

# AUTOSPORT

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AUGUST 1 2013

## HAMILTON “MIRACLES DO HAPPEN!”

Lewis melts rivals, not tyres  
during red-hot Hungarian GP





# GTi IS **BACK**



PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in mpg (l/100km) and CO<sub>2</sub> emissions (g/km) for the 208 GTi are: Urban 34.4 (8.2), Extra Urban 60.1 (4.7), Combined 47.9 (5.9) and CO<sub>2</sub> 139 (g/km).

## NEW PEUGEOT 208 GTi

MOTION & EMOTION



PEUGEOT





Cover Image: Staley/LAT  
Inset: Dunbar/LAT

## POLE POSITION

# Hamilton win adds to great British sporting summer

**WE'VE BEEN SPOILED BY BRITISH SPORTING SUCCESS** this summer (British Lions rugby, Ashes cricket, Chris Froome on the Tour de France and Andy Murray at Wimbledon) so it's about time we had a homegrown grand prix winner. And what a way for Lewis Hamilton to break the nation's 2013 duck in the Hungarian Grand Prix – his first victory with Mercedes.

From his pole lap, which he seemed so underwhelmed by, to his stunningly executed victory, this was vintage Hamilton. Decisive overtaking moves when required, on the likes of old team-mate Jenson Button and Mark Webber (twice at Turn 3 – and he's no pushover!) proved he's driving better than ever. After all that fuss about melting tyres, perhaps the pendulum has swung back in Merc's favour again. Judging by his off-track demeanour, Lewis has had some personal issues to deal with recently (which we'll leave to the gossip columns) but on the circuit it was, in his own words, "pedal to the metal – flat-out". More please!

● As part of our commitment to improving AUTOSPORT we'd love to hear your thoughts on our magazine and website. To share your views, complete our survey, which can be found at [www.autosport.com/survey](http://www.autosport.com/survey) – and thanks for all the feedback on last week's **Top 50** (see p90).

*Charles Bradley*

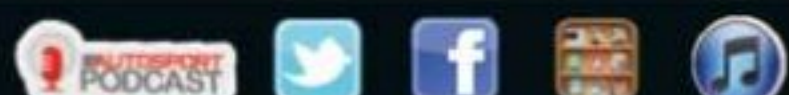
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@Autosport\_Ed



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Ex-team boss and McLaren 'lifer' looks back



# THE BIG PICTURE

If it's late July in the Ardennes, it must be Spa 24 Hours time. Sixty-five cars started the GT3 enduro, watched by a large Jupiler-quaffing, frites-and-mayo-eating crowd



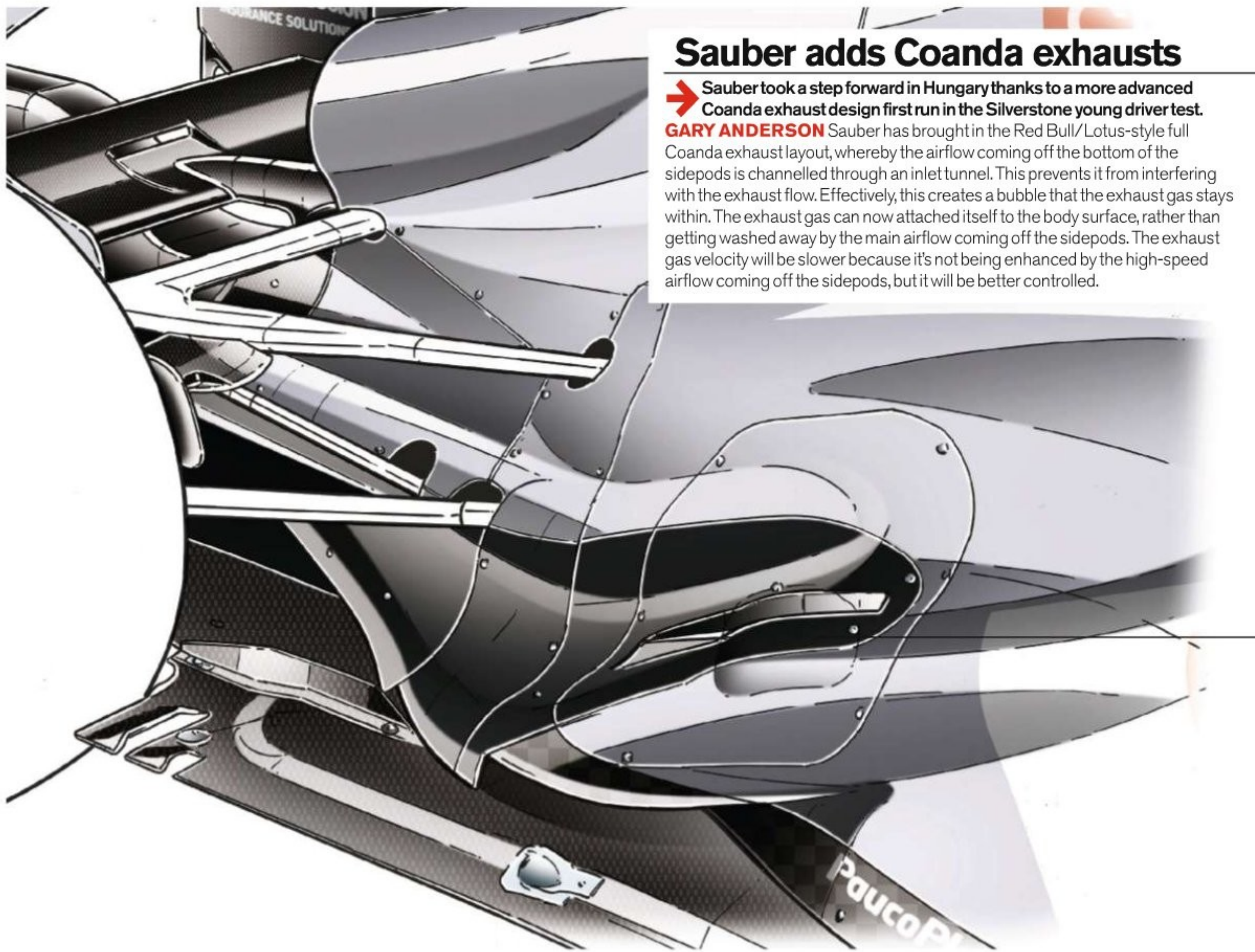




# This week in F1

## Sauber adds Coanda exhausts

→ Sauber took a step forward in Hungary thanks to a more advanced Coanda exhaust design first run in the Silverstone young driver test. **GARY ANDERSON** Sauber has brought in the Red Bull/Lotus-style full Coanda exhaust layout, whereby the airflow coming off the bottom of the sidepods is channelled through an inlet tunnel. This prevents it from interfering with the exhaust flow. Effectively, this creates a bubble that the exhaust gas stays within. The exhaust gas can now attach itself to the body surface, rather than getting washed away by the main airflow coming off the sidepods. The exhaust gas velocity will be slower because it's not being enhanced by the high-speed airflow coming off the sidepods, but it will be better controlled.



## VERGNE SET TO STAY PUT

Jean-Eric Vergne, who Red Bull team principal Christian Horner has described as "not ready" to step up to his squad, looks likely to remain at Toro Rosso for a third season next year.

"I'm convinced that Jean-Eric Vergne will race for Toro Rosso next year," said team principal Franz Tost.



## TONY GAZE: 1920-2013

**TONY GAZE, THE FIRST AUSTRALIAN** to start a world championship grand prix, died last week at the age of 93. The former Royal Air Force pilot was instrumental in convincing the Earl of

March to turn RAF Westhampnett into a race circuit – later known as Goodwood – and started three GPs driving HWM machinery in 1952, with a best finish of 15th at Spa.



## Indian GP under threat

Next year's Indian Grand Prix is "probably not" going to happen, according to Bernie Ecclestone. Teams have had to endure high taxation levels for their involvement in the race, but the Indian government has refused to grant F1 a customs exemption.





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“If he took the penalty because of what he did with me, that’s completely wrong”



Felipe Massa hits out at the penalty Romain Grosjean was given for passing him off the track on Sunday



## Concorde near to agreement

The signing of a new Concorde Agreement has moved a step closer, with FIA president Jean Todt and Bernie Ecclestone signing “an agreement setting out the framework for implementation of the 2013 Concorde”.

Ecclestone already has bilateral agreements with 10 F1 teams, with only Marussia lacking a commercial deal.



## Ferrari fined for illegal DRS use

Ferrari was fined €15,000 (£13,000) for the illegal deployment of its DRS during the Hungarian Grand Prix.

Fernando Alonso triggered the DRS three times when not permitted to do so. The team failed to change the system from pre-race (when DRS use is allowed in both activation zones at all times) to race mode (when it can only be used when within a second of the car in front).

Once the issue was identified, Alonso was told to wait for clearance from the team before using DRS, and as the team took this action, it escaped greater penalty.

## McLaren wants Magnussen in F1

McLaren boss Martin Whitmarsh is hoping to help junior driver Kevin Magnussen, son of ex-Formula 1 racer Jan, to find an F1 drive with another team next year.

But Whitmarsh has ruled out McLaren for the youngster in 2014. “Generally we don’t have rookies in the car, and we try to develop drivers for the long term,” he said.

### JAN MAGNUSSEN IN F1

**Starts:** 24 **Best qualifying:** 6th  
**Best finish:** 6th **Points:** 1  
**First race:** Pacific 1995 (McLaren)  
**Last race:** Canada 1998 (Stewart)



HONE/LAT

## DUBAI IN LINE FOR F1 TESTS

F1 teams are close to giving the green light to two pre-season tests at Dubai Autodrome in 2014. Next year’s first pre-season test is lined up for Spain, most likely at Jerez, before teams move to the Middle East in Dubai.



## Allison to start at Ferrari soon

Former Lotus technical director James Allison will officially become a Ferrari employee on September 1.

Allison has been appointed Ferrari’s chassis technical director, taking over the role previously held by Pat Fry, who is now director of engineering.

This effectively divides the team’s technical leadership in two, with Allison’s background in aerodynamics and Fry’s in engineering. Both will report to team boss Stefano Domenicali.

## Wheel retention changes planned

The FIA is moving towards mandating the use of a dual-stage wheel retention system to reduce the possibility of wheels being shed in the pitlane.

Currently, teams run a wheel retention system that is designed to keep the wheelnut on the axle, but this new system would also feature a further stage designed to hold the wheel on the axle without a nut, giving the team time to stop a car before the wheel comes off if it is released unsafely. Unsafe releases in the pitlane will now be punished with a 10-place grid drop.

### 2013 UNSAFE RELEASES

There have been six occasions when a team has been punished for an unsafe release from a pitstop in 2013.

#### MALAYSIA

Jean-Eric Vergne collides with Charles Pic’s Caterham after being released from his pitstop by the team.

#### CHINA

Mark Webber is released with a loose wheel, resulting in his retirement.

#### SPAIN

Caterham tells Giedo van der Garde to attempt a lap with a loose left rear.



He loses the wheel on track, but makes it back – for a €10,000 fine.

#### BRITAIN

Kimi Raikkonen’s car is released into too small a gap in pit traffic during free practice at Silverstone. The team is fined.

#### GERMANY

Paul di Resta’s Force India is released into the path of Vergne, forcing the latter into evasive action.

#### GERMANY

Mark Webber’s right rear comes off as he leaves his pit, hitting a cameraman.



GILHAM/GETTY

## Pirelli considers widening tyres

Pirelli is thinking of widening the rear tyres used in F1 next season to better suit the anticipated power levels of the new 1.6-litre turbo engines. It is discussing an increase in width of 20mm (from 380mm to 400mm), although such a change would alter the aerodynamic characteristics of the tyres at a time when teams are already well advanced with development.

### REMEMBER WHEN



**F1 REAR TYRE WIDTH HAS** been unchanged since 1993. In 1992 (pictured), rear tyres were allowed to be 460mm before being cut to their current 380mm.



# Congratulations to the Nissan GT-R Nismo GT3 customer team, RJN, at the Spa 24 Hours

**PRO-AM PODIUM**



Nissan GT-R Nismo GT3 drivers are now first, second and third in the Blancpain Pro-Am Championship and Nissan GT Academy Team RJN also retains the Teams' Championship.

Isn't it time you considered a Nissan GT-R Nismo GT3 for your 2014 GT3 campaign?







# Mark Hughes

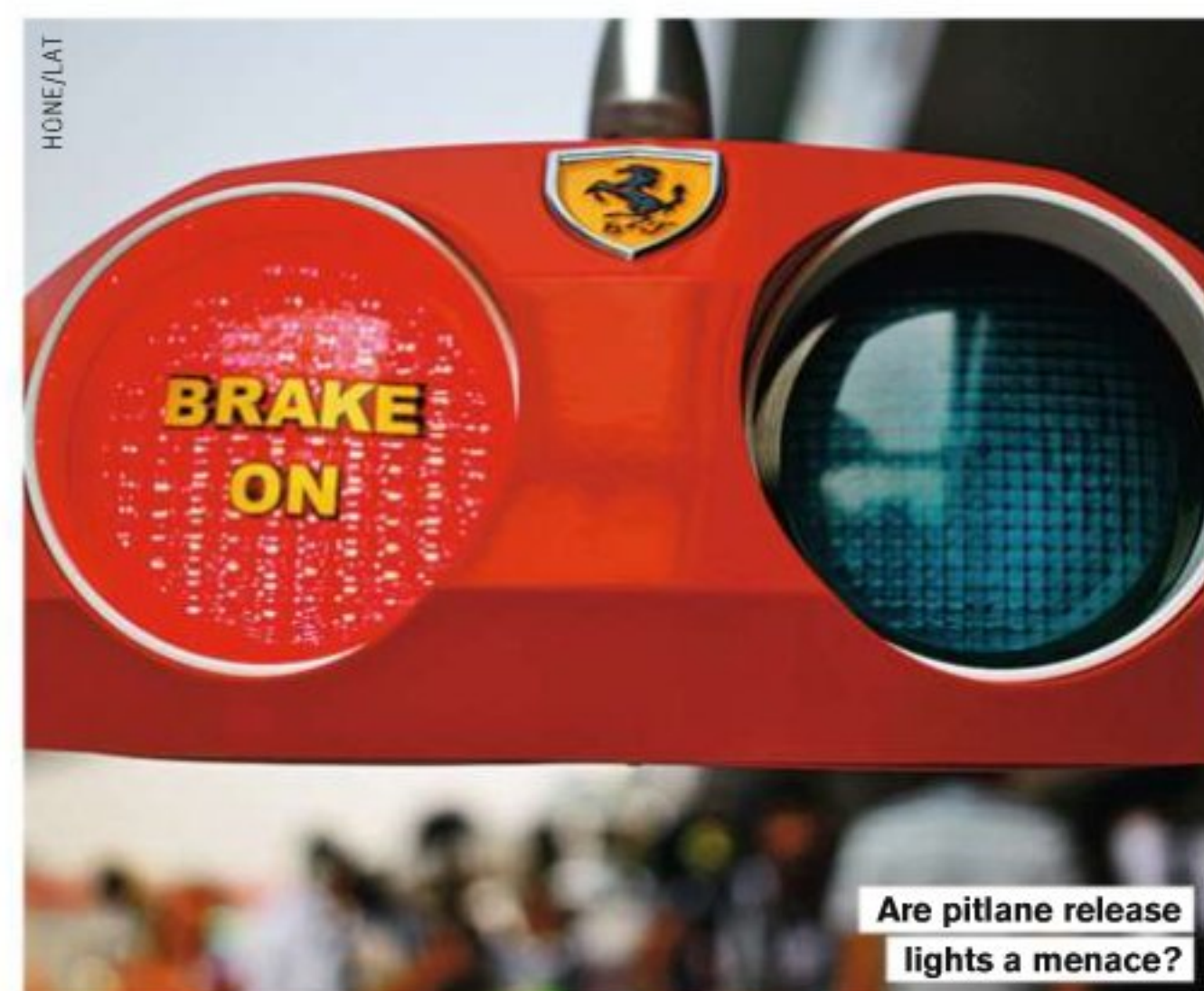
## MPH

There's a simple way to help prevent errant wheels in the pitlane: ban automated traffic light systems. But in F1, life is never simple

**T**he whole media pitlane access controversy that began the Hungarian Grand Prix weekend showed once again that there is no such thing in F1 as a change that isn't politically charged. Just as with the Pirelli tyre problem a few weeks ago, any solution that is attempted creates political waves as different parties use the situation to meet their own agendas.

The path of the loose wheel that hit cameraman Paul Allen in the Nurburgring pitlane continued metaphorically three weeks later as media, the FIA and FOM argued about who was and wasn't allowed in the pits at Hungary. Because FOM controls broadcaster access and the FIA written media, there was a power play between those two entities that shadowed that which is playing out in the bigger picture behind the scenes as future ground in the sport is fought over at a time when Bernie Ecclestone's bribery court case, the lack of a commercial agreement and December's FIA presidential elections all loom large.

As ever in F1, events can only be understood when placed in the context of that big background picture. So concurrent with the pitlane access argument, the news was leaked that F1 pays just £1 million UK corporation tax on a profit of £300m (a Starbucks-like rate of 0.33 per cent being rather less than the nominal UK corporation tax of 24 per cent) and that there may be a challenge to Jean Todt for the FIA presidency from David Ward. The



inch and hit instead the mechanics in the next garage down? – but the automated systems being used for the super-fast pitstops. The sort of traffic light system employed by Red Bull and other top teams saves around 0.4s over the conventional lollypop man, but critically leaves no opportunity for human intervention if a

**“The banning of automated traffic lights would have been a far more appropriate response”**

corporation tax revelation is almost certainly linked with Ecclestone's defence case in the German courts (don't ask why, otherwise a very dull explanation of tax agreements with the Inland Revenue would be necessary), while the Ward news might be seen as an attempt at getting a more Ecclestone-friendly governing body.

Meanwhile, just as Bernie and the teams seemed set to agree on a new tyre deal with Pirelli comes the rumour that Michelin might be about to announce its interest in an F1 return, a move said to meet with the approval of Todt.

None of which addresses the actual issue of stray wheels in the pitlane. The FIA introduced a policy at the weekend of grid penalties for any team suffering a detached wheel. But the real issue is surely not the teams' reward/pain trade-off or who happens to be standing in the way of the errant wheel – and it's worth pondering the question of would there have even been an access debate if the wheel had missed the cameraman by an

problem is spotted. Video analysis of the Mark Webber Nurburgring pitstop clearly shows how both the wheelman and the rear jackman realise there's a problem and are trying to have the car held, but there is no system for them to achieve this: once the relevant electrical signals have been triggered, the lights will change and the driver will react.

Force India team manager Andy Stevenson used to be the lollypop man and he makes an interesting observation: “A human can move quicker over the first metre or so than an F1 car, so it's perfectly feasible to intervene to stop a car even once it has started accelerating – and we've done so several times.”

The banning of the automated traffic light systems would have been a far more appropriate reaction to events at the Nurburgring than having fevered arguments about which parts of the media should be permitted to enter the pitlane. But that's a naive observation. ❧



# This week in motorsport



## CITROËN UNVEILS LOEB'S WTCC CHALLENGER

Citroën has revealed images of the C-Élysée WTCC machine with which rally legend Sébastien Loeb will contest next year's World Touring Car Championship.

The 380bhp, front-wheel-drive machine is the first car to be unveiled that is built to the series'

updated 2014 technical regulations.

Meanwhile, Lada works driver James Thompson tested an interim version of the Russian manufacturer's Granta Sport machine – featuring several key 2014 components – at Magny-Cours last week.



## NEW LIGHTS CAR IN 2015

Indy Lights' new car will be introduced in 2015, with a series of upgrades – to be usable on the new machine – applied to the outgoing Dallara-Infiniti next year.

The new racer is due to begin testing in the second half of next year. The engine and chassis builders will be named soon.

## Trio on Skoda's Zlin Czech list

Skoda will run a three-car factory team on its home European Rally Championship round, Rally Zlin, on August 30-September 1. WRC2 duo Esapekka Lappi and Sepp Wiegand will drive Fabia S2000s alongside series leader Jan Kopecký on the Czech event.

## DID YOU KNOW?

Sportscar ace Lucas Luhr will become the first German to start an IndyCar race after signing a one-off deal with Sarah Fisher Hartman Racing for Sonoma later this month. But six of his countrymen did start Champ Car races, the last being Andreas Wirth at Mexico City in 2006 with Dale Coyne Racing (right).



## Filippi in line for Indy debut

Luca Filippi could make his IndyCar debut at Mid-Ohio this weekend in place of Alex Tagliani at Bryan Herta Autosport.

The Italian GP2 veteran, who missed out on a full-time drive with Rahal Letterman Lanigan last year due to a lack of budget, was due to test for Herta at the circuit on Wednesday as AUTOSPORT closed for press.

Tagliani has agreed to step down from driving duties following a poor start to the year. He lies 21st in the championship. The Canadian could still remain in the drive if GT Open driver Filippi is unable to put together a deal.



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## Da Costa says title fight is over

Red Bull junior Antonio Felix da Costa has conceded that his Formula Renault 3.5 title hopes are over with three weekends still remaining this season.

The Portuguese racer, who was the pre-season title favourite, endured a disastrous weekend last time out in Austria, where he was plagued by engine problems with two units.

AUTOSPORT understands that da Costa will now get a new engine, but he declared: "I don't have to think about the championship anymore."



## DTM BACK TO CHINA

The DTM will return to China next autumn with a race held either in Shanghai or Guangdong. The event will be promoted by the Chinese Brilliant Culture Group – the same company that organised the last race there on the streets of Shanghai in 2010.

## FORD ENTERS DAKAR

The Ford name will appear on the Dakar Rally next year with a South African-run programme. The pair of Team Ford Racing Rangers are being built by Neil

Woolridge Motorsport and will be driven by Lucio Alvarez – a top-10 finisher on the past two Dakars – and event rookie Chris Visser.



## Eurointernational in line for GTs

Formula 3 European Championship team EuroInternational is on course to return to sportscar racing after a 17-year absence.

Antonio Ferrari's squad, which gave the Ferrari 333SP its maiden race win in 1994

and also ran the car at Le Mans in '95 (below), is eyeing a Blancpain Endurance Series campaign with at least two Mercedes SLS AMG GT3s. The effort could be run in collaboration with another squad.



## In brief

### TIMERZYANOV TO LA

European Rallycross champion Timur Timerzyanov will make a one-off appearance for Marklund Motorsport in a Volkswagen Polo supercar at the Summer X Games in Los Angeles this weekend.

### INGRASSIA RETURNS

Sebastien Ogier's co-driver Julien Ingrassia has been cleared by doctors to compete on Rally Finland this weekend. Nicolas Klinger would have deputised had the Frenchman not recovered from a shoulder injury sustained in a cycling accident.

### COURTNEY STAYS ON

James Courtney, the 2010 V8 Supercar champion, confirmed last weekend that he will remain with Holden Racing Team in the series until at least the end of 2016.

### PESCAROLO SHOPS

Henri Pescarolo has set a September deadline to put together a deal for his eponymous team to contest next year's World Endurance Championship in the privateer LMP1 class. The Le Mans 24 Hours legend is aiming for a £4 million budget.

### DAVISON INDY DEBUT

Aussie James Davison will make his IndyCar debut with Dale Coyne Racing at Mid-Ohio this weekend. The cousin of V8 aces Will and Alex Davison, he has twice won at the track in Indy Lights and takes over the ex-Ana Beatriz/Mike Conway/Pippa Mann car.



## Lopez to make WTCC debut

Jose Maria Lopez, champion of Argentina's premier tin-top series, Super TC2000, will make his World Touring Car debut at his home event

at Rio Hondo this weekend. Lopez, 30, will replace Fredy Barth in Wiechers-Sport's BMW 320 TC (above) on a one-off basis.

## IndyCar goes twin-turbo

Twin-turbo systems will become mandatory in IndyCar next year in a bid to ensure parity between engine manufacturers Chevrolet and Honda. Chevrolet has used an Ilmor-developed twin unit since returning to IndyCar in 2012, while Honda currently uses a single-turbo layout in its powerplants.

## SIX STAY ON AT TOYOTA

Toyota has retained all six of its 2013 World Endurance Championship drivers – Anthony Davidson, Alex Wurz, Kazuki Nakajima, Stephane Sarrazin, Nicolas Lapierre and Sebastien Buemi – for next year. It will, as expected, run a single TSO30 HYBRID for the rest of '13.

## Kaye switches to BTCC Honda

British Touring Car squad AmD Tuning will switch Jack Sears Trophy contender James Kaye from its Volkswagen Golf to an ex-Team HARD Honda Civic for the

remainder of the season. Meanwhile, Robb Holland, who raced the Civic at two 2012 rounds, will drive the HARD Vauxhall Insignia recently vacated by James Cole.





# Fabulewis!

Congratulations to Lewis Hamilton and the whole MERCEDES AMG PETRONAS Formula One Team for their victory in the Hungarian Grand Prix. Racing is a state of mind. [www.mercedes-amg-f1.com](http://www.mercedes-amg-f1.com)



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# Dieter Rencken

## F1's political animal

Despite Saturday's signing ceremony, the lack of a Concorde Agreement is playing into the hands of the FIA

**S**even months in, and still no Concorde Agreement in Formula 1. And this despite promises stretching back over two years that a replacement for the 2010-12 covenant, which outlined the technical, sporting and governance procedures of the sport and the mutual obligations of the three player groups – the governing body the FIA, the commercial rights holder Formula One Group and the teams – was imminent.

A public signing ceremony, though, was staged last Saturday in Hungary, which involved FIA president Jean Todt and Formula One Group CEO Bernie Ecclestone.

A joint release afterwards stated: "The Formula 1 Group and the FIA have signed an agreement setting out the framework for implementation of the 2013 Concorde Agreement. This agreement will come into force upon approval by the respective governing bodies of the signatory parties in the coming weeks."

Overall, the entire situation reminds me of Sam Goldwyn's immortal line: "A verbal contract isn't worth the paper it's written on." True, the most powerful duo in world motorsport appended their signatures to the document. However, in real terms, what is the worth of an agreement to have a memorandum of agreement (MOA) about an agreement at some agreed point in the future, and conditional on being ratified by their "respective governing bodies"? Exactly...

For starters, historically the Concorde Agreement, which ensured the sport's survival despite (among other calamities) the 1980s FISA/FOCA war and the threatened 2009

Concorde serves two distinct purposes: to provide an equitable revenue distribution structure and a clearly-defined governance procedure to keep arguably the most competitive managers on the planet on the straight and narrow. And therein lies the rub.

Over the past 12 months, Ecclestone struck (inequitable) commercial agreements with 10 of the 11 teams – Marussia is the odd outfit out, and remedial action can be expected shortly – while Todt has managed to raise 50 per cent of the FIA's estimated £20million annual operating budget through hiking entry fees and F1 'superlicence' income.

The MOA provides for the FIA to continue administering and lending its weight to the championship through to 2020 (crucially the same contract duration as the team agreements) in exchange for a sliver under \$100m for the period – or roughly £10m per annum.

So Todt has squeezed half of the FIA's budgetary shortfall out of FOG. Put differently, he has secured an additional \$100m over seven years, where his predecessor Max Mosley leased the full 113-year rights for just three times that – powerful election fodder in any language, particularly when your opponent is a known Mosleyite. Any wonder Todt smiled confidently as he strolled about Hungary's grid?

Thus, with the federation, commercial rights holder and 10 teams sorted commercially, who, save Marussia, needs Concorde's financial framework? Not Todt or Ecclestone.

From a governance perspective, things are equally sorted for the FIA, because under the expired Concorde the

**"No wonder that Jean Todt smiled confidently as he strolled about the Hungaroring grid"**

breakaway series, included the teams at least as signatories in some shape and form, plus the governing body. Spot the missing faction, even as observers?

After the razzmatazz, the consensus in the Hungaroring paddock was that a full-on Concorde Agreement is further off than ever, with Saturday's show – to which hordes of photographers were invited – simply serving a dual purpose: to ward off sceptics and to keep FOG's ultimate owners (investment fund manager CVC Capital Partners) and FIA member clubs sweet in the short to medium term.

Forget not that CVC aims to list its 100-year lease on F1's rights on Singapore's stock exchange in the near future, while Todt faces presidential elections in December this year. Last week, a potential rival candidate in the person of FIA Foundation director general David Ward emerged (see page 34), so the former Ferrari managing director needs to sort his sophomore political platform PDQ.

First devised back in the early '80s after the battle over ownership of F1's TV rights almost rent the sport apart,

team-centric structure of the Sporting/Technical Working Groups and Formula One Commission was such that a 70 per cent majority was required for most decisions, with teams, sponsor delegates, technical representatives and certain promoters invariably voting *en bloc*.

Now, though, the FIA's International Sporting Code kicks in, which calls for a simple majority, while providing for greater flexibility where safety issues are concerned. As proof, consider the ease with which Todt was able to force through changes to Pirelli's specifications and pitlane safety – a year ago such amendments would have been impossible without protracted bargaining. Without a full-scale Concorde Agreement, the FIA's position, and, by extension, Todt's rule, is all the stronger.

The real losers, therefore, are the teams – who have largely lost their hard-fought regulatory advantage – and, ultimately, CVC, which will find it difficult to list on the stock exchange without a tripartite Concorde Agreement. The coming months will prove crucial to the entire process. ❧



# THE RACE REPORT

QUALIFYING • TRACKSIDE VIEW • LAP CHART • DRIVER BY DRIVER • RESULTS

## Hamilton believes in Merc's miracle

No one expected Lewis Hamilton and Mercedes to keep their tyres in shape at a red-hot

Hungaroring – least of all Hamilton and Merc... MARK HUGHES unravels a surprising race

14





## AT A GLANCE



“Kimi retained second place from Vettel, but the race was Hamilton’s – his first for Mercedes. Miracles can happen.”

**HUNGARIAN GP**  
Hungaroring

**ROUND** 10/19

**LAPS** 70

**WINNER**  
Lewis Hamilton  
1h42m29.445s

**POLE POSITION**  
Lewis Hamilton  
1m19.388s

**FASTEST LAP**  
Mark Webber  
1m24.069s

**RACE RATING**  
★★★★★ Fantastic racing from start to finish – some great battles

**DRIVERS' STANDINGS**  
Vettel 172pts  
Raikkonen 134pts  
Alonso 133pts





He said it didn't feel great, but Hamilton's lap was good for pole



DUNBAR/LAT

16

## QUALIFYING 14.00, 27.7.2013



"It really didn't feel like a good lap," said Lewis Hamilton of his third consecutive pole. "I was pretty surprised when I looked on the on-board. It looked reasonably tidy."

"Though I didn't make any mistakes, I just don't feel like I extracted the most from the lap. There's a couple of areas, particularly Turn 6, where I felt like I lost a bit under braking, and the middle sector where it just didn't feel like that was really the limit. The last two corners felt really poor, but when I look at the overlay compared to Nico [Rosberg] it didn't look that bad. I was expecting Sebastian [Vettel] to get it because he had shown some serious pace before."

Vettel had indeed looked the favourite, even when the Mercs of Nico Rosberg and Hamilton had headed Q1

and Q2. It looked like Vettel was doing just enough to get through, and giving himself two fresh sets of soft tyres for Q3, whereas the others had just one. His first Q3 run – with everyone else on used tyres – was therefore 0.8s clear, the Red Bull lacking the Merc's pace through the first sector (start line to just before Turn 4) where grunt of both engine and KERS count for a lot, but super-quick through the interlinked bends of the middle sector and the short final double-hairpin sequence.

The softs were as much as 1.3s faster than the mediums but the latter were by far the better race tyre, so even the frontrunners (other than Vettel) had used up all but one set of their softs by the time they got to Q3. With everyone on their fresh sets for the second of their runs, there was more in Lewis's Merc

than perhaps Seb had anticipated as the Red Bull was 0.1s slower in the middle sector than before. It was a marginally better lap overall, but not by enough, falling short of Hamilton by just under four hundredths of a second. "Maybe on the second try I was losing out a little bit in the middle sector. It's very twisty with a lot of corners in a short time. Maybe I wasn't aggressive enough there... I think the time was in the car but it's always easy to say. We deserve P2 today."

Romain Grosjean was really dialled in to the Lotus E21, taking up where he'd left off at the Nurburgring and significantly quicker than team-mate Kimi Raikkonen all weekend. The balance of the Lotus seemed to have been affected by the change in front-tyre spec and Romain seemed to have adapted better to that. The Lotus was floating over the bumps and his was carrying huge momentum into the faster corners, allowing him to be quickest of all in the middle sector. Most of his 0.17s time loss to Vettel was incurred through the final two hairpins.

Having headed Hamilton in both Q1 and Q2, Rosberg faded to fourth in Q3. At the vital moment, on his new-tyre run, the brake-balance adjuster of his Mercedes became jammed, giving him a set balance throughout the lap. "It cost me a little," he said, "but I don't think pole was possible."

Nico's time was only marginally

faster than that of fifth-fastest Fernando Alonso in a Ferrari on which there were small changes to the floor and front-wing endplates, though a new diffuser was discarded. A gurney on the cooling exit hole at the back of the sidepod was purely to control engine temperatures in the intense heat. "The [other] changes were done with the aim of getting consistency rather than pure performance," said Fernando, who reported that traction and turn-in had improved. Lacking the grip of the cars ahead of it, the car was nonetheless well balanced and Alonso produced a great lap to put it where he did, 0.05s faster than Raikkonen's Lotus.

Kimi did not like the more understeery balance the latest spec of front tyres gave the car and was visibly more tentative on corner entry than Grosjean. He continued to make changes to its set-up right into qualifying. "It's definitely better than at any other point this weekend," he said, even though it was still far from ideal.

Felipe Massa was seventh in the second Ferrari, just over 0.1s adrift of his team-mate, disappointed in its lack of one-lap pace after hustling it with a lot of energy and no errors. "One-lap pace is just our weak point with this car at the moment," he shrugged.

Daniel Ricciardo took his Toro Rosso through to Q3 for the third consecutive race with a very committed late run in



Vettel was favourite, but was floored by Hamilton's pace

DUNBAR/LAT



Q2. He was the slowest of those in Q3 to do a proper run on softs and lined up eighth. Behind him, Sergio Perez reasoned that there was no point consigning himself to starting on the softs when there would have been no great grid-position boost, such is the McLaren's current level. His medium-tyred run put him ninth. This was a good effort from the team given that he'd gone off heavily at Turn 11 right at the end of Saturday practice. The car was ready to run by the beginning of Q1 just two hours later. Furthermore, the changes to the front wing, together with those made to the front brake ducts at the Nurburgring, had significantly improved the car. It was still porpoising over the bumps but there was more grip.

Jenson Button didn't do a great Q2 lap and failed to get through, lining up 13th, but part of his problem was the increased grip at the rear. "I was absolutely maxed out on front wing yet still I had understeer," he said.

**'There was more in Hamilton's Merc than perhaps Vettel had anticipated'**

Not for the first time, Mark Webber's Red Bull was limping through qualifying and he actually did a terrific job to go eighth quickest, just 0.6s off Vettel, in Q2 with non-operative KERS and a gearshift programme stuck in the basic setting. He elected not to do a lap in Q3 to give himself free choice of starting tyre and was therefore 10th.

The Force India wasn't liking these tyres and Adrian Sutil was bumped out of the top 10 in the closing seconds of Q2, but didn't reckon there was much more he could have dragged from the car. Nico Hulkenberg in the Sauber with the new Red Bull-style Coanda exhaust layout was right with him. Their respective team-mates Paul di Resta and Esteban Gutierrez didn't make it out of Q1, the Scot finding no tyre grip at the critical time, the Mexican having missed P3 due to an engine problem.



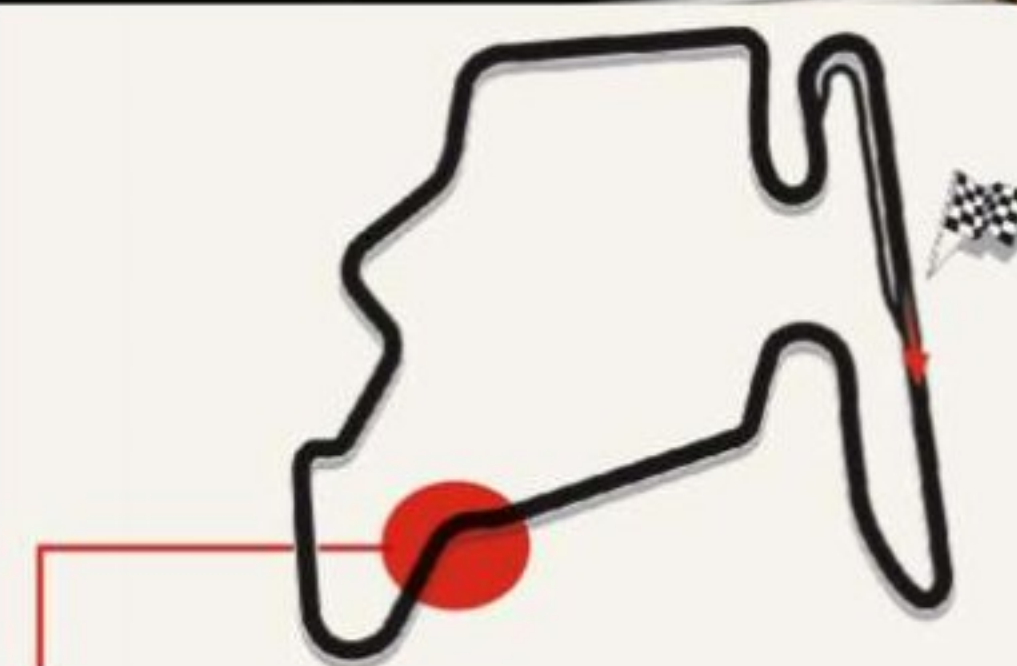
## THE GRID

	<b>1</b> HAMILTON MERCEDES 1m19.388s Softs		<b>2</b> VETTEL RED BULL 1m19.426s Softs
	<b>3</b> GROSJEAN LOTUS 1m19.595s Softs		<b>4</b> ROSBERG MERCEDES 1m19.720s Softs
	<b>5</b> ALONSO FERRARI 1m19.791s Softs		<b>6</b> RAIKKONEN LOTUS 1m19.851s Softs
	<b>7</b> MASSA FERRARI 1m19.929s Softs		<b>8</b> RICCIARDO TORO ROSSO 1m20.641s Softs
	<b>9</b> PEREZ McLAREN 1m22.398s Mediums		<b>10</b> WEBBER RED BULL no time Mediums
	<b>11</b> SUTIL FORCE INDIA 1m20.569s Mediums		<b>12</b> HULKENBERG SAUBER 1m20.580s Softs
	<b>13</b> BUTTON McLAREN 1m20.777s Mediums		<b>14</b> VERGNE TORO ROSSO 1m21.029s Softs
	<b>15</b> MALDONADO WILLIAMS 1m21.133s Softs		<b>16</b> BOTTAS WILLIAMS 1m21.219s Softs
	<b>17</b> GUTIERREZ SAUBER 1m21.724s Mediums		<b>18</b> DI RESTA FORCE INDIA 1m22.043s Softs
	<b>19</b> PIC CATERHAM 1m23.007s Softs		<b>20</b> VAN DER GARDE CATERHAM 1m23.333s Softs
	<b>21</b> BIANCHI MARUSSIA 1m23.787s Mediums		<b>22</b> CHILTON MARUSSIA 1m23.997s Mediums

## TRACKSIDE VIEW

### Mark Hughes

### GRAND PRIX EDITOR



The pop of unburned fuel igniting in hot exhausts bounces off a heat-hazed scenery as Romain Grosjean lifts briefly for the uphill fifth-gear Turn 4 at maybe 130mph. There is no sight line through the corner, just a blind brow as the car appears headed for oblivion, tyres loaded, sidewalls bent out of shape, downforce grinding them into the ground, engine screaming against the load regardless. It's going way too fast surely to get to that apex, but it's as if pulled in there by a magnet. Then it's gone, twitching and dancing over the horizon. Follow the track around to the long, long hairpin of Turn 5, all the cars fast on entry flicking down to fourth, their differences only coming as they get further into it and make the downchange to third, when some have to surrender more momentum than others to keep their front tyres from running wide. Again Grosjean's Lotus looks fabulous, hanging on for longer and with just the briefest modulation of the throttle before it's up and away again, building speed at a place where the Ferrari drivers, for example, are still trying to get the front end planted. Up at the left-right of Turns 8-9 – medium-speed and interlinked – there are some great case studies in car balance. As the fronts load up and grip part way into T8, the Mercedes rotates

**'The Lotus looks fabulous, the briefest modulation of throttle before it's away'**

aggressively but, at just the moment when you'd then expect the back to break free, both Nico Rosberg and Lewis Hamilton are using the throttle hard at high revs, having downchanged to get more exhaust-enhanced rear downforce. The Lotus is more flowing, with a less violent transition and a little more initial understeer. Mark Webber's hands and feet are very busy in getting the Red Bull to rotate, but it's doing so at visibly higher speed than anything so far. Still the temperature rises.





## RACE

14.00, 28.7.2013



"It sucks, the way I'm not able to race these guys," said Lewis Hamilton immediately after beating Sebastian Vettel's Red Bull and Romain Grosjean's Lotus to pole. "We'll just have to do the best we can tomorrow." It was said in the expectation of a race spent going backwards through the pack, trying to keep the Mercedes' rear-tyre temperatures under control. "If we win tomorrow it will be a miracle."

Yet there he stood atop the podium, Kimi Raikkonen to his right, Vettel on his left, after a quite brilliant performance in response to finding that the Merc could hang onto its tyre performance just as well as anything else. OK, he maybe had the odd lucky break, in that the expected challenges from Vettel and Grosjean were derailed by them encountering the long-running harder-tyred McLaren of Jenson Button at the crucial moment, but on the other hand Lewis himself had encountered the Button buffer upon rejoining after his first stop. He had dealt with Button comfortably, surging past him in the DRS zone into Turn 1 a lap later, helped by the Merc's much stronger end-of-straight speed.

That was the crucial move of his race, the one that turned his advantage from 1.7s to more like 10s, as Vettel and Grosjean were subsequently queued behind the McLaren until it stopped many laps later.

Even so, what evidence was there that, even had the Red Bull and Lotus cleared Button, they would have had the pace to smother the supposedly tyre-eating Mercedes? Who knows how that Merc may have reacted had Lewis needed to stretch its elastic around the stops?

But there was nothing in its performance pattern to suggest it was hovering around the critical rear-tyre temperature threshold – or that its tyre usage was worse than the Red Bull's. "I'd say [Mercedes] have definitely



Alonso tries to hang  
it round the outside  
of Grosjean at Turn 2

found something," said Pirelli's Paul Hembery. "Track temperatures in the fifties around this place are just about the worst scenario you could imagine for the sort of problems they have been suffering with."

This whole car/aero/tyre-usage conundrum is a combination puzzle deeply more complex than a Rubik's cube and with no provable answer. But the best evidence suggests that reverting to the less-grippy 2012-construction front tyre – their sidewalls don't flex as much, don't absorb as much load, thereby dragging the contact patch across the surface with more force – helped Mercedes, calmed the sudden transition of load from its over-grippy

front to rears that didn't overheat as a result. There was a modified front wing and associated tweaks, but these were not specifically targeted at better tyre usage. The change of tyre itself seemed to have cost Merc a little bit of qualifying performance in exchange for rear tyres that no longer ran 20C too hot after a few laps.

The Lotus evidently still had the best tyre usage – Raikkonen's second place came after a two-stop race that entailed a long final stint, while the other frontrunners went for the safer three-stop – and maybe the combination of those traits and Grosjean's pace could have won him the race had he not been foiled by the track-position advantage bought by Hamilton's pole, exactly as was the case here one year ago. Grosjean ultimately finished only sixth, but he lit this race up with a thrillingly high-octane performance, though one which included a couple of penalties.

Pre-race, it wasn't just Hamilton who thought he was going to be sinking down the field, and the real contest was expected to be that between Vettel and Grosjean. So as the Mercedes got off the line unchallenged, there was a real edge to the game of chicken that pair played as Vettel squeezed the faster-starting Grosjean over to the left. They accelerated up through the

gears, flat in top now, with Seb still leaning on the Lotus until its front wheels were actually between the Red Bull's fronts and rears, almost touching the sidepods.

It was a potentially lethal game, but Grosjean's resolve remained, and as Turn 1 loomed Vettel turned in and Grosjean hung on around the outside, a brief stab of opposite lock losing the momentum and finally forcing the conceding of second place to Vettel.

Nico Rosberg's Mercedes was right with them through the turn, but his lifting off to avoid contact had allowed Fernando Alonso the advantage of momentum. As they raced down the hill towards the steeply falling Turn 2 Rosberg covered the inside, and the Ferrari sliced past the Merc at a completely different rate and even ran around the outside of Grosjean.

Again, Romain was steely in his defence, hanging the Ferrari out to dry, Fernando wrestling it over the kerbs, and as he rejoined so he delayed Rosberg. This gave Felipe Massa the chance to dive the Ferrari inside for the closely following Turn 3. Nico tried to shut the door before realising it was too late and running wide out onto the Tarmac run-off, this allowing Raikkonen past.

Kimi was then taken by surprise at



Vettel would not  
relent in his chase  
of Hamilton's Merc



## FRIDAY



**1001** **Daniel Ricciardo** is the first man out on track in FP1, and back-to-back tests a new front wing at constant speed on his Toro Rosso. He admits he forgot to do one test exiting Turn 11.

**1003** **Eric Boullier** says he believes **Kimi Raikkonen's** first choice for 2014 is to remain with Lotus.

**1005** On his first FP1 run **Mark Webber** is told: "Fail 1, fail."

**1018** **Sebastian Vettel** is told: "There is an anomaly with the braking system, nothing dangerous." He replies: "Yeah, I noticed."

**1052** **Fernando Alonso** requests "more front wing". Engineer **Andrea Stella** concurs: "OK, we add one degree."

**1102** **Kimi** is told: "We had an airbox fire briefly, but it's OK now." He replies: "Are you sure there's nothing else? I've got water on my boots also the pedals... or I don't know what it is." It's a leaking drinks bottle.



**1121** **Jean-Eric Vergne** spins off at Turn 4, and recovers.

**1422** **Jenson Button** reports in FP2: "The front end is better, but at Turn 3 I have less stability."

**1430** **Paul di Resta** is told to "Keep pushing." He responds: "Tyres are overheating."

**1457** A seemingly frustrated **Raikkonen**, on new soft tyres, almost bangs wheels at the final corner with **Button**, who is on a long run.

**1513** **Nico Rosberg** gets thirsty on a long run: "Remind me to drink on the next one."

**1516** **Max Chilton's** deflector screen comes off. He brings it back to the pits in his hand and gives it to a mechanic.

**1542** **Rosberg** replies "I don't think we have the speed this weekend" when asked about the Mercedes team's prospects of victory.

**1606** Toro Rosso principal **Franz Tost** says he expects **Jean-Eric Vergne** to stay with the team in 2014.



FERRARO/LAT

**'It was a potentially lethal game with Vettel, but Grosjean's resolve remained'**

Massa's early lifting-off for the fast uphill blind of Turn 4, locked up and ran wide on the exit, allowing Rosberg to stream by once more, now on the outside approach of the long loop of Turn 5. From alongside Massa, Nico attempted to turn in, only to make contact with the Ferrari's front-wing endplate and veer sharp left in avoidance. This lost him momentum yet again and allowed Mark Webber's Red Bull, Button's fast-starting McLaren and several others to zap past before he was back up to speed.

From fourth to 12th, it wasn't the greatest first lap of Rosberg's career and it would come to define his day. He would spend a long, hot afternoon fighting with Pastor Maldonado's Williams before his engine blew a fiery farewell just six laps from the end.

Hamilton was 1.1s clear of Vettel by the end of the first lap and was surprised: "I thought they'd be on my tail and killing me, but I realised that



COATES/LAT

**Grosjean challenged Vettel, but couldn't find a way past**

actually it wasn't too bad." He wasn't yet thinking of the win and didn't feel it wise to try to build the gap, and the Red Bull closed back up, even got itself within DRS range.

But with the Red Bull suffering a substantial straightline speed shortfall to the Merc down the pit straight, even DRS wasn't going to get Seb by. As they crossed the start/finish line shortly after the final turn the Merc and Red Bull were each doing 156mph. By the time they screamed through the speed trap before the braking zone the Merc had accelerated by a further 33mph, the Red Bull only by 27mph. Lewis was safe for now – especially when Vettel then came under attack from Grosjean.

The leading trio quickly put distance on Alonso, with Massa following,

endplate flapping and holding at bay Raikkonen. Fernando was finding the Ferrari was not its previous self. He had no doubts as to why: "With the previous tyres our car had tyre use like the Lotus. With these it's more like the high-degradation tyres." For a time Alonso had been using DRS every time he heard the signal that it was enabled. But the system had not been changed from its qualifying to race setting, meaning it could be used even when not within 1s of the car in front. Once the team saw this on the telemetry, it instructed him to only use it when he was told to. According to the FIA it gained him only 1s over the race and the team was merely fined.

The soft tyre that the top eight had all started on had fairly serious





Hamilton laid the foundations of win with pass on Button...



...while Vettel's attempts to do the same were somewhat clumsier

graining of the left-front and was reckoned to be good only for around 10-12 laps. This defined most of the frontrunners as having to stop three times, as a two-stop would impose stint lengths of around 30 laps each on the remaining primes. What this big step between the compounds also meant was that when the frontrunners made their stops they were not able to clear the leading prime runners, something only made more certain by the long 21s a pitstop would typically lose because of the new blanket limit of 80km/h in the pitlane.

Lewis was just beginning to feel the rears go away as he made for the pits on lap nine. On went the fresh primes and out he went after only 3s, coming out just as Button's seventh-placed hard-tyred McLaren went by. Neck and neck they went up to Turn 1, with Jenson on his warm rubber taking the initiative. Hamilton was not going to be able to take advantage of his fresh tyres during this crucial out-lap. "I thought, 'Oh, that's just my luck,'" recalled Lewis, "and I was expecting Seb to come out of the pits ahead of me at any time."

Ordinarily, on the previous tyres, that's what might have been expected to happen; the Red Bull would have had enough life left in the rubber to leapfrog ahead as Lewis was stuck behind the slower car. And that's what was expected at Red Bull too as Vettel was unleashed. The plan was to stay out an

**'Vettel and Grosjean were now stuck at Button's pace and would be for 11 laps'**

extra two laps, to be sure of clearing Button. But that's not how it played out.

For one thing, Hamilton wasn't stuck behind the McLaren for long. At the end of his out-lap, on his still-grippy tyres, he lined himself up perfectly out of the final turn, slingshotting out of there with way more traction than the old-tyred Button, getting onto KERS and DRS and slipstreaming effortlessly by down the inside into Turn 1. For another, Vettel's pace wasn't as good as he'd been expecting; his old tyres were on their way out. Having been doing high 1m27s behind Hamilton, Vettel's clean-air flyer was just 1m28.5s. That was still around 0.5s faster than Button was going and, had he been able to maintain that pace on his in-lap, he'd still have come out ahead. But he couldn't: the fronts were finished and his in-lap was a full second slower than Hamilton's. The Red Bull stop was mega-quick at 2.6s, but as Seb trailed down that pitlane to rejoin, the Merc was long gone and the McLaren went by too. Lewis looked in his mirrors later in the lap, saw the Red Bull

behind the McLaren and for the first time began to believe.

There was still one threat though: Grosjean. He'd been all over the back of Vettel as Seb had struggled for those last couple of laps, and Lotus recalled just how much pace he'd been able to unleash once he was in the lead at the Nurburgring. So with nothing to lose – Grosjean was well clear of Alonso – Lotus kept him out for a couple of laps longer even than Vettel. But he could manage no better than a 1m28.5s too and his in-lap was just as slow as Vettel's. He exited behind the Red Bull, both of them now stuck at

Button's pace and set to be there for another 11 laps, their straightline speed not strong enough to allow them to do what Lewis had been able to.

That trapped the narrative of this race firmly in Hamilton's favour, trading off tyre management against pulling out the gap over his entangled rivals. Lotus had performed a double-shuffle pitstop, bringing Raikkonen in on the same lap as Grosjean to prevent further delay on old rubber. But at this point Kimi was converted to a two-stop. He rejoined still behind Massa, but would soon pass the Ferrari.

Leading the race now was the long-running prime-tyred Webber, still maintaining a good pace around 5s ahead of Hamilton.

Even the cooling demands of the hot day played into Hamilton's hands. After a couple of laps in Button's slipstream Vettel was told to get out of there, as his engine temperatures were heading in the wrong direction. The Mercedes was debuting a new cooling package and, although Hamilton's wasn't being tested as thoroughly as the Red Bull's given that he was in clear air, Rosberg's was. It was fine.

Having given up on trying to pass Button by slipstreaming on the pit straight, Vettel was attacking now on the new second DRS zone, down to Turn 2. With Grosjean looking on from close quarters it was getting a little hectic. A couple of times Vettel tried there and on lap 17 he slid into the back of the McLaren, damaging the right-hand side



Hamilton passes late-stopping Webber in superb move





of his front wing. Still there was no way through and now Seb could feel the understeer from the wing damage. Could he go onto extra-boost KERS? "No, we cannot have high-power KERS," came the radio reply. It wasn't only engines and components that were getting rather heated. With Alonso getting within reach of their group too, Grosjean was all over the Red Bull, but Vettel's defence was uncompromising. Something had to give.

It happened on lap 24. Webber had just pitted from the lead and rejoined on Alonso's tail as Vettel got a run on Button through Turns 4-5, the McLaren struggling badly with traction on tyres that had now done 27 laps including qualifying. Button was a sitting duck once Vettel had forced his way through on the inside exit of the looping Turn 5. Pushed off-line he was passed also by Grosjean, with Alonso also there looking to pounce.

As the Lotus and McLaren raced up to the chicane side-by-side, Grosjean had the corner. What he did next was clumsy. Assuming Button to have surrendered, he simply squeezed left to take up the normal racing line for the approach to the right-hander. But Jenson was still there. "I couldn't go any more left," as he put it. They touched and Grosjean elected to take the escape road, rejoining still ahead. Alonso powered past the McLaren on the exit of the turn and Button made his way to the pits for a fresh set of primes and a damage check.

It was a surprise to see Grosjean pit on the next lap, just 12 laps after his first stop. "It was to jump him ahead of Vettel," explained Lotus engineering chief Alan Permane. Indeed, his pace on new tyres would be better than Vettel could manage on much older tyres, and Red Bull was reluctant to respond as it would mean too long a final stint. But for Grosjean there was soon the small matter of having to dispense with Massa (due to run for a while yet) in order to be able to keep pulling out the time on Vettel.

By the 28th lap Grosjean was right with Massa, hassling him on the run down to Turn 2 and compromising his line through 3, the Ferrari not getting the power down well out of there. Flying up the hill the Lotus had much the better momentum. But Turn 4 – fifth gear, 130mph, blind exit, one line – is not a passing place. What was Romain to do with all this better momentum? If we'd just seen the worst of him in his clumsy clash with Button, we were now about to see him at his breathtaking best. He was going to use that momentum by going around the outside of Massa through Turn 4. As it became clear that he was about to commit to the move there was thrill and dread. An interlocked wheel here would have been a somersaulting disaster, yet he pulled the crazy, scary move off without a blink or a second thought. At home, his wife was waiting to give birth to their baby.

Obviously, Grosjean needed a bit of



Bottas heads for first non-finish of his F1 career

exit kerb and more to do it, and his inner wheels did stray marginally over the white lines that define the circuit's limits. Technically, he had overtaken by leaving the track. But it seemed churlish to use the regulation on this occasion just because it was there. This was one of those rare moments when the raw bare-knuckle essence of the sport was briefly revealed, like Alonso at 130R in 2005 or Webber at Eau Rouge 2011. But he'd transgressed. The stewards were looking into it, as they were his earlier incident with Button.

For now, Grosjean's progress went unchecked. Detached from all the Grosjean adrenalin, Hamilton's day was passing serenely by. His lead from Vettel was over 12s. Vettel in turn was 5s clear of Alonso, the Ferrari under big pressure from Webber.

As Hamilton rejoined from his second stop on lap 31, he did so right behind their struggle. Through the final corner of lap 33, Hamilton looked up Webber's inside just as Mark chopped across and they almost touched. ▶

## SATURDAY

**1102** Raikkonen reports on FP3 install lap: "I've got a lot of vibration in the front tyres."

**1122** Sutil says: "Quite strange behaviour: the car is pulling to the left under braking."

**1124** To Webber: "We see the problem with the upshifts, nothing we can do for this run."

**1137** Chilton radios in with an engine issue, but later clarifies: "It's OK, I think I pressed the pit speed limiter instead of KERS."

**1157** Perez crashes into the tyrewall at Turn 11. He admits: "I lost the rear end."

**1413** A troubled Webber runs wide onto the run-off at the first corner in Q1. He's told: "I know this is frustrating but we just need to do the best job we can now, mate."

**1417** Di Resta reports: "Tyres are not there." He's told he needs to find four tenths. He doesn't and falls in Q1. He fumes: "Where did that go? Where did the tyre grip go?"

**1430** Webber is told in Q2: "KERS has failed. Brake balance three clicks rearwards."

**1444** Vergne, out after Q2, reports: "I got stuck by Bottas."

**1445** Button falls in Q2, and admits: "Understeer was my biggest problem. But there you go."

**1455** Grosjean is distracted by dashboard alarm: "The light is on, I don't know how to switch it off!"

**1501** Hamilton is told he's P1. He clarifies: "Pole?" His engineer adds: "We're as surprised as you mate!"

**1502** Grosjean confesses: "My God, I had a mistake into the last corner." He's told "You're two tenths off pole" to which he replies: "Ah, two tenths I cannot find."

**1751** Stewards summon Lotus after Grosjean's car fails the flexi-floor test.

**1937** Stewards do not disqualify Grosjean after flexi-test failure is found to be caused by damage to a floor stay.







Raikkonen could be satisfied after defence of second from Vettel

◀ Lewis wanted by before too much longer and he did it three corners later, simply aiming the Merc up the inside at Turn 3 and giving Mark the choice of surrendering or going off. Webber had to take to the escape road.

Next lap, Vettel and Alonso, separated by around 7s, made their second stops, giving Lewis clear air in which to enjoy his perfect day. Seb came out right on two-stopping Button's tail yet again. He had been comprehensively leapfrogged by Grosjean for second and was also vulnerable now to the two-stopping Lotus of Raikkonen – and maybe even team-mate Webber, who had exited around 8s behind Vettel but would be sure to be quick in his short final stint on softs.

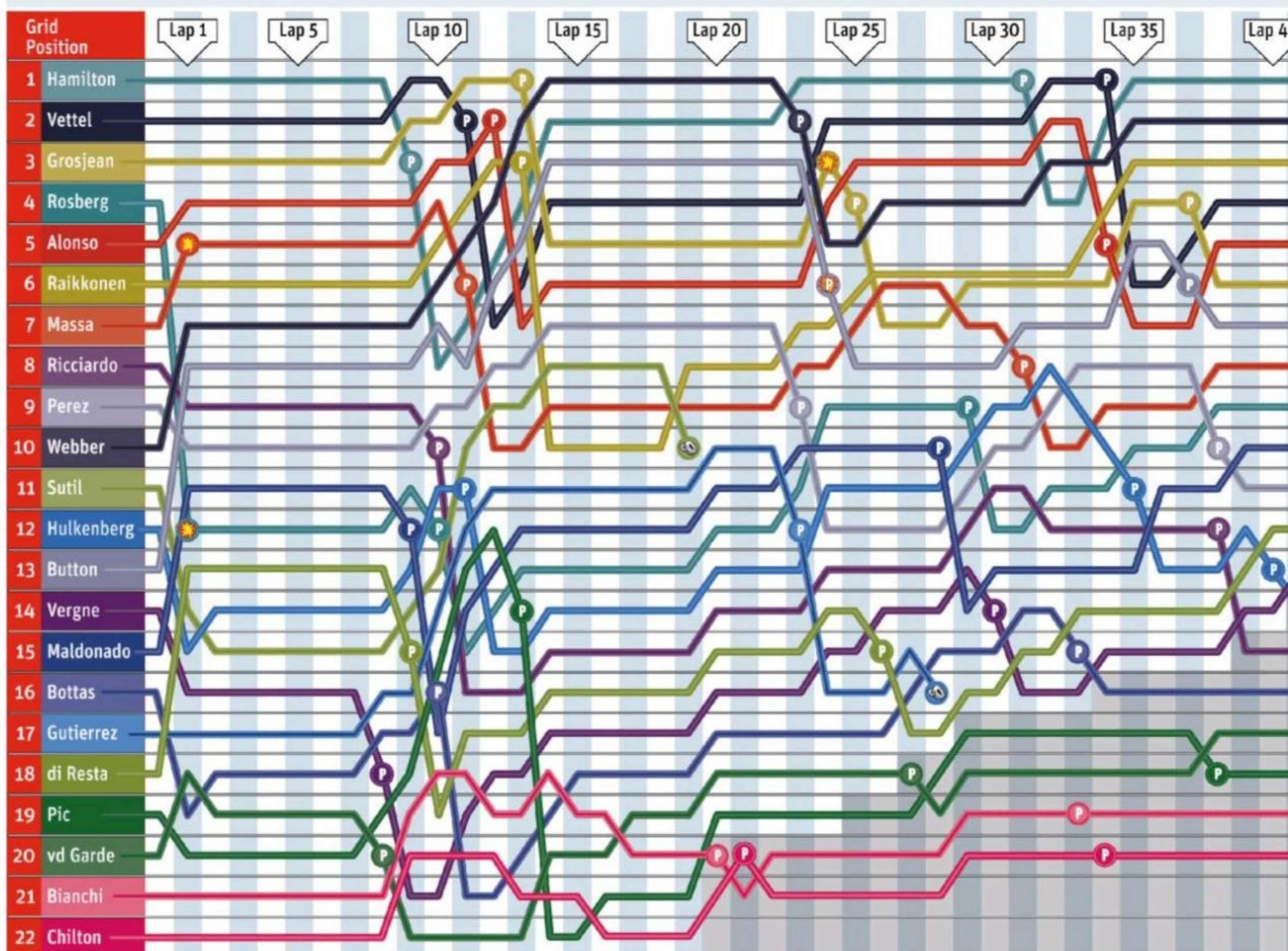
Grosjean served a drive-through on lap 37, for his move on Massa. This dropped him to fifth, behind Alonso.

**'Raikkonen was having none of it, squeezing him on entry, denying him the outside line'**

All that was left in determining the order behind the dominant Hamilton was the playing out of the two- and three-stop strategies.

Raikkonen was in for his second and final stop on lap 42, having kept less than a pitstop adrift of everyone but Hamilton. He was sure to emerge in second, but could he then keep those tyres alive for 28 laps? Grosjean was in for his third and final stop five laps later. At 3.6s it was a little slow – because he'd missed his marks. It meant he exited behind Button when he'd otherwise have cleared the McLaren.

## THE RACE LAP BY LAP







Maldonado battled  
Rosberg hard for 10th

Button had already made his final stop, so Grosjean would have to pass him on track again – which he did into Turn 2 on lap 50, just another little detail in his blurred afternoon.


At just this time Hamilton peeled in for his final stop, giving Vettel a few laps in the lead before he too was in. He rejoined around 3s behind Raikkonen, but on much newer tyres and with 15 laps to go. The charge began.

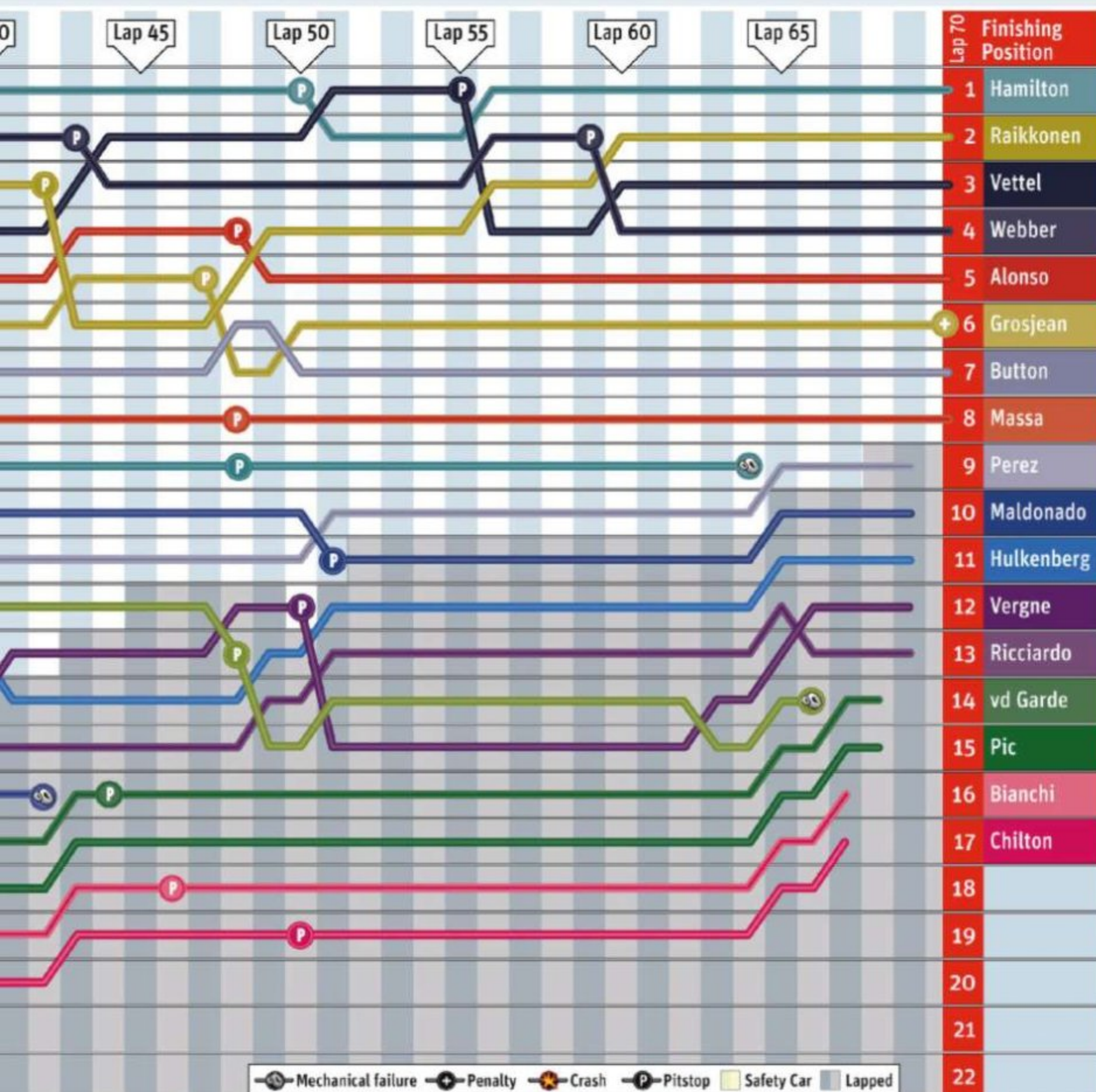
Webber, meanwhile, who'd run very long in order to give him a short final stint on the quick-wearing softs, came in from second on the 59th lap, with 11

to go, and rejoined 12s behind Vettel. Even on softs that were initially over 1.5s faster, he was going to be hard-pressed to improve on fourth. A good effort in the qualifying-compromised circumstances. Alonso and Grosjean followed a few seconds behind, where they would finish ahead of Button, Massa, Sergio Perez's McLaren and Maldonado.

Vettel's chase of Raikkonen gave a thrilling race a suitably exciting climax. Seb was driving out of his skin in closing the gap, Raikkonen's pace surprisingly good on tyres so

old. With four laps to go Vettel got a run on the Lotus out of Turn 3 and, as they rushed up to 4, for a moment it looked like Vettel might be about to try the 'Grosjean move' on Kimi. But Raikkonen was having none of it, squeezing him out on the entry, preventing him having the outside line. Seb complained about it on the radio, but in the more reasonable light out of the car had calmed down enough to accept it was 'just racing.' The place was Kimi's.


But the race was Hamilton's, his first for Mercedes. Miracles can happen. 




## SUNDAY



HONE/LAT

**1358** **Hamilton** on the grid: "I'm a little bit nervous we don't have enough front wing." 


**1404** **Massa** hits **Rosberg** at Turn 5 on the opening lap. **Massa** is asked if he feels understeer due to the damage. He replies: "Yeah, a little bit." 

**1429** After contact with **Button** at Turn 2, **Vettel** asks: "Check the front wing". He's told he's got damage, and is also ordered to stop using KERS at its maximum setting. 

**1439** **Button** after collision with Grosjean: "Might have front-wing damage, the fucking idiot in the Lotus decided there wasn't enough room for both of us." 

**1457** **Grosjean** is penalised for leaving the track when he passed **Massa** at Turn 4. He's told it's "because of the incident with Button." 


**1529** **Hamilton** is told to switch to diff entry four. He replies: "Hey man, I'm trying to focus here. I'm happy with the way the car is." 

**1538** **Rosberg** retires in flames. **Massa** asks: "What happened to him?" He's told: "I think he's just blown the engine up." 

**1543** After being squeezed by **Raikkonen** at Turn 4, **Vettel** moans: "He didn't give enough room." 

**1545** **Di Resta** is told to retire his car. He rues: "That was absolutely appalling. Shocking." 

**1546** **Hamilton** is overjoyed: "What a surprise, on these tyres the car was a dream." 

**1547** **Vettel** admits: "Guys, I tried everything. Damaged the front wing, sorry for that." 

**1547** **Button** sighs: "All the hard work, all the effort and we get seventh! Still a way to go." 

**1737** **Grosjean** given a 20-second penalty for hitting **Button** in the race.

**1806** FIA reports **Alonso** to the stewards for three illegal deployments of the DRS during the race. Ferrari is fined €15,000.



## TEAM BY TEAM

## RED BULL



## Below-par weekend from the champ

1

7/10  
Event rating

## SEBASTIAN VETTEL

Red Bull-Renault RB9-03  
Start: 2nd; Finish: 3rd  
Strategy: 3 stops (soft/  
medium/medium/medium)



Vettel arguably didn't extract the maximum from his Red Bull on the final Q3 run, finding only a small improvement. His race was defined by getting stuck behind Jenson Button. Although the RB9's lack of top speed made it very difficult to get past the McLaren driver, he was able to make a DRS-assisted pass the second time he fell behind him. A decent, but slightly scruffy, weekend. "We could have done a bit more today," was his fair conclusion.

2

7/10  
Event rating

## MARK WEBBER

Red Bull-Renault RB9-02  
Start: 10th; Finish: 4th  
Strategy: 3 stops (medium/  
medium/medium/soft)



Webber was furious that KERS and gearbox problems stymied him in qualifying, meaning that there was no point in making a serious attempt in Q3, where the indications were that he would have been a couple of tenths off Vettel. This at least allowed him to start on medium tyres. He drove a good race, coming through to finish fourth, although he wasn't close enough to the top three to mount a serious charge on fresh softs at the end.

## FERRARI



## Alonso hamstrung by car's poor pace

3

8/10  
Event rating

## FERNANDO ALONSO

Ferrari F138-298  
Start: 5th; Finish: 5th  
Strategy: 3 stops (soft/  
medium/medium/medium)



Alonso declared qualifying four-tenths off pole to be "a little miracle", but it seemed about par. In the race, there were some circumstances in his favour, but he was unable to mount a serious challenge to the cars ahead because his Ferrari just wasn't fast enough. Button holding up Vettel and Grosjean allowed Alonso to get in touch with the podium contenders at one stage, but the Ferrari ultimately wasn't able to do anything about them.

4

6/10  
Event rating

## FELIPE MASSA

Ferrari F138-298  
Start: 7th; Finish: 8th  
Strategy: 3 stops (soft/  
medium/medium/medium)



A solid weekend from Massa, who qualified within a tenth and a half of Alonso. Contact with Rosberg on the first lap was unhelpful, costing him downforce and balance, which accelerated tyre degradation. However, given Massa was the second-fastest driver in the fourth-fastest car, eighth probably represented saving par in golfing parlance. Closed down much of a 20-second gap to Button in the final stint, but didn't quite have enough to challenge him.

## Ferrari tries Lotus-style diffuser...

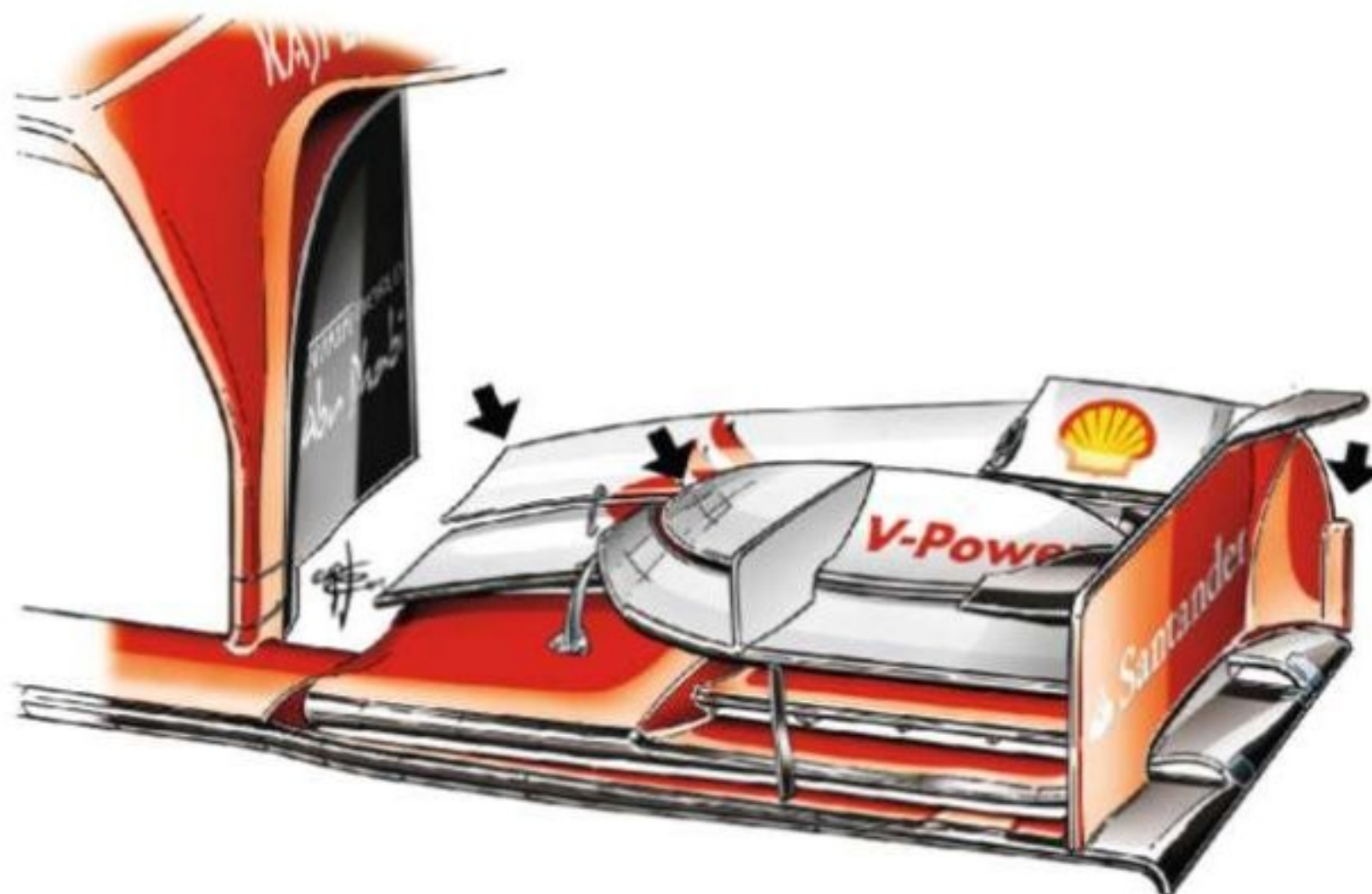
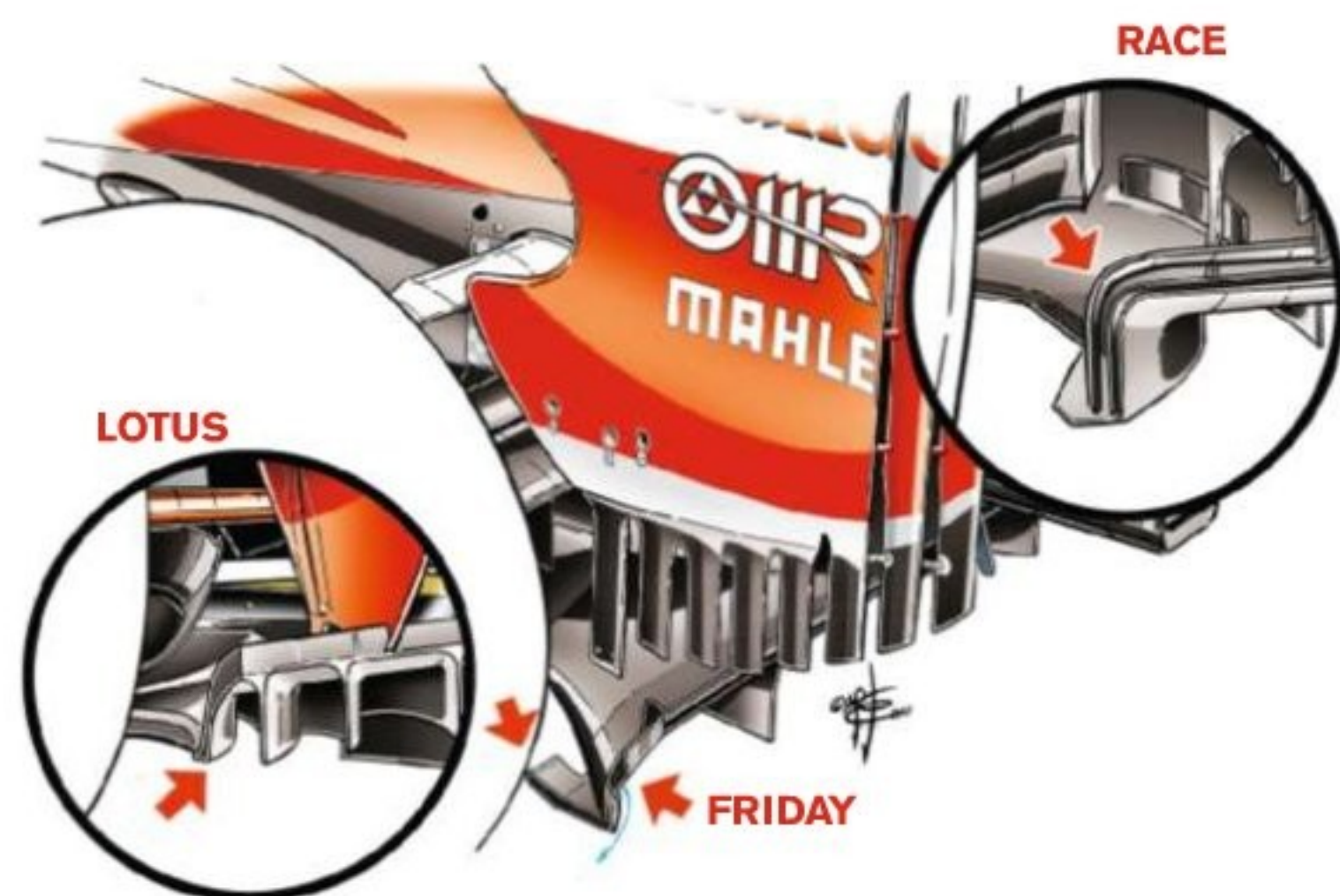
➔ Ferrari had this Lotus-style diffuser on Felipe Massa's car during Friday practice, but reverted to the standard component thereafter.

**GARY ANDERSON** This is about turning the airflow. The low-pressure suction behind the tyre can work the diffuser harder if you can join the airflow up between them.

On the Lotus (left inset), you can see that they stop their diffuser early at the

side and turn the foot inside the tyre a bit earlier. On the old Ferrari, they have this wing section going around the outside of the top of the diffuser, and they were using this to turn the airflow into the tyre. Now they've changed it to a gurney flap going down the side.

The foot area missing on the outer part of the floor will allow the brake duct forward of that to make the turning effect further back more powerful.



## ...and modifies front wing

➔ Ferrari had a slightly modified front wing, used on both cars throughout the weekend.

**GARY ANDERSON** The front wing has a more aggressive outboard section, with little turning vanes, like Red Bull. I'm surprised Ferrari wasn't running maximum front wing angle here. If you have a good front wing design, the more angle you run, the more total downforce

you should get. However, if you have to reduce front wing angle to get a chassis balance, you're losing total downforce. As can be seen here, the front flaps are running nowhere near maximum, yet they are still trying to generate front grip by having the camera sections beneath the nose – which hurts rear downforce. If they need more front downforce it would be logical to get it from flap angle alone.



## McLAREN



## Button puts in textbook performance

5

9/10  
Event rating

XPB/LAT

## JENSON BUTTON

McLaren-Mercedes MP4-28-03  
Start: 13th; Finish: 7th  
Strategy: 2 stops  
(medium/soft/medium)



While qualifying was disappointing, given that he failed to join team-mate Perez in Q3, Button's race was absolutely textbook. He executed a two-stop strategy to perfection, being stoic yet ultra-fair in defending his position. He could not have finished higher on the road. The only criticism is that he was just a second and a half behind Grosjean after the Lotus driver was penalised post-race, and a fast final lap would have eliminated much of that.

6

8/10  
Event rating

XPB/LAT

## SERGIO PEREZ

McLaren-Mercedes MP4-28-01  
Start: 9th; Finish: 9th  
Strategy: 2 stops  
(medium/soft/medium)



Perez did a fine job to reach Q3, but opted to qualify on the medium rubber. He struggled more with his tyres in the first stint of the race than his team-mate, although he did have the disadvantage of starting on a used rather than a fresh set. He ended his first stint 13.5s behind Button, but showed a decent turn of pace in his second and third stints, including a surprisingly long second session on the soft tyres, to bag a couple of points.

## LOTUS



## Grosjean quick but Raikkonen canny

7

8/10  
Event rating

## KIMI RAIKKONEN

Lotus-Renault E21-03  
Start: 6th; Finish: 2nd  
Strategy: 2 stops  
(soft/medium/medium)



Raikkonen's Hungarian GP weekend was typical of the man. While not appearing to have the raw pace of his team-mate Grosjean, the Finn qualified adequately enough after struggling with understeer that he blamed on the new Pirellis, and then turned in an extremely good race performance. He never missed a beat, and executed his two-stopper to perfection. This gave him track position over Vettel and a fifth runner-up spot in eight races.

8

8/10  
Event rating

XPB/LAT

## ROMAIN GROSJEAN

Lotus-Renault E21-02  
Start: 3rd; Finish: 6th  
Strategy: 3 stops (soft/  
medium/medium/medium)



Many people will use Grosjean's twice-penalised performance in a race he could well have finished second in as evidence he's not evolving as a driver. But while the wheelbanging moment with Button was unnecessary, the penalty for passing Massa with four wheels off the track at Turn 4 was harsh. Other than that, his underlying pace was stronger than Raikkonen's and he showed a cool head in the early seconds of the race to hold third place.

## McLaren adds more updates in search for speed

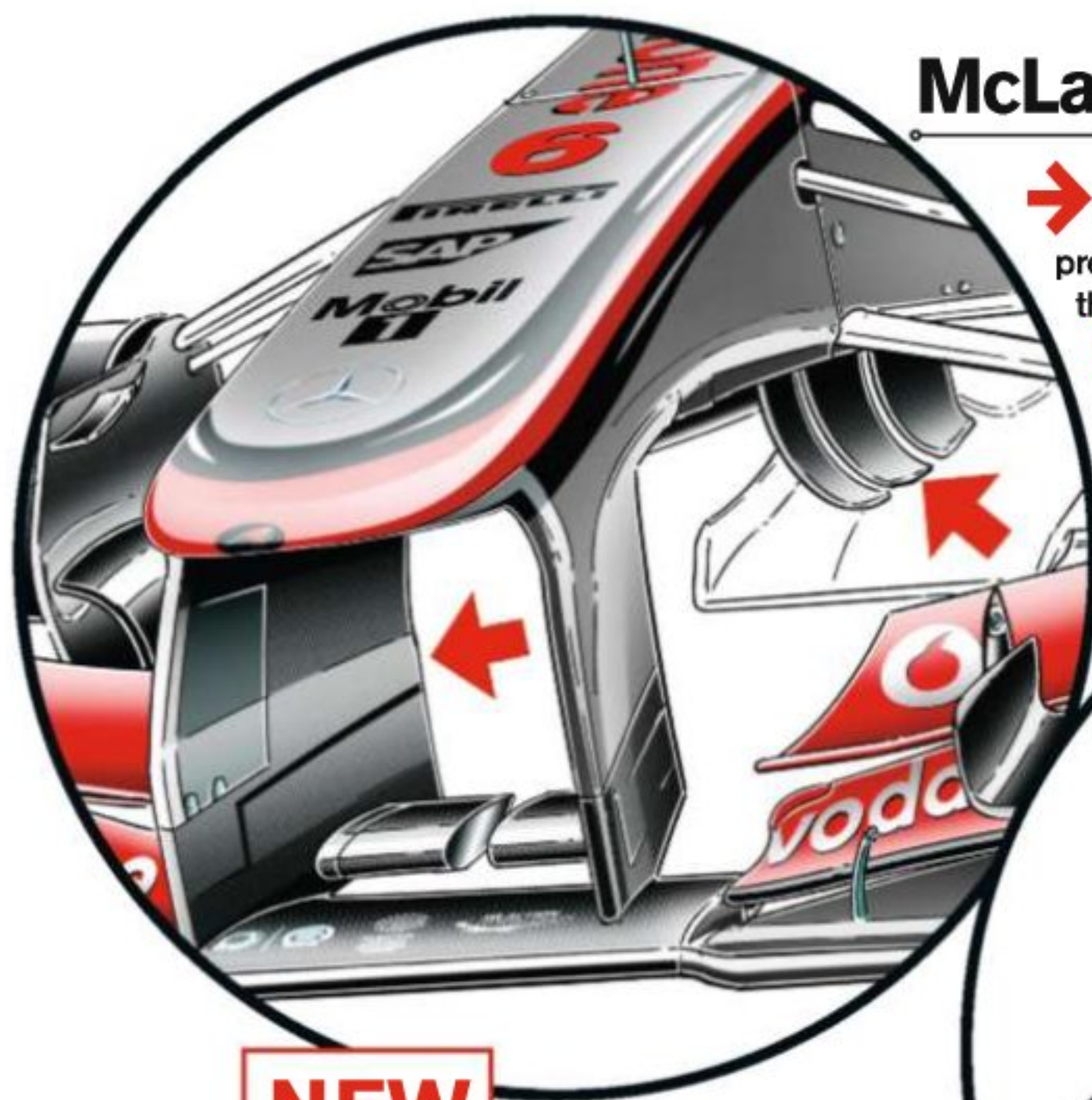
→ McLaren's revisions included a new nose and the replacement of the previous bargeboard (below) by three-element turning vanes (left).

**GARY ANDERSON** This is the first McLaren package that's been a real forward step. They've built a car that

now allows more airflow through the front wheels. The front wing pillars are longer (forward arrow, left image) and have more inward angle on them. They are acting like a big turning vane, pulling the front wing wake from the left and right sides to meet up and go beneath the car.

These three-element turning vanes (rearward arrow) are mounted on the nose further back than the original single-piece vane (mounted on the chassis, below), and they are acting to turn that flow out across the front of the sidepod and behind the front tyre. So you are trying to get the low-pressure area behind the front tyre to work by pulling air inside the front wheels – and this whole package will enhance that effect.

McLaren still hasn't attacked the section of the front wing that's causing the car to porpoise so violently. This is caused by the wing sucking the car to the ground, stalling, rising up, going down again, stalling, etc. You see it more at high speed in the braking zones because that's when the front wing gets close to the ground. The airflow coming off that porpoising is what the rest of the car gets to work with, giving you inconsistency. In the windtunnel, the car won't porpoise, but if you see it on the track, it does – and that difference will be affecting the entire car's aerodynamic performance. You won't get rid of the effect completely.



NEW



OLD



## MERCEDES



### Hamilton hits the heights in Hungary.

9

6/10  
Event rating



NICO ROSBERG

Mercedes F1 W04/03

Start: 4th; Finish: DNF

Strategy: retired (soft/  
medium/medium/medium)



Rosberg suffered plenty of misfortune in Hungary. His brake bias adjuster got stuck on his final qualifying lap, costing him a little time. In the race, he was forced off the track twice on the opening lap, latterly after contact with Massa. Traffic made it difficult to climb the order, but he was pressuring the Ferrari of Massa for eighth late on when his engine gave out. There's no question, however, that even with a fair wind he was no match for Hamilton on pace.

10

10/10  
Event rating



LEWIS HAMILTON

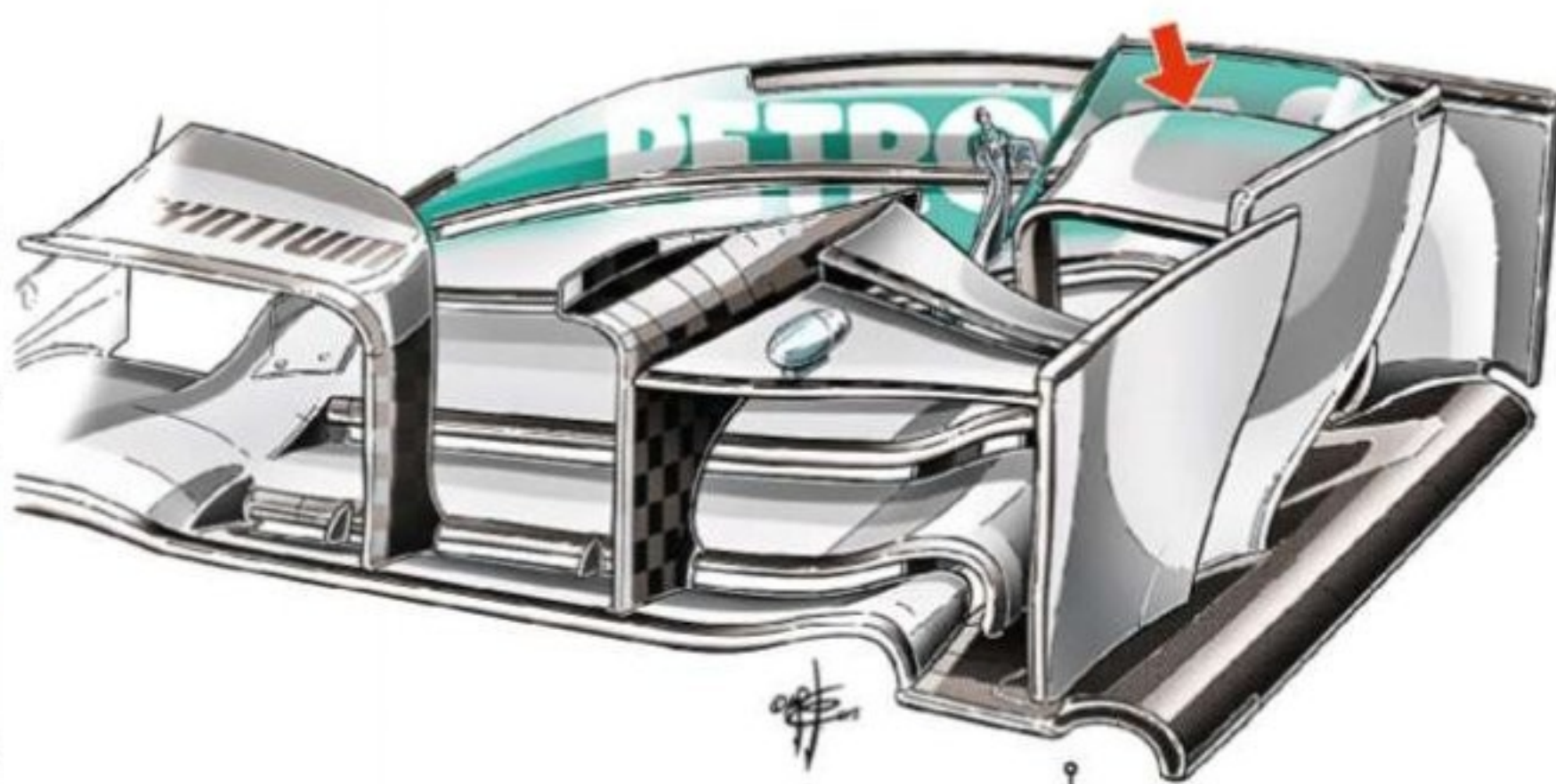
Mercedes F1 W04/04

Start: 1st; Finish: 1st

Strategy: 3 stops (soft/  
medium/medium/medium)



Hamilton is always quick at the Hungaroring, and he combined that with a flawless performance to take a well-deserved victory. First up was qualifying, where he nailed a lap that surprised everyone else, but underwhelmed him, to take an unexpected pole. In the race, he didn't put a foot wrong, pulling off key passes on Button and Webber. This was a weekend in which he was consistently fast, error-free and executed the race perfectly.



### It's elemental for Mercedes

➔ Mercedes continues to develop its car, and at Budapest brought an additional rearward upper element for the multi-element front wing.

**GARY ANDERSON** Mercedes has this multi-element front wing that they often use. The upper forward wing is not particularly aggressive. Presumably it gives them the amount of front downforce they want, but there's potential for more. However, with the upper forward element so relatively tame in profile, the airflow will not really be getting to the top of the tyre, which is

where you want it to be to maximise aerodynamic efficiency.

With the secondary rearward element, it will pick up the flow off the front one and turn it, so it reaches the top of the tyre. This could be achieved with just a more powerful profile on the forward element, and that would give them more downforce. Maybe, though, they can't use more downforce on the front at the moment. The car already has a strong front end, which gets it the one-lap performance, but it seems to be too much for the rear to cope with.

## SAUBER



### Hulkenberg's errors cost him points

11

5/10  
Event rating



NICO HULKENBERG

Sauber-Ferrari C32-03

Start: 12th; Finish: 11th

Strategy: 2 stops  
(soft/medium/medium)



For once, Hulkenberg probably underachieved in qualifying, given that the Sauber had the pace to slip into Q3. A tenth would have put him eighth. Slipping to 14th at the start didn't help, likewise speeding in the pitlane, but otherwise his performance on a two-stopper was good. Those imperfections cost him a shot at a points finish, meaning it was far from his most impressive weekend of the year.

12

4/10  
Event rating



ESTEBAN GUTIERREZ

Sauber-Ferrari C32-04

Start: 17th; Finish: DNF

Strategy: retired  
(medium/medium)



Did a Saturday morning engine problem rob Gutierrez of the track time needed to hone his car to make Q2? Given that a quarter of a second would have put him through, quite possibly. The race was inconclusive. He only did 28 laps, but was perfectly sensible even though he was unable to make significant inroads in climbing the order. As a rookie in a difficult car, he shouldn't be judged too harshly, but needs to start kicking on.

## FORCE INDIA



### Tyre changes leave Force India flat

14

5/10  
Event rating



PAUL DI RESTA

Force India-Mercedes VJM06-04

Start: 18th; Finish: 18th

Strategy: 3 stops (soft/  
medium/medium/medium)



After the race, di Resta admitted the only good thing about it was the start, in which he gained five positions. He might have said the same about the weekend, as the tyre change threw a curveball in Force India's direction. Half a second off Sutil in Q1 because the front tyres weren't switched on, he was on a hiding to nothing. A brief off at Turn 2 didn't help and the team retired the car late on.

15

7/10  
Event rating



ADRIAN SUTIL

Force India-Mercedes VJM06-03

Start: 11th; Finish: DNF

Strategy: retired  
(medium)



Sutil made a better fist of qualifying than his team-mate, perhaps because his driving style is more suited to building front-tyre temperature. He drove a decent first stint after starting on mediums, but would have emerged from his first stop in 14th, suggesting that even had a hydraulic leak not forced him to retire, points would have been a long shot. The car/tyre combination simply wasn't up to it in Hungary.



## WILLIAMS



## Consistent Maldonado earns a point

16

8/10  
Event rating

## PASTOR MALDONADO

Williams-Renault FW35-02  
Start: 15th; Finish: 10th  
Strategy: 3 stops (soft/  
medium/medium/medium)



Q1 suggested that, with a perfect lap, Maldonado might have scraped into the top 10 shoot-out if he could have found a 0.3s improvement in Q2. Frustratingly, he ended up three-tenths slower. With the car now more compatible with his aggressive driving style, Maldonado's race was one of his most consistent of the season. He pulled off a few useful passes to ensure he was in position to benefit from Rosberg's retirement and grab a point.

17

5/10  
Event rating

## VALTTERI BOTTAS

Williams-Renault FW35-01  
Start: 16th; Finish: DNF  
Strategy: retired  
(soft/medium/medium)



A solid, if unspectacular, weekend from Bottas at a track that is as close to a home grand prix as he's going to get. The Finn didn't quite have the pace of his team-mate Maldonado, and ground lost on the first lap condemned him to an afternoon buried in traffic. He started 16th and was still there after 42 laps, when a hydraulics problem forced him out of the race. Little to be too critical of, but nothing to write home about, either.

## TORO ROSSO



## Ricciardo hampered by race strategy

18

6/10  
Event rating

## JEAN-ERIC VERGNE

Toro Rosso-Ferrari STR8-03  
Start: 14th; Finish: 12th  
Strategy: 3 stops (soft/  
medium/medium/medium)



Qualifying continues to be Vergne's weakness. After matching his team-mate's pace in the first sector, traffic in the second cost him time before he, by his own admission, overdrove in the final sector trying to make up for it, and squandered more time. In the heat, the Toro Rosso just wasn't fast enough to be a factor. Other than the start, during which he lost two places, there's little to fault in his race drive because he was on a hiding to nothing.

19

7/10  
Event rating

## DANIEL RICCIARDO

Toro Rosso-Ferrari STR8-04  
Start: 8th; Finish: 13th  
Strategy: 2 stops  
(soft/medium/medium)



Ricciardo's qualifying lap was once again very impressive, putting a car into Q3 that really shouldn't have been there. Inevitably, he regressed to the mean in the race. The team rolled the dice by splitting the strategies of its two cars, putting Ricciardo on a two-stopper that was not really on. He ended up harrying Vergne in the final stint, despite rubber that was 12 laps older. But an orthodox strategy would have been worth a place or two at best.

## CATERHAM



## Extra stop gives van der Garde boost

20

7/10  
Event rating

## CHARLES PIC

Caterham-Renault CT03-06  
Start: 19th; Finish: 15th  
Strategy: 2 stops  
(soft/medium/medium)



A decent weekend's work from Pic, who outqualified his team-mate and seemed to get something approximating the best out of his machinery in Q1. He might have beaten van der Garde on his two-stop strategy, but after passing Chilton soon after his first stop, he spent several laps wedged behind Bianchi. However, he did seem to be able to make the rubber last well, suggesting a good, intelligent race drive.

21

8/10  
Event rating

## GIEDO VAN DER GARDE

Caterham-Renault CT03-04  
Start: 20th; Finish: 14th  
Strategy: 3 stops (soft/  
medium/medium/medium)



After struggling all season with rear tyre degradation, van der Garde was delighted with the characteristics of the new Pirellis. He had the potential to outqualify Pic, but traffic in sector one meant he didn't match his first-run pace there. In a private battle with Pic, he made three stops to his team-mate's two, and unquestionably seemed more at home with the tyre degradation. An accomplished, error-free race performance.

## MARUSSIA



## Bianchi rules in the Marussia roost

22

7/10  
Event rating

## JULES BIANCHI

Marussia-Cosworth MR-02-02  
Start: 21st; Finish: 16th  
Strategy: 3 stops (medium/  
soft/medium/medium)



Bianchi accepted that a mistake in the final corner cost him a couple of tenths, but that was probably downplaying the loss. Even so, it would be stretching a point to say that he could have split the Caterhams without it. In the race, he had no chance to do so, but battled gamely in conditions ill-suited to the car and showed a decent turn of pace throughout to ensure Chilton was well behind him at the finish.

23

6/10  
Event rating

## MAX CHILTON

Marussia-Cosworth MR-02-03  
Start: 22nd; Finish: 17th  
Strategy: 3 stops (medium/  
soft/medium/medium)



After recent struggles in putting together a representative qualifying lap, Chilton ended up 0.210s off Bianchi, his smallest deficit so far. While a tenth off his theoretical best, it was a decent effort. He rated the race as the hardest of his career. The Marussia didn't have the pace of the Caterham, so he was only really racing his team-mate. He was a respectable seven seconds down at the end of the first stint, but 43 off at the flag.



# HUNGARIAN GP RESULTS



COATES/LAT

## PRACTICE 1: Friday

POS	DRIVER	TIME
1	VETTEL	1m22.723s
2	WEBBER	1m22.982s
3	RAIKKONEN	1m23.010s
4	ALONSO	1m23.099s
5	GROSJEAN	1m23.111s
6	BUTTON	1m23.370s
7	SUTIL	1m23.390s
8	ROSBERG	1m23.531s
9	PEREZ	1m23.591s
10	MALDONADO	1m23.911s
11	GUTIERREZ	1m24.119s
12	BOTTAS	1m24.150s
13	HAMILTON	1m24.157s
14	VERGNE	1m24.204s
15	MASSA	1m24.299s
16	HULKENBERG	1m24.314s
17	RICCIARDO	1m24.383s
18	DI RESTA	1m24.608s
19	PIC	1m25.827s
20	VAN DER GARDE	1m26.808s
21	BIANCHI	1m27.617s
22	GONZALEZ	1m28.927s

Weather: dry

## PRACTICE 2: Friday

POS	DRIVER	TIME
1	VETTEL	1m21.264s
2	WEBBER	1m21.308s
3	GROSJEAN	1m21.417s
4	ALONSO	1m21.426s
5	MASSA	1m21.544s
6	HAMILTON	1m21.802s
7	ROSBERG	1m21.991s
8	RAIKKONEN	1m22.011s
9	BUTTON	1m22.180s
10	SUTIL	1m22.304s
11	DI RESTA	1m22.526s
12	PEREZ	1m22.529s
13	MALDONADO	1m22.781s
14	GUTIERREZ	1m22.837s
15	HULKENBERG	1m22.841s
16	VERGNE	1m23.369s
17	RICCIARDO	1m23.411s
18	BOTTAS	1m23.646s
19	PIC	1m24.325s
20	VAN DER GARDE	1m25.065s
21	BIANCHI	1m25.143s
22	CHILTON	1m26.647s

Weather: dry

## PRACTICE 3: Saturday

POS	DRIVER	TIME
1	GROSJEAN	1m20.730s
2	ALONSO	1m20.898s
3	PEREZ	1m21.052s
4	VETTEL	1m21.125s
5	MASSA	1m21.151s
6	HAMILTON	1m21.158s
7	WEBBER	1m21.254s
8	ROSBERG	1m21.356s
9	BUTTON	1m21.499s
10	SUTIL	1m21.519s
11	RAIKKONEN	1m21.589s
12	MALDONADO	1m21.646s
13	DI RESTA	1m21.963s
14	HULKENBERG	1m21.964s
15	RICCIARDO	1m22.180s
16	VERGNE	1m22.423s
17	BOTTAS	1m23.028s
18	VAN DER GARDE	1m23.975s
19	PIC	1m23.987s
20	BIANCHI	1m24.298s
21	CHILTON	1m25.122s
22	GUTIERREZ	no time

Weather: dry

## FRIDAY TESTERS

POS	DRIVER	TIME
1	GONZALEZ	1m28.927s



TEE/LAT



TEE/LAT

## QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	HAMILTON	1m20.363s (2)	1m19.862s (2)	1m19.388s
2	VETTEL	1m20.646s (4)	1m19.992s (3)	1m19.426s
3	GROSJEAN	1m20.447s (3)	1m20.101s (4)	1m19.595s
4	ROSBERG	1m20.350s (1)	1m19.778s (1)	1m19.720s
5	ALONSO	1m20.652s (5)	1m20.183s (5)	1m19.791s
6	RAIKKONEN	1m20.867s (7)	1m20.243s (6)	1m19.851s
7	MASSA	1m21.004s (8)	1m20.460s (7)	1m19.929s
8	RICCIARDO	1m21.181s (12)	1m20.527s (9)	1m20.641s
9	PEREZ	1m21.612s (16)	1m20.545s (10)	1m22.398s
10	WEBBER	1m21.264s (13)	1m20.503s (8)	no time
11	SUTIL	1m21.471s (15)	1m20.569s	-
12	HULKENBERG	1m21.028s (9)	1m20.580s	-
13	BUTTON	1m21.131s (10)	1m20.777s	-
14	VERGNE	1m21.345s (14)	1m21.029s	-
15	MALDONADO	1m20.816s (6)	1m21.133s	-
16	BOTTAS	1m21.135s (11)	1m21.219s	-
17	GUTIERREZ	1m21.724s	-	-
18	DI RESTA	1m22.043s	-	-
19	PIC	1m23.007s	-	-
20	VAN DER GARDE	1m23.333s	-	-
21	BIANCHI	1m23.787s	-	-
22	CHILTON	1m23.997s	-	-

## QUALIFYING STATISTICS

	HEAD	TO	HEAD
VETTEL	10	0	WEBBER
ALONSO	7	3	MASSA
BUTTON	6	4	PEREZ
RAIKKONEN	8	2	GROSJEAN
ROSBERG	3	7	HAMILTON
HULKENBERG	10	0	GUTIERREZ
DI RESTA	6	4	SUTIL
MALDONADO	4	6	BOTTAS
VERGNE	3	7	RICCIARDO
PIC	7	3	VAN DER GARDE
BIANCHI	9	1	CHILTON



Seventy years on the planet for daddy Jense

## BAD BOYS & ENGINE USAGE

	PENALTIES	FINES	ENGINES
VETTEL	0	€0	4
WEBBER	2	€35,000	4
ALONSO	0	€16,000	4
MASSA	2	€1,400	4
BUTTON	0	€1,000	5
PEREZ	0	€600	5
RAIKKONEN	1	€2,100	5
GROSJEAN	3	€0	4
ROSBERG	0	€1,300	5
HAMILTON	1	€0	5
HULKENBERG	1	€1,000	5
GUTIERREZ	2	€800	5
DI RESTA	0	€5,000	5
SUTIL	0	€1000	5
MALDONADO	0	€0	5
BOTTAS	0	€5,900	5
VERGNE	0	€10,000	4
RICCIARDO	0	€0	4
PIC	1	€0	4
VAN DER GARDE	2	€11,200	4
BIANCHI	0	€2,800	5
CHILTON	1	€300	4



POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PIT STOP	TIME IN PITS	GRID
1	LEWIS HAMILTON	MERCEDES	70	1h42m29.445s	1m24.647s	3	65.430s	1
2	KIMI RAIKKONEN	LOTUS-RENAULT	70	+10.938s	1m25.260s	2	43.804s	6
3	SEBASTIAN VETTEL	RED BULL-RENAULT	70	+12.459s	1m24.553s	3	64.872s	2
4	MARK WEBBER	RED BULL-RENAULT	70	+18.044s	1m24.069s	3	66.133s	10
5	FERNANDO ALONSO	FERRARI	70	+31.411s	1m25.394s	3	65.601s	5
6	ROMAIN GROSJEAN	LOTUS-RENAULT	70	+52.295s*	1m25.328s	3	83.225s	3
7	JENSON BUTTON	McLAREN-MERCEDES	70	+53.819s	1m26.195s	2	44.603s	13
8	FELIPE MASSA	FERRARI	70	+56.447s	1m25.176s	3	66.377s	7
9	SERGIO PEREZ	McLAREN-MERCEDES	69	-1 lap	1m26.143s	2	45.045s	9
10	PASTOR MALDONADO	WILLIAMS-RENAULT	69	-1 lap	1m25.597s	3	68.779s	15
11	NICO HULKENBERG	SAUBER-FERRARI	69	-1 lap	1m26.740s	2	61.421s	12
12	JEAN-ERIC VERGNE	TORO ROSSO-FERRARI	69	-1 lap	1m26.491s	3	68.783s	14
13	DANIEL RICCIARDO	TORO ROSSO-FERRARI	69	-1 lap	1m26.863s	2	46.029s	8
14	GIEDO VAN DER GARDE	CATERHAM-RENAULT	68	-2 laps	1m27.473s	3	68.415s	20
15	CHARLES PIC	CATERHAM-RENAULT	68	-2 laps	1m27.725s	2	44.915s	19
16	JULES BIANCHI	MARUSSIA-COSWORTH	67	-3 laps	1m28.250s	3	67.410s	21
17	MAX CHILTON	MARUSSIA-COSWORTH	67	-3 laps	1m28.160s	3	67.881s	22
18	PAUL DI RESTA	FORCE INDIA-MERCEDES	66	hydraulics	1m26.608s	3	68.504s	18
19	NICO ROSBERG	MERCEDES	64	engine	1m25.089s	3	66.497s	4
R	VALTTERI BOTTAS	WILLIAMS-RENAULT	42	hydraulics	1m27.127s	2	44.635s	16
R	ESTEBAN GUTIERREZ	SAUBER-FERRARI	28	gearbox	1m29.135s	1	22.425s	17
R	ADRIAN SUTTI	FORCE INDIA-MERCEDES	19	hydraulics	1m28.548s	-	-	11

Option tyre in bold; new set in red; used set in black

DRIVERS' STANDINGS			AUSMALPRCBRNEMCCDNGBDHBI SGPRORJINDUAEUSA BR																				
1	VETTEL	172	3 <sup>rd</sup>	1 <sup>st</sup>	4 <sup>th</sup>	1 <sup>st</sup>	4 <sup>th</sup>	2 <sup>nd</sup>	1 <sup>st</sup>	ret	1 <sup>st</sup>	3 <sup>rd</sup>											
2	RAIKKONEN	134	1 <sup>st</sup>	7 <sup>th</sup>	2 <sup>nd</sup>	2 <sup>nd</sup>	2 <sup>nd</sup>	10 <sup>th</sup>	9 <sup>th</sup>	5 <sup>th</sup>	2 <sup>nd</sup>	2 <sup>nd</sup>											
3	ALONSO	133	2 <sup>nd</sup>	ret	1 <sup>st</sup>	8 <sup>th</sup>	1 <sup>st</sup>	7 <sup>th</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>											
4	HAMILTON	124	5 <sup>th</sup>	3 <sup>rd</sup>	3 <sup>rd</sup>	5 <sup>th</sup>	12 <sup>th</sup>	4 <sup>th</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	1 <sup>st</sup>											
5	WEBBER	105	6 <sup>th</sup>	2 <sup>nd</sup>	ret	7 <sup>th</sup>	5 <sup>th</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	2 <sup>nd</sup>	7 <sup>th</sup>	4 <sup>th</sup>											
6	ROSBERG	84	ret	4 <sup>th</sup>	ret	9 <sup>th</sup>	6 <sup>th</sup>	1 <sup>st</sup>	5 <sup>th</sup>	1 <sup>st</sup>	9 <sup>th</sup>	19 <sup>th</sup>											
7	MASSA	61	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	15 <sup>th</sup>	3 <sup>rd</sup>	ret	8 <sup>th</sup>	6 <sup>th</sup>	ret	8 <sup>th</sup>											
8	GROSJEAN	49	10 <sup>th</sup>	6 <sup>th</sup>	9 <sup>th</sup>	3 <sup>rd</sup>	ret	ret	13 <sup>th</sup>	19 <sup>th</sup>	3 <sup>rd</sup>	6 <sup>th</sup>											
9	BUTTON	39	9 <sup>th</sup>	17 <sup>th</sup>	5 <sup>th</sup>	10 <sup>th</sup>	8 <sup>th</sup>	6 <sup>th</sup>	12 <sup>th</sup>	13 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>											
10	DI RESTA	36	8 <sup>th</sup>	ret	8 <sup>th</sup>	4 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	7 <sup>th</sup>	9 <sup>th</sup>	11 <sup>th</sup>	18 <sup>th</sup>											
11	SUTIL	23	7 <sup>th</sup>	ret	ret	13 <sup>th</sup>	13 <sup>th</sup>	5 <sup>th</sup>	10 <sup>th</sup>	7 <sup>th</sup>	13 <sup>th</sup>	ret											
12	PEREZ	18	11 <sup>th</sup>	9 <sup>th</sup>	11 <sup>th</sup>	6 <sup>th</sup>	9 <sup>th</sup>	16 <sup>th</sup>	11 <sup>th</sup>	20 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>											
13	VERGNE	13	12 <sup>th</sup>	10 <sup>th</sup>	11 <sup>th</sup>	ret	ret	8 <sup>th</sup>	6 <sup>th</sup>	ret	ret	12 <sup>th</sup>											
14	RICCIARDO	11	ret	18 <sup>th</sup>	7 <sup>th</sup>	16 <sup>th</sup>	10 <sup>th</sup>	ret	15 <sup>th</sup>	8 <sup>th</sup>	12 <sup>th</sup>	13 <sup>th</sup>											
15	HULKENBERG	7	ns	8 <sup>th</sup>	10 <sup>th</sup>	12 <sup>th</sup>	15 <sup>th</sup>	11 <sup>th</sup>	ret	10 <sup>th</sup>	10 <sup>th</sup>	11 <sup>th</sup>											
16	MALDONADO	1	ret	ret	14 <sup>th</sup>	11 <sup>th</sup>	14 <sup>th</sup>	ret	16 <sup>th</sup>	11 <sup>th</sup>	15 <sup>th</sup>	10 <sup>th</sup>											
17	BOTTAS	0	14 <sup>th</sup>	11 <sup>th</sup>	13 <sup>th</sup>	14 <sup>th</sup>	16 <sup>th</sup>	12 <sup>th</sup>	14 <sup>th</sup>	12 <sup>th</sup>	16 <sup>th</sup>	ret											
18	GUTIERREZ	0	13 <sup>th</sup>	12 <sup>th</sup>	ret	18 <sup>th</sup>	11 <sup>th</sup>	13 <sup>th</sup>	20 <sup>th</sup>	14 <sup>th</sup>	14 <sup>th</sup>	ret											
19	BIANCHI	0	15 <sup>th</sup>	13 <sup>th</sup>	15 <sup>th</sup>	19 <sup>th</sup>	18 <sup>th</sup>	ret	17 <sup>th</sup>	16 <sup>th</sup>	ret	16 <sup>th</sup>											
20	PIC	0	16 <sup>th</sup>	14 <sup>th</sup>	16 <sup>th</sup>	17 <sup>th</sup>	17 <sup>th</sup>	ret	18 <sup>th</sup>	15 <sup>th</sup>	17 <sup>th</sup>	15 <sup>th</sup>											
21	VAN DER GARDE	0	18 <sup>th</sup>	15 <sup>th</sup>	18 <sup>th</sup>	21 <sup>st</sup>	ret	15 <sup>th</sup>	ret	18 <sup>th</sup>													

POS	DRIVER	TIME
1	WEBBER	30.090s
2	VETTEL	30.186s
3	HAMILTON	30.228s
4	ROSBERG	30.351s
5	GROSJEAN	30.406s
6	MASSA	30.525s
7	ALONSO	30.589s
8	RAIKKONEN	30.665s
9	MALDONADO	30.694s
10	PEREZ	30.768s

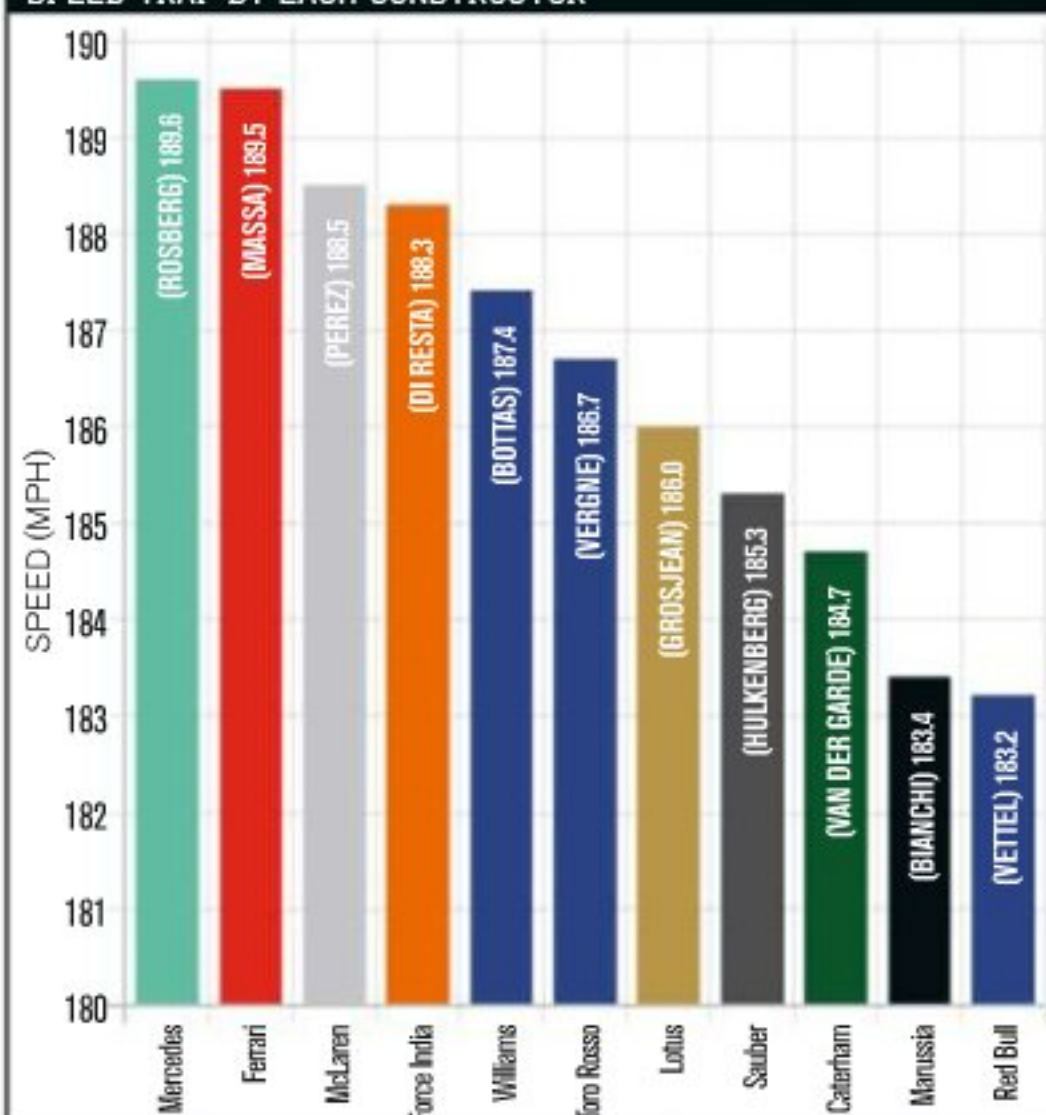
POS	DRIVER	TIME
1	WEBBER	30.262s
2	VETTEL	30.755s
3	RAIKKONEN	30.878s
4	GROSJEAN	30.897s
5	ROSBERG	30.911s
6	HAMILTON	30.949s
7	ALONSO	30.960s
8	MALDONADO	30.975s
9	MASSA	31.005s
10	BUTTON	31.120s

POS	DRIVER	TIME
1	WEBBER	23.047s
2	RAIKKONEN	23.355s
3	HAMILTON	23.412s
4	VETTEL	23.439s
5	MASSA	23.512s
6	ALONSO	23.535s
7	GROSJEAN	23.563s
8	ROSBERG	23.569s
9	MALDONADO	23.680s
10	PEREZ	23.754s

POS	DRIVER	SPEED
1	ROSBERG	189.6
2	HAMILTON	189.5
3	MASSA	189.5
4	PEREZ	188.5
5	DI RESTA	188.3
6	BOTTAS	187.4
7	MALDONADO	187.3
8	ALONSO	187.2
9	VERGNE	186.7
10	GROSJEAN	186.0



		AUS	MAL	PRC	BRN	E	MC	CAN	GBR	D	H	B	I	SGP	RKJ	J	IND	UAE	USA	BR
POS	DRIVER	PTS																		
1	RED BULL	277	23	43	12	31	22	33	37	18	31	27								
2	MERCEDES	208	10	27	15	12	8	37	25	37	12	25								
3	FERRARI	194	30	10	33	4	40	6	22	23	12	14								
4	LOTUS	183	26	14	20	33	18	1	2	10	33	26								
5	FORCE INDIA	59	10	0	4	12	6	12	7	8	0	0								
6	McLAREN	57	2	2	10	9	6	8	0	0	12	8								
7	TORO ROSSO	24	0	1	6	0	1	4	8	4	0	0								
8	SAUBER	7	0	4	1	0	0	0	0	1	1	0								
9	WILLIAMS	1	0	0	0	0	0	0	0	0	0	1								
10	MARUSSIA	0	0	0	0	0	0	0	0	0	0	0								
11	CATERHAM	0	0	0	0	0	0	0	0	0	0	0								







# 179\* days to

With half the season gone it's still anyone's race.  
Although Bradley Smith has a comfortable lead, he still has to  
Challenge the Sunoco GRAND-AM



## Sunoco Daytona Challenge

From the first race at Snetterton in the Mectech run Radical SR3 Bradley Smith has been dominating the Sunoco Daytona Challenge. If Bradley continues to shine he will be 5th winner of the Sunoco Daytona Challenge and face the daunting task of +195 MPH, 31 degree banking and a star-lined grid of experienced endurance racers in the 2014 Rolex 24 At Daytona. Can he make it – follow Bradley on [www.sunocodaytonachallenge.com](http://www.sunocodaytonachallenge.com)



### Average points as of 28th July 2013\*

1	Bradley Smith	Radical SR3 Challenge	115.63
2	J Abbott	Radical Euro SR3	79.92
3	K Calko	Radical Euro SR8	72.50
4	B Ellis	Radical SR3 Challenge	61.25
5	B Formanek	Radical Euro SR3	60.00
6	A Mortimer	Radical Euro SR8	59.17
7	C Noble	Radical Euro SR3	59.08
8	V Correa	Radical Euro SR8	53.33
9	J Zaruba	Radical Euro SR3	52.67
10	A Cummings	Radical SR3 Challenge	51.25



Sunoco Daytona Challenge  
eligible series



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# o Daytona!

one's guess who will race at Daytona!  
portable lead in the Sunoco Daytona  
AM Challenge is still wide open!

Sunoco GRAND-AM Challenge  
eligible series

**F3 CUP**

**GT CUP**  
CHAMPIONSHIP

**DUTCH SUPERCAR CHALLENGE**

**Britcar**  
Production  
Sportscars  
RACES

**Britcar**  
Production  
CUP  
CHAMPIONSHIP

**Radical**  
Clubman's Cup

**MINI**  
CHALLENGE

**GRAND-AM**  
ROAD RACING

**DAYTONA**  
INTERNATIONAL SPEEDWAY

**virgin**  
atlantic



## Sunoco GRAND-AM 200 Challenge

What an exciting challenge this year with the leader board changing after each eligible race. Lewis Plato, in Radical Clubman's Cup, has only 11.25 average points in hand to 5th placed Chris Smith in the Mini Challenge. Can Lewis withstand the pressure and become the 3rd winner to climb into a Sunoco Chevrolet Camaro in the GRAND-AM 200 race (200 mile). For the winner it will be the race of his life at Daytona International Speedway – keep updated on [www.sunoco200challenge.com](http://www.sunoco200challenge.com)



### Average points as of 28th July 2013\*

1	L Plato	Radical Clubmans S	88.75
2	A Craven	F3CUP	83.10
3	J Westerholm	Radical Clubmans P	82.25
4	S Burgess	Radical Clubmans S	81.25
5	C Smith	Mini Challenge	77.50
6	A Powell	F3CUP	76.90
7	T Cliffe	F3CUP	76.30
8	C Smiley	Mini Challenge	76.25
9	J Packun	Mini Challenge	71.67
10	L Allen	Mini Challenge	61.67

\* As of 1 August 2013

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# Alonso's relationship with Ferrari shows the strain

News of Fernando Alonso eyeing a move to Red Bull did not get out by accident. **EDD STRAW** assesses what the Spaniard's camp is really hoping to get out of the circus it created last weekend

**W**hen it emerged that Fernando Alonso's manager, Luis Garcia Abad, had floated the possibility the Spaniard might be available for 2014 to Red Bull team principal Christian Horner, it was clear that the double world champion's patience with Ferrari has become stretched.

Then Ferrari's unprecedented official statement, which rebuked Alonso for unspecified negative comments, presumably those relating to a lack of car development, cannot fail but be interpreted in the context of this flirtation with Red Bull. More significantly, it shows that the relationship, now unlikely

to yield the world championship for the fourth successive season, is very strained on both sides.

"All the great champions who have driven for Ferrari have always been asked to put the interests of the team above their own," said Ferrari president Luca di Montezemolo. "This is the moment to stay calm, avoid polemics and show humility and determination in making one's own contribution, standing alongside the team and its people both at the track and outside it."

Alonso realises a move to Red Bull is a long-shot. That the possibility emerged in public suggests that as well as fishing for a move to the best

team in F1, Alonso is keen to make a point to his employers. He remains publicly upbeat, but sitting 39 points behind Sebastian Vettel and with only the fourth strongest car on the grid, his confidence rings hollow.

Ferrari's developmental problems are well publicised. During the Michael Schumacher era, it focused on track testing and followed the old empirical model for parts development. Today, track time is too limited to allow trial and error, and development time is dependent on producing parts with a high strike rate of success. Alonso's words after finishing in fifth place at the Hungaroring are ones he has found himself uttering scores of times over the past 18 months.

"Obviously there is a pretty big analysis [to do] of the work we need now with the car," he said. "At Silverstone, we made a step backwards with the performance of the car, two or three steps backwards, and we were not happy. At the Nurburgring, we came back to some old parts of the car and the behaviour was much more normal. Then, in the young driver test, we had the confirmation so we came back to some parts we used some races ago."

"We understand the car, we understand the problems. We know what parts are not working and, in a way, it is normal to have this deficit now with the old parts. Over the

summer, we need to make the step forward that we thought we should make at Silverstone."

Since Pat Fry took charge of the technical side of the team in April 2011, Ferrari has taken steps to rectify its developmental weaknesses. Unfortunately, such changes take time. The Maranello windtunnel is being overhauled to improve correlation, but it was never due to be fully up and running until around October this year, meaning that Ferrari is still using the Toyota tunnel in Cologne.

Alonso will be fully aware of this, and with James Allison joining as chassis technical director to work with Fry, now director of engineering, there are ongoing changes in the organisation of the team. Alonso holds Allison in high regard, but if he is unhappy with some of the resulting technical shuffles, his dalliance with Red Bull could be a broadside at Ferrari to get his own way. In that context, Ferrari's response speaks volumes.

Red Bull has yet to decide on which driver will partner Vettel next year. It's likely no decision will be made until just after the August break. However, Alonso is not currently seen as a realistic candidate by Red Bull given the risks of partnering him with Vettel.

The shock approach, however, will give both teams a lot to think about.



Alonso's last title came back in 2006

COATES/LAT

## PRANCING HORSE'S LACK OF PACE

It's a measure of just how up against it Fernando Alonso has been during his time at Ferrari that only four times in 68 race weekends has one of the Italian cars set the fastest single lap of a weekend.

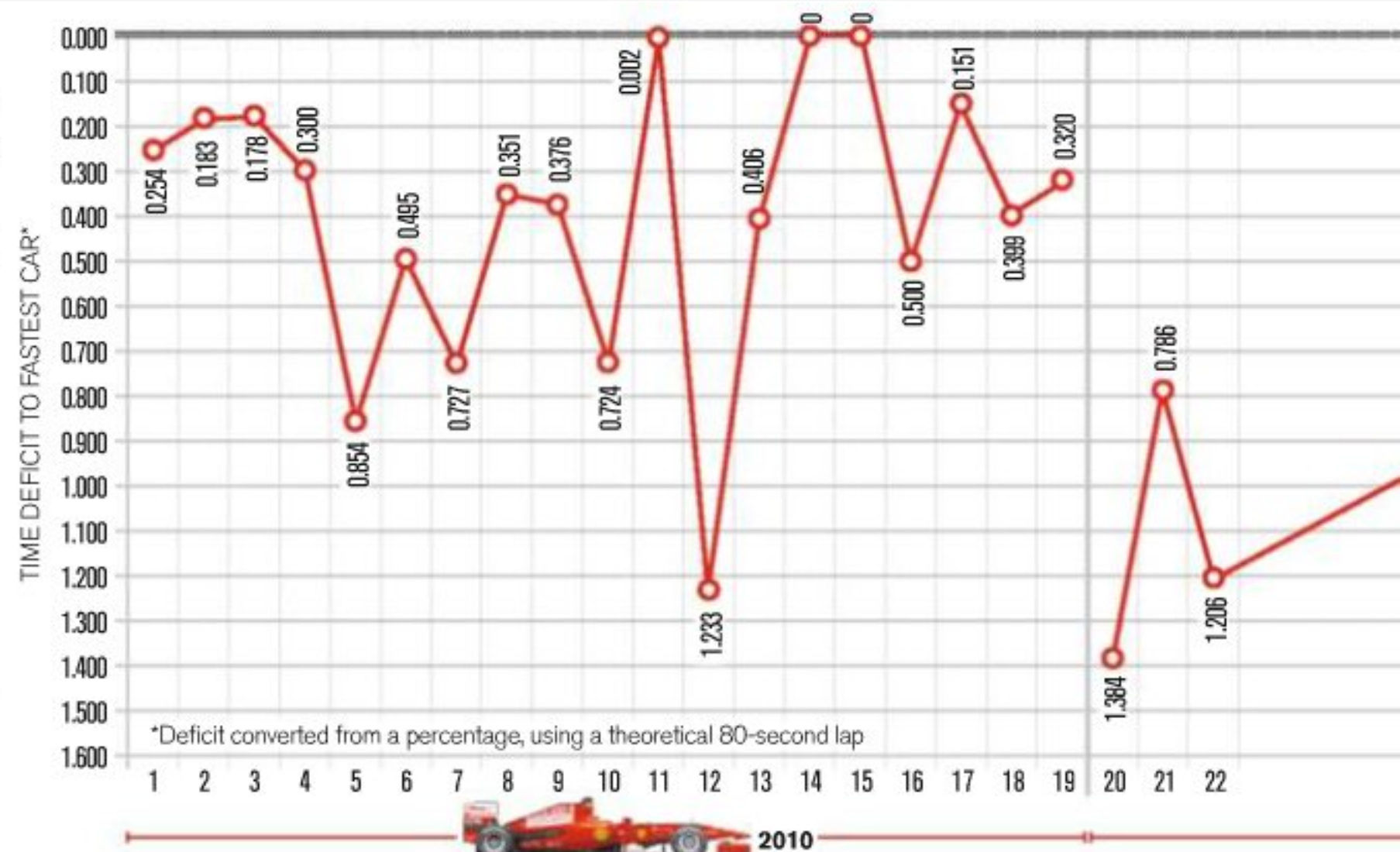
AUTOSPORT technical expert Gary Anderson uses this metric as a guide to a car's underlying performance. While external factors can distort the figure on a single weekend, over a sample set of this size, it tells a very clear story.

On average, Ferrari's pace since Alonso joined is 100.683%. Expressed as a percentage rather than time to give a representative figure not slanted by varying lap lengths, this equates to an average deficit of 0.543 seconds at a

track like the Hungaroring. While Ferrari was slightly stronger than that last weekend, with Alonso 0.403s off pole, there's nothing obvious to suggest things are improving.

In this graph, we have converted that percentage from each race into a time, using a theoretical 80-second lap length to allow direct comparison. This is because a car that is, for example, three-tenths off the pace at a long circuit such as Spa is, in reality, more competitive than one that is three-tenths off at Monaco.

Race pace is more difficult to quantify. Thanks to a combination of good starts and Alonso's consistency, Ferrari has generally looked stronger in the races, despite its underlying performance deficit.





Alonso has been  
put in the shade by  
Vettel and Red Bull

# ALONSO v VETTEL

2010-2013

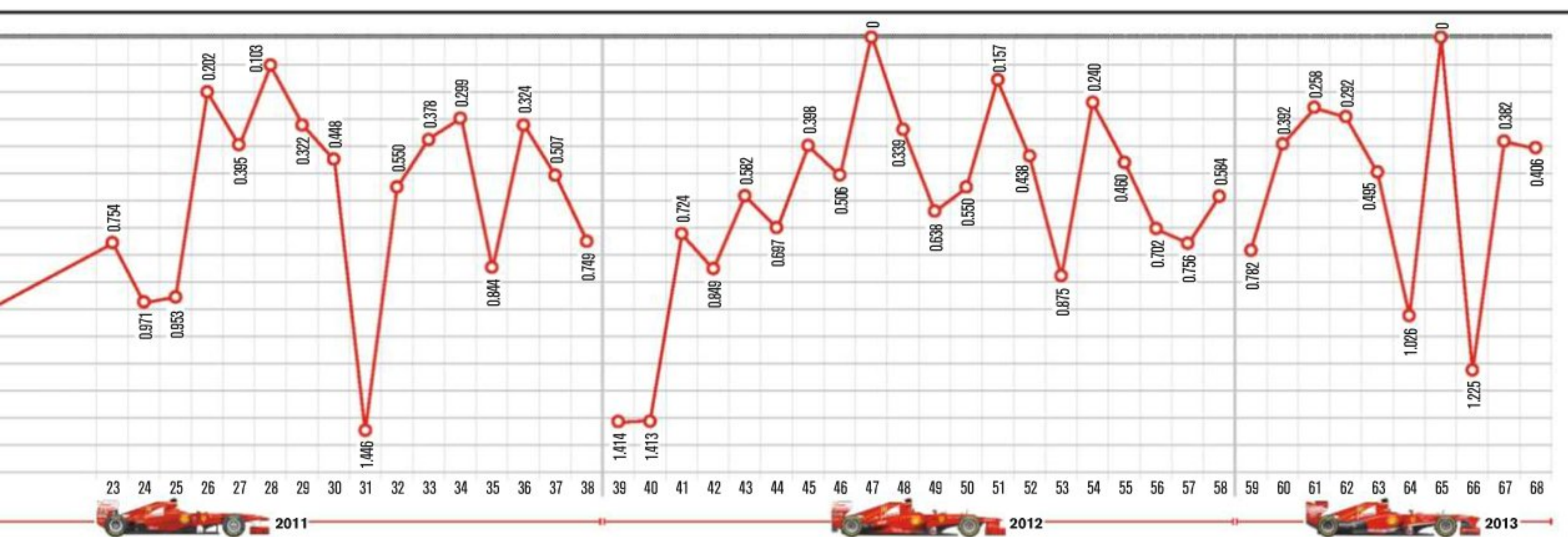
11	<b>WINS</b>	25
4	<b>POLES</b>	34
38	<b>PODIUMS</b>	44
920	<b>POINTS</b>	1101
495	<b>LAPS LED</b>	1729
7	<b>FASTEST LAPS</b>	15



ROSE/GETTY



STALEY/LAT





# Fight for the FIA presidency hots up

The first candidate to challenge Jean Todt for the FIA presidency emerged last week. **DIETER RENCKEN** reveals the story behind David Ward



CLARKE/JAT

**T**wo fatalities in May 1994 shaped motorsport beyond all recognition: that of Ayrton Senna on May 1, and the passing of the Rt Hon John Smith just 10 days later.

Smith is largely unknown among motorsport aficionados. Yet the fatal heart attack suffered by the British Labour Party opposition leader on May 11 1994 shaped the world of motoring every bit as profoundly as did the death of Senna during the early years of Max Mosley's FIA presidency.

Explanation: the late politician drew on a tight coterie of advisers, including political strategist Alan Donnelly, Richard Woods and, last but not least, David Ward. It's emerged that Ward is considering standing for the 2013-17 FIA presidency against Todt, with a final decision being taken next month.

When Tony Blair assumed leadership of the Labour Party he installed his own men, and thus those who were once a single

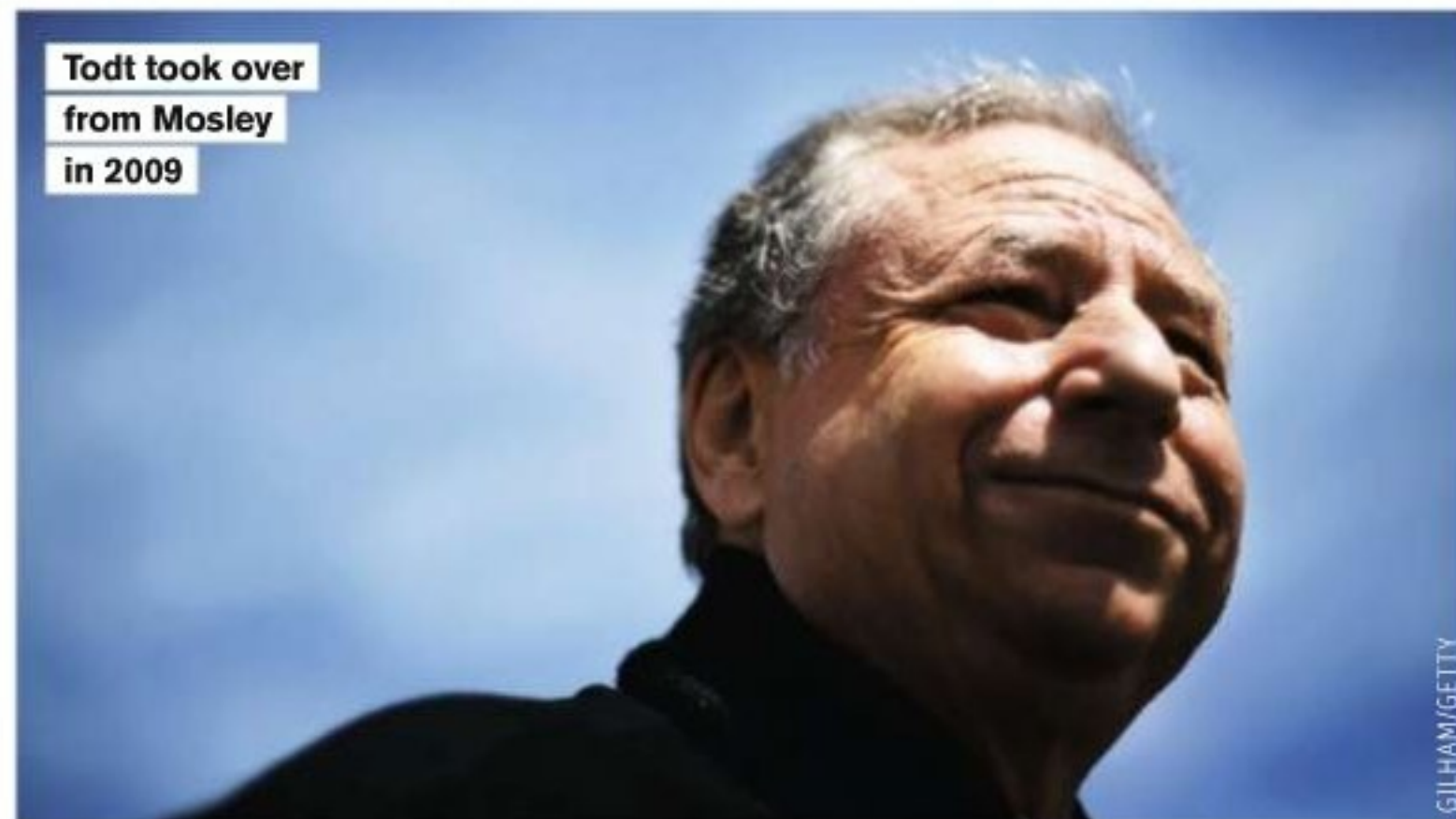
heartbeat away from power were cast adrift. They became political guns for hire – at a time when the FIA desperately sought sympathy in the European Commission and governments. Not only did the governing body seek approval for the sale of its motorsport rights to Bernie Ecclestone, but bans on tobacco advertising threatened to destroy Formula 1's lifeblood: sponsorship.

Into this void stepped the trio, their appointments facilitated by Mosley.

As for tobacco: Blair's Labour Party received that infamous million-pound 'Bernie Bung', returned it, yet tobacco remained in motorsport for another decade. All parties deny the bung and tobacco were interrelated. Downing Street records, though, show Ecclestone, Mosley and Ward attended a meeting with the Prime Minister on October 16 1997.

Latterly Ward has focused on road safety, primarily through

Todt took over  
from Mosley  
in 2009



GILHAM/GETTY

the FIA Foundation for the Automobile and Society.

According to the Foundation's website, Ward has devoted the past 18 years to road safety, playing a leading role in the establishment of the United Nations Decade of Action for Road Safety 2011-2020, to which the FIA fully subscribes. He is executive secretary of the Commission for Global Road Safety,

a member of the Executive Board of the World Bank's Global Road Safety Facility, and represents the FIA Foundation in the United Nations Road Safety Collaboration.

So his contribution to road safety is undeniable. His critics, though, question why he did not devote the same attention to health issues caused by nicotine, particularly since he has increasingly embraced



Time to fight  
for control of  
the FIA's HQ



## FIA PRESIDENTIAL ELECTION: HOW IT WORKS AND WHO VOTES

The president of the FIA is elected by its General Assembly. This comprises the 232 full member clubs of the FIA, some representing sport, some representing mobility and some both. These clubs come from 137 different countries. Between 42 and 21 days prior to the election, any candidate must register with the FIA a list of the 16 names to

make up their 'cabinet' of key roles. This includes the deputy president for automobile mobility and tourism, deputy president for sport and vice-president for each of the FIA's various world councils, including the one for motorsport. The vote will be held in the General Assembly, which meets in Paris on December 9, by secret ballot.

## JEAN TODT'S REIGN SO FAR

"What I really like is action," said Jean Todt in an interview with AUTOSPORT in May 2011. "I don't feel a need to publicise very much what I do and what we do. It has really been my approach."

Todt's style as president of the FIA has been less interventionist than that of his predecessor, Max Mosley. So what effect has he had on the world of motorsport?

In Formula 1, Todt's main focus has been the ongoing battle to ensure sufficient revenues for the FIA. This moved a step closer with last week's agreement of a framework for the new Concorde Agreement with Bernie Ecclestone. The new engine regulations, including their switch from four-cylinder turbo to V6 and the postponement of their introduction to 2014, have also been brought in under his watch.

The recent Pirelli tyre problems led to the FIA dictating a course of action, while in the wake of the 2010 German Grand Prix the F1 team-orders ban was lifted.

Commissions dealing with World Rally (under Michele Mouton) and touring car championships, as well as GT racing, have also been created.

Todt has started up the Women in Motorsport Commission and created the



Todt has  
worked hard  
on rallying

International Tribunal procedures, with David Ward playing a key role in implementing the latter.

The WRC has faced serious challenges with its previous promoter's parent company going into receivership, triggering massive commercial upheaval. The WRC is nowhere near as strong as it was a few years ago, when it had seven manufacturers, but there is an argument that most of the seeds of this were planted before Todt took over as president.

Todt's aspirations to return the sport to its endurance roots have been frustrated by the commercial and organisational demands of the modern WRC.



Ward has been  
a supporter  
of Todt

the concept of environmentally-friendly mobility.

That said, those in his orbit speak highly of his strategic and political skills, with the achievements of the Foundation – which lists Mosley and Todt as trustees – under his watch being beyond reproach.

In 2009 the now 56-year-old professed to working four days per week for the Foundation, justifying

his role as adviser to Todt during the Frenchman's presidential election campaign in emails seen at the time by AUTOSPORT.

"Trustees may not be aware that I am employed by the Foundation for four days a week," he wrote. "In my spare time, on a voluntary basis I have been helping Jean Todt develop his candidacy policy agenda and providing advice to his campaign

but not take any public position. I have been doing this because I am convinced that Jean Todt is exceptionally well qualified to be the next President of the FIA."

So there was bemusement when Ward confirmed last week he was considering standing against Todt. According to news sources he hopes to generate 'debate' about how the governing body should be run.

Further stumbling blocks could be an FIA prescription, ironically introduced by Mosley, that the presidency be unpaid. The anti-Ward faction questions whether his personal means are sufficient to support his family and, if not, who would fund him during the four-year term – and, crucially, why. Finally there is the question of Ward's links to Mosley and Ecclestone, although Ward's supporters are adamant he is very much his own man.

In 1991 a Briton stood against a Frenchman for world motorsport's top office. The record shows Mosley vanquished Jean-Marie Balestre before ousting him as FIA president. The pro-Ward lobby is banking on history repeating itself, but has reckoned without one complication: according to well-placed sources, a respected, global automotive executive has designs on the office situated at 8 Place de la Concorde, 75008 Paris. A three-way fight surely looms.





# NASCAR Trucks hit Eldora pay dirt

The success of last week's Truck Series race at Tony Stewart's Eldora Speedway means that the dirt race could become a long-term addition to the calendar. By **MARK GLENDENNING**

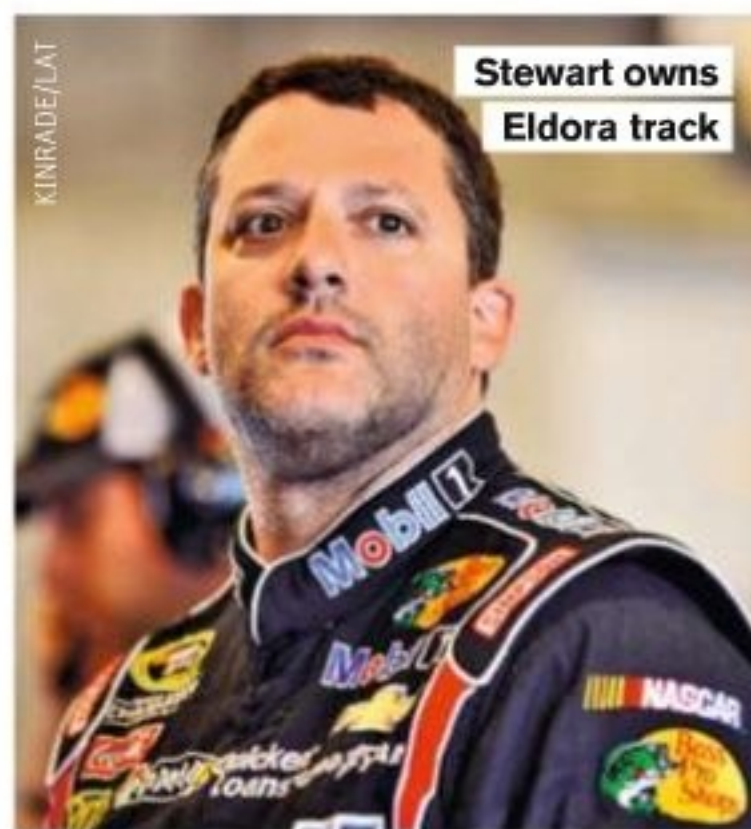
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**N**ASCAR's return to dirt racing at Eldora Speedway last week looks set to be repeated next year, although it's unlikely the higher-level Nationwide or Cup series will join the Trucks at the half-mile venue in the foreseeable future.

The Truck race at the Ohio track was NASCAR's first for one of its national series on a dirt surface since Raleigh in 1970. The event was added to this year's schedule on a single-year deal, but while its success is still being fully evaluated, NASCAR senior vice-president Steve O'Donnell said that the race stands a strong chance of becoming a regular part of the series' landscape.

"We felt it over-delivered on everything," he said. "We'll look at it and have conversations with [track owner] Tony [Stewart]. We still want to meet with the team owners and competitors to get their feedback as well. But, so far, with everything we've seen, it's certainly something we'd entertain doing again for 2014."

The numbers suggest that the race was also a hit with fans: the 1.4 million TV viewers that it attracted made it the 10th-most watched Truck race ever on Fox Sports (formerly Speed). Both the event itself and 61-year-old driver Norm Benning, who earned a place in the main field via the 'last chance' race,



Stewart owns Eldora track

were also trending nationally in the US on Twitter during the evening.

## TRUCKS ONLY

Despite the success, O'Donnell said that no additional dirt venues are on the horizon, and he is also cool on the idea of Eldora hosting stock cars from its upper echelons.

"We've been trying to get to shorter tracks with Trucks in general," he said. "You look at Trucks and dirt; it feels more of a natural fit. Certainly a Nationwide car could [race on dirt], but the focus has been Trucks and will continue to be for the near future. It's a unique opportunity for them. We want to keep it special."

If the track itself is unlikely to expand into NASCAR's upper two

tiers anytime soon, one element of the event that could find its way into Cup and Nationwide is the concept of racing midweek. The Eldora race took place last Wednesday evening, and O'Donnell confirmed that NASCAR is looking into building that idea across all of its categories in the years ahead. "It's certainly something we'll look at," he admitted.

Stewart said that the event had been put together with a view to the long-term, but he insisted that he would not be disappointed if last week's race proved to be a one-off.

"We'd like to see it become an annual race," he said. "We'd like to see it be the only dirt race. It'd be a great place for the Trucks, the Nationwide Series and Cup to run an all-star race; all three divisions together. I'm just throwing that out there."

"But I think we were all realistic on both our side and NASCAR's side in that this wasn't just booking a race at a regular venue. This was a much larger unknown. NASCAR will evaluate what it means to them and whether it makes sense to them to pursue it down the road, and we will as a venue as well."

"However, we wouldn't have done this for one race if we didn't think it was potentially something that could go further. If it only goes one year, is all the time and effort

worth it? Yes, absolutely. If we only get to do it once, I'm still happy. But I hope that it's something we're asked to participate in for many years to come."

As well as NASCAR's evaluations, another key to the event's long-term future is profitability. The Truck race was a sell-out, but Stewart admitted that keeping finances in check was a challenge due to the track's relatively small capacity of 20,000, and the amount of temporary infrastructure that was required. The three-time Cup champion likened the latter to a street race.

"This event is sold out," he said. "Everybody sits there and multiplies 20 [thousand] by 36 [dollars], and it's a lot of money. But there's a lot of money paid out in purse, and there's a lot of money paid out in sanctioning fees, too. There's also all the



Goodyear made special 'dirt' tyres



Eldora was the first  
NASCAR national event  
on dirt since 1970



LEVITT/LAT

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temporary investments we have here... this has been like putting on a street race. It's what the IndyCar guys go through. We had to upgrade our safety trucks to crew cabs, even though the old ones were fine. All those little things were \$1000 here, \$2000 here, \$10,000 here — and it really added up."

From a technical view, the addition of Nationwide to the Eldora portfolio appears achievable. A major question mark when the Truck race was first announced was tyres, yet Goodyear's overhaul was restricted to widening the rubber by an inch, switching to bias-ply construction rather than radial, and adding a standard tread pattern. Along with deploying a softer compound, all changes were directed towards maximising grip.

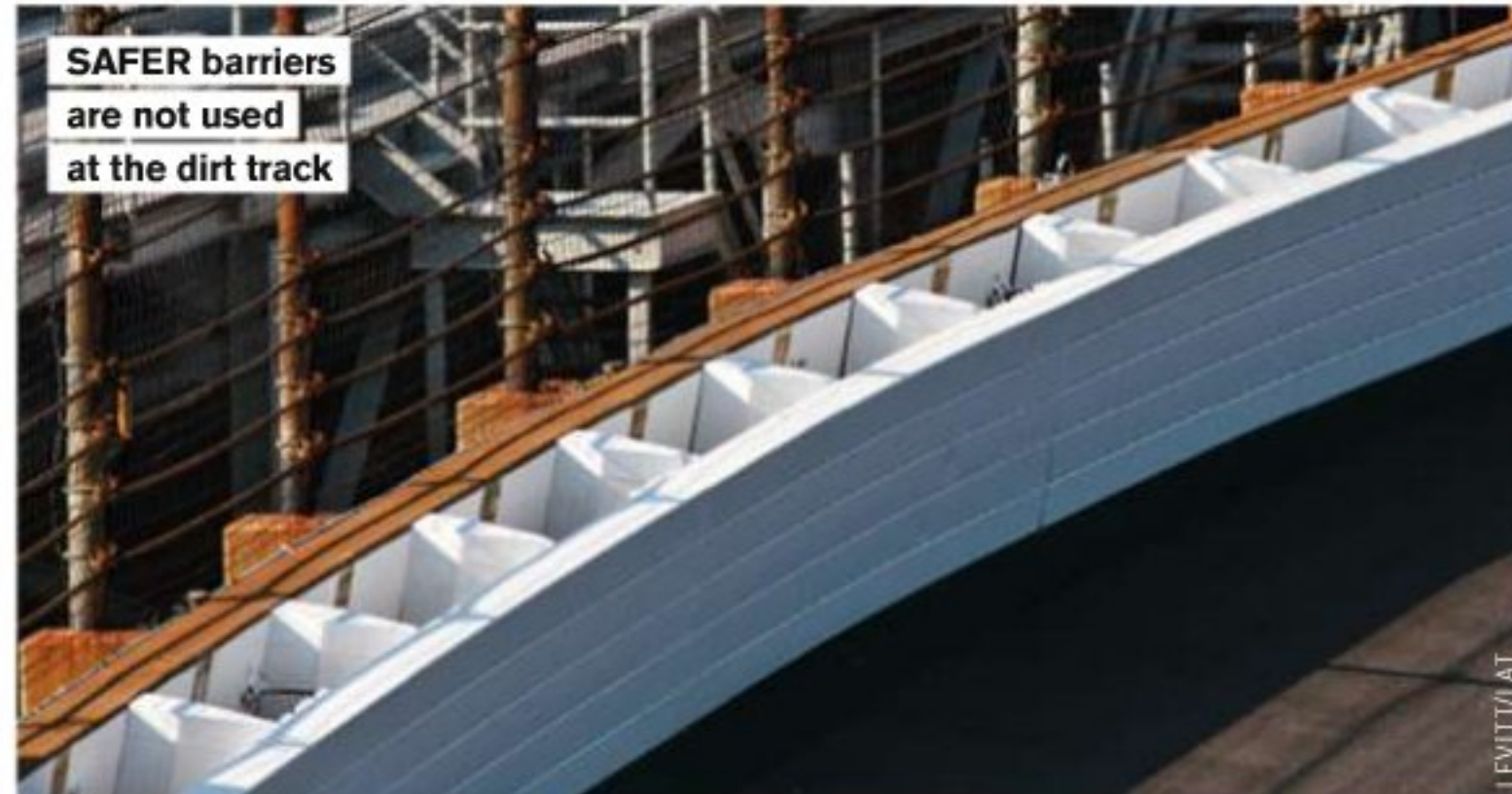
However Danny Stockman, crew chief to race winner Austin Dillon,

said he was also impressed by the tyres' durability. "In practice, we ran over 100 laps on one set, and they didn't start to fall away until about lap 80," he said. "I was really impressed by them."

### DIFFERENT, BUT SAFE

It's also unlikely that safety would provide an obstacle to Eldora's reach expanding, despite the track being unique among NASCAR's top three tiers in not having SAFER barriers. Significantly, the recommendation against using SAFER was made by the organisation that invented it. The Midwest Roadside Safety Facility at the University of Nebraska warned that the device could actually be counterproductive.

"The consensus recommendation was not to install SAFER barriers because it could reverse what you



SAFER barriers  
are not used  
at the dirt track

LEVITT/LAT

want, as a result of the way the dirt is," said a NASCAR spokesperson.

All of those conversations lie in the future. For now, NASCAR is basking in the glow of an experiment gone right. Cup drivers, including Dale Earnhardt Jr, Clint Bowyer and Jeff

Gordon have already backed the idea of taking their cars there, even while admitting it probably won't happen. Denny Hamlin, meanwhile, tweeted that the race proved that all-out speed isn't everything: "100mph sliding or 200mph stuck? Nuff said."

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# The Secret Driver

## Hidden truths from the paddock

The pressures put on up-and-coming drivers by results-driven F1 teams don't necessarily bring out the best in their young charges

**A**s it stands today, the money needed to progress from an eight-year-old enthusiast to a full-time member of the Formula 1 grid is frighteningly out of reach for most. Sadly for the majority of young drivers, F1 is just a distant dream that will almost certainly never come true. Obviously, though, a select few become the exceptions to this rule, and they tend to be the ones chosen for young driver programmes.

Most of the current F1 teams deliver this concept with varying degrees of commitment and success. When the phone rings for the ones lucky enough to be considered fast enough to have their early careers funded by an F1 team, it's the moment they've been fantasising about.

Unbeknown to most, however, this dream may not be all it's cracked up to be.

These programmes work in a number of ways, with different objectives from the outset. For example, there's the Red Bull approach. The mission statement here is simple: "To find the next world champion." Its strategy is also fairly straightforward. It casts a large net, and hooks any youngsters with an impressive list of results. Obviously



but lack. On the flip side comes a huge amount of pressure and expectation. A lot of these drivers are picked up when they are still young enough to be at school. Does someone of this age have the confidence and experience to readily be able to deal with this?

The programmes that stand the best chance of succeeding are those that seek to develop the individual, not just the driver. The choice of team can be absolutely crucial in this. It's no coincidence that the vast majority of successful Red Bull junior

**"Programmes that develop the individual, not just the driver, stand the best chance of success"**

there's a stringent interview process, but there's no hiding the fact that this strategy is steered by results.

By contrast, the Racing Steps Foundation fully funds its drivers up until just below F1. RSF's strategy is to judge potential over results, and to selectively fund drivers who have not been fortunate enough to showcase their talents because of a shortfall in their budgets. These are drivers who will not have been noticed by many because they have lacked the resources to compete with the 'supposed' very best.

If the aim is purely to uncover world champions, results are all that matters, and anything below that level is of no value. However, there is more to motor racing than just being the F1 world champion, and this singular aim can make being on a driver programme a double-edged sword.

On the plus side, being fully funded breeds certainty and security, something many young drivers long for

drivers have been developed within the Carlin fold, which runs Formula 3, Formula Renault 3.5, GP3 and GP2 teams. Boss Trevor Carlin is very good at making drivers feel comfortable and helping them adopt the right mindset for good performance.

Other environments can be less forgiving, and this can create issues that snowball into serious problems. Antonio Felix da Costa is a prime example of a driver in need of being sheltered from the unrealistic demands on him right now. From my viewpoint, he appears to be under unimaginable pressure, and needs the tools and support to deal with the nature of what is expected from him. But will stipulating that he has to win the championship result in getting the best out of him?

The margins between success and failure at the top level are very slight, and circumstances play a big part. Failure to understand the situation and focusing solely on results can ruin young drivers, not make them. ❧



# FORMULA RENAULT 2.0 ALPS

## FORMULA RENAULT 2.0 ALPS 2013 CHAMPIONSHIP // ROUNDS 9 +



Race 1. Brazilian Bruno Bonifacio led from start to finish in the first race of the Formula Renault 2.0 ALPS weekend at Misano Adriatico. Driving for Prema Power Team, Bonifacio had some tough competition to tame from his teammate Antonio Fuoco, who put up a fierce fight for victory. The Cosenza-based young racer crossed paths with Bonifacio numerous times and did everything he possibly could to succeed but was eventually forced to settle for the runner-up spot. The battle for third place was no less exciting. In the end, Kevin Joerg (Jenzer Motorsport) prevailed on young Russian Tech1 racer Egor Orudzhev, who had passed him right at the start. Luca Ghiotto, who entered the weekend as the third-placed driver in the standings, had a tough day as he spun out early. Once back on-track he recovered from the back of the pack, collecting the fastest lap of the race in the process.



Race 2. At the end of a very eventful run, it was Luca Ghiotto who kept the Prema Power Team banner flying high in Race 2. The Veneto-based racer took full advantage of a contact that involved his teammates Bruno Bonifacio, who started on pole, and Antonio Fuoco. With the two top finishers from Race 1 sidelined, second place was hard-fought between Egor Orudzhev (Tech1 Racing) and Kevin Joerg, running for Jenzer Motorsport, and the Russian finally managed to get the nod over his Swiss rival. More exciting action came from Hans Villemi (SMP Racing by Koiranen GP) and Arta Engineering's Simon Gachet, who traded places until the very latest stages, while Japanese youngster Ukyo Sasahara captured a career-high sixth-place finish for Euronova Racing.



Next Race // Mugello, Italy // 7 - 8 September 2013 // [www.renaultsport.com](http://www.renaultsport.com)



# FLPS 2013

10 // MISANO, ITALY



## FORMULA RENAULT 2.0 ALPS

The SMP Racing by Koiranen GP team has opted for fresh talent for this season's Formula Renault 2.0 ALPS. The Finnish-based squad put together an impressive four-car operation that includes talented prospects such as Estonian Hans Villemi, Pole Alex Bosak and Russians Nikita Zlobin and Semen Evstigneev. Speaking of young drivers, the freshest new addition at Misano came from Prema Junior with the arrival of Matthew Solomon. The 17-year-old racer left a strong impression on his first run aboard one of the championship's 210-horsepower racecars. From Hong Kong, Solomon profited from his summer break to line up for the first time in European competition and was able to put his name into the top 10 in Race 1. More talented Russian drivers are also continuing to show great form. Driving for Tech 1 Racing, St Petersburg-born Egor Orudzhev has made a convincing breakthrough this season and continued to do so by scoring second place in Race 2 at Misano. On the other hand, Moscow's Konstantin Tereschenko also had reason to be proud on race day. Driving the for Interwetten.com Racing Team, he qualified in third for both the weekend's races before showing good consistency and rounding out the top five in Race 1.

DRIVER	TEAM	PTS
Antonio Fuoco ITA	Prema Junior	159
Bruno Bonifacio BRA	Prema Powerteam	138
Luca Ghiotto ITA	Prema Powerteam	135
Kevin Joerg SUI	Jenzer Motorsport	64
Pierre Gasly FRA	Tech1 Racing	57
Hans Villemi EST	SMP by Koiranen GP	52
Egor Orudzhev RUS	Tech1 Racing	44
William Vermont FRA	Arta Engineering	41
Jakub Dalewski POL	JD Motorsport	35
Guilherme Silva BRA	Koiranen GP	35





# RACE CENTRE

REPORTS • NEWS • ANALYSIS • OPINION

**54 Spa 24 Hours** There was action right from the start in Belgium. While Alessandro Pierguidi spun at Eau Rouge on the first lap, the HTP Mercedes (84) avoided him to win







44 **GP2 Hungaroring**  
Great strategy helps Palmer to feature win over Ericsson



52 **Super GT Sugo**  
Motoyama's moment leads (eventually) to Firman victory



58 **British F3 Spa**  
Italian Giovinazzi a winner along with King and Buller



# GP2

## Hungaroring (H)

July 27-28

Round 7/11



### RESULTS

RACE 1: 36 LAPS, 97.980 MILES

1	JOLYON PALMER (GB)	57m14.477s
2	MARCUS ERICSSON (S)	+15.407s
3	FELIPE NASR (BR)	+15.794s
4	FABIO LEIMER (CH)	+19.433s
5	STEPHANE RICHELMI (MC)	+19.740s
6	SIMON TRUMMER (CH)	+21.499s
7	MITCH EVANS (NZ)	+22.584s
8	NATHANAEL BERTHON (F)	+36.439s
9	JAMES CALADO (GB)	+38.203s
10	SAM BIRD (GB)	+44.671s

Winner's average speed: 102.702mph. Fastest lap: Stefano Coletti (Rapax), 1m31.717s, 106.855mph. \* - three-place grid penalty

RACE 2: 28 LAPS, 76.201 MILES

1	BERTHON	45m06.319s
2	EVANS	+2.239s
3	LEIMER	+13.441s
4	ERICSSON	+15.983s
5	NASR	+23.367s
6	CALADO	+27.216s
7	TRUMMER	+31.387s
8	BIRD	+37.958s
9	RICHELMI	+40.002s
10	RIO HARYANTO (RI)	+43.991s

Winner's average speed: 101.634mph. Fastest lap: Jon Lancaster (Hilmer Motorsport), 1m32.056s, 106.462mph. All drivers in Dallara-Mecachrome GP2/11.

### CHAMPIONSHIP

1	COLETTI	135	6	LANCASTER	65
2	NASR	129	7	ERICSSON	64
3	LEIMER	110	8	PALMER	64
4	BIRD	92	9	RICHELMI	57
5	CALADO	90	10	EVANS	56

### TEAMS

1	CARLIN	193	4	RACING ENGINEERING	132
2	RAPAX	153	5	DAMS	121
3	RUSSIAN TIME	143	6	HILMER MOTORSPORT	112

### POINTS SYSTEM EXPLAINED

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



Coletti was out of luck

FOR IN-DEPTH RESULTS **FORIX**

Palmer celebrates with Ericsson (l) and Nasr (r)



## Red-hot Palmer likes his tyres medium-rare

JOLYON PALMER TOOK FULL ADVANTAGE OF CARLIN'S decision to sacrifice sprint race points for feature race glory to score a brilliant and dominant win.

GP2's weekend format – a longer, full points-paying race on Saturday and a shorter, reduced-points Sunday sprint – coupled with the need to run both tyre compounds, created a strategic conundrum. The searing heat of Hungary and the demands of the track meant that the soft had a very limited operating window – too short to be useful in the 28-lap sprint.

That meant most teams opted to start the feature on the soft and switch to the medium pretty much as soon as possible. Carlin and Palmer, however, gambled. They started on the medium and ran until roughly half-distance before putting on another set of mediums.

This meant that in the closing stages of the race, Palmer had a significant performance advantage as the rest of the field's mediums were running short of grip. He used this to perfection to pull a great move on DAMS' Marcus Ericsson to take the lead. Such was his speed that by the end of the race he was 15 seconds clear.

Ericsson had moved himself into first place with an audacious pass on Felipe Nasr. The Brazilian took advantage of poleman Tom Dillmann's slow getaway – a clutch issue causing a tardy start – to lead the opening laps, but he pitted a lap later than Ericsson, and on warm tyres the Swede ran side by side with Carlin man Nasr through Turns 1 and 2, finally completing the move into 3.

The pair continued their battle to the finish. Nasr's slightly fresher tyres could have come to his aid, until the fight was disrupted by the freshly re-tyred Johnny Cecotto Jr, who unlapped himself with a nonsensical dive inside of Nasr that could have taken the title challenger out of the race.

It was a weekend when the championship opened up once more. Points leader Stefano Coletti had a nightmare. He failed to find a clear lap in qualifying and started 18th in the feature. Back in the pack, he was involved in an opening lap kerfuffle, which required a visit to the Rapax pit.

Again starting near the back in the sprint, Coletti

had history repeat itself, and for the fifth time in six races he failed to score a point.

This has allowed Nasr back into the fight, the Brazilian adding to his tally with a steady run to fifth in the sprint.

As expected, on the unfavoured soft tyre Palmer struggled and dropped out of the points in a race lacking in action.

Having scored his first points of the year with eighth in the feature, Trident's Nathanael Berthon used his reversed-grid pole to perfection. He made a great start, and then a restart following an early safety car period, to establish a commanding lead. Mitch Evans, in second after taking seventh in feature, was never able to close on him.

Fabio Leimer – now back in the title hunt following fourth in the feature – patiently waited for the lead pair's tyres to go off, but it never happened, and when he finally upped his pace for a late-race push, it was too late.

After a weekend during which he couldn't get the car to perform, ART's James Calado missed a big opportunity to catch up in the points chase. He made a stunning start from ninth in the sprint to slot into sixth, but in a race that featured almost no overtaking, that was as good as it got.

After dominating qualifying, the Russian Time pair of Sam Bird and Dillmann suffered chronic tyre wear and weren't a factor in either race.



Berthon led Evans all the way in race two



## IN THE PADDOCK

Andrew  
van de Burgt

'MONACO WITHOUT THE WALLS' IS THE CLICHÉD description of Budapest's twisting Hungaroring circuit. However, while the GP2 feature race was an engrossing contest, both GP3 races failed to feature a single passing move for a points-paying position.

But while the track design certainly makes passing hard, it appears the problems are more fundamental. While the new GP3 car has been receiving rave reviews – and has attracted a top-quality field of teams and drivers – the aerodynamic qualities of the car are stopping highly-competitive, intriguing qualifying sessions from being translated into equally entertaining races.

And it's not just the fans and the press pack that find the racing uninspiring. Many of the drivers, too, were bemoaning engaging 'cruise control' and settling for whatever had shaken out after the usual first-lap shenanigans, knowing that if they get too close to the car ahead, the front end just washes away making it next to impossible to set up a move into the following corner.

There are whispers that a CFD programme will be undertaken during the summer break to find a solution. I hope it's a success, because GP3 has all the right ingredients to be a great championship – if only it could make the races a bit more compelling.



STALEY/GP3

## DID YOU KNOW?

Nathanael Berthon's sprint-race win was the first for Trident Racing since Stefano Coletti took the chequer in the 2011 sprint at Istanbul Park (below). Before that, the Italian team hadn't won since Mike Conway triumphed in Monaco in 2008!



STALEY/GP2

PORSCH SUPERCUP HUNGARORING (H), JULY 28, RD 5/9

## Edwards stays cool in Hungarian heat

SEAN EDWARDS OPENED UP A DECISIVE GAP

at the top of the Porsche Supercup points standings with a commanding third victory of the season in the sweltering heat of the Hungaroring.

The Brit's getaway was good enough to keep his Tolimit Racing machine ahead of the fast-starting Christian Engelhart on the run down to the first corner – just. After that, he opened up a sufficient advantage to prevent the FACH driver from getting close enough to attempt a passing move.

"I made a good start, but not quite as good as Christian's, so I had to do a 'Schumacher job' on him, and moved over to the side," said Edwards. "It was a tough race, in which we were able to implement everything we had planned. I wouldn't mind it continuing like this."

Third was Kuba Giermaziak, VERVA Racing's Polish charger staying in touch with the front two early on thanks to starting on brand-new rubber, but then dropping back.

Attempto driver Kevin Estre – who leads the German Carrera Cup against a field that also includes Edwards – came out on top of a race-long battle for fourth with Porsche Junior Klaus Bachler. The latter had brilliantly climbed from 10th to fifth on the first lap and finished there, too, to claim his best Supercup result.

Another rookie, Markus Pommer, also took his best finish in his short stint in the series, the former Formula 2 racer coming home seventh.

One place further back was Attempto Racing's Nicki Thiim, whose deficit to Edwards in the title fight has now increased to 16 points – the equivalent of a third-placed finish – with four races left.

Edwards increased points lead



New Zealander Richie Stanaway qualified a season-best third for the DAMS team, but was eliminated on the first lap after getting clattered by regular frontrunner Michael Ammermuller at Turn 1, while Team Bleekemolen's British racer Ben Barker finished 16th.

● Dylan Jacobs

## RESULTS

**1 Sean Edwards**, 14 laps in 26m01.021s; 2 Christian Engelhart, +0.664s; 3 Kuba Giermaziak; 4 Kevin Estre; 5 Klaus Bachler; 6 Patryk Szczerbinski; 7 Markus Pommer; 8 Nicki Thiim; 9 Jeroen Bleekemolen; 10 Michael Christensen. **Points** 1 Edwards, 88; 2 Thiim, 72; 3 Michael Ammermuller, 64; 4 Giermaziak, 60; 5 Christensen, 54; 6 Estre, 50.

Quaife-Hobbs  
replaces Frijns

**BRIT ADRIAN QUAIFE-HOBBS HAS TAKEN OVER** from Formula Renault 3.5 champion Robin Frijns at Hilmer Motorsport for the remainder of the season.

The Auto GP champion had been monitoring the situation at the German outfit, and when it became clear that Frijns was unable to raise the budget to complete the year, Quaife-Hobbs made the switch from MP Motorsport.

"We started discussions after the last round at the Nurburgring," said Quaife-Hobbs. "I'm very comfortable here. I've driven cars from Rapax, Arden and MP, but the Hilmer car feels very different. I've had to adapt my style a little bit."

"It doesn't look so good on paper, but we are making changes, and I think this is a very positive move for me."

Quaife-Hobbs endured a tough weekend. He finished 18th in race one, and was caught up in a first-lap incident in race two that ended his participation on the spot.

One-time GP2 race winner Dani Clos took over the vacant MP Motorsport seat on an initial one-off basis.



AQ-H has a new mount



Dillmann took maiden pole

STALEY/GP2

## BIRD LOSES FRONT-ROW SLOT

Russian Time was denied a front-row lock-out for the GP2 feature race when second-fastest qualifier Sam Bird was given a three-place penalty for impeding Caterham's Sergio Canamasas in qualifying. Tom Dillmann recorded his first pole in the series.

## TEXEIRA IN TRIDENT COMEBACK

GP2 backmarker Ricardo Texeira returned to the series as a replacement for Kevin Ceccon at Trident Racing. The Angolan, who has made 42 GP2 starts without scoring a point, previously raced for Trident in the Asia Series in 2008 and the main series in '09.

## GHIRELLI MAKES SERIES DEBUT

Auto GP race winner Vittorio Ghirelli made his GP2 debut in Hungary. The Italian took over the GP Lazarus seat vacated by fellow countryman Fabrizio Crestani. Ghirelli, who picked up a three-place grid penalty for impeding in qualifying, twice finished 17th.

## ABT PENALISED FOR CLASH

ART Grand Prix driver Daniel Abt was given a five-place grid penalty for the GP2 sprint race after he was found at fault for a feature race collision with Hilmer Motorsport's Jon Lancaster.





Vainio always had  
Daly nearby

GP3 SERIES HUNGARORING (H), JULY 27-28, RD 5/8

46

## Double 'V' for GP3 repeat victories

AARO VAINIO AND ROBERT VISOIU became the first two drivers to record repeat victories in GP3 this season following two tense – but ultimately dull – races in Hungary.

Both races followed the same pattern: a fraught start with lots of jostling for position, followed by a long period during which the cars circulated in formation, then a late safety car period and a two-lap dash to the flag that offered the prospect of excitement but failed to deliver.

In race one polesitter Aaro Vainio just got his Koiranen car into Turn 1 ahead of the ART version of Conor Daly. The lead gap fluctuated but

never to the point where Daly was close enough to attempt a move. Then Luis Sa Silva, Samin Gomez and Emanuele Zonzini clashed at the first corner, sending Zonzini flying over the back of Sa Silva's car. With debris strewn across the track a safety car was deployed and Daly sniffed an opportunity.

With a great run out of the final corner, he made a dive down the inside at Turn 1 and got partially alongside all the way to Turn 2, before backing off as he started to run out of road. With series leader Tio Ellinas facing his first non-score of the season, a guaranteed second

was the sensible option for Daly and his title hopes.

In race two poleman Visoiu held the lead from fast-starting MW Arden team-mate Carlos Sainz Jr. The Romanian added a couple of tenths to the gap most laps as he pulled out almost five seconds.

Then Bamboo team-mates Lewis Williamson and Melville McKee tangled at the first corner and again there was a two-lap race to the end. But there was no chance for any heroics from Sainz as Visoiu made a textbook restart and sprinted away to win by over four seconds.

Yet again Manor man Ellinas was

out of the points, although the two overtaking moves he made to finish 10th were collectors' items.

A sixth in race one and a fourth in race two coupled with fastest lap means that ART's Facu Regalia is now just a single point behind Ellinas. Jack Harvey (fourth in race one and fifth in race two after a great start), Kevin Korjus (seventh in race one and right on Sainz's tail in third for race two), and Vainio, who made a poor start and finished pointless in race two, are all level on points.

Daly picked up the final point for eighth in race two and is just four points further back, making it six drivers in the mix for the title as the series goes into summer hibernation.

Daniil Kvyat was a distant third in race one and bagged a couple of points for seventh in race two.

● Andrew van de Burgt



Zonzini flipped over  
Sa Silva's car

### RESULTS

**Race 1** 1 Aaro Vainio (Koiranen GP), 17 laps in 29m17.213s; 2 Conor Daly (ART Grand Prix), +0.691s; 3 Daniil Kvyat (MW Arden); 4 Jack Harvey (ART); 5 Carlos Sainz Jr (Arden); 6 Facu Regalia (ART); 7 Kevin Korjus (Koiranen); 8 Robert Visoiu (Arden); 9 Giovanni Venturini (Trident Racing); 10 Alex Fontana (Jenzer Motorsport). **Race 2** 1 Visoiu, 17 laps in 28m59.150s; 2 Sainz, +4.168s; 3 Korjus; 4 Regalia; 5 Harvey; 6 Venturini; 7 Kvyat; 8 Daly; 9 Vainio; 10 Tio Ellinas (Marussia Manor Racing). **Points** 1 Ellinas, 91; 2 Regalia, 90; 3 Vainio, 75; 4 Harvey, 75; 5 Korjus, 75; 6 Daly, 71.



# KX BTCC RACE GUIDE

## 3-4 August Snetterton



We're entering the second half of the year and getting near the point where we will open up applications for next season's KX Academy. This is when the guys already on the programme can really stamp their authority on things.

Some of them have had bad luck and now is the time for a fresh start.

They've had the summer break so they can get their preparation right and show what they can do.

For the Academy members who have made a good start, now is the time to kick on and really see if they can clinch their championships.

It's the same for Sam Tordoff and myself. Croft wasn't the best weekend for the KX Momentum Racing team,

but the MG6 proved quicker in the wet than they have done before and we had a great Snetterton test last month. We're ready to go.

As ever, I'll be part of the KX Question Time on Saturday evening, so please come along and ask us some questions. We'll be giving out prizes for the best ones so see you there! ”

**JASON PLATO**



“For the frontrunners, now is the time to kick on and clinch the championships”



 **@KXENERGY**

 **@KXAKADEMY**

 **KX ENERGY**

[www.kxakademy.com](http://www.kxakademy.com)



## BTCC with MG KX Momentum Racing



### SAM TORDOFF

After a fine start to his British Touring Car career Sam Tordoff

had a difficult weekend last time out at Croft.

A curtailed free practice session and car issues meant he qualified eighth. He managed to finish seventh in race one before a wet tyre choice allowed him to run second to KX Momentum Racing team-mate Jason Plato early in race two. But the track dried and both fell down the order.

The third race was promising, with Tordoff charging through from row 11 to seventh in the wet.

"Croft was the first time Saturday

didn't go well," said Tordoff.

"I didn't get enough time in the car before qualifying and didn't feel comfortable.

"I was pretty happy with race one, and then in race two the wet tyre choice let us down. I agreed with it and for the first lap it looked right, but in hindsight it was wrong.

"Race three was great. It was my first time in the wet and to come through, set fastest lap, and finish on Jason's tail was a good confidence boost."

The MG6s subsequently dominated the BTCC tyre test at Snetterton and Tordoff is confident heading in to this weekend. "There was loads more left in the tank," he

said. "I'm quietly confident it'll be an Oulton Park-style weekend and the Hondas won't be able to touch us.

"Snetterton has always been

good to me. I won there in Clios and last year I took two wins in Porsches. The first BTCC win is definitely getting closer."

**"I am confident that the Hondas won't be able to touch us"**

Sam Tordoff



## Renault Clio Cup with KX Racing with SV



### STEFAN HODGETTS

Stefan Hodgetts continued his fine recent Renault Clio Cup

form at the Croft event last month. He qualified third and then finished second in the opening race, holding a jostling pack of the Renault tin-tops behind him after a tough race.

Things went even better in the second encounter, Hodgetts taking on race one winner Josh Files and coming out on top. The day was made even stronger for KX and the Scuderia Vittoria squad when fellow Academy member Ant Whorton-Eales battled to second and kept Hodgetts under pressure in the closing stages.

"It was a really good win for us," said Hodgetts, who is now fourth in the Clio Cup standings. "We weren't quite quick enough for Croft, even though the results were good, so we've now got a new engine and the team has worked hard to make a

few changes for Snetterton.

"The one-two was absolutely fabulous for the team and KX. My main focus is what I'm doing, but I'd rather have my team-mate finish behind me than anyone else."

Hodgetts is also a fan of the new Snetterton 300 circuit and believes he will be on the pace as he strives to catch Clio Cup points leaders Files, Paul Rivett and Alex Morgan. "I'm looking forward to it," added Hodgetts. "I didn't look forward to Snetterton before but the new 300 circuit is one of the most technically challenging tracks in the country."



### ANT WHORTON-EALES

Ant Whorton-Eales had high hopes ahead of this season after an encouraging 2012, but things haven't gone his way. A car-breaking Thruxton crash hurt his challenge, but Croft was more successful. He qualified in seventh

position, which is where he finished in race one, then made progress later on to finish on the tail of winner Stefan Hodgetts.

"We've had some bad luck - three DNFs didn't help - but we got back on track with second at Croft," said the 19-year-old, who is tenth in the Clio Cup standings.

"It also helped the team to have the three of us up there. If you can keep up or can edge towards Stefan you're doing really well.

"I don't treat him any differently as a team-mate. Another lap or two and maybe I could have tried a move."

Whorton-Eales has given up on his title aspirations and is focusing on race wins at Snetterton. "We were nearly on pole there last year so we're expecting to have a good weekend," he added. "It's not about the championship any more so now we've got to try and win every race and do as well as we can."



### MIKE BUSHELL

Mike Bushell hasn't experienced the best of luck since joining

the KX scheme at the Oulton Park round and Croft also proved tough.

"It was the first time I'd even walked around Croft and in testing I was close to Stefan Hodgetts, but in qualifying we had an electrical gremlin," explained Bushell. "I gained good ground on the first lap but then the electrics packed up.

"It was a real shame because after the pace on Friday I thought we could have qualified in the top three."

Bushell's fortunes appeared to improve in race two. After starting on row six he charged through to fifth, but was then penalised for missing the chicane and relegated to eighth.

"It was one of those first lap things where everyone was getting pushed out and I made the most ground out of it," reckoned Bushell. "I still put on a show - battling in the top five and setting fastest lap."

Snetterton is Bushell's last scheduled race with KX and he is hoping to go out on a high. "I was in the top ten with our own private car last year, so with the team behind me I should be right up there," he added. "I'd like to give a sign of what I can do and show KX were right to select me."



**"Snetterton is a proper challenge"**

Stefan Hodgetts





# Porsche Carrera Cup with Team Parker Racing



## DAN LLOYD

Sometimes things just don't go your way.

That was certainly true of Dan Lloyd in the Porsche Carrera Cup outings over the Croft weekend.

Having qualified third, things looked good and Lloyd challenged points leader Michael Meadows early on in race one. But contact resulted in the Team Parker machine dropping to the back, from where Lloyd could only recover to sixth.

Things were even worse in the second event. A chain reaction

behind title contender Dean Stoneman caused a multi-car accident in which Lloyd was involved. He failed to finish and is now 46 points behind in the title fight.

"Croft was a nightmare," said the 21-year-old. "In the first race I had a coming together with Michael - it was a racing incident - and I ended up sixth."

"In race two it all kicked off and several cars were taken out. Our race pace is always stronger than our qualifying pace so it was a shame I didn't get to have a go."

Lloyd nevertheless believes

the Snetterton event should be a different story and is still pushing to try and catch Meadows. "I qualified sixth there last year, with a mistake, and my team-mate Sam Tordoff cleared off in the races," recalled

Lloyd. "Team Parker Racing has a good set-up round there."

"It's not over yet and it's quite close between the top three or four so it's not like anyone can take it easy."



# Ginetta GT Supercup with JHR



## TOM INGRAM

Tom Ingram had a truly remarkable weekend in the Ginetta GT Supercup at Croft. Not only did he qualify on pole by an almost unprecedented 0.7 seconds, he then went on to win all three races and now leads the championship by 102 points.

After outpacing rival Carl Breeze in race one, he led Rob Boston home next time out in a KX and JHR one-two. A fine early push from sixth in

the reversed-grid race then netted Ingram the hat-trick.

"It's probably my best weekend in a race car," said the 19-year-old. "We've really managed to nail it and get the car to a good place. To start from sixth in race three and be in the lead by the end of lap two shows we've finally perfected my starts, which were atrocious before."

Despite his big points lead, Ingram is not yet ready to back off. "It can all change quickly in

the championship, so we're going to keep pushing," he added. "It's a fantastic position to be in. Carl has had a problem for a little bit of time and I expect that will be sorted now."

"We had an engine blow while I was leading at Snetterton last year, but we had a lot of pace so we'll be looking for wins."



## ROB BOSTON

Croft was another promising weekend for Rob Boston, but the man himself believed even more was possible.

Boston felt qualifying should have been better, but lined up sixth, from which he had to work hard to make places. He nevertheless managed to come through to third in race one and went one better in the second encounter. He beat

reigning champion Carl Breeze to the runner-up spot before taking a solid sixth in the finale.

"We were unlucky in qualifying," reckoned Boston. "In practice we were joint fastest with Tom, but in qualifying I got traffic, then there was a red flag, and then we had a dribble of rain. I think it'd have been quite different if I'd got qualifying right like Tom did."

"I was pleased with the decisive overtaking, especially on Carl Breeze. I'd been timid earlier in the year because of the budget and this time I had to get stuck in."

With promises of continuing his new aggressive style, Boston is set to improve on his sixth place in the Ginetta GT Supercup standings. He hopes he can challenge Ingram at Snetterton this weekend. "The pace is there or thereabouts," he said. "Tom is in the zone so if we can keep up with him it'll be good. I know the place pretty well."



# Things are hotting up! On and off the track

Round 6 of the British Touring Car Championship takes place at Snetterton with Jason and the KX Academy drivers looking to turn up the heat on the competition.

Want to add some fire to your day? KX is letting two new flavours loose to set your taste buds alight; **Fiery** and **Red Berry Still** along with their **sugar free** counterparts. What more could you ask for?

Scorching flavours to match what is sure to be a scorching

weekend of racing.

It's also the time for 2014 **KX Academy** application submissions so if you think you've got the same fire in you that pushes drivers like our current crop, visit the KX Academy website and submit your application.

The new **Fiery** and **Red Berry Still** flavours are available at Tesco stores and Tesco Petrol Filling Stations so grab both of them today.





# 3-4 August Snetterton



**“** I loved the old Snetterton so much and, while most of it has been retained, I don't like Coram now. The old one was mega.

That said, I do like the circuit. All the infield section is quite a test – it's

difficult to put the lap together. It's a challenge and we all like a challenge.

I'm really confident this weekend. I think we've got a good set-up and we got through almost all our programme with different settings

at the test last month. We've got a really good understanding of our car there and with our traction we should be quick in the infield. I'm looking forward to it – I think we'll have pace-setting speed.**”**

## 4 AGOSTINI

2nd gear, 50-60mph

It feels quite a bit quicker than Montreal. It's quite a good overtaking opportunity because you've got the tricky Palmer beforehand

## 5 HAMILTON

4th gear, 90mph

I want to know when someone takes it flat because I'll go and watch – it'll be a big crash. It's impossible! It's quick and easy to run out of road on the exit

## 6 OGGIES

2nd gear, 45-55mph

It's very bumpy on the brakes and difficult to get the car stopped and settled. You've got to leave a little in the braking area to leave something in the left-front tyre for Williams

## 7 WILLIAMS

4th gear, 100-110mph

Williams is crucial for lap time because of the Bentley Straight. You snatch fifth gear just on the exit and it's very easy to damage the tyre on the exit kerb

## 8 BRUNDLE/NELSON

2nd gear, 45-55mph

After all the years I've been going to Snetterton – since 1990s – I'm still not 100 per cent sure of the correct technique. You approach at 145mph and have to brake while turning. There are lots of ways to attack and it depends how your car is set up. You've got to carry speed into the left-hander without messing up your line for the right-hander

## 3 PALMER

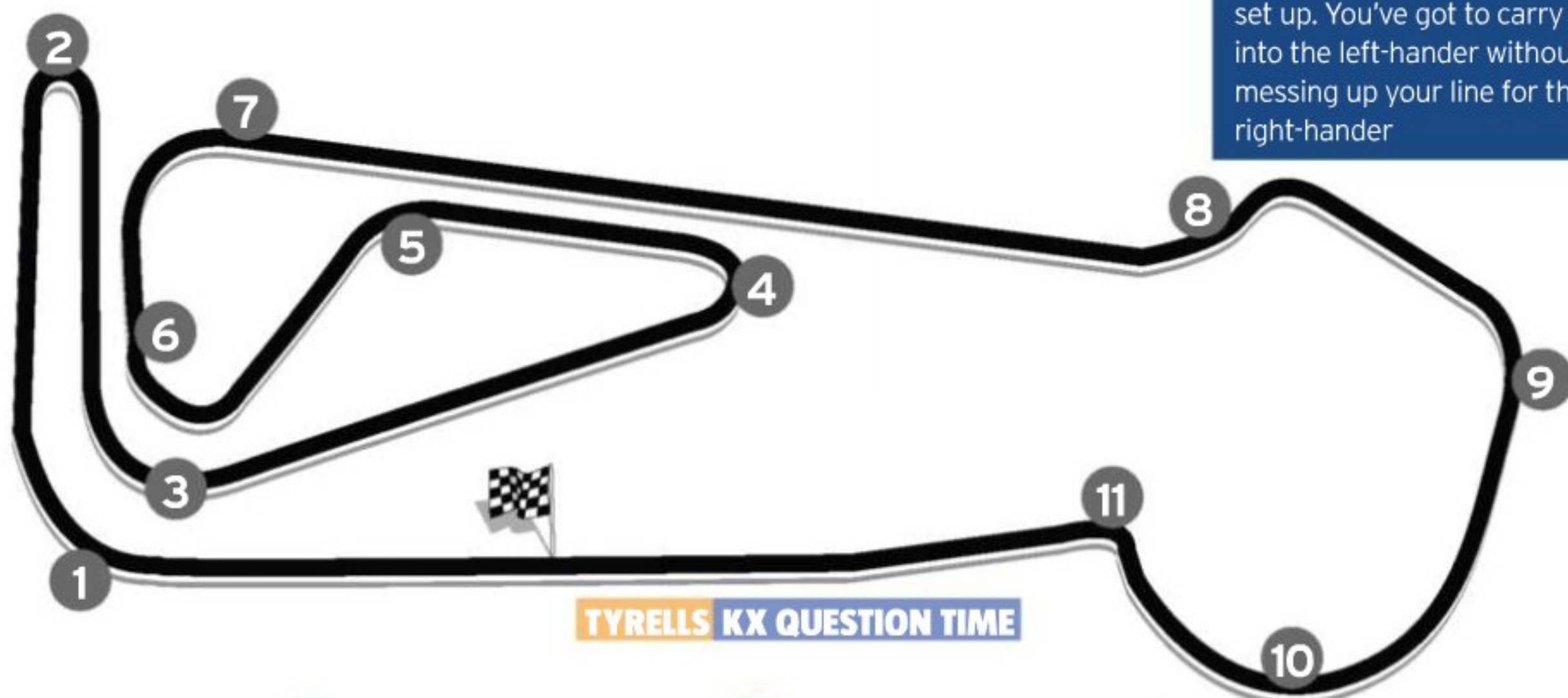
4th gear, 80mph

I really like this corner. The car will be loose there and it's quicker than it looks. It's very difficult to get it perfect

## 2 MONTREAL

1st gear, 40-50mph

It's a reasonable overtaking possibility but you can defend. It's tricky picking a braking point and very easy to make a mistake. In qualifying it's easy to lose a tenth there



## 1 RICHES

5th gear, 110-115mph

Riches is a tiny dab on the brakes and it's a difficult corner. There's not a usual apex and you aim the car into no man's land. You've got to carry a lot of speed and commit. You never know you've got it right until you're through it

## 11 MURRAYS

2nd gear, 40-50mph

It's an uphill straight after Murrys so it's a really crucial corner for lap time. The car's got to be well planted before you get there

## 10 CORAM

5th gear, 100-110mph

You're gently on the brakes at first, then harder as you get to Murrys. You're never driving the car properly, you're waiting

## 9 BOMB HOLE

5th gear, 95-100mph

It's a lift and in qualifying it's half a lift. It's a great challenge and is a corner that wants to suck you in early. Again, it's very easy to run wide and get dust on your tyres, which can cause problems when you get to Coram

## ROUND 6 ► SATURDAY AUGUST 3

Tyrrells, Snetterton from 1830 hosted by Alan Hyde



Live interviews, questions and debate at every round of the 2013 British Touring Car Championship. **FREE** entry to race fans (limited capacity).

Join us to hear the stories behind the headlines – what really happens behind the scenes from the people who make the decisions. And you can ask the questions.

If you're coming to Snetterton on Saturday August 3, join us for **KX Question Time** at **Tyrrells** – you ask the questions and you could go home with a great prize. Guests include **Jason Plato** and **Steve Rider**.



**ON TELEVISION** ►

**LIVE** ► 11.15hrs-1800hrs on **ITV4** and **ITV4 HD**

**HIGHLIGHTS** ► See listings for details.



NASCAR SPRINT CUP INDIANAPOLIS (USA), JULY 28, RD 20/36

# Newman boosts his job prospects



Newman leads on way to victory

**RYAN NEWMAN AND JIMMIE JOHNSON** were a league apart in NASCAR's 20th Brickyard 400 at Indianapolis. One was seeking a much-hyped record fifth win at the speedway – a feat only previously achieved at Indy by Michael Schumacher during its time as a Formula 1 venue – while the other was racing for his career after learning that he would not be kept on by Stewart-Haas Racing in 2014.

It was the championship-dominating legend who had the upper hand over the job-seeker for most of the day. But just as Newman had pinched pole from Johnson with the very last run of Saturday's qualifying session, so he stole the race win at the final pitstops after a valiant chase.

Newman initially opened a two-second advantage over Johnson in the first stint of a race light on both passing and cautions. Stopping two laps before Newman vaulted Johnson to the front when they made their first pit visits, but still the Stewart-Haas Chevrolet lurked behind the Hendrick example.

The gap between them only grew when Newman took four tyres at a mid-race stop when most settled for two, leaving him temporarily down in 13th. He did not require long to hack back through the field until he had Johnson in sight again, with their rivals left trailing by as much as 13s at times.

A double-whammy at the final pitstops made the difference for Newman. First the generally perfect Hendrick crew slightly fumbled Johnson's stop, which took 4-5s

longer than ideal. That would have been enough to get Newman ahead anyway, even without his decision to change just two tyres.

There was 7s between Newman and Johnson as they settled back into the race in the midfield amid cars trying myriad strategic plots in vain attempts to get near the front.

At first Johnson marched forward, getting the gap down to 3s by the time they were elevated to first and second again as the rest pitted.

That was as small as the gap got, with Newman maintaining that cushion to the finish to clinch a vital victory, his 17th at Cup level and his first since Martinsville last April.

Kasey Kahne stayed with team-mate Johnson late on and finished third, with Newman's boss Tony Stewart fourth and delighted with the team result.

With Dale Earnhardt Jr – recovering from pitting with a loose wheel after just 12 laps – and Jeff Gordon in sixth and seventh, Matt Kenseth's fifth-placed Joe Gibbs Racing Toyota was the only interloper in a top seven full of Hendrick and SHR Chevys.

● Connell Sanders Jr

## RESULTS

**1 Ryan Newman (Chevrolet SS)**, 160 laps in 2h36m22s; 2 Jimmie Johnson (Chevy), +2.657s; 3 Kasey Kahne (Chevy); 4 Tony Stewart (Chevy); 5 Matt Kenseth (Toyota Camry); 6 Dale Earnhardt Jr (Chevy); 7 Jeff Gordon (Chevy); 8 Joey Logano (Ford Fusion); 9 Juan Pablo Montoya (Chevy); 10 Kyle Busch (Toyota).

**Points** 1 Johnson, 740; 2 Clint Bowyer, 665; 3 Carl Edwards, 655; 4 Kevin Harvick, 648; 5 Earnhardt, 616; 6 Kenseth, 615; 7 Kyle Busch, 610; 8 Greg Biffle, 565; 9 Kahne, 564; 10 Gordon, 559.



Earnhardt lost time with wheel issue

## In brief



Bonifacio (r) v Fuoco

## FRENAULT ALPS

Bruno Bonifacio and Luca Ghiotto took a victory apiece at Misano to maintain Prema Powerteam's 100 per cent record in 2013. Ghiotto's win came after Bonifacio collided with their points-leading team-mate Antonio Fuoco in race two as they fought for first. Fuoco had taken second in race one, while Russian Egor Orudzhev took that place in the second race.

## V8 DEVELOPMENT

Jack Perkins took a win and a second at Queensland Raceway, while Dale Wood and Andre Heimgartner won too. Casey Stoner scored his best four-wheeled result with fifth in race three.

## NASCAR NATIONWIDE

Toyota driver Kyle Busch took his eighth win of the year at Indianapolis, beating Brian Scott's Chevy. Austin Dillon took the points lead as Sam Hornish Jr retired with overheating.

## NASCAR TRUCKS

Austin Dillon took his first series win since 2011 at Tony Stewart's Eldora dirt oval (see p36) from fellow Chevy drivers Kyle Larson and Ryan Newman. Points leader Matt Crafton was eighth.



GRAND-AM INDIANAPOLIS (USA), JULY 26, RD 8/12

# Dalziel uses new power for Indy win

Starworks Riley  
was unstoppable

**THERE'S NO STOPPING RYAN DALZIEL** just now. The Scot already had sportscar victories at Daytona, Sebring and Le Mans to his name and can now add Indianapolis to that list after a fine performance as Grand-Am opened proceedings for the Brickyard 400 NASCAR weekend.

Dalziel and Venezuelan co-driver Alex Popow began the race tied for the series lead with Max Angelelli and Jordan Taylor. They now hold a commanding 10-point advantage with just four races left after their rivals' Wayne Taylor Racing Dallara Corvette and the Action Express team's Coyote-built version suffered

costly delays. Angelelli was bundled out of second in the closing stages by the aggressive AJ Allmendinger's Michael Shank Riley, while the two-race winning streak for Christian Fittipaldi and Joao Barbosa was curtailed early on by a suspension failure.

The victory for Dalziel/Popow was made even sweeter by the fact that this was the first start since their Starworks team had swapped its Ford powerplant for a 4.5-litre BMW.

"We got our new Dinan BMW engine only a week ago," said Dalziel. "We felt we had a pretty special car this year, but were missing a little bit.

Now we have it with this engine."

Multiple champions Scott Pruett/Memo Rojas finished second in their identical Ganassi Riley-BMW to clinch the three-round North American Endurance Championship that encompasses the Daytona, Watkins Glen and Indy events.

Rubens Barrichello used an alternative strategy to lead impressively for Doran Racing before requiring a splash of fuel with just nine minutes remaining.

Max Papis and Jeff Segal claimed their first GT victory of the year in their Ferrari, while second for the Camaro of John Edwards and Robin

Liddell also was enough for Stevenson Motorsports to secure the GT endurance crown.

● Jeremy Shaw

## RESULTS

**1 Alex Popow/Ryan Dalziel (Riley-BMW MkXXVI)**, 107 laps in 3h00m28.287s; 2 Memo Rojas/Scott Pruett (Riley-BMW), +3.438s; 3 Jon Fogarty/Alex Gurney (Riley Corvette DP); 4 Scott Mayer/Pierre Kaffer/Brendon Hartley (Riley-BMW); 5 Doug Peterson/Rubens Barrichello (Dallara-Ford DPO1); 6 Ricky Taylor/Richard Westbrook (Coyote Corvette). **Points** 1 Popow/Dalziel, 229; 2 Fogarty/Gurney, 219; 3 Jordan Taylor/Max Angelelli, 210; 4 Christian Fittipaldi, 207; 5 Joao Barbosa, 205; 6 Rojas/Pruett, 204.

SUPER GT SUGO (J), JULY 28, RD 4/8

# Firman car ahead after late chaos

**RALPH FIRMAN ENDED A THREE-YEAR** winless spell in Super GT at Sugo, thanks largely to a chaotic half-lap during the closing stages of the race and co-driver Kosuke Matsuura's ability to stay out of trouble.

Ex-Formula 1 racer Firman brought his ARTA Honda into the pits from fifth place as he handed over to former IndyCar man Matsuura one lap short of half-distance, and the car had dropped a spot once the stops had shaken themselves out.

But the race turned in the pair's favour with nine laps left. Satoshi Motoyama – who had put his Mola Nissan on pole – made contact with

Yuji Tachikawa's Lexus as they battled for the lead. Motoyama suffered damage and slowed seconds before Tachikawa, now pressured by championship leader Takuya Izawa, attempted to pass a GT300 McLaren on the outside while his rival tried the shorter route. The following touch spun Tachikawa into the gravel.

Izawa and Frederic Makowiecki then put each other in the wall on the following straight, Daisuke Ito somehow avoiding both to take the lead as rain began to fall, but his advantage lasted only a few turns as he was overtaken by Matsuura. Ito/Andrea Caldarelli were second, with

Firman and Matsuura  
won for ARTA team

reigning champions Ronnie Quintarelli/Masataka Yanagida third.

● Jiro Takahashi

## RESULTS

**1 Ralph Firman/Kosuke Matsuura (Honda HSV-010)**, 81 laps in 1h51m41.342s; 2 Andrea Caldarelli/Daisuke Ito (Lexus SC430), +2.534s;

3 Ronnie Quintarelli/Masataka Yanagida (Nissan GT-R); 4 Juichi Wakasaka/Hiroaki Ishiura (Lexus); 5 Michael Krumm/Hironobu Yasuda (Nissan); 6 Kazuya Oshima/Yuji Kunimoto (Lexus). **Points** 1 Takuya Izawa/Takashi Kogure, 35; 2 Wakasaka/Ishiura, 34; 3 Joao Paulo de Oliveira/Tsugio Matsuda, 31; 4 Firman/Matsuura, 28; 5 Oshima/Kunimoto, 24; 6 Quintarelli/Yanagida, 24.



V8 SUPERCARS QUEENSLAND RACEWAY (AUS), JULY 27-28, RD 8/14

# Rookie Mostert ends DJR's slump

A WEEKEND OF HIGH DRAMA AT Queensland Raceway brought triumphs, failures and a surprise first-time V8 Supercar winner in Chaz Mostert, who gave Dick Johnson Racing its first win for nearly three years in race three.

The rookie, who replaced Jonny Reid partway into the season, looked likely to be caught by Scott McLaughlin until the Kiwi was forced to pit following a tyre failure. Mostert thus brought his Ford Falcon to the flag to delight his team boss.

McLaughlin – also in his rookie season with the Garry Rogers Motorsport Holden team – fell to 20th as a result, costing himself a chance of coming away as the top points-scorer of the weekend.

Race one was business as usual for the championship-leading Triple Eight Holden squad as Jamie Whincup won at his bogey track. McLaughlin was second ahead of Mark Winterbottom's Ford Performance Racing Falcon and Whincup's team-mate Craig Lowndes.

Veteran Lowndes, however, was given a race-two grid penalty for tagging Winterbottom during the opener and his absence from the front of the field allowed McLaughlin to eschew defensive duties and turn the tables on Whincup to take his second points-paying win of 2013. Holden Racing Team's former champion driver James Courtney was



Mostert was a surprise first-time victor

third, with Mostert – second early on – falling to sixth by the flag.

Race three was the highlight. Tim Slade – fresh from giving the Mercedes E63 AMG its best grid spot to date in fourth – ran second on a damp track in his Erebus Racing machine during the early stages and eventually finished eighth.

Whincup pulled out a comfortable lead before a left-front tyre failure (he was one of four drivers to suffer

such a problem during the 32-lapper) caused him to pit.

That handed Mostert victory from Will Davison, Winterbottom and David Reynolds as Ford drivers locked out the top four spots.

● Phil Branagan

## RESULTS

**Race 1** 1 Jamie Whincup (Holden Commodore VF), 40 laps in 1h12m39.942s; 2 Scott McLaughlin (Holden), +0.564s; 3 Mark

Winterbottom (Ford Falcon FG); 4 Craig Lowndes (Holden); 5 James Courtney (Holden); 6 Will Davison (Ford). **Race 2** 1 McLaughlin, 32 laps in 39m34.753s; 2 Whincup, +0.699s; 3 Courtney; 4 Fabian Coulthard (Holden); 5 Jason Bright (Holden); 6 Chaz Mostert (Ford).

**Race 3** 1 Mostert, 32 laps in 38m01.951s; 2 W Davison, +2.010s; 3 Winterbottom; 4 David Reynolds (Ford); 5 Coulthard; 6 Lowndes.

**Points** 1 Whincup, 1803; 2 Lowndes, 1674; 3 W Davison, 1592; 4 Winterbottom, 1561; 5 Coulthard, 1493; 6 Jason Bright, 1471.

EUROPEAN RALLY CHAMPIONSHIP SIBIU RALLY (RO), JULY 26-27, RD 7/12

# Kopecky drives stake in rivals' hearts

JAN KOPECKY MADE IT FOUR wins from five European Rally Championship starts in 2013 with a dominant run in Transylvania.

On an event that the factory Skoda Fabia driver likened to the Dakar Rally due to the punishing rocky roads and the searing temperatures, the 31-year-old Czech didn't quite have things all his own way.

Like Bryan Bouffier, Kopecky – who opted to run first on the road to counter the threat of dust on leg one's all-gravel night stage – was unable to match Francois Delecour through the 4.29-mile Dobarca stage.

Delecour, 50, went 0.2s quicker than Kopecky, with Bouffier 3.0s off the pace and vowing to improve his speed aboard his Peugeot.



Kopecky charged hard all event

Bouffier did just that with the fastest time through the boulder-lined Crint climb as Kopecky's challenged briefly unravelled.

"After six kilometres the power-steering became very limited," Kopecky said. "Then 4km from the finish it wasn't working at all."

The championship leader had dropped 13.7s to new leader Bouffier, as Delecour slowed in several places to lessen the puncture risk. But with a service halt in Sibiu up next, salvation was at hand for Kopecky.

Third became first by the time Kopecky had reached the end of the second Crint stage, on which both Bouffier and Delecour hit trouble.

Bouffier was less than a quarter of the way into the 17-miler when his challenge imploded along with several bits of his 207 after a suspension top mount gave way.

And the chances of a French win suffered a further setback when Delecour reached the stage finish with his Peugeot's engine overheating due to a water leak.

Apart from Friday's closing gravel test, which Kopecky tackled on hard-compound tyres he'd selected for the preceding all-asphalt run, the Skoda man wouldn't lose another stage as Delecour settled for second, mindful of securing the double Romanian championship points on offer, especially after a shock absorber failure caused a puncture on Saturday morning.

Toshi Arai battled illness to take third place in his Subaru on his first ERC outing of 2013.

● Graham Lister

## RESULTS

**1** Jan Kopecky/Pavel Dresler (Skoda Fabia S2000), 2h18m07.8s; 2 Francois Delecour/Dominique Savignoni (Peugeot 207 S2000) +3m12.8s; 3 Toshi Arai/Anthony McLoughlin (Subaru Impreza R4 STI); 4 Marco Tempestini/Lucio Baggio (Skoda); 5 David Botka/Peter Mihalik (Mitsubishi Lancer Evolution IX); 6 Vali Porcisteanu/Dan Dobro (Mitsubishi Evo X). **Points** 1 Kopecky, 185; 2 Craig Breen, 114; 3 Bryan Bouffier, 99; 4 Delecour, 75; 5 Jari Ketomaa, 39; 6 Freddy Loix, 37.



## Spa 24 Hours

SPA (B)

Blancpain Endurance Series

July 25-28

Round 4/5

## RESULTS

564 LAPS, 2454.57 MILES

1	B SCHNEIDER/M BUHK/M GOTZ	Pro HTP Motorsport Mercedes-Benz SLS AMG GT3 (Q3)	24h00m09.66s
2	M LIEB/R LIETZ/P PILET	Pro Manthey Racing Porsche 911 GT3-R (Q9)	-1 lap
3	A LOTTERER/C MIES/F STIPPLER	Pro WRT Audi R8 LMS ultra (Q31)	-6 laps
4	O JARVIS/C HAASE/H PRIMAT	Pro Phoenix Racing Audi R8 LMS ultra (Q30)	-7 laps
5	T VILANDER/M GRIFFIN/D CAMERON/A MORTIMER	Pro-Am AF Corse Ferrari 458 Italia GT3 (Q6)	-7 laps
6	M SALO/K LADYGIN/V SHAITAR/M MEDIANI	Pro-Am SMP Racing Ferrari 458 Italia GT3 (Q29)	-8 laps
7	L ORDONEZ/J MARDENBOROUGH/P PYZERA/W REIP	Pro-Am RJN Motorsport Nissan GT-R (Q22)	-11 laps
8	T JAGER/A CHRISTODOULOU/S JANS/K HUMMEL	Pro-Am Black Falcon Mercedes-Benz SLS AMG GT3 (Q14)	-13 laps
9	M HENNERICI/X MAASSEN/M SOULET	Pro ProSpeed Competition Porsche 911 GT3-R (Q23)	-14 laps
10	F BABINI/L PERSIANI/A LADYGIN/S ZLOBIN	Pro-Am SMP Racing Ferrari 458 Italia GT3 (Q41)	-17 laps
11	O PLA/N ARMINDO/R RENAUER/E CLEMENT	Pro-Am SMG Challenge Porsche 911 GT3-R (Q38)	-19 laps
12	A PIERGUIDI/M BOBBI/A BASOV/A SKRYABIN	Pro-Am SMP Racing (Est) Ferrari 458 Italia GT3 (Q2)	-20 laps
13	N LAPIERRE/T BERNHARD/J BERGMEISTER	Pro Pro GT by Almeras Porsche 911 GT3-R (Q26)	-21 laps
14	A CARROLL/R BELL/N VERDONCK	Pro Gulf Racing McLaren MP4-12C GT3 (Q33)	-22 laps
15	B SENNA/R BARFF/C GOODWIN	Pro Von Ryan Racing McLaren MP4-12C GT3 (Q28)	-24 laps
16	P GOUESLARD/F BOUVY/J-L BEAUBELIQUE/J-L BLANCHMAIN	Gentlemen SOFREV Ferrari 458 Italia GT3 (Q51)	-25 laps
17	M ALESHIN/D MOVE/A FROLOV/D MARKOZOW	Pro-Am SMP Racing Ferrari 458 Italia GT3 (Q11)	-25 laps
18	S LEMERET/R BRANDELA/L GORINI/T PRIGNAUD	Gentlemen Sport Garage Ferrari 458 Italia GT3 (Q34)	-27 laps
19	G CIRO/G ARDAGNA PEREZ/P PALADINO/P ANDREASI	Gentlemen Kessel Racing Ferrari 458 Italia GT3 (Q40)	-30 laps
20	D RIGON/C RAMOS/D ZAMPIERI	Pro Kessel Racing Ferrari 458 Italia GT3 (Q25)	-36 laps
21	M RAGGINGER/S ASCH/O KLOHS/J RICHTER	Pro-Am Fach Auto Tech Porsche 911 GT3-R (Q45)	-38 laps
22	S COLOMBO/G FRANCHI/F KECHELE	Pro Vita4One Racing Team BMW Z4 GT3 (Q18)	-39 laps
23	S MUCKE/J ADAM/A HOWARD/D MCKENZIE	Pro-Am Beechdean AMR (Prodrive) Aston Martin Vantage V8 (Q1)	-40 laps
24	S AFANASIEV/A SIMONSEN/F CASTELLACCI/A LEBED	Pro-Am Black Falcon Mercedes-Benz SLS AMG GT3 (Q49)	-44 laps
25	J DEMAY/B CACCIA/G DUQUEINE/P MARIE	Gentlemen Sport Garage Ferrari 458 Italia GT3 (Q61)	-57 laps
26	J HIRSCHI/M ROSTAN/C KELDERS/D DESBRUERES	Gentlemen Delahaye Racing Porsche 911 GT3-R (Q57)	-59 laps
27	L LUHR/S KANE/P DUMBRECK	Pro JRM Nissan GT-R (Q48)	-67 laps
28	F PERERA/P GIAUQUE/M MOULLIN TRAFFORT/E DERMONT	Pro-Am Pro GT by Almeras Porsche 911 GT3-R (Q19)	-69 laps
29	C ROSENBLAD/M RICH/D GRANDJEAN/M HARKEMA	Gentlemen ProSpeed Competition Porsche 911 GT3-R (Q63)	-76 laps
30	M WINKELHOCK/A KUMPEN/E IDE	Pro Phoenix Racing Audi R8 LMS ultra (Q27)	-111 laps

Winners' average speed: 102.26mph. Fastest lap: Schneider, 2m21.861s, 110.44mph.  
There were 65 starters.

## CHAMPIONSHIP: PRO

1	RAMOS/ZAMPIERI/RIGON	50	6	SCHNEIDER/GOTZ	38
2	STIPPLER/MIES	48	7	SANDSTROM	31
=	BUHK	48	8	LUHR/KANE/DUMBRECK	27
4	L'DERS/MARTIN/B'MAN	47	9	TURNER/M'IECKI/MUCKE	25
5	LIEB/LIETZ/PILET	39	=	VERDONCK/CARROLL/BELL	25

## CHAMPIONSHIP: PRO-AM

1	ORDONEZ	61	4	B'LINI/MACHIELS/H'SON	50
2	PYZERA	57	5	BADEV/HASSID	42
3	BUNCOMBE	51	6	VIL/CAM/GRIFF/MORT	34

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Veteran Schneider  
as Mercurial as ever

The DTM legend is no longer a full-time racer, but joined Gotz and Buhk to win in the HTP-run SLS. GARY WATKINS reports



YOU'D HAVE GOT GOOD ODDS AHEAD OF LAST weekend's Spa 24 Hours on a combination of two event rookies, a 49-year-old German who races for fun these days, and a team that isn't even a regular in the Blancpain Endurance Series. Yet Maximilian Buhk, Maximilian Gotz and touring car great Bernd Schneider didn't put a foot wrong in their HTP Motorsport Mercedes-Benz SLS AMG to give the German manufacturer victory.

The pre-race favourites came from the multi-car line-ups from BMW, Porsche and, in the minds of some, Audi, yet the Merc – one of only three SLSs entered in the Pro division – was more than a match for all of them. Firstly, it had the pace to beat allcomers in this year's Blancpain blue-riband.

Secondly, it also had a reliability ultimately lacking among its competitors, which explained the eventual one-lap margin of victory over the Manthey Porsche 911 GT3-R shared by factory drivers Marc Lieb, Richard Lietz and Patrick Pilet.

The Merc had the right combination of straightline speed and cornering prowess to scythe through the traffic that is always going to dominate a race such as Spa. The Merc was both faster over one lap and quicker over a stint. The car looked after its Pirelli tyres better than its rivals, so much so that the HTP squad, formerly known as Heico, was one of the few teams to successfully double-stint its tyres on occasions during the night.

"They won it on pace today," said Lieb. "They



Marc VDS BMWs  
had a disastrous  
24 Hours





Schneider, Buhk  
and Gotz took win  
in HTP Mercedes

could go a second quicker if they wanted. We gave it everything we had — on the track and in the pits.”

That fight between the Mercedes and the Porsche raged through Sunday morning after the other contenders had fallen out. The battle for victory in the 65th running of the Spa 24 Hours became a two-horse race once the last of the trio of Marc VDS BMW Z4s retired in the 13th hour.

The Merc had run out of synch with the other frontrunners after HTP had opted to pit during the first two safety car periods rather than going the full 65 minutes allowed on a tank of fuel. The only significant rain of the event, in the ninth hour, brought it back on terms when all the leading runners stopped for wet-weather tyres, and then a quicker change of brake pads and discs allowed Schneider and co to gain the upper hand.

Manthey was playing catch-up after that. The Porsche would move into the narrowest of leads when the Merc stopped and then generally lose out before making its own pitstop.

The fifth and final safety car period of the race at the end of the 20th hour halved the real gap to a minute, after which Schneider pumped in a series of super-quick laps — including the race’s fastest — as if to remind the Manthey boys that theirs was a forlorn chase. It turned into that when Pilet was penalised for overtaking before the start-finish line at the end of the yellow-flag period. There was no way back for the Porsche now, more so when it lost a cylinder in the final couple of hours.

It was a hard-fought race up until that point, according to Schneider.

“I didn’t expect to do a 24-hour qualifying session,” he said. “We were pushing all night and

only in the last couple of hours were we able to be a bit more gentle on the car.”

The biggest problem for HTP over the course of the race was a malfunctioning water bottle during one of Schneider’s double stints. “That’s not what you want when you are approaching 50,” he said.

There could have been a more significant problem for HTP at the start. Front-row starter Alessandro Pierguidi tried to hang his SMP Ferrari 458 Italia around the outside of pole winner Stefan Mücke’s Aston Martin V12 Vantage at Eau Rouge. The pack somehow managed to avoid the wildly spinning Ferrari but, as Gotz backed off in the Merc, he was hit up the rear by Nick Tandy’s ProSpeed Porsche.

“I thought for a moment that my race was over,” said Gotz, “but I was lucky that there was no damage.”

A near monopoly on misfortune last weekend was held by the Marc VDS squad. Each of its of trio of BMWs retired and the two cars that led the race went out with freak failures.

The #4 car starred in the hands of the underrated trio of Nicky Catsburg, Markus Palmtala and Henri Moser. It had the edge over the more fancied sister car shared by Maxime Martin, Yelmer Buurman and team boss Bas Leinders and was running 10 seconds behind the Porsche in the 10th hour when it ground to a halt with a flat battery. An alternator bolt had sheared, and Catsburg’s misfortune was that the cockpit alarm didn’t signal a lack of battery voltage until he was passing the pits.

If that was bad luck, then the retirement that put out its sister car, which had led at six hours and bagged a decent haul of points at this double-scoring event, was a plain freak. The bottom blew ▶



AF Corse  
foursome  
won Pro-Am

## PRO-AM

# Ferrari takes class honour

MATT GRIFFIN DIDN’T RATE HIS CHANCES AFTER three hours of the Spa 24 Hours. The AF Corse Ferrari 458 Italia he shared with Duncan Cameron, Toni Vilander and Alex Mortimer languished down in 50th place and the better part of three laps off the Pro-Am class lead. Twenty-one hours later, he and his team-mates were celebrating an unlikely victory.

It was a long way back after a disastrous start that left the AF car “in the wrong place at the wrong time,” according to Griffin. Time was lost under the first two safety cars, and also to repairs of the fuel valve.

From then on, it was the case, said Griffin, of “driving every lap like qualifying”. The Ferrari proved up to the job and ran faultlessly for the rest of the race, and arrived in parc ferme without so much as a scratch.

Central to the victory was the decision to leave Vilander out on slicks during the lone rain shower of the race. The eventual class winners were almost alone in this strategy, which resulted in the gain of more than a lap.

Griffin reduced a 50s deficit to the SMP Racing Ferrari 458 Italia driven by Mika Salo, Maurizio Mediani, Kirill Ladygin and Victor Shaitar over his final double stint. The team subsequently got Vilander out of the pits ahead of Mediani before a stop-go for SMP settled the outcome.

The RJN Nissan squad took third in Pro-Am with a quartet of GT Academy winners in the forms of Lucas Ordóñez, Jann Mardenborough, Wolfgang Reip and Peter Pyzera after a largely trouble-free run. Mardenborough, who was also in the podium in the F3 race, impressed in his second 24-hour race in two months and Ordóñez ended up with third fastest race lap.



‘GT Academy’  
Nissan was  
third in class

FABRE/SRO



Race was shaped  
by events after dark



FABRE/SRO

◀ out of the cockpit fire extinguisher, damaging the wiring loom and putting Martin, who was also running second at the time, out on the spot.

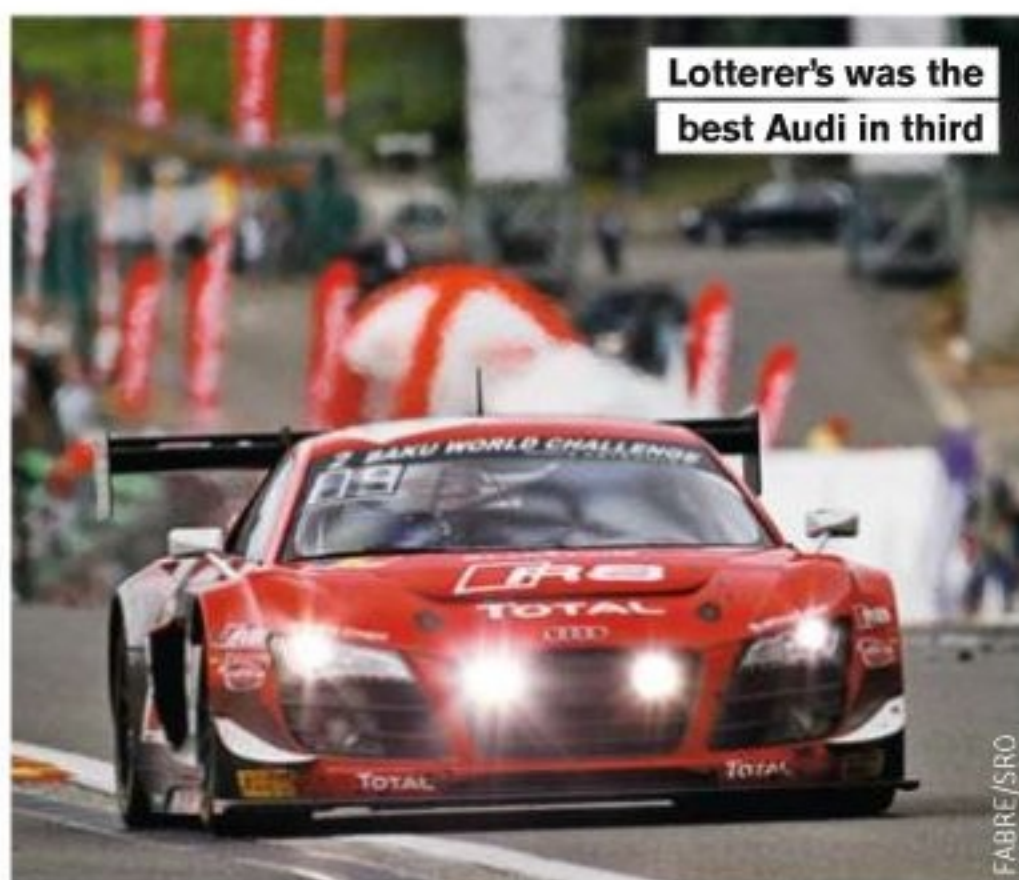
The third, additional car for Spa, shared by Dirk Muller, Andrea Piccini and Jens Klingmann, had run as high as fifth before the engine failed in the third hour. The sequence of retirements astounded Leinders.

"They were three things that we couldn't do anything about," he said. "Had the alarm come on for Nicky 500 metres earlier, he could have come into the pits. And the fire extinguisher – has anyone heard of something like that happening before?"

It was a bad day for BMW. The remaining Z4 Pro class car in the race, the Vita4One entry driven by Frank Kechele, Stefano Colombo and Greg Franchi, which was never on the pace of the Marc VDS cars, lost fifth place and a shot at the podium with engine failure in the penultimate hour.

The car retired shortly after the third-placed Kessel Ferrari 458 Italia shared by Davide Rigon, Daniel Zampieri and Cesar Ramos. They made a cautious start and were outside the top 10 in the Pro class at six hours, before gradually working up the leaderboard. A water leak subsequently caused the car to overheat and eventually catch fire.

That allowed Audi, the winner of the previous two Spa classics, to take a distant podium with the only remaining car from the Belgian WRT squad's fleet of four R8 LMS ultras. Andre Lotterer, Frank Stippler and Christopher Mies were six laps down at the finish, despite only a couple of minor delays, on a day when the V10-engined contender wasn't in the ballpark.



Lotterer's was the  
best Audi in third

FABRE/SRO

The only other surviving Pro class Audi was the best of the two Phoenix cars in fourth place, a further lap down in the hands of Oliver Jarvis, Christopher Haase and Harold Primat. The other three WRT Audis all retired.

Marcel Fassler, who had led the WRT challenge together with Mattias Ekstrom and Edward Sandstrom at one-quarter distance before being driven into by a Ferrari at the Bus Stop, reckoned Audi was fighting with one hand behind its back.

"No one believed what we were telling them," he said. "Everyone said we were sandbagging, but it is plain to see that we don't have as much power as the others."

Audi argues that the level of the operations running its cars, most significantly WRT, has been factored into the BoP equations. The Belgian squad's driver line-ups are packed full of factory-contracted drivers and the team is routinely the fastest in the pits. But as team boss Vincent Vosse asked, 'How many pole positions and fastest laps have we had over the past two years?'

McLaren had a disappointing if not disastrous third assault on the Spa 24 Hours with its MP4-12C. Only one of its four Pro entries suggested that it had anything like the speed to challenge the frontrunners.

Alvaro Parente had run in the top three for much of the opening hour in the Hexis car he shared with Alexander Sims and Stef Dusseldorp before an alternator cable failed. Sims subsequently crashed and the delayed car was retired by a team facing four hours of repairs.

The best-placed McLaren at the finish was Gulf Racing's Pro car driven by Rob Bell, Adam Carroll and Nico Verdonck in 14th place. It lost time early in the race when the engine went into safety mode. The car fought back into the top 10 when a stub axle failed shortly after half distance and forced Bell to complete nearly a full lap on three wheels.

Schneider was the star of Spa as he continued, in his dotage, to add weight to the sportscar column of his bulging CV. Victory last weekend means that he has now won all three of the GT3 24-hour races this year after triumphing at Dubai Autodrome and the Nurburgring with Black Falcon.

The DTM legend's previous sportscar achievements were limited to an empty triumph in the 1997 FIA GT Championship with Mercedes' rule-bending CLK-GTR, a couple of Interserie titles and a solo IMSA GTP win. Spa left you wondering if he might have missed his vocation.

## IN THE PADDOCK

### Gary Watkins



I HAVE TAKEN A BIT OF FLAK RECENTLY FOR suggesting that the Spa 24 Hours is not one of the true sportscar classics. And I'm sticking to my guns even after this year's event, though I'd be happy to be dissuaded of my opinion over the coming seasons.

Spa is a bit of schizophrenic to my mind courtesy of its ever-changing history. It started off as a sportscar race, became the world's top touring-car event – and for a brief period a 'classic' – and, since 2001, has been an important fixture on the endurance racing calendar. That makes it a relative newcomer, which is part of the reason I'm reluctant to give it 'classic' status.

Yet it may be on the path to becoming one in the era of the Blancpain Endurance Series. Just look at the grid for this year's race, both in terms of quantity and quality of cars.

Great endurance races need big grids, but they also need top-line cars supported by factories to give them gravitas and meaning. That's why I think GT boss Stephane Ratel's thoughts on outlawing full works entries would be a move in the wrong direction.

Think about a Spa 24 Hours some time in the future fought out by factory or factory-supported teams from Audi, BMW, Porsche, Aston Martin and more. Now that would make it some kind of classic.



Spa 24 started as  
a sportscar race

LAT ARCHIVE

## BIG NUMBER

# 4

The number of drivers who have now won the Spa 24 Hours in its incarnations as a touring car race and a sportscar event, courtesy of Bernd Schneider adding to his 1989 triumph with the Eggenberger Ford squad.

He joins Marc Duez (1997 and '98 and 2001), Eric van de Poele (1987 and '98 and 2005, '06 and '08) and Kurt Mollekens (2000 and '09).



# Ratel to keep GT formats in '14

**IF IT AIN'T BROKE, DON'T FIX IT. THAT WAS** the message from Stephane Ratel as he set out the future for the Blancpain Endurance Series and the sister FIA GT Series in his traditional Spa press conference.

Blancpain will, as he had already promised, remain at five rounds for next season, and he even announced the 2014 schedule for the five unchanged venues. His sprint series will also

continue with its existing six-date calendar.

"We have something close to perfection; stability is now the key," he said. "For Blancpain we will keep the same calendar with the same events."

Ratel ruled out any races outside Europe on grounds of cost, but he did suggest that he was willing to expand to six Blancpain races after 2014 should the "economy improve" and "one Formula 1 circuit I am interested in becomes available". That track is Barcelona, which has so far rebuffed his advances to hold a race.

The sprint series will remain at six races as Ratel tries to encourage more Blancpain teams to double up and contest both championships.

"Six sprint races plus five Blancpain events is more than enough if teams are doing both," he explained. "We have 60 cars doing Blancpain, so I am sure we can see more of them doing the sprint series. The plan is to offer reduced entry fees for teams taking part in both."

The FIA GT schedule is likely to include a couple of Formula 1 circuits as Ratel moves away from his philosophy of taking the series to lower-profile circuits, such as Nogaro and Zolder. The sprint series runs to a made-for-TV format and he is keen not to race in front of empty grandstands.

"We will keep the best events in terms of spectator attendance, but drop one or two and replace them with more prestigious tracks," he said. "We will spice it up with one or two F1 circuits."

Zolder, which attracted only a modest crowd in April, appears likely to be one of the casualties.



Ratel has developed a winning formula

## Works team verdict is delayed

**ANY DECISION TO PLACE LIMITS ON FACTORY** participation in the Blancpain Endurance Series will be delayed until next year.

Series boss Stephane Ratel had canvassed his teams about factory participation in the series in the wake of Aston Martin Racing's domination of the Silverstone round in June, but a majority were against any move. He explained that he would revisit the subject next year ahead of the 2015 season.

"With my experience of the FIA GT Championship and the FIA GT1 World Championship I am always a little worried about increasing professionalisation," he explained. "We could find ourselves in a situation

where we alienate the teams with two paying pros."

He suggested that teams such as the WRT Audi squad or, at Spa, the Manthey Porsche team were *de facto* factory teams because they had driver line-ups composed entirely of works-contracted drivers. One suggestion he put forward was a limit of one platinum-rated driver per car.

"We have shelved our plans for the moment, but we will have to see how the situation evolves," he continued. "If M-Sport comes with the Bentley [which will join the Blancpain trail next year with its Continental GT3], I cannot see them racing without a team made up of top-line drivers."



Manthey had trio of factory Porsche drivers



FABRE/SRO

### BOUVY WINS GENTS CLASS

Local driver Frederic Bouvy added to his tally of Spa 24 Hours successes in the Gentlemen Trophy category. Bouvy, 47, a double outright winner of the race in its final and fading days as a touring-car event, was part of the Auto Sport Promotion Ferrari squad (above) that dominated the class for all-amateur crews. Bouvy, Patrice Goueslard, Jean-Luc Blanchemain and Jean-Luc Beaubelique led the division for more than 20 hours and were on top at the six and 12-hour marks, which gave the last three more than enough points to seal the class Blancpain crown already.

### JRM NISSAN FAILS TO FINISH...

The JRM squad got within 30 minutes of the flag with its Pro class Nissan GT-R. Driveline issues put the car shared by Lucas Luhr, Steven Kane and Peter Dumbreck out after earlier delays with braking issues, a jammed wheelnut and accident damage. The car was still classified 27th.

### ...BUT FORTEC MERC MAKES FLAG

Fortec Motorsport got its Mercedes to the finish after a fraught debut 24-hour race. The car driven by Oli Webb, Karl Wendlinger and Alex Brundle was stranded out on the track with propshaft failure, but the team retrieved the SLS AMG – which had been parked near an opening in the crash barrier – and returned to action after lengthy repairs.

### MULLER REPLACES MULLER

Dirk Muller replaced namesake and fellow BMW factory driver Jorg in the third Marc VDS Z4 GT3 for Spa. Jorg Muller, who was due to join Andrea Piccini and Jens Klingmann, pulled out after aggravating a rib injury sustained in the ADAC GT Masters race at the same circuit in May during the team's pre-event shakedown.

### FERRARI TAKES HISTORIC AWARD

The historic Coupe du Roi trophy at Spa was a manufacturers' award at this year's 24 Hours. Ferrari claimed the title with 137 points to Porsche's 92.

### MUCKE GRABS POLE POSITION

The works-run Beechdean Aston Martin V12 Vantage claimed overall pole in the hands of Stefan Mucke and led the race until the first round of stops, but any chance of a decent result disappeared in the seventh hour with suspension problems. Mucke (below) shared the car with Jonathan Adam, Daniel McKenzie and Andrew Howard.



FABRE/SRO



## BRITISH F3

Spa (B)

July 26-27

Round 2/4

## RESULTS

RACE 1: 11 LAPS, 47.87 MILES

<b>1</b>	<b>WILL BULLER (GB)</b>	<b>31m24.681s</b>
	Fortec Motorsport Dallara-Mercedes F312; Grid: 6th-2m17.793s	
<b>2</b>	<b>JORDAN KING (GB)</b>	<b>+1.291s</b>
	Carlin Dallara-Volkswagen F312; Grid: 2nd-2m16.251s	
<b>3</b>	<b>SEAN GELAE (RI)</b>	<b>+2.819s</b>
	Double R Racing Dallara-Mercedes F313; Grid: 7th-2m18.102s	
<b>4</b>	<b>TATIANA CALDERON (CO)</b>	<b>+4.223s</b>
	Double R Racing Dallara-Mercedes F312; Grid: 8th-2m18.251s	
<b>5</b>	<b>ANTONIO GIOVINAZZI (I)</b>	<b>+4.945s</b>
	Double R Racing Dallara-Mercedes F312; Grid: 5th-2m16.641s	
<b>6</b>	<b>SUN ZHENG (PRC)</b>	<b>+9.942s</b>
	CF Racing Dallara-Mugen Honda F311; Grid: 9th-2m19.605s	
<b>7</b>	<b>JORDAN OON (AUS)</b>	<b>+12.374s</b>
	Team West-Tec Dallara-Toyota F312; Grid: 10th-2m21.403s	
<b>8</b>	<b>CHRIS VLOK (NZ)</b>	<b>+15.768s</b>
	Team West-Tec Dallara-Toyota F312; Grid: 11th-2m22.795s	
<b>R</b>	<b>NICHOLAS LATIFI (CDN)</b>	<b>8 laps-accident</b>
	Carlin Dallara-Volkswagen F312; Grid: 1st-2m15.611s	
<b>R</b>	<b>JANN MARDENBOROUGH (GB)</b>	<b>8 laps-accident</b>
	Carlin Dallara-Volkswagen F312; Grid: 3rd-2m16.340s	

Winner's average speed: 91.44mph. Fastest lap: Buller, 2m38.258s, 99.00mph.

RACE 2: 12 LAPS, 52.22 MILES

<b>1</b>	<b>KING</b>	<b>32m19.421s</b>
	Grid: 7th	
<b>2</b>	<b>BULLER</b>	<b>+0.538s</b>
	Grid: 8th	
<b>3</b>	<b>GIOVINAZZI</b>	<b>+9.752s</b>
	Grid: 4th	
<b>4</b>	<b>CALDERON</b>	<b>+12.748s</b>
	Grid: 5th	
<b>5</b>	<b>GELAE</b>	<b>+16.371s</b>
	Grid: 6th	
<b>6</b>	<b>MARDENBOROUGH</b>	<b>+21.986s</b>
	Grid: 10th	
<b>7</b>	<b>FELIPE GUIMARAES (BR)</b>	<b>+52.484s</b>
	Fortec Motorsport Dallara-Mercedes F312; Grid: 11th	
<b>8</b>	<b>ZHENG</b>	<b>+1m21.895s</b>
	Grid: 3rd	
<b>9</b>	<b>OON</b>	<b>+1m33.126s</b>
	Grid: 2nd	
<b>10</b>	<b>VLOK</b>	<b>+1m34.180s</b>
	Grid: 1st	

Winner's average speed: 96.94mph. Fastest lap: Buller, 2m38.700s, 98.72mph.

RACE 3: 12 LAPS, 52.22 MILES

<b>1</b>	<b>GIOVINAZZI</b>	<b>32m19.360s</b>
	Grid: 4th-2m16.372s	
<b>2</b>	<b>MARDENBOROUGH</b>	<b>+2.594s</b>
	Grid: 3rd-2m15.972s	
<b>3</b>	<b>KING</b>	<b>+10.624s</b>
	Grid: 2nd-2m15.865s	
<b>4</b>	<b>LATIFI</b>	<b>+12.762s</b>
	Grid: 1st-2m15.542s	
<b>5</b>	<b>GUIMARAES</b>	<b>+14.250s</b>
	Grid: 5th-2m16.630s	
<b>6</b>	<b>CALDERON</b>	<b>+22.985s</b>
	Grid: 6th-2m17.569s	
<b>7</b>	<b>BULLER</b>	<b>+24.270s</b>
	Grid: 7th-2m17.672s	
<b>8</b>	<b>GELAE</b>	<b>+27.007s</b>
	Grid: 8th-2m17.695s	
<b>9</b>	<b>ZHENG</b>	<b>+58.027s</b>
	Grid: 9th-2m18.832s	
<b>10</b>	<b>OON</b>	<b>+1m13.205s</b>
	Grid: 10th-2m21.290s	

Winner's average speed: 96.94mph. Fastest lap: Gelael, 2m38.385s, 98.92mph.

## CHAMPIONSHIP

<b>1</b>	<b>BULLER</b>	<b>96</b>	<b>5</b>	<b>CALDERON</b>	<b>47</b>
<b>2</b>	<b>KING</b>	<b>75</b>	<b>6</b>	<b>GUIMARAES</b>	<b>45</b>
<b>3</b>	<b>GIOVINAZZI</b>	<b>73</b>	<b>7</b>	<b>MARDENBOROUGH</b>	<b>40</b>
<b>4</b>	<b>GELAE</b>	<b>55</b>	<b>8</b>	<b>LATIFI</b>	<b>37</b>

POINTS SYSTEM EXPLAINED Races 1/3: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers, plus 1 for fastest lap. Race 2: 12-9-8-7-6-5-4-3-2-1, plus 1 for fastest lap.

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FORIX

Giovinazzi takes  
the flag amid typical  
Spa wet weather

# Giovinazzi plays it cool in the Ardennes

THE RAIN OF SPA PROVIDED THE SAME TRIO OF British Formula 3 race winners as the sunshine of Silverstone, but the biggest breakthrough was that of Antonio Giovinazzi, who for the first time won a full-points race rather than a reversed-grid one.

The Italian and Double R Racing have had a tough season in Europe but, under serious pressure and in wickedly ever-changing conditions, Giovinazzi controlled the weekend's final race in Belgium beautifully – and picked up his trophy on the podium from Double R old boy Bruno Senna.

Giovinazzi and team-mates Sean Gelael and Tatiana Calderon are all sorely lacking in experience, and their initial plan this year was British F3. But when the UK series was slashed to four rounds, Double R suffered more than anyone from the mass migration to Europe. Giovinazzi has led the team, but the quickfire nature of the European weekends has hurt and, between flashes of the pace his karting rivals knew all too well, his driving has been erratic.

All three Double R drivers showed better form at Silverstone's British F3 round, and the same was true at Spa. "At every race this year, we get closer to the front in every session," said team boss Anthony 'Boyo' Hieatt. "And British F3 is easier, because there are breaks between free practice sessions to analyse data. You can also watch your own onboard footage, whereas in Europe you're not allowed to carry a £200 camera..."

"Antonio is a good talent. Even the greatest make a few mistakes in their formative years, but when he's in front he concentrates."

In qualifying on a dry track, Giovinazzi was just a few tenths off the dominant Carlin-run trio, and in each of the wet races he made superb starts. His getaway in the final encounter put him comfortably in the lead by La Source and, as light rain turned into

a deluge, he picked the right lines and braking points to hold his advantage over Jann Mardenborough.

When the sun came out, Mardenborough closed, but a spin for the Welshman at the Fagnes esses left him with it all to do again. He closed once more, but would only catch Giovinazzi after the finish line when, blinded by spray, he ran into the back of him! That earned him a five-place grid penalty for next time out at Brands Hatch.

"Yesterday I made fantastic starts, so I felt a little bit good on the formation lap," said Giovinazzi. "If something happened [with the weather], I was the first one on the track, so I really focused."

Team-mates Gelael and Calderon also had their own breakthroughs, the Indonesian beating the Colombian to the final podium place in race one, in which the duo lapped faster than all bar the leading pair of Will Buller and Jordan King.

Points leader Buller's start to race one was electric. Only sixth on the grid, due to a cracked damper and warped brake discs discovered after qualifying, he took the lead when he braved it out against poleman Nicholas Latifi at Eau Rouge. King got through to second – after being delayed at La Source – but could not catch the Fortec Motorsport man.

Once again, it was King versus Buller in the reversed-grid race. Giovinazzi led half the distance, but the UK pairing wriggled through, and Carlin's English ace survived a last-corner tap from Irishman Buller at the Bus Stop chicane to triumph.

There were no such heroics from Buller in the final race; his car wouldn't fire for the formation lap, and he was hit with a drive-through penalty because a mechanic was on the grid later than allowed by the regulations. A third podium for King means that Buller has to be looking over his shoulder for the next round at Brands Hatch.

Buller (right) swoops  
around Latifi to lead  
the opening race



## IN THE PADDOCK

## Marcus Simmons



ONCE AGAIN BRITISH FORMULA 3 FACES AN uncertain few months, but the difference this time is that the uncertainty lies in trying to build something up rather preventing what it already has from being destroyed.

Series promoter Stéphane Ratel announced last Friday what teams' group FOTA had decided: with six rounds for 2014, five in the UK (the other at Spa), British F3 is becoming British again; and the decision to stick with the current engines, rather than adopt the new motors being used in European F3 next year, means that there's no longer competition with the continental series.

Both these things, I believe, are positive.

Ratel said he doesn't want heritage-thick British F3 to die on his watch, but for that not to happen the trick will be to carve a new niche in a crowded marketplace.

So what's going to give for British F3 to survive? Maybe a few competitors will be lost from European F3, some from German F3 and Formula Renault...

The idea is for British F3 to be a feeder to European F3, but there are already quite a few series that do that. Then again, if you can compete in a 2008-11 Dallara or a current car on a Renault-type budget, then new-look British F3 could fly. Let's keep our fingers crossed.



Parry added success on Saturday to second on Friday

FORMULA RENAULT NEC SPA (B), JULY 26-27, RD 4/7

## Parry avoids shunt to win yet again

## MATT PARRY EXTENDED HIS FORMULA

Renault NEC advantage yet further with a win at Spa that had its foundations in a mighty avoidance of a first-lap tangle on the Kemmel straight.

Jack Aitken slipstreamed to the right of double poleman Oscar Tunjo on the long run to Les Combes, while Parry drew closer, ready to jink out to the left. But Tunjo and Aitken tangled, and a razor-sharp Parry instinctively ducked out to pick up the lead. While Tunjo was out on the spot and Aitken needed a pitstop, Caterham Formula 1 protégé Parry steered his Fortec Motorsport car to a comfortable win.

Colombian Tunjo, a Lotus junior driver, had used all his Eurocup experience to take a classy win in race one. Aitken led the first three laps, but a mistake at Pouhon let the Josef Kaufmann Racing car of Tunjo in front.

Welshman Parry then put pressure on team-mate Aitken, and it paid off on the final lap when he got by at Les Combes.

Another Brit, Raoul Owens, picked up fourth place in race one in his Mark Burdett Motorsport car when Andrea Pizzitola was black-flagged for ignoring a jumped-start drive-through penalty. The fast-improving Owens lost second to Pizzitola on the penultimate lap of race two after both had worked their way past American Ryan Tveter in the early stages.

**RESULTS Race 1** 1 Oscar Tunjo, 11 laps in 26m11.557s; 2 Matt Parry, +6.440s; 3 Jack Aitken; 4 Raoul Owens; 5 Ryan Tveter; 6 Fran Rueda. **Race 2** 1 Parry, 11 laps in 26m14.948s; 2 Andrea Pizzitola, +2.041s; 3 Owens; 4 Tveter; 5 Tanart Sathienthirakul; 6 Roman Mavlanov. **Points** 1 Parry, 231; 2 Aitken, 110; 3 Dennis Olsen, 108; 4 Esteban Ocon, 98; 5 Pizzitola, 96; 6 Mikko Pakari, 93.

## Carlin boys in wars at Eau Rouge

**THERE'S A STRONG CASE FOR ARGUING** that the biggest stars of the F3 weekend at Spa weren't the winners, but the Carlin mechanics.

Jann Mardenborough had just passed team-mate Nicholas Latifi for third place into La Source on the ninth lap of Friday's opening race when, heading into Eau Rouge, Latifi attempted to recover the position.



Latifi bagged first pole – and biggest shunt – of career

The two cars tangled, with Mardenborough launched into a roll and Latifi slamming into the barriers.

It was a violent shunt – you could tell that by the "Ooh la la la la" from the circuit commentator – but according to one paddock insider the most painful thing for both was the ride together to the medical centre in strained silence.

With race two only a couple of hours away, the Carlin boys had to give up on Latifi's car until later in the day and set to work on at least getting Mardenborough out. This they did, while Latifi emerged for Saturday's final race with a pristine Dallara.

Latifi's weekend was one of what might have been. On his first visit to Spa, his pole time was quicker than Jack Harvey managed in the same chassis in 2012, the Canadian making up time on his team-mates through Eau Rouge. The corner is flat, but a smooth touch on the steering meant he was scrubbing off less speed through the tyres before the long uphill climb to Les Combes. It was the first pole of his short racing career.



## ASTON GT4 CHALLENGE

The combination of Olivier Bouche and Pierre Mantello was too strong for the opposition in the main one-hour race at Spa. Bouche couldn't keep up with Mark Lemmer (leading, above) in the first stint, but when Jan Andersen took over from the Brit – whose 'pro' status meant a longer pitstop – Mantello emerged in the lead and pulled away. Calum Lockie overcame a 'pro' penalty to easily beat Bouche in the first sprint, while Andrew Jarman won the other.

## DUTCH GT4

Brit Adam Christodoulou, driving a Porsche 911, failed by just half a second to catch Ricardo van der Ende's BMW M3 at the finish of the main race. Dutch prince Bernhard van Oranje pitted the BMW one lap before Jorg Viebahn did the Porsche, allowing van der Ende to leapfrog in front. Duncan Huisman, third in the main race, won the Pro drivers' sprint in his Camaro, while the sister car of Max Braams won the Am race.

## LAMBORGHINI SUPER TROFEO

Ex-A1GP ace Adrian Zaugg was the quickest man at Spa, but co-driver Federico de Nora couldn't keep pace with Andrea Amici in the second stint of either race, so Amici took a double win. De Nora hung on in the dry first race for second, but in the wet of race two it was Leonardo Geraci who took the spot.

## DID YOU KNOW?

Anyone keeping records on this is probably buried under an avalanche of their anorak collection, but we reckon Saturday's race must be the first time the top two in an F3 race have been engineered by brothers-in-law. Giovinazzi's man is ex-Formula Ford star Andy Stapley (right); Mardenborough's is Jimmy Goodwin, who was a mechanic at Ray while Stapley was driving.



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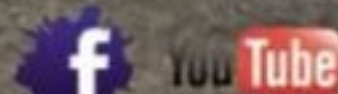
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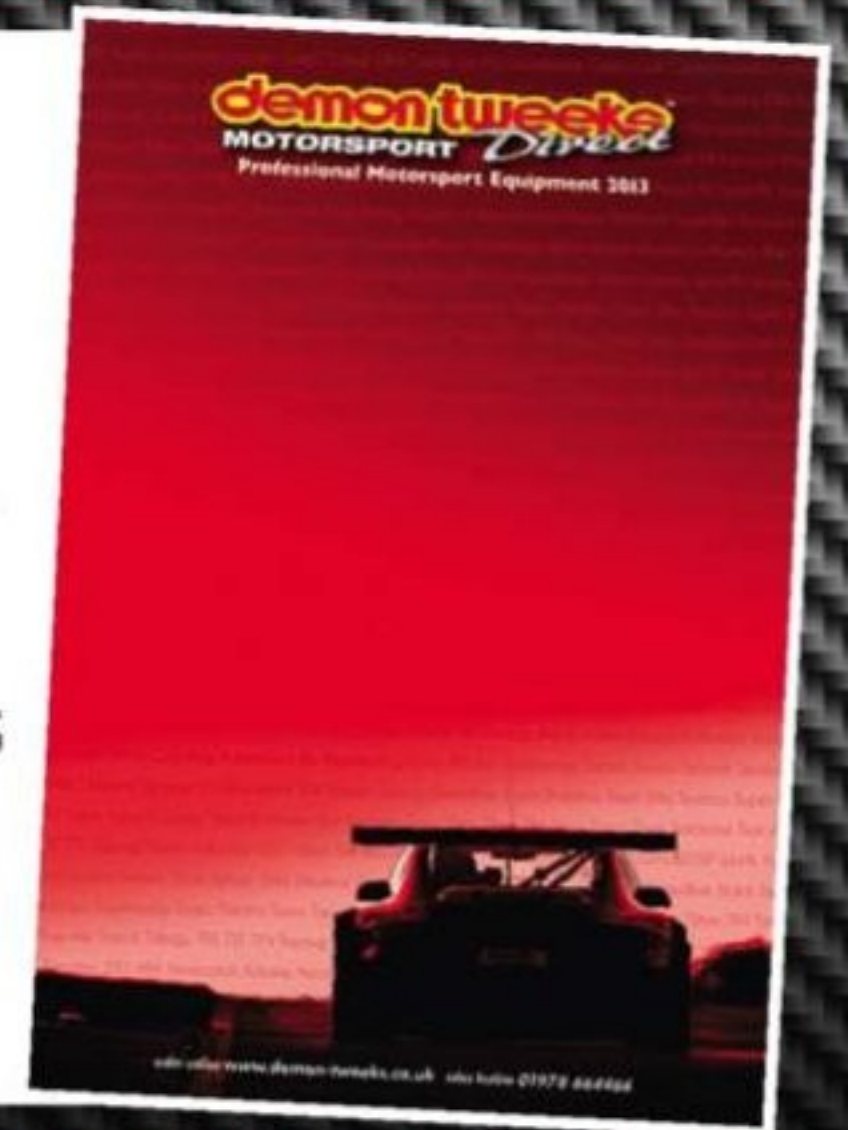
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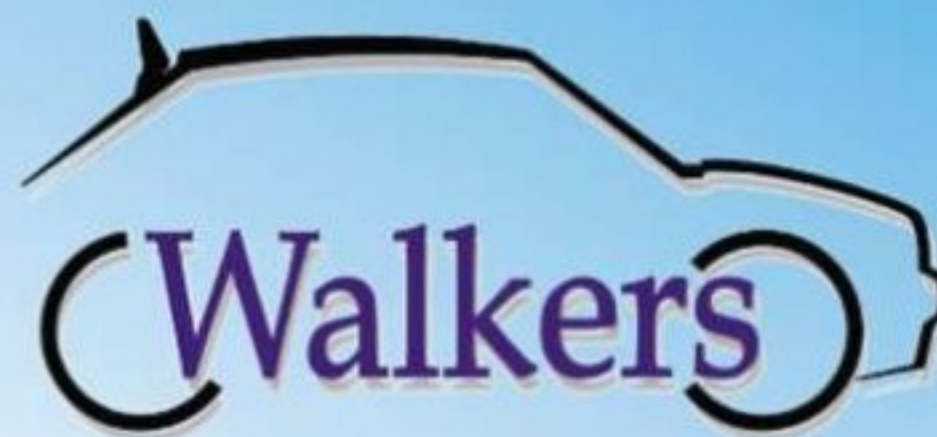
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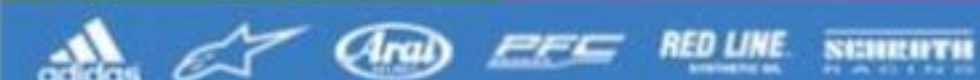
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### HR20031301 – ARCHIVE CONTROLLER

We have a unique and exciting opportunity for a talented individual to join our Stores team and work closely with our Running Show Car and Events Team.

In this role you will be responsible for ensuring all archive material is recorded and stored accurately and in an orderly manner so that archive parts, materials and cars are easy to identify and locate. You will also ensure the safe delivery and receipt of archive parts from all relevant areas of the business.

This role will be responsible for the day to day management of the Archive Parts Building and will control the movement of all historic car parts, equipment, moulds and jigs. A high level of component knowledge is essential as is the ability to accurately catalogue these items on receipt, as well as their movement in and out of the facility in a timely manner. The successful candidate will be tasked to ensure that all such records are meticulously kept by using our in-house ERP system.

Based in the Archive Parts Building, you will be responsible for the safe storage of our growing fleet of Championship winning race cars. In both of these areas it is essential that you are a self motivator and are able to work without direct supervision.

Candidates interested in applying for this position will ideally be working within a Formula 1 Team. You will be methodical and organised, with strong attention to detail. You will be comfortable liaising with Senior Engineers and other managers within the Team and will be able to present yourself confidently. In addition you will also have excellent communication skills and be able to operate to the highest standards whilst having the ability to work to very tight deadlines. Experience of working with Stock Management Systems would be desirable.

This role will primarily be based at our facility in Milton Keynes and will involve occasional travel to Running Show Car events.

To apply for positions at Red Bull Technology and Red Bull Racing, please visit the recruitment page on our website [www.infiniti-redbullracing.com](http://www.infiniti-redbullracing.com).

Closing Date for Applications – 23<sup>rd</sup> August 2013

PLEASE NOTE: No Agencies please.





# MOTORSPORT JOBS



## HR29071301 – COMPOSITE INSPECTOR TEAM LEADER (DAYS & NIGHTS)

We have an exciting opportunity for a Composite Inspection Team Leader to join our Quality Department.

This challenging role will oversee the day to day running of a small team of Inspectors, ensuring specified processes and procedures are adhered to and components are to the correct quality and specification during manufacture.

The successful candidate will organise the team to ensure output targets are met and work with business systems to extract data to schedule workload and monitor production flow. The post holder will also take the lead responsibility for evaluation and decision making of how issues are handled.

This challenging position requires effective teamwork, clear communication, initiative and intelligent judgment to achieve and maintain production efficiently. Most importantly the successful candidate must have an unwavering dedication to the quality of the product produced.

You will also be experienced in CAD and have a good knowledge of Inspection Procedures along with the ability to deal with challenging situations and delivery pressures.

## HR29071302 – COMPOSITE INSPECTOR

We have an opportunity for a Composite Inspector to join our Quality department.

The successful candidate will be engaged in all aspects of in-process inspection ensuring composite components are to the correct quality and that specified processes and procedures are adhered to during manufacturing. Final inspection of parts and assemblies ensuring correct specification and race ready parts leave the factory.

You will be required to have extensive proven experience in a composite manufacturing environment with a sound knowledge of Inspection procedures and the ability to deal with challenging situations and delivery pressures.

The role will entail Inspection to CAD, thermal analysis, pressure testing, remote video inspection and the use of hand measuring instruments.

Applicants interested in applying for these roles will have proven experience and knowledge within a Composite Manufacturing/Inspection capacity. You will be self-motivated with a proactive approach. It is essential that you are an excellent communicator and that you have a flexible attitude to shift patterns.

These roles are based at Red Bull Technology's Factory in Milton Keynes.

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*Jose Santos, Race Engineer Matech Concepts*

**"Team WFR recognise Autosport magazine as one of the mainstream publications within the motorsport industry and therefore was an obvious choice when wishing to recruit new staff. We were thoroughly impressed with the extensive response to our advertisement and the quality of candidates that was received, just going to show that Autosport is read by high level motorsport professionals"**

*Jody Firth, Team WFR*

**"At Flybrid Systems we have used Autosport as a single source to advertise a range of jobs from design and development engineering roles to assembly technicians and administrators. We have always had a strong response and on the last occasion we received over 200 applications for 6 posts."**

*Jon Hilton FIMechE CEng, Managing Partner, Flybrid Systems LLP*



# RENAULT SPORT F1 IS RECRUITING ENGINEERS

Renault Sport F1, the design and development hub for Renault's F1 engine activities for more than 35 years.

In 2014 F1 will undergo one of the most important technological changes in its history. The evolution sees the sport move on from seven years of the V8 engine to a new era where potent electrical energy and turbochargers are harnessed in a cutting-edge Power Unit. As a result, engines will once again take on a pivotal role in car performance.

Situated in Viry-Châtillon, close to Paris, Renault Sport F1, winner of 11 constructors' world championships and 10 drivers' world titles, is reinforcing its team to prepare for the coming technical and sporting challenges.



## 1 SIMULATION AND DATA ANALYSIS ENGINEER

**ROLE PURPOSE:** You will be responsible for all aspects of lap time simulation tool, from development to extensive usage and support, within a small group primarily focused on performance and reliability. The role will involve RSF1 lap time simulation specification, working closely with both modeling group and simulation stakeholders, to ensure objectives are met and deployed in line with the development road map. You will be performing pre-event analysis and preparation work, be an active member of the factory based track support team during tests and race week-ends, and carry out the post events analysis (correlation, trouble-shooting and improvements proposals).

**PERSONAL COMPETENCIES:** The successful candidate should be degree qualified in mechanical engineering (or equivalent), familiar with simulation tools (Matlab / Simulink) and data applications (Atlas). Applicants will need to demonstrate good analysis and communication skills (both verbal and written), ability to work within tight timescales and a flexible approach towards working hours. The role will demand a good level of both written and spoken French and English. Previous F1 or motorsport experience (ideally powertrain) is advantageous but not essential.

## 2 DEVELOPMENT/CALIBRATION ENGINEER

**ROLE PURPOSE:** You will be responsible for generating and developing ideas to improve the performance and/or reliability of a modern F1 Power Unit. You will equally be at ease with any calibration work necessary on the new Power Unit to meet these same objectives. The role will involve being responsible for carrying out rig and engine test programmes of various engine components and systems, organising your workforce in function of the test requirements and running the tests on the dyno with your team. After testing, you will be responsible for analysing the test data, drawing conclusions, writing a report on your findings and putting forward further ideas for future development work. You will be required to be able to cover performance tests, calibration work, endurance tests or rig tests on the 2014 F1 Power Unit in function of the requirements from the development programme.

**PERSONAL COMPETENCIES:** The successful candidate should be degree qualified in mechanical engineering (or equivalent) and have a broad knowledge of engines and engine systems as well as test facilities. You must be analytical, methodical and logical as well as being competent in engine calibration and/or having knowledge of a particular area of engine development, e.g. combustion. The role requires strong communication skills and will demand a good level of both written and spoken French and English. Previous F1 or motorsport experience (ideally powertrain) is advantageous.

## 3 TRACK SUPPORT ENGINEER POWER UNIT

**ROLE PURPOSE:** The Power Unit (PU) Track Support Engineer will be responsible for the trackside management of the PU in the car to which he is assigned to. He is the main point of contact between the team/driver and the engine supplier and is responsible for the fine tuning of the PU calibration. He is responsible for his sub-team which includes the technician and the electrician and will also work in close collaboration with the PU Performance Engineer. He is also tasked with respecting the engine operating conditions and compliance with the FIA regulations, and will be required to analyse all incidents which have occurred on his car. Whilst at the factory, the successful candidate will ensure correct preparation for the upcoming races, transmit information from the circuit to the factory and actively put forward new ideas and suggestions to improve the efficiency of the track support group. He will also actively participate in the improvement of our analysis tools and of our procedures.

**PERSONAL COMPETENCIES:** The successful candidate should be degree qualified in mechanical engineering (or equivalent) and have experience of engine track support (preferably in F1) and must have an in-depth knowledge of the calibration of spark ignition engines. Knowledge of forced induction and electric motors would be advantageous but not essential.

Data analysis skills using ATLAS, Excel and Matlab are a requirement for this role. The ability to work as part of a team, be resistant to stressful situations and be fluent in English are also a must. You will be required to travel to all the F1 events throughout the year and, therefore, need to be flexible with your working hours. The role will demand a good level of both written and spoken French and English.

## 4 PERFORMANCE ENGINEER POWER UNIT

**ROLE PURPOSE:** The Power Unit (PU) Performance Engineer will be part of the track support team and will be responsible for optimising the use of the two types of energy generators fitted into a 2014 F1 car : electric and thermal. The role will require collaboration between the simulation engineer, the data analysis engineers at the factory and the trackside PU engineers. Whilst at the factory, the successful candidate will prepare the strategies of energy management for each new circuit and be fully involved in the development of the PU based on his analysis. He will actively contribute to the development of the software as well as computational tools. Whilst at the circuit, he will be responsible for the scenarios of energy management and will work in collaboration with the strategy engineer from the team. He may also be called upon to take responsibility of the engine track support team during an in-season test session instead of the PU track support engineer.

**PERSONAL COMPETENCIES:** The successful candidate should be degree qualified in mechanical engineering (or equivalent) and have experience with internal combustion engines (preferably with forced induction) and a good working knowledge of kinetic energy recovery systems such as those in a modern F1 car. It is essential to have excellent data analysis skills using packages such as Excel and Matlab. He will also be required to adapt to the use of simulation software which has been developed in-house. The ability to work as part of a team, be resistant to stressful situations and be fluent in English are essential. You will also be required to travel to all the F1 events throughout the year and, therefore, need to be flexible with your working hours. The role will demand a good level of both written and spoken French and English.

## 5 MODELING AND OPTIMIZATION ENGINEER

**ROLE PURPOSE:** To enhance its operations ahead of 2014 F1 racing season and support the development of the new power unit, we have an exciting opportunity for a modeling and optimization engineer. You will be responsible for various aspects of optimization from development to extensive usage of tools within the modeling group primarily focused on energy management. You will be performing development of embedded optimization algorithms to improve energy management of the power unit when running the car. You will be also working on more general optimization tools to help defining the race strategies and the specification of the power unit for the forthcoming years.

**PERSONAL COMPETENCIES:** The successful candidate should be degree qualified in optimization methodology, familiar with simulation tools (Matlab / Simulink) and data applications (Atlas) and have sound knowledge in Physics /Energetics/Powertrain. Applicants will need to demonstrate good analysis and communication skills (both verbal and written), ability to work within tight timescales and a flexible approach towards working hours. Previous F1 or motorsport experience (ideally powertrain) is advantageous but not essential.

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## WRT Audi to British GT



WRT is one of Europe's top teams in GT3 competition

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### A PROMISING BRITISH GT

campaign for Warren Hughes and Rembert Berg has gained a new lease of life thanks to WRT joining the series for at least the next two rounds.

The Audi duo's season looked over when M-Sport decided to stick to its guns and withdraw after half a season to focus on its Bentley GT3 project.

Now they have a chance to extend their run with Vincent Vosse's outfit, Audi's de facto works squad and the latest big-name team to join the British GT fray. WRT's pedigree will likely make Hughes/Berg even stronger, a combination that would be right in the hunt but for an unfortunate post-race penalty at Silverstone earlier this year.

Talking of Silverstone, AUTOSPORT was out in force at the 2013 edition of the Silverstone Classic last weekend. Yours truly raced in Formula Junior, Marcus Pye organised with the HGPCA, and BTCC correspondent Kevin Turner indulged his love for historics by covering the meeting for us. You can read his report of some great drives starting on page 78.

Ignas Gelzinis's driving hasn't exactly set the Clio Cup alight so far, but he's clearly impressed ex-F1 racer Alex Wurz with his skills. The Lithuanian defeated a host of rising stars to bag a place on the FIA Institute's coveted young driver academy (see page 74).

Congratulations to Ignas for reminding the motorsport world that results don't always tell the full story.

### Warren Hughes and Rembert Berg switch to crack Belgian squad

BLANCPAIN ENDURANCE SERIES champion team WRT Racing will make its British GT Championship debut at Brands Hatch later this month with an Audi R8 LMS ultra shared by series regulars Warren Hughes and Rembert Berg.

Former MG factory driver Hughes and Dutchman Berg approached WRT boss Vincent Vosse, whose team won the drivers' and teams' titles in Blancpain last year, about taking over their programme following the M-Sport team's confirmation that it

would concentrate on development of the new Bentley Continental GT3 over the second half of the 2013 season (see AUTOSPORT, June 20). The initial deal with the Belgian team covers the next two races at Brands on August 11 and Zandvoort in September.

Vosse, who began his racing career in Formula Ford in Britain in 1992, said: "We have agreed a deal for Brands and Zandvoort and, if everything looks good and the drivers are in with a chance of the top three in the championship, we will do the last one

at Donington [in October] as well.

"I'm very happy to be going to race in Britain because I have raced there myself and because the championship has come back up and is now the best national GT series along with ADAC GT Masters in Germany."

Hughes, who lies eighth in the British GT points with Berg after six races over four weekends, said he was delighted by the chance to race with WRT.

"The initial programme with M-Sport was always going to be the first four events and they've clearly got a lot of work with the Bentley programme," he said. "It is fantastic to be racing with WRT because they have a great record with the R8. This is the strongest way for us to complete the season."

Hughes and Berg will drive one of WRT's fleet of Audis, which race in both Blancpain and the FIA GT Series, and will get their first taste of the car at Zandvoort this week.

Vosse, whose team's maiden season in 2010 was in the French GT Championship, did not rule out a full programme in Britain in the future. His comment that he would "race in championships that give the team a chance to fight" can be interpreted as a criticism of the Balance of Performance in Blancpain and FIA GT.



Berg (left) and Hughes have already tasted success in 2013

### DID YOU KNOW?

Vincent Vosse began in his racing career in Britain because he was an AUTOSPORT reader. He was told by Belgian legend Marc Duez he must buy the mag. Andy Welch Racing took ads in the classifieds and Vosse did a deal to race in FF1600 for 1992. He went on to race a Van Diemen in British Formula Ford in 1994 (below).





Pironi was third in 1980  
US GP in Ligier JS11/15



Historics

# Alliot to race F1 Ligier at Baku

## EX-LIGIER FORMULA 1 DRIVER

Philippe Alliot has bought the French constructor's JS11 chassis that won the 1979 Argentinian and Brazilian Grands Prix to race in historic events.

Together with two friends, Alliot, who drove for the team in 1986 and 1990, has bought the JS11 from former team boss Guy Ligier. The car, chassis #2, has been restored to 1980 JS11/15 specification by Ligier and will return to competition in October at the

historic F1 invitation race on the new Baku street circuit in Azerbaijan.

Alliot, who has raced Ligier Group CN cars for fun since calling time on his professional racing career, said: "I know Guy very well, and he had the car in Magny-Cours. It was in very bad condition, but they have restored it and we have a brand-new Cosworth DFV engine from Nicholson McLaren.

"The car, which is so beautiful, has been very nicely rebuilt; it is better

than new. I am very excited to race it at Baku."

The JS11 Alliot will race was driven by Jacques Laffite through 1979 and, as a JS11/15, by Didier Pironi in four grands prix in 1980, which included a third-place finish at Watkins Glen.

The restoration was undertaken by the second iteration of the Ligier team, which took over Martini Automobiles in 2004 and is best known today for building Group CN cars.

The F1 car will be run in Baku by a team involving Springbox Concept, which was founded with Alliot's help by personnel from his Force One Racing squad of 2001-04.

Organisers of the Baku F1 event, which will support the final round of the FIA GT Series on October 19-20, are putting together a field of 15 cars.

However, a total of 23 entries had been received within two days of the registration process opening.

## FIA Institute

## Clio Cup racer Gelzinis wins FIA Institute Academy place

### RENAULT CLIO CUP RACER IGNAS

Gelzinis has been voted Europe's most promising young driver by the FIA Institute.

The Institute's Young Driver Excellence Academy European selection event ran in Austria last week. The 22-year-old Lithuanian beat 24 other drivers from the continent to win a place on the scheme, which was judged by ex-Formula 1 driver Alex Wurz and 2001 World Rally Champion co-driver Robert Reid.

"It's incredible," said Gelzinis, who lies 16th in this year's Clio Cup UK standings with a best finish of 12th. "I still can't believe it. I didn't do so well on the first day in fitness, and after that I thought: 'OK, you are in the top 25 in Europe, this is good, now just try to enjoy it.'"



Gelzinis has not  
shone in Clios

"I tried to relax and stay away from the limit in the driving, and now I have been chosen. This means so much to my career – the chance to work with people like Alex and Robert and all the others is amazing."

WRC driver Andreas Mikkelsen and F1 test drivers Alexander Rossi and Robin Frijns are all graduates of the programme.

## Radical Sportscars

## Dennis wants more Radicals after starring on Snett debut

### SINGLE-SEATER ACE JAKE

Dennis is not ruling out further Radical races after finishing fifth on his sportscar debut last weekend.

The 2012 McLaren AUTOSPORT BRDC Award winner drove an SR3 in the two-hour Radical 'Allcomer' race on the Snetterton 300 circuit.



Dennis enjoyed  
his SR3 outing

The reigning Formula Renault NEC champion started sixth, but was third by the end of the first lap and led until handing over to Clubman's Cup racer Iain Forsythe.

"It felt strange to get my head round driving something different," Dennis said. "The weight transfer was the hardest thing to get used to – the Radical is 200kg heavier than the Formula Renault."

"This was obviously completely for fun, but subject to my commitments to the Racing Steps Foundation and to my fitness training, if the opportunity comes up, I'd consider racing again."

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Britcar

## Clean sweep for Brit GT racers in British Endurance outings

**GINETTA DUO MIKE SIMPSON AND** Lawrence Tomlinson headed a British GT lockout of the British Endurance Championship podium at Brands Hatch last weekend.

They were joined by John Gaw, who partnered Tom Onslow-Cole and Paul White in an Aston Martin Vantage, and the Triple Eight BMW Z4 of Joe Osborne and Lee Mowle. The British GT drivers were using the race to gain valuable running on Brands' Grand Prix layout ahead of their championship round on August 10-11.

Mowle said: "We usually run on Avons, and didn't get the set-up quite right on the Dunlops. Changes made it better, but we still got oversteer. I've only raced the car five times, so I need more track time."

A Trackspeed Porsche was also present, in the hands of David Ashburn

Onslow-Cole drove  
Aston Vantage again



and Jon Minshaw, but qualified almost two seconds off pole and had a low-key race to eighth, four laps down. Tom Sharp and Colin White's G55 Cup car was last of the classified runners in 11th.

BTCC ace Onslow-Cole used the race to further evaluate a potential GT career. "I'm trying to get some more experience within GTs to make a move," he said.

Single-seaters

## 'Emmo' hails grandson Pietro as Fittipaldi name wins again

**DOUBLE FORMULA 1 WORLD** champion Emerson Fittipaldi applauded his grandson Pietro following the youngster's maiden single-seater race victory at Brands Hatch last weekend.

Fittipaldi Jr qualified second on the Brands Grand Prix layout and took his first win in the new BRDC F4 series when Charlie Robertson and Jake Hughes both slowed with mechanical problems.

Fittipaldi Sr won races in Formula 3 and in F1 at Brands Hatch during his illustrious career, and was delighted to

see his grandson continue the family's record of success there.

"For me it was very special," Emerson told AUTOSPORT. "I always say it doesn't matter who the family is, in motor racing the numbers do not lie. Pietro had never been around the GP track, he only knew the Indy circuit. He only practised for 20 minutes, but qualified second. It showed his speed was there."

"He had a lucky race, but he was there to capitalise. I have good memories of Brands because I won at the GP circuit."

'Emmo' won the '72  
British GP at Brands



GT Cup

## Barwell to return to GT Cup with BMW Z4 and Aston Vantage

**LEADING BRITISH GT OUTFIT**

Barwell Motorsport plans to enter two cars in the next round of the GT Cup.

Barwell will field an Aston Martin Vantage GT3 for Mark Poole and a BMW Z4 for Ron and Piers Johnson

Poole will race Aston  
in Silverstone GT Cup



when the championship visits Silverstone on August 18.

The trio have raced the cars in British GT this season, while Poole has also trialled the Vantage in the Blancpain Endurance Series alongside domestic team-mate Mark Abra. The pair also joined up with Joe Osborne (who drives a Triple Eight Z4 in British GT) and finished second in the Pro-Am class at Silverstone.

"We're excited to return to the championship and confident of a good result," said Barwell commercial director Chris Needell. "We've always liked the championship and it's nice to come back."

## HUMBLE PYE

## The voice of club racing

EBREY

Porsche 917 was part of  
event's record 1113-car entry



## This year's Silverstone Classic was a triumph of organisation

Last July, I criticised the Silverstone Classic because competitors – who spend fortunes providing the world-class historic racing that binds it together – were short-changed, as if a sideshow at a road-car festival. Promoter Goose Communications, headed up by racer Nick Wigley, clearly addressed this, and a raft of other negative comments, because this year's event (their fourth) was a triumph in almost every respect.

I'm delighted to report this as a motor racing enthusiast, journalist, commentator and grid organiser. In my Historic Grand Prix Cars Association role, I had 84 entrants and commercial partners to support across the Froilan Gonzalez Trophy Pre-1961 and Jim Clark Trophy Pre-'66 races over four long days. Despite logistical blips, inevitable in a massive and evolving event, they had a fabulous weekend.

Banning cars from roads between the twin paddocks – bicycles, bikes, golf buggies and motorised farm 'mules' were allowed – made for a comfortable walk and an efficient public bus service. Dedicating half the school circuit to motorhome, caravan and car parking (accessed via the bridge outside the Porsche Driving Experience centre) brought camaraderie, partying and proper family inclusion to teams. And, after last year's horrors, unfailingly helpful, smiling security was appreciated.

Apart from Porsche, celebrating

50 years of the 911 with a 1208-car cavalcade, BMW arrived with a spectacular double-decker pavilion overlooking CSL, M1 and other classics. Indeed, the event was lifted by top-class corporate presence, which should generate more. I didn't see the Trade Village or concerts (apparently excellent, despite Saturday's monsoon), but the BRDC Clubhouse was buzzing.

Personal highlights of the 23-race extravaganza were Gary Pearson's masterful control of Carlos Monteverde's Porsche 917 in the FIA Masters Sportscar enduro, phenomenal Formula Junior action, the tyre-squealing Minis of Rob Huff, Nick Swift and Miglia racer Endaf Owens annoying American V8s, and Historic Formula Fordsters making their debut on the big stage.

But meeting old friends, with the sun shining, was priceless. It's been countless years since I chatted to retired Avon race tyre gurus Rogers Leworthy and Everson, or '70s Brabham and Pilbeam hillclimb ace Peter Kaye, and I'd not seen Joe Ricciardo (Toro Rosso F1 star Daniel's dad, now proud owner of an HWM-Alta for historic racing) since 1978, when he worked with Dennis Rushen's fledgling FF1600 equipe!

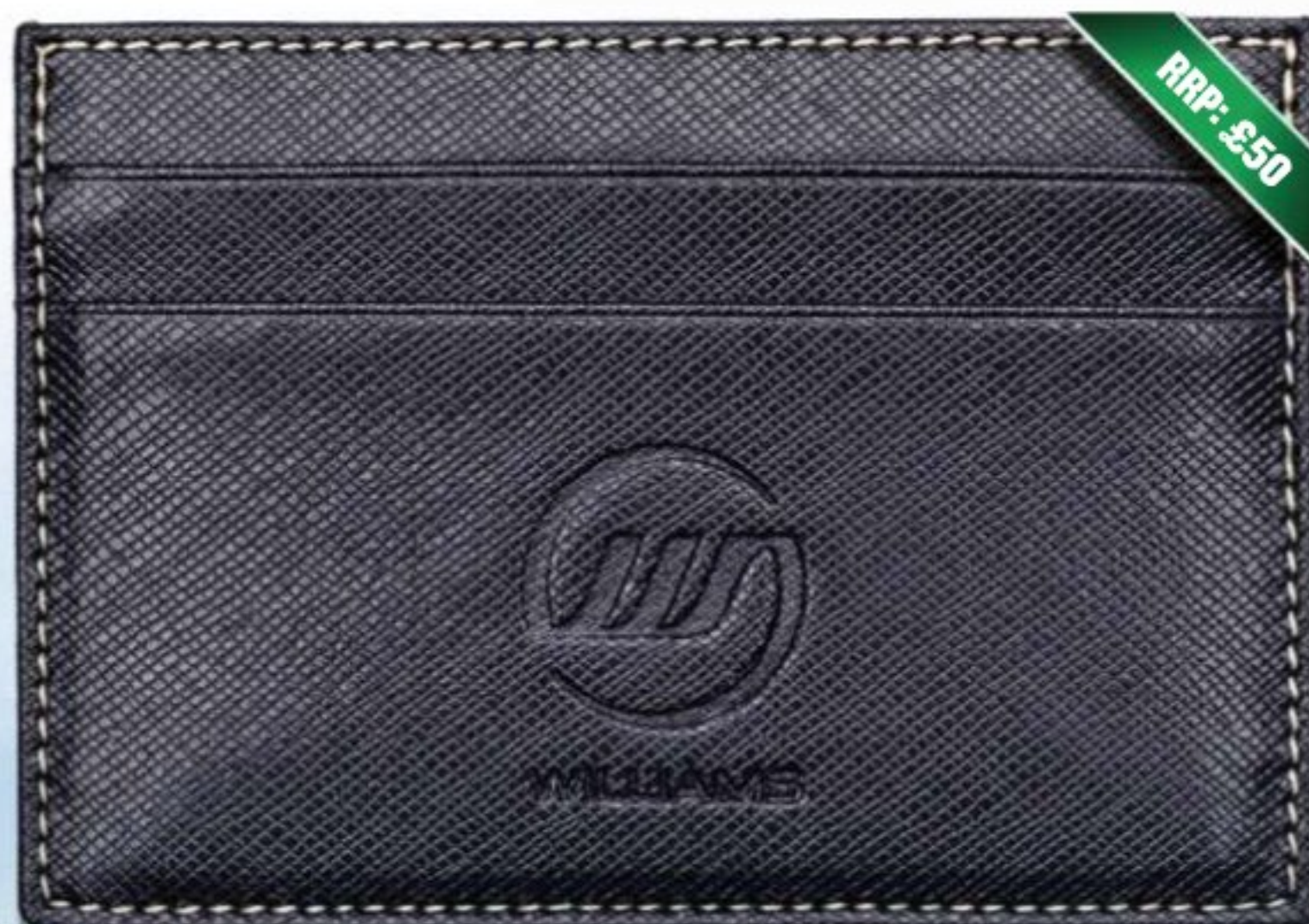
**Marcus Pye**

**"Gary Pearson's masterful control of Carlos Monteverde's Porsche 917 was a personal highlight"**





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Middlehurst has built up Type 43



EBREY

## Historics

# Rare Clark Lotuses rise again at Silverstone

## FORMER TEAM LOTUS EMPLOYEES

celebrated the 50th anniversary of Jim Clark's first Formula 1 World Championship victory at last weekend's Silverstone Classic, where Type 21 and 43 grand prix cars were among an unprecedented turnout of his machines.

Period team manager Dick Scammell and mechanics Bob Dance, Cedric Selzer and Bob Sparshott joined Classic Team Lotus boss Clive Chapman (son of marque

founder Colin) and saw Type 18 and 25 F1 cars, plus the unique Type 32B in which Clark won the '65 Tasman Cup.

The Tony Best-owned 21, entrusted to Rob Hall for the Jim Clark Trophy HGPCA Pre-1966 GP Car races, had not been seen on track since its ill-fated debut in the '61 Italian GP at Monza. The car was badly damaged in the incident that claimed the life of Ferrari's Wolfgang von Trips.

Hall retired it from Saturday's race with

flagging oil pressure, having qualified 11th out of 46 in just four laps.

Andy Middlehurst's mission to reunite Clark's 1966 US GP-winning Type 43 with one of the spectacularly complex BRM P75 H16 engines has taken several years. Lotus 25 racer Middlehurst scoured the world to find an engine. Rebuilt by Hall & Hall, it has been dyno run, but detail work is required before a hoped-for run in the Clark tribute at the Goodwood Revival.



The Jordans will share A40

HAWKINS

## Historics

# Jordans to team up in Austin

## BRITISH TOURING CAR RACER

Andrew Jordan hopes to contest selected historic events with father Mike in a newly prepared Austin A40.

Jordan Sr has competed in a number of historic machines in recent years and the Eurotech team boss and former BTCC race winner is now building a 1959 A40 to share with his son.

"We've just got it back from the paint shop," said Jordan Jr, who currently lies second in the BTCC standings.

"We'd like to race it at the end of the

year and we'll drive it together in the races we can."

Jordan Jr confirmed that the long-term goal is to race at the Goodwood Revival, if it does not clash with a BTCC round. "Eventually we'd like to get a Goodwood entry," added the 24-year-old, who has shared a Ginetta G50 with his father in Britcar events.

"It'll be nice to do it together, good fun. It's cool to drive these sorts of cars."

The duo hopes to test the A40 for the first time in September.

## Historic F1

# Hall to Monaco in McLaren M19

## THE McLAREN M19A IN WHICH

Denny Hulme won the 1972 South African Grand Prix will race in next year's Monaco Grand Prix Historique in the hands of Aston Martin factory driver Stuart Hall.

Hall has been invited to drive the M19A, chassis #2, in the race for 1966-78 F1 cars by owner Roald Goethe, with whom he drives in the World Endurance Championship for Aston.

Goethe will also take part in the event next May in a second car from his ROFGO Collection of Gulf-sponsored machines: a McLaren M14A of 1970 vintage.

Hall said: "The engine will be rebuilt and the suspension crack tested in October, and then we'll test it somewhere warm over the winter. I can't wait to drive it."



Hulme won '72 Kyalami race in M19

LAT

## Historic F1

# Garofall makes Historic F1 bow

## SPORTSCAR ACE ROB GAROFALL

made his historic racing debut in a Shadow DN9A Formula 1 car at last weekend's Silverstone Classic.

Garofall drove the ex-Clay Regazzoni 1978 car to a pair of eighths in the FIA Masters Historic F1 races after an invite from owner John Grant, which came via

the RLR squad. The Bolton team, for which Garofall raced in the 2010 Le Mans Series, had undertaken a rebuild for Grant.

Garofall said: "John wanted to get the car out and RLR put me forward to drive it. It was an incredible experience and I ticked two boxes: driving an F1 car and driving a car with a Cosworth DFV [engine]."

Garofall realised ambition by racing Shadow DN9A



EBREY



MOIR

## Calder's momentous win

Heather Calder became the first woman to win a round of the British Sprint championship since 1970 at Knockhill last weekend in her Gould ER55 (above). There was further celebration for the Calder family as father Colin sealed the title with a second in Saturday's event, before winning on Sunday. Charlie Shaw's 650bhp Ford Focus and Graham Davidson's Noble M400 shared the wins in Super Lap Scotland, Knockhill's version of Time Attack.

## MacLeod's NEC debut

Formula Renault BARC ace Sam MacLeod made his debut in a current-spec Renault racer in last weekend's NEC round at Spa. MacLeod, who looks set to contest the remaining NEC races with Fortec in place of cash-strapped Indian Shahaan Engineer, took a best result of ninth from the two races.

## Stringfellow's sick note

Scott Stringfellow missed the Champion of Brands round last weekend. Stringfellow, a former FF1600 competitor, was due to make his return to the category. He tested a Mark Bailey Racing Spectrum on the Friday, but was unable to race after he was taken ill with an upset stomach that evening.

## Ford Saloon revival plan

Plans are being made to resurrect the Ford Saloon championship for 2014, but only if organisers can guarantee sufficient interest. The series started in 1990 and was canned after the 2008 season, but organisers want to relaunch it next year alongside the BRSCC Fiesta championship. Entries would need to exceed 36 for it to go ahead, said Ford UK's Kevin Shortis.

## Lola Aston to Shelsley

The Lola Aston Martin DBR1-2 that finished fourth in the 2009 Le Mans 24 Hours (below) will appear at the Shelsley Walsh hillclimb event honouring the marque's centenary year on August 17-18. Aston founder Lionel Martin entered Shelsley events on several occasions in the early '20s.



BLOXHAM/LAT



Minassian lapped at  
close to 123mph in  
luscious Jag XJR-14



SILVERSTONE CLASSIC SILVERSTONE, JULY 26-28 HSCC

# Big Cat Minassian's star turn

**SPORTSCAR STAR NICOLAS MINASSIAN'S** handling of a Jaguar XJR-14 was one of countless highlights of last weekend's Silverstone Classic, which attracted a record 90,000 onlookers over three days.

Having put the 1991 3.5-litre Big Cat on pole for its series debut, Minassian was denied the chance to demonstrate its potential on Saturday when heavy rain resulted in the evening race's cancellation. But the former factory Peugeot driver made up for it on Sunday.

Minassian left the Mercedes C11 of 2012 race winner Gareth Evans and Katsu Kubota's Nissan R90CK

standing. He cut a new historic GP circuit lap record at almost 123mph and only failed to lap the field after throttling back in the closing stages.

"It's just pure joy," said the Frenchman. "It was so good. Driving the car here was pure racing, pure motorsport. It almost drives itself. It's physical, but so much fun. This was the perfect training for the WEC after a summer of not racing, even though the car is faster than LMP2."

After swapping places with Kubota, Evans took second as the top turbocar, while Steve Tandy (From A Nissan) inherited third when Kubota retired with gearbox woes.

If the Jaguar was the star car, the best lead battles were – not for the first time – in the Formula Junior encounters. And with the races marking the 50th anniversary of Lotus ace Peter Arundell's British GP support race victory, it was appropriate that Colin Chapman's machines won both events.

Category benchmark Jon Milicevic took pole with his Cooper T59, but 0.5s covering the top seven on the 3.6-mile circuit indicated he wouldn't have it all his own way.

Michael Hibberd fired his ex-Arundell monocoque Lotus 27 into an early lead before Milicevic hit the front, chased by Andrew Hibberd (Lotus 22). Try as he might, Milicevic could not shake his pursuer and the battling duo was soon joined by Sam Wilson (in the ex-Dave Charlton Ecurie Tomahawk Lotus 20/22 rather than his successful T59).

With Hibberd ahead on the penultimate lap, Milicevic went in too deep at Brooklands. The Cooper ran wide, allowing Hibberd and Wilson to score a Lotus one-two as 1.5 seconds covered the top four.

"I'm really pleased to beat these two – they are really quick," said the elated victor after receiving the trophy from Arundell's son Neil. "I really wanted a Lotus to win this."

It was the same trio on Sunday,

with Wilson using bold outside moves at Stowe on successive laps to rise from third to first. Hibberd briefly got his nose ahead at Abbey, but thereafter his fight with Milicevic allowed Wilson to break away.

"There's not a lot of difference between the Lotus and Cooper," reckoned Wilson. "The Lotus has more grip but is less predictable."

The sight and sound of 50 FIA Masters Historic Sports Cars made for an impressive spectacle, ex-F3 racer Martin O'Connell seizing the early initiative in Sandy Watson's Chevron B19. Having made some set-up changes overnight, Gary Pearson rose up the field in Carlos Monteverde's sensational Porsche 917. When Grant Tromans retired his Lola T70 Mk3B with suspension failure, likely legacy of partner Martin Stretton's practice clash, Pearson moved into second, clear of a T70 scrap between Leo Voyazides (Mk3B) and Oliver Bryant (Mk3).

The 917 briefly led during the pitstops and Watson dropped back in the B19 as the true Lola threat became apparent. A fast stop and rapid laps by Simon Hadfield brought the Voyazides car into the lead, whereupon he pulled away.

It was clear that Bryant, the 2011 and 2012 victor, would not be completing his hat-trick even before

Lotuses of Wilson (leading)  
and Hibberd beat Milicevic's  
Cooper in Formula Junior epics







U2TC race was frenetic at the front



Stunning Masters Sports Car field readies for the off

he spun at Becketts and fell to fourth. Steve Tandy's T70 thus took the runner-up spot, while Monteverde completed the podium in the 917.

It was a similar story in the non-championship U2TC encounter, with Voyazides/Hadfield taking victory in their Cortina after others starred early on. BMW DTM racer Andy Priaulx battled hard with the Lotus Cortinas of Phil Keen and then Richard Meaden, while Voyazides got hustled back by "ungentlemanly driving". Priaulx's tough defence kept Keen at bay, but Meaden managed to circumnavigate the BMW on the outside of Stowe shortly before the triple WTCC champion handed over to owner Richard Solomons. "There's nothing but ten tenths for all of us – you want to win," reckoned Priaulx.

Voyazides relayed Hadfield early and, with most cars having a slower second driver, the main threat looked like being soloist Keen. But gearbox issues left him stranded in the pits, allowing Hadfield an easy run.

Grant Tromans took second after relieving Meaden, but was slapped with a 60s penalty for pitting outside the allotted window. Unobtrusive performer Mark Jones benefited, while Richard Shaw's last-lap pass on Solomons netted third for the BMW started by Jackie Oliver.

American-V8 veteran Voyazides

proved capable of winning both Trans-Atlantic Touring Car bouts on his own. The Greek Ford Falcon ace was never challenged on Saturday as Henry Mann (Mustang) ousted Mike Gardiner (Falcon) for second.

Keen took over Gardiner's car on Sunday and put Voyazides under intense pressure until it wilted, leaving Mann second again. Having brilliantly taken his massive Galaxie through the field to eighth in race one, Bill Shepherd was fourth next time out, but the best action went on behind him. WTCC ace Rob Huff was involved in a mighty Mini-Mustang-Falcon scrap on Saturday before topping the Mini runners in ninth overall. In Huff's absence, it was Nick Swift's turn to giant-slay on Sunday with eighth.

Julian Bronson scored an HGPCA Pre-1961 GP double, but the Scarab man was pushed hard each time by top qualifier Tony Wood's TecMec-Maserati. Bronson made the better start on Saturday, but the TecMec's straightline speed soon took Wood into a narrow lead. The duel could have been caught by Philip Walker's Lotus 16 had not wishbone failure left his front-right wheel askew.

Water and oil leaking onto the rear tyres eventually slowed Wood too, leaving Bronson to win from Tony Smith's Ferrari Dino. "I feel for Tony

RAC TT FOR PRE-1963 GTs SILVERSTONE JULY 26-28 HSCC

## Ferrari duo lay TT ghost to rest as Hadfield's charge falls short

AFTER MECHANICAL FRAILTY robbed them last year, Gary Pearson and Jackie Oliver won the RAC TT in their Ferrari 250 GT SWB, though theirs was not the fastest pre-1963 machine.

Simon Hadfield qualified the unique Aston Martin Project 212 on pole, but owner Wolfgang Friedrichs dropped around a minute behind Pearson before handing it over. Things had been straightforward for the Ferrari to that point. Pearson had easily pulled clear of the battle for second between James Cottingham's Jaguar E-type and the AC Cobra of Martin Hunt. Once Hunt hit engine woes, Cottingham steadied the gap at around 10 seconds and handed Andrew Smith a seemingly comfortable second.

But once in the Aston, Hadfield flew. For some time he lapped four or five seconds faster than a conservative Oliver in the leading yellow Ferrari. Hadfield had just overcome Smith for second when

the chequered flag flew a lap early, but it would have taken more than that to catch Oliver.

"What a weekend I've had!" said Pearson, who scored three enduro victories in less than 24 hours. Behind Smith, Martin Stretton charged to fourth in the Aston DB4 GT started by Paul Drayson. Last year's winner Nick Naismith was fifth, while Pearson also finished sixth with Carlos Monteverde. That was despite Monteverde pitting to hand the DB4 over while Pearson was still driving the Ferrari!

**RESULTS (18 LAPS)** 1 Gary Pearson/Jackie Oliver (Ferrari 250GT SWB); 2 Wolfgang Friedrichs/Simon Hadfield (Aston Martin Project 212) +13.544s; 3 James Cottingham/Andrew Smith (Jaguar E-type); 4 Paul Drayson/Martin Stretton (Aston Martin DB4 GT); 5 Nick Naismith (Aston DB4) 6 Carlos Monteverde/Pearson (DB4). **CW** Friedrichs/Hadfield; Nigel Winchester/Chas Mallard (Ginetta G4); Bill Wykeham/John Emberson (Morgan Plus 4 Super Sports). **FL** Hadfield 2m30.326s (87.15mph).



Pearson/Oliver made up for 250GT failure in 2012

[Wood] because he was driving beautifully," said the generous victor.

After a brief duel with Smith, Bronson made a break on Sunday as Wood recovered from a mediocre start. Once through he caught the Scarab, but Bronson upped his game and outbraked Wood on the outside at Stowe on both occasions the Italian machine looked a real threat.

Both Pre-1966 GP races fell to Jason Minshaw. The Brabham BT4 driver was just holding off the Cooper T53 of Jonathon Hughes in race one when a downpour brought out the red flags. Despite early mistakes at the Loop and Brooklands – "it wouldn't stop or turn until I got some heat in the front tyres" – Minshaw was soon on Hughes's tail in the dry on Sunday. A fine dice was spoiled when the Cooper developed a misfire. With John Harper's BT4 also

slowing late on, Miles Griffiths was able to complete a fine drive through the field (after gear-selector failure in race one) to second in his Cooper T51.

Minshaw could have added to his success in Saturday evening's pre-1966 GT race, which got the real monsoon. Co-driver Graeme Dodd splashed from row three to the front, but it all went wrong when the safety car was called with several cars off. As nominated owner of the Jaguar E-type, Dodd had to drive for at least 51 per cent of the race as almost everyone else headed pitwards.

John Pearson decided to stop just before the safety car was called and therefore presented brother Gary with a big advantage. Hadfield soon burst through the spray-shrouded field in Voyazides's AC Cobra, but fell well short. "We were just bloody lucky," said Gary. "John was supposed



to be coming in the following lap, but he'd had enough!"

Soloist Ed Morris revelled in his Lotus Elan's handling in the appalling conditions to beat Ludovic Caron's Cobra Daytona Cobra – which had gyrated at Becketts – to the podium. Minshaw surged from 23rd to sixth.

The Pearsons teamed up again to win the RAC Woodcote Trophy for Pre-1956 Sports Cars, but this was a much closer call. Gary predictably led in their Jaguar D-type, holding a seven-second advantage over Andrew Smith's Cooper-Jaguar by the stops. Smith's co-driver John Young got out just ahead of John Pearson and the two circulated together for many laps. Further back, though, was a Jaguar C-type threat. Young had run fourth before handing the bronze Big Cat to Silverstone instructor Chris Ward. With over half a minute to make up, Ward flung the C-type around the GP layout with ever-more exuberance.

Pearson finally thrust the D-type ahead of Young with three laps to go, then Young waved his flying team-mate by. Ultimately, it wasn't enough and D-type beat C-type by just 0.4s. "I was jolly grateful there wasn't another lap," conceded the winner.

Oliver Bryant uttered similar sentiments about Ward after winning the Stirling Moss Trophy for Pre-1961 Sportscars. Once the Gary Pearson/Carlos Monteverde Lister-Jaguar had been struck by a misfire that limited them to fifth, soloist Bryant looked comfortable in his Lotus 15 and built a 16-second lead before stopping. But after the stops, Bryant found Ward closing in, driving the Costin-bodied Lister started by Andrew Smith. Bryant was able to respond just enough to win, the top two well clear of the Philip Walker/Danny Wright Lotus 15 that got the better of Jason Minshaw's Maserati Birdcage.

Current BTCC star Frank Wrathall's Vauxhall Cavalier ended up winning both Super Touring Trophy races, but only after some typical tin-top drama.



Former BTCC champion Tim Harvey blasted his Ford Sierra RS500 into the lead of race one and soon had old rival Patrick Watts on his tail in the polesitting Peugeot 406. Watts made it as far as Copse on lap two before losing the ex-works machine and crashing into the barriers, later blaming cold rear tyres.

There was no respite for Harvey though as the Ford turbocar was already overheating. As he short-shifted and went into preservation mode, Neil Smith moved to the front in his S2000 Alfa Romeo 156.

With three laps to go, Smith was under pressure from Stewart Whyte's Honda Accord, while Wrathall had quietly made it by Harvey to run

third. On the penultimate lap, Whyte dived down the inside at Brooklands to take the lead. It was a robust move, but Whyte kept control and Smith gave him room. Smith then tried to duplicate the manoeuvre on the final lap. He didn't quite get into the gap before it closed and started to lose the Alfa as he clipped Whyte. Both cars went off and returned to the track just before Wrathall arrived.

Whyte, his bumper flapping, looked the likely winner until he dropped the Honda at Becketts. Smith beat Wrathall to the line, only to be excluded for hitting Whyte. Victory was therefore the Cavalier's, while Harvey's expiring RS500 just made it over the line second, ahead

of the similar car of Craig Davies.

By comparison, race two was tame. With no Watts or Harvey, and changes to his Cavalier, Wrathall always looked in control. Whyte charged through to second but could never bridge the gap to the Vauxhall.

Michael Lyons was unstoppable in the FIA Historic F1 and F5000/F2 fields. His Longhorn Indycar-derived 'RAM Williams FW07' led every lap of both F1 events, of which the highlight was the race one fight for second between Simon Fish's Ensign and Steve Hartley's Arrows.

That was until Hartley tried an optimistic move at Becketts on the final lap, forcing both off and gifting Joaquin Folch's Brabham BT49C second. Hartley made a better job of coming through the pack in race two, climbing to third behind Lyons and Folch.

With no Hadfield or Martin Stretton, the F5000/F2 field was easy meat for Lyons and his Lola T400, although both races provided good battles for third. Neil Glover took the place in race one, but was hit by Paul Campfield's Chevron B24 when his Lola seemed to slow going through Abbey on Sunday. The incident also delayed the impressive James Claridge (Brabham BT38), allowing Mark Dwyer to join son Lee on the podium as the top F2 men.

● Kevin Turner





**Pearson's D-type  
just kept C-type  
of Ward at bay**



WALKER

## BALVENIE TROPHY FOR HISTORIC FF1600 SILVERSTONE JULY 26-28 HSCC

# MacLeod dominates, Mallock stars as FF1600 makes debut

HISTORIC FORMULA FORD ENJOYED its first visit to the Classic and almost 50 pre-1972 cars started the nostalgic double-header.

Ex-British Formula Ford champion Callum MacLeod won both races, the local man's winning margins assisted by battling pursuers each time.

MacLeod's Merlyn led from pole at the rolling start in race one, but the really impressive getaway came from Michael Mallock, whose eponymous U2 Mk9 burst through to second from row three and held off Sam Mitchell's quicker Merlyn until lap two. By then MacLeod had broken the tow and, although Mitchell could occasionally match his times, the race was settled.

Mallock made a smoky exit, leaving Benn Simms to emerge from a titanic battle, which at one stage involved six slipstreaming machines, to earn third.

Mitchell, Grant and Simms engaged in a fine fight for second on Sunday morning, allowing MacLeod to escape. Mitchell



**MacLeod leads  
into Abbey**

looked set for second before reigning champion Grant boldly went around the outside at Stowe to snatch the place into Club in the dying seconds.

Mallock starred, charging from the back to fifth in his front-engined car.

**RESULTS (BOTH 9 LAPS) 1 Callum MacLeod (Merlyn Mk20); 2 Sam Mitchell (Merlyn Mk20) +4.931s; 3 Benn Simms (Jomo JMR7); 4 Callum Grant (Merlyn Mk20a); 5 Darwin Smith (Smith Ford Special); 6 James Buckton (Elden Mk8). FL MacLeod 2m20.298s (93.38mph).**

**RACE 2 1 MacLeod; 2 Grant +6.028s; 3 Mitchell; 4 Simms; 5 Michael Mallock (Mallock U2 Mk9); 6 William Nuthall (Jamun T2). FL MacLeod 2m20.559s (93.21mph).**

**Whyte (70) and Smith  
came to blows in the  
Super Touring Trophy**



WALKER

**GROUP C (21 LAPS) 1 Nicolas Minassian (Jaguar XJR-14); 2 Gareth Evans (Mercedes C11) +1m48.191s; 3 Steve Tandy (Nissan R90CK); 4 Aaron Scott (Spice SE86); 5 Adrian Watt (SE89); 6 David Mercer (SE90C). Class winners Evans; Scott. Fastest lap Minassian 1m46.712s (122.77mph).**

**PETER ARUNDELL TROPHY FOR HISTORIC FORMULA JUNIOR (BOTH 9 LAPS) 1 Andrew Hibberd (Lotus 22); 2 Sam Wilson (Lotus 20/22) +0.540s; 3 Jon Milicevic (Cooper T59); 4 David Methley (Brabham BT6); 5 Michael Hibberd (Lotus 27); 6 Pete Morton (Lightning Envoyette). CW John Chisholm (Gemini Mk3A); Stuart Roach (Alexis Mk2); Crispian Besley (Cooper T56); Justin Fleming (Lola Mk2). FL Wilson 2m20.382s (93.32mph).**

**RACE 2 1 Wilson; 2 A Hibberd +2.590s; 3 Milicevic; 4 Methley; 5 James Murray (Lola Mk5A); 6 M Hibberd. CW Andrew Wilkinson (Lynx T3); Ray Mallock (U2 Mk2); Andrew Taylor (Cooper T56). FL Wilson 2m21.159s (92.81mph).**

**FIA MASTERS SPORTS CARS (22 LAPS) 1 Leo Voyazides/Simon Hadfield (Lola T70 Mk3B); 2 Steve Tandy (T70 Mk3B) +33.924s; 3 Gary Pearson/Carlos Monteverde (Porsche 917K); 4 Oliver Bryant (Lola T70 Mk3); 5 Martin O'Connell/Sandy Watson (Chevron B19); 6 Manfred Rossi di Montelera (Abarth Osella PA1). CW O'Connell/Watson; David & Sam Carrington-Yates (Chevron B16); Chris Jolly/Steve Farthing (Cooper Monaco T61M); Gisella Ketvel/James Littlejohn (Ford GT40); Littlejohn/Georg Kjallgren (Daren Mk2); Mark Bates (Porsche 911 RSR). FL Hadfield 2m09.911s (100.85mph).**

**SIR JOHN WHITMORE TROPHY FOR U2TC (19 LAPS) 1 Leo Voyazides/Simon Hadfield (Ford Lotus Cortina); 2 Mark Jones (Cortina) +33.994s; 3 Jackie Oliver/Richard Shaw (BMW 1800 TISA); 4 Andy Priaulx/Richard Solomons (BMW 1800Ti); 5 Alex Lynn (Cortina); 6 David Tomlin/Martin Stretton (Cortina). CW Oliver/Shaw; Jason Stanley/Nick Swift (Mini Cooper S). FL Richard Meaden (Cortina) 2m33.920s (85.11mph).**

**TRANS-ATLANTIC TOURING CAR TROPHY (BOTH 8 LAPS) 1 Leo Voyazides (Ford Falcon); 2 Henry Mann (Ford Mustang) +16.662s; 3 Mike Gardiner (Falcon); 4 Rob Hall (Falcon); 5 Rory Henderson (Ford Lotus Cortina); 6 Roger Wills (Mercury Comet Cyclone). CW Henderson; Rob Huff (Mini Cooper S). FL Voyazides 2m31.117s (86.69mph).**

**RACE 2 1 Voyazides; 2 Mann +16.324s; 3 Wills; 4 Bill Shepherd (Ford Galaxie); 5 Hall; 6 Michael Steele (Galaxie). CW Nick Swift (Cooper S); Henderson. FL Voyazides 2m31.199s (86.65mph).**

**COMBINED 1 Voyazides; 2 Mann +32.986s; 3 Wills; 4 Hall; 5 Shepherd; 6 Henderson. CW Henderson; Swift.**

**FRILAN GONZALEZ TROPHY FOR HGPCA PRE-1961 GP CARS (BOTH 9 LAPS) 1 Julian Bronson (Scarab-Offenhauser); 2 Tony Smith (Ferrari 246 Dino) +15.086s; 3 Tony Wood (TecMec Maserati); 4 Michael Steele (Connaught C-type); 5 Fred Harper (Kurtis-Offenhauser 500); 6 Rod Jolley (Lister-Jaguar Monzanapolis). CW Harper; Nick Finburgh (Cooper-Bristol Mk1); Allan Miles (Maserati 250F); Michael Gans (ERA R1B); John Bussey (Cooper T43); Steve Jewell (Bugatti T35B). FL Philip Walker (Lotus 16) 2m27.048s (89.09mph). RACE 2 1 Bronson; 2 Wood +1.487s; 3 Jolley; 4 Smith; 5 Harper; 6 Steele. CW Jolley; Miles; Bussey; Alberto Scurro (Cooper-**



WALKER

**Falconer Voyazides  
topped Trans-Atlantic  
Touring Car field**

Bristol Mk1). FL Bronson 2m26.477s (89.44mph).

**JIM CLARK TROPHY FOR HGPCA PRE-1966 GP CARS (4 LAPS) 1 Jason Minshaw (Brabham BT4);**

2 Jonathon Hughes (Cooper T53) +0.777s; 3 Peter Horsman (Lotus 18/21); 4 John Harper (BT4); 5 Nick Fennell (Lotus 25); 6 Andy Middlehurst (Lotus 25). CW Hughes; Fennell; Andrew Smith (Cooper T43); Alex Morton (Lotus 21). FL Horsman 2m20.002s (93.58mph). RACE 2 (9 LAPS) 1 Minshaw; 2 Miles Griffiths (Cooper T51) +17.810s; 3 Hughes; 4 Horsman; 5 Harper; 6 Middlehurst. CW Griffiths; Middlehurst; Smith; Morton. FL Minshaw 2m18.678s (94.47mph).

**PIPER HEIDSIECK INTERNATIONAL TROPHY FOR PRE-1966 GTs (13 LAPS) 1 John & Gary Pearson (Jaguar E-type); 2 Leo Voyazides/Simon Hadfield (AC Cobra) +13.070s; 3 Edward Morris (Lotus Elan); 4 Ludovic Caron (Cobra Daytona Coupe); 5 Oliver Bryant (Cobra); 6 Graeme Dodd/Jason Minshaw (E-type). CW Morris; James 'Billy' Bellinger/Keith Ahlers (Morgan Plus 4 SLR); Nigel Greensall (Porsche 911). FL Voyazides 2m58.407s (73.43mph).**

**RAC WOODCOTE TROPHY FOR PRE-1956 SPORTS CARS (23 LAPS) 1 Gary & John Pearson (Jaguar D-type); 2 John Young/Chris Ward (Jaguar C-type) +0.429s; 3 Andrew Smith/Young (Cooper-Jaguar T33); 4 Fred Wakeman/Patrick Blakeney-Edwards (Cooper-Jaguar T38); 5 Carlos Monteverde/G Pearson (D-type); 6 Wolfgang Friedrichs/Simon Hadfield (Aston Martin DB3S). CW Young/Ward; Friedrichs/Hadfield; John Ure/Nick Wigley (Cooper-Bristol T24/25); Mark Midgley/Chris Woodgate (Aston Martin DB3). FL Ward 2m31.635s (86.40mph).**

**STIRLING MOSS TROPHY FOR PRE-1961 SPORTSCARS (20 LAPS) 1 Oliver Bryant (Lotus 15); 2 Andrew Smith/Chris Ward (Lister-Jaguar Costin) +2.013s; 3 Philip Walker/Danny Wright (Lotus 15); 4 Jason Minshaw (Maserati T61); 5 Gary Pearson/Carlos Monteverde (Lister-Jaguar Knobbly); 6 Paul Woolley (Cooper Monaco). CW Smith/Ward; James Bellinger/Keith Ahlers (Lola Mk1 Prototype); Philip Champion/Sam Stretton (Lotus 11 Le Mans); Malcolm Harrison/Patrick Watts (Rejo Mk3); Gordon McCulloch (Maserati 200S1). FL Ward 2m24.233s (90.83mph).**

**SUPER TOURING CAR TROPHY (9 LAPS) 1 Frank Wrathall (Vauxhall Cavalier); 2 Tim Harvey (Ford Sierra RS500) +23.699s; 3 Craig Davies (RS500); 4 Simon Garrad (RS500); 5 Keith Butcher (Nissan Primera); 6 Jan Bot (BMW E30 M3). CW Harvey; Butcher; Bot; Ric Wood (Ford Capri); Max Goff (M3). FL Stewart Whyte (Honda Accord) 2m14.668s (97.28mph). RACE 2 (8 LAPS) 1 Wrathall; 2 Whyte +6.214s; 3 Davies; 4 Dave Jarman (Primera); 5 Neil Smith (Alfa Romeo 156 S2000); 6 Alvin Powell (Ford Mondeo). CW Whyte; Davies; Goff; Wood; Nick Swift (MG Metro Turbo). FL Whyte 2m14.765s (97.21mph).**

**FIA MASTERS HISTORIC F1 (11 LAPS) 1 Michael Lyons (RAM Williams FW07); 2 Joaquin Folch (Brabham BT49C) +20.534s; 3 Christophe d'Ansembourg (Williams FW07C); 4 Richard Meins (FW07D); 5 Manfred Rossi di Montelera (Brabham BT42/44); 6 Ian Simmonds (Tyrrell 012). CW di Montelera; Simmonds; Roger Wills (March 701). FL Lyons 1m53.861s (115.06mph).**

**RACE 2 (10 LAPS) 1 Lyons; 2 Folch +25.462s; 3 Steve Hartley (Arrows A4); 4 di Montelera; 5 d'Ansembourg; 6 Simon Fish (Ensign N180). CW di Montelera; Patrick d'Aubrey (Tyrrell 012); Katsu Kubota (Lotus 72). FL Lyons 1m53.993s (114.93mph).**

**COMBINED 1 Lyons; 2 Folch +45.996s; 3 d'Ansembourg; 4 di Montelera; 5 John Wilson (Tyrrell 011); 6 Rob Garofall (Shadow DN9-A). CW di Montelera; d'Aubrey; Wills.**

**PETER GETHIN TROPHY FOR F5000 & F2 (BOTH 11 LAPS) 1 Michael Lyons (Lola T600); 2 Lee Dwyer (March 782) +31.773s; 3 Neil Glover (Lola T330/332); 4 Paul Campfield (Chevron B24); 5 Philip Gladman (Chevron B34D); 6 Mark Dwyer (March 742). CW L Dwyer; Gladman; Paul Drayson (March 712). FL Lyons 1m57.663s (111.34mph).**

**RACE 2 1 Lyons; 2 L Dwyer +35.888s; 3 M Dwyer; 4 Jamie Brashaw (782); 5 Campfield; 6 Drayson. CW L Dwyer; Drayson; Matthew Dunne (March 80A). FL Lyons 1m57.760s (111.25mph).**



# Fittipaldi wins as Hughes goes top

PIETRO FITTIPALDI, GRANDSON OF double Formula 1 world champion Emerson, dramatically scored his first single-seater victory at Brands Hatch last weekend.

Meanwhile, a pair of fourth-place finishes, plus a race-three win, meant that Jake Hughes claimed the championship lead from Jake Dalton.

Lanan Racing's Hughes led for the first 12 laps of the opening 14-lapper with Charlie Robertson, who had passed Fittipaldi for second after a great start, following closely.

However, the young Brazilian rose to ascendancy in the last couple of laps, as mechanical problems befell the leading duo. First Robertson got stuck in fifth gear, allowing the MGR driver through, before a fuel pick-up problem caused Hughes to slow on the final tour, thus handing the victory to Fittipaldi.

Seb Morris, who moved from sixth to fourth at the start, also took advantage of his rivals' problems to climb up to second in the closing

stages. Robertson recovered to snatch third from Hughes on the final lap. Jake Dalton, the championship leader going into the weekend, crossed the line in sixth.

"I'm really happy – I can't put it into words," said Fittipaldi, whose grandad won the Race of Champions and British Grand Prix here in 1972.

Eighth place for Raoul Hyman meant that he was on pole for the reversed-grid second race. The South African made the early running, but couldn't keep Matthew Graham at bay. Graham bravely dived past at Paddock Hill Bend – "I got a little lock up, but the job was done" – and held on to become the 10th race winner of the year.

While Graham scarpered, Hyman was at the head of a train of seven cars battling for second place. Jack Barlow grabbed the spot on the final lap with a perfectly-judged manoeuvre at Paddock. Hyman held on to take third, with Hughes, Dalton and Morris close behind.



Fittipaldi Jr emulated his grandad Emerson by winning at Brands

Fastest lap for Hughes earned him pole position for the third race, and he duly used his superior pace – which had been evident all weekend – to take a lights-to-flag victory. "It was a shame about race one, but this made up for it," said the new championship leader.

Diego Menchaca earned his first podium of the year, as Dalton slipped back with a mechanical problem.

Graham capped off a strong weekend by coming home third ahead of the consistent Morris, while

James Fletcher and Barlow rounded out the top six.

● Matt Upton

## RESULTS (ALL 14 LAPS) 1 Pietro Fittipaldi;

2 Seb Morris +2.133s; 3 Charlie Robertson; 4 Jake Hughes; 5 Jack Barlow; 6 Jake Dalton.

**Fastest lap** Hughes 1m26.785s (100.93mph).

## RACE 2 1 Matthew Graham; 2 Barlow +2.365s;

3 Raoul Hyman; 4 Hughes; 5 Dalton; 6 Morris.

**FL** Dalton 1m27.083s (100.59mph).

## RACE 3 1 Hughes; 2 Diego Menchaca +1.911s;

3 Graham; 4 Morris; 5 James Fletcher; 6 Barlow.

**FL** Fittipaldi 1m 27.785s (99.78mph).

Curtis's Peugeot 205 was comfortably the class of the field



## TRACKDAY TROPHY BRANDS HATCH, JULY 27-28 MSVR

# Curtis takes dominant win while battle behind thrills

Henry Curtis's Peugeot 205 took a well-deserved victory in the MSVT Trackday Trophy race, which was dominated by Gallic machinery.

Curtis briefly took the lead on the opening lap, scampering around the outside of the Lotus Elise of Dan Jude and Alan Henderson.

The Lotus retook the lead, pulling away until retiring on lap four, a snapped gear selector cable to blame.

Curtis was never headed thereafter, although behind the battle raged. The Simon Hogg/George Wright Porsche 944 held second position until a safety car period four laps from the end allowed a menacing trio of Renault Clio's to close in.

Andy Wilkins' and John Hamilton's Clio Cup was first to challenge, but they were rebuffed,

allowing Perry Winch to pass at Graham Hill Bend.

Winch then overtook Hogg for second at Paddock Hill Bend on the penultimate lap, with the Christopher Hoey/Darren Langeveld Clio 172 Cup following suit at Westfield on the final tour.

● Matt Upton

**RESULTS (23 LAPS) 1 Henry Curtis (Peugeot 205); 2 Perry Winch (Renault Clio) +19.157s; 3 Christopher Hoey/Darren Langeveld (Renault Clio 172 Cup); 4 Simon Hogg/George Wright (Porsche 944 S2); 5 Andy Wilkins/John Hamilton (Renault Clio Cup); 6 Ray Honeybone (Renault Clio). Class winners** Winch; Hogg/Wright; Tim Gibson/David Meenan (BMW Compact); Steve Reynolds/John Ridgeon (Ford Fiesta Zetec S). **FL** Alan Henderson/Dan Jude 1m46.410s (82.32mph).

## F3 CUP BRANDS HATCH, JULY 27-28 MSVR

# Cliffe masters the Kentish elements to double up



Cliffe bounced back from his Zolder crash to win two races

TRISTAN CLIFFE RECOVERED FROM his vertebrae-cracking accident at Zolder to win twice as the F3 Cup returned to British shores.

Cliffe mastered the tricky conditions in race one – caused by a rain shower seconds before the start – to defeat Louis Hamilton-Smith and Alice Powell by a small margin. "You had to keep your wits about you all the way," said the winner later.

Hamilton-Smith took an early lead at the start of the second race, but Cliffe soon repassed his rival at Paddock Hill Bend on the third lap. From that point on, Cliffe was untouchable, setting a new F3 Cup lap record 0.9s quicker than Kourosh Khani's previous effort.

Hamilton-Smith was second again, with Alex Craven third after beating Alice Powell off the line.

● Matt Upton

## RESULTS (8 LAPS) 1 Tristan Cliffe (Dallara F307 Mugen-Honda); 2 Louis Hamilton-Smith (Dallara F304 Renault Sodema) +0.727s;

3 Alice Powell (Dallara F307 Toyota Piedrafit); 4 Alex Craven (Dallara F307 Volkswagen); 5 Robbie Watts (Dallara F306 Toyota Piedrafit); 6 Stuart Wiltshire (Dallara F307 Mugen-Honda). **CW** Dave Karaskas (Dallara F301 Opel Speiss). **FL** Cliffe 1m35.667s (91.56mph).

## RACE 2 (15 LAPS) 1 Cliffe; 2 Hamilton-Smith +13.306s;

3 Craven; 4 Powell; 5 Henry Chart (Dallara F302 Mugen Honda); 6 Chris Headlam (Dallara F302 Mugen-Honda). **CW** Karaskas. **FL** Cliffe 1m 22.586s (106.06mph).





Ginetta marque boss  
Lawrence Tomlinson  
in the victorious G55

BRITISH ENDURANCE CHAMPIONSHIP BRANDS HATCH, JULY 27-28 MSVR

## Ginetta pair inherit dramatic Britcar victory

**BRITISH GT INTERLOPERS** LAWRENCE Tomlinson and Mike Simpson won a thrilling British Endurance Championship race at Brands.

Tomlinson started the Ginetta G55 from 12th on the grid after suffering a sticking throttle pedal in qualifying. He worked his way through the field, and by lap 17 he was up into sixth place.

Tom Onslow-Cole had streaked into an early lead in the Aston Martin he shared with Paul White and John Gaw, but a safety car period around the hour mark played into the hands of the Ginetta duo.

As Tomlinson took the opportunity to refuel, handing the car

over to Simpson, Onslow-Cole decided not to pit, nor did the Andy Schultz/Paul Bailey Aston.

When the BTCC ace did eventually stop, it handed the initiative to the Ginetta, while Schultz further demoted the Strata 21 Aston – now being pedalled by White – to third.

As Simpson pitted for the final time, it was the two Astons running at the front, but a broken right rear wishbone meant that the Schultz/Bailey Aston was forced to retire with just 10 minutes remaining.

This promoted the Lee Mowle/Joe Osborne BMW Z4 GT3 into third, and Gaw into first – although Simpson was closing in fast.

However, a battle for the lead was denied when Gaw had to pit for fuel just four laps from the finish.

● Matt Upton

**RESULT (105 LAPS)** 1 Lawrence Tomlinson/Mike Simpson (Ginetta G55 GT3); 2 Paul White/Tom Onslow-Cole/John Gaw (Aston Martin Vantage GT3) +1m03.382s; 3 Lee Mowle/Joe Osborne (BMW Z4 GT3); 4 Javier Morcillo/Manuel Cintrano (Mosler MT900R); 5 Anthony Mott/Peter Cook (Audi R8 LMS); 6 Ian Loggie/Chris Jones (Porsche 997 GT3 Cup). **CW** Morcillo/Cintrano; Mott/Cook; Jacques Duyver/Charlie Hollings (Ferrari 458 Challenge); James Webb/Tom Webb (BMW M3 GTR). **FL** Andy Schultz (Aston Martin Vantage GT3) 1m28.118s (101.71mph).

RADICALS SNETTERTON, JULY 27 MSVR

## Smith/Plato too hot for their Radical rivals

**SWELTERING HEAT** PROVIDED AN additional challenge in the two-hour Radical 'Allcomer' race, with the rapid pairing of Bradley Smith and Lewis Plato claiming a dramatic victory in the closing laps.

In a hectic opening half, Peter Bamford, Jake Dennis, Plato and Marcel Marateotto all took turns at the front. Marateotto in particular caught the eye, recovering from a first-lap spin to depose leader Plato with a sweeping move into Riches.

He stayed ahead until pitting, but a drive-through penalty for a refuelling infringement, coupled with a later third pit visit, dropped his team out of contention.

Meanwhile, in a confident Radical debut, single-seater star Dennis was on the pace from the start, leading for nine laps early on, and again when rivals Marateotto and Plato made their stops. Dennis was still in front when he finally handed over to team-mate Iain Forsythe well past half distance.

However, with Forsythe dropping back steadily to finish fifth, he was



Smith took the flag  
in testing conditions

replaced at the front by soloist James Abbott, whose consistent pace, coupled with time saved by not changing tyres mid-race, was rewarded with a healthy advantage.

Abbott remained ahead until the closing laps but, despite a determined defence, couldn't stop Smith surging past to claim victory.

While Abbott took second, Tom Ashton's and Rob Wheldon's fine second-half drives were

rewarded with third and fourth places respectively.

● Oliver Timson

**RESULTS (63 LAPS)** 1 Bradley Smith/Lewis Plato (Radical SR3); 2 James Abbott (SR3) +12.978s; 3 Peter Belshaw/Tom Ashton (SR8); 4 Aaron Bailey/Rob Wheldon (Raw); 5 Iain Forsythe/Jake Dennis (SR3); 6 Marcel Marateotto/Paul Thomas (SR8). **CW** Marateotto/Thomas; Roger Green/Martin Short (RXC); Rob Almond/Stuart Moseley (SR1). **FL** Ollie Hancock (SR8) 1m48.091s (98.88mph).



### Champion of Brands

Josh Barnett (above) dominated after fellow front-row man Oliver White dropped out on the warm-up lap. Noel Dunne finished in a comfortable second, while Gaius Ghinn wrestled third position from Mike Gardner at Surtees on lap four. Klaus-Dieter Hackal won a tight battle for fourth with Adam Quartermaine and Gardner.

### SPEED Euroseries

After Dan Gibson pirouetted at Druids at half distance, it looked as if the Julian Schell/Niki Leutwiler Ligier had the six-car Brands opener in the bag. But a safety car period brought the Gibson/Tom Bradshaw Gibson back into contention, with Bradshaw taking the lead from Leutwiler five laps from the end. The Gibson led race two from start to finish.

### MSVT Team Trophy

The SEAT Leon Supercopa of Darren Goes battled with the Antony Sidney-Woolett/JJ O'Malley Caterham in the first half of the Team Trophy race at Brands. Goes lost a lot of time in the pits, which gave Sidney-Woolett and O'Malley the lead and victory. Goes then had a great scrap with the Richard Preece/James Reed Ginetta for second. They exchanged places several times, but the SEAT came out on top.

### Summer Vee

Ben Miloudi and Tim Probert sparred for victory in the Snetterton Vee opener, until an errant oil dipstick consigned Probert to a smoky retirement, handing Miloudi victory. Dan Burton and Miloudi contested the lead in race two until Burton's engine expired. A charging Probert settled for second after a late spin.

### Summer Sports Cars

Having dropped to last at the start at Snetterton, Marcus Bicknell (below) hauled his Mallock up the order to beat the Caterhams of Kevin Williams and Anthony Bennett in the closing laps of race one. He had to fight his way past Bennett and Williams again in race two to claim his double.





# Mega McCullough marches onward

IVOR MCCULLOUGH AND HIS

Van Diemen RFOO didn't really need to win at Kirkistown last Saturday. With a 57-point lead in the Northern Ireland FF1600 Championship going into the race, the Ballymena man could afford to take things easy.

But that's not the way he does things and he took off from the front row like a man on a mission. Once poleman Kevin O'Hara (Van Diemen DPO9) had been disposed of, McCullough was on his way.

O'Hara's challenge vanished before it really began when he was docked 10 seconds for an out-of-position start. This dropped him out of the reckoning and meant Niall Murray (Van Diemen RF99) led the pursuers in reality.

Behind him, a small but intense war involving David McCullough (RFOO), Adrian Pollock (DPO8), Neville Smyth (Ray) and Jonny

McMullan (Mondiale) kept onlookers enthralled.

McMullan eventually worked his way clear to pull out almost a second on the squabbling bunch behind, but the issue remained in doubt until the flag fell. When it did, David McCullough found himself fourth, just ahead of Pollock and Smyth.

O'Hara, second on the road, was eventually placed eighth, but had the consolation of fastest lap and the bonus point that goes with it.

Third placed McMullan was the top pre-90 runner in the ageing but effective '89 Mondiale, while pre-87 honours went to the '84 version of Mike Todd.

Further back, Ryan Templeton eventually won an entertaining Crossle 32F tussle with Arnie Black for Pre-82 honours — by just 0.2s.

On the face of it, Ivor McCullough appears to have the Northern Ireland



A familiar sight in Irish FF1600 as McCullough leads

title sewn up, but with four rounds still to go it's not quite the foregone conclusion that some people seem to think it is.

Two of those rounds are at Kirkistown next month, but the final rounds are at Mondello Park where a very strong 'home team' awaits.

It isn't over yet...

● Richard Young

**RESULT (21 LAPS) 1 Ivor McCullough (Van Diemen RFOO); 2 Niall Murray (Van Diemen RF99) +4.538s; 3 Jonny McMullan (Mondiale M89S); 4 David McCullough (Van Diemen RFOO); 5 Adrian Pollock (Van Diemen DPO8); 6 Neville Smyth (Ray GR07). Class winners** McMullan; Mike Todd (Mondiale M84S); Ryan Templeton (Crossle 32F). **Fastest lap** Kevin O'Hara (Van Diemen DPO9) 1m01.570s (88.40mph).

IRISH TOURING CARS KIRKISTOWN, JULY 27 500MRCI

## Holstein the horse rider takes two dominant victories



Even a jumped-start penalty couldn't halt Holstein's charge

ERIK HOLSTEIN AND HIS BMW M3 have been the class of the Irish Touring Car field this year and a brace of victories at Kirkistown underlined their superiority, though it wasn't all plain sailing.

An out-of-position start in the first race left the equestrian star with a 10-second penalty to overcome while Dave O'Brien's M3 assumed the lead in the interim. It took Holstein nine laps to make up the deficit and a further six to create a 14s advantage, with O'Brien second and Owain Drought's Integra the first of the Honda hordes home in third.

John Whelan's rapid Peugeot 306 might have joined the BMWs at the

head of the pack, but mechanical gremlins halted it after four laps.

Holstein made no mistakes to win again in race two, while Drought took second after O'Brien stopped.

● Richard Young

**RESULTS (16 LAPS) 1 Erik Holstein (3.2 BMW M3); 2 David O'Brien (3.2 BMW M3) +24.359s; 3 Owain Drought (1.8 Honda Integra); 4 Jason Hughes (1.8 Honda Civic); 5 Norman Fawcett (1.8 Honda Civic); 6 Ian Radford (1.8 Honda Integra). FL Holstein 1m02.067s (87.70mph).**

**RACE 2 (15 LAPS) 1 Holstein; 2 Drought +35.172s; 3 Fawcett; 4 Radford; 5 Anthony Murtagh (1.8 VW Corrado); 6 Mark Keane (1.8 Honda Integra). FL Holstein 1m02.004s (87.79mph).**

IRISH GINETTA JUNIOR KIRKISTOWN, JULY 27 500MRCI

## More thrills and spills as juniors duke it out

THINGS ARE NEVER DULL WHEN THE Ginetta Juniors are around, and the youthful squad were in ebullient form on their second visit to Kirkistown last weekend.

Dylan Curley set the pace in qualifying with Jack Finlay lining up alongside him on the front row. But that all changed when the lights went out. Sophie Byrne got a lightning start from the second row and led for most of lap one before Finlay and Curley got past. But it didn't last.

Contact between Finlay and the closely following Curley at Colonial on the second lap spun Finlay across

the bows of Byrne, putting her out on the spot and leaving Curley with a lead he held until a meeting with officialdom later in the day.

Victory eventually went to John Mulholland, ahead of Luke Hourihan and Eorann O'Neill.

Finlay eventually rejoined a lap down to claim sixth place.

Curley was back in front in race two, despite Byrne again making the best start.

Curley had just taken the lead from Byrne when red flags flew for a Hairpin incident involving Finlay, whose spin and recovery took him



Curley leads as Finlay spins

into the path of O'Neill. Both cars retired.

At the restart Curley retained the advantage, though Byrne kept him honest all the way to the flag, earning herself the driver of the day title in the process.

● Richard Young

**RESULTS (10 LAPS) 1 John Mulholland; 2 Luke Hourihan +6.678s; 3 Eorann O'Neill; 4 Max Sheane; 5 Charlie Linnane; 6 Jack Finlay. FL Mulholland 1m14.001s (73.55mph).**

**RACE 2 (8 LAPS) 1 Dylan Curley; 2 Sophie Byrne +4.660s; 3 Mulholland; 4 Linnane; 5 Sheane; no other finishers. FL Curley 1m12.192s (75.74mph).**





WALDER

BRITISH HILLCLIMB CHAMPIONSHIP WISCOMBE PARK, JULY 27-28

## Willis takes the lead from absent Moran

TREVOR WILLIS DREW AHEAD IN THE title race for the first time this season in Scott Moran's absence.

Round 21 fell to Wallace Menzies, who qualified second. Willis could not match him but still took second.

Menzies thought he had blown his chance: "I thought I'd over-braked for the last bend, but the tyres broke away and I survived." The result

moves him to third overall ahead of also-absent Roger Moran.

A brief shower hit later and caused mistakes. Tom New and Menzies failed to qualify as Will Hall and Willis succeeded. These two ran early in the final round, with Hall scoring and rainmaster Willis winning. Willis described the second run-off as "an unmissable opportunity".

Alex Summers's team worked overtime to fix the car after his Guernsey shunt, and he recovered from an early broken driveshaft to finish second in the later run-off.

Above Summers in the table, John Bradburn got a pair of seventh places in the difficult conditions.

Hillclimb fans could scarcely believe that Jos Goodyear would take safe run-off shots for points rather than go for broke, but he did. A third and a fifth were his reward.

Three drivers got both Gould GR59s into each run-off with Paul Haines qualifying fastest for the first time in his long career for round 22.

Local drivers did well: Ed Hollier scored a career best sixth in round 21, while Cornishman Mike Lee also picked up points.

● Eddie Walder

**ROUND 21** 1 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 36.41s BTD; 2 Trevor Willis (3.2 OMS-Powertec) 36.50s; 3 Jos Goodyear (1.6 GWR-Suzuki Raptor Extreme) 36.91s; 4 Paul Haines (1.3t Gould-Suzuki GR59) 37.93s; 5 Tom New (4.0 Gould-Judd GR55) 38.38s; 6 Ed Hollier (1.6 Pilbeam-Suzuki MP62) 38.43s; 7 John Bradburn (3.5 Gould-Cosworth HB GR55) 38.59s; 8 Simon Fido (1.1 Empire-Suzuki 002) 38.74s; 9 Mike Lee (1.6 OMS-Suzuki 2000M) 39.43s; 10 Simon Moyse (1.3s Gould-Suzuki GR59) 39.71s; 11 Brian Moyse (1.3s Gould-Suzuki GR59) 43.82s; Will Hall (3.5 Force-Nissan WH) Fail.

**ROUND 22** 1 Willis 37.01s; 2 Alex Summers (1.3s DJ-Suzuki Firehawk) 38.08s; 3 Haines 38.52s; 4 Hall 38.96s; 5 Goodyear 39.31s; 6 Dave Uren (1.6

Force-Suzuki PT) 39.45s; 7 Bradburn 40.26s; 8 Lee 40.86s; 9 S Moyes 42.06s; 10 B Moyse 45.67s; Tony Hunt (1.3s Force-Suzuki PT) & Paul Alexander (2.0 Pilbeam-Vauxhall MP62 001) DNS.

**Class winners** Gary Pitt (2.0 Ford Escort RS) 48.87s; Roy Bray (2.0t Ford Escort Cosworth) 45.78s; Andrew Russell (1.1 Ginetta G15) 46.98s; Ralph Pinder (2.0 Peugeot 205) 47.61s; Derek Harris (1.7 Mallock Mk17B) 52.20s; Tim Painter (3.0 MG Metro 6R4) 42.81s; Gary Hill (0.6 OMS Hornet) 44.14s; Adam Steele (1.1 Martlet-Suzuki AS1) 39.37s; Goodyear 38.50s; Haines 38.12s; Willis 36.86s.

**POINTS 1 Willis, 176;** 2 Scott Moran, 171; 3 Menzies, 125; 4 Roger Moran, 117; 5 Hall, 99; 6 Bradburn, 89; 7 Summers, 80; 8 Goodyear, 60; 9 Deryk Young, 39; 10 Richard Spedding, 30.

MODIFIED &amp; OPEN SALOONS KNOCKHILL, JULY 27-28 KMSC

## Focus wilts then wins as Minis entertain

THE CATERHAM OF RODDY PATTERSON and Radical of Bill Henderson finished at the front of Saturday's first race, but it was the 650bhp Focus of Charlie Shaw that set the pace before retiring with a misfire.

Despite its fragility, Shaw was able to blast from the back of the grid to win Saturday's second race. The Ford dominated again in Sunday's opener before further problems stopped him

on the penultimate lap. This brought out the red flags and gifted the win to Mini driver Aiden Moffat.

The most entertaining action was kept for Sunday's second race, held in on a damp track. Tim Sleigh, who returned after a 10-month break, suggested the non-points meeting was an opportunity to help teenager Moffat learn racecraft skills to help him in the main Scottish series, but

was forced to concede: "I don't think I've got much to teach him."

Although Moffat was caught out by the off-camber exit at the anti-clockwise-spec Clark Corner on lap five, he immediately fought back to retake the lead at the hairpin on the next lap. As the pair left the last corner, Sleigh had greater momentum and managed to draw alongside, but Moffat held on by 0.03s.

● Jonathan Crawford



MOIR

### RESULTS - CLOCKWISE (BOTH 12 LAPS)

**1 Roddy Patterson (Caterham);** 2 Bill Henderson (Radical) +1.160s; 3 Peter Cruickshank (Fiesta ST); 4 Aiden Moffat (Mini Cooper); 5 Tim Sleigh (Mini); 6 Craig Noble (Mini). **FL Henderson** 53.455s (85.62mph). **RACE 2** 1 Charlie Shaw (Ford Focus); 2 Patterson +4.559s; 3 Henderson; 4 Cruickshank; 5 Moffat; 6 Duncan Langton (Fiesta XR2). **FL Shaw** 51.462s (88.93mph).

**ANTI-CLOCKWISE (BOTH 10 LAPS)** 1 Moffat; 2 Sleigh +1.717s; 3 Guy Johnstone (Mini); 4 Noble; 5 Langton; 6 Barry Holmes (XR2). **FL Shaw** 1m02.310s (73.45mph).

**RACE 2** 1 Moffat; 2 Sleigh +0.030s; 3 Noble; 4 Johnstone; 5 Langton; 6 Holmes. **FL Noble** 1m06.318s (69.01mph).



DEMPSTER

### HRCA Historics

Jackie Cochrane (Sunbeam Tiger) overcame early challenges from David Kelly (Crossle 9S) to take a brace of victories among a small field of HRCA Historic Sports Cars at Kirkistown. Twice the fleet Crossle got the drop on the rumbling Tiger at the start, and twice Cochrane came blasting past within a lap to assume control. Bernard Foley (MGB V8) completed the podium in both races, followed home by Mark Russell's large and imposing Jaguar XJS.

### Roadsports

The Radicals of Jim Larkham and Mark Campbell were the class of the field at Kirkistown, scoring one-two finishes both times with Paul Conn's uprated S2000 Crossle 47S third. Behind them the usual dogfight among the one-litre 'Sevens' gave plenty of entertainment, and two class wins for Alan Davidson's GMS from Jack Boal's Locost. Trevor Allen (Striker), Jonny Armstrong (Westfield) and Graham Moore (GMS) provided most of the fun.

### Formula Sheane

Brian Hearty was in unbeatable form at Kirkistown, and the wily former motocrosser had things more or less his own way, winning by almost six seconds from Robbie Allen with Kevin Sheane third. Barry Rabbitt might have made a difference, but his challenge lasted just five laps before retirement. David Parks and Tim Swail might have made a difference too, but their race was even shorter after a first-corner get-together on the opening lap.

### KMSC Classics

Willy Toye returned in a newly-built Triumph TR8 and won Saturday's second race in a drag race with Keiran Baillie's Ford Escort at Knockhill. He retired with a misfire in Sunday's first race, which left Jimmy Crow unchallenged. During the final race Toye deliberately kept pace with Crow (below). This backfired on the potentially faster Toye when he misjudged the final corner and could not retake the lead before the flag.



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Sean Walkinshaw Racing would like to congratulate Matty Graham on his first win in the BRDC F4 Championship and Jack Barlow for Sean Walkinshaw Racings first 1-2 at Brands Hatch. Thank you to the team and sponsors for another successful weekend.

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# NATIONAL RESULTS ROUND-UP

**BRANDS HATCH**  
MSVR, JULY 27-28



## CHAMPION OF BRANDS FF1600 (10 LAPS)

**1 Josh Barnett (Van Diemen BR001);** 2 Noel Dunne (Ray GR13) +5.955s; 3 Gaius Ghinn (Van Diemen RF00); 4 Klaus-Dieter Hackal (Van Diemen RF88); 5 Adam Quartermaine (Van Diemen RF99); 6 Mike Gardner (Van Diemen RF80). **Fastest lap** Barnett 1m37.503s (89.84mph).

**SPEED EUROSERIES (BOTH 39 LAPS) 1 Dan Gibson/Tom Bradshaw (Gibson CN 2012);** 2 Julien Schell/Niki Leutwiler (Ligier JS53) +10.236s; 3 Alex Champkin/Roman Krumins (Tiga CN 2012); 4 Mike Newton/Alan Bonner (Tiga CN2 2012); 5 Richard Fearn (Radical SR8); no other finishers. **FL** Gibson/Bradshaw 1m26.538s (101.22mph).

**RACE 2 1 Gibson/Bradshaw;** 2 Schell/Leutwiler +1m21.811s; 3 Jean Lou Rhion/Jonathan Coleman (Ligier JS53); 4 Fearn; 5 Newton/Bonner; 6 Champkin/Krumins. **FL** Gibson/Bradshaw 1m26.212s (101.60mph).

**MSVT TEAM TROPHY (32 LAPS) 1 Antony Sidney-Woolett/JJ O'Malley (Caterham Supersport);** 2 Darren Goes (SEAT Leon Supercopa) +28.149s; 3 Richard Preece/James Reed (Ginetta G20); 4 Andy Wilmot/Perry Winch (Renault Clio); 5 Stephen Brooks (SEAT Leon Supercopa); 6 Ashley Davies (Renault Clio Cup). **Class winners** Davies; Tom McHugh (Porsche 944 S2); Richard Evans/Edward McKean (BMW E36 325 Coupe); Ashley Bird/Edward Platt (Ginetta GT20 GT4 coupe). **FL** Sidney-Woolett/O'Malley 1m44.551s (83.78mph).

**SNETTERTON**  
MSVR, JULY 27



**SUMMER VEE (BOTH 9 LAPS) 1 Ben Miloudi (Ray Bowles);** 2 Daniel Burton (AHS Challenger) +10.607s; 3 Peter Andrews (Sheane); 4 Sam Engineer (Sheane MK3); 5 Antony Mitchell (Ray Bowles); 6 Chris Wilsher (Sheane W4B). **FL** Miloudi 2m13.314s (80.77mph).

**RACE 2 1 Miloudi;** 2 Tim Probert (Storm) +10.767s; 3 Andrews; 4 Engineer; 5 Mitchell; 6 Wilsher. **FL** Probert 2m12.417s (80.71mph).

**SUMMER SPORTS CARS (BOTH 10 LAPS) 1 Marcus Bicknell (Mallock Mk35 EB);** 2 Kevin Williams (Caterham R400) +4.295s; 3 Anthony Bennett (Caterham R300); 4 Gerry Fincham (Caterham R400); 5 Clive Young (Crosle 9S); 6 Simon Oakley (Lotus Elise). **CW** Williams; Young; Oakley; David Strike (MGB GT); John Davies (Mazda MX5). **FL** Bicknell 1m58.633s (90.09mph).

**RACE 2 1 Bicknell;** 2 Williams +9.402s; 3 Bennett; 4 Fincham; 5 Steve Everson (Mallock Mk 28 EB); 6 Young.



**Brian Hearty was Kirkistown's Formula Sheane victor**

**CW** Williams; Young; Graeme Foley (Lotus Elise); Strike; Davies. **FL** Bicknell 2m00.113s (88.98mph).

**SUMMER SALOONS (BOTH 9 LAPS) 1 Karl Catliff (BMW M3);** 2 Ross Makar (MG ZR) +30.764s; 3 Eliot Dunmore (BMW E36 323i); 4 Darren Stamp (BMW E30); 5 Bryan Bransom (BME E36 Evo); 6 Andy Joss (Renault Clio). **CW** Makar. **FL** Catliff 2m13.602s (79.99mph).

**RACE 2 1 Catliff;** 2 Julian Newman (BMW M5) +5.427s; 3 Makar; 4 Bransom; 5 Dunmore; 6 Stamp. **CW** Makar. **FL** Newman 2m14.212s (79.63mph).

**KIRKISTOWN**  
500MRCI, JULY 27



**HRCA HISTORICS (16 LAPS) 1 Jackie Cochrane (4.7 Sunbeam Tiger);** 2 David Kelly (2.0 Crosle 9S) +8.089s; 3 Bernard Foley (3.9 MGB GT); 4 Mark Russell (5.3 Jaguar XJS); 5 Garth Maxwell (3.9 MGB GT); 6 David Moloney (1.3 MG Midget). **FL** Cochrane 1m02.813s (86.65mph). **RACE 2 (15 LAPS) 1 Cochrane;** 2 Kelly +8.352s; 3 Foley; 4 Russell; 5 Maxwell; 6 Moloney. **FL** Cochrane 1m02.880s (86.56mph).

**ROADSPORTS (BOTH 16 LAPS) 1 Jim Larkham (1.3 Radical PRO6);** 2 Mark Campbell (1.3 Radical Prosport) +2.667s; 3 Paul Conn (2.0 Crosle 47S); 4 John Benson (2.0 Crosle 37S); 5 Alan Davidson (1.0 GMS Honda); 6 Jack Boal (1.0 Locost Honda). **CW** Davidson. **FL** Larkham 1m01.455s (88.57mph). **RACE 2 1 Larkham;** 2 Campbell +3.378s;

MOIR



**Toye's Triumph and Ballie's Escort in Knockhill battle**

3 Conn; 4 Davidson; 5 Boal; 6 Trevor Allen (1.0 Striker Honda). **CW** Davidson. **FL** Larkham 1m00.570s (89.86mph).

**FORMULA SHEANE (16 LAPS) 1 Brian Hearty;** 2 Robbie Allen +5.889s; 3 Kevin Sheane; 4 John Linnane; 5 Richard Kearney; 6 Jennifer Mullan. **FL** Hearty 1m01.110s (89.06mph).

**KNOCKHILL**  
KMSC, JULY 27-28



**KMSC CLASSICS - CLOCKWISE (12 LAPS) 1 Tommy Gilmartin (Morgan +8);** 2 Willy Toye (Triumph TR8)

+1.006s; 3 Keiron Ballie (Ford Escort RS); 4 Richard Merrell (Alfa Romeo Giulia GT); 5 Steve Uphill (Ford Fiesta); 6 Grant Allan (Lotus 7 S4). **FL** Gilmartin 59.266s (77.22mph). **RACE 2 (12 LAPS) 1 Toye;** 2 Ballie +0.455s; 3 Merrell; 4 Uphill; no other finishers. **FL** Toye 1m03.215s (72.40mph).

**ANTICLOCKWISE (12 LAPS) 1 Jimmy Crow (Ford Escort);** 2 Merrell +29.822s; 3 Uphill; 4 Allan; 5 Toye; 6 Baillie. **FL** Crow 1m11.903s (63.65mph).

**RACE 2 (10 LAPS) 1 Crow;** 2 Toye +0.768s; 3 Baillie; 4 Allan; 5 Uphill; 6 Merrell. **FL** Crow 1m08.208s (67.10mph).

**The Webb BMW (69) works its way past the stricken Ferrari and Chevron at Brands**



HAWKINS



# RENAULT'S BABY

Renault's all-new Clio Cup car, set for UK introduction next year, is more of a real racing car that

**R**enault hasn't won the British Touring Car Championship since 1997, and its factory-entered cars last appeared on the grid in 1999. Yet its name is still synonymous with the TOCA package thanks to its slots on the support bill with Formula Renault UK and the Clio Cup. Only the latter survives to this day, but it has firmly established itself on the British racing scene over the past two decades.

With the single-seater ladder becoming ever more difficult to climb, more drivers are considering racing under a roof as a serious option earlier in their careers, and Renault has done its best to offer the ideal platform for that.

The fourth-generation Clio Cup racer, which will be introduced to the UK championship next year, will take the series a big step closer to the touring car racing that its drivers often aspire to. And, as championship co-ordinator Simon North points out, drivers are even using the Clio Cup as a springboard to GT racing as well.

"The world around us is getting increasingly sophisticated," says North. "And a lot of Clio drivers are progressing to GT racing now. That's something we started to see around five years ago, and it was quite interesting. So, with a car with paddleshift, the shell we have now and 220 horsepower, we are properly getting drivers ready to progress to touring cars and GT racing, and that's exactly where we need to be."

The new car is already racing this year in the Eurocup. From Renault Sport's side, starting with its European series has made life easier, as it can focus on troubleshooting in one series rather than having to fix and change things on over 100 cars in various championships at once – a problem it experienced with the last new model in 2007. The bugs will be ironed out this year, and series such as the UK will then have a much smoother transition to the new car next season.

Aside from the paddleshift gearbox, the new Clio has much in

common with a touring car. In fact, North believes that Renault has moved the goalposts so much that, "I could see someone actually building a touring car version of it!" Former Clio Cup champion Phil Glew, who has experienced the step up to the BTCC, agrees that the new car is a step in the right direction.

"It fills the gap to touring cars," he says. "The old Clio put you in good stead too, but this is right for moving up. It's important that you learn to drive properly, and this is perfect for that. The new car is easy to learn, but also easy to over drive. If you drive just a little bit too hard you go slower."

"It's a fine line, and you've got to learn how to get through the corner without killing the speed. You'll need that when you get into touring cars, where everything is bigger, better and faster."

If moving the Clio Cup closer to touring car racing sounds a bit elitist, it is worth pointing out that Renault is putting together a ladder structure to enable drivers to work towards this level. It has a series for the older model Clio and a class within that for converted road cars, which means that club racers can get a piece of the Clio action without having to start off going up against wannabe professionals in the brand-new, upgraded race car.

"We are attracting younger and younger drivers now," says North. "It's a very different place to where we were in 2006/'07, and that's why we've changed our strategy to adjust to the marketplace."

Of course, with a new car always comes the risk of pricing some of your teams out of the market for the following season. But North is confident – based on the orders from "pretty much all of the bigger teams and even some of the smaller ones already" – that the Clio Cup's strong grid numbers will continue with this new car.

With laptime improvements expected to be around three to four seconds, those who do stick around are likely to feel like they have stepped up to a new category on the tin-top ladder.

## REAR SPOILER

New rear spoiler generates nearly 40kg of additional downforce at 120mph

## BIGGER FRONT BRAKES

Front brake discs are 320mm vented – 8mm larger than on the previous car



## ELECTRICS

New ECU and dashboard, plus the same data-acquisition software as used in Formula Renault 2.0 and 3.5 single-seaters



## PADDLESHIFT

Six-speed sequential paddleshift replaces steering wheel-mounted gear lever



# TOURING CAR

Renault hopes will push drivers towards touring cars and GTs. **GLENN FREEMAN** tries it out

## BODY

Steel bodyshell reinforced by a welded rollcage is a first for the Clio Cup

## ENGINE

New 1.6 direct-injection turbo engine increases power from 207bhp to 220

2009 Clio champ

Glew says car

"works for you"



**"Give it more throttle, and start winding the lock off"**

Phil Glew must be mad. Has he forgotten we're sat in a front-wheel-drive car? Surely we're far too early in the Silverstone Stowe circuit's long, final hairpin to be booting the power already. Still, he's the one calling the shots from the passenger seat, so if the 220 horsepower fires us into the scenery, it's his fault!

Right foot down, steering wheel straightening, and the car keeps coming around beautifully. If you didn't know better you'd assume this was a rear-wheel-drive car. When Glew's instructions are followed properly the car launches off the corner. The sensitivity of the steering on turn-in is eye-catching enough on its own, but the mid-corner turn from this new Clio Cup car is phenomenal. Renault has produced a real racer.

"You'll always get understeer with a front-wheel-drive car, but this is a big improvement," says Glew. "It's unbelievable. The diff is a lot tighter and it drags you through the corner on the throttle. It works for you."

## SHOCK ABSORBERS

New adjustable racing shock absorbers add to set-up options

## RIDEHEIGHT

The new car is lower and boasts a longer wheelbase than the outgoing model

## AERO PACKAGE

Revised aerodynamics include 'front blade', rear diffuser, front and rear spoilers and bumpers



New car is a big step up from older model



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## THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK &amp; SCREEN • ONLINE

What you think of our list of drivers who never raced in F1

## TOP 50: YOUR SAY...

**You've done a good job of an**

impossible task (Top 50 Drivers Who  
never Raced in F1, July 25). Denis  
Jenkinson said something along the  
lines that the best driver in the world  
could be driving a dust cart in China,  
he just lacks the opportunity.

Two I would include are motorcyclist  
Bill Ivy, who made a tremendous  
impression during his few F2 drives, and  
Terry Fullerton, who never progressed  
beyond his success in karting.

**Martin Redshaw, Nottingham**

**A very enjoyable read. However,**  
not putting Neel Jani on the list is almost  
a crime. He had a solid race-winning GP2  
season, was a test driver for Toro Rosso  
and was linked to multiple F1 teams. But  
it's A1GP that Neel is most famous for;  
he was a constant at the top of the series.

**Darren Older, by email**

**Great article. But I can't believe**  
you left out Oliver Jarvis!

**Kris Heber, by email**

**My top three would be Vincenzo**

Sospiri – just like Stephen South, we  
shouldn't count his few laps in Australia  
with the MasterCard Lola... Cor Euser –  
looks like a copy of the Dave Coyne story,  
Euser showed miracles in a Magnum F3,  
in a privately-run BMW M3 in DTM, in his  
one-off race at Laguna Seca in CART,  
and in the Zwolsman Spice and Lola  
Group C cars. Augusto Farfus – bright  
and fast in FR2.0 and Euro F3000, he  
went racing with a roof way too soon.

A gain for WTCC and DTM, a loss for F1.

Now, let's have a top 50 drivers who  
never should have made it to F1...

**Erik Verkaaik, The Netherlands**

**I've always been intrigued by the**

fate of Marc Hynes, winner of British F3 in  
1999 beating Luciano Burti and Jenson  
Button to the title. That year included a win  
and fastest lap at the F3 Masters (beating  
Button, Sebastien Bourdais, Narain  
Karthikeyan and Christijan Albers).

All the drivers mentioned had an F1  
career, with the exception of Hynes.

**Paul Irwin, Bexleyheath**

**It's an interesting list! But...**

Rick Mears and Greg Moore clear first  
and second. Nobody heard of Russell  
Spence? Eje Elgh? BJ Swanson?

Bertrand Fabi – spot on. Tom K too,  
and Gary Hocking. Jean-Luc Salomon,  
Gerry Birrell, Paul Warwick, Adam Carroll,  
Stephen South, Little Al, Jamie Green,  
Gil de Ferran, Gary Paffett, absolutely.

But Sebastien Loeb P2? Oh dear,  
oh dear... And Will Power? You jest!

**David Tremayne, by email**

**Nice list, particularly the**

mention to Bird Clemente and Dave  
Coyne, who would easily go unnoticed.

Names missing: Bob Wollek, a winner  
in F2 and a stellar endurance career;  
Mauro Martini, who won F3000 in Japan  
beating Irvine, Ratzenberger and Salo;  
Yvan Muller, British F2 champion and has  
shown in touring cars to be much better  
than ex-F1 drivers; Jordi Gene, who

brother Marc thinks is faster than him, an  
F3000 winner and Benetton test driver.

And if non-qualifiers like South count,  
what about Volker Weidler, Le Mans  
winner, Japanese F3000 star and  
German F3 champion, who never pre-  
qualified the awful Rial in F1 and had  
to quit racing due to an ear infection?

**Jose Costa-Pereira, by email**

**Can't believe you omitted Jeff**

Gordon. Otherwise, would have ranked  
Scott Dixon higher and Dario Franchitti  
lower. Good job in recognising Gil de  
Ferran and Tony Stewart.

**Al Gordon, by email**

**I know I'm biased (I had a 20 per**

cent commission deal on his F1 earnings),  
but what about Yvan Muller? Went to tin-  
tops too soon as he was offered a salary  
instead of paying for a second year in  
Euro F3000, which he would have won.

**Roger Orgee**

**How about Terry Fullerton, who**

Ayrton Senna considered the best he  
ever raced against? At my home circuit,  
Rissington, he turned unfathomably early  
into the fastest corners; a racing maestro.

**Rob Shipley, by email**

**What about David Leslie? If ever**

I sat by the side of a race track watching  
a driver who was born to win grands prix  
and become world champion, it was  
Leslie in his younger days. He was an  
absolute virtuoso in a single-seater.

**Peter Hayes, by email**



The images of Martini-liveried cars at  
Goodwood (July 18) brought back great  
memories of my first car, a Citroën Visa.  
Not the best looking car ever made, but  
the Martini magic changed all that!

**Marcel van der Nol**

**The Netherlands**



# In pictures

Stirring images from around the globe, from Hungary to Spa via Silverstone

## PUT IT THERE, LEWIS!

Lewis Hamilton celebrates with his Mercedes mechanics what he thought was an unlikely victory at the Hungaroring last Sunday



## TIN-TOPS STAR AT SILVERSTONE

Former BTCC ace Tim Harvey bursts through to lead the first Super Touring Trophy race at Silverstone, but his old RS500 would soon wilt

## "NOW ALONSO WANTS TO BE MY TEAM-MATE..."

Kimi Raikkonen has competition if he wants to be Sebastian Vettel's partner next year – away from the badminton court, of course!



## GIANTS WATCH SPORTSCAR GIANTS AT SPA

Spectators (near camera) watch the Spa 24 Hours at Pouhon (far from camera). It was a great weekend for Mercedes, too



## In the shops

Desirable new releases

### AUTOMODELISME MAGAZINE

€6.90 – [grandprixmodels.com](http://grandprixmodels.com)

Automodelisme's annual car-by-car Le Mans 24 Hours edition is out – once again giving huge scope for serious collectors/builders. The French-language mag (you only really need the pics, right?) lists 56 cars in numerical order, with front, rear, side-on and cockpit-detail shots, as well as driver line-ups and finishing positions and/or retirements. The mag also carries ads from many key suppliers.



### BMW MOTORSPORT BAG

£60 – [autosport.com/shop](http://autosport.com/shop)

Following BMW's return to the DTM touring car series at the start of last year, there's now an official range of goodies for fans of the Munich marque and its M3 racer. The shoulder bag (below) features the correct corporate identity, a zip-closing main compartment and carrying strap, and you can complement it with a cap (£30), T-shirt (£35), or sweat jacket (£90).



### ROSSI FERRARI 458 1:43

£174.99 – [autosport.com/shop](http://autosport.com/shop)

Italian manufacturer BBR has released this 1:43-scale resin replica of the Ferrari 458 Italia GT3, in which Valentino Rossi finished 18th at the Monza round of last season's Blancpain Endurance Championship, alongside fellow Italian Alessio Salucci. The Kessel Racing-run machine was painted in a distinctive matt-black livery, with multiple world motorcycle champion Rossi's trademark sun and moon design. There will only be 200 examples available worldwide, which might explain the huge price tag!





## WHAT'S ON

## ON TRACK IN THE UK

Plato topped the test  
but won't have it easy  
in front of Norfolk crowd



## SNETTERTON

## TOCA

August 3-4

[snetterton.co.uk](http://snetterton.co.uk)

The BTCC is back in action after its traditional six-week summer break. Honda's Matt Neal has been super-consistent this season and currently sits in the box seat as he bids for a fourth title. Honda missed the recent mid-season Snetterton test, at which the works MG of Jason Plato was particularly fast, but Dynamics boss Steve Neal isn't worried the Civics of Neal and

Gordon Shedden will fall behind. Expect the usual thrills and spills on the 300 circuit with support from British Formula Ford, Renault Clio UK Cup, Porsche Carrera Cup GB, Ginetta Junior and Ginetta GT Supercup.

## CROFT

## HSCC

August 3-4

[croftcircuit.co.uk](http://croftcircuit.co.uk)

The North Yorkshire circuit's annual 'Nostalgia Weekend' has become a firm favourite on the fixture list since its inception

Historic racing in the  
north at Croft



in 2010. A full 16-race programme from the HSCC for the fourth edition is supplemented by vintage car displays and aeroplane demonstrations, all run to a Goodwood-esque 1940s-70s fancy dress theme.

## MALLORY PARK

## BARC/CTCRC

August 3-4

[mallorypark.co.uk](http://mallorypark.co.uk)

The Autoglym Classic Festival is the biggest racing event on Mallory Park's calendar. There are 20 races across two days, with the Classic Touring Car Racing Club's collection of categories supported by Alfa Romeo Owners Club and Track Attack Race Club series.

## BRANDS HATCH

## BRSCC

August 3-4

[brandshatch.co.uk](http://brandshatch.co.uk)

The BRSCC brings its collection of Caterham championships to Kent with Formula Ford 1600, Porsches, Production GTI Golfs, the Open Sportscar Series and Formula Jedi also in action.

## PEMBREY

## CSCC

August 3-4

[barc.net](http://barc.net)

The Classic Sports Car Club celebrates its 10th anniversary in Wales this weekend with a set of races for its usual collection of tin-tops and sportscars.

## CASTLE COMBE

## MSVR

August 3

[castlecombecircuit.co.uk](http://castlecombecircuit.co.uk)

The three resident championships are supported by double-headers for the Mini Challenge, Monoposto and Atom Cup.

## ANGLESEY

## BRSCC

August 3-4

[angleseycircuit.com](http://angleseycircuit.com)

Mazda MX5s, Euro Saloons, TVR Challenge, Ford XR Challenge, Irish Global Lights and Irish Strykers.

## DONINGTON PARK

## 360MRC

August 3

[doningtonpark.co.uk](http://doningtonpark.co.uk)

The 360MRC's six-hour race has moved from Snetterton to Leicestershire this year. Three 20-minute sportscar invitation races will support the main event, which will run into dusk.

## CRAIGANTLET

## British Hillclimb

## Championship

August 3

[britishhillclimb.co.uk](http://britishhillclimb.co.uk)

## ON TRACK AROUND THE WORLD

## RALLY FINLAND

## World Rally Championship

Rd 8/13

Jyväskylä, Finland

August 1-3

[wrc.com](http://wrc.com)

## INDYCAR SERIES

Rd 12/16

Mid-Ohio, USA

August 4

[indycar.com](http://indycar.com)

IndyCar heads  
to Mid-Ohio

## INDY LIGHTS

Rd 9/12

Mid-Ohio, USA

August 3

[indycar.com/roadtoindy](http://indycar.com/roadtoindy)

## NASCAR SPRINT CUP

Rd 21/36

Pocono, Pennsylvania, USA

August 4, [nascar.com](http://nascar.com)

## DTM

Rd 6/10

Moscow, Russia

August 4

[dtm.com](http://dtm.com)

## SUPER FORMULA

Rd 4/7

Motegi, Japan

August 4

[superformula.net](http://superformula.net)

## WORLD TOURING CAR CHAMPIONSHIP

Rd 8/12

Rio Hondo, Argentina

August 4

[fiawtcc.com](http://fiawtcc.com)

## ADAC GT MASTERS

Rd 4/8

Nurburgring, Germany

August 3-4

[adac-gt-masters.de](http://adac-gt-masters.de)

## ASIAN LE MANS SERIES

Rd 1/4

Inje, South Korea

August 4

[asianlemansseries.com](http://asianlemansseries.com)

Who's going to win  
Rally Finland's  
yumping contest?



Your guide to the best events taking place in the UK and around the world – plus TV and online

## ON TELEVISION

## THURSDAY AUGUST 1

0645-0715 ESPN

NASCAR Now

1300-1400, 1700-1800 Sky Sports 3

British F3: Spa Highlights

1310-1515 Motors TV

Grand-Am: Indianapolis Highlights

## FRIDAY AUGUST 2

1300-1400 Sky Sports 3

Racemax

2000-2100 Sky Sports F1 LIVE

The F1 Show

2100-2200 Sky Sports F1

GP Uncovered: Tribute to Fangio

## SATURDAY AUGUST 3

0400-0420 Channel 5

Racemax

0700-0730 Channel 4

British F3: Spa Highlights

0925-1025 ITV4

Motorsport UK

1200-1300 Sky Sports 4

Max Power

1310-1620 Motors TV

BES: Spa 24 Hours Highlights

1620-1825 Motors TV

NASCAR Nationwide:

Indianapolis Highlights

2200-2245 Eurosport 2

WTCC: Rio Hondo Qualifying

2205-0010 Motors TV

V8 Supercars: Townsville Highlights

## SUNDAY AUGUST 4

0610-0705 Channel 4

BES: Spa 24 Hours Highlights

0830-1100 Motors TV

NASCAR Nationwide: Iowa

1000-1100 Sky Sports 3

Racemax



DTM had demo  
in Red Square.  
Now for the track

1115-1800 ITV4 LIVE

BTCC: Snetterton

1300-1415 ESPN LIVE

DTM: Moscow Raceway

1730-1800 Eurosport 2

WTCC: Rio Hondo Warm-Up

1800-1900 Eurosport 2 LIVE

WTCC: Rio Hondo Race 1

1800-2230 Premier Sports LIVE

NASCAR Sprint Cup: Pocono

2000-2100 Eurosport LIVE

WTCC: Rio Hondo Race 2

## MONDAY AUGUST 5

0255-0345 ITV

Motorsport UK

0615-0745, 1300-1430 ESPN

DTM: Moscow Raceway Highlights

0745-0845, 1200-1300 ESPN

NASCAR Sprint Cup:

Pocono Highlights

0800-0900 Eurosport 2

WTCC: Rio Hondo Race 1

0900-1000 Eurosport 2

WTCC: Rio Hondo Race 2

1730-2000 ESPN

IndyCar: Mid-Ohio Highlights

2100-2305 Motors TV

NASCAR Nationwide: Iowa

2230-2330 Eurosport

WTCC: Rio Hondo Highlights

## ONLINE

## HOT ON THE WEB THIS WEEK

YouTube NASCAR TRUCKS DUEL ON THE DIRT AT ELDORA



SEARCH FOR: Austin Dillon Passes Kyle Larson for the Lead at Eldora (1:48)

Tony Stewart's high-banked Eldora oval played host to NASCAR's first-ever dirt-track Truck race last week. Austin Dillon and Kyle Larson fought out this epic duel in the middle segment of the race, before Dillon pulled away to victory (check out 'final laps' clip too).

## AUTOSPORT+

Exclusive content coming up in  
our premium website this week

All the fallout from  
the Hungarian GP

Opinion and analysis from AUTOSPORT's F1 team after the events – and comments – of the Hungarian Grand Prix. Edd Straw takes a look at just how important Pastor Maldonado's first 2013 Williams point is to the legendary but struggling British outfit.

## GET AUTOSPORT ON THE MOVE

- IN THE IPAD ISSUE THIS WEEK...
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AUTOSPORT

## Revved up over what's on the box



McKenzie to SV:  
'Kimi or Fernando?'

ALAN PARTRIDGE HAS HIT THE BIG screen. In *Alpha Papa*, North Norfolk's fictional DJ – who asks his listeners inane questions such as "what's your favourite kind of monger: iron, fish or war?" – turns hero (of sorts) in a hostage situation.

Steve Coogan's alter-ego has only had one brush with motorsport, interviewing a Louise Aitken-Walker-ish rally driver (played by *The Thick of It*'s Rebecca Front) on current affairs parody *The Day Today*.

His second question: "The stickers. What are the stickers for?"

"Erm, advertising."

"It's as simple as that?"

"Yep."

Excruciatingly dull lines of questioning are usually the preserve of the post-race Formula 1 media bullpen. For the BBC, it's Lee McKenzie's thankless task to quiz Mark Webber about his dismay at his latest KERS failure or his wheel falling off. "You must be disappointed..." Yawn.

But not last weekend. Thrown a bone with the Fernando Alonso-to-Red Bull story, she gave the drivers the most uncomfortable ride since the Lada Riva.

"Fernando, are you getting frustrated with Ferrari? We understand your manager's been talking to Red Bull."

As Alonso bats off the question, she interrupts the end of his answer: "Has your manager been to speak to Red Bull?"

"I don't think so."

"Not that you know of?"

"Not that I know of."

Jeremy Paxman or what? She then lines up Sebastian Vettel in her sights, boxing him into admitting he'd "prefer Kimi" to Alonso as a team-mate.

"Why's that?" she fires back.

"I think I need to be careful," grins Seb.

Yes, Sebby-Vee, you have. Never mind the bullpen, it's got a proper terrier.

**Revved Up**



# Neil Trundle

"I went to the airport with a load of tools – I'd never flown before!"

■ Dutch GP, Zandvoort ■ June 23, 1968 ■ Brabham Racing Organisation ■ F1 race-team debut



Rindt qualified second but retired in the race

**I'VE CHOSEN THE 1968 DUTCH** Grand Prix at Zandvoort, but not because of any significant result or anything like that, but because it was my very first experience of working at a grand prix – as a 24-year-old!

I'd done six months with Alan Mann Racing in Byfleet, working on the gorgeous F3L sportscar, but they were starting to lay people off and it was a case of last in, first out for me.

I went down the road to Brabham in Oyster Lane and got an interview with Ron Tauranac, telling him I wanted to be a mechanic. He put paid to that idea initially ("the best mechanics are from Australia or New Zealand"), and I ended up in the production shop, fabricating bits for Formula 3, F2 and Atlantic cars.

On the Thursday before Zandvoort, foreman Gerry Hones asked me if I had my passport with me as they needed someone to go with Jack Brabham to work on the problematic Repco engines at Zandvoort. Bizarrely, I did, so I went off to Fairoaks airport to meet Jack and his four-seater Piper plane,

armed with a load of tools. I'd never flown before so it was scary stuff! We had to land at Gatwick to get customs clearance and by this time I was green! I fell asleep in the end and we arrived at Zandvoort.

Our base was in the main town so we borrowed a local service garage – the done thing in the those days, of course – and set to work.

Roy Billington, Jack's right-hand man was there – I knew who these

guys were but I wasn't part of the team. Jack was a fantastic mechanic and he modified both the Repco engines (his own and Jochen Rindt's). There was a problem with the valve clearances – they were hitting the tops of the pistons – and we worked all night to get them sorted.

One of the other crazy things I remember about that weekend was that two mechanics – sadly, I wasn't one of them – drove the pair of

BT26s on the road to the track. Imagine that now!

Qualifying had gone well, with Jochen on the front row and Jack lining up fourth. The race didn't go as well, though – Jochen had ignition failure and Jack spun off quite early.

After the race, because we'd worked so hard, Jack flew three mechanics back to England and then flew back to Zandvoort to pick up three more. It was a great gesture from the boss.

I then went back to life in the production shop by day and worked by night, for nothing, on the race team to help get my foot in the door.

Another funny thing about my first weekend as a mechanic at a race was that it was the first time I worked alongside Ron Dennis. He'd come to Brabham from Cooper with Jochen that year and we had a row about my not cleaning the bellhousing properly.

"We don't do things like that at Brabham," he shouted.

Ron's trademark attention to detail was clearly evident 45 years ago! *Neil Trundle was talking to Henry Hope-Frost*

## PROFILE



**NEIL TRUNDLE JOINED ALAN** Mann Racing in 1968 before moving to Brabham. After Jack Brabham retired in 1970, Trundle set up Rondel Racing with Ron Dennis, running in F2 for three years. After three years at Tyrrell, he moved to McLaren to work on the first carbon F1 car, MP4/1. Following a spell as 'Neil Trundle Racing' in F3, he settled at McLaren. Now 68, he looks after the team's heritage department.

**NEXT WEEK** FORMULA 1 1973: 40 YEARS ON  
Looking back on an epic season



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