium into a meagre eighth place for Rosberg. The German thus found the points gap to title rival Hamilton extended by four, instead of slashed dramatically.



Hulkenberg sidelined by front wing failure

XPB IMAGES

Like his Ferrari rivals, Rosberg suffered a difficult Friday, but unlike them he couldn’t recover a decent balance on his car by Sunday.

“I don’t have any explanation,” he said.

“On the prime [medium] the pace was a lot better compared with the Ferrari, but on the option [soft] they were quick.

“My balance was also wrong, which was a repercussion of it being so wrong in qualifying. I tried to get it right for the race, but went too far in the other direction with the front wing.”

But even with his W06 misbehaving, Rosberg should still have been able to win this race. His desire to run two stints on the medium tyre, which ran contrary to the team’s plan, seemed strange considering how much faster the soft tyre was.

With Hamilton taking himself out of the equation, Rosberg was presented with a perfect opportunity to strike back in the championship race, but he felt he was simply too slow, on both compounds of tyre, to be a serious threat.

Wolff suggested Rosberg was actually better off on the harder tyre, and his pace relative to Vettel’s Ferrari was better when both ran that tyre, but it was still the wrong tyre to want to be on for that last part of the race. Rosberg’s approach seemed too focused on avoiding being outmanoeuvred by Hamilton’s recovery, rather than focusing on his own chances to win. Both Rosberg and Wolff conceded afterwards that was the case.

“I was keen to hold my position because Ferrari was too quick,” explained Rosberg. “I got the

Ricciardo: “This race was for Jules. I left everything on the track. I was inspired today. It’s been an emotional week”

message he [Hamilton] would stop earlier than me, but it’s difficult to judge in that situation. We need to review that. I just wanted to make sure I finished third at that point in time, because it was the best I could hope for. We then got it wrong at the safety-car stop, because surely the soft tyre would have been the better one.”

The timing of the virtual safety car rendered this a moot point. There is no doubt Rosberg would have been in a better position to attack Vettel and defend from Ricciardo had he taken a set of soft tyres at his final stop, but Wolff said the virtual safety car came too early for Mercedes to react accordingly.

“It was a very unlucky situation, because you put a tyre under the pod to heat it as an alternative if you break a wing or have an accident and the car comes in, and because it was 27 or 28 laps to the end [when the virtual safety car deployed] the prime [medium] tyre was still under the pod,” Wolff explained.

“The virtual safety car came out, he was two corners before the pit, we called him in, and the only tyre available was the prime. If he had done the lap under the virtual safety car then we would have



STALEY/LAT

QUALIFYING

Hamilton eclipsed
Rosberg in qualifying



XPBIMAGES



It is not often that a driver as technically sharp and intelligent as Nico Rosberg finds himself lost for an explanation after a bad session, but this time he was truly stumped.

Last season's qualifying king just cannot find a way to arrest the Saturday slide this season. In Hungary Lewis Hamilton beat Rosberg to pole for the ninth time in 10 races in 2015, and by the biggest margin (0.575 seconds) since the season opener in Australia.

Usually the momentum ebbs and flows between the two, before Hamilton asserts himself at the crucial moment in Q3. This time he was in charge from the off, extending his advantage through each phase of the session.

"Qualifying went to plan, I just didn't find the pace," said Rosberg. "It was a bit all over the place. I just wasn't happy and I don't understand it. It's difficult to explain."

Rosberg endured a tough practice on Friday, after which Mercedes technical chief Paddy Lowe apologised for a set-up error on the W06 that made its handling inconsistent. Rosberg complained of understeer throughout qualifying, which Mercedes boss Toto Wolff said was mitigated by tyre temperature adjustments, but Rosberg refused to blame Friday's problems for Saturday's disappointment.

"It didn't have a big impact," he said.

Having been beaten several times by Hamilton in races last year despite out-qualifying him, Rosberg came into this season determined to be better on Sundays. But it seems the adjustments he's made have compromised his former strength.

Or perhaps Hamilton has simply raised his own level *without* adversely affecting his race game. The cars remain in parc ferme after qualifying, so no further set-up adjustments are permitted before the races start. That means every driver must strike a balance between single-lap speed and long run pace.

Hamilton reckoned his performance here was "definitely the best qualifying session of the year for me", and in terms of the way he found time through each phase of the session it's hard to argue with that assessment.

"It's hard to improve when you're at the top of your game," he said. "So I tried to figure out how I could do that this year [and] it's been a challenge I've enjoyed."

"Every lap was solid [here], there was only one lap that really wasn't good enough. It's an accomplishment how I've gone about this weekend, and the goal is to take that through to the end of the year."



Vettel dedicated win to
Jules Bianchi and family

XPBIMAGES

switched from the prime to the option [soft] as the final tyre. If the right tyre had been under the heater then that would have been a race to win."

Both Mercedes bouncing off Ricciardo's improved Red Bull ultimately meant neither even made the podium, which was gratefully filled by the cars from Milton Keynes, Kvyat taking a career-best second thanks to Ricciardo's need to pit for a new front wing after colliding with Rosberg.

"This race was definitely for Jules; I left everything on the track," said Ricciardo.

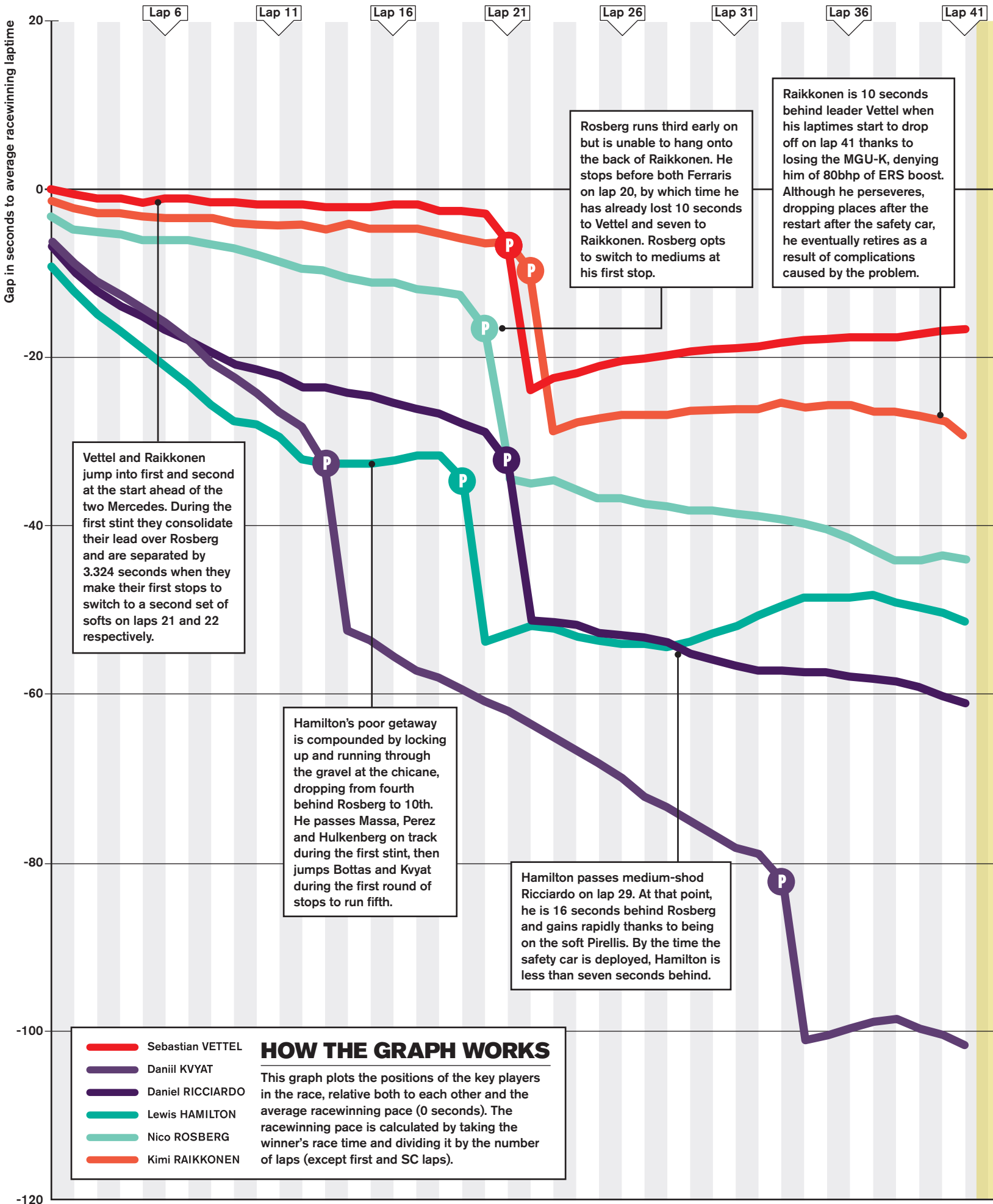
"I was inspired today. It's been an emotional week. It's nice to have his family here."

Ricciardo survived three contact incidents, in a race in which the FIA handed out eight separate penalties for various misdemeanours. The physical nature of the race also ultimately helped Fernando Alonso to score an "unbelievable" season's best fifth place for McLaren.

Ferrari winning from nowhere, Mercedes nowhere near the podium, a double rostrum for Red Bull, a top-six finish for McLaren, and a group of marshals doing a can-can as Vettel dedicated his victory to Bianchi on the slowing down lap.

It was a crazy race, and an enthralling spectacle. Jules Bianchi would have loved it. ❧

HOW THE RACE WAS WON



Vettel and Raikkonen jump into first and second at the start ahead of the two Mercedes. During the first stint they consolidate their lead over Rosberg and are separated by 3.324 seconds when they make their first stops to switch to a second set of softs on laps 21 and 22 respectively.

Rosberg runs third early on but is unable to hang onto the back of Raikkonen. He stops before both Ferraris on lap 20, by which time he has already lost 10 seconds to Vettel and seven to Raikkonen. Rosberg opts to switch to mediums at his first stop.

Raikkonen is 10 seconds behind leader Vettel when his lap times start to drop off on lap 41 thanks to losing the MGU-K, denying him of 80bhp of ERS boost. Although he perseveres, dropping places after the restart after the safety car, he eventually retires as a result of complications caused by the problem.

Hamilton's poor getaway is compounded by locking up and running through the gravel at the chicane, dropping from fourth behind Rosberg to 10th. He passes Massa, Perez and Hulkenberg on track during the first stint, then jumps Bottas and Kvyat during the first round of stops to run fifth.

Hamilton passes medium-shod Ricciardo on lap 29. At that point, he is 16 seconds behind Rosberg and gains rapidly thanks to being on the soft Pirellis. By the time the safety car is deployed, Hamilton is less than seven seconds behind.

HOW THE GRAPH WORKS

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

- Sebastian VETTEL
- Daniil KVIYAT
- Daniel RICCIARDO
- Lewis HAMILTON
- Nico ROSBERG
- Kimi RAIKKONEN

Lap 46 Lap 51 Lap 56 Lap 61 Lap 66

Kvyat takes the restart of the race in seventh place. Thanks to the madness ahead, he climbs to second in the closing laps to become F1's second-youngest podium finisher.

Rosberg moves up to second ahead of the fading Raikkonen at the restart, closely followed by Ricciardo and Hamilton. Hamilton drops out of contention thanks to two pitstops, one for a new front wing after his collision with Ricciardo and the other a penalty for causing a collision. He recovers to sixth at the flag.

Ricciardo's attempt to pass Rosberg for second with a late move at the first corner on lap 63 ends up with the Mercedes clipping the front wing of the Red Bull. Rosberg suffers a puncture and Ricciardo has to pit for a replacement wing. While Ricciardo is able to do this without losing a podium position to fourth-placed Verstappen, Rosberg drops back and ultimately finishes in eighth place.

First the virtual safety car then the real safety car are deployed when Hulkenberg crashes out of seventh place on lap 42 thanks to a front-wing failure. Vettel, the ailing Raikkonen, Rosberg, Hamilton and Ricciardo hold the top five places and all pit, with Rosberg surprisingly opting to take a second set of mediums and Ricciardo the only one on the faster softs for the restarts.

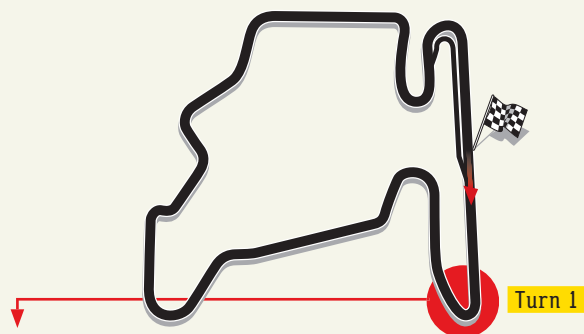
Safety car on track

TRACKSIDE VIEW

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Brakes. They're one of, if not *the*, most important tools to master in order to drive a car quickly. Technique and performance under braking sets up the entry to most corners, and thus affects everything that follows.

On a circuit like the Hungaroring, which features some heavy braking zones and lots of short, sharp turns that require rapid rotation of the car to be travelled through quickly, braking takes on enhanced significance.

Nico Rosberg spoke ahead of the weekend about his on-going unhappiness with the feel of the brakes on his Mercedes, and although title rival and team-mate Lewis Hamilton was quick to point out Rosberg's strength in this area recently (suggesting Rosberg is perhaps engaging in mind games) I was interested to see how the drivers would approach the challenge of the heaviest braking zone on the circuit – the downhill right-hander at **Turn 1** – in the first practice session of the weekend.

Rosberg was the first to take to the track in anger, and after a few unsuccessful experiments the German settled into a nice rhythm: fast but controlled, few lock-ups, making the car do the work for him. Ferrari's Sebastian Vettel looked similar.

"Kimi's persistence with an aggressive braking point was spectacular to watch"

Team-mate Kimi Raikkonen was super-aggressive initially, but either lost the rear when he turned in conventionally, or locked up and missed the apex trying a shallower line to negate the oversteer. His persistence with an aggressive braking point was spectacular to watch.

Hamilton, Fernando Alonso, Jenson Button, Valtteri Bottas and Daniel Ricciardo struck a fine balance between aggression and control. Ricciardo stood out for showing instinctive brilliance at coming off the pedal whenever the front wheels locked, thus allowing him to explore the limits without losing much time or damaging his tyres.



Kimi Raikkonen was aggressive on the brakes



JULES BIANCHI

2014 Bahrain Grand Prix, Sakhir, Saturday 5th April.
Jules Bianchi (FRA) Marussia F1 Team MR03



HUNGARIAN GP DRIVERS

2015 Hungarian Grand Prix, Budapest, Sunday 26th July.
Hungarian GP Drivers observe tribute to Jules Bianchi on the grid.



RACE START OFF THE GRID

2015 Hungarian Grand Prix, Budapest, Sunday 26th July.
Ferrari and Mercedes Battle at the Race Start for Lead Position.



SEBASTIAN VETTEL

2015 Hungarian Grand Prix, Budapest, Sunday 26th July.
Sebastian Vettel (GER) Ferrari SF15-T

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SEBASTIAN VETTEL

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STORIES OF THE RACE

Failure left Perez upside
down on Friday



Component failures blamed for dramatic Force India crashes

Both Force India drivers crashed heavily during the Hungarian Grand Prix weekend, owing to separate parts failures that the team suspects were caused by vibrations from running over kerbs

Sergio Perez escaped a dramatic roll during the first free practice session on Friday, an accident precipitated by rear suspension failure, while Nico Hulkenberg crashed out of the race after his front wing failed on the main straight.

Perez was on his 15th lap of practice when his rear-right wishbone broke on the run out of the Turn 12 right-hander. This sent the Force India slewing to the right and into the Armco barrier nose first, collapsing the front-right suspension.

Momentum carried Perez spinning back onto the track, and the deranged wheel folded under the front of the car, pitching it into a roll. The car came to rest upside-down. Perez extracted himself and, after a quick check-up in the medical centre, returned to the garage.

"The impact was not that bad, but then when I rolled

over I got a bit scared and getting out of the car was quite a challenge," said Perez. "I didn't know about the suspension. I just knew I was having a very strange accident, but looking at the video and the data, it's clear the rear suspension just breaks."

Force India immediately parked team-mate Hulkenberg's car, and did not participate in the afternoon session while it investigated the problem. After reinforcing the rear wishbones, it returned to the track on Saturday morning.



"The failure was due to the fact the loading that it saw is different to any other track," said Force India chief operating officer Otmar Szafnauer. "The rumble strips here are so long that if you ride on them completely, you get high frequency, a decent load that you don't see anywhere else."

"We have stiffened them [the wishbones] up significantly after testing them back at base."

A lack of parts meant that Perez had to revert to the original B-spec version of the Force India, which made its first appearance at Silverstone.

The team later replaced the Mexican's front wing as a precaution after Hulkenberg's accident on lap 41 of the race. Hulkenberg was racing the Williams of Valtteri Bottas when the wing folded underneath the car on the approach to Turn 1, and he went straight off.

The precautionary stop dropped Perez out of points contention. He then retired with a long brake pedal, which the team suspected was caused by early contact with Pastor Maldonado's Lotus.



Double podium for improved Red Bull

Red Bull boss Christian Horner credited improvements by his team, drivers and engine partner Renault for the squad's first podium of the season at the Hungarian Grand Prix.

Daniil Kvyat scored a career-best second-place finish at the Hungaroring, after team-mate Daniel Ricciardo was forced to pit for a new front wing following a late-race clash with Nico Rosberg's Mercedes. Ricciardo recovered to finish third, completing Red Bull's first double podium finish since the 2014 Singapore GP.

"I think this type of circuit, with the lack of dependency on straightline speed, has played to our strengths," said Horner, who also praised Kvyat's improved form since May's Monaco

Grand Prix. "I think the aero boys have made some improvements around the front of the car. Mechanically there's been a bit of improvement too.

"I think that the penalty of the regulation changes over the winter actually did hurt us with the front of the car. I think we've now recovered that."

Horner was also pleased by improved reliability from the Renault engine, despite the failure of an old unit in Ricciardo's car during Friday practice.

"Since they have put the new piston in it seems to be behaving a little more reliably," he said. "Hopefully that will continue in the second half of the year."



Raikkonen feels 'pain' of retirement

Ferrari driver Kimi Raikkonen said it was painful to miss out on completing a one-two result for the team in the Hungarian Grand Prix.

The Finn jumped to second place from fifth on the grid at the start, and was running comfortably behind team-mate Sebastian Vettel, who went on to take Ferrari's second win of the season.

But with 28 laps to go, Raikkonen experienced a problem with his engine's MGU-K, and though Ferrari attempted a fix, it could not recover the lost power. Ultimately the team decided to retire the car.

It was Raikkonen's third retirement of the season, which comes as speculation mounts over whether Ferrari will retain his services for 2016.

"We've had bad races, that is one more," said Raikkonen. "It was a pain for us not to be one and two because we easily had the speed and everything was there. We just got done by a problem with the car."

Lotus drivers now halfway to GP bans

Lotus drivers Pastor Maldonado and Romain Grosjean are halfway to accumulating enough penalty points to invoke a race ban, after adding to their tallies during the Hungarian Grand Prix.

Drivers who clock up 12 penalty points over a 12-month period receive a ban for the following race, and both Lotus drivers now have six points.

Maldonado picked up two points and a drive-through penalty for a collision with Force India's Sergio Perez at Turn 1 on lap 19. Grosjean was given two points and a 5s penalty for an unsafe release at his first pitstop.

In a busy event for the stewards, three other drivers were also given penalty points after the race.

Toro Rosso's Max Verstappen was handed three for speeding behind the safety car, while Lewis Hamilton and Daniil Kvyat were each given two.

Hamilton was penalised for his role in a collision with Red Bull's Daniel Ricciardo, while Kvyat left the track and gained an advantage when battling Hamilton shortly after that incident on lap 49.



Williams may alter Massa's seat

Williams says it will investigate whether it needs to alter Felipe Massa's seat position, after the Brazilian was penalised at the Hungarian Grand Prix.

Massa caused an aborted start when he lined up incorrectly in his eighth-placed grid slot, which earned him a five-second time penalty at his first pitstop. The Brazilian, who went on to finish 12th in a race in which he admitted his pace was "really, really bad" said he simply couldn't see the yellow line painted on the grid to help drivers line up.

Williams' performance chief Rob Smedley explained: "Valtteri [Bottas] said he has absolutely no problems seeing.

"I don't think he [Massa] is actually lower [than Bottas in the car], but his physiological head size will be slightly different. So we'll have to look into it and see if we need to raise Felipe slightly."

Q&A

ROB SMEDLEY
WILLIAMS
PERFORMANCE CHIEF



Why were you struggling for pace throughout this race?

I don't think it is the track layout. This is a very strange track for micro-surface [tyre] damage. You don't have to do a great deal [to get it] and sometimes the drivers can't actually see it. I think on Valtteri's final set we could see we had damage, and that was his worst set – he was slower than Felipe on that set, and on all the other sets he'd been quicker. Whether or not because of the cooler temperatures we generated more surface damage today, more graining, more tearing in the compound, is something we'll have to see.

Did Felipe have an off-day?

He definitely struggled more than Valtteri, both initially on the option [soft] and on the prime [medium]. The prime was very difficult for him. I think it was very difficult for us, full stop. But as I said to the guys at the end of the debrief, this is nothing like Monaco, where from the moment we put the car on the ground on Friday to the chequered flag on Sunday it was a disaster. There are bits and pieces where we were quick.

Were you surprised about Ferrari?

Yeah I was surprised – they were particularly quick. If you looked at everybody's pace from Friday and everybody's pace today, we are an outlier in one direction and Ferrari are an outlier in another direction. Talking about tyres, you could clearly see Ferrari were quicker than Mercedes at most points in the race. In qualifying that clearly wasn't the case, so they [the tyres] are clearly not easy to understand. Mercedes haven't understood them this weekend.

STORIES OF THE RACE



‘Commercial issue’ behind Lotus tyre delay on Friday

The Lotus team missed much of the first free practice session for the Hungarian Grand Prix because the Enstone squad received its Pirelli tyre allocation late.

Lotus's allocation of tyres was delivered to the team's garage one hour before the start of Friday's first session, instead of on Thursday as normal.

Thanks to the delay in regular tyre preparation procedures, Pastor Maldonado and reserve driver Jolyon Palmer missed the bulk of FP1. Maldonado completed only nine laps, while Palmer did only four and did not get the chance to set a flying laptime.

"It's just a commercial issue that was resolved," Pirelli motorsport boss Paul Hembery said. "We haven't had any other indication there will be other issues, so going forward we expect things to go smoothly."

Lotus has been forced to settle debts with a number of creditors in recent weeks, and faced a winding-up petition in the High Court. In the background Renault is evaluating a buyout of the squad, which it once owned.

Race driver Romain Grosjean feels that Lotus is stuck in a holding pattern, unable to develop its E23 while waiting for its finances and future to be secured, despite having concepts in line that would improve the car.

"The development hasn't been as good as we would have wanted," he said. "We have a lot of ideas in the pipeline, but at the minute we cannot bring them on track."

"On the other hand, when you are thinking about selling the team, you won't put any more money in, because it's all loss.

"I think we are in a bit of a waiting situation, and hopefully soon we will know, and we can move ahead."

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XPB IMAGES



STALEW/LAT

Verstappen takes best finish yet

Toro Rosso rookie Max Verstappen scored the best result of his fledgling Formula 1 career by finishing fourth in the Hungarian Grand Prix.

The Dutch teenager qualified ninth, but fell back to 13th on the first lap after a scruffy opening to the race. He passed Fernando Alonso's McLaren on lap six and then jumped STR team-mate Carlos Sainz Jr with an earlier first pitstop.

He was later hit with a drive-through penalty for speeding under the safety car, and also punctured the right rear tyre of Valtteri Bottas' Williams in a collision at Turn 5 after the restart, but survived to finish just off the podium.

"I didn't expect that at all after a bit of a bad start," he said. "With a few laps to go I was asking my engineer what position we were in, and when he said P4 I just couldn't believe it!"

Alonso grabs top-five result for McLaren

Fernando Alonso emerged from a "chaotic" Hungarian Grand Prix with a top-five result he hailed as "unbelievable" for McLaren.

Alonso rose from 15th on the grid to 12th on the opening lap, and raced with the Toro Rossos of Carlos Sainz Jr and Max Verstappen, before claiming McLaren-Honda's best result of a troubled season with fifth at the Hungaroring.

Alonso said: "The race was chaotic in some parts, and we took advantage of the opportunities that arrived. Fifth is unbelievable, because in this moment we are not super competitive.

"For the whole team, the people at the factory working 24 hours a day to keep updating the car, to get some points is a good way to go into the break."

Button finished ninth in the second McLaren and felt he could have been up with Alonso, but for the fact that his tyres were not changed during the safety car period because he had already stopped.

"I was running on primes when others were on options, so it was very, very difficult to hold people behind," Button explained.

"Tough one, that was a mistake, but I still scored points. This is a step forward, but we need another."



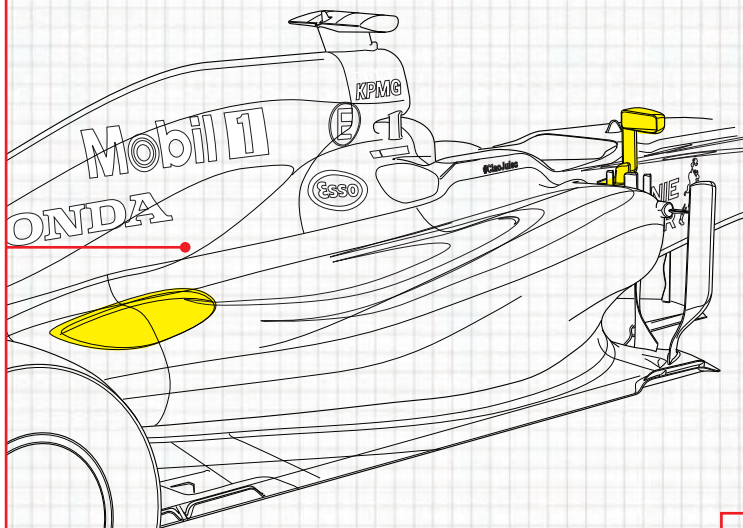
TEE/LAT

DRAWING BOARD

by Craig Scarborough

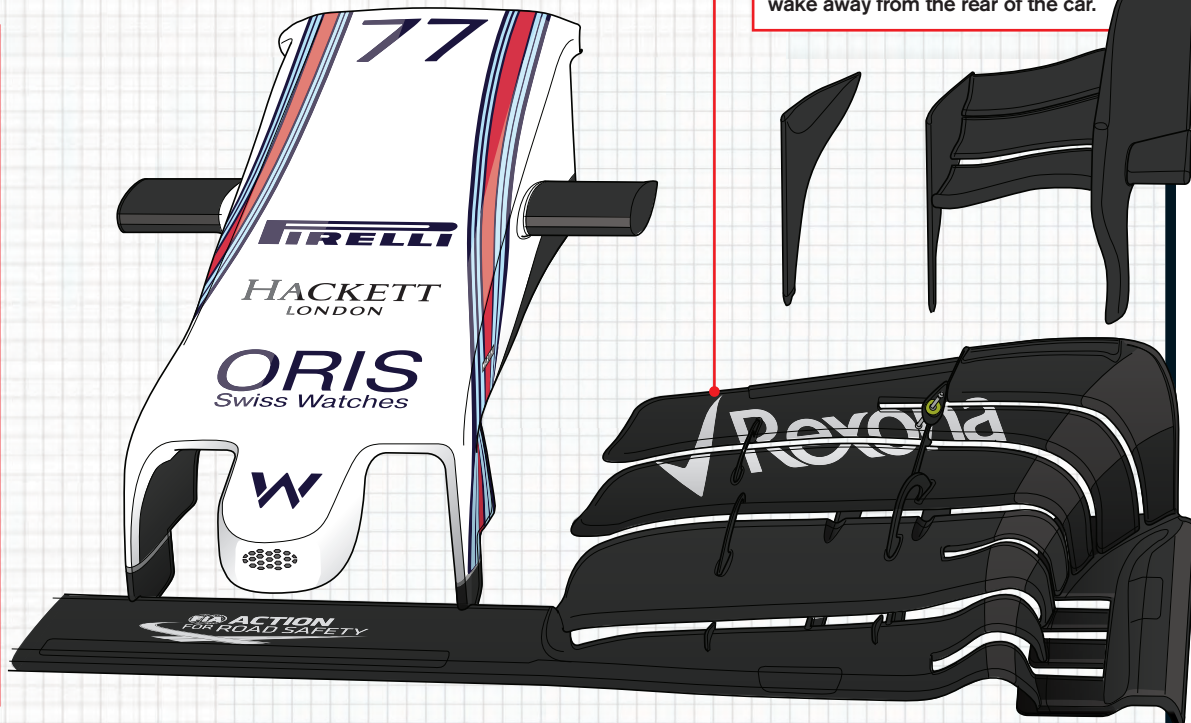
McLAREN REVISIONS

Several detail updates appeared on the McLaren, which featured revised sidepods, mirrors and floor. The 'size zero' sidepods were shrunk even further in the coke bottle area, necessitating a bulge to clear the engine. Upstream of this, the mirror mountings have been enlarged and a vane added next to them. These components create a vortex that runs down the engine cover to keep the airflow attached over the skinnier bodywork. Below the car a new floor was used, which had three vanes on either side of the splitter, rather than a single large one.



WILLIAMS FRONT WING PROFILE

Williams was able to rush a complete new front wing into use for the Hungaroring, gaining valuable track data before the summer shutdown. The only example of this wing was made available to Valtteri Bottas. It features a Mercedes-like outwash design with arched outer tips. In comparison with the old front wing, you can see the wing profile is narrower at the front before sweeping outwards ahead of the front tyres. This outer section also features a series of distinct arched shapes. The concept behind this contouring is about directing a stronger wake outboard around the front tyre, to help push the tyre's dirty wake away from the rear of the car.



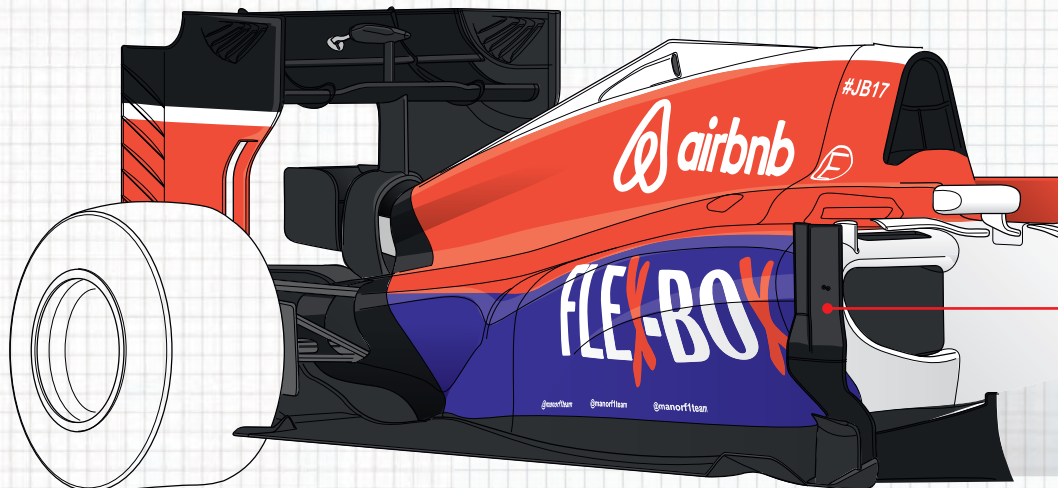
MERCEDES WINGLET

Even though the rear wing was set to its highest downforce level, Mercedes ran a 'monkey seat' winglet in Hungary. In contrast to last year, the team has rarely run these winglets (which help to keep the airflow attached under the top part of the rear wing) in 2015. Despite the high downforce demands, this monkey seat was only a small single-element device, angled back from its mounting on the rear crash structure.



MARUSSIA BODYWORK REPACKAGED

Manor Marussia continued to run its Silverstone update package. This set-up consists of nearly all-new bodywork from the cockpit rearwards, originally designed (but not introduced) during 2014. The car now sports new bargeboards, slimmer sidepods and engine cover, while the floor and sidepod vanes have all been changed to match the new sidepod shape. Even the vanes on the rear wing were altered as part of this comprehensive package.



DRIVER RATINGS

MERCEDES



NICO ROSBERG

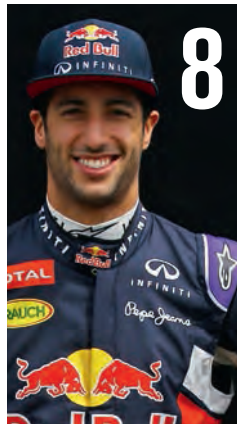
A poor race for Rosberg. Team set-up error ruined Friday, but he couldn't explain the huge gap to Hamilton in qualifying, or baffling lack of pace against Ferrari in the race. Desire to remain on the slower tyre, despite being no faster on it than Ricciardo's Red Bull, was misguided. Should have been fighting for victory, not battling (without success) for a podium.



LEWIS HAMILTON

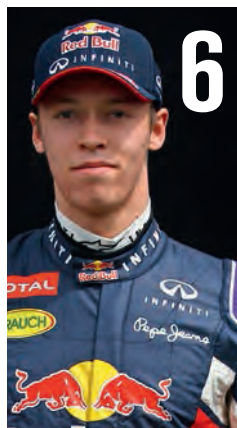
This was easily Hamilton's most dominant Friday and Saturday of 2015, yet he contrived to turn what looked like certain victory into sixth place. Start was poor, and he made errors at key points, which meant he was always on the back foot. Showed formidable pace, but was the architect of his own downfall. Will be relieved to have extended points lead after a race that messy.

RED BULL



DANIEL RICCIARDO

Felt the recently-updated RB11 would work well here and was proved right. Showed high-fuel pace on Friday and did superbly to qualify within 0.035s of Vettel's Ferrari. Was prodigiously fast in the race too, but fortunate after getting involved in so much contact (with Bottas and both Mercs!). Great to watch, but perhaps a little overzealous, which turned a possible P2 into third.



DANIIL KVIAT

Has generally been pushing Ricciardo harder recently and looked quick on Friday, but felt far less comfortable on Saturday and ended up well adrift in qualifying (0.548s) after a "dirty" session. A vibration from locking up at Turn 1 hampered his race pace, but he deserves credit for regrouping. Admitted he was off the pace and he only finished so high up due to rivals' misfortunes.

WILLIAMS



FELIPE MASSA

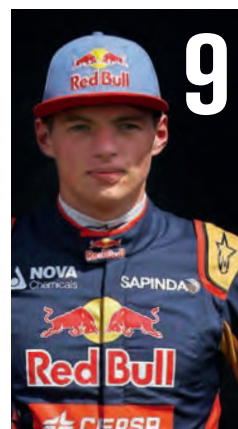
Must wait until Spa for Williams' new front wing, due to being behind Bottas in the points, and that partly explained the three-tenth gap between them in qualifying. Had a messy race, which began with a penalty for lining up on the grid incorrectly (he blamed not being able to see the yellow line). Admitted pace was poor in a race that had points there for the taking.



VALTTERI BOTTAS

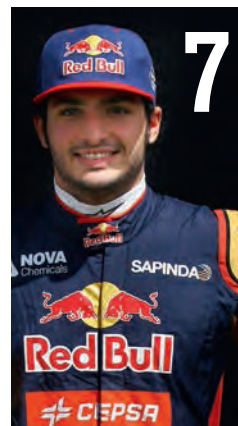
Williams introduced its latest new front wing a race early, which delivered a small gain at a track where the FW37 wasn't as strong as Ferrari or Red Bull. Did well to out-qualify Kvyat on Saturday and he drove well in the race, fighting with the Red Bulls until getting tagged by Verstappen's Toro Rosso after the restart. The resultant puncture crushed certain points into dust.

TORO ROSSO



MAX VERSTAPPEN

Friday practice was ruined by electrical problems, but he recovered superbly and executed his cleanest qualifying session so far to lap within 0.150s of Massa's Williams. Started the race badly, but a blend of fast driving, good strategy and a little luck carried him back into contention. Speeding under the safety car was careless, but didn't cost him a better result.



CARLOS SAINZ JR

He struggled in qualifying, and was fortunate not to get bumped by Button's McLaren in Q1. Wasn't happy with his brakes and lost confidence after FP3 when the conditions shifted his car's balance to oversteer. Drove better in the race, despite losing strategic advantage to his team-mate, and deserved to score but for a faulty hose clip that robbed his engine of boost pressure.

“FAST DRIVING, GOOD STRATEGY AND LUCK CARRIED VERSTAPPEN BACK INTO CONTENTION”



XPB IMAGES

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

FERRARI



SEBASTIAN VETTEL 🇩🇪
Bounced back brilliantly from a messy Friday to qualify in his customary best-of-the-rest position behind Mercedes. Made an excellent start and muscled his way into the lead. His race was relatively straightforward from there, as the Merc fightback imploded, but showed excellent speed and expertly managed the slender gap to Rosberg late-on.



KIMI RAIKKONEN 🇫🇮
Admitted he should have done better in qualifying, even allowing for the wing failure on Friday morning and the water leak in FP3. Made up for that with a brilliantly feisty opening to the race to pass Ricciardo and the two Mercs. Then played wingman to Vettel, not quite able to live with his team-mate, but looking good for second until his MGU-K failed. Much better after recent bad run.

McLAREN



FERNANDO ALONSO 🇪🇸
Came to Hungary expecting a good result, on a circuit that limited Honda's power deficit, but hopes looked dashed by an electrical-harness issue that shut down his car in Q2. Drove a fine race, in which he split the Toro Rossos until Hulkenberg's shunt disrupted events. Dropped by Verstappen late on, but was quick enough on fresh rubber to claim best result of 2015.



JENSON BUTTON 🇬🇧
Fancied his chances of making Q3 here, having enjoyed a largely trouble-free practice, but a temporary failure of his car's ERS to deploy (due to steering-wheel software glitch) at a crucial moment in qualifying meant an unfortunate Q1 exit. Wasn't far behind Alonso for most of the race, but not making an extra stop for fresh tyres under the safety car proved costly.

FORCE INDIA



SERGIO PEREZ 🇲🇽
Spectacular free-practice shunt ruined his weekend. He missed FP2 while the team investigated suspension failure, and also lost new parts to the crash, of which there were no spares. Ran eighth after an excellent first lap, but race unravelled thanks to contact with Maldonado, precautionary wing change after Hulkenberg's crash, and brake fade.



NICO HULKENBERG 🇩🇪
Should have bumped Grosjean's Lotus out of the top-10 in qualifying, but preparation was hampered by missing FP2 as a precaution while the team investigated Perez's suspension failure. Recovered with a brilliant first lap in the race to run fifth, and was driving well enough to keep pace with the Williams of Bottas until front wing failure on the main straight.

LOTUS

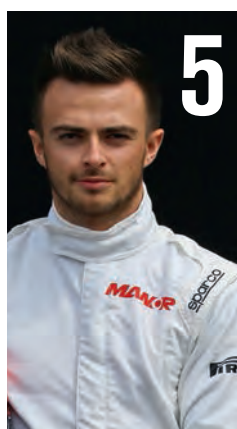


ROMAIN GROSJEAN 🇫🇷
Admitted on-going money trouble at Lotus is hurting the E23's development and didn't expect to make Q3 after practice, so 10th in qualifying was a great effort. Race began badly when he got forced off track on the first lap, and he failed to make much of an impression on Button's McLaren until running fresher tyres at the end. Salvaged points, but not one of his finest races.



PASTOR MALDONADO 🇻🇪
Maldonado is infuriating, capable of blistering speed and silly mistakes in equal measure. Witness qualifying here, where the Venezuelan delivered a top-10 laptime in Q1 in a difficult car, only to mess up in Q2 and finish almost eight tenths adrift of his team-mate. Drove poorly in the race and picked up three separate penalties for various. Without them he would have scored.

MANOR

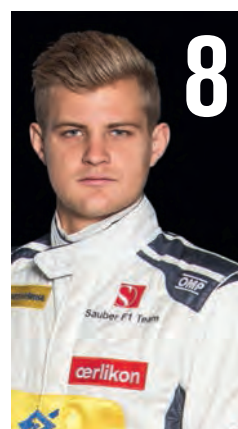


WILL STEVENS 🇬🇧
This was not one of Stevens' best weekends. Has enjoyed an edge over team-mate Merhi for most of the season, but that wasn't in evidence here. Qualified well adrift (by over half a second), but was more competitive (though still not as strong) in the race. Team felt the circuit layout and medium-tyre struggles all weekend accounted for a below par performance.



ROBERTO MERHI 🇪🇸
Felt Silverstone result was clouded by using an old engine, following a failure in Austria, but he was stronger here with a fresh unit. Felt recent FRenault 3.5 race negated the effect of missing FP1 so Fabio Leimer could drive, and the team reckoned "lairy" track suited Merhi's style. Comparison with Stevens hindered by early stop to fix loose headrest, but Merhi was better.

SAUBER

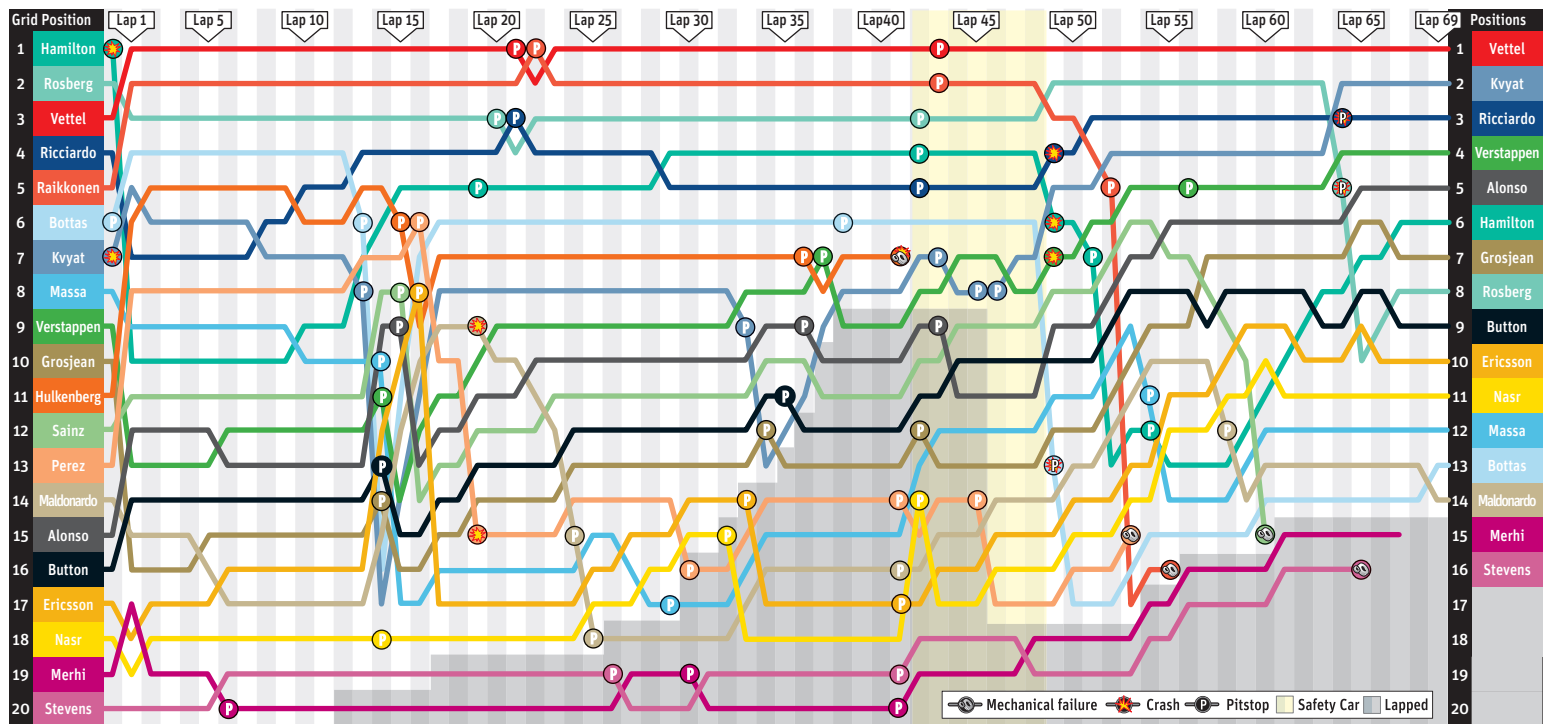


MARCUS ERICSSON 🇸🇪
Felt he might have an edge on his team-mate at this circuit and that proved true, as Ericsson qualified and finished ahead of Nasr. Reckons new-found mental strength is helping him and this was arguably his most consistent display. Dropped behind Merhi's Manor on the first lap, but kept ahead of Nasr throughout the race and capitalised on rivals' troubles to bag a point.



FELIPE NASR 🇧🇷
Knew it'd be tough at this track, thanks to a bumpy layout that the C34 is a bit too lazy to negotiate quickly. Reckoned an alternative blanket strategy for pre-heating the tyres explained his qualifying deficit to Ericsson, and was frustrated at not being able to try an alternative strategy to beat his team-mate in the race. It was close, but Nasr was second best this time.

RESULTS



PRACTICE 1: Friday

POS	DRIVER	TIME
1	HAMILTON	1m25.141s
2	ROSBERG	1m25.250s
3	RAIKKONEN	1m25.812s
4	RICCIARDO	1m26.053s
5	KVYAT	1m26.070s
6	VETTEL	1m26.395s
7	SAINZ	1m26.727s
8	PEREZ	1m26.776s
9	BOTTAS	1m26.825s
10	VERSTAPPEN	1m26.934s
11	ALONSO	1m27.272s
12	BUTTON	1m27.308s
13	HULKENBERG	1m27.317s
14	MASSA	1m27.381s
15	NASR	1m27.409s
16	ERICSSON	1m27.732s
17	MALDONADO	1m28.568s
18	STEVENS	1m29.693s
19	LEIMER	1m30.631s
20	PALMER	no time

PRACTICE 2: Friday

POS	DRIVER	TIME
1	HAMILTON	1m23.949s
2	KVYAT	1m24.300s
3	RICCIARDO	1m24.451s
4	ROSBERG	1m24.668s
5	RAIKKONEN	1m25.134s
6	SAINZ	1m25.599s
7	VETTEL	1m25.660s
8	ALONSO	1m25.752s
9	BOTTAS	1m25.881s
10	MASSA	1m25.920s
11	VERSTAPPEN	1m25.935s
12	BUTTON	1m25.994s
13	MALDONADO	1m26.090s
14	NASR	1m26.379s
15	GROSJEAN	1m26.442s
16	ERICSSON	1m26.831s
17	MERHI	1m29.113s
18	STEVENS	1m29.115s

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	HAMILTON	1m22.997s
2	ROSBERG	1m23.095s
3	VETTEL	1m23.886s
4	KVYAT	1m24.215s
5	SAINZ	1m24.326s
6	HULKENBERG	1m24.483s
7	VERSTAPPEN	1m24.678s
8	ALONSO	1m24.846s
9	RICCIARDO	1m24.929s
10	GROSJEAN	1m24.941s
11	MALDONADO	1m24.953s
12	MASSA	1m25.094s
13	BUTTON	1m25.229s
14	BOTTAS	1m25.345s
15	PEREZ	1m25.393s
16	RAIKKONEN	1m25.661s
17	NASR	1m26.060s
18	ERICSSON	1m26.095s
19	STEVENS	1m28.757s
20	MERHI	1m28.908s

Weather: sunny, 28C air, 46C track

Weather: sunny, 31C air, 53C track

Weather: sunny, 29C air, 45C track



FRIDAY TESTERS

1	LEIMER	1m30.631s
2	PALMER	no time



QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	HAMILTON	1m22.890s (1)	1m22.285s (1)	1m22.020s
2	ROSBERG	1m22.979s (2)	1m22.775s (2)	1m22.595s
3	VETTEL	1m23.312s (3)	1m23.168s (3)	1m22.739s
4	RICCIARDO	1m24.408s (12)	1m23.230s (4)	1m22.774s
5	RAIKKONEN	1m23.596s (5)	1m23.460s (5)	1m23.020s
6	BOTTAS	1m23.649s (6)	1m23.555s (6)	1m23.222s
7	KVYAT	1m23.587s (4)	1m23.597s (7)	1m23.332s
8	MASSA	1m23.895s (8)	1m23.598s (8)	1m23.537s
9	VERSTAPPEN	1m24.032s (9)	1m23.781s (9)	1m23.679s
10	GROSJEAN	1m24.242s (11)	1m23.805s (10)	1m24.181s
11	HULKENBERG	1m24.115s (10)	1m23.826s	-
12	SAINZ	1m24.623s (15)	1m23.869s	-
13	PEREZ	1m24.444s (13)	1m24.461s	-
14	MALDONADO	1m23.895s (7)	1m24.609s	-
15	ALONSO	1m24.563s	-	-
16	BUTTON	1m24.739s	-	-
17	ERICSSON	1m24.843s	-	-
18	NASR	1m24.997s	-	-
19	MERHI	1m27.416s	-	-
20	STEVENS	1m27.949s	-	-

Weather: sunny, 32C air, 54C track

QUALIFYING STATISTICS

	HEAD TO HEAD	
ROSBERG	1	9
RICCIARDO	6	4
MASSA	6	4
VETTEL	8	2
ALONSO/MAGNUSSEN	5	4
PEREZ	2	7
SAINZ	6	4
GROSJEAN	9	1
ERICSSON	4	6
STEVENS	5	3



POLE POSITION TROPHY

HAMILTON	AUS	MAL	PRC	BRN	MC	CDN	A	GB	H	9
ROSBERG	E	1								



RACE: 69 LAPS - 187.809 MILES

POS	DRIVER	DRIVER NUMBER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PITSTOPS	TIME IN PITS	GRID
1	SEBASTIAN VETTEL	5	FERRARI	69	1h46m09.985s	1m26.772s	2	43.928s	3
2	DANIIL KVYAT	26	RED BULL-RENAULT	69	+15.748s	1m26.519s	3	1m05.309s	7
3	DANIEL RICCIARDO	3	RED BULL-RENAULT	69	+25.084s	1m24.821s	3	1m14.869s	4
4	MAX VERSTAPPEN	33	TORO ROSSO-RENAULT	69	+44.251s	1m27.650s	4	1m25.425s	9
5	FERNANDO ALONSO	14	McLAREN-HONDA	69	+49.079s	1m27.311s	3	1m07.029s	15
6	LEWIS HAMILTON	44	MERCEDES	69	+52.025s	1m25.727s	4	1m31.712s	1
7	ROMAIN GROSJEAN	8	LOTUS-MERCEDES	69	+58.578s	1m28.080s	3	1m15.484s	10
8	NICO ROSBERG	6	MERCEDES	69	+58.876s	1m25.149s	3	1m08.368s	2
9	JENSON BUTTON	22	McLAREN-HONDA	69	+1m07.028s	1m28.535s	2	43.984s	16
10	MARCUS ERICSSON	9	SAUBER-FERRARI	69	+1m09.130s	1m28.004s	3	1m07.951s	17
11	FELIPE NASR	12	SAUBER-FERRARI	69	+1m13.458s	1m28.268s	3	1m08.733s	18
12	LEWIS MASSA	19	WILLIAMS-MERCEDES	69	+1m14.278s	1m26.864s	3	1m11.353s	8
13	VALTTERI BOTTAS	77	WILLIAMS-MERCEDES	69	+1m20.228s	1m27.058s	3	1m14.872s	6
14	PASTOR MALDONADO	13	LOTUS-MERCEDES	69	+1m25.142s	1m27.130s	4	1m20.674s	14
15	ROBERTO MERHI	98	MARUSSIA-FERRARI	67	-2 laps	1m29.868s	3	1m12.724s	19
16	WILL STEVENS	28	MARUSSIA-FERRARI	65	-4 laps	1m29.543s	3	1m09.431s	20
R	CARLOS SAINZ	55	TORO ROSSO-RENAULT	60	engine	1m28.611s	2	48.026s	12
R	KIMI RAIKKONEN	7	FERRARI	55	engine	1m26.954s	3	1m44.391s	5
R	SERGIO PEREZ	11	FORCE INDIA-MERCEDES	53	brakes	1m28.499s	4	1m39.232s	13
R	NICO HULKENBERG	27	FORCE INDIA-MERCEDES	41	wing	1m28.074s	2	44.795s	11

Weather: cLOUDY, 22C air, 42C track. Winner's average speed: 106.140mph. Fastest lap: Ricciardo 1m24.821s (115.537mph) on lap 68.
Lap leaders: 1-21 Vettel, 22 Raikkonen, 23-69 Vettel.

TYRE CHOICE

STINT 1	STINT 2	STINT 3	STINT 4
Soft u	Soft u	Medium N	
Soft u	Medium N	Soft u	
Soft u	Medium N	Soft u	Soft u
Soft u	Soft N	Medium N	Soft u
Soft u	Soft N	Medium N	Soft u
Soft u	Soft u	Medium N	Soft u
Soft u	Soft N	Medium N	Soft u
Soft u	Medium N	Medium N	Soft u
Soft u	Soft N	Medium N	Soft u
Soft u	Medium N	Soft u	Soft u
Soft u	Soft u	Medium N	Soft u
Medium N	Soft u	Soft N	
Soft N	Soft N	Medium N	Soft u
Soft N	Soft N	Medium N	Soft u
Soft N	Soft N	Medium N	Soft u
Soft u	Soft u	Medium N	Soft u
Soft u	Soft N	Medium N	Soft u
Soft u	Soft N	Medium N	

N - new; U - used

DRIVERS' STANDINGS

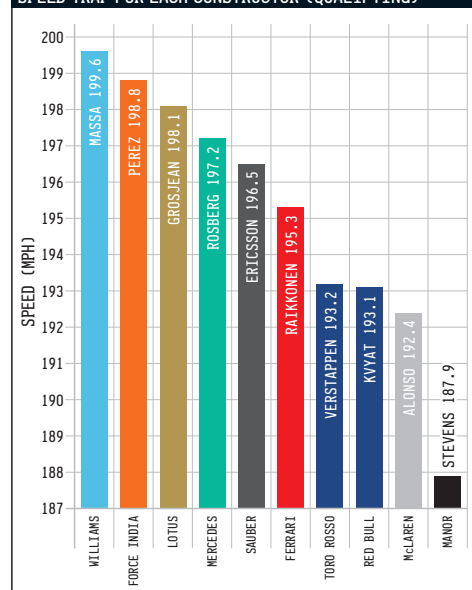
POS	DRIVER	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	A	GB	H	B	I	SGP	J	RUS	USA	MEX	BR	UAE	
1	HAMILTON	202	1st	2nd	1st	1st	2nd	3rd	1st	2nd	1st	6th	-	-	-	-	-	-	-	-	-	-
2	ROSBERG	181	2nd	3rd	2nd	3rd	1st	1st	2nd	1st	2nd	8th	-	-	-	-	-	-	-	-	-	-
3	VETTEL	160	3rd	1st	3rd	5th	3rd	2nd	5th	4th	3rd	1st	-	-	-	-	-	-	-	-	-	-
4	BOTTAS	77	DNS	5th	6th	4th	4th	14th	3rd	5th	5th	13th	-	-	-	-	-	-	-	-	-	-
5	RAIKKONEN	76	ret	4th	4th	2nd	5th	6th	4th	ret	8th	ret	-	-	-	-	-	-	-	-	-	-
6	MASSA	74	4th	6th	5th	10th	6th	15th	6th	3rd	4th	12th	-	-	-	-	-	-	-	-	-	-
7	RICCIARDO	51	6th	10th	9th	6th	7th	5th	13th	10th	ret	3rd	-	-	-	-	-	-	-	-	-	-
8	KVYAT	45	DNS	9th	ret	9th	10th	4th	9th	12th	6th	2nd	-	-	-	-	-	-	-	-	-	-
9	HULKENBERG	24	7th	14th	ret	13th	15th	11th	8th	6th	7th	ret	-	-	-	-	-	-	-	-	-	-
10	GROSJEAN	23	ret	11th	7th	7th	8th	12th	10th	ret	7th	-	-	-	-	-	-	-	-	-	-	-
11	VERSTAPPEN	22	ret	7th	17th	ret	11th	ret	15th	8th	ret	4th	-	-	-	-	-	-	-	-	-	-
12	NASR	16	5th	12th	8th	12th	12th	9th	16th	11th	DNS	11th	-	-	-	-	-	-	-	-	-	-
13	PEREZ	15	10th	13th	11th	8th	13th	7th	11th	9th	9th	ret	-	-	-	-	-	-	-	-	-	-
14	MALDONADO	12	ret	ret	ret	15th	ret	ret	7th	7th	ret	14th	-	-	-	-	-	-	-	-	-	-
15	ALONSO	11	-	ret	12th	11th	ret	ret	ret	ret	10th	5th	-	-	-	-	-	-	-	-	-	-
16	SAINZ	9	9th	8th	13th	ret	9th	10th	12th	ret	ret	ret	-	-	-	-	-	-	-	-	-	-
17	BUTTON	6	11th	ret	14th	DNS	16th	8th	ret	ret	ret	9th	-	-	-	-	-	-	-	-	-	-
18	ERICSSON	6	8th	ret	10th	14th	14th	13th	14th	13th	11th	10th	-	-	-	-	-	-	-	-	-	-
19	MERHI	0	DNQ	15th	16th	17th	18th	16th	ret	14th	12th	15th	-	-	-	-	-	-	-	-	-	-
20	STEVENS	0	DNQ	DNS	15th	16th	17th	17th	17th	ret	13th	16th	-	-	-	-	-	-	-	-	-	-
21	MAGNUSSEN	0	DNS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



CONSTRUCTORS' STANDINGS

POS	CONSTRUCTOR	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	A	GB	H	B	I	SGP	J	RUS	USA	MEX	BR	UAE	
1	MERCEDES	383	43	33	43	40	43	40	43	43	43	12	-	-	-	-	-	-	-	-	-	-
2	FERRARI	236	15	37	27	28	25	26	22	12	19	25	-	-	-	-	-	-	-	-	-	-
3	WILLIAMS	151	12	18	18	13	20	0	23	25	22	0	-	-	-	-	-	-	-	-	-	-
4	RED BULL	96	8	3	2	10	7	22	2	1	8	33	-	-	-	-	-	-	-	-	-	-
5	FORCE INDIA	39	7	0	0	4	0	6	4	10	8	0	-	-	-	-	-	-	-	-	-	-
6	LOTUS	35	0	0	6	6	4	0	7	6	0	6	-	-	-	-	-	-	-	-	-	-
7	TORO ROSSO	31	2	10	0	0	2	1	0	4	0	12	-	-	-	-	-	-	-	-	-	-
8	SAUBER	22	14	0	5	0	0	2	0	0	0	1	-	-	-	-	-	-	-	-	-	-
9	McLAREN	17	0	0	0	0	0	4	0	0	1	12	-	-	-	-	-	-	-	-	-	-
10	MARUSSIA	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-

SPEED TRAP FOR EACH CONSTRUCTOR (QUALIFYING)



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Lynn profits from obeying team's strategy call

Setting his misgivings aside helped Alex Lynn to a maiden feature race win, while ART's Nobuhara Matsushita joined the winners at last. By **AARON ROOK**



"WHAT'S ALWAYS CLEAR IS THAT THE DRIVER doesn't know what's best. I think I should stick to just driving," proclaimed a humble Alex Lynn after claiming his maiden GP2 feature race win at the Hungaroring. The Williams Formula 1 development driver admitted that he was worried about his strategy after the DAMS team decided he should run as late as lap 23 before pitting for fresh tyres and mounting his assault on the rest of the field.

Regardless of misgivings, Lynn made the perfect start from pole. He led into the first corner with ease as championship leader Stoffel Vandoorne had a poor start and fell down to fifth. Lynn's team-mate Pierre Gasly, who started fifth, was more than happy to take advantage of the Belgian's poor start and moved into second.

In the hope of changing his fortunes, Vandoorne decided to pit on lap six to try to mount a challenge for the win. While the strategy might have worked, his pitstop didn't.



GP2 Hungaroring (H)

July 25-26

Round 6/10



The McLaren protege had an unsafe release and nearly collided with Carlin driver Julian Leal. He was subsequently handed a five-second penalty, leaving him with a monumental task to salvage something from the race.

The DAMS duo, on the other hand, were comfortable out in front. The gap between the pair remained static around the two-second mark for much of the race before Lynn was pulled into the pits a lap earlier than Gasly.

Lynn rejoined the race in ninth and locked up at Turn 1 in his desperation to make the strategy work. He was soon up to speed, though, and dispatched Arthur Pic and Alexander Rossi, who were both on old tyres, with ease and set about catching leader Vandoorne and Rio Haryanto.

With fresh tyres Lynn made light work of Haryanto for second, passing the Campos Racing driver on the outside of Turn 1 with the help of DRS. Two laps later he had Vandoorne in his sights and soon blitzed past the Belgian, who had now been on his tyres for more than 20 laps, to take the win.

Lynn was quick to admit that he had been worried about the team's strategy decision, much like at Silverstone where he had questioned the team on set-up and proceeded to make changes, stating "If the driver wants to make a change then we'll make it." Fortunately for him in Hungary he followed the team's plan.

"I was 100 per cent sure that we had the wrong strategy when I came out of the pits," said Lynn. "But I'd like to say a big thanks to the team because they predicted that the options were working really well compared with the prime [tyre]. Having a team like DAMS accelerates that learning curve for you so quickly and they work hard on getting the driver to focus on what's important at the right stage, like we've seen this weekend. It makes a big difference being in this team."

Gasly helped make it a one-two for DAMS as well. The Frenchman followed his team-mate through the field, passing Haryanto with a bold move and then Vandoorne for second on the final lap. While Vandoorne held on to third place on track, he still had five seconds to be added to his time so it looked as though Rio Haryanto would grab the final podium spot.

Rapax driver Sergey Sirotkin had other ideas, though. One of the last frontrunners to pit, he used his tyre advantage to close the gap to Haryanto on the final lap. Sirotkin saw the opportunity to take Haryanto on the inside of the penultimate corner and went for it.

Haryanto squeezed Sirotkin and he was forced to put two wheels out on the grass. This didn't dissuade the Russian, who barged past for a net third, damaging Haryanto's front wing in the



Lynn led a DAMS one-two in first race



Lynn took his first feature-race win

I was 100 per cent sure that we had the wrong strategy when I came out of the pits

ALEX LYNN



Matsushita took maiden win

process. The stewards concluded the move was a racing incident and no penalties were applied.

Sunday's sprint race was equally frenetic. Following a strong start to the season, Vandoorne's ART Grand Prix team-mate Nobuharu Matsushita has struggled for form, with the exception of his results in Austria. Here the Japanese driver was back to his best with a faultless drive to take his maiden GP2 victory.

The Honda protege started from reversed-grid pole and made the most of it, pitching his car in at Turn 1 unchallenged while the rest of the field were still jostling for position. Vandoorne followed but never really mounted a serious challenge, since he was more concerned with Sirotkin in third. That left the door open for Matsushita to take a comfortable first win.

Although Sirotkin left the Hungaroring with

two third-place finishes, he was visibly unhappy on the podium after the sprint race, despite climbing from sixth on the grid. He tried for several laps to pass Vandoorne but couldn't get the job done even with the help of DRS. He was also able to shake off Ferrari protege Raffaele Marciello, who had hassled the Russian driver in the early part of the race.

In only his third points finish of the season Norman Nato enjoyed a strong weekend, going from last to 11th in the feature race and sixth from 11th on the grid in the sprint. He handled his tyres well throughout, which couldn't be said for Racing Engineering driver Alexander Rossi, who was forced to pit late on. ❧

FOR FULL RESULTS, PAGE 44



ROSSI FAILS TO SPARKLE

Racing Engineering driver Alexander Rossi had a weekend to forget after finishing 12th and 20th, following a late pitstop in the sprint race, at the Hungaroring. The poor results ensured he dropped behind Rio Haryanto to third in the standings.

AMBERG PULLS OUT AGAIN

Lazarus driver Zoel Amberg withdrew from proceedings in Hungary after free practice, owing to continuing health problems. Amberg pulled out in Austria and missed the following round in Britain as well.

LYNN TARGETS SECOND

Alex Lynn admits that he is aiming to fight for second in the championship, but believes that Stoffel Vandoorne will struggle to take risks over the remainder of the season. "I think this year, for me, is the exact opposite to my GP3 year and I see a lot of that in Stoffel's year," said Lynn. "When you've had such an amazing start you can't go on the offensive all the time because it's risky. From our point of view we're just focused on coming second. That's certainly the goal."

VANDOORNE POINTS HAUL

Despite not being able to pick up a win, McLaren protege Stoffel Vandoorne increased his championship lead to a staggering 85 points over Campos Racing driver Rio Haryanto. "The good thing is that we keep on scoring quite big points every weekend," said Vandoorne. "That's the main target for the remainder of the season. I want to win some more races and then we'll see who will challenge us in the end."

LATIFI WANTS MORE

Formula Renault 3.5 driver Nicholas Latifi says he is looking to do more rounds in GP2 this year following Renault's decision to remove its backing from the 3.5 series. "We might do Sochi," said Latifi. "We weren't planning on it, but now I think the more experience I get in a GP2 car the better."



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Ghiotto stretched away from Esteban Ocon



S.BLOXHAM/LAT

GP3 HUNGARORING (H), JULY 25-26 RD 4/8

Ghiotto conquers the Hungaroring

TRIDENT DRIVER LUCA GHIOTTO bounced back from a disappointing weekend at Silverstone last time out to pull off a faultless victory in race one at the Hungaroring. It was his second GP3 victory of the season, allowing the 20-year old to extend his championship lead.

Before race one, Ghiotto admitted that he was not a big fan of the Hungaroring, having struggled there before, but he was still able to complete a clean sweep with pole position, race win and fastest lap, which sends a clear message to his title rivals.

From the front row, Ghiotto led into Turn 1 under pressure from Esteban Ocon, who made a flying start from third on the grid, and

Emil Bernstorff. The trio battled hard for the first half of the lap before Ghiotto and Ocon left Bernstorff behind.

After Zaid Ashkanani ran into the back of Jann Mardenborough, bringing out the safety car, Ocon tried to challenge Ghiotto at the restart. But the Trident driver fended him off and pulled clear to secure a dominant win. Marvin Kirchhofer managed to relieve Bernstorff of third at the restart and then left him trailing.

Bernstorff was involved in the pivotal moment in race two, on the opening lap, when he and Ferrari protege Antonio Fuoco made contact at the chicane. The pair came to blows when Bernstorff, who was defending the inside line for the second part of the chicane, was left with nowhere to go and collided with Fuoco. This briefly sent the Italian airborne before he ended up nose first in the barrier, bringing out the safety car.

"We were stacked up behind Kevin [Cecon] because he braked early so I went on the outside", said Bernstorff. "I had the corner and I was ahead of him. I was ahead of him when he hit me. I only saw him when he hit me so I was a bit



Cecon (14) grabbed race-two lead at start

S.BLOXHAM/LAT

surprised at that. I think he was expecting me to go straight on.

"I can't really race people like that who just don't give up. He didn't understand that the place was mine"

Inevitably, Carlin driver Fuoco offered a different view.

"When we arrived at the chicane I was on the right and Bernstorff tried to go on the outside to pass me but there is no space to pass there. He then tried to stay on the inside and he caught me out," he said.

Mercedes junior Ocon was more than happy to pick up the pieces from the incident at the restart and quickly set about challenging Cecon, who had made a blistering start from second on the grid to lead into Turn 1 before Bernstorff and Fuoco collided.

Ocon traded fastest laps with Cecon throughout the race but the Italian managed the gap and remained unfazed by Ocon's

advances, taking his second consecutive sprint race victory by a narrow margin.

Intra-team battles were a theme of the weekend as several team-mates fought hard among themselves. The most notable on-track scrap transpired between Koiranen GP team-mates Jimmy Eriksson and Matt Parry. For the majority of both races the pair ran in close proximity and enjoyed some intense battles.

Parry will certainly head into the summer break the happier of the two, though, having overcome his team-mate in race one to place fifth, then collected Eriksson's podium place after race two, after the Swede picked up a five-second time penalty for exceeding track limits.

● Aaron Rook



Ghiotto was dominant in the first race

STALEY/LAT

FULL RESULTS, P44

BMW'S GOLDEN ANNIVERSARY

It's 50 years since BMW's first Spa 24 Hours victory, and the factory-supported Marc VDS team put its recent bad luck behind it to secure a decisive and timely win. By **GARY WATKINS**







Spa 24 Hours
Spa (B)
July 25-26
Blancpain Endurance Series
Round 4/5

BMW AND THE MARC VDS TEAM HAVE MADE A HABIT of finding unusual and dramatic ways of losing victory at the Spa 24 Hours, from exploding fire extinguishers to runaway animals. There were hiccups along the way for the factory-supported squad last weekend, but it finally came good to notch up a first victory in the Belgian endurance classic for the German manufacturer since 1998, and its maiden overall triumph in the GT era.

Yet if you had suggested early in the race to the winning trio of Nicky Catsburg, Markus Palttala and Lucas Luhr that they were going to win the double-points round of the Blancpain Endurance Series they would have laughed. It didn't start well for the second of the two BMW Z4 GT3s entered by the Belgian team.

Palttala had left the pits early in the fourth hour ahead of team-mate Augusto Farfus Jr in the sister #45 Marc VDS entry, ostensibly the lead car given that the Brazilian was joined by fellow factory drivers Maxime Martin and Dirk Werner. The only problem that the track was soaking and he was on slicks.

The Belgian-based Finn let his team-mate, who was on hot wets, past and waited for the track to dry. Only it didn't.

"As soon as I got out there, I thought 'um...'" said Palttala. "It didn't rain again, but it didn't dry out either. I let Augusto go and half an hour later he came past me again."

Catsburg was in the pits wondering what the hell was going on.

"We fell to 35th position or something; I felt like giving up and going home," he revealed. "I was pissed off, because I knew we had a strong car and couldn't work out why we were making desperate calls in the first four hours of the race."

The #46 fell two laps off the lead. Yet an impressive performance from the crew led by Catsburg, whose growing reputation was given another boost at Spa, meant they were ready to pick up the pieces when the sister Z4 retired in the 19th hour even after a penalty for a dubious yellow-flag infringement.

Farfus, Martin and Werner, who'd been at the sharp end throughout, had established themselves in the lead around two-thirds

distance. Werner had more than a minute in hand over the chasing WRT Audi R8 LMS, one of the new-generation cars, shared by Frank Stippler, Stephane Ortelli and Nico Muller, when his engine seized as he arrived at the Bruxelles hairpin, possibly the result of a stone jamming in the cambelt.

Catsburg found himself on Ortelli's tail after the Audi emerged from its next pitstop and was able to quickly make the pass for the lead. He then pulled 30 seconds on the Audi before WRT opted to bring the struggling Ortelli in early in favour of Muller.

That gap doubled at the next round of stops





Wet conditions played a part

when BMW came into the pits under a full-course yellow and the Audi stopped while the race was green. The gap between the first and second-placed cars continued to expand and eventually stretched to a slightly unrepresentative full lap of the 4.35-mile Circuit de Spa-Francorchamps at the chequered flag.

Muller might have been quicker than Ortelli, but it didn't really matter who was in the Audi. Once the temperatures started to rise on Sunday morning, the Z4 had a clear edge over the R8.

"The car was good over one lap in super pole, but we were struggling a bit over a stint in the dry," said pole winner Stippler.

WRT boss Vincent Vosse reckoned that the Audi didn't have the pace to take a fourth victory in five years.

"There was a short period, maybe from 6 to 7:30am, when we were fast. We were ahead on Sunday morning, but I knew we weren't going to be able to keep them behind," he explained. "We did no mistakes with the car, but we weren't able to fight with them and I have an opinion on that."

That was a clear reference to the Balance of Performance designed to maintain a level playing field between the wide diversity of GT3 cars. The bigger restrictor and weight break given to the Bimmer in comparison with last year had been

questioned by Vosse in the lead-up to the race, particularly when the new Audi was running an air-restrictor smaller in diameter than the old car's by 14.3mm. His pre-event pessimism wasn't assuaged by a 20kg BoP break allowed since the Paul Ricard BES round in June.

"We had 14 cars in one second in qualifying, so it looks like the Stephane Ratel Organisation [which runs the BES] has done a great job," continued Vosse, "but that was not the true performance of the cars."

The two WRT cars, at least, had to run above their 1265kg homologated weight after a confusing and not entirely transparent post-qualifying wrangle that resulted in what Audi appeared to interpret as some 'back-door BoP-ing'. WRT had scrutineered its cars with air-conditioning but opted to take it off for the race, but SRO technical boss Claude Surmont insisted that the Audis run at the weight at which they had gone through the technical inspections.

The second-placed Audi was playing catch-up after a chaotic opening to the race. Wet weather had resulted in a series of safety-car periods and full course yellows, and the WRT car lost a couple of minutes early in the race. It moved to the front when when the leading Rowe Racing Mercedes-Benz SLS AMG shared by Daniel Juncadella, Stef Dusseldorp and Nico Bastian, which had topped the leaderboard at the six and 12-hour marks, ▶



BMW was faster over a stint



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BMW trio fought hard after early setback



► and the Farfus/Martin/Werner BMW needed to make scheduled changes of pads and discs shortly after passing the half-distance mark.

The Mercedes had been on the pace in the night, but it was a match for neither the BMW nor the Audi during the day. It was still on course for third, despite a second brake change with three hours to go, when the engine overheated in the final hour.

That allowed the best of Phoenix Racing's new R8s to take third, two laps down, in the hands of Nicki Thiim, Christopher Mies and Christian Mamerow. They had lost time early on during the safety cars, and were running with the similarly delayed sister car of Andre Lotterer, Marcel Fassler and Mike Rockenfeller on Sunday morning. The need for body repairs after Fassler spun at Eau Rouge, plus a series of penalties, left Rockenfeller with no chance of adding to his tally of 24-hour race victories and the car fifth at the finish.

The #1 WRT Audi, in which Rene Rest, Laurens Vanthoor and Markus Winkelhock were bidding for a second consecutive victory, and were

looking good through the early stages, lost six laps after Vanthoor crashed out of the lead at Stavelot in the sixth hour. They had made it back into the top 10 when the car needed a gearbox change in the closing stages and dropped to 21st.

Fourth place went to the Pro-Am class winner from the AF Corse Ferrari team. The presence of pros Gianmaria Bruni and Alessandro Pier Guidi alongside Spa expert Stephane Lemeret and Pasin Lathouras made them favourites and they duly delivered, winning the class by two laps from the sister car of Matt Griffin, Duncan Cameron, David Rigon and Francesco Guedes. This car's points haul was more than enough to make Griffin and Cameron BES class champions with a race to run.

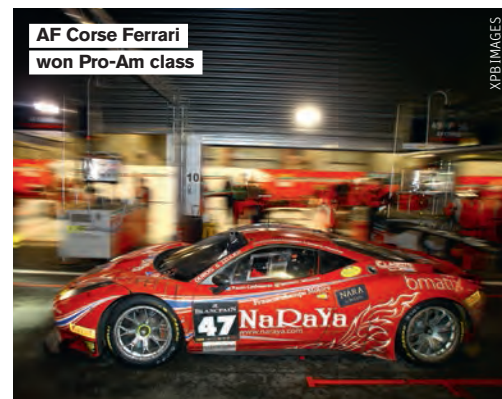
Third and fourth in Pro-Am went to the two Barwell-run BMWs. The Ecurie Ecosse and Team Russia entries ended up seventh and eighth after clean runs, while Alexander Sims impressed again in the Ecurie Ecosse car and even led the race for a lap early on.

Second place for the WRT car allowed full-season drivers Stippler and Ortelli to jump

Audis didn't have enough pace



AF Corse Ferrari won Pro-Am class



XPB IMAGES

41

from fourth into the lead of the championship. Dusseldorp and Bastian moved up to second courtesy of scoring maximum points at six and 12 hours, while the trio of RJN Nissan drivers who led the standings coming into Spa at least managed to get some points on the board.

Alex Buncombe, Wolfgang Reip and Matsumasa Chiyo finished 15th overall and eighth in the Pro Cup after two major delays. Nineteen minutes were lost to repairs early on and then more time elapsed after an electrical relay failure, which Reip was able to fix out on the circuit under instruction from a team member on the other side of the barrier.

The lead Bentley crew of Steven Kane, Guy Smith and Andy Meyrick, who were just one point behind the Nissan drivers before the race, didn't trouble the scorers on a disappointing day for the factory M-Sport squad.

Meyrick crashed out in the seventh hour when he was edged onto the wet line at Les Combes. The sister car, shared by Maxime Soulet, Andy Soucek and Maximilian Buhk, was running fourth at half distance, shortly after which electrical problems intervened. ❧

FOR FULL RESULTS, PAGE 44



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IN THE PADDOCK

GARY WATKINS
CONTRIBUTOR

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AM I HAPPY WITH THE RESULT OF last weekend's Spa 24 Hours? Of course I am! If you're a motor racing fan familiar with the history of the race, you couldn't but be. When I was growing up, BMW was winning the race on a regular basis and this was a timely victory. Not only was it the 50th anniversary of its first triumph in the Belgian classic, but also the last time that we shall be seeing the Z4 GT3 in the hands of a frontline team.

Yet a win for Marc VDS Racing was equally gratifying, especially for someone who has been reporting on this team since its fledgling days in the early noughties when it was called Belgian Racing and running around at the back in the FIA GT Championship with the Gillet Vertigo.

BMW win pleased
sportscar fans

It is difficult to argue against the statement that Marc VDS deserved success in its home race. It has been knocking on the door since its first turned up with the Z4 and claimed pole position in 2011. It would have won 12 months ago but for an electronics glitch, even though the Audi was the faster car, but its year was really 2013. Catsburg and

Paltala were looking good when an alternator bolt sheared, while the sister car lost its chance when the bottom blew out of the on-board extinguisher!

Martin, Farfus and Jorg Muller were eliminated last year after hitting a hare, and that particular reason for retirement is symptomatic of the misfortune that Marc VDS has encountered at Spa.

Bas Leinders, who has focused on his team management role since last year, knew the team was going to win one day.

"If we hadn't have won for the first time this year," he said, "we would be looking to do it next year with the new BMW M6 GT3." And I'm not doubting that Marc VDS will be challenging for victory number two at Spa in 2016.

Blancpain could race in USA

THERE COULD BE A NON-championship event for Blancpain Endurance Series entrants in the US at the start of next season.

Series boss Stephane Ratel has a deal with the Sports Car Club of

America for two joint events with the Pirelli World Challenge in 2016, one in the US and one in Europe. The PWC will have its finale in Europe, almost certainly Italy, next October, but Ratel had previously refused to

divulge his plans for the US fixture. He has now revealed he is contemplating an enduro on the bill of the PWC opener at Austin next March.

"Maybe we could have some kind of pilot event with an endurance race involving our teams and theirs," he explained. "Many of the teams running in PWC have multiple cars, so they could do their race and then do an endurance race against our teams."

"It is still a work in progress and the possibility remains that we will start the Blancpain Sprint Series in the US next year."

SRO opted against announcing its 2016 calendars over the Spa event as usual, primarily because Ratel has been focused on putting together the entry for the inaugural FIA GT World Cup in November. He said there would be no changes to the BES schedule.

PARKER WINS

Team Parker Racing went one better than its second place in the amateur class last year to take victory. Its Audi came back from early delays 12 months ago, but in 2015 the R8 LMS ultra shared by Julian Westwood, Ian Loggie, Benny Simonsen and Callum MacLeod was in front for three quarters of the race. The car finished two laps clear of the second-placed Attempto Porsche 911 GT3-R, despite completing much of the distance with its rear wing askew.

CHARITY PLEDGE

The Marc VDS & Friends Racing against Cancer 'entry' for Pascal Witmeur, Eric van de Poele, Marc Duez and Jean-Michel Martin has charity pledges for more than €100,000.

GRASSER APPEAL

The factory Grasser Lamborghini team's appeal of its exclusion from first position in this year's BES opener at Monza in May was due to be heard by the FIA Court of Appeal on Tuesday. The case has gone to Paris after the Royal Automobile Club of Belgium threw out its original appeal of the disqualification of the Huracan driven by Fabio Babini, Jeroen Mul and Andrew Palmer for running an oversize refuelling restrictor.

Series boss may
run an event at
Austin next March

RETRO LIVERY



NISSAN WENT RETRO AGAIN for the Spa 24 Hours. The RJN GT Academy team adopted a 1990 Group C livery for its Pro-Am class Nissan GT-R NISMO GT3.

Konrad targets Blancpain entry

THE KONRAD MOTORSPORT squad is on course to join the Blancpain Endurance Series next season.

Konrad races in the
Carrera Cup Germany

The German team, which was a regular on the international sportscar scene from the 1970s until the early 2000s, is at the advanced stages of planning for a dual endurance programme that would also incorporate the United SportsCar Championship. Team boss Franz Konrad explained that he would race either the new Lamborghini Huracan GT3 or the forthcoming Porsche 911 GT3-R.

Konrad, whose team is competing in the Porsche Carrera Cup Germany and the Lamborghini Super Trofeo, said: "I'm getting old, so I'd better come back to endurance racing soon."



RESULTS ROUND-UP

Lynn took his first GP2 pole and first feature win



STALEY/LAT

GP2 SERIES

ROUND 6/10 HUNGARORING, JULY 25-26 RACE 1 (37 LAPS - 100.698 MILES)

1 Alex Lynn (GB) DAMS	1h00m10.078s
2 Pierre Gasly (F) DAMS	+3.707s
3 Sergey Sirotkin (RUS) Rapax	+9.052s
4 Rio Haryanto (RI) Campos Racing	+9.639s
5 Stoffel Vandoorne (B) ART Grand Prix	+11.621s
6 Jordan King (GB) Racing Engineering	+12.862s
7 Raffaele Marciello (I) Trident	+16.220s
8 Nobuharu Matsushita (J) ART Grand Prix	+16.785s
9 Robert Visoiu (RO) Rapax	+17.460s
10 Daniel de Jong (NL) MP Motorsport	+34.138s
11 Norman Nato (F) Arden International	+36.874s
12 Alexander Rossi (USA) Racing Engineering	+42.242s
13 Arthur Pic (F) Campos Racing	+43.345s
14 Nathanael Berthon (F) Team Lazarus	+46.408s
15 Nicholas Latifi (CDN) MP Motorsport	+51.732s
16 Julian Leal (CO) Carlin	+52.010s
17 Mitch Evans (NZ) Russian Time	+56.245s
18 Sean Gelael (RI) Carlin	+57.251s
19 Marlon Stockinger (PH) Status Grand Prix	+1m06.136s
20 Andre Negroo (BR) Arden International	+1m06.681s
21 Richie Stanaway (NZ) Status Grand Prix	-1 lap
22 Artem Markelov (RUS) Russian Time	-1 lap
23 Rene Binder (A) Trident	-4 laps-DRS
R Nick Yelloly (GB) Hilmer Motorsport	31 laps-mechanical
R Sergio Canamasas (E) Hilmer Motorsport	1 lap-accident damage
NS Zoel Amberg (CH) Team Lazarus	NS-illness

Winner's average speed 100.416mph.
Fastest lap Visoiu, 1m32.335s, 106.135mph.

QUALIFYING

1 Lynn, 1m28.022s; 2 Vandoorne, 1m28.041s; 3 Pic, 1m28.154s; 4 Marciello, 1m28.272s; 5 Gasly, 1m28.361s; 6 King, 1m28.471s; 7 Haryanto, 1m28.538s; 8 Evans, 1m28.608s; 9 Sirotkin, 1m28.685s; 10 Yelloly, 1m28.782s; 11 Rossi, 1m28.807s; 12 Latifi, 1m28.940s; 13 Negroo, 1m28.957s; 14 Stanaway, 1m29.038s; 15 Visoiu, 1m29.079s; 16 de Jong, 1m29.128s; 17 Markelov, 1m29.198s; 18 Berthon, 1m29.234s; 19 Canamasas, 1m29.315s; 20 Leal, 1m29.351s; 21 Matsushita, 1m29.635s; 22 Nato, 1m29.641s; 23 Stockinger, 1m29.665s; 24 Gelael, 1m29.803s; 25 Binder, 1m29.811s.

RACE 2 (28 LAPS - 76.198 MILES)

1 Matsushita, 43m43.229s; 2 Vandoorne, +1.961s; 3 Sirotkin, +2.560s; 4 Marciello, +16.243s; 5 Haryanto, +17.821s; 6 Nato, +18.899s; 7 Visoiu, +19.605s; 8 Gasly, +24.504s; 9 Lynn, +29.572s; 10 Pic, +30.380s; 11 Berthon, +39.819s; 12 King, +43.666s; 13 Stanaway, +46.223s; 14 Latifi, +47.244s; 15 Leal, +47.869s; 16 Canamasas, +50.050s; 17 Yelloly, +51.211s; 18 Markelov, +1m00.570s; 19 Rossi, +1m04.855s; 20 Gelael, +1m07.304s; 21 Negroo, +1m10.407s; 22 Evans, +1m18.968s; 23 Stockinger, -1 lap; 24 Binder, -1 lap; R de Jong, 16 laps-engine
Winner's average speed 104.570mph.
Fastest lap Stockinger, 1m30.999s, 107.694mph.

GRID FOR RACE 2

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

CHAMPIONSHIP

1 Vandoorne, 194; 2 Haryanto, 109; 3 Rossi, 105; 4 Sirotkin, 103; 5 Lynn, 85; 6 Gasly, 61; 7 Marciello, 58; 8 Matsushita, 48; 9 Evans, 35; 10 King, 26.



Ghiotto holds off Kirchofer at the start

S. BLOKHAW/LAT

GP3 SERIES

ROUND 4/8 HUNGARORING, JULY 25-26 RACE 1 (22 LAPS - 59.864 MILES)

1 Luca Ghiotto (I) Trident	38m29.253s
2 Esteban Ocon (F) ART Grand Prix	+3.500s
3 Marvin Kirchofer (D) ART Grand Prix	+6.224s
4 Emil Bernstorff (GB) Arden International	+6.516s
5 Matt Parry (GB) Koiranen GP	+6.960s
6 Jimmy Eriksson (S) Koiranen GP	+7.782s
7 Kevin Ceccon (I) Arden International	+8.265s
8 Antonio Fuoco (I) Carlin	+11.390s
9 Pal Varhaug (N) Jenzer Motorsport	+11.833s
10 Matheo Tuscher (CH) Jenzer Motorsport	+15.200s
11 Mitchell Gilbert (AUS) Carlin	+15.325s
12 Seb Morris (GB) Status Grand Prix	+15.658s
13 Ralph Boschung (CH) Jenzer Motorsport	+16.879s
14 Alex Fontana (CH) Status Grand Prix	+21.995s
15 Adderly Fong (HK) Koiranen GP	+23.773s
16 Artur Janosz (PL) Trident	+24.340s
17 Alex Bosak (PL) Arden International	+27.838s
18 Alfonso Celis (MEX) ART Grand Prix	+29.530s
19 Alex Palou (E) Campos Racing	+31.790s
20 Zaid Ashkanani (KWT) Campos Racing	+40.005s
21 Samin Gomez (YV) Campos Racing	+48.626s
22 Sandy Stuvik (THA) Status Grand Prix	-2 laps
R Jann Mardenborough (GB) Carlin	1 lap-accident damage

Winner's average speed 93.324mph.
Fastest lap Ghiotto, 1m36.218s, 101.852mph.



The GP3 action was tight in the middle of the pack

S. BLOKHAW/LAT

QUALIFYING

1 Ghiotto, 1m34.030s; 2 Bernstorff, 1m34.066s; 3 Ocon, 1m34.214s; 4 Kirchofer, 1m34.231s; 5 Eriksson, 1m34.359s; 6 Parry, 1m34.522s; 7 Palou, 1m34.526s; 8 Fuoco, 1m34.571s; 9 Ceccon, 1m34.744s; 10 Varhaug, 1m34.745s; 11 Gilbert, 1m34.751s; 12 Tuscher, 1m34.766s; 13 Morris, 1m34.873s; 14 Boschung, 1m35.001s; 15 Janosz, 1m35.008s; 16 Fontana, 1m35.071s; 17 Stuvik, 1m35.091s; 18 Mardenborough, 1m35.108s; 19 Fong, 1m35.255s; 20 Ashkanani, 1m36.140s; 21 Bosak, 1m36.235s; 22 Gomez, 1m37.164s; 23 Celis.

RACE 2 (16 LAPS - 43.531 MILES)

1 Ceccon, 27m56.869s; 2 Ocon, +0.766s; 3 Parry, +3.316s; 4 Ghiotto, +4.495s; 5 Kirchofer, +7.445s; 6 Eriksson, +7.753s; 7 Varhaug, +8.846s; 8 Boschung, +9.752s; 9 Tuscher, +10.232s; 10 Gilbert, +12.251s; 11 Fong, +15.322s; 12 Morris, +18.012s; 13 Fontana, +18.550s; 14 Stuvik, +19.835s; 15 Celis, +21.685s; 16 Ashkanani, +28.636s; 17 Mardenborough, +28.937s; 18 Palou, +29.349s; 19 Bosak, +38.072s; R Gomez, 11 laps-loss of power; R Fuoco, 0 laps-collision; R Bernstorff, 0 laps-collision; R Janosz, 0 laps-accident damage.
Winner's average speed 93.454mph.
Fastest lap Ocon, 1m35.924s, 102.164mph.

GRID FOR RACE 2

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

CHAMPIONSHIP

1 Ghiotto, 121; 2 Kirchofer, 98; 3 Ocon, 96; 4 Bernstorff, 75; 5 Ceccon, 54; 6 Eriksson, 50; 7 Parry, 43; 8 Fuoco, 34; 9 Mardenborough, 32; 10 Boschung, 20.



Ceccon won in GP3

S. BLOKHAW/LAT

SPA 24 HOURS

BLANCPAIN ENDURANCE SERIES ROUND 4/5 SPA-FRANCORCHAMPS, JULY 25
RACE (536 LAPS – 2332.717 MILES)

- 1 Lucas Luhr (D)/Markus Palttala (FIN)/Nicky Catsburg (NL) BMW Sports Trophy Team Marc VDS BMW Z4
- 2 Frank Stippler (D)/Stephane Ortelli (MC)/Nico Muller (CH) Audi Sport Team WRT Audi R8 LMS
- 3 Nicki Thiim (DK)/Christian Mamerow (D)/Christopher Mies (D) Audi Sport Team Phoenix Audi R8 LMS
- 4 Alessandro Pier Guidi (I)/Stephane Lemeret (B)/Pasin Lathouras (THA)/Gianmaria Bruni (I) AF Corse Ferrari 458 Italia GT3
- 5 Marcel Fassler (CH)/Andre Lotterer (D)/Mike Rockenfeller (D) Audi Sport Team Phoenix Audi R8 LMS
- 6 Matt Griffin (IRL)/Francisco Guedes (P)/Duncan Cameron (GB)/Davide Rigon (I) AF Corse Ferrari 458 Italia GT3
- 7 Alexander Sims (GB)/Alasdair McCaig (GB)/Devon Modell (GB)/Oliver Bryant (GB) Ecurie Ecosse BMW Z4
- 8 Jonathan Cocker (GB)/Leo Machitski (GB)/Jon Minshaw (GB)/Phil Keen (GB) Team Russia by Barwell BMW Z4
- 9 Mike Parisy (F)/Harold Primat (CH)/Vincent Abril (F) HTP Motorsport Bentley Continental GT3
- 10 Michael Meadows (GB)/Stuart Leonard (GB)/Stefan Mucke (D)/Tom Onslow-Cole (GB) Leonard Motorsport AMR Aston Martin Vantage GT3
- 11 Adrien De Leener (B)/Cedric Sbirrazzuoli (F)/Raffaele Giammaria (I)/Toni Vilander (FIN) AF Corse Ferrari 458 Italia GT3
- 12 Hubert Haupt (D)/Abdulaziz Al Faisal (SA)/Yelmer Buurman (NL) Black Falcon Mercedes SLS AMG GT3
- 13 Sergio Jimenez (BR)/Felipe Fraga (BR)/Caca Bueno (BR) BMW Team Brasil (AH) BMW Z4
- 14 Benny Simonsen (DK)/Ian Loggie (GB)/Julian Westwood (GB)/Callum MacLeod (GB) Team Parker Racing Audi R8 LMS ultra
- 15 Alex Buncombe (GB)/Katsumasa Chiyo (I)/Wolfgang Reip (B) Nissan GT Academy Team RJN Nissan GT-R Nismo GT3
- 16 Nico Bastian (D)/Stef Dusseldorp (NL)/Daniel Juncadella (E) ROWE Racing Mercedes SLS AMG GT3
- 17 Jurgen Haring (D)/Dimitrios Konstantinou (GR)/Frank Schmickler (D)/Philipp Wlazik (D) Attempto Racing Porsche 997 GT3 R
- 18 Alvaro Parente (P)/Bruno Senna (BR)/Adrian Quaife-Hobbs (GB)/Von Ryan Racing McLaren 650S GT3
- 19 Marc Rostan (F)/Stephen Earle (USA)/Liam Talbot (AUS)/Marco Zanuttini (I) Kessel Racing Ferrari 458 Italia GT3
- 20 Jean-Philippe Belloc (F)/Christophe Bourret (F)/Pascal Gibon (F)/Philippe Polette (F) Akka ASP Ferrari 458 Italia GT3
- 21 Rene Rast (D)/Laurens Vanthoor (B)/Markus Winkelhock (D) Audi Sport Team WRT Audi R8 LMS
- 22 Paul-Loup Chatin (F)/Emmanuel Orgeval (F)/Pierre-Etienne Bordet (F)/Alexandre Viron (B) Delahaye Racing Team Porsche 997 GT3 R
- 23 Marc Thomas Guillot (F)/Christoff Corten (B)/Tony Samon (F)/Christian Beroujon (F) Sport Garage Ferrari 458 Italia GT3
- 24 Marco Seefried (D)/Rinat Salikhov (RUS)/Norbert Siedler (A)/Stefan Vancampenhoudt (B) Rinaldi Racing Ferrari 458 Italia GT3
- 25 Bruno Spengler (CDN)/Alessandro Zanardi (I)/Timo Glock (D) ROAL Motorsport BMW Z4
- 26 Ricardo Sanchez (MEX)/Gaetan Paletou (F)/Florian Strauss (D)/Oliver Pla (F) Nissan GT Academy Team RJN Nissan GT-R Nismo GT3
- 27 Gabriele Gardel (CH)/Lorenz Frey (CH)/Fredy Barth (CH)/Jonathan Hirschi (CH) Emil Frey Racing Jaguar Emil Frey G3
- 28 Gilles Vanelet (F)/Enzo Guibbert (F)/Eric Cayrolle (F)/Gabriele Lancieri (I) Sport Garage Ferrari 458 Italia GT3
- 29 Kevin Estre (F)/Shane van Gisbergen (NZ)/Robert Bell (GB)/Von Ryan Racing McLaren 650S GT3
- 30 Jonathan Adam (GB)/Ahmad Al Harthy (OM)/Daniel Lloyd (GB) Oman Racing Team Aston Martin Vantage GT3
- 31 Maxime Martin (B)/Augusto Farfus (BR)/Dirk Werner (D) BMW Sports Trophy Team Marc VDS BMW Z4
- 32 Rui Aguas (P)/Alexander Moiseev (RUS)/Garri Kondakov (RUS)/Riccardo Ragazzi (I) AF Corse Ferrari 458 Italia GT3
- R Mirko Bortolotti (I)/Giovanni Venturini (I)/Adrian Zaugg (ZA) GRT Grasser Racing Team Lamborghini Huracán
- R Philippe Haezebrouck (F)/Michael Blanchemain (F)/Gilles Lallement (F)/Beniamino Caccia (I) Sainteloc Audi R8 LMS ultra
- R Franck Perera (F)/Eric Dermont (F)/Henry Hassid (F)/Mathias Beche (CH) TDS Racing BMW Z4
- R Marko Asmer (EST)/Alexey Vasiliev (RUS)/Alon Day (IL)/Lewis Plato (GB) GT Russian Team Mercedes SLS AMG GT3
- R Christian Kelders (B)/Jean-Luc Blanchemain (F)/Pierre Hirschi (CH)/Frederic Bouvy (B) Classic & Modern Racing BMW Z4
- R Ryan Dalziel (GB)/Henrik Hedman (S)/Elton Julian (EC)/Anthony Lazzaro (USA) DragonSpeed Ferrari 458 Italia GT3
- R Maxime Soulet (B)/Maximilian Buhk (D)/Andy Soucek (E) Bentley M-Sport Bentley Continental GT3
- R Bernd Schneider (D)/Oliver Morley (GB)/Sean Johnston (USA)/Maro Engel (D) Black Falcon Mercedes SLS AMG GT3
- R Martin Jensen (DK)/Mads Rasmussen (DK)/Dennis Andersen (DK) Insight Racing Denmark Ferrari 458 Italia GT3
- R Marc Basseng (D)/Gregory Guilvert (F)/Edward Sandstrom (S) Sainteloc Audi R8 LMS ultra
- R Jean-Karl Vernay (F)/Robin Frijns (NL)/Stephane Richelmi (MC) WRT Audi R8 LMS ultra
- R Pieter Schothorst (NL)/Max Koebolt (NL)/Sacha Bottemanne (F)/James Nash (GB) Team WRT Audi R8 LMS ultra
- R Clemens Schmid (A)/Max Van Splunteren (NL)/Fabian Hamprecht (D)/Louis Machiels (B) HTP Motorsport Bentley Continental GT3
- R Fabio Babini (I)/Andrew Palmer (USA)/Jeroen Mul (NL) GRT Grasser Racing Team Lamborghini Huracán
- R Guy Smith (GB)/Andrew Meyrick (GB)/Steven Kane (GB) Bentley M-Sport Bentley Continental GT3
- R Adam Christodoulou (GB)/Nico Verdonck (B)/Andreas Simonsen (S) Black Falcon Mercedes SLS AMG GT3
- R Andrea Piccini (I)/Michal Broniszewski (PL)/Alessandro Bonacini (I)/Michael Lyons (GB) Kessel Racing Ferrari 458 Italia GT3
- R Dirk Muller (D)/Joe Osborne (GB)/Ryan Ratcliffe (GB)/Lee Mowle (GB) Triple Eight Racing BMW Z4
- R Frederic Vervisch (B)/Filip Salaquarda (CZ)/Marco Bonanomi (I) ISR Audi R8 LMS ultra
- R Alexey Karachev (RUS)/Kenneth Heyer (D)/Miguel Toril (E) GT Russian Team Mercedes SLS AMG GT3
- NC Jean-Michel Martin (B)/Pascal Wilmour (B)/Eric van de Poele (B)/Marc Duez (B) BMW Racing Against Cancer BMW Z4
- R Craig Dolby (GB)/Sean Walkinshaw (GB)/Martin Plowman (GB) MRS GT Racing Nissan GT-R Nismo GT3
- R Piergiuseppe Perazzini (I)/Marco Cioci (I)/Enzo Potolicchio (YV)/Michele Rugolo (I) AF Corse Ferrari 458 Italia GT3
- R Karim Ojeh (SA)/Jordan Grogor (ZA)/Olivier Grotz (L)/Ralf Oeverhaus (D) Boutsen Ginion Racing BMW Z4
- R Gilles Duqueine (F)/Romain Brandela (F)/Bernard Delhez (B)/Eric Clement (F) Duqueine Engineering Ferrari 458 Italia GT3

Winner's average speed 97.136mph.

Fastest lap Catsburg, 2m18.751s, 112.918mph.

QUALIFYING

- 1 Stippler, 2m18.130s; 2 Estre, 2m18.147s; 3 Piccini, 2m18.176s;
4 Parente, 2m18.254s; 5 Soulet, 2m18.350s; 6 Vanthoor, 2m18.412s;
7 Catsburg, 2m18.451s; 8 Abril, 2m18.482s; 9 Martin, 2m18.492s;
10 Martin, 2m18.711s; 11 Mucke, 2m19.040s; 12 Thiim, 2m19.123s;
13 Perera, 2m19.196s; 14 Lotterer, 2m19.262s;



- 15 Spengler, 2m19.373s; 16 Dusseldorp, 2m19.403s; 17 Buurman, 2m19.791s; 18 Schneider, 2m19.884s; 19 Griffin, 2m20.311s; 20 Sims, 2m20.645s. 21 Vilander, 2m19.196s; 22 Pier Guidi, 2m19.243s;
23 Christodoulou, 2m19.285s; 24 Frijns, 2m19.343s; 25 Hamprecht, 2m19.535s; 26 Chiyo, 2m19.585s; 27 Lloyd, 2m19.615s; 28 Sandstrom, 2m18.647s; 29 Cocker, 2m19.773s; 30 Vervisch, 2m19.857; 31 Dalziel, 2m19.921s; 32 Hirschi, 2m19.990s; 33 Bouchut, 2m20.016s; 34 Dolby, 2m19.762s; 35 Schothorst, 2m20.035s; 36 Osborne, 2m20.148s;
37 Asmer, 2m20.338s; 38 Jimenez, 2m20.338s; 39 Siedler, 2m20.582s; 40 Pla, 2m20.765s; 41 MacLeod, 2m20.921s; 42 Chatin, 2m21.320s;
43 Grogor, 2m21.414s; 44 Wlazik, 2m21.835s; 45 Jensen, 2m22.334s;
46 Belloc, 2m20.037s; 47 Ragazzi, 2m22.381s; 48 Talbot, 2m22.410s;
49 Guillot, 2m23.028s; 50 Bouvy, 2m23.335s; 51 Van de Poele, 2m23.563s; 52 Brandela, 2m24.340s; 53 Haezebrouck, 2m27.909s;
54 Rugolo, 2m19.698s; 55 Guibbert, 2m20.147s; 56 Wlazik, 2m22.006s; 57 Bortolotti, 2m20.159s.

24h00m53.611s

- 1 lap
- 2 laps
- 5 laps
- 6 laps
- 7 laps
- 9 laps
- 9 laps
- 13 laps
- 15 laps
- 16 laps
- 20 laps
- 23 laps
- 23 laps
- 25 laps-engine
- 25 laps
- 25 laps
- 26 laps
- 26 laps
- 28 laps
- 32 laps
- 32 laps
- 33 laps
- 33 laps
- 36 laps-engine
- 37 laps
- 39 laps
- 56 laps
- 79 laps-engine
- 92 laps-engine
- 137 laps-engine
- 139 laps
- 364 laps-engine
- 361 laps
- 353 laps-suspension
- 319 laps-accident
- 277 laps-accident
- 277 laps-diff
- 258 laps-accident
- 226 laps-accident
- 198 laps-accident
- 179 laps-engine
- 178 laps-accident
- 157 laps-accident damage
- 150 laps-transmission
- 129 laps-accident
- 118 laps-accident
- 106 laps-accident
- 106 laps-accident damage
- 94 lap-accident damage
- 76 laps-accident
- 60 laps-accident
- 42 laps-running
- 37 laps-accident damage
- 36 laps-accident
- 14 laps-accident
- 7 laps-accident



CHAMPIONSHIP

- 1 Stippler/Ortelli, 59; 2 Dusseldorp/Bastian, 50; 3 Chiyo/Reip/Buncombe/Palttala/Luhr, 49; 4 Smith/Meyrick/Kane/Muller, 44; 5 Vernay/Frijns/Vanthoor/Juncadella, 43; 6 Martin, 33; 7 Van Gisbergen/Bell/Estre/Catsburg, 30; 8 Buhk/Soulet/Soucek, 23; 9 Venturini/Zaugg/Bortolotti, 21; 10 Sandstrom/Guilvert, 19.

Busch is close to making the Chase



NASCAR SPRINT CUP INDIANAPOLIS (US), JULY 26 RD 20/36

Busch bandwagon rolls on at Indy

KYLE BUSCH WON THE BRICKYARD 400 to notch up his third consecutive victory and boost his chances of making the Chase.

Busch made his decisive move for the lead at a restart with eight laps to go, passing Kevin Harvick. He held on through two further caution periods, resisting pressure from Joey Logano in a green-white-chequered finish.

His and Toyota's maiden Indianapolis success moved Busch up to 32nd in the standings, two places and 23 points away from the 30th position he requires.

Carl Edwards started from a second straight pole but lost the lead on the opening lap to Logano, who fell short in his bid for a first win since his Daytona 500 triumph.

Both drivers were occupying top-four spots together with Harvick and Busch when they all headed for the pits during a caution with fewer than 40 laps remaining.

Having led, Harvick lost out during those stops but worked his way back through the order. He took the lead when Brad Keselowski made a later visit to the pits following the sixth caution of the day.

Successive poor restarts pushed Harvick back to fourth, before he regained third from Martin Truex Jr in the final dash to the line.

Denny Hamlin took fifth ahead of Clint Bowyer, who survived an early spin. Matt Kenseth, Kurt Busch, Kyle Larson and Keselowski completed the top 10, while Edwards was 13th after returning to the pits from third late on.

Five-time Brickyard 400 winner Jeff Gordon's chances in his final race at Indy ended after hitting the wall in avoidance of the spinning Bowyer at the first restart.

RESULTS

1 Kyle Busch (Toyota Camry), 164 laps in 3h06m51s; 2 Joey Logano (Ford Fusion), +0.332s; 3 Kevin Harvick (Chevrolet SS); 4 Martin Truex Jr (Chevy); 5 Denny Hamlin (Toyota); 6 Clint Bowyer (Toyota); 7 Matt Kenseth (Toyota); 8 Kurt Busch (Chevy); 9 Kyle Larson (Chevy); 10 Brad Keselowski (Ford).

Chase grid 1 Jimmie Johnson, 4 wins/675 points;

2 Harvick, 2/777; 3 Dale Earnhardt Jr, 2/677; 4 Busch, 2/612; 5 Logano, 1/708; 6 Truex, 1/668; 7 Keselowski, 1/638; 8 Kenseth, 1/615; 9 Hamlin, 1/591; 10 Carl Edwards, 1/519; 11 Jamie McMurray, 0/602; 12 Jeff Gordon, 0/575; 13 Ryan Newman, 0/563; 14 Paul Menard, 0/558; 15 Kasey Kahne, 0/558; 16 Bowyer, 0/538.

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UNITED SPORTSCAR
LIME ROCK (USA),
JULY 25, RD 8/12

TKS wins as PC and GTD classes star

THE PROTOTYPE CHALLENGE AND GT Daytona classes seized the limelight in an entertaining race won by Michael Guasch and Tom Kimber-Smith of PR1/Mathiasen.

JDC/Miller's Stephen Simpson dominated hour one before a broken fuse struck. Conor Daly then led for Performance Tech until a misunderstanding while lapping the GTD class-leading Audi R8 LMS of Christopher Haase put both into the barriers.

Kimber-Smith took the lead from RSR Racing's Bruno Junqueira on lap 133, then edged clear in the closing stages to win.

Dane Cameron made a triumphant return to GTD for



Guasch celebrates win with TKS

LePAGE/LAT

Turner Motorsports, recovering from Michael Marsal crashing their BMW Z4 during practice.

● Jeremy Shaw

RESULTS

1 Michael Guasch/Tom Kimber-Smith (ORECA FLM 09), 173 laps in 2h40m00.809s; 2 Bruno Junqueira/Chris Cumming (ORECA), +8.304s; 3 Renger van der Zande/Mirco Schultis (ORECA); 4 Jon Bennett/Colin Braun (ORECA); 5 Todd Slusher/Sean Rayhall (ORECA); 6 Mikhail Goikhberg/Stephen Simpson (ORECA). **GTD 1 Michael Marsal/Dane Cameron (BMW Z4 GT3)**; 162 laps in 2h40m27.872s; 2 Ben Keating/Jeroen Bleekemolen (Dodge Viper SRT GT3-R), +3.505s; 3 Christina Nielsen/Kuno Wittmer (Aston Martin V12 Vantage).

SUPERTC2000 SAN LUIS (RA), JULY 26 RD 6/12

Guerrieri breaks through

ESTEBAN GUERRIERI CLAIMED HIS first Super TC2000 win to become the fifth different winner in six races so far this season.

Guerrieri and Fiat driver Carlos Merlo won the morning heats and Guerrieri led the 26-car pack away in a final hit by gale-force winds.

Formula Renault 3.5 and Indy Lights race winner Guerrieri set the fastest lap of the race on the third tour as he pulled away at half-a-second per lap from Merlo, whose mirrors were soon filled by the Fiat of Jose Manuel Urcera. Merlo

couldn't hang on and soon started to plummet down the order.

Urcera, who moved up to second, closed on Guerrieri and from the halfway mark started to attack the leader. He continued to do that until the end of the race, but crossed the line just over half-a-second behind.

Fabian Yannantuoni took third, having closed on to the back of the leading pair, while championship leader Facundo Chapur had run as high as fifth before fading to eighth because of power-steering problems.

Fortunately, this was enough to retain the points lead.

● Tony Watson



Guerrieri holds off Urcera's Fiat

RESULTS

1 Esteban Guerrieri (Toyota Corolla), 23 laps in 35m27.670s; 2 Jose Manuel Urcera (Fiat Linea), +0.612s; 3 Fabian Yannantuoni (Peugeot 408); 4 Emiliano Spataro (Renault Fluence); 5 Lucas Colombo Russell (Chevrolet Cruze); 6 Nestor Girolami (Peugeot 408). **Points 1 Facundo Chapur, 101**; 2 Girolami, 92; 3 Matias Rossi, 92; 4 Augustin Canapino, 83; 5 Jose Manuel Urcera, 73; 6 Guerrieri, 70; 7 Matias Munoz Marchesi, 65.

**PORSCHE SUPERCUP
HUNGARORING (H),
JULY 26 RD 5/10**

Muller is fifth winner in the Supercup

THE PORSCHE SUPERCUP IS NOTHING if not unpredictable. The fifth round at the Hungaroring produced the fifth different polesitter and different winner of the season. This time, it was Porsche Junior Sven Muller's turn to triumph.

With a couple of minutes to go in qualifying, you wouldn't have bet on that happening. Aside from a victory at the Nurburgring Nordschleife in the German Carrera Cup, Muller has had a trying season and headed to Hungary with only a couple of Supercup 10th places to his name. So when he bumped Christian Engelhart off pole with a great lap, it was a real surprise.

As always at the Hungaroring, the start was essential. Engelhart's launched from second was poor as he wheelspun off the line, leaving Muller to head to the first corner unchallenged in his Lechner Racing entry. He stayed there throughout, winning by six seconds from French Carrera Cup champion Come Ledogar, who ran second all race.



Muller led from pole to flag

Ledogar survived a big lock-up on the last lap to hold off Engelhart for third, having led a pack of six cars for much of the race. It wasn't until late on that the train came alive, with Kuba Giermaziak, who had lost fourth to a bold move by Alex Riberas on lap two, taking fourth on the line by 0.002s. Behind them, championship leader Philipp Eng also battled his way past Michael Ammermuller (who started third but made a poor start) for sixth.

Eng and Ammermuller are also among the 2015 winners. Fach Auto

Tech driver Christopher Zochling, whose car Jaap van Lagen drove to victory in Monaco, is another, but he was only 10th in Hungary.

● Edd Straw

RESULTS

1 Sven Muller, 14 laps in 26m01.455s; 2 Come Ledogar, +6.162s; 3 Christian Engelhart; 4 Kuba Giermaziak; 5 Alex Riberas; 6 Philipp Eng; 7 Michael Ammermuller; 8 Robert Lukas; 9 Jeffrey Schmidt; 10 Christopher Zochling. **Points 1 Eng, 80;** 2 Engelhart, 70; 3 Riberas, 68; 4 Ammermuller, 64; 5 Giermaziak, 49; 6 Ledogar, 45.

FORMULA RENAULT NEC SPA-FRANCORCHAMPS (B), JULY 24-25 RD 4/7

Defourny takes maiden victory at home

MAX DEFOURNY CLAIMED HIS maiden Formula Renault 2.0 victory on home soil before championship leader Louis Deletraz took the washed-out second race.

For Friday's opener, ART Junior Team-run Defourny became the first person *not* driving for Josef Kaufmann Racing to take pole position in 2015.

He made a great start to build a 1.5-second gap over the rest as Kevin Jorg and Callan O'Keefe battled over second place.

Competing on the support bill of the Spa 24 Hours, which was won by his father Didier in 2000, rookie Defourny stretched his advantage to over four seconds in the closing laps as Jorg fell back towards O'Keefe.

Deletraz was also lurking in fourth after passing Ukyo Sasahara earlier on, but the order remained the same. Sasahara and Force India-backed Jehan Daruvala completed the top six finishers.

Race two took place in heavy rain on Saturday morning, starting behind the safety car.

It was red-flagged on lap four, with the result declared and half-points awarded. Polesitter Deletraz collected his fifth victory of the campaign ahead of Defourny and Jorg.

Alex Gill was fourth, followed by Sasahara and Daruvala.

MSA Formula title contender Dan Ticktum ran 10th in his first ever FR2.0 race, but slipped to 15th by the finish, driving for a Koiranen team making its first NEC appearance since Daniil Kvyat won all three races at Monza at the end of 2011. The Briton was 11th in race two.

Charlie Eastwood charged to 11th in race one from the back of the 25-car field after a change of car following qualifying trouble.

RESULTS

Race 1 1 Max Defourny, 11 laps in 25m39.898s; 2 Kevin Jorg, +4.459s; 3 Callan O'Keefe; 4 Louis Deletraz; 5 Ukyo Sasahara; 6 Jehan Daruvala. **Race 2 1 Deletraz**, 3 laps in 14m59.098s; 2 Defourny, +0.957s; 3 Jorg; 4 Alex Gill; 5 Sasahara; 6 Daruvala. **Points 1 Deletraz, 175;** 2 Jorg, 129; 3 Sasahara, 124; 4 O'Keefe, 101; 5 Gill, 90; 6 Daruvala, 78.



Deletraz splashed to victory in race two



NASCAR XFINITY

Kyle Busch (above) snatched victory from Ryan Blaney with just half a lap to go to win Saturday's race at Indianapolis. Busch profited from a minor slip by Blaney to make the winning pass. Rookie Daniel Suarez finished third.

NASCAR TRUCKS

Twenty-year-old Christopher Bell took his maiden NASCAR Truck Series win in the Midsummer Classic at the Eldora Speedway on just his third series start. Bell, a dirt-track specialist, withstood race-long pressure from 18-year-old series rookie Bobby Pierce to win.

GLOBAL RALLYCROSS

Ken Block beat fellow Ford racer Patrick Sandell to claim his third win of the year in Detroit, and a record sixth overall in the series. Block profited from a driveshaft failure for Sandell to win the opening round of the Detroit double-header on the streets of Belle Isle. Sandell bounced back to win on Sunday, ahead of Scott Speed and Sebastian Eriksson.

O'Connell and Gans serve up a Classic at Silverstone

A thrilling International Trophy race stole the show as the historic festival celebrated its 25th birthday. **MARCUS PYE** watched the action from all 20 races from the wettest edition yet



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MARKING THE 25TH ANNIVERSARY OF THE LATE Mervyn Garton's and Stuart Graham's inaugural Historic Festival of 1990, this year's Silverstone Classic was the wettest on record. Two of its three days were lashed by rain, yet the skill and indomitable spirit of competitors provided incredible racing in extraordinary fields.

Superlative air displays, sideshows and a Status Quo concert also wowed enthusiasts on Saturday.

BRDC members starred, Martin O'Connell emerging as top gun with a hat-trick. After a frenetic Mini Cooper S U2TC joust, he scooped **FIA Masters Sports Car** and **International Trophy GT** wins in Sandy Watson's Chevron B19 and Jaguar E-type. Then, in Sunday's monsoon, he dominated the 51-car **HSCC Guards Trophy** enduro in a Chevron B8, seeing off Dion Kremer (ex-Chris Amon Elva) by a minute.

British Touring Car champions excelled on Saturday, Matt Neal and Gordon Shedden (Ford Lotus Cortina) delighting a record one-day audience by scoring Team Dynamics' first Historic victory, then Tim Harvey – in his first single-seater race since a Formula 3000 one-off in '89 – danced Roger Wills' ex-works Cooper T51 to an **HGPCA** double.



Hadfield splashed to TT win in DB4

Simon Hadfield – the only one of three 1990 race winners to repeat the feat – added to the BRDC roll of honour when, with uncanny control, he landed the **Royal Automobile Club Tourist Trophy for Pre-'63 GT cars** in Wolfgang Friedrichs' Aston Martin DB4GT.

Having hauled Friedrichs' DB3S from 21st to third in the **RAC Woodcote Trophy event** Hadfield might have penned the script.

The first four laps were run behind the safety

car in a deluge, and when Friedrichs reached the pits half a circuit later the stop window was open. Thus the German dived in, relaying Hadfield into battle with Patrick Blakeney-Edwards in Martin Hunt's AC Cobra.

By lap nine Hadfield was leading, but soloists Rob Hall and Jeremy Cottingham clawed their Jaguars past the Cobra.

A mesmerising **International Trophy** race provided the drive of the weekend as Michael



O'Connell E-type battles
with Gans's Cobra for lead

Gans burst his AC Cobra through from row five of the grid, decided by lottery, to lead. For lap after lap the American resisted intense pressure from O'Connell and HSCC Guards Trophy champion Mike Whitaker, already a Battle of Britain race winner in his TVR Griffith.

Gans was equal to everything the big guns threw at him until a vicious twitch over the AstroTurf at Copse, caught superbly on reflexes, cost him the lead. He duly relayed Andy Wolfe to chase O'Connell as Whitaker faded to third, with "square wheels and brakes like threepenny bits."

Gregor Fisker started the BRDC ball rolling when he freed the ex-Phil Hill/Wolfgang von Trips NART Ferrari Dino from a gaggle of Lister-Jaguars to win Saturday's terrific **Stirling Moss Trophy** race. On one productive lap the Scot gobbled up Rob Hall's Laystall-developed Lola Mk1 at Abbey and Richard Kent's Lister Costin at Stowe, leaving only Gary Pearson's Lister Knobbly ahead. They stopped on successive laps and nifty pit work got the Ferrari in front.

Not since '99 had there been a **Pre-War Sports Car** race and competitors responded with a sensational 55-strong turnout. Gareth Burnett topped wet qualifying in John Ruston's Talbot

I had square wheels
and brakes like
threepenny bits

MIKE WHITAKER

and made his pitstop at the earliest opportunity. Rudiger Friedrichs took up the cudgels, but American Fred Wakeman hounded down the German's Alvis, vaulting out of his Frazer Nash Super Sports as they stopped a lap later.

Team-mate Patrick Blakeney-Edwards was away in an instant, but soloists like Burnett had to wait 15 seconds. 'The Leprechaun' could not catch opposite-lock maestro PB-E, indeed Friedrichs shadowed the Talbot over the line.

There was too much drama in the early stages of the evocative **FIA Masters Sportscar** round, thus a safety-car period reunited the stragglers with the top half dozen, led by World Touring Car ace Rob Huff in Richard Meins' T70 and Martin O'Connell's Chevron B19. ▶



U2TC SILVERSTONE (GB), JULY 25

Dynamics duo top Lotus Cortina podium lock-out

HISTORY WAS MADE ON SATURDAY WHEN 1964

European Touring Car champion Warwick Banks presented the trophy bearing his name to former BTCC champions Matt Neal and Gordon Shedden after the Team Dynamics duo's maiden victory in their Ford Lotus Cortina.

"We couldn't wring a time out of it in the wet yesterday," said three-time champion Neal, who rocketed from 14th to fourth in two laps. He then relayed 'Flash' under a safety-car interlude triggered when Alfa Romeo veteran Willie Dick rolled David Erwin's Giulia Ti Super, without injury. Shedden's rise up the lapcharts was inexorable and he took the chequer clear of Porsche expert Mark Sumpter and Mike Jordan debuting a Cortina managed by the latter's 2013 BTCC champion son Andrew.

Laid up for decades, this was Sumpter's father's road car in which Mark had fond memories of being taken to school. It finished third on the road, behind the Jackie Oliver/Richard Shaw BMW, but was promoted when a penalty for exceeding the pitlane speed limit dumped the Laranca Engineering car to fifth, behind the Cortinas of early leader Richard Meaden/Grant Tromans and Richard Dutton/Neil Brown.

Once the track went green after the early hiatus, the Alpholics GTA started by Andrew Banks was with Shedden and Shaw, only for a detached throttle-return spring to strand brother Maxim. Sixth was thus the Italian marque's best result, courtesy of Americans Jason Wright/Michael Gans in the Squadra Kenny Rogers entry.

The Mini fight was sensational, Matt Kelly (with Jonathan Lewis) and Martin O'Connell snagging chrome trims at Brooklands in the struggle.

RESULTS

1 Matt Neal/Gordon Shedden (Ford Lotus Cortina), 18 laps in 51m53.459s (75.64mph); 2 Mark Sumpter/Mike Jordan (Ford Lotus Cortina) +13.867s; 3 Richard Meaden/Grant Tromans (Ford Lotus Cortina); 4 Richard Dutton/Neil Brown (Ford Lotus Cortina); 5 Jackie Oliver/Richard Shaw (BMW 1800 TiSA); 6 Jason Wright/Michael Gans (Alfa Romeo Giulia Sprint GTA). **Class winners** Oliver/Shaw; Jonathan Lewis/Matt Kelly (Austin Cooper S). **Fastest lap** Shedden 2m32.461s (85.93mph).



Harvey won races for pre-1966 GP machines



► Marino Franchitti started determinedly in a new Sunoco-liveried Broadley T70 continuation car, but Martin Stretton (who had leapt out of a Lola T210 into Grant Tromans' newly-acquired ex-Stefano Rosina Valvoline T70) spun on his out lap and Simon Hadfield was leading O'Connell when a broken suspension bolt forced retirement.

O'Connell remained ahead of Richard Meaden (in for Franchitti), and Stretton at the chequer, chased by Andy Wolfe in Jason Wright's T70. Most spectacular in the closing stages was Andy Newall whose class-winning JCB Chevron B8 repeatedly exited Club in lurid tailslides.

BTCC race winner Frank Wrathall won the **Super Touring** opener in an ex-Xavier Lapeyre Audi 80 Quattro after a furious tussle with reigning champion James Dodd (Honda Accord). The flame-spitting 400bhp turbocar finished in an oil haze but was just too quick for its two-litre rival. They had dropped Stewart Whyte's Honda, which was monstered in by Patrick Watts' Peugeot in Sunday's shortened wet sequel.

The **Historic Grand Prix Cars Association** amalgamated its front- and rear-engined grids this year. While quadruple Monaco GP Historique victor Julian Bronson's mastery of Friday's soggy track was no surprise, pole in his Reventlow Scarab rewarded a phenomenal effort.

Wrathall's flame-spitting 400bhp Audi turbocar finished in an oil haze but was too quick for its two-litre Honda rival

A topsy-turvy line-up included the Kurtis 500 roadsters of Geraint Owen and Fred Harper from the '50s, when the Indianapolis 500 was a World Championship counter, and Nigel Batchelor's Coventry Godiva V8-motivated Kieft, unraced in period, on the fourth rank.

The big Kieft was swallowed at Saturday's lights as Jon Fairley made a flier from 13th, his Tasman Brabham BT11 arriving at Brooklands third, behind the Coopers of Will Nuthall and Tim Harvey. Stymied by an over-filled oil tank, which breathed over his tyres, Fairley had to settle for third, leaving a classic T51 versus

lowline T53 scrap for supremacy. Harvey eventually zapped Nuthall into Stowe and repeated, with elegant car control, as Bronson hustled through to second when the going got tougher on Sunday.

In the **Group C and IMSA** contest, Christophe d'Ansembourg exploited his Ross Brawn-designed Jaguar XJR-14's sensational dynamics to overcome Bob Berridge's rumbling Nissan. Early leader Steve Tandy kept them in sight for half the race in his thuggish Spice-Chevrolet GTP.

Dave Methley (Spice SE89) and Tandy made the running in Sunday's depleted field, with Michael Lyons – back from the Spa 24 Hours – going from the back in the Gebhardt. Methley held sway brilliantly, kicking spray in Tandy's face until he thundered past to join the victorious BRDC posse.

Sponsor Jet Petroleum marked the 75th anniversary of the **Battle of Britain** with an entertaining two-part race for home-grown machinery. The weekend's largest grid of 58 cars embroiled 19 marques fighting for Lancaster, Wellington, Spitfire and Hurricane class prizes.

Once Mike Whitaker had bombed his TVR Griffith past poleman Matt Nicoll-Jones' Jaguar E-type into Copse on lap two, the Ford V8-powered machine had the legs on Saturday. Nicoll-Jones outsprinted Whitaker in Sunday's wet stanza, with 'Monkey' Lewis's Cooper S rising from 12th to third having shaken off Italian Andrea Stortoni's example.

Sam Wilson's **Formula Junior** double was simplified when poleman Jon Milicevic – recovering from a poor start on the still wet pit side of the grid – spun out at Abbey on lap two while endeavouring to pass Jonathon Hughes on Saturday.

Callum Grant (Merlyn) fought Monza victor Westie Mitchell (de Tomaso) before annexing third. The top three was the same in Sunday's race, restarted after Urs Muller's Lotus gyrate mid-grid, collecting several other cars. ❧

D'Ansembourg was Group C Jag victor





**FIA MASTERS HISTORIC F1
SILVERSTONE (GB), JULY 25-26**

Stretton stretches Classic win run to three with double

MARTIN STRETTON IS NO LONGER CHASING FIA crowns, but his name and Tyrrell are synonymous with Historic F1. Thoroughbred Grand Prix titlist in 1995 and 2000, the Worcestershire warrior extended his Classic run to three.

Polesitter Stretton again faced Anthony Hancock's ex-Emerson Fittipaldi F5A, in which son Ollie beat him in the 2014 major, but older brother Sam was aboard. Hancock major hurtled round the outside of Abbey to lead Saturday's race and for four glorious laps kept the older car in front.

Having lost out to reigning champion Steve Hartley's Ragnos Arrows on lap one, and having to straight-line Becketts when they arrived abreast ("I made sure I rejoined behind him"), Stretton made light of skew-whiff nosefins to snatch the lead round the outside of The Loop. There he stayed, pursued by Hancock and the Tyrrells of Belgian Loic Deman (Candy 010) and Andy Wolfe (Benetton 011) as Hartley fell back.

Starting behind a safety car on Sunday's sodden track it was the same story, although Stretton's victory margin was slashed when he had to follow



double spinner Peter Williams' Tyrrell 009 through the Becketts complex on the final lap. Again Tyrrells filled three of the top four places, Wolfe grabbing third with a ballsy pass on Deman. Nick Padmore blasted his Lotus 77 from 11th to an impressive fifth.

RESULTS

1 Martin Stretton (Tyrrell 012) 13 laps in 25m20.724s (111.80mph); 2 Sam Hancock (Fittipaldi F5A/2) +1.763s; 3 Loic Deman (Tyrrell 010); 4 Andy Wolfe (Tyrrell 011); 5 Greg Thornton (Lotus 91/5); 6 Steve Hartley (Arrows A4-4). **CW** Hancock; Deman; Richard Smeeton (March 721G); Dan Collins (Lotus 91/10). **FL** Thornton 1m54.934s (113.99mph). **Race 2 1 Stretton 10 laps in 25m32.274s (85.30mph);** 2 Hancock +0.652s; 3 Wolfe; 4 Deman; 5 Nick Padmore (Lotus 77); 6 Hartley. **CW** Hancock; Deman; Neil Glover (Arrows A5-1). **FL** Stretton 2m24.317s (90.78mph).

SILVERSTONE CLASSIC

INTERNATIONAL TROPHY: PRE-'66 CLASSIC GT CARS (25 LAPS)

1 Martin O'Connell (Jaguar E-type) 1h02m18.129s (87.54mph); 2 Michael Gans/Andy Wolfe (AC Cobra) +12.508s; 3 Mike Whitaker (TVR Griffith); 4 Michael McInerney (TVR Griffith); 5 Rob Hall/Andy Willis (AC Cobra); 6 Tim Harvey (Bizzarrini 5300GT). **CW** David Tomlin (Lotus Elan); Keith Ahlers/Billy Bellinger (Morgan +4 SLR); Robi Bernberg/Rod Begbie (TVR Grantura). **FL** Whitaker 2m23.322s (91.41mph). **P** Matt Neal (Sunbeam Lister Tiger)* **S** 56. *decided by ballot

FIA MASTERS HISTORIC SPORTSCAR CHAMPIONSHIP (21 LAPS)

1 Martin O'Connell (Chevron-FVC B19) 51m25.518s (89.07mph); 2 Marino Franchitti/Richard Meaden (Lola-Chevrolet T70 Mk3B Broadley); 3 Grant Tromans/Martin Stretton (Lola-Chevrolet T70 Mk3B); 4 Jason Wright/Andy Wolfe (Lola-Chevrolet T70 Mk3B); 5 Anthony & Ollie Hancock (Lola-FVC T212); 6 Paul Gibson (Lola-Chevrolet T70 Mk3B Broadley). **CW** Tromans/Stretton; Andy Newall (Chevron-BMW B8); Peter Hallford/Stephen Treherne (Chevrolet Corvette); James Cottingham/Andrew Smith (Ford GT40); Jamie Boot (Chevron-BMW B16); Franchitti/Meaden. **FL** Michael Simpson (Lola-Chevrolet T70 Mk3B/c) 2m07.261s (102.95mph). **P** Rob Huff (Lola-Chevrolet T70 Mk3B). **S** 50. *decided by ballot

HSCC GUARDS TROPHY: PRE-1969 SPORTS RACING & PRE-1966 GT CARS (13 LAPS)

1 Martin O'Connell (Chevron-BMW B8) 42m59.930s (65.90mph); 2 Dion Kremer (Elva-BMW Mk8) +1m03.423s; 3 Simon Hadfield/Michael Schryver (Chevron-BMW B6); 4 Nigel Greensall/Julian Thomas (Jaguar E-type low-drag coupe); 5 Stuart & George Tizzard (Lenham-t/c P70); 6 Charles Allison (Chevron-BMW B8). **CW** Greensall/Thomas; Tizzard/Tizzard; Mike Whitaker (TVR Griffith); Sam Thomas/Ollie Hancock (Brabham-t/c BT5); Max Bartell/Callum Grant (Elva-BMW Mk7S); John Davison/Ed Morris (Lotus Elan); Tom & Steve Mills (MGB). **FL** O'Connell 2m59.681s (72.91mph). **P** O'Connell.* **S** 51. *seeded by previous performance



O'Connell celebrates winning in Chevron B19

RAC TOURIST TROPHY: PRE-1963 GT CARS (14 LAPS)

1 Wolfgang Friedrichs/Simon Hadfield (Aston Martin DB4GT) 51m39.580s (59.07mph); 2 Rob Hall (Jaguar E-type FHC) +14.924s; 3 James Cottingham (Jaguar E-type); 4 Martin Hunt/Patrick Blakeney-Edwards (AC Cobra); 5 Dion Kremer (Morgan +4 Supersports); 6 Tony Wood (Jaguar E-type). **CW** Kremer; Michael Gans (Lotus Elite); John Emberson/Bill Wykeham (Morgan +4 Supersports); George Miller/Les Goble (Aston Martin DB4). **FL** Hall 3m05.931s (70.46mph). **P** Hadfield. **S** 40. **RAC WOODCOCK TROPHY: PRE-1958 SPORTS CARS (21 LAPS)** **1 John Young/Chris Ward (Jaguar C-type) 1h02m06.417s (73.75mph);** 2 Gary Pearson (Jaguar D-type) +12.541s; 3 Wolfgang Friedrichs/Simon Hadfield (Aston Martin DB3S); 4 Fred Wakeman/Patrick Blakeney-Edwards (Cooper-Jaguar T38); 5 Till Bechtolsheimer (Allard J2); 6 John Ure/Nick Wigley (Cooper-Bristol T23/25). **CW** Pearson; Ure/Wigley; Steve Boulton/Brooks (Aston Martin DB3S); Nick Matthews (Austin-Healey 100/4); James May/Alex Osborne (Lotus Mk8). **FL** Ward (Cooper-Jaguar T33) 2m31.207s (86.64mph). **P** Hadfield. **S** 42.

STIRLING MOSS TROPHY: PRE-1961 SPORTS CARS (21 LAPS)

1 Gregor Fisker (Ferrari 246F5) 52m19.122s (87.55mph); 2 Gary Pearson (Lister-Jaguar Knobbly) +13.737s; 3 Tony Wood/Will Nuthall (Lister-Jaguar Knobbly); 4 Rob Hall/Andy Willis (Lola Mk1); 5 Richard Kent/Chris Harris (Lister-Jaguar Knobbly); 6 James Cottingham/Joe Twyman (Tojeiro-Jaguar). **CW** Hall/Willis; Paul Woolley (Cooper T49 Monaco); Tim Harvey (Lotus 17); Billy Bellinger/Keith Ahlers (Lola Mk1 Prototype); Marc Gordon (Jaguar XK120). **FL** Fisker 2m24.703s (90.54mph). **P** Chris Ward (Jaguar D-type). **S** 38.

KIDSON TROPHY: PRE-WAR SPORTS CARS (14 LAPS)

1 Fred Wakeman/Patrick Blakeney-Edwards (Frazer Nash Super Sports) 40m33.921s (75.25mph); 2 Gareth Burnett (Talbot 105 Alpine) +19.208s; 3 Rudiger Friedrichs (Alvis Speed 20 SA); 4 Andrew Hall/Mike Grant-Peterkin (Frazer Nash Super Sports); 5 Sam Stretton (Alta Sports); 6 Ewen Getley/Robin Tuluie (Bentley 3/4½). **CW** Burnett; Stretton; Getley/Tuluie; Duncan Pittaway (Bugatti T35); Peter Dubsky (Aston Martin 15/98 2-seater); Christopher Scott-Mackirdy (Aston Martin Le Mans). **FL** Blakeney-Edwards 2m48.420s (77.79mph). **P** Burnett. **S** 52.

MASERATI TROPHY: HGPCA PRE-1966 GRAND PRIX CARS (9 LAPS)

1 Tim Harvey (Cooper T51) 21m12.188s (92.44mph); 2 Will Nuthall (Cooper T53) +2.035s; 3 John Fairley (Brabham BT11); 4 Peter Horsman (Lotus 18/21); 5 Barry Cannell (Cooper T51); 6 Rod Jolley (Cooper T45/51). **CW** Fairley; Sid Hooles (Cooper T66); Julian Bronson (Scarab); Andrew Smith (Cooper T43); Sam Wilson (LDS); Guillermo Fierro (Maserati 250F); Michael Steele (Connaught C-type); Eddie McGuire (Cooper-Bristol Mk1); Andrew Hibberd (Cooper T51 BS). **FL** Nuthall 2m19.725s (93.75mph). **P** Bronson. **S** 47. **RACE 2 (5 LAPS)** **1 Harvey 16m25.796s (66.14mph);** 2 Bronson +9.133s; 3 Nuthall; 4 Fairley; 5 Horsman; 6 Smith. **CW** Bronson; Fairley; Smith; Wilson; Fierro; Steele; Paul Grant (Cooper-Bristol Mk2); Clive Wilson (Cooper T43);

Nigel Batchelor (Kieft GP). **FL** Bronson 3m08.903s (69.35mph). **P** Harvey. **S** 33.

PETER ARUNDELL TROPHY: HISTORIC FORMULA JUNIOR (9 LAPS)

1 Sam Wilson (Lotus 20/22) 21m44.551s (90.15mph); 2 Jonathon Hughes (Brabham BT6) +5.168s; 3 Callum Grant (Merlyn Mk5/7); 4 Westie Mitchell (de Tomaso 63); 5 Jack Woodhouse (Lotus 20/22); 6 James Claridge (Lola Mk5A). **CW** Andrew Wilkinson (Lynx T3); Will Mitcham (U2 Mk2); Harrison Scott (Cooper T56); Michael Gans (Stanguellini); Lorraine Gathercole (Lotus 18). **FL** Wilson 2m21.641s (82.49mph). **P** Jon Milicevic (Cooper T59). **S** 54. **RACE 2 (5 LAPS)** **1 Wilson 17m10.195s (63.29mph);** 2 Hughes +0.801s; 3 Grant; 4 Scott; 5 Mitcham; 6 Wilkinson. **CW** Scott; Mitcham; Wilkinson; Gathercole. **FL** Wilson 3m09.660s (69.07mph). **P** Milicevic. **S** 40.

SUPER TOURING CARS TROPHY (9 LAPS)

1 Frank Wrathall (Audi 80 Quattro) 21m04.315s (93.02mph); 2 James Dodd (Honda Accord) +4.418s; 3 Stewart Whyte (Honda Accord); 4 Graeme Dodd (Nissan Primera); 5 Neil Smith (Alfa Romeo 156); 6 Mark Jones (Renault Laguna). **CW** James Dodd; Chris Ward (Jaguar XJS); Mark Wright (Ford Escort RS1800); Ollie Hancock (BMW 3.0 CSL); Tony Absolom (Vauxhall Cavalier); Andrew Kirkley (Ford Sierra RS Cosworth); Adam Morgan (Mazda 323F). **FL** Wrathall 2m13.251s (98.32mph). **P** Whyte. **S** 35. **RACE 2 (5 LAPS)** **1 Whyte 15m54.263s (68.33mph);** 2 Watts +0.327s; 3 Jan Bot (BMW E30 M3); 4 Sam Hancock (BMW 3.0 CSL); 5 Harry Whale (BMW E30 M3); 6 Smith. **CW** Bot; Hancock; Paul Rivett (Honda Accord); Kirkley. **FL** Watts 2m32.446s (85.94mph). **P** Whyte. **S** 17.

GROUP C (14 LAPS)

1 Christophe d'Ansembourg (Jaguar XJR14) 28m16.556s (107.93mph); 2 Bob Berridge (Nissan RC90K) +15.868s; 3 Steve Tandy (Spice-Chevrolet SE90 GTP); 4 Richard Eyre (Jaguar XJR-16); 5 Tommy Dreelan (Porsche 962C); 6 Aaron Scott (Spice SE86). **CW** Tandy; Scott. **FL** d'Ansembourg 1m52.857s (116.08mph). **P** Tandy.* **S** 14. *seeded by previous performance. **RACE 2 (6 LAPS)** **1 Tandy 15m05.231s (86.50mph);** 2 David Methley (Spice SE89) +4.319s; 3 Scott; 4 Michael Lyons (Gebhardt C91); 5 Dreelan; 6 Frank Lyons (ALD C289). **CW** Methley; Michael Lyons. **FL** Tandy 2m29.860s (93.67mph). **P** Tandy. **S** 7.

JET BATTLE OF BRITAIN TROPHY: (9 LAPS)

1 Mike Whitaker (TVR Griffith) 21m49.346s (89.82mph); 2 Matt Nicoll-Jones (Jaguar E-type) +17.468s; 3 Steve Soper (Jaguar E-type); 4 Ron Maydon (Ginetta G4R); 5 Grant Tromans (Lotus Elan); 6 David Tomlin (Lotus Elan). **CW** Maydon; Tromans; Jonathan Lewis (Austin Cooper S). **FL** Whitaker 2m23.718s (91.16mph). **P** Nicoll-Jones. **S** 58. **RACE 2 (4 LAPS)** **1 Nicoll-Jones 13m24.519s (64.76mph);** 2 Whitaker +11.735s; 3 Lewis; 4 Andrea Stortoni (Austin Cooper S); 5 Ryan Hooker (MGB); 6 Jim Tester (Jaguar XK120). **CW** Lewis; Hooker; Tomlin. **FL** Nicoll-Jones 3m03.267s (71.48mph). **P** Whitaker. **S** 27.



Tandy a true underdog story

The journey from short-oval hot-rod racing to Le Mans 24 Hours glory is unusual if not unique, but Nick Tandy's triumph in June capped an incredible rise for the ex-Autoglass man. **KEVIN TURNER** tells his story

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“What I did might be a little bit different to most drivers, but that’s how life works out. It just makes a better story.”

Nick Tandy has indeed had an unusual journey on his way to becoming Britain’s latest Le Mans winner. He started on short ovals, was

banned from the first circuit racing series he tried, and had to overcome the death of older brother Joe. He also spent much of his early single-seater career in unfancied chassis, but it’s easy to argue his route to the top has helped make him one of the UK’s best drivers.

Tandy was around competition from an early age, thanks to his father Joe’s own efforts. “Dad raced National Hot Rods and we were car-mad growing up,” recalls the 30-year-old. “We lived on a farm and everything we ever did was a race. I guess that’s where the competitiveness came from; I had to beat my big brother.”

That experience meant Joe and Nick were well-versed in controlling cars on the edge when they started in the short oval world of Ministox.

“We could slide a car around,” he agrees. “If you drive around on open fields you know how to handle a car.”

Joe, being nearly two years Nick’s senior, went first and his experience had a profound effect on the young Nick. “When Joe started he had a massive crash and it took about a year and a half for him to start trying to drive fast and win races,” says Tandy.

“I remember standing with my dad watching the races and he would get so frustrated watching Joe just drive around. He wanted to see him push himself and try and win, but Joe wasn’t interested because he scared himself. I saw the disappointment, so when I started I knew what was expected of me. And the first person you want to please is your dad. I won at my second meeting.”

In 1998 Nick finished second to Joe in the world championship and they were soon dominating, helped by the family racing operation. “By that time we were one and two in the world,” reckons Nick. “The main thing was we had the best engines. My dad was more interested in building engines than anything else and he was a fantastic engine builder. At one point we probably had about 30 or 40 scrap Minis and Metros for spare parts. We would blueprint them to the minutest detail.

“Over the summer of 2000 I won 17 races in a row and three championships in that period, five in total.”

Once the brothers became too old for



The Tandy brothers rose through the hard world of Ministox

Ministox, they looked to circuit racing and it wasn’t difficult to decide where to go: “It was either Hot Rods or racing on the circuits. Both of us had quite an ambition to race touring cars. We had this massive stock of Mini spares so we did Mini Se7ens.”

The move proved tough, but being up against it hardened Nick’s already robust racecraft.

“That championship was solely about engine performance,” he says. “Dad was still doing the engines, but they were a much higher state of tune and things like cylinder heads and crankshafts had to be bought in. There was such a difference.

“Perhaps that’s where some of the racing aggressiveness came in. Every straight you’d get blasted by two or three cars and the only way to do better was to pass them in the corner straight away.”

By 2004, Joe had got fed up with being beaten, so bought a championship-winning engine and was immediately in title contention. It boiled down to a fight at the Donington Park finale with James Hall and things got messy.

“Joe needed to finish in front of him, but

he got quite nervous before the race,” recalls Nick. “Joe made a bad start and then tried to take him out and missed.

“I saw this happen, and I was about five or six car lengths in front of James coming out of Coppice, and he passed me before I was halfway down the straight. I thought, ‘This is ridiculous, there’s only one chance we have of a Tandy winning this championship’, so I launched it up the inside at the chicane. I made a good pass, but both of us went across the gravel. I got a puncture, and he carried on and won the championship. Then at the AGM at the end of the season they banned Joe for 12 months and me for six.”

Not for the last time, this setback turned out to be a positive. Joe switched to Formula Palmer Audi and would take the 2005 crown, while Nick ended up in the Formula Ford-based BRDC Single Seater Championship.

“I saw an advert for the Silverstone scholarship,” says Tandy, who was working at World Rubber near Wellingborough, driving heavy plant machinery and Manitou forklift trucks at the time. “I showed it to my mum – I think it was about £2000 [to enter]. It was about two months’ wages, so it was a big risk. But my mum said just go for it.”

Tandy dominated the season and won the substantial prize fund. While Joe’s career stalled after a troubled Indy Lights test, Nick moved into the first year of the Duratec engine in British Formula Ford, with the works Ray squad.

“Bert Ray approached us,” remembers Tandy. “We were clueless about formula racing and probably didn’t do our research properly. The Ray deal was the best on offer so we signed up.”

The Ray chassis was competitive, as proved by Peter Dempsey winning the first four races. ▶



Tandy’s first foray into single-seaters was back in 2005

TANDY TIMELINE

There’s no karting on Nick Tandy’s CV, but an unconventional beginning has not held the Briton back

SHORT OVALS 1996-2000

Along with brother Joe, Nick became the dominant force in Ministox, helped by his father’s diligent engine preparation efforts.

“What Ministox taught was the expectation to win and be the best,” says Tandy.

The family only moved on when the brothers became too old to compete in the junior category.

MINI SE7ENS 2001-2004

A sometimes turbulent switch to circuit racing came in the Mini Se7en club series. The Tandys struggled with a lack of power until Joe bought a successful engine. Controversial incidents led to both receiving bans in 2004. “The best thing that ever happened to us,” reckons Tandy.





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Impressive MABA run in FR3.5 car ended with a shunt



► But Tandy's Scholar engine wasn't the best and he initially struggled to get on terms with Dempsey and eventual champion Nathan Freke's Mygale: "It just happened we got a very average engine, so the only place we were really good was Brands Hatch, where we won.

"Halfway through the season the money had gone and we had to stop. We felt ever so guilty because we signed up to race for Ray the whole season hoping we could do something later with the finances and we couldn't."

Now came a crucial decision. With brother Joe not racing, Nick and his father took out loans to buy a Ray and run under the Joe Tandy Racing banner. Brother Joe became team boss, Nick the driver. With Premier power, things improved; Nick took two of the final three championship rounds and then starred in one of the most dramatic Brands Hatch Festival finals.

Despite being forced off by Freke and having another three spins in the wet, Tandy stormed through the field to win, only to lose out after passing cars during a safety car period.

Tandy's Formula Ford career was like that. Stunning pace and passes, interspersed with clashes, errors and controversy.

"A lot of it came from Ministox," reckons Tandy. "It's full contact and there are a lot of hard characters. You had a lot of conflict and you had to stand up for yourself. It wasn't shaking hands at the ends of races."

In 2007, Tandy spent much of the year trying to get under the skin of Callum MacLeod, who was driving the faster Jamun Mygale. There were several clashes and, at Croft, Tandy managed to throw away a win all by himself.

"That Croft race was building and building because [leader] James Nash was defending harder and harder, to the point where I had to overtake him on the grass, and I was too hot-headed. I was still getting too into the occasion. That was a big mistake.

"HIS FORMULA FORD CAREER WAS INTERSPERSED WITH CLASHES"

"It has taken time to tone it down. I did a fair bit of damage when I was doing Formula Ford, but you're still learning."

Tandy nevertheless kept showing his raw pace. Having not been selected as one of the five McLaren AUTOSPORT BRDC Award finalists, he entered the FPA shootout and beat all the regulars to take the sixth spot. He immediately impressed in the Formula Renault 3.5 test – a proper aero car with more power than he was used to – before crashing.

"Fortunately we had a couple of guys that took an interest in JTR, with a view to ultimately winning the F1 world championship," reveals Tandy. "We were talking about British F3 for 2008, but at the time of the MABA test it was still hanging in the balance. I made a mistake that day because I underestimated the width of the car compared with my Formula Ford and dropped a wheel on the grass."

Tandy managed to arrange a two-year F3 deal with a Mygale-Mercedes, but things didn't start well: "One of the things we didn't do in the first year was trust ourselves. We took advice and technical support from other people and we should have done what we thought was right. Once we did that in the second half of 2008 it started going a lot better." ►

FLASHPOINT ROCKINGHAM

Rockingham. It's the final day of May 2009. Nick Tandy crosses the line to claim the biggest success in his single-seater career, winning a race in British Formula 3.

The front suspension on his Mygale collapses, as Tandy stands hard on the brakes in celebration. It's a bizarre end to a memorable morning, during the most difficult period of his life.

Just over a fortnight earlier, Tandy's brother Joe died in a car accident, leaving the family-run JTR team bereft and rudderless. The squad soldiered on to the next race at Hockenheim, but then a silent partner finally put the financial brakes on the struggling operation. Nick Tandy's racing career looked over.

But when Colin Kolles needed new drivers for the third round of that year's F3 Euro Series, T-Sport boss Russell Eacott (whose outfit, like Kolles, ran Volkswagen engines) recommended Tandy. Results were unremarkable, but it was in this paddock that Tandy met Porsche Carrera Cup Germany team boss Franz Konrad, through a mutual contact at gearbox supplier Hewland.

The rest, as they say, is history.

It is ironic that Joe's death set his brother on a path that ultimately led to a Porsche factory contract and Le Mans glory. But Joe devoted himself to helping his brother become a professional, so it is fitting Nick's subsequent success has ensured that toil and tragedy was not for nothing.

Ben Anderson



Tandy broke car while 'celebrating'

BRDC SINGLE SEATERS 2005

Tandy switched to single-seaters to chase the generous prize fund on offer. Despite the odd incident, he won the BRDC Single Seater title comfortably, taking 11 of the 14 races. He tested a Formula Renault, but his limited budget led him towards British Formula Ford's new Duratec era.



BRITISH FORMULA FORD 2006-2007

In Formula Ford Tandy really started to grab attention with Ray chassis, first with the works squad and then his family's JTR operation. There were wins, clashes and controversy. "That came from our stock car days, that willingness to do anything to win," says Tandy, who was second and then third in the standings.



► One of Tandy's great strengths has always been his confidence to jump into a car and get on the pace quickly, but even he found the switch to high downforce difficult. "It took a little while to get the most out of it," he concedes. "It wasn't until Croft in 2008 we worked out how to drive the thing."

"Stuart Prior was a very good driver coach and went through the data, and found huge gains in certain areas that I wasn't doing every lap. He identified the good points, which I then took forward."

The 2009 British F3 season began well. Tandy challenged Carlin Red Bull driver Daniel Ricciardo at Oulton Park and starred at Silverstone, passing people at a circuit on which the Mygale was not well-suited.

"We'd done more testing and got on top of it as a team, and I was better as a driver," adds Tandy. "I'd grown up enough to realise when we were at our maximum, and not push beyond that."

But then came tragedy. Brother Joe was killed in a road accident in May 2009. Nick sensationally won next time out at Rockingham, but the team would not make it to the end of the F3 season.

"It changed our lives as people and, ultimately, as a team, but it didn't change my view of racing," asserts Nick. "The question was asked if I wanted to carry on and there was never any doubt. We lived to race, me and Joe."

After the Hockenheim round, Tandy was still third in the table, but things would go no further as a key investor pulled out: "He was invested in the team, and the team was Joe Tandy Racing. Joe was the magic. I didn't have the vision or drive to take it to F1."

"[T-Sport boss] Russell Eacott had already mentioned VW might want a driver. Russell was great to us. He put me forward because he could see what I was doing as a driver."

The result was a berth in the F3 Euro Series with the Kolles squad. That wasn't a great success, but Tandy already knew his future lay away from single-seaters.

A winning guest appearance in Porsche Carrera Cup GB in 2008 pointed the way forward. "We just happened to meet [Konrad Motorsport key figures] Franz Konrad and Chris Crawford in the bar of a hotel near Zandvoort," explains Tandy. "He knew nothing about me until we started talking."

"The next day I went to his truck to ask for a test and to race, which I'm sure he gets all the time. But then he did some research and found out I'd won in Carrera Cup GB. It took me another two months of constant hassling, because I could see at that point it was that or I was done."

"I went to Kolles VW with a view to looking at their sportscar programme, Audi at Le Mans. The relationship with VW was not great because we were disappointed, so the Porsche option came up."

Tandy made his Konrad Porsche debut in the German Carrera Cup round at Dijon. The result there – a close second after a feisty battle with title contender and Porsche expert Jeroen Bleekemolen – meant his future was more likely to be with Porsche than its 2015 LMP1 rival Audi.

"Franz had been struggling to secure wins and top results, which is why he was looking for a driver," says Tandy. "He needed somebody to win races."

“JOE WAS THE MAGIC. I DIDN'T HAVE THE VISION TO TAKE THE TEAM TO FORMULA 1”
NICK TANDY

With 2010 deals in both the German series and F1-supporting Supercup, he hit Konrad's target. There were five victories in Germany and three in the Supercup, though titles remained elusive. He did take the German crown in 2011, but by then Tandy had already done enough. "For Porsche, the Carrera Cup is your test."

Tandy's first outing for the factory was a VLN event at the Nurburgring Nordschleife in 2010. Porsche then helped him to the 2011 Daytona and Le Mans 24 Hours, and only driveshaft failure cost him and Marco Holzer the 2012 International GT Open crown.

Tandy became a factory Porsche GT driver in 2013, with his main successes being class victories at Daytona and Petit Le Mans, before impressing when the chance came to test for the LMP1 squad. Once again, his ability to immediately get to the limit served him well, and it didn't take long for Porsche to place him with Nico Hulkenberg and Earl Bamber.

"Honestly, I don't know why some drivers take longer to get on top of a car, whereas I can very quickly find the limit of the tyre, which is what you're always working with," ponders Tandy. "It must come from the early days."

Which rather sums up Tandy's career. His early rivalry with his brother on the farm, the hard knocks of Ministox, striving against the odds in Formula Ford and F3, all helped him develop the attributes he needed. It was little surprise that, when he got parity of equipment in the Carrera Cup, he excelled. And then nailed his biggest opportunity yet.

The interesting thing now will be to see where his journey takes him next. ☞



Tandy credits Dijon effort for igniting his Porsche career

BRITISH FORMULA 3 2008

Having had a Ray when the thing to run in Formula Ford was a Mygale, Tandy moved to F3 with a Mygale against the dominant Dallaras. Three podiums in the second half of 2008 helped him to ninth in the championship, in a field that included Jaime Alguersuari, Sergio Perez and Marcus Ericsson.



TRAGEDY AND TRIUMPH MAY 2009

Won at Rockingham shortly after the death of brother Joe in a car crash. He avoided a first-corner incident to take the lead: "Probably two years before I would have been involved in it, but by that point I was a much better championship driver. The car was ballistic at Rockingham." The victory remains the peak of his single-seater career.

MOVE TO PORSCHE 2009-2011

After winning on his Carrera Cup GB debut as part of his prize for being a McLaren AUTOSPORT BRDC Award finalist, Tandy starred on both his German Carrera Cup and Supercup debuts with Konrad. Many wins followed in both series – and with Motorbase on a UK raid in 2011.

June 2015:
Tandy wins
Le Mans

FLASHPOINT DOUBLE DUTY

Double duty for Porsche at Austin last September didn't deliver due dividend. Tandy, called up to race in the World Endurance Championship as well as the United SportsCar Championship event, didn't collect any silverware that day in Texas. It was, however, the event that convinced me that the boy was a bit special.

Tandy, sharing with Jorg Bergmeister, would have won the USC race for the factory CORE team but for a driveshaft failure, but it was subbing for the injured Richard Lietz in the WEC race where he really impressed. Britain's homegrown sportscar hero proved beyond doubt that he was a match for anyone inside the Porsche camp and anyone outside it.

He got the better of highly rated teammate Frederic Makowiecki to move to the front of the Porsche challenge, only for an ECU failure to lose the car two laps at its penultimate pitstop. The Aston Martin Vantage GTE shared by Darren Turner and Stefan Mucke ended up taking GTE Am honours after overhauling the second Manthey 911 RSR, but Tandy had been 18 seconds up when he had his problem.

The question as to whether Tandy and Bergmeister would have won was in the maths. Tandy took the better part of 20s out of the Aston in his ultimately fruitless efforts to make up time. A non-finish and a fourth place were poor rewards for a starring performance on a busy day.

Gary Watkins

Impressive Austin pace came to naught



FACTORY SHIFTS 2010-2013

Thanks to his Carrera Cup successes, Tandy's relationship with the factory started with VLN and American outings in 2010-2011. He and Marco Holzer lost the 2012 International GT Cup at the final race by one point, but Tandy claimed the Porsche Cup for the best private Porsche racer. A factory GTE deal followed.



LMP1 BREAKTHROUGH 2014-PRESENT

Tandy outpaced the other factory GT drivers in his LMP1 test at the end of 2014. A clash with Kevin Estre's works GT Porsche on his LMP1 debut at Spa wasn't a great start, but Tandy/Nico Hulkenberg/Earl Bamber scored a stunning victory just weeks later at Le Mans.

AN ALTERNATE

F1 REALITY

The Codemasters Formula 1 games had gone a bit stale, and the newest instalment arrived in a world of next-generation consoles under plenty of pressure. But it's won **GLENN FREEMAN** over

69

Nico Rosberg is becoming a bit of a nightmare. We're halfway through the 2015 season and he's already had Kimi Raikkonen off the road twice, and now he's piled into the barriers with Mercedes team-mate Lewis Hamilton, too. We're not talking about real life here, but the latest official Formula 1 game

– F1 2015 – that was released on PC, PlayStation 4 and Xbox One earlier this month.

Why are Rosberg's misdemeanours relevant? Because the clashes 'he' has been involved in so far perfectly reflect what the people behind the game at Codemasters promised – a revolutionised set of artificial intelligence (AI) drivers to contend with, who will no longer be frightened off the road after decades of their in-game predecessors failing to have the balls to stand up to over-aggressive human players. No

longer can you half-heartedly show your nose down a straight or in a braking zone and expect your rivals to jump out of the way, and if you try to cut off an opponent's nose they're not going to jump on the brakes – as Rosberg has proved.

The vastly-improved AI (which we'll come back to because there's so much more to tell) is one of the most significant factors of the first F1 game on 'next-generation' gaming consoles that proves Codemasters has not just applied a lick of paint to its previous series of titles to make F1 look prettier on more powerful machinery. There were understandable fears this might be the case, particularly as the PS3/Xbox 360 generation of games (F1 2010–2014) appeared to be losing momentum. But a lot of time was devoted to the 2015 release, which was under even more pressure as it had to hit the shelves mid-season rather than late in the year like the previous games. That was a great move, as it always felt strange starting your virtual campaign with the Australian Grand Prix when the real season was already coming to an end.

Getting the game out before F1's summer break – and still managing to update it with McLaren's Spanish GP-onwards livery (via download) is worthy of recognition.

Let's hope it's the norm from now on.

Before we head back to the entertainment provided by the new brand of AI, there was another big factor that needed addressing to move the F1 series of games on – the handling of the cars. The lazy-feeling controls of the previous games are no more. Even with a gamepad (which the majority of the game's players will use, so we feel is a more relevant test than a steering wheel) the cars feel nimble and responsive. It takes a while to get used to after five years of using full steering-lock far more than should be the case, but it offers those with the ability to master finger-tip driving a chance to be much more precise, and anyone who struggled with the previous games a few more get-out-of-jail cards per lap. With the previous control model, if you got a corner wrong it was frustratingly hard to recover from. F1 2015 is a significant step forward in this regard, and very little of the handling model feels similar to previous titles, so Codemasters has clearly been hard at work.

Does it give a full-on feel of a simulation? Not particularly, but most of the complaints in that area will come from people who have no idea what an F1 car feels like to drive, especially on the limit. But the changes allow players to attack more, and you can get into a satisfying, consistent rhythm. Real F1 cars ride kerbs well, and now their computer-game counterparts can do the same. You can attack braking zones, with the car squirming underneath you if you get it a bit wrong, and you can feel the time dripping away if you miss an apex by the smallest of margins. The cars move around well on the power too, but in a controllable manner. It does a much better job than in the past of straddling the fine line between allowing inexperienced players to compete (we've even tried the driver aids, which are subtle but effective) and giving the hardcore racing gamers plenty to think



Hamilton and Rosberg come to 'virtual' blows



F1 2015 now has better artificial intelligence

about. That includes difficulty levels, with the hardest settings incredibly difficult.

Taking us back to the AI, it's not just the player cars that look more lively on track now. The 'computer' cars move around just as much, even getting out of shape on the power due to the torque of the turbo engines. They also make mistakes on their own, so it's not only around your car that there's action. Previously, the rest of the field would often drive around robotically and get up to very little unless there was a human player to interact with, but now every time you watch a replay back (and you can watch any car now, too, which we'd recommend taking advantage of) there will always be incidents to find in the pack that you didn't see in your race. Codemasters has taken this area to the next level as well, with the AI cars picking up far more penalties. We've even seen a car excluded from qualifying, and time penalties dished out for yellow-flag infringements.

With an improved tyre model (which contributes to better handling) comes tyre degradation that is far less frustrating than in the previous games. The drop-off in performance of the Pirellis now has the more realistic effect of making your car slower

limited – the only difference between doing a full season in 'quick race' mode (which is nicely customisable) and 'championship season' appears to be more pre- and post-race cut-scenes with additional commentary over them from David Croft and Anthony Davidson. The

“THE IMPROVED TYRE MODEL MEANS TYRE DEG IS FAR LESS FRUSTRATING”

through the corners, forcing you to attack less, rather than just making it almost undriveable and too prone to spinning as in previous games.

Of course, no game is perfect, and we're not here to only sing the praises of F1 2015, even if we're impressed overall. The game modes are

third mode is 'pro season', which means full distance races, no driver aids and forcing the player to use 'helmet cam' – all features you can create for yourself in the other two modes. The 'career' of the previous generation of games has been parked while Codemasters works out ▶

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'Computer' cars are now driven properly



Cut scenes add to the game's atmosphere

► how to revive an idea that it admits had become "stagnant". That's a fair point, but it's a shame to entirely lose the ability to put your own name in the game. A minor gripe, but that's the sort of small touch people have become used to in most sports games. So the game modes are limited, but there is the bonus of also being able to play the full 2014 season to add a layer of depth elsewhere.

While the customisation of weekend settings, driver aids, and even the season calendar (in

quick-race mode) is great, the jump in race length from five laps to 25 per cent of full distance seems a bit steep. Five laps makes for short, sharp racing, but if you want a little more meat on the bones of your grand prix you have to commit a lot more time per race weekend.

The rest of the areas for improvement hopefully form little more than a bugs list which is already being tackled by the members of the Codemasters team still working on F1 2015 post-release – with patches and car performance updates promised. We've noticed team-mates regularly pitting on the same lap,

and if you're caught up in a race-ending crash with an AI car (and you don't use the 'flashback' option to have a second attempt at avoiding the shunt), you retire from the race only to learn the car that piled into the barriers with you retained its position in the finishing order!

Talking of retirements, we've not seen any evidence of mechanical failures being included, but a decent collision and damage model (including punctures) partly covers that up.

"CODEMASTERS HAS CREATED THE MOST ENJOYABLE RACING GAME FOR YEARS"

As good as the game is in its improved areas, it still suffers a little from replicating F1's competitive order, so for excitement at the front you need a race in which Ferrari is on terms with Mercedes. We've even been fortunate enough to have the Williams drivers getting into the mix in one race at Spa, and it leaves you wishing the field was more closely bunched so the power of the new AI model could really be exploited. That's not Codemasters' fault – it's here to produce an accurate representation of the F1 season. We wouldn't mind a return of fluctuating team performance from season-to-season though, which appeared in the career mode of F1 2012.

Critics of F1 games will continue to complain about a lack of depth beyond simply driving a basic F1 campaign. But the key with this game was to regain the F1 series' momentum, and F1 2015 achieves that. Codemasters is working hard with F1 chiefs to be given more scope to spread its wings, and it's promising "something a bit special" in terms of new game modes. Until those materialise – hopefully with F1 2016 – it has breathed life back into the series by creating the most playable and enjoyable grand prix racing game for several years.

If you fell out of love with the previous games, it's time to come back. ❧

Tyre-model improvements have created realistic wear



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- 2 sets complete suspension (2700kms).

- 2 sets of front/rear uprights. (2700 Km)
- 1 set of billet rear uprights (Spa only).
- Various new/used coolers and intercoolers.
- 2 sets of exhaust systems.
- Various new and used starter motors, PAS pumps and gearbox pumps.
- 1 set of rebuilt brake callipers (hardness checked OK).
- Various new and used brake discs and pads.
- 1 set of 24 hour light system.



There is also a considerable amount of good, used spares that are available, too numerous to list, but can supplied upon request. Invoices can be supplied as can the actual history of the car, when run by Von Ryan during the 2012 / 2013 Blancpain campaign.

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Team Truckie / Parts Coordinator responsible for: Race trucks and associated equipment ensuring roadworthiness. Control and recording of parts stock and carrying out trackside sales to customers. This position will involve extensive travel throughout Europe so candidates must be flexible.

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SW1137

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■ Sub Assembly Technician:

The Sub Assembly Technician requires at least 5 years of experience with assembling uprights, steering racks, oil pumps, suspension, brakes and complex assemblies generally used for racing.

■ Chassis Mechanic:

The position requires a minimum of 5 years of experience, as it assists in rebuilding the race car after each event. The main tasks in this position are to set down the car after each session or race, strip the car, change engines, crack check components, rebuild components, maintenance on the fuel cell, rebuild the car, work to a life cycle for the components and generally make sure the car is reliable and working to its maximum mechanical ability. This employee may also be required to participate in pit stops.

■ Carbon Fiber Repair Specialist:

This position will require the applicant to have knowledge in trimming, laminating, curing and finishing carbon fiber components. This individual will also be required to have experience in repairing crashed or broken parts of the race car in a timely manner.

■ Car Refueler:

The applicant must have experience refueling cars both in pit stops and during test and practice sessions. If required, this person must also occasionally travel to our workshop to prepare and upgrade equipment as required. This person should possess other qualities that would be useful in additional areas within the race team and can be utilized in-between sessions.

■ Assistant Race and Data Engineer

Responsibilities:

- Work with Race Engineer, supporting activities including: performance analysis, pre-race strategy analysis, data reduction and reporting
- Work with electronics department to communicate requests and implement software/hardware updates
- Develop analysis and strategy tools
- Generate post-race reports for items such as refueling and pit stop timing
- Ensure and maintain quality of sensors and sensor calibrations on car before and during tests and races
- Ensure data is downloaded from the car onto the server in a timely and efficient manor

■ Gearbox Design and Development Engineer

Responsibilities:

- Create engineering designs and drawings for gearbox, driveline and related items
- Create documentation in support of gearbox and driveline engineering work, e.g. build manuals, technical update documents, and test reports, etc.
- Support build department as required to ensure repeatable, reliable, build quality

- Improve and develop the gearbox performance, through appropriate engineering testing methods, and update designs as required
- Effectively communicate timelines with Engineering, Production, and Build departments for updates and part supply in support of greater team plans

■ Design Engineer

Responsibilities:

- Create part and assembly designs that are well engineered, well considered, and fit for purpose
- Create detailed drawings of parts and assemblies for manufacture and assembly
- Create supporting build documentation as required
- Communicate with the rest of the engineering group to ensure fitment, suitability, and take design feedback into consideration
- Communicate effectively with Production and Build, on timelines, manufacturing methods, and concerns

■ Electronics Department Manager

Responsibilities:

- Manage lines of communication between electronics and other departments within the team, as well as external vendors
- Guide and direct electronics system architecture and design choices
- Ensure electronics inventory and production are aligned with requirements
- Ensure soft and hardware updates are prepared and tested in concert with the preparation and running of cars
- Assist in problem identification and remediation
- Set priorities for department members in line with team priorities

■ Structural Analysis Engineer

Responsibilities:

- Performing Finite Element Analysis on composite and homogeneous parts
- Implicit analysis required; Explicit analysis desirable
- Provide feedback of results and recommendations to design department in a timely manor
- Be able to do detailed hand calculations to "sanity check" results
- Recommend, support and/or perform physical testing, where required to validate analysis results

■ IT

Responsibilities:

- Support and improve computer networks and file sharing at the track and shop
- Implement and maintain file control for CAD software
- Support TV, radio, and timing stand electronics at the track
- Maintain team computer soft and hardware, as well as managing relationships with suppliers

■ US Based Logistics Coordinator / Truckie:

This applicant must hold a clean U.S. CDL and have experience as a race team truckie for at least 5 years. You will be responsible for driving the truck to all of our U.S. based tests and our race at COTA. While at the racetrack for tests, you will coordinate the garage set up with the rest of our crew, be responsible for tire management (pressures, inspections and heaters), be responsible for the loading/unloading of the truck and general maintenance of the truck, trailer and pit equipment. While at the races, you will be working with our British based crew to complete these tasks. This applicant must have immaculate attention to detail and enjoy working with others as part of a team. Pit stop experience is preferred.

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Circuits hail track-limits rules

Both Silverstone and Donington say new regs cut circuit-damage bills

THE OPERATORS OF BOTH Silverstone and Donington Park have reported a major reduction in circuit-damage bills as a result of the MSA's track-limit rules, which came into force this year.

The rules forbid a car to put a single wheel beyond the defined circuit boundary, as opposed to the up-to-three-wheels-off rule that was previously applied. The change was made following a push from the Association of Motor Racing Circuit Owners, headed up by MotorSport Vision chief Jonathan Palmer.

Following the first half of the season, both Silverstone and Donington have incurred significantly less track damage, allowing their operators to invest in other areas of the facilities.

Donington Park managing director Christopher Tate said: "We're

delighted by the results of the track-limits rule change. As a business we have noted a reduced number of on-track incidents caused by poor grass surfaces beyond the kerbing or white lines.

"Critically, we have been able to invest in other areas of the track as we know the need to pay out to repair kerb damage or run-off areas is now significantly less than in previous years.

"From a sporting perspective, spectators are able to appreciate the skill of the drivers without the corner cutting or running ridiculously wide.

"Hopefully drivers have noticed the benefit too, not having to repair their cars after hitting kerbs when frequently running wide. It's simple: the green bits are out, the black bits are for racing on."

Silverstone's Stuart Pringle said: "We have been pleasantly surprised at the effect the consistent application of the new track-limits rule has had at the circuit.

"We as a circuit have benefitted from a significantly less damaged track. It highlights the difference between events run on an MSA and an FIA permit.

"FIA events still run under the old rules that allow more of the car off the track and it causes the circuit operational issues.

"Preparation for the British Grand Prix this year was made harder by damage caused by the FIA permitting GT events to run ahead of it. It was heartening to see track limits strictly enforced during the grand prix itself. I'd like to see some consideration from the FIA on whether to follow the MSA's lead."



ROB LADBROOK
GROUP NATIONAL
EDITOR

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There were plenty of objections

when governing body the MSA first announced its intentions to usher in new stricter track-limits rules for the start of this season.

The majority of drivers I asked about it foresaw trouble ahead with the 'no wheels off' law. Marshals and organisers were also concerned about how the rules would be policed and the strain it would place on observers having to stringently study the line of every single competing car, every lap.

Fast-forward eight months and many of those early grumbles have given way to the benefits the new rules have brought. The comments on this page from Silverstone circuit's boss Stuart Pringle and Donington Park chief Christopher Tate confirm that the new rules are of great aid to the circuits.

Jonathan Palmer, chairman of the Association of Motor Racing Circuit Owners, originally pushed for the rule change and was accused of protecting his own interest at MotorSport Vision by some factions among racing drivers.

But now that this country's two leading independent tracks have also thrown their weight behind the benefits, it puts out a very positive and unified message.

Policing has also proven easier than predicted. MSV tracks have installed pressure-sensor systems to catch cars repeatedly running wide, while Silverstone and Donington use cameras as well as observer reports.

Tracks save cash and can reinvest in better facilities for drivers, and the fact that fewer on-track incidents have been reported can only be a bonus.

The only downside I can see is for the spectators. Too often offending drivers get pinged with time penalties, which are a mystery to people not equipped with a timing screen or commentary speaker.

It's frustrating to watch a driver win on the track, then find out later that he actually finished third or lower. Some system needs to be created to better communicate that to fans so they do not feel alienated by a rule change with so many good consequences.

Clarke is planning to race in British GT in a McLaren next year



EBREY

British GT

Clarke aims for GT return with McLaren

FORMER PRODUCTION SALOON champion Leyton Clarke is plotting a return to British GT next season as part of a new American-backed McLaren GT3 effort.

Clarke, 23, tested a new McLaren 650S GT3 machine at Snetterton recently as he gears up for a return to racing after two seasons out. An unnamed American benefactor

arranged the test. They plan to run the McLaren in both British GT and the Blancpain Endurance Series next season under the United Alliance Racing banner and share driving duties with Clarke.

The deal will bring Clarke back to British GT for the first time since 2011, when he finished third in the GT4 class with the factory Lotus Evora team.

"Things are very close to being

confirmed for the 2016 season and it's an exciting programme to be a part of," said Clarke. "I took a few years out to travel and concentrate on driver coaching, and this chance came about through a mutual contact.

"It's time for me to come back to the sport and I'm very fortunate to be in this situation where I can be part of a new team. The McLaren was unbelievably

good. It had so much grip compared with anything I've ever driven before and the ABS system meant you could brake so late and aggressively into corners.

"Until the deal is fully tied up we can't say too many details, but we're in talks with the McLaren GT factory to get some support and the plan is British GT and Blancpain."

FF1600

Festival winner Raven returns to National FF1600

FORMULA FORD FESTIVAL winner James Raven will return to the BRSCC Formula Ford 1600 National Championship with Cliff Dempsey Racing next month.

The 2014 National runner-up has not raced this year owing to budget and time constraints, but will take to the cockpit at the next round at Silverstone.

"I'm really excited about it," said Raven. "The standard is good and the championship is really close."

Raven will take over the Ray GR08/09 previously campaigned by Ben Spurge.

The 20-year-old is hoping to extend his deal to defend his Festival title and contest the Walter Hayes Trophy.

"We'll definitely do the Walter Hayes and the Festival, it's just a case of

working on the particulars," Raven said.

Cliff Dempsey added: "It's disappointing we haven't had James in the car already this year. He probably would have been National champion last year, too, had a rose joint not broken at Oulton Park."



Raven will be back at Silverstone

EBREY

Historics

Harvey wins in F1 Cooper on single-seater comeback

TIM HARVEY WON BOTH Pre-'66 Grand Prix Car races at the Silverstone Classic on his first single-seater outing since a one-off in British Formula 3000 at Donington Park in 1990.

The 1992 British Touring Car champion was a late call-up to race the ex-Dan Gurney Cooper T51, which belongs to friend Roger Wills.

"To win a race in an ex-Dan Gurney car was something very special for my CV," said Harvey. "The first time



Harvey won in Cooper T51

EBREY

I drove the Cooper was in the wet qualifying session. Then the first race was dry, so I had to relearn the car all over again. I felt my way into it for a few laps and then pushed on and got the lead. Race two was wet so I had more confidence.

"I have so much respect for the guys who raced these cars in period – the seating position makes them hard to control and I was getting cramp by the end. It was a pleasure to drive it, though."

In brief

One-off for Wrathall

Former British Touring Car Championship racer Frank Wrathall has no plans to continue racing this season, despite winning on his Super Touring debut and racing return at last weekend's Silverstone Classic.

De Melo stays in F3 Cup

Formula Renault NEC racer Zachary Claman de Melo is eyeing extra F3 Cup runs at Silverstone and Brands Hatch GP ahead of a move into European F3 next season. The 17-year-old Canadian claimed three comfortable wins for Carlin at the wheel of a 2008-spec Dallara-Volkswagen on his debut last weekend.

Stevens rolls Passat

Having taken a podium finish on his debut with his new VW Passat last time out, VAG Trophy racer John Stevens was sidelined by a major crash at Snetterton. "I was battling for 10th but had a clash with Tom Swayne and it tipped me over," said Stevens. "I was counting the bangs and just waiting for it to stop."

Webster to Germany

Porsche Carrera Cup GB champion Josh Webster will make his debut in the German championship at the Red Bull Ring this weekend. Webster will join the KUS Team75 Bernhard squad after regular driver Pepe Massot had to stand down, having recently undergone back surgery.

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The voice of club racing



“VERSATILITY AND VIRTUOSITY AT THE CLASSIC”

Virtuosity in racing cars has been noted since the sport's birth, more than a century ago. While some drivers excel in specific types of machine, adding versatility to the judging criteria narrows the field dramatically. Think Tazio Nuvolari (Alfa Romeo P3 to Auto Union) in the 1930s, Stirling Moss (aboard anything) in the '50s, and Jim Clark, who cleaned up in grand prix support races while competing with Team Lotus in the '60s. These days, of course, big-buck contracts focus 'stars' on one thing.

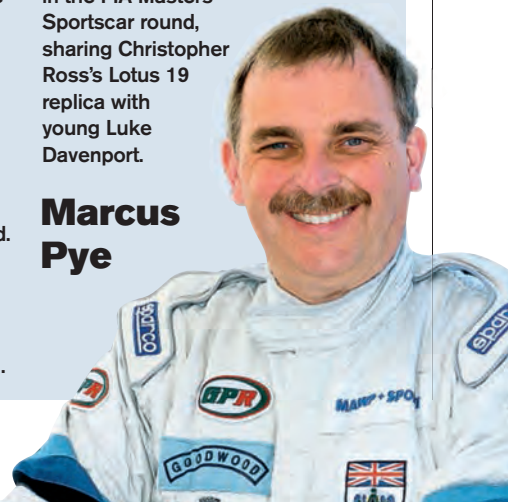
Moss was king of kings, able to wring the maximum from everything in a career spanning 216 victories from 585 events. Even at 70, flashes of that natural genius remained. Stirling humbled many pretenders when reunited with a Maserati 250F at the very wet 1999 Goodwood Festival of Speed. Onlookers, the vast majority of whom had not witnessed his frontline career, were treated to a magical glimpse of the ability for which Moss is fabled.

These days, historic racing affords us windows on eras before mechanical grip and extraordinary downforce ruled. The art of balancing a drifting car with the lightest touch, steering on the throttle, remains beautiful to behold. Last weekend's Silverstone Classic provided ample opportunity to see its masters ply their craft. In an extraordinary spectrum of cars... Watching the aces is illuminating.

Martin O'Connell leaping from Mini Cooper S to Chevron B19; Simon Hadfield from Aston Martin DB4GT to Lola T70, Rob Hall from DB2 to Ligier JS17, Martin Stretton from Tyrrell 012 to Lola T210, Patrick Blakeney-Edwards from chain-gang Frazer Nash to AC Cobra, Andy Wolfe from Lotus Elite to Tyrrell 011 and Tim Harvey from Bizzarrini to Cooper-Climax all stirred souls, especially in gruesome conditions.

Alas we didn't see as much of Gary Pearson, who previously contrasted Group C Jaguar drives with D-type, Lister and Porsche 917 action. He was victorious at the inaugural Christie's Historic Festival in 1990 (in a Formula Junior Lola Mk5), as were Hadfield and Michael Schryver in an A-frame-suspended Lotus Cortina. Simon was the only 'original' race winner to score again, while Michael finished third overall in his Chevron B6 and third in class in the FIA Masters Sportscar round, sharing Christopher Ross's Lotus 19 replica with young Luke Davenport.

Marcus Pye



750MC

More Spa trips on the cards for 750MC championships

BOSSSES OF THE 750 MOTOR CLUB

hope that this September's first visit to Spa-Francorchamps could be the start of an annual trip for a number of its championships.

The organisation's 5Club Mazda MX-5 championship will make the pilgrimage to the Belgian circuit on September 5/6 as part of the International GT Open event. Club competitions secretary Giles

Groombridge said that although the 750MC is unable to hold a dedicated meeting at the track, this year's round would enable it to get a foot in the door with organisers.

"It's not every day a clubman can go out to Spa," he said. "We have 36 MX-5s entered so far with the Dutch MX-5 Challenge also joining, so I'm hoping for a 50-car grid. A dedicated meeting isn't an option since Spa has limited operating days, and all meetings are run by local Belgian clubs or international organisers.

"We'd love to have Spa on the calendar for many of our championships, and this year gives us a chance to build relationships. We've been to circuits not traditionally known as 750MC tracks, such as Croft and Rockingham, already this year. Going to somewhere like Spa is a natural progression."



Historics

Can-Am to join Classic

A DEDICATED RACE FOR Can-Am cars will headline the 2016 Silverstone Classic.

To mark 50 years since the creation of the Canadian-American Challenge Cup, a race for the mighty sports-racing cars of the late 1960s and 1970s will be a key feature of the July 2016 event. Promoter Nick Wigley hopes that an early announcement will encourage owners to get cars ready to race.

"We'll definitely have a major Can-Am race next year," said Wigley. "I want people to get cars ready and we'd love to have 90 cars applying for 50-something places on the grid. We've not decided yet whether to include the turbo cars but it will be a spectacular Can-Am celebration."

The series started in 1966, running to Group 7 regulations with no restrictions on power and few controls on aerodynamics.



F3 Cup

Stuntman makes F3 debut

HOLLYWOOD STUNTMAN WADE

Eastwood made his Formula 3 debut at Snetterton last weekend after joining Omicron Motorsport in the MSV series.

Los Angeles-based Eastwood plies his trade as a stunt double in blockbuster films and recently featured in *Mission Impossible 5* alongside Tom Cruise.

Eastwood scored a best finish of seventh in the third and final race, at the wheel of a Dallara F307.

"I got the chance to drive a Formula 2 car at Silverstone when we were filming *Mission Impossible* and both [MSV head] Jonathan Palmer and [ex-GT driver] Christian Vann were there. They

thought I did well so suggested I tried racing," said Eastwood.

"It's totally different to my stunts, which are controlled and everything is prepared. Because of my stunt experience I am a late braker and not scared of speed."



Electrifying win for Pittard makes up for earlier troubles

BARC SOUTH EASTERN'S

Sevensque series produced two cracking races on Saturday. A small entry prompted the introduction of an Allcomers class, but still Caterhams filled the top places.

Eventual winner Colin Watson and second-placed Robert Singleton were overhauled early on in race one by Christian Pittard before an electrical failure put him out.

Pittard moved up smartly from the back of the grid in race two, and a fastest lap on the final tour lifted him from third to first by 0.044 seconds in a dramatic finish so close he didn't know he'd made it. Paul Adams' silhouette Mercedes SLK was the first Allcomers entry, fourth overall in both races - beating none other than Rod Birley in his Escort in race one, the local man giving the car a test run to prepare for Sunday's *Motorsport News* series round.

In another Saturday double-header Barnaby Davies twice won the **Tin Tops**, with Tom Bridger runner-up in his Rover having briefly headed the winning Toyota in race two. Chris Whiteman retired

after a class-winning third in race one, promoting Pete Osborne to the podium and giving Birley another class win in an unfamiliar borrowed Honda Integra.

From fifth on the **VTEC/Classic VW** grid, Ken Lark overtook fellow Corrado driver Mark Lloyd Jones, who was then also passed by Luke Allen in the leading Honda. On a soggy Sunday a very different story unfolded. A spin left race-one winner Lark back in fifth place while Simon Horrobin's Fiesta led having started from the fourth row, only to lose it to Alex Owen (Civic) in traffic before spinning down to third behind Chris Adams's Golf.

Blue Oval Fords dominated both races they shared with **Pre-'93 Touring Cars**. Poleman Olly Allen recovered from a slow start to beat Ashley Shelswell on Saturday, and did it again by a much wider margin on Sunday. John Edwards-Parton's Fiesta was more at home in the wet and gave Shelswell a hard time until yellow flags forced him to hang back behind a backmarker. Top pre-'93 driver on both days was Roger Stanford in his BMW.

David Howard steered his mighty Jaguar XJ12 to his 100th race win on Saturday, although a safety-car intervention helped reigning **Pre-'83 Touring Cars** champion Stephen Primett plus Mark Fowler and Pete Winstone to stay in touch. Howard gave best to Primett in the wet second race, but both were eclipsed by Andrew Harrison (XJS),



who put in a superb drive from the back row to win. His Saturday race had ended with him beached in the gravel while contesting second place.

The first **Classic Thunder** race ended spectacularly as Darren Bly's Skyline expired as he took the final corners. The smoke and flames didn't stop Bly from coasting over the line to win, ahead of Vaughan Fletcher and Boysie Thurtle, but his Nissan didn't reappear on Sunday for him to take up his spot on pole position.

Fletcher and Andy Robinson put on a good show in race two until the Subaru driver stretched his advantage when Robinson decided not to push his luck with his Falcon against the four-wheel-drive car.

Steven Sprigg beat fellow Lotus Cortina racer Eifion Jones in a restarted and shortened **Classic and Historic Touring Car** race. The tables were turned in the second contest when Phil Manser's Mini dominated on a wet track, and Pietro Caccamo lifted his Lancia from eighth on Saturday to second ahead of Andy Messham's Mini.

There was a new winner in the **Junior Saloon Championship** in James Clarke, the Suffolk youngster standing head and shoulders above his rivals in the championship's fourth round. The other notable feature of two wet races was some poor and clumsy driving that resulted in a significant number visiting the clerk of the course.



Streather's double throws title race open

PAUL STREATHER THREW the **Clio Cup** competition wide open with two wins at the series' fourth of six rounds while others struggled to keep their points tally ticking over.

Luke Herbert, the championship leader coming to Brands, made a superb getaway

from fourth to head race one through the first corner. But a midfield attempt to take Graham Hill three abreast put Sam Randon off backwards into the barrier, caused Peter Bennett's retirement, and briefly halted the action.

Happily for Herbert, he also nailed the restart. Second man

Andy Jordan slithered off-line at McLaren early on, allowing both Brett Lidsey and Streather to pass. Jordan was out soon afterwards with what was thought to be an electrical problem.

Following a short caution period, Herbert was under huge pressure until he started to suffer a misfire that allowed both Streather and Lidsey to pass. Herbert retained enough pace to fend off James Dorlin and Tom Barley in a tight finish for third.

Streather had the best of the starts in a wet second race and was never headed. A Lidsey/Herbert incident at the hairpin triggered confusion behind in which Randon bumped the barrier at the foot of



Graham Hill again. Herbert retired, but Lidsey continued with a damaged car until he was barged into the barriers on Cooper Straight.

Dorlin started 10th but took second from Jordan with a bold move at Graham Hill Bend. It had been a difficult weekend for Jordan as he was struggling with a lack of power but he was pleased with a podium place.





Pittard chases Watson in Sevensesque battle



Bly won Classic Thunder despite fire

Race one featured two caution periods and a stoppage to ensure the welfare of Katie Milner after she rolled at Paddock. Race two was rather better behaved, and enabled points-dominating Ben Colburn to salvage something positive with a second place from an otherwise disappointing weekend.

The first MGOC Championship race barely got going. The safety car was quickly scrambled on lap one, again on the first lap of the restart, and ended with a red flag — all within seven laps. Top qualifier Andrew Rogerson caused the first caution period after a spin and finished 10th, while David Mellor was the winner. Rogerson made up for his race-one misdemeanour by winning at the second attempt with Adam Jackson and Mellor next.

Malcolm Wise qualified on pole position for the *Motorsport News Saloons*, but missed the opening race because of propshaft problems that couldn't be repaired in time. This helped Birley to score another win, from Tom Knight. Wise charged up the order to fourth and set fastest lap in race two but he couldn't catch Birley or Knight.

● Brian Phillips

RESULTS

SOUTH EASTERN SEVENESQUE SERIES/ALLCOMERS

(18 LAPS) 1 Colin Watson (Caterham C400) 15m43.482s (82.96mph); 2 Robert Singleton (Caterham C400) +0.566s; 3 Graham Charman (Caterham); 4 Paul Adams (Mercedes SLK); 5 Rod Birley (Ford Escort WRC); 6 Barnaby Davies (Toyota Starlet GT). **Class winner** Charman; Adams; Mark Horton (Caterham). **Fastest lap** Christian Pittard (Caterham) 50.988s (85.28mph). **Pole** Watson. **Starters** 18. **RACE 2** 1 Pittard 15m42.149s (83.08mph); 2 Watson +0.044s; 3 Singleton; 4 Adams; 5 Charman; 6 Andy Thompson (SEAT Toledo). **CW** Watson; Adams; Charman. **FL** Pittard 50.894s (85.44mph). **P** Watson. **S** 13.

TIN TOPS CHAMPIONSHIP (13 LAPS) 1 Barnaby Davies (Toyota Starlet GT) 15m36.616s (60.35mph); 2 Tom Bridger (Rover 220 Turbo) +5.959s; 3 Chris Whiteman (Honda Civic Type R); 4 Peter Osborne (Vauxhall Astra VXR); 5 Rod Birley (Honda Integra); 6 Cliff Pellin (Ford Fiesta ST150). **CW** Whiteman; Pellin; Dominic Ryan (Ford Fiesta Zetec S). **FL** Davies 54.526s (79.75mph). **P** Davies. **S** 23. **RACE 2 (17 LAPS)** 1 Davies 15m45.212s (78.21mph); 2 Bridger +18.085s; 3 Osborne; 4 Birley; 5 Pellin; 6 Carey Lewis (Honda Civic Type R). **CW** Birley; Pellin; Ryan Steel (Citroen Saxo). **FL** Davies 54.320s (80.05mph). **P** Davies. **S** 23.

PRE-2003 CHAMPIONSHIP/CLASSIC VW CHALLENGE (17 LAPS) 1 Ken Lark (VW Corrado) 15m56.511s (77.28mph); 2 Luke Allen (Honda Civic Type R) +3.307s; 3 Mark Lloyd-Jones (VW Corrado); 4 Alexander Owen (Honda Civic Type R); 5 Len Simpson (VW Vento); 6 Phil Wright (Honda Accord Type R). **CW** Allen; Wright; Chris Adams (VW Golf VR6). **FL** Lark 54.707s (79.48mph). **P** Simon Horrobin (Ford Fiesta). **S** 24. **RACE 2 (14 LAPS)** 1 Owen 15m03.760s (67.36mph); 2 Adams +5.926s; 3 Horrobin; 4 Steven Barden (Honda Civic); 5 Lark; 6 Nick Penfold (VW Golf GTi). **CW** Adams; Lark; Tim Moll (VW Golf); Paula Webb (Honda Accord Type R). **FL** Owen 1m02.380s (69.71mph). **P** Lark. **S** 25.

PRE-'93 TOURING CARS/OVAL SALOON CHAMPIONSHIP

(17 LAPS) 1 Olly Allen (Ford Fiesta) 15m37.816s (78.82mph); 2 Ashley Shelswell (Ford Sierra XR4i) +7.614s; 3 Roger Stanford (BMW E30 M3); 4 Colin Tester (Ford Sapphire Cosworth); 5 Malcolm Wise (Ford Sapphire Cosworth); 6 John Edwards-Parton (Ford Fiesta). **CW** Shelswell; Stanford; Wise; Edwards-Parton; Henry Pickering (Vauxhall Nova); Michael Sheraton (BMW E30); Scott Parkes (Ford Fiesta XR2); Andrew Smith (Honda CRX). **FL** Allen 54.245s (80.16mph). **P** Allen. **S** 24. **RACE 2 (14 LAPS)** 1 Allen 15m27.563s (65.63mph); 2 Shelswell +27.863s; 3 Edwards-Parton; 4 Stanford; 5 Nigel Hutton (Ford Sapphire Cosworth); 6 Brian Long (Ford Fiesta). **CW** Shelswell; Edwards-Parton; Stanford; Alistair Lindsay (VW Golf GTi); Pickering; Wise; Parkes; Smith. **FL** Allen 1m00.939s (71.35mph). **P** Allen. **S** 25.

PRE-'83 TOURING CARS/PRE-2005 CHAMPIONSHIP (13 LAPS) 1 David Howard (Jaguar XJ12) 15m04.513s (62.49mph); 2 Stephen Primett (Ford Escort Mk1) +1.002s; 3 Mark Fowler (Ford Capri); 4 Peter Winstone (Ford Escort Mk1); 5 Stuart Caie (Ford Capri); 6 Neil Bray (Ford Fiesta). **CW** Primett; Fowler; Bray; Philip Jose (Renault Clio 172 Sport); Craig Langley (Peugeot 206 GTI). **FL** Howard 55.947s (77.72mph). **P** Andrew Harrison (Jaguar XJS). **S** 28. **RACE 2** 1 Harrison 15m11.622s (62.01mph); 2 Primett +1.216s; 3 Howard; 4 Jose; 5 Bray; 6 Gary Parkes (Peugeot 206 GTI). **CW** Primett; Howard; Jose; Bray; Jeffrey Windsor (Ford Puma); Fowler; FL Harrison 1m07.878s (64.06mph). **P** Howard. **S** 25.

THUNDER CHAMPIONSHIP (18 LAPS) 1 Darren Bly (Nissan Skyline) 15m29.585s (84.20mph); 2 Vaughan Fletcher (Subaru Impreza) +5.428s; 3 Boysie Thurtle (Chevrolet Camaro); 4 Craig Rainer (Ford Escort Mk2); 5 Andy Robinson (Ford Falcon); 6 Ian Froggatt (Subaru Impreza). **CW** Fletcher; Rainer; Gavin Thomson (Peugeot 205). **FL** Bly 50.239s (86.55mph). **P** Bly. **S** 14. **RACE 2 (16 LAPS)** 1 Fletcher 15m52.973s (73.01mph); 2 Robinson +6.540s; 3 Froggatt; 4 Thurtle; 5 Rainer; 6 Bradley Gelman (Ford Sierra Cosworth).

CW Robinson; Thurtle; Rainer; Thomson. **FL** Fletcher 58.860s (73.88mph). **P** Bly. **S** 10. **CLASSIC SALOON & HISTORIC TOURING CAR CHAMPIONSHIP (6 LAPS)** 1 Steven Sprigg (Ford Lotus Cortina Mk1) 6m03.294s (71.81mph); 2 Eifion Jones (Ford Lotus Cortina Mk1) +9.805s; 3 Phil Manser (Austin Mini Cooper); 4 Tony Preston (Morris Minor); 5 Steve Barber (Ford Anglia); 6 Andy Messham (Austin Mini Seven). **CW** Manser; Preston; Gary Fletcher (Hillman Imp); Pietro Caccamo (Lancia Fulvia). **FL** Sprigg 59.072s (73.61mph). **P** Sprigg. **S** 14.

RACE 2 (12 LAPS) 1 Manser 15m38.085s (55.62mph); 2 Caccamo +10.045s; 3 Messham; 4 Sprigg; 5 Jones; 6 Fletcher. **CW** Caccamo; Sprigg; Fletcher; Jeremy Knight (Austin A35). **FL** Manser 1m17.032s (56.62mph). **P** Sprigg. **S** 12.

JUNIOR SALOON CAR CHAMPIONSHIP (9 LAPS) 1 James Clarke 11m33.659s (56.42mph); 2 Edward Moore +6.242s; 3 Scott Mitchell; 4 Alex Fores; 5 Matteo Zanetti; 6 Oliver Willmott. **FL** Clarke 1m07.407s (64.51mph). **P** Clarke. **S** 14.

RACE 2 (15 LAPS) 1 Clarke 17m12.282s (63.18mph); 2 Ben Colburn +15.611s; 3 Mitchell; 4 Moore; 5 George Sutton; 6 Brad Hutchinson. **FL** Clarke 1m07.943s (64.00mph). **P** Colburn. **S** 15.

MGOC CHAMPIONSHIP (7 LAPS) 1 David Mellor (F) 11m38.351s (43.58mph); 2 Adam Jackson (ZR) +0.226s; 3 Fergus Campbell (ZR); 4 Martin Wills (F); 5 Stuart Plotnek (F VVC); 6 Phil Walker (ZR). **CW** Jackson; Chris Pollard (B). **FL** Wills 1m17.165s (56.35mph). **P** Andrew Rogerson (ZR). **S** 22. **RACE 2 (13 LAPS)** 1 Rogerson 15m16.642s (61.67mph); 2 Jackson +3.697s; 3 Mellor; 4 Campbell; 5 Walker; 6 Mark Baker (F). **CW** Mellor; Pollard. **FL** Jackson 1m08.877s (63.13mph). **P** Rogerson. **S** 22.

MOTORSPORT NEWS SALOON CAR CHAMPIONSHIP (13 LAPS) 1 Rod Birley (Ford Escort WRC) 15m03.660s (62.55mph); 2 Tom Knight (BMW E36 M3) +1.510s; 3 Ian Butler (Ford Focus RS); 4 Tony Skelton (Renault Clio); 5 Steve Rothery (Renault Clio); 6 David Charlton (SEAT Leon). **CW** Knight; Rothery; Charlton; Gary Cole (Citroen BX). **FL** Birley 58.922s (73.80mph). **P** Malcolm Wise (Ford Escort Cosworth). **S** 21. **RACE 2 (15 LAPS)** 1 Birley 15m08.741s (71.77mph); 2 Knight +1.013s; 3 Butler; 4 Wise; 5 Rothery; 6 Charlton. **CW** Knight; Rothery; Charlton; Andy Pipe (Ford Escort Mk1). **FL** Wise 59.118s (73.55mph). **P** Birley. **S** 19. **MICHELIN CLIO CUP SERIES (19 LAPS)** 1 Paul Streather 18m36.557s (73.99mph); 2 Brett Lidsey +1.493s; 3 Luke Herbert; 4 James Dorlin; 5 Tom Barley; 6 Adam Hatfield. **CW** Hatfield; Luke Pinder; Tyler Lidsey. **FL** Dorlin 53.173s (81.78mph). **P** Streather. **S** 17. **RACE 2 (23 LAPS)** 1 Streather 24m40.520s (67.55mph); 2 Dorlin +4.947s; 3 Andy Jordan; 4 Darren Johnson; 5 Peter Bennett; 6 Hatfield. **CW** Hatfield; Jake Honour; T Lidsey. **FL** Streather 59.370s (73.24mph). **P** Streather. **S** 17.



Birley was a winner again in MN Saloons

Willis took victory
in race one



DONINGTON PARK, JULY 25-26 BARC

Willis and Boardley share Pickup spoils

MARK WILLIS'S PICKUP TITLE

ambitions were given a boost at a soggy Donington Park meeting. He struck race-long leader David O'Regan late on to snatch victory in the opening encounter, then consolidated his points advantage over Michael Smith despite finishing race two in sixth place.

O'Regan drove perfectly and dominated proceedings for 11 laps before alternator problems dropped him into the range of Willis, Anthony Hawkins and Dave Longhurst, who were locked in a ferocious battle for second place.

Once in front, Willis began to take control. The two-time champion took just four laps to ease out a three-second lead on his way to victory.

"He [O'Regan] got a fantastic start, it was hard to reduce the deficit," said Willis. "I was reeling him in and then when I got in front I had to settle in, find a bit of grip, and keep it on the black stuff."

Freddie Lee showed yet more promise in his truck. The 18-year old battled for the lead at Redgate before being fired off at the Craner Curves. Lapping considerably faster than the leaders, he recovered to sixth. However, the frustration of another bittersweet race was clear.

"It was carnage coming through the Craner Curves and visibility wasn't great," said a frustrated Lee. "We were three abreast and I was spun, and once I was on the grass I was just a passenger."

O'Regan led race two in similar

fashion to the first, but he was caught again, this time by Boardley, who took the lead after a side-by-side battle through the Craner Curves. O'Regan settled for second ahead of Hawkins at the finish.

Despite being stripped of his on-the-road race one **Legends** win for cutting the chicane, Ben Power took the overall victory after Sunday's finale. John Mickel scored the first of his two Saturday wins from 18th on the grid, while siblings Daniel and Euan McKay were first and third, joined on the race two podium by James Holman.

John Paterson and Mickel raced hard for honours in the Saturday final after Paterson initially built a commanding lead over his rivals. Mickel came back again and clawed back two seconds in two laps to win by just 0.001s.

Connor Mills beat Daniel McKay by 0.153s for his maiden win in Sunday's rain-affected first race, after the lead changed five times on the last lap. Power then took a well-earned victory in race two, beating Paterson and Holman.

McKay and Paterson battled hard in the finale before Paterson finally prevailed after a race-long battle for the lead. Behind the top two Power completed the podium, and with it, claimed the overall victory.

The opening race of the **British Trucks** was a chaotic one. Shane Brereton's beached Scania rescued the two championship protagonists Mat Summerfield (MAN TGS) and David Jenkins (MAN TGX), who had taken each other off at Redgate on the opening lap. After another red flag, Stuart Oliver (Volvo RH13) was awarded Division One spoils, which he backed up with wins in races four and five.

Summerfield recovered from retiring in race one to finish third in race two, while Jenkins was fifth. Ryan Smith held off Oliver to win race two in his MAN TGA.

Race three was cancelled after an accident for Joanne Eason (Seddon Atkinson), who was taken to hospital with a leg injury.

Aaron Smith took his first win in a close **Mini Miglia** race after a staunch defensive drive against Kane Astin. In a four-way battle for victory, Mark Cowan staved off the attentions of Rupert Deeth for third. Astin struck late to win a tight second race ahead of Smith.

Darren Thomas comfortably won the first **Mini Seven** race. Paul Spark finished clear of Ashley Davies, with Max Hunter in fourth. Thomas doubled up in race two, beating Deviny and Davies in changeable conditions.



Astin leads
Deeth and Smith



JONES



DEMPSTER

Jake Byrne picked up two Formula Ford 1600 wins

KIRKISTOWN, JULY 25 500MRCI

Byrne dominates rivals to claim two FF1600 wins

THE SECOND HALF OF THE Northern Ireland motor racing season featured smaller grids than the norm, with the exception of the visiting Formula Sheanes.

Once again it was Jake Byrne who dominated **Formula Ford 1600** with his Ray. Alan Davidson led briefly in his Mondiale but Byrne soon shot to the front, leaving the battle for second to be fought between Davidson and Adrian Pollock's Van Diemen, with Davidson staying ahead to the flag.

The second race was a more dramatic affair. Byrne again set the pace from pole while behind, Davidson spun at the hairpin, allowing Pollock up to second. The focus turned to Davidson fighting his way back up through traffic, as up front Pollock held second while Byrne built a healthy lead. On lap 10 Pollock had a coming together with a backmarker at the Crossle Chicane, blocking the track and causing the race to be stopped.

That handed Byrne win number two, his seventh of the season at the County Down venue.

On its first Kirkistown visit of 2015, **Formula Sheane** provided two entertaining races. Enda O'Connor made the better start in the first encounter with David Parks and poleman Brian Hearty in pursuit. Parks led briefly, but O'Connor retook the position and pulled clear to win.

Keith Hogg made a super start in race two, leaving Parks and David Sheane disputing second. Hearty fought through, and made his move on the penultimate lap to take the win, while a hairpin incident helped Richard Kearney grab second. First race winner O'Connor took third.

The grid for both **Saloon** races may have been on the light side, but they still provided good entertainment. James Turkington and Andrew Armstrong had the front row for the first race and it was Turkington in the SEAT who led from the M3 of Francis Allen, while behind, Aidan Vance spun his Civic in the pack at the exit of

Debtors. Armstrong and Stephen Traub provided the challenge to leader Turkington, who gradually put space between himself and his pursuers.

It was Armstrong who set the pace for race two, keeping Turkington at bay. An incident at the hairpin on the final lap dropped Turkington to fifth as Traub took over second. For his efforts Armstrong was awarded Driver of the Day.

Few have had the measure of Jim Larkham in **Roadsports**, where he has been beaten only once this season. His pole pace in qualifying suggested it was going to be another dominant show from the Radical driver.

The first race did not go as expected. Paul Conn made a superb start in his Crossle, while the polesitter got away slowly. Larkham wasn't to be beaten, though, and he took up his customary position at the head of the pack, establishing a new class record on his way.

Conn followed home in second with John Benson third in his Crossle. In the hotly contested NI Sevens class there was a terrific battle between Graham Moore and Mark Francis in their GMSs; Moore found a way by to take the honours.

Benson was the early pacesetter in race two until Larkham again eased to the front, leaving the Crossles to fight over the runner-up spot, and Moore to record his second class win of the day.

● Ian Lynas



Mills claimed a maiden Legends win

Osman Yusef (Radical SR8) dominated race one of the **British Endurance Championship** for 45 minutes until contact with Chris Brown's Aston Martin at the Old Hairpin handed victory to FF Corse Ferrari's Calum Lockie.

Lockie pitted twice during the safety car phase. A slow stop for Mike Millard's Rapier SR2 extinguished any meaningful attack and Lockie took an easy win.

There was a new winner in Class 4 as Luca Demarchi (BMW) took advantage of Martin Schiele's BMW's late retirement.

Yusef's miserable weekend continued in race two when his engine failed. Lockie claimed his second victory of the event by four laps over Richard Neary's BMW.

Neil Huggins completed a fantastic double in his Lamborghini to win both **Britcar Trophy** races.

● Stephen Brunsdon



Jim Larkham was a double race winner in Roadsports

DEMPSTER



SNETTERTON, JULY 25-26 MSVR

Nelson and Carroll top GT battle

DARREN NELSON AND ADAM

Carroll came out on top of the first **GT Cup** race, both having to battle hard to keep their Ferrari 458 to the fore.

Graham Davidson's Noble led initially having ousted David Fairbrother's Porsche 997, but as they charged down the Bentley Straight it was Nelson who led. Richard Chamberlain's Porsche 935 battled with Phil Burgan's Audi in the early stages, before establishing himself in third, which soon became second as Davidson hit gearbox trouble.

Nelson's lead was considerably reduced before the handover as Chamberlain closed in.

"I had it under control though," said the leader.

With Carroll having taken over from Nelson, they emerged in second and quickly closed on leader Chamberlain.

Behind Carroll, Andy Schulz had taken over Paul Bailey's Aston Martin and was gaining on the two cars in front. Carroll took the lead as they headed on to the Bentley Straight in the closing stages, and two laps later Schulz grabbed second into Montreal.

"It stuttered at the end and nearly stopped twice though," said Carroll after taking victory by 2.9 seconds over Schulz and Bailey, with Chamberlain retaining third. Jordan Witt (Porsche 911), Burgan and Wayne Marrs/Charlie Hollings (Ferrari 458) completed the top six.

Witt proved to be unbeatable in the two wet sprint races. Nelson briefly led from the start of race two, with Witt second by the end of the opening lap and poised to challenge for the lead. He made his move into Murray's, and Nelson held second until a spin handed the place to Chamberlain.

Witt ousted Nelson from the lead of race three on the opening lap, with the resultant spin leaving Nelson well down the order. Witt took a comfortable win while Chamberlain was a clear second, and Marrs just held off John Saunders' Ginetta G50 for third.

There were three different winners in the **VAG Trophy** races. Lee Christopher's Scirocco initially led race one, but was soon forced to give best to Paul Ivens' similar car, as Sam Edwards' Golf closed, too. Christopher remained a race-long threat. When the leading duo found some errant backmarkers approaching Oggies on the last lap, they went either side.

Both missed their braking points and Christopher went straight on and nosed the tyre wall. Ivens managed to hold the lead until he had contact with Edwards at Brundle, leaving a surprised Rob

Cox in the Golf to take victory, from Edwards, Simon Rudd's Golf and Ivens.

John Robins' SEAT Leon took a maiden victory in a restarted race two, leading from the opening lap after Richard Morgan spun his Golf at Williams. Paul Taylor made it a SEAT one-two while four cars fought Ivens for third.

Cox clinched third exiting Agostini's on the last lap, but Jason Tingle's Golf remained a close fourth, after Christopher and Rudd lost out.

It was a lights-to-flag win for Tingle in race three, as Christopher and Taylor duelled over second. They were side-by-side at the Bombhole on the last lap, with Christopher just holding on. Morgan was fourth with inches to spare over Robins.

Guesting Formula Renault racer Zach Claman DeMelo had a triple win in the **F3 Cup**. In race one he was left at the start as Aaron Steele and polesitter Henry Chart battled at the front, before Chart fell back. Steele consolidated his lead, while DeMelo started to progress.

Third early on became second, and with two laps left DeMelo clinched it into Murray's, leaving Steele second ahead of Louis Hamilton-Smith.

DeMelo led race two from the start with Steele chasing Chart for second. Chart held on until the last lap, when a spin dropped him to fifth leaving Steele and Daniel Tapinos to complete the podium.



Watts (1) went on to win from Jones (73)

Nelson/Carroll lead the GT Cup field



STYLES

Cox was a surprise VAG Trophy winner



STYLES

While DeMelo again led throughout race three, it was Chart's turn to chase Steele for second. They held station until the last lap, when Steele outbraked himself into Montreal and Chart went through.

Both **Monoposto 1800/1600/DTec/Moto** races were won in dominant fashion by Jeremy Timms' Dallara, with cousin Jason a solid second in both. Ewen Sergison's Swift completed both podiums.

Robbie Watts' Dallara ousted Daryl Jones' similar car on the inside of Oggies to win the **Monoposto 2000/2000 Classics'** first race. Jones retained second but had Tony Bishop closing in third. Renault driver Shane Kelly mastered race two's soaking conditions with ease, having demoted Jones on the opening lap. Jones was second with Bishop third again.

Richard Fearn's Radical SR8 won both **Allcomers** races.

● Peter Scherer



WALDER

Former rally man Price was a winner

WISCOMBE PARK BRITISH HILLCLIMB, JULY 25-26

Price hits the jackpot with second career hillclimb win

TREVOR WILLIS TOOK A

comfortable win in the first run-off but was beaten in the second by former *Motorsport News* Rally Championship driver Eynon Price.

It was Price's second career victory and he mastered the tricky conditions best after taking fifth in the first encounter.

This was also the maiden success for one of the three Gould GR59 chassis. In the absence of Scott Moran, Willis's 19 points took him to second in the standings but overall leader Alex Summers kept a 33-point buffer thanks to second and third places in Devon.

Price and his co-driver Sean Gould, who builds the cars with his father David, were ecstatic about the result. Price, one of few drivers who can pull a Scandinavian flick with a modern, slick-shod hillclimb single-seater said: "The wet conditions were in my favour but I had to do something special to get this win."

Gould added: "We have got the car set-up perfectly to suit Eynon, no traction control or paddle-shift

gearchange to interfere with his style – we've gone back to a simple stick-shift. It's now all down to the driver".

The weather improved after early-morning practice but rain returned several times to affect qualification and both run-offs.

Wallace Menzies had settled into third overall but his new-found consistency was affected by the increasing rain as the final shootout progressed and he could only manage ninth.

Menzies' co-driver Tom New, who also prepares the Gould, made up for the wet final Channel Islands round in the last run-off. He was the only one to get an almost dry shot as first runner before the rain then returned.

Will Hall holds fifth in the championship but had a difficult day. In Q1 he hit the recently-beefed-up barriers out of Saw Bench and punctured a tyre, stopping before Martini and the line to miss out on a run-off place.

Later, having qualified second fastest, some more wet track woe



WALDER

Summers still tops the points table

limited him to only 10th and a solitary point.

John Bradburn qualified for both rounds but was heavily affected by the wet weather and could only score two points.

Dave Uren, in ninth overall, is only one point behind Bradburn and made the best of the wet with a couple of spectacular run-off shots.

Local driver Ed Hollier was another to take advantage of the difficult conditions. He used low power and course know-how to score a hatful of points.

With only 100cc at his disposal, former Leaders champion Simon Fidoe made light of the weather to score in both shootouts.

● Eddie Walder



WALDER

Willis took the opening victory

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RESULTS ROUND-UP

DONINGTON PARK BARC, JULY 25-26

PICKUP TRUCK RACING CHAMPIONSHIP (15 LAPS)

1 Mark Willis 23m43.970s (74.95mph); 2 Anthony Hawkins +0.281s; 3 David Longhurst; 4 Michael Smith; 5 David O'Regan; 6 Freddie Lee. **FL** Lee 1m33.168s (76.47mph). **P** Charlie Weaver. **S 16. RACE 2 (15 LAPS)**
1 Carl Boardley 23m38.307s (75.25mph); 2 O'Regan +1.344s; 3 Hawkins; 4 Smith; 5 Longhurst; 6 Willis. **FL** Hawkins 1m33.009s (76.60mph). **P** Shane Brereton. **S 16.**

LEGENDS CARS CHAMPIONSHIP (SATURDAY)

RACE 1 (8 LAPS) **1** John Mickel 11m15.432s (83.92mph); 2 Ben Power +0.040s; 3 Thomas Grainger; 4 Euan McKay; 5 Robert King; 6 Daniel McKay. **FL** Mickel 1m22.945s (85.89mph). **P** King. **S 24. RACE 2 (6 LAPS)**
1 D McKay 8m25.329s (84.32mph); 2 James Holman +0.096s; 3 E McKay; 4 Mickel; 5 John Paterson; 6 Will Gibson. **FL** Grainger 1m22.832s (86.01mph). **P** Jean Michel Poncelet. **S 24. RACE 3 (10 LAPS)** **1** Mickel 14m02.852s (84.36mph); 2 Paterson +0.001s; 3 Matthew Pape; 4 Grainger; 5 Nathan Anthony; 6 Connor Mills. **FL** Mickel 1m22.551s (86.30mph). **P** Mike Bourner. **S 22. (SUNDAY) RACE 1 (8 LAPS)** **1** Mills 13m39.858s (69.35mph); 2 D McKay +0.153s; 3 Grainger; 4 Holman; 5 Ben Power; 6 Pape. **FL** D McKay 1m40.415s (79.95mph). **P** Mickel. **S 24. RACE 2 (8 LAPS)** **1** Power 13m56.084s (68.00mph); 2 Paterson +4.905s; 3 Holman; 4 Ben Mason; 5 Mills; 6 Grainger. **FL** Pape 1m42.486s (69.51mph). **P** Rickie Leggett. **S 23. RACE 3 (12 LAPS)** **1** Paterson 22m31.017s (63.18mph); 2 D McKay +0.825s; 3 Power; 4 Mills; 5 Holman; 6 Pape. **FL** Paterson 1m41.701s (70.05mph). **P** Robert King. **S 23.**

BRITISH TRUCK RACING ASSOCIATION CHAMPIONSHIP (7 LAPS)

1 Stuart Oliver (Volvo RH 13) 10m51.344s (76.35mph); 2 Ryan Smith (MAN TGA) +9.388s; 3 Steve Thomas (MAN TGX); 4 Steven Powell (Foden Alpha); 5 Shane Brereton (Scania P1150); 6 David Jenkins (MAN TGX). **CW** Powell. **FL** Oliver 1m27.656s (81.27mph). **P** Powell. **S 19. RACE 2 (11 LAPS)**
1 R Smith 17m00.908s (76.63mph); 2 Oliver +1.019s; 3 Summerfield; 4 Simon Reid (MAN TGX); 5 Jenkins; 6 T Smith. **CW** T Smith. **FL** R Smith 1m27.445s (81.47mph). **P** Wayne Eason (Iveco Stralis). **S 20. RACE 3** Race cancelled. **RACE 4 (8 LAPS)** **1** Oliver 14m59.317s (63.22mph); 2 Thomas +2.170s; 3 Jenkins; 4 Summerfield; 5 Reid; 6 R Smith. **CW** Luke Garrett (ERF). **FL** Oliver 1m45.884s (67.28mph). **P** Paul McCumisky (Volvo RH 13). **S 16. RACE 5 (9 LAPS)** **1** Oliver 17m00.912s (62.67mph); 2 R Smith +11.969s; 3 Garrett; 4 Adam Bint (Volvo White 12700); 5 Powell; 6 Reid. **CW** Garrett. **FL** Oliver 1m46.938s (66.62mph). **P** Brian Burt (Volvo White 14000). **S 14.**

DUNLOP MINI MIGLIA CHALLENGE (10 LAPS)

1 Aaron Smith 13m53.031s (85.36mph); 2 Kane Astin +0.435s; 3 Mark Cowan; 4 Rupert Deeth; 5 Dave Drew; 6 Niven Burge. **FL** Deeth 1m22.083s (86.79mph). **P** Smith. **S 13. RACE 2 (8 LAPS)** **1** Astin 11m08.855s (85.01mph); 2 Smith +0.400s; 3 Deeth; 4 Drew; 5 Tony Lemay; 6 Burge. **FL** Smith 1m22.356s (86.51mph). **P** Smith. **S 14.**

DUNLOP MINI SE7EN CHALLENGE (10 LAPS)

1 Darren Thomas 15m11.413s (78.02mph); 2 Paul Spark +4.188s; 3 Ashley Davies; 4 Andrew Deviny; 5 Lewis Selby; 6 Max Hunter. **FL** Deviny 1m29.576s (79.53mph). **P** Graeme Davis. **S 30. RACE 2 (9 LAPS)** **1** Thomas 15m31.385s (76.34mph); 2 Deviny +2.805s; 3 Davies; 4 Hunter; 5 Davis; 6 Gareth Hunt. **FL** Thomas 1m29.5s (79.28mph). **P** Thomas. **S 25.**



Turkington leads on the way to Libre victory

DUNLOP BRITCAR ENDURANCE CHAMPIONSHIP (74 LAPS)

1 Calum Lockie (Ferrari 458 Challenge) 1h30m.423s (97.40mph); 2 Mike Millard (Rapiet SR2) +1 lap; 3 Richard Neary/Martin Short (BMW M3 GTR) +4 laps; 4 Nick Holden (Ariel Atom); 5 Luca Demarchi (BMW 135D GTR); 6 Mike Moss/Frank Bradley (BMW E46 M3). **CW** Millard; Neary/Short; Demarchi. **FL** Osman Yusuf (Radical SR8) 1m06.188s (107.64mph). **P** Millard. **S 12. RACE 2 (75 LAPS)** **1** Lockie 1h30m23.755s (98.49mph); 2 Neary/Short +2 laps; 3 Holden; 4 Nick Barrow/Richard Corbett (BMW 150 GTR); 5 Danny Holland (VW Golf MK6); No other finishers **CW** Millard; Neary. **FL** Lockie 1m08.391s (104.17mph). **P** Lockie. **S 8. BRITCAR TROPHY (30 LAPS)** **1** Neil Huggins (Lamborghini) 45m35.498s (78.08mph); 2 Warren Gilbert (Marcos Mantis) +41.417s; 3 Peter Challis (Porsche 997); 4 Mike Moss (BMW E46 M3); 5 Mark Allen (VW Golf MK6); 6 Faredi Ali (Porsche Boxster). **CW** Challis; Allen. **FL** Donovan/Lees 1m19.540s (89.57mph). **P** Donovan/Lees. **S 11. RACE 2 (30 LAPS)** **1** Huggins 45m35.498s (78.08mph); 2 Gary Furst (Mitsubishi Evo 9) +45.792s; 3 Gilbert; 4 Challis; 5 Allen; 6 Steve Glynn (TVR Sagaris). **CW** Gilbert; Furst; Ali. **FL** Gilbert 1m23.497s (85.32mph). **P** Huggins. **S 10.**

KIRKISTOWN 500MRCI, JULY 25

FORMULA FORD 1600 (16 LAPS)

1 Jake Byrne (Ray GR13) 16m37.995s (87.27mph); 2 Alan Davidson (Mondiale M89S) +3.63s; 3 Adrian Pollock (Van Diemen DP08); 4 Stephen O'Connor (Van Diemen RF90); 5 David Nicholl (Reynard FF89); 6 Arnie Black (Crosle 32F). **FL** Byrne 1m01.59s (88.36mph). **P** Byrne. **S 10.**

RACE 2 (10 LAPS)

1 Byrne 10m26.15s (86.93mph); 2 O'Connor +6.61s; 3 Davidson; 4 Black; 5 Nicholl; 6 Henry Campbell (Reynard FF89). **FL** Byrne 1m01.65s (88.29mph). **P** Byrne. **S 10.**

FORMULA SHEANE (16 LAPS)

1 Enda O'Connor 16m31.28s (87.85mph); 2 Brian Hearty +1.17s; 3 David Parks; 4 Richard Kearney; 5 Kevin Sheane; 6 Andrew Murphy. **FL** Parks 1m00.80s (89.52mph). **P** Hearty. **S 16. RACE 2 (16 LAPS)** **1** Hearty 16m31.80s (87.81mph); 2 Kearney +4.86s; 3 O'Connor; 4 Parks; 5 Paul McLoughlin; 6 Niall O'Flynn. **FL** Hearty 1m00.76s (89.58mph). **P** O'Connor. **S 15.**

LIBRE SALOONS (16 LAPS)

1 James Turkington (SEAT Cupra) 16m50.70s (86.17mph); 2 Andrew Armstrong (BMW M3) +3.33s; 3 Stephen Traub (Honda Integra); 4 Francis Allen (BMW M3); 5 Ralph Jess (BMW M3); 6 Eddie Kinirons (BMW M3). **FL** Turkington 1m02.12s (87.62mph). **P** Turkington. **S 9. RACE 2 (16 LAPS)**
1 Armstrong 17m02.18s (85.20mph); 2 Traub +0.74s; 3 Allen; 4 Jess; 5 Turkington; 6 Aidan Vance (Honda Civic). **FL** Turkington 1m02.08s (87.67mph). **P** Turkington. **S 6. ROADSPORTS (16 LAPS)** **1** Jim Larkham (Radical PRO6) 17m18.52s (83.86mph); 2 Paul Conn (Crosle 47S) +3.46s; 3 John Benson (Crosle 37S); 4 Graham Moore (GMS Honda); 5 Mark Francis (GMS Honda); 6 Paul Thompson (Stryker Honda). **CW** Moore. **FL** Larkham 59.40s (91.64mph). **RECORD. P** Larkham. **S 9. RACE 2 (16 LAPS)** **1** Larkham 16m39.42s (87.14mph); 2 Conn +8.02s; 3 Benson; 4 Moore; 5 Francis; 6 Thompson. **CW** Moore. **FL** Larkham 1m00.990s (89.24mph). **P** Larkham. **S 9.**

SNETTERTON MSVR, JULY 25-26

GT CUP (26 LAPS)

1 Darren Nelson/Adam Carroll (Ferrari 458 GT3) 51m08.282s (90.56mph); 2 Paul Bailey/Andy Schulz (Aston Martin Vantage) +2.908s; 3 Richard Chamberlain (Porsche 935); 4 Jordan Witt (Porsche 911 GT3 Cup); 5 Phil Burgan (Audi R8 LMS ultra); 6 Wayne Marrs/Charlie Hollings (Ferrari 458 GTC). **CW** James Webb (BMW E46 M3 GTR); Rob Gaffney (Ginetta G50). **FL** Schulz 1m49.686s (97.44mph). **P** David Fairbrother/James Greenway (Porsche 997 GT3). **S 25. RACE 2 (12 LAPS)** **1** Witt 26m24.237s (80.95mph); 2 Chamberlain +22.525s; 3 Nelson; 4 Bailey; 5 Marrs; 6 Fairbrother. **CW** Chamberlain; Fairbrother; Gaffney. **FL** Nelson 12m09.339s (82.63mph). **P** Burgan. **S 22. RACE 3 (12 LAPS)** **1** Witt 26m29.535s (80.68mph); 2 Chamberlain +8.009s; 3 Marrs; 4 John Saunders (Ginetta G50); 5 Bailey; 6 Abbie Eaton (BMW M3 V8 GTR). **CW** Saunders; Chamberlain; Tom Hibbert (Ginetta G55). **FL** Chamberlain 2m10.855s (81.67mph). **P** Nelson. **S 20.**

VAG TROPHY (7 LAPS)

1 Rob Cox (Golf) 15m27.629s (80.65mph); 2 Sam Edwards (Golf) +3.289s; 3 Simon Rudd (Golf); 4 Paul Ivens (Scirocco); 5 John Robins (SEAT Leon); 6 Lee Christopher (Scirocco). **CW** Rob Allum (Golf). **FL** Cox 2m08.900s (82.91mph). **P** Paul Taylor (SEAT Leon Cupra R). **S 22. RACE 2 (6 LAPS)** **1** Robins 13m33.671s (78.81mph); 2 Taylor +0.687s; 3 Cox; 4 Jason Tingle (Golf); 5 Christopher; 6 Rudd. **CW** Allum. **FL** Rudd 2m11.391s (81.34mph). **P** Martyn Culley (SEAT Leon Cupra R). **S 21. RACE 3 (7 LAPS)** **1** Tingle 17m04.006s (73.06mph); 2 Christopher +4.679s; 3 Taylor; 4 Richard Morgan (Golf); 5 Robins; 6 Rudd. **CW** Allum. **FL** Tingle 2m24.064s (74.18mph). **P** Robins. **S 18.**

F3 CUP (9 LAPS)

1 Zac Claman DeMelo (Dallara F308) 15m56.057s (100.61mph); 2 Aaron Steele (Dallara F307) +7.538s; 3 Louis Hamilton-Smith (Dallara F306); 4 Henry Chart (Dallara F305); 5 Stuart Wiltshire (Dallara F308); 6 Alf Skeels (Dallara F311). **CW** Steele; Adrian Holey (Dallara F300). **FL** DeMelo 1m42.562s (104.21mph). **P** Chart. **S 11. RACE 2 (7 LAPS)** **1** DeMelo 15m00.944s (83.04mph); 2 Steele +23.211s; 3 Daniel Tapinos (Dallara F311); 4 Wiltshire; 5 Chart; 6 Jacopo Sebastiani (Dallara F311). **CW** Steele; Holey. **FL** DeMelo 2m05.437s (85.20mph). **P** Chart. **S 11. RACE 3 (10 LAPS)** **1** DeMelo 21m00.527s (84.79mph); 2 Chart +20.940s; 3 Steele; 4 Hamilton-Smith; 5 Sebastiani; 6 Wiltshire.

WISCOMBE PARK HILLCLIMB, JULY 25-26

MONOPOSTO 1800/1600/DTEC/MOTO (6 LAPS)

1 Jeremy Timms (Dallara F399) 13m00.345s (82.17mph); 2 Jason Timms (Dallara) +20.213s; 3 Ewen Sergison (Swift SC992); 4 Marc Fortune (Dallara F301); 5 Matthew Walters (Swift); 6 Craig Hurrant (Jedi Mk6). **CW** E. Sergison; Geoff Fern (Van Diemen RF99); Douglas McLay (Mygale S10); Tim Kuchel (Brabham BT18). **FL** Jeremy Timms 2m08.131s (83.41mph). **P** Jeremy Timms. **S 22. RACE 2 (7 LAPS)** **1** Jeremy Timms 15m24.204s (80.95mph); 2 Jason Timms +24.230s; 3 E. Sergison; 4 Walters; 5 Hurrant; 6 Chris Scott (Speads RM02). **CW** E. Sergison; Fern; McLay; Kuchel. **FL** Jeremy Timms 2m09.603s (82.46mph). **P** Jeremy Timms. **S 17. MONOPOSTO 2000/2000 CLASSIC (9 LAPS)** **1** Robbie Watts (Dallara F302) 16m45.328s (95.68mph); 2 Daryl Jones (Dallara F302) +16.257s; 3 Tony Bishop (Dallara F304); 4 Malcolm Scott (Dallara F398); 5 Daniel Hands (Dallara F301); 6 Shane Kelly (Formula Renault). **CW** Wil Arif (Mygale). **FL** Watts 1m48.480s (98.52mph). **P** Kelly. **S 24. RACE 2 (7 LAPS)** **1** Kelly 16m09.135s (77.19mph); 2 Jones +18.027s; 3 Bishop; 4 Watts; 5 Bryn Tootell (Van Diemen RF99); 6 Arif. **CW** Tootell. **FL** Kelly 2m14.443s (79.49mph). **P** Jones. **S 21.**

SUMMER ALLCOWMERS (8 LAPS)

1 Richard Fearn (Radical SR8) 20m40.137s (68.94mph); 2 Richard Morgan (VW Golf) +23.074s; 3 Nick Starkey (Caterham); 4 Michael Benham (Caterham R400); 5 Joe Jackson (Vauxhall Tigra Silhouette); 6 Tony Halls (Toyota MR2). **FL** Fearn 2m25.567s (73.42mph). **P** Fearn. **S 10. RACE 2 (8 LAPS)** **1** Fearn 20m41.112s (68.89mph); 2 Morgan +25.052s; 3 Starkey; 4 Jackson; 5 Alexander Saunders (Caterham Supersport); 6 T. Halls. **FL** Fearn 2m31.140s (70.71mph). **P** Fearn. **S 9.**

WISCOMBE PARK HILLCLIMB, JULY 25-26

ROUND 23 1 Trevor Willis (3.2 OMS-Powertec 28)

40.50; 2 Alex Summers (3.5 Gould-NME GR61X) 40.86s; 3 Wallace Menzies (3.5 Gould-NME GR55) 41.25s; 4 Dave Uren (1.3t Force-Suzuki PC) 41.26s; 5 Eynon Price (1.6 Gould-Suzuki GR59) 41.77s; 6 Tom New (3.5 Gould-NME GR55) 42.00s; 7 Ed Hollier (1.6 Empire-Suzuki 00 Evo) 42.01s; 8 Richard Spedding (1.6 GWR-Suzuki Raptor 3) 42.34s; 9 John Bradburn (3.5 Gould-Cosworth GR55) 43.00s; 10 Simon Fidoe (1.0 Empire-Suzuki Wraith) 43.93s; 11 Kelvin Broad (1.6 Pilbeam-Suzuki MP62) 43.98s; 12 Mike Lee (1.6 OMS-Suzuki 2000M) 44.03s.

ROUND 24 1 Price 40.53s; 2 Willis 40.88s;

3= Summers & New 40.90s; 5 Hollier 41.43s; 6 Spedding 41.58s; 7 Uren 41.95s; 8 Fidoe 42.02s; 9 Menzies 42.08s; 10 Will Hall (2.0 Force-AER/XTec HW) 42.13s; 11 Bradburn 42.76s; 12 Lee 43.22s. **CLASSES** Gary Pitt (2.0 Ford Escort MkIII) 53.29s; Mark Spencer (3.6t Porsche 911/996) 47.47s; Ray Lohr (2.1 Caterham Supersprint) 52.62s; Ben Bonfield (1.4 Austin Mini) 44.97s; Geoff Twemlow (2.0t Subaru Impreza) 52.29s; Mike Rudge (2.3 Westfield SEI) 45.68s; Allan McDonald (2.4t Morris Mini Evo) 44.47s; Fidoe 43.33s; Hollier 40.87s; Uren 41.86s; Willis 39.73s BTD **CHAMPIONSHIP POSITIONS AFTER ROUND 24**
1 Summers 173; 2 Willis 140; 3 Menzies 137; 4 Scott Moran 132; 5 Hall 118; 6 Jos Goodyear 87; 7 New 84; 8 Bradburn 66; 9 Uren 65; 10 Alastair Crawford 56.

DeMelo led F3 Cup in Dallara F308



STYLES



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THIS WEEK

LETTERS • ON TRACK • TV PICKS • FROM THE WEB • AUTOSPORT.COM

Want to have your say on motorsport? Email autosport@haymarket.com



That's not going to polish out, Chco

XPB IMAGES

The crazy world of F1 costs

While watching Hungarian Grand Prix practice, it was stated that the cost of repairing Sergio Perez's car after his roll was £250,000. A quarter of a million pounds. Ten years of earning the national average wage. Buying a brand new family hatchback and having a holiday every year for 10 years. However you word it, it's a huge amount of money. For repairs!

This is the root of F1's problems. The cost is just crazy. Why does it cost that amount? Are the materials being used so exotic that that's just the going rate for advanced engineering manufacturing?

Do the cars really need to be made of these things? Is there not a far cheaper list of materials that could be used to do the job almost as well but for a fraction of the price?

Apart from the monocoque, can't wings etc be made of far cheaper things than carbonfibre? Yes, it's the lightest, strongest material for the job, but if the FIA said you can't use it and must use aluminium instead, then all teams would save a fortune and no one would have an advantage.

Simon Hardy, by email

I really do object to the devotion of the first 26 pages of last week's issue to the life and death of Jules Bianchi.

His death is a tragedy for his family, he was a talented young driver and a pleasant young man... but 26 pages? Well over the top in my opinion.

I wasn't impressed either by your choice of the featured letter by Guy Dormehl in the July 9 issue. Does he seriously propose that batteries will be able to propel a 600+ kg F1 car at speeds of upwards of 200mph in a race of approaching 200 miles? The amount of energy required is phenomenal.

There may be better batteries coming soon, lighter with more energy storage capacity, but his contention that the internal combustion engine

is "destined for the scrap heap" is laughable, and especially so in the context of competitive motorsport.

Dr John Tacon
By email

Hamilton runs out of grip on cold tyres at the first corner after a restart and understeers (an error maybe, but not his choice) into Ricciardo – and receives a drive-through penalty. Rosberg chooses to cut across the nose of Ricciardo, ruining both their chances of a better finish – and receives no penalty.

Both events had a similar impact on the Mercedes drivers as they were both forced to pit. But Rosberg's choice also had a significant impact on Ricciardo, yet was deemed not worthy of a penalty.

Any chance the F1 stewards will ever be consistent? The racers are expected to make impeccable decisions under maximum stress. The stewards should manage even better in their nice air-conditioned room.

Steve Cobbold
Potknockie, Morayshire

Tuh, this 'new' F1, boring, innit.

And that old Hungarian – too narrow, too twisty, too dusty, too professional; nothing ever happens, does it.

Now, will everyone please just shut the [expletive deleted] up! Especially those who may have consumed too many of their own energy drinks.

Graeme Innes-Johnstone
Elland, West Yorks

BIG NUMBER

5 Of the eight IndyCar races held at Mid-Ohio, Scott Dixon has won five. His Ganassi team has won seven!

MILESTONE

150 Martin Tomczyk, winner of the championship in 2011, will make his 150th DTM start at the Red Bull Ring on Saturday



WHAT'S ON TRACK IN THE UK

SILVERSTONE BDC

August 1
The club's 66th annual meeting comprises Bentleys from all eras and includes several support races.



DONINGTON PARK 360MRC

August 2
The Endurance Racing Series and the 360MRC three hours take centre stage at Donington.

MALLORY PARK CSCC

August 1-2
Three Special Saloon races headline the club's annual visit to Mallory Park with a variety of supports.

SNETTERTON 750MC

August 1-2
The packed bill features a multitude of single-seater, tin-top and sportscar action, headed by the Summer Enduro.

EVENT OF THE WEEK



BRANDS HATCH GP BRITISH GT

August 1-2
The British GT championship and the BRDC Formula 4 championship co-headline on the legendary Grand Prix circuit. Former McLaren

AUTOSPORT BRDC award winner Alexander Sims and Marco Attard lead the GT3 class with Rory Butcher and Liam Griffin hot on their heels.

WHAT'S ON TRACK AROUND THE WORLD

RALLY FINLAND

World Rally Championship
Rd 8/13
Jyvaskyla, Finland
July 30-August 2
wrc.com



EUROPEAN FORMULA 3

Rd 8/11
Red Bull Ring, Austria
August 1-2
fiaf3europe.com

INDYCAR

Rd 13/15
Mid-Ohio, USA
August 2
indycar.com

NASCAR SPRINT CUP

Rd 21/36
Pocono, Pennsylvania, USA
August 2
nascar.com

INDY LIGHTS

Rd 9/10
Mid-Ohio, USA
August 1-2
indycar.com/RoadToIndy

V8 SUPERCARS

Rd 7/14
Queensland Raceway, Australia
August 1-2
v8supercar.com.au

DTM

Rd 5/9
Red Bull Ring, Austria
August 1-2
dtm.com

V8 STOCK CARS

Rd 6/12
Curitiba, Brazil
August 2
stockcar.com.br



FROM THE SOFA

WHAT'S ON TELEVISION



Williams in a Le Mans camera
Porsche 908 in the 1970 race

A most unusual untold story

WHEN LEAFING THROUGH THE pages of *Shooting Star On A Prancing Horse*, the autobiography of former Ferrari Formula 1 driver Jonathan Williams, you can't help but pause on page 142. There is a shot of a Ferrari 512 flying through the trees, the driver flung into the air as he escapes the exploding car. It looks like something from a film, and a second later you realise that this is exactly what it is.

Williams is a driver who, to many, is little more than a curiosity. His one grand prix start, for Ferrari in the 1967 Mexican Grand Prix, yielding a ninth place, suggests he's little more than a footnote. But as with so many drivers, it's only when you dig into his story that you learn that there's so much more to Williams, who died last August, than that. This brings us back to the spectacular crash shot.

It's not Williams crashing in the photographs, and it's not even a Ferrari 512. Instead, it's a Lola T70 dressed up as one and then fired off a ramp into the trees. Those familiar with the Steve McQueen classic *Le Mans* probably know where we're going with this, for the figure jumping from the car is stuntman Luc Merenda. That Williams was involved in the production is just one of the many surprising stories told in the book. It also offers an insight into a film that, while beloved by racing fans thanks to the sumptuous shots and glorious sounds, was not heavy on plot.

"The film had started without a final script, and now as a cadre of writers

frantically tried to cobble together something that made sense, the chickens were coming home to roost, or in this case flying the coop," says Williams of the falling out between McQueen and original director John Sturges. The chapter offers a great insight into the filming of the movie.

But this is just one small part of the book, in which Williams tells stories of Ferrari, the great drivers he crossed swords with, and of some of his own star performances – including his famous victory in the 1968 Monza Lotteria race for Frank Williams (no relation).

The wide-format hardback contains plenty of photographs. Printed well, it's the kind of book that, once you've read it, you will periodically pick off the shelf just to flick through the photographs.

As for Williams himself, he was an extremely able driver with a fascinating story to tell. Books such as his tell stories that would otherwise remain unheard – and are well worth investing in since they are often more fascinating than the well-worn tales of more famous drivers. *Edd Straw*

Jonathan Williams: Shooting Star On A Prancing Horse will be available in late August via Autosports Marketing Associates. Visit www.autosportsltd.com for more information.



Williams is best-known
for Ferrari one-off in '67

TV pick of

Edited by Lewis Larkam



RALLY FINLAND - LIVE
BT Sport
Thursday, Friday, & Sunday
Sunday 1100-1200

Sebastien Ogier already has a mammoth 78-point advantage in the 2015 World Rally Championship, and while Finland used to be a chance for the local gravel experts to dominate, the new breed of French superstars can win anywhere. But that won't stop the likes of last year's winner Jari-Matti Latvala, Ott Tanak or Kris Meeke pushing for an upset. BT's live coverage is largely focused on the superspecials, so Sunday's powerstage finale is the best show to catch.



DTM RED BULL RING - LIVE
BT Sport Saturday 1715-1900
ESPN Sunday 1615

After well over a year of trying, Antonio Felix da Costa finally took his maiden DTM win at Zandvoort, and became the series' sixth different winner of 2015 too. Britain's Jamie Green holds a narrow five-point advantage in the drivers' standings over Mattias Ekstrom, as Mercedes Formula 1 test driver Pascal Wehrlein continues to impress.

While the winners have been varied, weekends have tended to be dominated by a single make each time. Can anyone repeat – or beat – BMW's Zandvoort 1-2-3-4-5-6-7 result?

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ONLINE

Top stories on AUTOSPORT.com in the past week

FERRARI PACE WAS HIDDEN – RAIKKONEN

Kimi Raikkonen tried to explain why Ferrari looked so much faster than before once it was at the head of the field in the Hungarian Grand Prix.

ALONSO QUESTIONS RULE THAT STOPPED HIM

After pushing his car back to the pits in qualifying, Alonso was frustrated to learn that he couldn't rejoin the session because he'd received help from the marshals.

LOTUS DRIVERS HALF WAY TO BANS

Romain Grosjean and Pastor Maldonado have accumulated six licence penalty points this year, and if they get to 12 they will automatically serve a race ban.

'FREE' ENGINE CHANGE FOR MCLAREN DUO

After the FIA recently permitted Honda to add an engine to its 2015 allocation, McLaren installed fresh power units in both of its cars last weekend.

ALONSO TEMPTED BY OTHER CATEGORIES

Fernando Alonso caused a stir on Saturday evening when he said his disappointment with certain aspects of Formula 1 was making him consider racing elsewhere.

AUTOSPORT+

WHEN IT'S WORTH MISSING THE GP

Fresh from the Silverstone Classic, Marcus Pye explains why the event has become such an essential trip.

the week



EUROPEAN F3 - LIVE Motors TV Saturday 1610-1805

There has been plenty of drama during the 2015 Formula 3 European Championship, a season that has been overshadowed by questionable driving standards and some spectacular incidents.

The Red Bull Ring is a venue that tends to breed spills and thrills in junior series (remember Max Verstappen and Esteban Ocon clashing here last year?). Delayed-as-live coverage of Saturday's opener will be shown on Motors TV, before a fully live race two gets under way, with race three live on Sunday morning.



INDYCAR MID-OHIO - LIVE BT Sport Sunday 1830-2130

Another enthralling IndyCar season is heading onto its home stretch, with just three races left in 2015. Ryan Hunter-Reay ended a season-long run of poor form to take his first, and only Andretti's second, win of the season last time out at Iowa Speedway, while points leader Juan Pablo Montoya suffered his first DNF in over a year. After a run of ovals, it's back to road-course trim for the sweeps of Mid-Ohio, a place where Scott Dixon has a stunning record.



NASCAR POCONO - LIVE Premier Sports Sunday 1800-2200

NASCAR is back at 'The Tricky Triangle' just two months after its last visit. While this isn't one of the series' best venues for racing, since the clock is now ticking towards the Chase cut-off the stakes are rising for those yet to win a race – a list that includes soon-to-retire NASCAR legend Jeff Gordon.

Momentum is currently in the hands of Kyle Busch, who is on quite the roll, with four victories out of the past five races propelling him to the cusp of Chase qualification despite his 11-race absence with a broken leg.

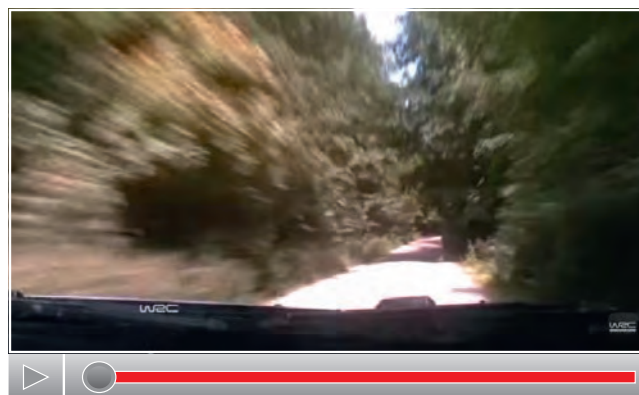


1997 HUNGARIAN GP Sky Sports F1 Sunday 1130-1430

The 2015 Hungarian Grand Prix was far from the first Hungaroring F1 race that proved vastly more exciting than expected – though Damon Hill had given a pretty big hint that something special was to come in 1997 when he planted his hitherto-uncompetitive Arrows-Yamaha third on the grid. It was heartbreak on race day, as what would have been among F1's most surprising victories was lost to Jacques Villeneuve's Williams in the most unfortunate of circumstances, which you can relive in full.

HOT ON THE WEB THIS WEEK

YouTube **TANAK FLIES TO POLAND PODIUM IN SPECTACULAR STYLE**



SEARCH FOR: WRC - LOTOS 72nd Rally Poland 2015: Tänak Onboard SS19
 Something to whet your appetite for this weekend's WRC outing in Finland: here's the star of Rally Poland, Ott Tänak, in full maximum-attack mode on his way to third place. Try watching without an expletive escaping your lips at least once.

@AUTOSPORT TWEETERS

- | | | |
|---|---|--|
|  Edd Straw
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@m_glendenning |
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@glenn_autosport |  Stuart Codling
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@LaddersMN |

Class B British F3 champions

Class B? National Class? It's all the same! **MARCUS SIMMONS** runs the rule over the best champs

British Formula 3's grids were shrinking in the early 1980s, so an inspired idea from the newly formed FOTA (Formula Three Association) resulted in Class B,

which was launched in '84 for cars at least one year old and for drivers with a lower grade of licence.

Within a couple of years it was flourishing, with well-driven,

privately run cars abounding in the late '80s. A 1990s slump ended at the turn of the millennium, with now career-minded starlets using it as a stepping stone to the top

division. That didn't last either, and the class's fade presaged the overall championship's slide into oblivion. But when it was good, it was very, very good.



1 Adam Carroll

Championship-winning year 2002

The Northern Irishman gets the verdict due to the quality of opposition he beat as well as moving on to a long – and often successful – career as a pro. Even led at Silverstone overall in ex-Stewart/Jaguar machinery run by P1 Motorsport.



2 Robbie Kerr

Championship-winning year 2001

Underrated Leicestershire driver had a bigger opposition than Carroll's, but not quite of the same calibre, while driving with Fred Goddard Racing. Used his title to graduate to the top class and take the crown here too, giving him a unique BF3 double.



3

3 Martin O'Connell

Championship-winning year 1997/1999

Midlander had hardly any serious rivals (except a part-season from Takuma Sato in '99) on his way to two titles, but was the British F3 underdog of choice with starring roles against the top class. All the while driving for uncle Ray Rowan's team.



5

5 Sergio Perez

Championship-winning year 2007

With pressure from backer Telmex, Perez had to romp to the crown with T-Sport, but sometimes found it tough to defeat main rival Franky Cheng. Didn't look a superstar until he went to the top class with the same team in 2008.



4

4 Gary Paffett

Championship-winning year 2000

Backed by Martin Hines's Zip Young Guns initiative, Paffett was miles ahead of his classmates so set his sights on claiming as many A-class scalps as he could. Used title as launchpad to German F3 and from there towards DTM fame.



6



6 Ernesto Viso

Championship-winning year 2003

The spectacular Venezuelan drove his heart out to make it two successive titles for P1 (following on from Carroll). The field wasn't big but he had to take it to a last-round showdown with Steven Kane and Karun Chandhok.



7

7 Jamie Spence

Championship-winning year 1993

The reigning British Formula Ford champion only had cash for a B-class campaign in an old Bowman chassis, but showed his class – and trounced the much-better-funded Christian Horner. Still sparring, but now in the boxing ring!



8

8 Steve Kempton

Championship-winning year 1986

Moved back from Group C cars to F3 and took the title at his second attempt against a big field. Moved to top class and beat the cream of the crop in the one-off Euro F3 shootout at Silverstone. Now provides signage at BTCC rounds.



9

9 Paul Evans

Championship-winning year 1992

Berkshire battler outscored highly-rated South African Hilton Cowie on his way to the crown with Mark Bailey Racing, and looked promising in A-class the following year with Paul Stewart Racing before the cash ran out. Did GT for a while.



10

10 Gary Dunn

Championship-winning year 1987

Just like Kempton the year before, Dunn had a large field to conquer. Also ran very high up the A-class field on occasion in what was a classic year. Stepped down to win Vauxhall Lotus title in '89 before concentrating on family Swindon Engines firm.

NEXT WEEK Women in motorsport
Plus: High-flying WRC thrills in Finland

FREDDIE SLATER

2015 BAMBINO

BRITISH OPEN CHAMPION



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