

AUTOSPORT

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REMEMBERING JIM BAMBER'S CARTOON GENIUS, RIP JIMBO

AUSTRIAN GP DOGFIGHT

HOW PLAYING SAFE LED TO MERC 1-2 WILLIAMS' NEAR MISS



AS NICO WINS AGAIN,
HAMILTON ADMITS...

'I NEED TO WORK
HARDER



PLUS

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OF SPEED PREVIEW
BRITS DOMINATE GP3
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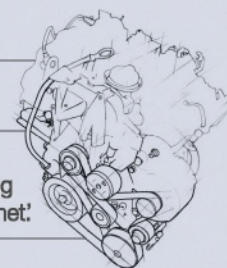
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POLE POSITION

Did Williams miss a chance to beat Merc?

WHAT A WEEK OF HIGHS AND LOWS: WILLIAMS TOOK the Formula 1 fight to Mercedes at the Red Bull Ring in qualifying on Saturday as Lewis Hamilton's slip-up ruined not only his own chances of pole position but those of Nico Rosberg too. Imagine if Lewis's banker lap hadn't been struck off, and he'd started ahead of Nico – wouldn't we have been back in Monaco territory?

Williams didn't quite have enough to beat Mercedes on Sunday, although a riskier strategy might have exerted more pressure on the already-stressed Merc duo's brake temperatures. Was that its big opportunity to win a race this year missed? Or is this the start of the Williams resurgence that many (including me) have hoped for?

Sadly, the true low this week was news of the passing of the great Jim Bamber. Our ace cartoonist has graced these pages for over 30 years, but for a long while he had been battling hard against cancer. He was an absolute joy to work with; I certainly enjoyed riffing out ideas with him on Monday mornings – but whatever I suggested, he'd always come back with something that was one step better.

I'll leave you with my all-time favourite cartoon that encapsulates his genius – how else to explain Adelaide '94 (below)? RIP Jimbo.



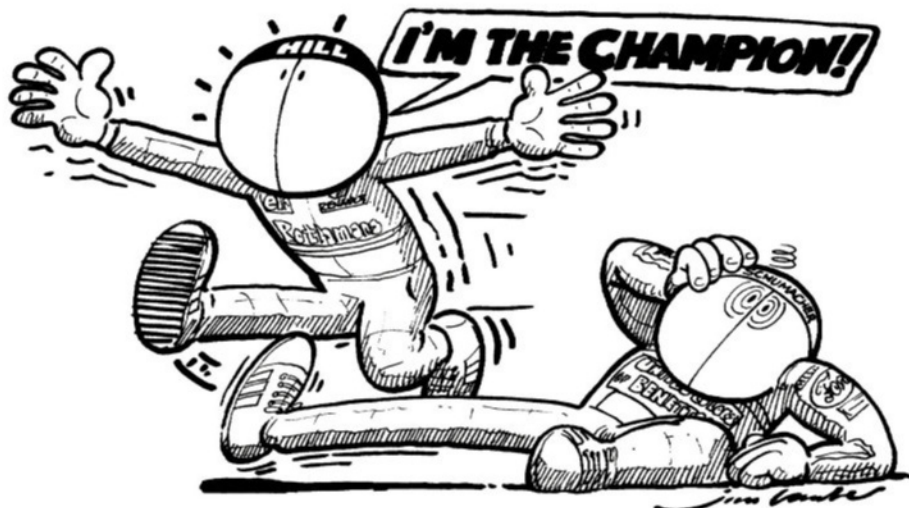
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BAMBER GOLD



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This week in F1



COATES/LAT

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PEREZ RISKS 'GROSJEAN' REPUTATION

Felipe Massa thinks Sergio Perez needs to learn to accept his mistakes to avoid getting the kind of bad reputation Romain Grosjean had during the 2012 season.

Williams driver Massa and Force India racer Perez were involved in a heavy crash during the Canadian Grand Prix, with the Brazilian labelling the Mexican's driving "dangerous".

Perez received a five-place grid penalty ahead of last weekend's Austrian GP, which the FIA upheld, despite fresh evidence presented to the stewards by Force India.

Massa believes Perez's refusal to admit fault could mar his reputation, as happened to Grosjean in 2012. The Lotus driver was regularly criticised by his peers for collisions, and received a one-race ban after causing a multiple accident at the start of the Belgian GP.

"The best chance is for [Perez] to accept it," Massa said. "Another driver [Grosjean] had a lot of problems in the past, but he learned. This is something that [Perez] needs to do, too."

Consistency is very important for drivers. You need to value the conditions and not the guy who makes the mistake. The past is the past. Hopefully they can improve and be more precise



FIA driver penalty critic Pastor Maldonado is hopeful the new approach to standards will be better for the sport

FIA eases driver penalty rules

The FIA has decided to relax its approach to driving standards investigations starting from the Austrian Grand Prix.

Previously, Formula 1 race director Charlie Whiting reported any collision to the stewards, but

now – providing there's no formal complaint from a team about the actions of another driver – it'll be left to the stewards to decide if an incident is serious enough to warrant punishment, and they will only get involved if a driver is clearly at fault for an avoidable crash.

Prost joins Silverstone's parade

Four-time world champion Alain Prost will be among the drivers who will demonstrate significant cars from

Silverstone's grand prix history during its special 50th anniversary parades at this year's British Grand Prix.



COATES/LAT

SILVERSTONE'S STAR LINE-UP

Jackie Stewart's 1969 Matra MS80	Jackie Stewart
Mark Webber's 2012 Red Bull RB8	Alain Prost and David Coulthard
Graham Hill's 1968 Lotus 49B	Damon Hill
Jackie Stewart's 1973 Tyrrell 006	Johnny Herbert and Paul Stewart
1980 Williams FW07B (Carlos Reutemann 1979 tribute)	Rubens Barrichello
Jim Clark's 1965 Lotus 33	Jackie Oliver
Prost/Watson 1980 McLaren M29C	Derek Warwick
James Hunt's 1977 McLaren M26	Martin Brundle and Michael Lyons
Jack Brabham's 1960 Cooper-Climax T53	David Brabham
Jim Clark's 1963 Lotus 25	Dario Franchitti
Ronnie Peterson's 1971 March 711	Adrian Newey

For all the breaking news, visit **AUTOSPORT.COM**

Haas: no need to buy team

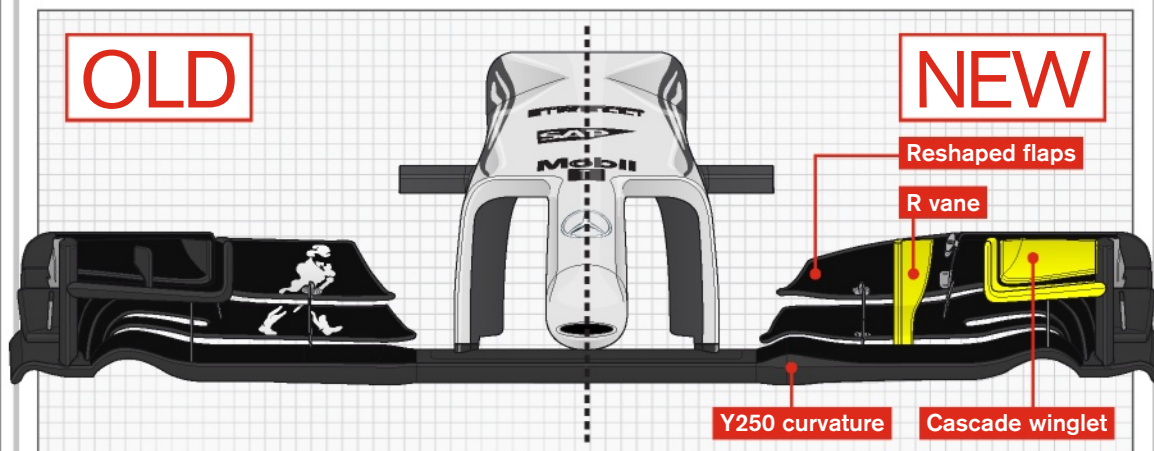
Gene Haas insists he is better off starting a new team from scratch rather than buying a current outfit like Caterham or Marussia.

"I'm not even sure those teams are for sale," Haas told AUTOSPORT. "People say they're for sale, but every time you talk to them there are always complications – you have to pay this debt off, it's in this location, you have these people. With our way, we have a fresh start."



KINRADE/LAT

McLAREN FRONT WING UPGRADE



➔ McLaren's new front wing is a shift in philosophy, aimed not just at maximising front downforce but making the whole car work.

The slot gaps and details at the end of the slots will channel the airflow around the front wheels, or inside them, and under the floor to maximise downforce.

The step in the mainplane creates the vortex around the

sidepods and also improves the performance of the underfloor.

Further outboard, downforce has been added to the front end. The outboard ends, just inside the endplates, ensure the wing is consistent whatever the angle of the front wheels. There are some detail shortcomings. The front-wing adjusters don't fall into line with the airflow, which will interfere with performance slightly.

McLaren has been doing the same thing for a long time – maybe too long. I use the words of Ron [Dennis], who said it became an engineering team rather than a racing team

McLaren racing director Eric Boullier says there has been a "culture change" at the team since his arrival

Red Bull boss calls on Renault to raise its game

Red Bull has labelled its engine supplier Renault's performance this year "unacceptable" and called on the French manufacturer to make changes.

The reigning Formula 1 champion team endured another frustrating race in Austria last weekend, with Sebastian Vettel's afternoon wrecked by an electrical failure and Daniel Ricciardo only finishing eighth.

Red Bull boss Christian Horner said: "Reliability is unacceptable. Performance is unacceptable. There needs to be change at Renault. It can't continue like this."



STALEY/LAT

NEW NOISE SOLUTION MOOTED

The FIA is hoping to conduct fresh tests to increase the noise produced by Formula 1 cars after the British Grand Prix.

Following unsuccessful trials of a 'megaphone' exhaust by Mercedes during May's post-Spanish GP test, AUTOSPORT understands FIA acoustic engineers have been working with Ferrari on another idea.

The latest proposal is for a double exhaust and megaphone elements between the turbo and wastegate, which have reportedly produced encouraging results on Ferrari's dyno.

P34 WILL CHANGES SOLVE F1'S PROBLEMS?



STALEY/LAT

NO MORE UGLY NOSES

The FIA has agreed to change the technical regulations for next year in a bid to rid Formula 1 of its current crop of controversial nose designs.

From next year, cars' noses will need to taper more linearly from the low tip to the front of the chassis.

New dimensional rules should eradicate 'anteater' designs, Lotus' 'twin-tusk' and the short nose of the Mercedes. The new wording means teams will most likely opt for a solution similar to the 2014 Ferrari.

BIG NUMBER

200

Kimi Raikkonen made his 200th F1 start in last weekend's Austrian GP. He is the 14th driver to surpass that mark and the first Finn to do so.

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Jonathan Noble

F1's newshound

While mulling over the reasons for the decline in interest in F1, its bosses could learn much from the revitalised Austrian Grand Prix

There's a hint of irony that the arrival of Formula 1's brave new world of fuel-efficient engines has come about at a time when the sport's chiefs are trying to rewind the clock and rekindle some magic from the past.

Efforts to bring back sparking cars, vapour trails and glowing brake discs have been met with intense cynicism from hardcore fans – a lot of whom view such tweaks as needless gimmicks pushed for by those who are struggling to put a finger on why F1 is suffering a decline in interest right now.

Yet while a deliberate attempt to try to engineer some of the most iconic moments of the past may not please everybody, you would've been hard pressed to find a single person who attended last weekend's Austrian GP who didn't think that some old-school F1 lessons had come home to roost.

After years in which some of F1's newest additions to the calendar had been greeted with a lack of fan interest, a corporate lack of passion and a feeling that opportunities had not been fully realised, how refreshing it was to find this resurrected event deliver the opposite.

How many times have we gone to new grands prix with empty grandstands to be told it would take time for the fan interest to build up? How many times have we gone to an event questioning why an F1 venue in the middle of nowhere had been created without a superb track layout? How many times too have we been to places knowing that the reason we were there was for local government vanity



the track configuration actually made for some pretty decent racing and a sizeable challenge for drivers and teams: with braking needing to be spot on and turn-in for that tricky Turn 8 proving key to the weekend.

But best of all was that this was an event for the fans. The packed grandstands, brought to life with the motion of waved red-and-white flags on Sunday, was great to see.

The rammed campsites, blaring out their mixture of Eurohouse and soft rock, partied from before dusk until nearly dawn. The local farm buildings near the track,

“This was not a GP at which the fans had been forgotten – stilted towards corporate dollars”

reasons – which fitted in perfectly with the ever-bigger demands of Bernie Ecclestone and the sport's owners CVC to bring home bigger and bigger deals?

It was little wonder, then, that after a magical sell-out Austrian GP the F1 paddock had about it a feel-good factor about what Dietrich Mateschitz and his Red Bull company had done. Yet it was not just one factor that helped the weekend become a success.

Some circumstances helped: like the stunning location. The wonderful mountain scenery could not fail to impress, and that giant metal Red Bull in the middle of the track provided an iconic reminder of just whose turf we were on. Mateschitz also realised that handing the media a press centre that overlooked the track for one of the best views of the season helped drive home the atmosphere of the venue – and increase the mood of positivity surrounding the GP.

While some rued the loss of the original Osterreicherung layout for the shorter layout used since the A1-Ring days,

which were converted into make-shift nightclubs, helped embellish the mood of this being a proper festival. And everywhere people were having a good time.

This was not a grand prix at which the fans had been forgotten and everything had been stilted towards the corporate dollar that cares more about the quality of the champagne and lobster than the sport.

Mateschitz had created an event at which every F1 fan – be they on the cheapest ticket or in the most expensive grandstand – could come to do one thing only: worship and enjoy F1. That mattered far more to him than how his cars fared.

So, in these days when the teams are scratching their heads wondering why fans have been turning off their televisions and losing interest in the sport, perhaps there are some old-school lessons that F1 can take on board from Austria.

After all, if F1 doesn't take care of its customers, someone else will. ☒

DUNBAR/LAT

This week in motorsport



EBREY/LAT

Sims in Spa 24

British BMW newboy Alexander Sims has joined the Barwell-run Ecurie Ecosse line-up for next month's Spa 24 Hours.

Works-contracted Sims, who is racing the squad's BMW Z4 GT3 in British GT, will join team regulars Oliver Bryant, Andrew Smith and Alasdair McCaig.

Meanwhile, LMP2 star Olivier Pla will also be behind the wheel of a BMW in the Belgian event – he is joining TDS Racing.

Winkelhock for WRX Finland

Ex-Formula 1 driver and 2012 GT1 world champion Markus Winkelhock makes his World Rallycross Championship debut this weekend in Finland.

Winkelhock, who won last weekend's Nurburgring 24 Hours for Audi, will race at the Kouvola track in the Audi S1 of Mattias Ekstrom's EKS team.

Ekstrom has to skip the event because he is racing in the Norisring DTM round.

Winkelhock has tested the car, and said: "I was very happy with these first tests and the team was as well. But for me as a GT driver the race weekend will be a big shift."

YORKSHIRE SET TO GET UK'S SECOND EURO RALLY ROUND

Next year's European Rally Championship looks set to number two UK events among a slimmed-down 10-round calendar.

ERC promoter Francois Ribeiro wants to see a Harrogate-based round next autumn and says he is closing in on a deal to take over an existing event in the area. The

extra rally would run alongside the Belfast-based Circuit of Ireland (pictured above) in 2015.

Local rally promoter Colin Heppenstall admitted he had been in discussions with Ribeiro about a possible future event. Ribeiro said: "My goal is to be back on the British mainland with a gravel

event. I am discussing this with the people in Yorkshire on a regular basis and have visited Harrogate already. We hope to have this in place next year."

Rally of Scotland was the last mainland British Eurosport-promoted event. The Perth event ran in the IRC from 2009-11.

BIG NUMBER

30

Age of Takuya Izawa, who became the first 30-something to score GP2 points at the Red Bull Ring. He already had points, scored as a youthful 29-year-old.



S BLOXHAM/LAT

Dallara builds new Renault tin-top racer

Italian racecar-constructor giant Dallara has built a 500bhp racer to become the latest evolution in Renault's one-make tin-top European series.

The Renault Sport Trophy will effectively act as the replacement for the V6 Megane Trophy, which finished at the end of the 2013 season, on the World Series by Renault bill.

The car, which will be unveiled at the Moscow International Automobile Salon in late August, features a carbon monocoque, a 500bhp-plus engine developed by Nissan motorsport department NISMO, and a seven-speed sequential gearbox made by Sadev.

It will weigh 1100kg, and run on Michelin tyres.



Andretti Autosport's wild Beetle

What does an ex-Formula 1 and NASCAR driver do? He races a VW Beetle in rallycross of course... Here's Scott Speed with the 544bhp Beetle GRC developed by Andretti Autosport for the Global Rallycross Championship. It will make its debut later this year, with Speed and Tanner Foust driving.

For all the breaking news, visit **AUTOSPORT.COM**

BRC put on hold for 2015

Next year's British Rally Championship has been cancelled – but it will be back in 2016 and run by the governing body of British motorsport.

Promotion of the series had been up for tender this year, but the MSA declined the two offers, electing to shelve the series and spend 2015 planning how to reverse dwindling competitor numbers and media interest.

The MSA's Ben Taylor said: "Exactly what shape the championship will take, which events will be included and what cars will be eligible will be determined over the next 12 months. Everyone wants to see the BRC as the pinnacle of British rallying, featuring the best drivers in the best cars on the best stages."

The BRC first ran in 1958 and only the spread of foot-and-mouth in 2001 has stopped it previously.

FOTOSPEEDY



DOLBY STARS IN NISSAN

Ex-Superleague Formula race winner Craig Dolby took the Nissan GT-R NISMO GT3 car to second place on its International GT Open debut at Jerez last weekend.

The 26-year-old Briton was partnered with Italian GT veteran Lorenzo Bontempelli in the car run by Italian team Nova Race, which has support of Nissan GT3 developer the JRM Group.

The duo took eighth in race one due to a tyre-change problem, but climbed from a seventh-row start in race two, with Dolby charging from eighth to second in his stint.



TRULLI TO RACE FORMULA E

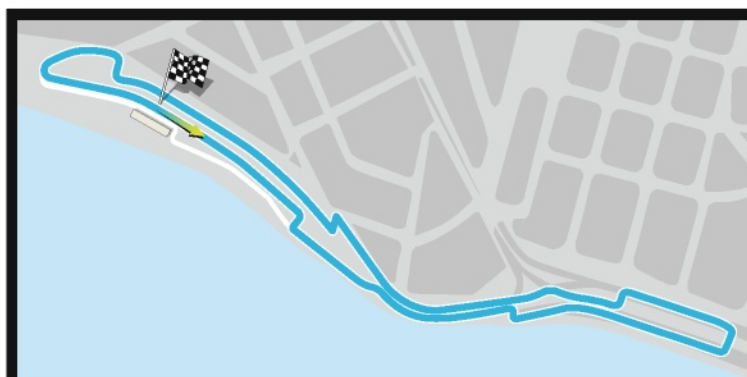
Jarno Trulli has revealed that he will race for his own team in the all-electric Formula E Championship.

As hinted previously in AUTOSPORT, the 2004 Monaco Grand Prix winner will take the wheel of the TrulliGP Spark-Renault.

"Having gained fantastic experience as a driver in Formula 1,

my involvement in the FIA Formula E Championship will certainly be a new challenge, not only as a driver but also as a team owner," he said.

Lord Drayson's organisation, whose entry TrulliGP took over, will remain involved as a partner of the team, which will use the company's wireless charging systems.



Uruguay's harbour circuit unveiled

This is Uruguay's circuit for the all-electric Formula E Championship. The Punta del Este ePrix will take place on December 13 on a harbourside track, featuring 20 turns among its 1.1-mile length. It is based on the street circuit used in the past by the Argentinian TC2000 Championship.

In brief

SATO BACK FOR IMOLA

Auto GP points leader Kimiya Sato will return to Euronova Racing's line-up for this weekend's round at Imola after missing the last event at Monza. The Japanese will join compatriot Shinya Michimi, who made his AGP debut at Monza, in the line-up, as well as 39-year-old newcomer Salvatore de Plano.

HILMER'S NEW BOYS

Riccardo Agostini and Nicolay Martsenko, refugees from European Formula 3 and Formula Renault 3.5 respectively, made their GP3 Series debuts with Hilmer Motorsport at the Red Bull Ring. Italian Agostini qualified 11th, and finished in the same position in Sunday's race after retiring in race one. Russian Martsenko finished 19th in race one but failed to start race two.

BENTLEY TO THE 'RING

Bentley will compete in next year's Nurburgring 24 Hours. A statement from the company said that the Continental GT3, which recently became a winner in the Blancpain Endurance Series, could also contest other races outside its main BES schedule.

BONANOMI'S USC AUDI

Audi LMP1 driver Marco Bonanomi is to contest this weekend's Watkins Glen 6 Hours round of the United SportsCar Championship. The Italian will compete in the GTD class in an Audi R8 LMS run by the Fall-Line team, sharing with Charles Espenlaub and Charles Putnam.

SCHOTHORST FOR F3

Formula Renault Northern European Cup leader Steijn Schothorst will make his Formula 3 debut in next month's Zandvoort Masters race. The Dutchman, who has also competed recently in Formula Acceleration 1, will drive a Dallara-Volkswagen run by Performance Racing.

DODGE VIPER IN LINE FOR LE MANS ATTACK



The Dodge Viper name could compete in the Le Mans 24 Hours next year in the GTE class with cars running in a retro livery paying homage to the brand's 1999/2000 success – when they ran in Europe as Chrysler Vipers.

Two SRT Viper GTS-Rs competed

in the race last year, but were withdrawn from this year's event as the Riley Technologies-run team focused on its US campaign.

SRT director Beth Paretta, who was at Le Mans last week, said: "We'd like to be back and that's the goal, but we have to figure out how to do it."





WILLIAMS

GRAND PRIX RACE DAY HOSPITALITY

CONFERENCE CENTRE

Watch an F1 race live at the home of Williams. The Williams Conference Centre offers a unique way to experience the thrills of a Grand Prix with a live link up to the team at the track. A Race Day at Williams includes the opportunity to browse the Williams Grand Prix Collection as well as test your speed in our simulator.



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Marcel Fassler

The Inside Line

The Audi sportscar star won his third Le Mans 24 Hours in four attempts last week, and recovered by racing in the Nurburgring 24!

You just don't get used to winning the Le Mans 24 Hours; it's always something special. It doesn't matter if it's the first, second or third time, it's such a difficult race to win that you really appreciate the victory — it always feels amazing.

We celebrated the win properly on Sunday night, but I had to keep in mind that I was driving at the Nurburgring 24 Hours the following weekend — so I was a bit more careful! It's great to celebrate with the mechanics, because they work so hard and are a big part of the success. There is so much pressure to achieve a good result that when it happens you have to enjoy it when that pressure is gone.

We had a tough time in our preparations before the race started. After the big crash of Loic [Duval], there were not so many spare parts because they had so much rebuild work to do on that car — don't forget that these cars are really new this year. There were some intense days for our guys, so everyone deserved that celebration on Sunday.

I was in the car when we had the turbo problem. We've never had this issue before; it was a real surprise for us. It was such a bad feeling when I felt the power loss. We had just taken the lead from the Toyota that had its problem [Kazuki Nakajima's electrical failure at dawn] and knew we just had to stay out of trouble, no need to push... all of a sudden I lost turbo pressure and the power became very inconsistent, but I knew I could bring it back to the pits. To start with, you think, 'I'm sure they can fix this, we can keep our lead' but then it took time.



maybe an hour, but I was always dreaming about waking up to drive the car anyway — I think I was in standby mode, not totally switched off! It's noisy behind the pits, it's never easy to find sleep at Le Mans — but I felt really good, very strong and not tired at all.

Going back to Loic's crash on Wednesday, it was a big shock for all of us. Such a high-speed crash, which looked really bad. We were very happy Loic had almost no injury, just some bruises. Once we knew he was fine, our guys checked there was no puncture or broken suspension or anything. It was difficult to explain what happened, with no TV pictures. I knew there were some pictures around of him crashing, and how the car looked afterwards, but I tried to

“I thought the victory had gone. When the #1 car had a problem we were chasing the win again”

From all my experience, I thought, 'The victory, for sure, has gone'. We were racing for second place, but then everything turned around again when the #1 car had the same problem, and we were back chasing for the win again.

Due to the new rules and regulations we have this year, the technical side has played a big part in this race: nobody was without technical issues. Even after all our endurance tests, these cars are quite young with some brand-new technology that everyone has to learn as they go along. Maybe, in the end, we had fewer issues than the other cars and spent the least time in the pits. I think that was the key point to our victory.

I did eight stints in the car, and we kept to our pre-planned order. I had no other problems apart from that, there weren't too many safety cars — no big troubles to manage, actually.

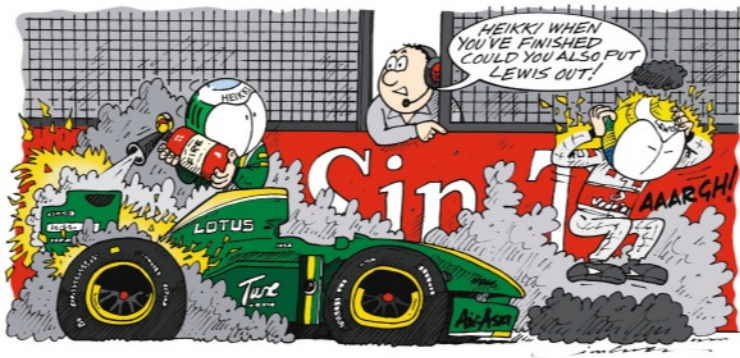
I started driving when it became dark, and then finished when the sun came up, so I had tried to get sleep before this in the daylight hours. I think I slept half an hour,

avoid them. As a driver, you don't want to see this kind of thing. It's important to concentrate on your own business.

Last weekend at the Nurburgring was very different. Even though my Audi R8 LMS is slower than my R18 e-tron quattro, you feel like you're going much faster on the Nordschleife — the track is so challenging! On the grand prix circuit the GT car feels heavy, rolls around a lot and is underpowered, but as soon as you turn onto the Nordschleife it feels completely different.

It's no problem for me to change between an LMP1 and a GT, it's just like a switch. I know the circuit really well and find it easy to get into a rhythm. I'm really happy to race there. I think it's the most challenging track in motorsport.

The fans are fantastic, and if you compare it to Le Mans the Nurburgring is almost like a rock concert or festival — it's a race that has its own rules. People having fun, camping in the trees, cheering, drinking. Le Mans has its own great atmosphere and spirit, and although I wouldn't say the 'Ring 24 is better than Le Mans, it's just very different. ☘



Jim Bamber

(1948-2014)



AUTOSPORT cartoonist Jim Bamber lost his fight with cancer last Friday. Our former editor and publisher PETER FOUBISTER remembers a unique talent and – above all – a top bloke

Jimbo's ability to make us laugh was amazing. His intelligence, his wicked sense of humour, his genuine enthusiasm for motorsport, all combined for nearly 20 years to provide AUTOSPORT readers with his wonderfully unique view on the sport and its characters.

He established, in that little space each week, a worldwide following, bringing a sense of fun to a sport that was becoming increasingly serious.

When he saw injustice on the race track or the special stage (or the courtroom) we knew Jim Bamber's contribution that week would be special.

He would say, with his carefully crafted illustration, what so many wanted to say, without offence, just telling his own story in his own way. And making us giggle. Those unwilling subjects, the ones he perhaps portrayed as the 'baddies' would often phone to complain on a Thursday morning, then casually enquire if they could buy the original.

Jim loved rallying in the 1980s, contributing to *Cars & Car Conversions* magazine and with his *Yumping Yarns* annual that contained his year's



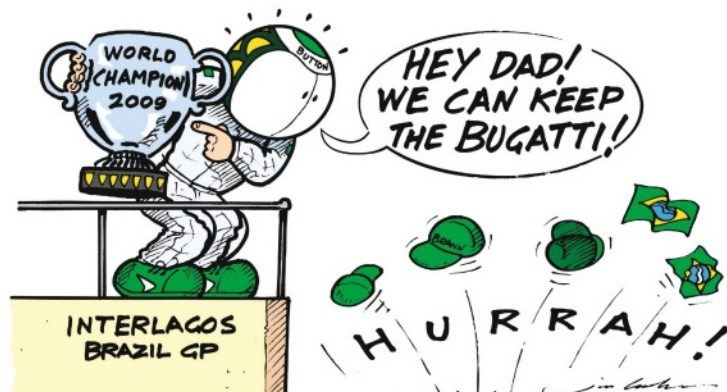
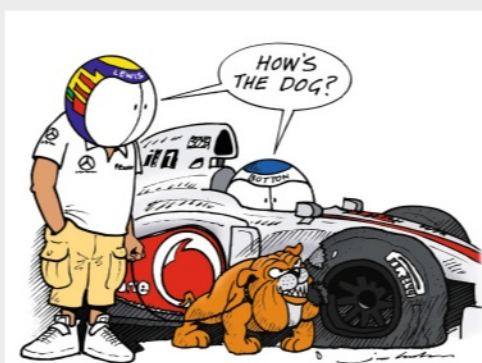
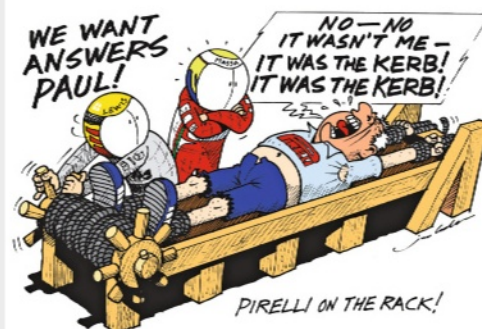
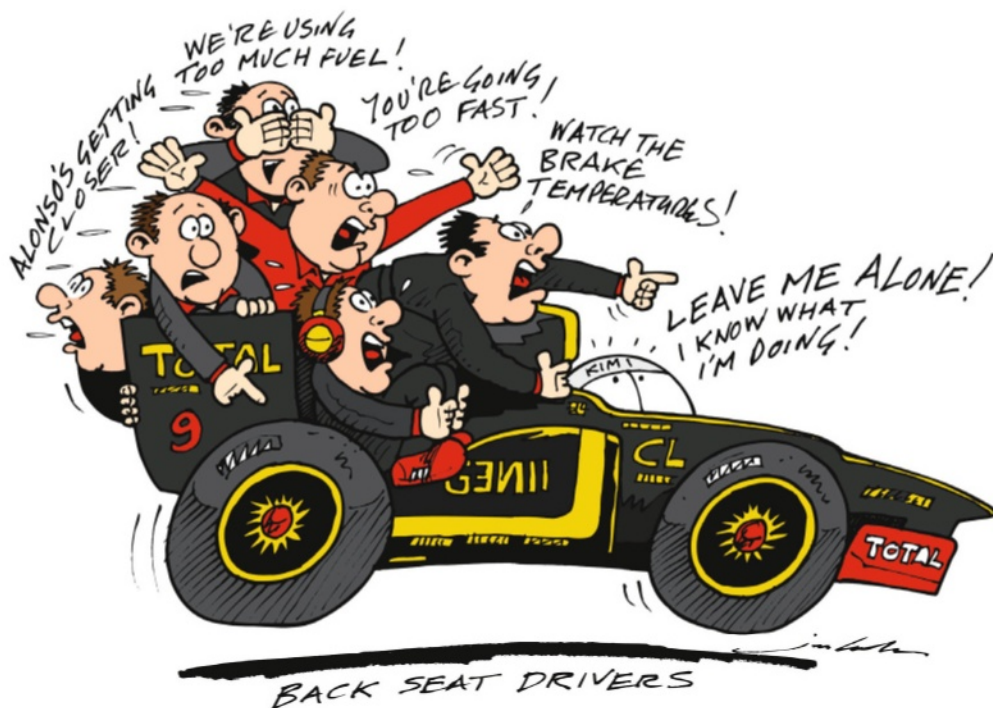
work – including several that had been rejected by an editor who had decided Jim's sense of mischief might just have gone a step too far. In the days when such material was 'delivered' in the old-fashioned sense, it was possible to judge when that controversy was on its way and our cartoonist would admit that he had brought the reserve option, knowing that the original one was just far too dangerous.

Jim's 'wee men' grew over the years, used by

successful rally safety campaigns among others. And, away from the humour, in his favourite studio at the bottom of the garden, Jim was a highly respected artist, taking regular commissions from serious car collectors.

Given the option of meeting superstars or having a beer with mates and talking to enthusiasts, Jim would always go for the latter. So, for many years, he would be at AUTOSPORT International with *The Pits* containing a full season of his cartoons, whereas he never enjoyed the AUTOSPORT Awards. Yet it was Jim who designed and created the beautiful trophy that started as a lump of resin but has been presented to the winners since 1990. Mario Andretti was one of the first recipients and I will always remember just how much he loved this piece of art that, so perfectly, combined elegance and speed.

Now Jim's made us cry. The sport will inevitably remember his genius that brought fun and an irreverent view to each week. Yet he was so much more than that: an artist, an enthusiast, a character and a dedicated family man, so proud of his children – Chris, Claire, Lucy and Catherine – and his wonderful wife, Sally. Our deepest condolences from all who had the pleasure of working with him.



DRIVERS LOVED HIS WORK TOO

Allan McNish "As a young driver you picked up the bible, being AUTOSPORT, and as well as looking for the news you first looked for Bamber's cartoon. Jim could make sometimes difficult situations light-hearted, and I don't think anyone took them in any way apart from the humour that he delivered. The first time I was featured in one was quite a special occasion, so I subsequently got to know Jim well. There were quite a few very small McNishes with very large heads down the years! He'll not just be missed as a person, but for his wit and humour in an otherwise very serious sport."

David Coulthard "Growing up as a young boy, I was reading either Oor Wullie or the Broons in the Sunday Post, or looking forward to seeing Jim Bamber in AUTOSPORT. I have several of his books and am proud to have been featured in some of his cartoons. It is the end of an era."



McNish always stopped for a chat with Jim at the AUTOSPORT show

J BLOXHAM/LAT

THE RACE REPORT

QUALIFYING • TRACKSIDE VIEW • RACE HISTORY • TEAM BY TEAM • RESULTS

Should Williams have done more?

Felipe Massa and Valtteri Bottas were up front in the early stages of the race. **EDD STRAW** asks if their team could have been more aggressive and whether this was a podium gained, or a victory lost



AT A GLANCE



"We had a little more pace and less tyre deg than Williams, so we could go aggressive on the stops" **NICO ROSBERG**

AUSTRIAN GP
Red Bull Ring

ROUND 8/19

LAPS 71

WINNER
Nico Rosberg
1h27m54.976s

POLE POSITION
Felipe Massa
1m08.759s

FASTEST LAP
Sergio Perez
1m12.142s

RACE RATING
★★★★★ Great to see Williams take the fight to Mercedes, but it ended as another dominant 1-2

DRIVERS' STANDINGS

1 Nico Rosberg	165pts
2 Lewis Hamilton	136pts
3 Daniel Ricciardo	83pts



Massa was all smiles
after taking his first
pole since 2008



QUALIFYING 13:00, 21.06.2014



Felipe Massa wasn't really the fastest man on track in qualifying. But he was the best. The 33-year-old strung together a strong lap with a stellar middle sector in the dying seconds of Q3 to snatch pole from Williams team-mate Valtteri Bottas as others found ways to lose out.

Bottas was on provisional pole after the first runs in Q3. But after a rapid first sector on his second attempt – 27-thousandths faster than Massa – he started to leak time. Pushing to regain ground, he ran wide out of Turn 6 and ruined his lap. One down.

Add Lewis Hamilton's three best sector times together, and he would have been on pole by 0.101s. But on his first Q3 run the rear stepped out at Turn 8. He gathered the car up and set a time good enough for fifth, but had exceeded the track limits, so the lap was annulled. With no banker time,

Hamilton braked 10 metres later into Turn 2 on his second run. He locked the rears thanks to a combination of too much pedal pressure and a bumpy track and spun. Two down.

Then there was Nico Rosberg. Second to Bottas after the first runs, he had just embarked on his final attempt when he encountered yellow flags covering Hamilton's stricken Mercedes. He abandoned the lap and had to be satisfied with third.

"It's if and when and whatever, but it stopped me from having a shot at it," said Rosberg of being robbed of his pole shot. The yellow flag did cost him, but a stronger banker lap would still have been enough for the front row and perhaps even pole. Time lost in the middle sector was costly. Three down.

So Massa took pole for the first time since the 2008 Brazilian Grand Prix. Rob Smedley, Williams head of vehicle performance and race engineer for the

Brazilian's previous 15 F1 poles described it as one of his best qualifying efforts.

"I'm so happy with what's happened today," said Massa. "It was such a great moment and it has been such a long time since I had my last pole position. It's such an incredible moment."

Fernando Alonso was a solid fourth ahead of fifth-placed Daniel Ricciardo, who was able to get more out of the Red Bull than his team-mate Sebastian Vettel, a Q2 casualty.

Rookies Kevin Magnussen and Daniil Kvyat starred, although both potentially had the pace to shoot for fifth. Magnussen made a small error at the final corner in the improved McLaren, but Kvyat could have done nothing about his DRS failure.

What a story it would have been for a Scuderia Toro Rosso to have outqualified both Red Bulls at the energy drink behemoth's own track.



Kvyat almost beat
Ricciardo's Red
Bull in his STR



**P30 FULL
RESULTS
& POINTS**



THE GRID

1 MASSA WILLIAMS 1m08.759s Supersoft	2 BOTTAS WILLIAMS 1m08.846s Supersoft
3 ROSBERG MERCEDES 1m08.944s Supersoft	4 ALONSO FERRARI 1m09.285s Supersoft
5 RICCIARDO RED BULL 1m09.466s Supersoft	6 MAGNUSSEN McLAREN 1m09.515s Supersoft
7 KVYAT TORO ROSSO 1m09.619s Supersoft	8 RAIKKONEN FERRARI 1m10.795s Supersoft
9 HAMILTON MERCEDES no time Supersoft	10 HULKENBERG FORCE INDIA no time Supersoft
11 BUTTON McLAREN 1m09.780s Soft	12 VETTEL RED BULL 1m09.801s Supersoft
13 MALDONADO LOTUS 1m09.939s Soft	14 VERGNE TORO ROSSO 1m10.073s Supersoft
15 PEREZ FORCE INDIA 1m09.754s Soft	16 SUTIL SAUBER 1m10.825s Supersoft
17 GUTIERREZ SAUBER 1m11.349s Supersoft	18 BIANCHI MARUSSIA 1m11.412s Soft
19 KOBAYASHI CATERHAM 1m11.673s Supersoft	20 ERICSSON CATERHAM 1m12.673s Soft
21 CHILTON MARUSSIA 1m11.775s Soft	22 GROSJEAN LOTUS 1m10.642s Supersoft

KEY

- +5 5-place grid penalty
- +3 3-place grid penalty
- P Permitted to start from pitlane



Rosberg got the jump
on front-row starter
Bottas on run to Turn 1

THOMPSON/GETTY

RACE 13:00, 22.06.2014

When you lock out the front row and run one-two for the first 14 laps of the race, but only finish third and fourth, the obvious question is: what went wrong?

As Williams head of vehicle performance Rob Smedley put it when asked whether the Austrian Grand Prix was a case of a win that got away or a three-four to be celebrated, "We wouldn't be competitive people if we didn't feel a slight twinge of disappointment."

Smedley said that the Mercedes was the faster car — he estimated by three-tenths per lap after qualifying, in which Mercedes squandered its advantage. But while it was closer than that in the race, the silver machines were still slightly faster.

Smedley also described Mercedes as a better-organised team. From that, can we infer that there was a more

aggressive strategy that might have taken Williams to victory? Or at least allowed it to split the Mercedes duo?

MERCEDES HOT AND BOTHERED

Nico Rosberg and Lewis Hamilton qualified third and ninth respectively, but a win was regarded as nailed-on and a one-two far from out of the question pre-race. That was before it emerged that the cooling, both of the rear brakes and the engine package, specifically in the vicinity of the energy store deep in the bowels of the car, was a concern.

The Canadian GP had fired a warning shot at Mercedes. The relatively short straights of the Red Bull Ring did not offer sufficient cooling opportunities on a track featuring some deceptively demanding braking zones. So, from early in the race, Rosberg and Hamilton were ordered to take it easy.

Smedley: 'We came here thinking if there are 27 points on the table, we want them'

The power-unit problem was not exactly the same as the one that cost Mercedes victory in Canada. On that occasion, components on a circuit board in the control electronics overheated and led to the MGU-K shutting down, causing Mercedes to introduce some more conservative protocols in case of worrying temperature readings. But it was similar in nature.

"We did that [played it conservative] in the race today to make sure we kept within the operating window we judged as safe," said Mercedes motorsport boss Toto Wolff. "But the moment you are in a safer, more conservative window, you have lots of other drivers chasing you and being much closer than before. Because the lap is so short here, because the brakes are hot, because it was hot today and because we had a bit of trauma after Montreal, we decided to play it safe."

By 'lots of other drivers,' Wolff meant Felipe Massa and Valtteri Bottas.

ATTACKING AT THE FIRST PITSTOPS

Running order in stint one: Massa, Bottas, Rosberg, Hamilton.

Williams went into the race

knowing that, realistically, Rosberg would be nigh-on impossible to beat, and that to finish ahead of Hamilton required the 2008 world champion to lose time early on. Hamilton ensured that he wouldn't waste time buried in the pack by jumping from ninth place to fourth on the opening lap, crossing the line within a second of Rosberg.

Massa led from Bottas, who had made a mediocre start and dropped behind Rosberg, but showed a calm head to drag-race his way past the German on the run to Turn 2. The Williams duo ran first and second with ease, partly thanks to prodigious straightline speed.

The life expectancy of the supersoft tyre was always short. At the end of lap 10, with pitstops looming, Massa led Bottas by a second, with Rosberg just over two seconds adrift and Hamilton three seconds off the lead.

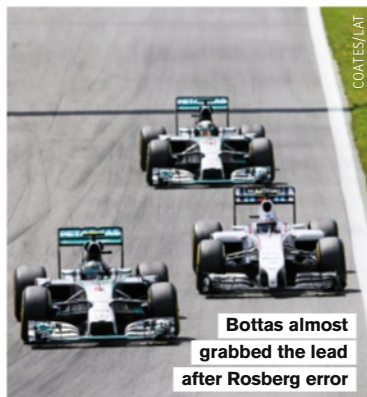
Mercedes knew that Williams, a team that had not claimed a podium finish since May 2012 and with a frustrating tendency to go home without as many points as it should this season, had to be cautious. There were question marks over the FW36's tyre management, and Mercedes expected Williams only to stop first if forced to by tyre condition. Advantage Brackley.

Rosberg pitted on lap 11, followed two laps later by Hamilton. Rosberg's in-lap was a tenth and a half slower than Hamilton's, but he was ►



Massa led Bottas
until first round
of pitstops

CONTES/LAT



Bottas almost grabbed the lead after Rosberg error

► stationary for just 2.6s compared to his team-mate's 3.5s, so any danger of the Silver Arrows trading places was prevented.

Williams held firm and did not respond immediately. Massa pitted from the lead on lap 14. His in-lap was six-tenths slower than Bottas's and the stop took 3.3s. Rosberg's four-lap undercut ensured he was comfortably ahead and, when Massa pulled out of the pits, he had Hamilton filling his mirrors. At Turn 2, the Brazilian was mugged by Hamilton after leaving the door wide open.

Bottas nailed his in-lap and benefited from the fastest pitstop in Williams history (2.1s) to re-emerge in front of both Hamilton and his team-mate. Bottas was wise to the fact that Hamilton would attack into Turn 2, so he braked late. Slightly too late as it happened, but he managed to get the power down early enough to retain the position.

With Sergio Perez, driving superbly for Force India, and up front thanks to starting on softs, the battle for victory ran from second through to fifth places, with Massa relegated to the back of that pack.

The question that needs answering is should Williams have been more aggressive and either pre-empted Mercedes to try to retain track position or responded immediately?

"No, because from all the information that we knew at that time, and know now, I don't think we could have got to the end of the race doing that," said Smedley. "Even with the strategy we did, we were

managing tyres and tyre wear, trying to keep the wheelspin and the lateral acceleration down.

"It would have been gung-ho to have gone for it on that lap, and then you look like a bit of an idiot if you finish the tyres with five or six laps to go and cars come streaming past you."

The full extent of Mercedes' problems were not yet clear and, with track temperatures higher than they had been earlier in the weekend, Williams did not want to take the risk of lengthening its two short stints. It was the right call and, while

stopping earlier might have kept Williams ahead, it might have come back to bite the team.

ATTACKING AT THE SECOND PITSTOPS Running order in stint two: Rosberg, Bottas, Hamilton, Massa.

During the second stint, it became emphatically clear that Mercedes wasn't simply playing it cool, but was genuinely marginal on temperatures. Bottas was challenged by Hamilton and, when Rosberg lost the rear approaching the apex of Turn 1 on lap 30 and had to correct, the Finn closed up. Rosberg lost momentum and Bottas tried to find a way past, taking a look around the outside line into Turn 3. He couldn't make it work, but it was proof that he was firmly in the hunt for victory.

The second round of stops would be key. Hamilton, against team policy that dictates that whichever Mercedes is ahead pits first, was given the chance to stop earlier to undercut his way past Bottas. When the pitstops began, Bottas was just over two seconds behind Rosberg and had Hamilton shadowing him.

Hamilton pitted at the end of lap 39. His stop was slow – four seconds, thanks to some minor damage to the brake shroud, potentially caused by

mechanics having to readjust when he overran his pitbox at the first round of stops. But his out-lap was rapid and his first flier was mighty – his fastest of the race.

Bottas did not pit until two laps later. But two things went against him in his battle for second with Hamilton. Firstly, he lost 1.5s on lap 40 lapping Jules Bianchi's Marussia. That, combined with Hamilton's pace and a 3.4s pitstop – 1.3s slower than his first – contributed to him being 2.5s behind the Mercedes driver and third in the battle when he rejoined.

So should Williams have responded and pitted Bottas immediately? Yes, probably. It would have extended his final stint on softs to 31 laps – a risk, but given that he'd made 26 on his second set and the car would be lighter, not an extravagant one. But time would still have been lost behind Bianchi, and Hamilton would probably still have jumped him.

And the possibility of Bottas using the undercut to attack Rosberg and keep track position over Hamilton? Again, risky and it would have further extended his final stint. There would have been the danger of the rubber plunging off the metaphorical cliff and, with the tyre warm-up problems Williams was battling, the out-lap



Hamilton zapped past Massa after the Brazilian made his first pitstop



Perez looked after his tyres to finish sixth



Rosberg's delight
at third victory
of the season



Hamilton was left
to rue his qualifying
error that cost him

would have been challenging — but it could well have kept him ahead of Hamilton. There's also an argument that, with Mercedes struggling, pushing Rosberg and Hamilton might just have tipped one of the cars into the danger zone and caused a mechanical problem.

However, Williams was staring down the barrel of 27 points, more than it has scored in a single race since the 25-points-for-a-win structure was introduced in 2010. For a team in a rebuilding phase, this was not considered to be the time to roll the dice. The fact that Fernando Alonso was nibbling at Massa's heels late on underlines that.

"We came here thinking if there are 27 points on the table, we want them," said Smedley. "There hasn't always been 27 points on the table, and we went and got them."

THE MERCEDES 'CONSPIRACY'

Running order in stint three:

Rosberg, Hamilton, Bottas, Massa.

Lest we forget, there was a championship fight going on up ahead of Bottas and Massa in the final stint. Mercedes was still making its drivers play it safe on temperatures, but both were given licence to use their overtaking buttons for



Bottas celebrates
his first F1 podium

ISTITENE/GETTY

maximum power on occasion (for equality, both were granted it at the same time, so Rosberg had it for defence just as Hamilton had it for attack). The German kept his teammate just out of DRS range. There was a moment of drama on the last lap when he locked up at Turn 3 and ran slightly wide, but Hamilton did exactly the same, so could not attack.

A frenzy of social-media traffic accused Mercedes of favouring Rosberg. The rather crude argument was that this winning margin of 1.9s was exactly the same as the amount of

time Hamilton lost in the pitstops. But that reckoned without Hamilton's responsibility for overshooting his pitbox at the first stop, which might well have led to time lost in the second stop, too, if that was indeed when the wheel-shroud damage occurred.

The reality was that Hamilton compromised his race-day chances with mistakes in qualifying. Without those, he had the pace to start and finish ahead of Rosberg. Mercedes allowed its drivers to fight within the bounds of managing the machinery, but Hamilton could

not quite make up for what he threw away on Saturday.

But for once this year, this race wasn't really about Rosberg versus Hamilton. It was about a team in the process of revival. Last year, Williams scored a pathetic five points. On Sunday, it became the only team to fight toe to toe with Mercedes so far in 2014.

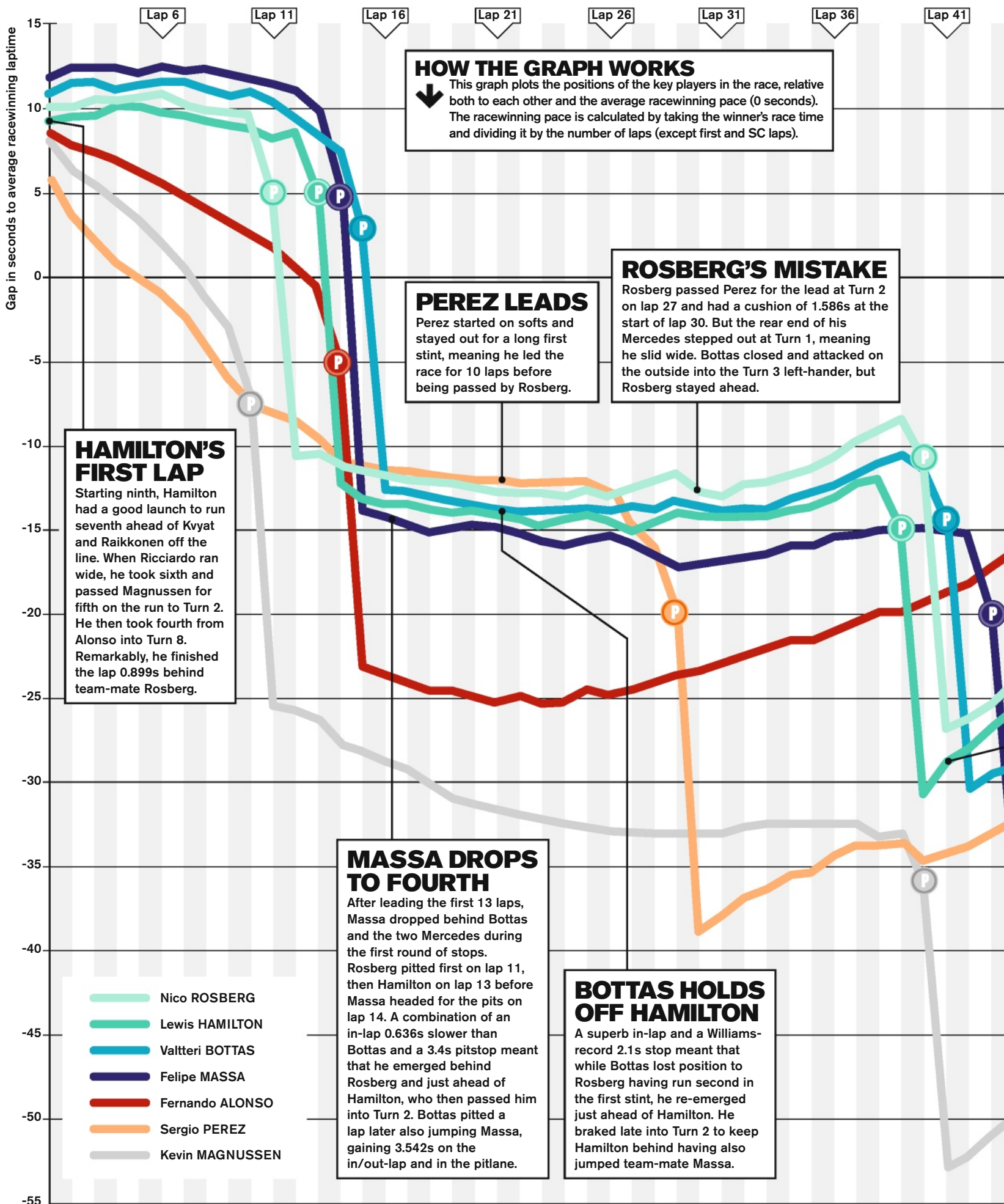
Williams could have gone aggressive, and perhaps it would have paid off. Second place was certainly very possible for Bottas, perhaps even second and third was possible for the team, had Massa not lost time in the first round of stops. And it was a mistake to wait for two laps before making his second stop once Hamilton had pitted.

But victory? A long shot, especially as Rosberg showed that there was some pace in reserve should it have been required by pulling out a small lead before his second stop.

For a team in transition, with the second-best car, third and fourth was a case of job done. Next time, it can go aggressive. As Smedley conceded, Williams is learning how to win again and it could not afford to squander a strong two-car result again.

Given the burgeoning performance of Williams so far this year, there will be other opportunities. ☐

HOW THE RACE WAS WON



Lap 46

Lap 51

Lap 56

Lap 61

Lap 66

HAMILTON JUMPS BOTTAS FOR SECOND

Having got stuck behind Bottas during the second stint, Hamilton came in early in an attempt to undercut him. Bottas pitted two laps later, but lost 1.5s on lap 40 lapping Bianchi. This combined with Hamilton setting his fastest lap on the lap Bottas stopped meant that, despite a pitstop six-tenths faster, the Finn re-emerged from the pits 2.5s behind Hamilton.

ROSBERG HOLDS ON

Hamilton was just 1.160s behind Rosberg at the start of the final lap. The German locked up into Turn 3, allowing Hamilton to get even closer, but he could not mount an attack. Rosberg crossed the line 1.932s ahead.

MAGNUSSEN LOSES SIXTH

Magnussen ran sixth, 5.623s ahead of Perez, after the Mexican made his final stop for supersofts. But Perez had a pace advantage, meaning he closed rapidly on the Dane, setting the fastest lap of the race on lap 59. On lap 66, Magnussen locked up at Turn 1, had to correct a rear-end slide and had a poor exit, allowing Perez to pass him.

ALONSO'S STRONG FINALE

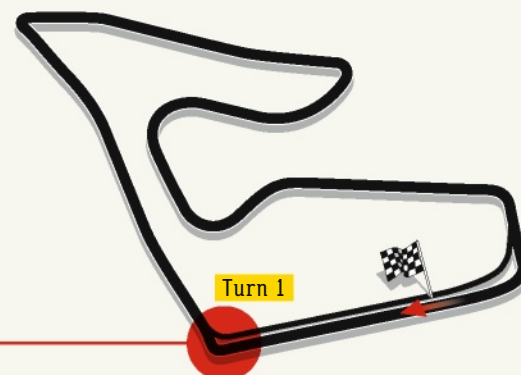
Alonso had a slow start to the race, running fifth and losing over 10 seconds to leader Massa in the first stint. But his pace was stronger on the soft Pirellis. After a long middle stint, culminating in him leading for five laps, he re-emerged five seconds behind Massa. By the finish, he was just 1.195s behind.

TRACKSIDE VIEW

EDD STRAW GRAND PRIX EDITOR

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The Red Bull Ring's layout is identical to its previous incarnation as the A1-Ring. But small details can transform the driving challenge, as watching at Turn 1 on Friday morning made clear.

It's a deceptively fast right-hander with an uphill approach and what was once a very inviting run-off area. When Kimi Raikkonen took the previous F1 pole here in 2003, after taking the apex he let his McLaren run out several car widths beyond the edge of the track, which was the standard line. But at the revived track, this doesn't work.

At the exit, there is still a rumble strip followed by artificial grass then a sponsor logo painted on asphalt. But the addition of a narrow, yellow 'sausage' kerb at the edge of the rumble strip changes everything. Now, as it should be, the run-off area is only there for use when things go wrong.

Max Chilton demonstrated why early on, clouting the inner kerb, destabilising the car and throwing himself wide over the yellow kerb, smoke billowing from the grinding floor. As Jenson Button discovered when he went off at Turn 1 with a braking problem on Saturday morning, it's easy to damage the floor if you run beyond the exit rumble strip.

You can lean on the yellow kerb, teeter on the top of it, but overstep the mark and it's costly. This is no easy task given that the savage torque delivery and the relative lack of rear downforce makes it difficult to keep the rear in check and control wheelspin, particularly for those with Ferrari propulsion.

Early on, it was fascinating to see drivers experimenting with different lines, seeing how much inside kerb they could get away with. Even a superficially straightforward layout that takes seconds to learn holds plenty of secrets to be unlocked by the world's best drivers.

'Now, as it should be, the run-off area is only there for when things go wrong'



Maldonado runs wide at T1 in the Lotus

STORIES OF THE RACE

Rounding up the action
from the Austrian GP

EDD STRAW
GRAND PRIX EDITOR



Red Bull suffers disastrous home race

RED BULL ENDURED ITS LEAST COMPETITIVE

weekend of the 2014 season at its 'home' circuit, with a best finish of eighth from Daniel Ricciardo. World champion Sebastian Vettel retired after losing a lap with an electronic glitch on his engine.

Ricciardo was the stronger of the two drivers throughout the weekend, qualifying fifth, seven tenths off pole position. Vettel struggled for pace and ended up only 13th fastest in qualifying, lapping a tenth-and-a-half slower than his team-mate in the second segment of qualifying.

Vettel's race was as good as over on the first lap when he lost power. Although he did rejoin after stopping between Turns 2 and 3, he was a lapped last and out of contention, eventually retiring to save the engine after surviving a collision with Esteban Gutierrez's Sauber.

"On the first lap, by the time he got up to Turn 2 the engine just lost all drive," said team principal Christian Horner. "It looks like an electrical issue. There was no

throttle response whatsoever. He lost a lap while there were plenty of resets going on and [the team] trying to establish what the issue was."

After the race, Horner also criticised Renault, describing both its reliability and performance as unacceptable.

Ricciardo had a poor first lap, running wide exiting Turn 1 and finishing the first lap in ninth. He then lost another position to Daniil Kvyat after running wide exiting Turn 3 and getting into the gravel while passing the slowing Vettel.

He did not have the pace to make serious progress and spent much of the last stint bottled up behind Nico Hulkenberg's Force India, eventually pulling off a last-lap pass on the outside of Turn 5.

"It was frustrating, it's never nice going backwards on the first lap," he said. "I tried to hang around the outside [at Turn 1] and it was the wrong thing to do as you lose too much time on the exit. I got swamped onto that long straight. I'm frustrated with myself after that."



**RED BULL
BEST QUALIFYING
RESULT**



AUSTRALIAN GP MALAYSIAN GP SAUDI ARABIAN GP CHINESE GP SPANISH GP MONACO GP CANADIAN GP AUSTRIAN GP

24



Start position
prevented Perez
finishing higher

Force India rues its lost podium chance

SERGIO PEREZ FINISHED SIXTH AFTER A

race-leading performance in Austria thanks to starting on the soft-compound Pirelli, but Force India believes it could have been better.

The Mexican started 15th thanks to a five-place grid penalty for causing a collision with Felipe Massa on the last lap of the Canadian GP. But he led laps 16-26 before his first pitstop, keeping Nico Rosberg at bay, before eventually making his second stop. Out-of-sequence with the leaders, he used the pace of the supersoft tyres in the final stint to pass Kevin Magnussen to finish a strong sixth.

"I think we would have been challenging very close for podiums with Williams," said deputy team principal Bob Fernley. "We had the same pace, we did the fastest lap. It's there but I think the start position was the one that hurt us for him."

Team-mate Nico Hulkenberg struggled with rear-tyre management and finished ninth.

Costly pitstop blunders for both Saubers

SAUBER LOST TIME WITH BOTH CARS IN THE Austrian GP thanks to mistakes made when Esteban Gutierrez made his first pitstop.

Gutierrez was given the green light and left his pit box with the right-rear wheel not attached. Although he stopped immediately and was recovered by the team to affix the wheel properly, this automatically triggers a 10-second stop/go penalty and a 10-place penalty for the next race.

The pit error appeared to be because the wheelnut was not properly attached, possibly because of wheelgun failure that was not initially spotted.

But a second error also cost team-mate Adrian Sutil, who was mistakenly given the message to stop the car

immediately that was intended for Gutierrez when he was released. He pulled over on the start-finish straight, losing around 20 seconds before being instructed to continue.

"What we delivered today is inexcusable," said head of track engineering Giampaolo Dall'Ara. "Our performance was decent, considering our potential, but the mistakes at the pitstop spoiled our race. Procedures were not adhered to. As a result we stopped the wrong car on the track. Equally unacceptable was Esteban's first pitstop, during which he was released although the wheelnut on his rear-right wheel did not go on."

Sutil and Gutierrez finished 13th and 19th.



Sauber mechanics
pull Gutierrez back
after pitstop error



KNEIPPEIS/GETTY



TEE/LAT

McLaren encouraged by upgrade package

McLAREN'S LONG-AWAITED MAJOR AERODYNAMIC upgrade package made its debut, with the team satisfied that it was a step forward.

The package included a new front wing, modified floor, brake ducts and turning vanes. The new front wing was slightly narrower and focused on providing more usable airflow to the rest of the car, giving the MP4-29 more downforce overall.

Kevin Magnussen qualified sixth and finished seventh, with his qualifying time, in relative terms, comfortably the closest McLaren has been to pole

position this year. He also showed well in the race, finishing seventh after being passed by the Force India of Sergio Perez, who was on the faster supersoft rubber, in the closing stages.

"Obviously, it's frustrating because this is not where we want to race but the positive is that it's encouraging to see that the hard work is paying off," said racing director Eric Boullier. "We improved our performance on one lap and over the race our relative pace compared to the rest of the field, so it's getting better but we are still far from where we want to be."

Magnussen has best race since Australia

KEVIN MAGNUSSEN'S SEVENTH PLACE WAS HIS best finish since taking second in the season-opening Australian Grand Prix.

The Dane qualified well, although a small mistake at the final corner potentially cost him two places on the grid. He ran sixth in the early stages, although ultimately fell behind Sergio Perez, who was on an inverted strategy after starting on the soft rubber, in the closing stages.

With McLaren racing director Eric Boullier saying that Magnussen had made a big step, particularly in terms of tyre management (see Q&A), the rookie was encouraged.

"I thought we were going to finish sixth, but Perez just had too much pace," said Magnussen. "I think we got pretty much everything out of what we have this weekend. It's not difficult to keep my head up, I know we're going to get there at some point if we just keep doing what we are now."

Team-mate Jenson Button failed to score in 11th place after being knocked out in Q2.

Q&A

ERIC BOULLIER
McLAREN RACING DIRECTOR

How do you rate your two drivers' performances in this race?

Good. Jenson [Button] did a normal, good job but we got stuck [in traffic] in the second stint and that killed us a bit. But Kevin [Magnussen] made a step up. In his tyre management, he has really improved.

In what way has he improved?

It's exactly the same process that I had with Romain Grosjean [at Lotus] in the past. When you are talented and gifted, it is easy to do a laptime. But the most complicated part is to manage the tyre wear and degradation, so that you can keep the speed by changing your driving style while making sure you are consistent. That's the most important thing and now Kevin broke through.

What are the team's competitive objectives now?

The priority is to make sure that everything is back in order in our place [factory]. From that point, we have the resources, we have everything to do well and to be successful so that's what we have to be. There are steps we have to go through before we can play a bigger role [at the front].

And you are confident the team is heading in the right direction again?

Everybody agreed with the conclusion of the first weeks [of the season]. So it's good to see that we are picking up. McLaren has been winning races for many years and they know what to do. It's about a bit of refreshment.



COATES/LAT

STORIES OF THE RACE

Alonso ran ahead of Hamilton on lap one, but not for long



26

FOX/GETTY



Kvyat (r): unsure why his car failed

Kvyat stars before mystery car failure

DANIIL KVIYAT WAS ON COURSE FOR POINTS

before suffering a failure in the right-rear corner of the car.

The Russian qualified seventh and could have been as high as fifth had his DRS not failed in Q3. He dropped to 10th after a bad start and was running 11th when something appeared to break. The tyre was shredded, but the wheel was visibly at the wrong angle, suggesting a suspension component failure.

"We still don't know exactly what happened," said Kvyat after the race. "It felt like a puncture but it could be suspension so it's too easy to make conclusions. I felt some funny behaviour with the car the lap before – it started to move around a bit. I thought something was wrong with the weight distribution and the rear tyre just gave up under braking."

Team-mate Jean-Eric Vergne had a lacklustre weekend and retired from 13th place with a front-left brake problem.

FIA harsh on Turn 8 qually track limits

THE FIA ADOPTED A "ZERO TOLERANCE" approach to drivers exceeding the track limits at Turn 8 during qualifying at the Red Bull Ring.

There were 14 instances of a laptime being instantly annulled during qualifying, notably Lewis Hamilton's first attempt during Q3, which would have put him fifth on the grid, and Nico Hulkenberg's last lap, good enough for eighth.

FIA rules deem the edge of the track to be defined by the white line. This means a car must have at least part of its wheel on the line to be considered legal.

During the race, the FIA monitored the corner and insisted that no advantage be taken by drivers running wide at the exit of Turn 8, which leads directly into the final corner.

A note sent to the teams said: "Any driver leaving the track on the exit of Turn 8 who appears to have gained a clear and lasting advantage by doing so will be reported to the stewards. We would not, for example, expect a driver who left the track on the exit of Turn 8 to attempt to pass a driver in front of him in Turn 1."

No drivers were penalised during the race.



The FIA clamped down on T8 limits

QUALIFYING OFFENDERS

DRIVER	SESSION	TIME LOST
Romain Grosjean	Q1	1m12.192s
Valtteri Bottas	Q1	1m11.039s
Kamui Kobayashi	Q1	1m11.987s
Daniil Kvyat	Q1	1m10.796s
Marcus Ericsson	Q1	1m12.853s
Esteban Gutierrez	Q1	1m11.667s
Fernando Alonso	Q1	1m11.347s
Adrian Sutil	Q1	1m10.774s
Jules Bianchi	Q1	1m11.940s
Marcus Ericsson	Q1	1m12.728s
Marcus Ericsson	Q1	1m12.560s
Romain Grosjean	Q2	1m10.522s
Lewis Hamilton	Q3	1m09.300s
Nico Hulkenberg	Q3	1m09.836s



Alonso was not happy after being best of the rest

Alonso: no joy over fifth-place finish

FERNANDO ALONSO TOOK LITTLE SATISFACTION from being the leading non-Mercedes-powered finisher in Austria on a weekend dominated by the German engines.

The Spaniard qualified fourth and finished fifth, closing to just over a second behind the Williams of Felipe Massa by the finish of the race after showing improving pace in the second half of the race. But after taking only 11 wins for Ferrari since joining the Scuderia in 2010, he has made no secret of his unhappiness.

"Not much, to be honest," he said when asked if he got any satisfaction from this. "It's been five years like this. There is always the satisfaction that everyone believes you are performing at your best. There is respect from the drivers, team principals and fans for the job that you do. But I'd prefer to have no respect and win more trophies."

Team-mate Kimi Raikkonen had a poor weekend. In qualifying, mistakes at Turn 1 ruined his laps and he came home half a minute behind Alonso in 10th, complaining of braking troubles and poor tyre wear.

Set-up tweaks help struggling Caterham

CATERHAM MADE A BREAKTHROUGH WITH THE set-up of its troublesome CT05 during the weekend.

After being comfortably outpaced by Marussia recently, the team hit on a modified mechanical set-up after trials during Friday practice. This allowed Kamui Kobayashi to qualify just 0.261s behind Jules Bianchi's Marussia despite having to lift in the final corner to avoid exceeding track limits. Although he finished behind Bianchi after a failed attempt at a one-stop race, with an orthodox strategy he would have been able to challenge the Frenchman.

The change in mechanical set-up offers a more stable aerodynamic platform, giving more consistent grip.

"We made a step from Friday to Saturday," driver Marcus Ericsson told AUTOSPORT. "We tried an extreme set-up on my car in FP1 and 2 which we got good information from. Potentially for tracks like Silverstone, we could find a gain."

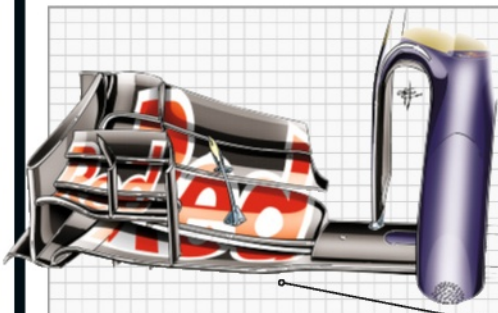


Ericsson was happier, until this happened

DRAWING BOARD



Gary Anderson, technical consultant



Toro Rosso's front-wing alterations

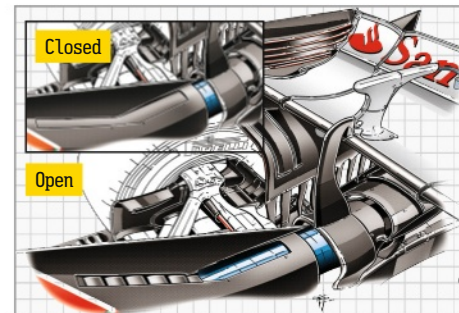
➔ When you want to change downforce levels from circuit to circuit, you want to do it in a way that does not disturb the wing, so ideally you don't want to modify the angle of the flaps.

Toro Rosso has a new, more stable front wing that should improve the whole of the car.

The previous, three-element forward upper wing remains but inside that was a two-element package that has now been removed. Anything you mount inboard of the turning vane affects the airflow inside the front tyre. Ideally you want to minimise that interruption.

The flap detail is aimed at getting better airflow between the front wheels. Note the shape of the front-wing adjuster, which follows the direction of the airflow. It's a nice detail.

This is part of a larger Toro Rosso package, which includes a new rear wing and diffuser, that has been in the pipeline since the start of the season.



Ferrari's open-and-shut cooling case

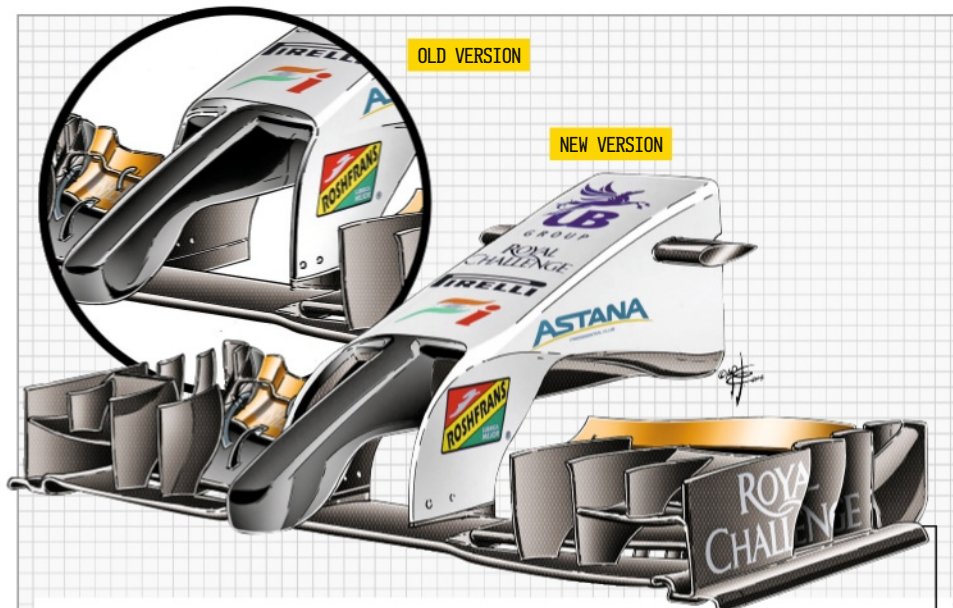
➔ With this year's complex engine packages, featuring more powerful hybrid technology, there are extra cooling demands.

There's more energy in the battery pack, with more heat generated, so that makes a big difference.

Ferrari is still experimenting with its cooling set-up, meaning that it tried running with open bodywork during Friday practice before switching to a closed version for the race. Closed would be the most efficient aerodynamically, followed by the open version with the louvres (as pictured). Fully open would be the worst. For cooling performance, it is the other way round.

It's very easy when working on a car in the windtunnel to neglect the cooling demands, which is why it's always best to start with a conservative cooling package and then close it up rather than risking compromising your package for more cooling.

Ferrari's experiments suggest that, even though it could run closed, there are still cooling issues.



Force India moves front-wing pillars

➔ Force India has brought its front-wing mounting pillars further forward to be closer to the wing's centre of pressure.

With the old design (inset), the pillars would have had to be stiffer to pass the deflection tests and the front wing would rotate forward under

load, the opposite of what you want. This modified design will hold the front wing in a way that makes it more consistent.

It seems that the leading edge of the nose area inside the pillars has a smaller radius. That's a small detail change to optimise the airflow under the car.

TEAM BY TEAM

RED BULL



RED BULL-RENAULT RB10

1

6/10



SEBASTIAN VETTEL

Start 12th Finish DNF
Strategy retired
(supersoft/soft/soft)

3

7/10



DANIEL RICCIARDO

Start 5th Finish 8th
Strategy 2 stops
(supersoft/soft/soft)

This was probably Red Bull's most feeble weekend since the days before it emerged as a winning outfit at the start of 2009. The car, largely thanks to its Renault engine, was off the pace, with Ricciardo's fifth place on the grid an overachievement. This was compounded by Vettel's car suffering an electronic problem on the first lap related to the overtake button that led to him stopping, performing a ctrl+alt+del and then rejoining a lap down. Inevitably, he was later retired to save engine mileage but not before he'd driven into Gutierrez's Sauber.

Ricciardo had a couple of moments in the first stint that dropped him to 10th, but he salvaged eighth with a last-lap pass on Hulkenberg. It was about all Red Bull deserved.

MERCEDES



MERCEDES F1 W05

6

8/10



NICO ROSBERG

Start 3rd Finish 1st
Strategy 2 stops
(supersoft/soft/soft)



44

7/10



LEWIS HAMILTON

Start 9th Finish 2nd
Strategy 2 stops
(supersoft/soft/soft)

The Mercedes was the fastest car around the Red Bull Ring. There was no question about that. But cooling problems both for the rear brakes and the power unit meant that the team spent most of the race trying to keep temperatures under control. Seeing as its two drivers had conspired to line up third and ninth on the grid, this wasn't such an easy task, and motorsport boss Toto Wolff suggested that the real story of the race was the amazing work done on the Mercedes pitwall to deliver a one-two.

While Williams was close, Mercedes did appear to have a little extra speed it could use when it needed to at key moments, so a one-two was always the likely result.

FERRARI



FERRARI F14 T

7

4/10



KIMI RAIKKONEN

Start 8th Finish 10th
Strategy 2 stops
(supersoft/soft/soft)



14

10/10



FERNANDO ALONSO

Start 4th Finish 5th
Strategy 2 stops
(supersoft/soft/soft)

As Fernando Alonso pointed out, on a very good day the Ferrari is just about good enough to nab a podium, and on a bad day it's in the lower reaches of the top 10. Despite Kimi Raikkonen's best attempts to make the Ferrari look like a marginal points contender, Alonso at least managed to be the best non-Mercedes-powered car in both qualifying and the race as some small tweaks performed as hoped.

Alonso spent most of the race parked between the dicing Mercedes and Williams, and the rest of the pack, but the car was better on the soft rubber and he did gradually cruise up to the back of Massa, finishing just behind him.

SAUBER



SAUBER-FERRARI C33

21

5/10



ESTEBAN GUTIERREZ

Start 17th Finish 19th
Strategy 2 stops
(supersoft/soft/soft)



99

8/10



ADRIAN SUTIL

Start 16th Finish 13th
Strategy 2 stops
(supersoft/soft/soft)

Progress was made with improving the car under braking, which was visibly better behaved than it had been in Monaco and Canada. But in the corner-exit phase, the torque delivery was still poor and both Sutil and Gutierrez struggled. On pace, the Sauber remains a Q1 car, although had Sutil gone fractionally faster he would have nipped ahead of Maldonado's Lotus and made Q2.

The team went all Keystone Cops when Gutierrez made his first stop, releasing him with the right-rear wheelnut not attached and accidentally giving an emergency stop message to its other car. Sutil duly halted, losing around 20 seconds, before being told to continue. The last thing an off-the-pace team needed.

TORO ROSSO



TORO ROSSO-RENAULT STR9

25

4/10



JEAN-ERIC VERGNE

Start 14th Finish DNF
Strategy retired
(supersoft/soft/soft)



26

8/10



DANIIL KVYAT

Start 7th Finish DNF
Strategy retired
(supersoft/soft)

The final salvo of a major upgrade package delivered over four races appeared this weekend, with the main change a new front wing. This package seemed to agree with Kvyat, who bagged a career-best seventh on the grid and might even have been the best Red Bull driver but for losing the use of his DRS in Q3. Vergne, meanwhile, was content on Friday, but struggled for rear-end grip throughout Saturday, giving away six-tenths to Kvyat.

However, there are serious questions to ask about reliability, with Vergne stopping with a front-left brake problem and Kvyat some kind of right-rear suspension failure that the team was incapable of explaining. Its finishing record is simply not good enough.

WILLIAMS



WILLIAMS-MERCEDES FW36

19

8/10



FELIPE MASSA

Start 1st Finish 4th
Strategy 2 stops
(supersoft/soft/soft)



77

9/10



VALTTERI BOTTAS

Start 2nd Finish 3rd
Strategy 2 stops
(supersoft/soft/soft)

From Friday on, it was obvious Williams was looking strong in the battle for best of the rest, but few expected it to be so strong in the race. On paper, third and fourth was disappointing after locking out the front row, but realistically Mercedes did have the edge on pace, even though it might have been possible for Bottas and Massa to split Rosberg and Hamilton.

Tyre management was a concern. The team focused more on qualifying pace than long-run speed in practice, but it wasn't a big weakness even though caution meant both cars pitted after the Mercedes they were battling.

The team had a strong car, capitalised on it and bagged an armful of points.

For the reasons behind the driver weekend ratings, visit AUTOSPORT.COM

LOTUS



LOTUS-RENAULT E22

8

6/10



ROMAIN GROSJEAN

Start 22nd (pits) Finish 14th
Strategy 2 stops
(supersoft/soft/soft)

13

8/10



PASTOR MALDONADO

Start 13th Finish 12th
Strategy 2 stops
(soft/soft/supersoft)

Right from the start during Friday practice, the Lotus looked painful to drive. Watching at Turn 1, if a car went off there or had a big moment, there was seemingly a 50/50 chance as to whether it would be a Lotus or one of the other 20 cars in the field.

This situation never really changed. Grosjean was beset by problems, including a glitch that hurt him in qualifying and led to the back end of the car being changed overnight, forcing him to the back of the grid. Further engine glitches during the race also made life difficult. Maldonado made the best of it, finishing 12th and second-best on the Renault-powered cars. Overall, a concerning lack of progress.

McLAREN



McLAREN-MERCEDES MP4-29

20

8/10



KEVIN MAGNUSSEN

Start 6th Finish 7th
Strategy 2 stops
(supersoft/soft/soft)

22

5/10



JENSON BUTTON

Start 11th Finish 11th
Strategy 2 stops
(soft/soft/supersoft)

This was a very significant weekend for McLaren, because its major upgrade package heralded a change in aerodynamic philosophy. The slightly narrower front wing was key, focusing more on feeding good quality air to the rest of the car than on peak downforce, and on raw pace it was better in qualifying than it has been so far this year.

Kevin Magnussen was particularly impressive, qualifying sixth and finishing seventh, while Jenson Button was mired in traffic in the middle stint and couldn't turn an inverted strategy, starting on softs, into points. The McLaren remains awful on the supersoft rubber, which is a concern, although if further downforce can be found this situation might change.

FORCE INDIA



FORCE INDIA-MERCEDES VJM07

11

9/10



SERGIO PEREZ

Start 15th Finish 6th
Strategy 2 stops
(soft/soft/supersoft)

27

6/10



NICO HULKENBERG

Start 10th Finish 9th
Strategy 2 stops
(supersoft/soft/soft)

Upgrades originally anticipated for Silverstone, including new front wing support pillars, made their debut at the Red Bull Ring. And they seemed to work well, even though over a single lap the car remained a marginal top 10 runner. Sergio Perez started down in 15th thanks to a five-place penalty for hitting Massa in Canada (that Force India's bizarre appeal inevitably failed to overturn). But he made starting on the softs work splendidly, leading once the frontrunners had pitted and driving superbly to sixth.

Hulkenberg was less impressive. His overall pace was decent, slightly better than Perez's in fact, but rear-tyre management was again a problem, and he made little impact on his way to a timid ninth.

MARUSSIA



MARUSSIA-FERRARI MR03

4

6/10



MAX CHILTON

Start 21st Finish 17th
Strategy 1 stop
(soft/supersoft)

17

7/10



JULES BIANCHI

Start 18th Finish 15th
Strategy 1 stop
(soft/supersoft)

After threatening to reach Q2 on merit in both Monaco and Canada, Marussia had a less competitive weekend at the Red Bull Ring. But both drivers had legitimate reasons for struggling in qualifying, with Bianchi complaining about an unusual lack of braking feel and Chilton hitting traffic and being a little down on power on Saturday afternoon.

In the race, it was a solid performance, although Bianchi could not threaten the pack ahead of him. Kobayashi's challenge failed when he hit tyre trouble, and Chilton might have beaten the Japanese had he been told to push on a bit earlier, because he was only two seconds behind the Caterham at the finish.

CATERHAM



CATERHAM-RENAULT CT05

9

6/10



MARCUS ERICSSON

Start 20th Finish 18th
Strategy 2 stops
(soft/supersoft/soft)

10

7/10



KAMUI KOBAYASHI

Start 19th Finish 16th
Strategy 1 stop
(supersoft/soft)

An ERS problem for Ericsson on Friday morning aside, Caterham made real progress during practice. Experiments with the mechanical platform of the car yielded some encouraging results in making the aero work better, which is expected to be particularly beneficial at smoother circuits. This allowed Kobayashi to qualify closer to the best of the Marussias than a Caterham has since April's Chinese GP, thanks to a strong lap.

In the race, Kobayashi certainly had the pace to give Bianchi a fight, but the attempt to go the distance on soft rubber after stopping on lap 14 was over-optimistic. In the final seven laps, Kobayashi lost grip and slowed, almost letting Chilton catch him.



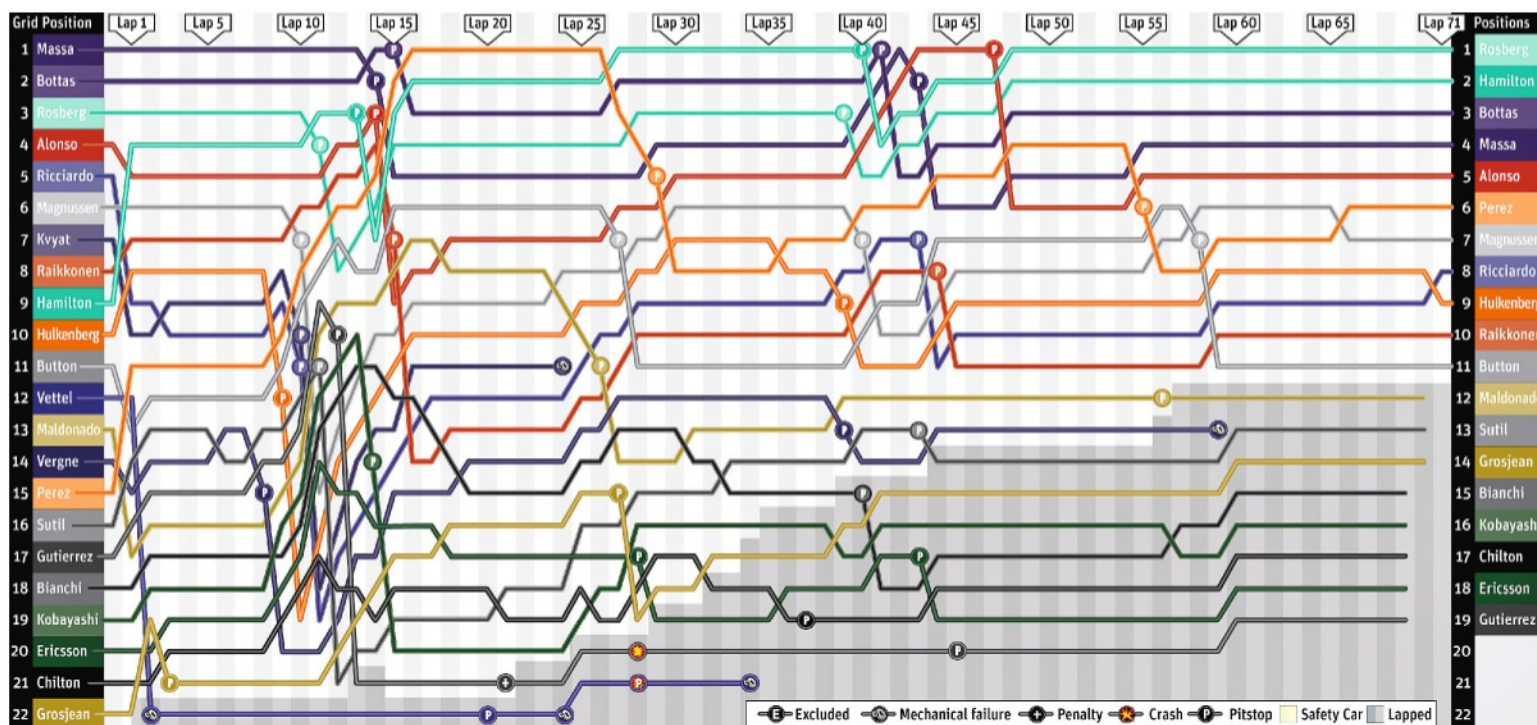
STANDOUT PERFORMANCE

Fernando Alonso

The Spaniard qualified fourth and finished fifth, and it's impossible to see how he could have done any better. He even closed up on the back of Massa's Williams during the final stint, finishing just 1.185s behind. He also dominated the intra-team battle with Kimi Raikkonen, once again reminding everyone it's a travesty that he continues to be lumbered with a car incapable of challenging for victories. His tyre management on soft rubber was also very effective.

"I think that I can consider this to be my best race of the season, because finishing 18 seconds off the Mercedes in a race without a safety car or any particular incidents, is a good result."

RESULTS



PRACTICE 1: Friday

POS	DRIVER	TIME
1	ROSBERG	1m11.295s
2	HAMILTON	1m11.435s
3	ALONSO	1m11.606s
4	MASSA	1m11.756s
5	BUTTON	1m11.839s
6	PEREZ	1m12.009s
7	HULKENBERG	1m12.072s
8	BOTTAS	1m12.114s
9	MAGNUSSEN	1m12.313s
10	VERGNE	1m12.364s
11	RAIKKONEN	1m12.365s
12	KVYAT	1m12.372s
13	RICCIARDO	1m12.570s
14	GUTIERREZ	1m12.984s
15	VETTEL	1m12.988s
16	GROSJEAN	1m13.168s
17	MALDONADO	1m13.642s
18	BIANCHI	1m13.738s
19	CHILTON	1m13.857s
20	KOBAYASHI	1m14.611s
21	SUTIL	1m14.691s
22	ERICSSON	1m17.501s

Weather: dry

PRACTICE 2: Friday

POS	DRIVER	TIME
1	HAMILTON	1m09.542s
2	ROSBERG	1m09.919s
3	ALONSO	1m10.470s
4	BOTTAS	1m10.519s
5	MASSA	1m10.521s
6	VETTEL	1m10.807s
7	BUTTON	1m10.813s
8	RICCIARDO	1m10.920s
9	MAGNUSSEN	1m10.936s
10	VERGNE	1m10.972s
11	RAIKKONEN	1m10.974s
12	KVYAT	1m11.261s
13	PEREZ	1m11.296s
14	GUTIERREZ	1m11.491s
15	MALDONADO	1m11.765s
16	SUTIL	1m11.806s
17	HULKENBERG	1m11.935s
18	CHILTON	1m12.229s
19	GROSJEAN	1m12.262s
20	BIANCHI	1m12.279s
21	KOBAYASHI	1m12.937s
22	ERICSSON	1m13.596s

Weather: dry

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	BOTTAS	1m09.848s
2	HAMILTON	1m09.898s
3	MASSA	1m09.901s
4	KVYAT	1m09.927s
5	ROSBERG	1m09.999s
6	ALONSO	1m10.054s
7	RICCIARDO	1m10.392s
8	MAGNUSSEN	1m10.449s
9	RAIKKONEN	1m10.488s
10	VETTEL	1m10.562s
11	HULKENBERG	1m10.683s
12	MALDONADO	1m10.776s
13	VERGNE	1m11.043s
14	GROSJEAN	1m11.103s
15	PEREZ	1m11.235s
16	SUTIL	1m11.294s
17	GUTIERREZ	1m11.558s
18	BIANCHI	1m11.848s
19	KOBAYASHI	1m12.320s
20	ERICSSON	1m12.892s
21	CHILTON	1m12.915s
22	BUTTON	1m14.237s

Weather: dry



KNEIPSS/GETTY

QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	MASSA	1m10.292s (9)	1m09.239s (4)	1m08.759s
2	BOTTAS	1m10.356s (10)	1m09.096s (3)	1m08.846s
3	ROSBERG	1m09.695s (3)	1m08.974s (1)	1m08.944s
4	ALONSO	1m10.405s (13)	1m09.479s (6)	1m09.285s
5	RICCIARDO	1m10.395s (12)	1m09.638s (9)	1m09.466s
6	MAGNUSSEN	1m10.081s (4)	1m09.473s (5)	1m09.515s
7	KVYAT	1m09.678s (2)	1m09.490s (7)	1m09.619s
8	RAIKKONEN	1m10.285s (8)	1m09.657s (10)	1m10.795s
9	HAMILTON	1m09.514s (1)	1m09.092s (2)	no time
10	HULKENBERG	1m10.389s (11)	1m09.624s (8)	no time
11	PEREZ	1m10.124s (5)	1m09.754s	-
12	BUTTON	1m10.252s (7)	1m09.780s	-
13	VETTEL	1m10.630s (15)	1m09.801s	-
14	MALDONADO	1m10.821s (16)	1m09.939s	-
15	VERGNE	1m10.161s (6)	1m10.073s	-
16	GROSJEAN	1m10.461s (14)	1m10.642s	-
17	SUTIL	1m10.825s	-	-
18	GUTIERREZ	1m11.349s	-	-
19	BIANCHI	1m11.412s	-	-
20	KOBAYASHI	1m11.673s	-	-
21	CHILTON	1m11.775s	-	-
22	ERICSSON	1m12.673s	-	-

Weather: 18C, dry

QUALIFYING STATISTICS

	HEAD TO HEAD	
VETTEL	2	6 RICCIARDO
ROSBERG	4	4 HAMILTON
RAIKKONEN	2	6 ALONSO
GROSJEAN	7	1 MALDONADO
MAGNUSSEN	4	4 BUTTON
PEREZ	2	6 HULKENBERG
GUTIERREZ	4	4 SUTIL
VERGNE	5	3 KVYAT
MASSA	4	4 BOTTAS
CHILTON	3	5 BIANCHI
ERICSSON	1	7 KOBAYASHI



DUNBAR/LAT

POLE POSITION TROPHY

HAMILTON	AUS	MAL	PRC	E	4
ROSBERG	BRN	MC	CDN	3	
MASSA	A	1			



STALEY/LAT

SUPERLICCENCE PENALTY POINTS

Drivers	1	2	3	4	5	6	7	8	9	10	11	12
BIANCHI	X	X	X	X								
BOTTAS	X	X										
ERICSSON	X	X										
MAGNUSSEN	X	X										
MALDONADO	X	X	X	X								
SUTIL	X	X										

Anyone who gets to 12 points will be suspended for one race

RACE: 71 LAPS - 190.851 MILES

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PITSTOPS	TIME IN PITS	GRID
1	NICO ROSBERG	MERCEDES	71	1h27m54.976s	1m12.598s	2	43.138s	3
2	LEWIS HAMILTON	MERCEDES	71	+1.932s	1m12.217s	2	44.781s	9
3	VALTTERI BOTTAS	WILLIAMS-MERCEDES	71	+8.172s	1m12.581s	2	43.341s	2
4	FELIPE MASSA	WILLIAMS-MERCEDES	71	+17.358s	1m12.586s	2	43.992s	1
5	FERNANDO ALONSO	FERRARI	71	+18.553s	1m12.595s	2	42.510s	4
6	SERGIO PEREZ	FORCE INDIA-MERCEDES	71	+28.546s	1m12.142s	2	45.730s	15
7	KEVIN MAGNUSSEN	McLAREN-MERCEDES	71	+32.031s	1m12.746s	2	43.552s	6
8	DANIEL RICCIARDO	RED BULL-RENAULT	71	+43.522s	1m13.060s	2	42.865s	5
9	NICO HULKENBERG	FORCE INDIA-MERCEDES	71	+44.137s	1m13.156s	2	44.166s	10
10	KIMI RAIKKONEN	FERRARI	71	+47.777s	1m12.884s	2	43.532s	8
11	JENSON BUTTON	McLAREN-MERCEDES	71	+50.966s	1m12.858s	2	42.747s	11
12	PASTOR MALDONADO	LOTUS-RENAULT	70	+1 lap	1m13.187s	2	45.955s	13
13	ADRIAN SUTIL	SAUBER-FERRARI	70	+1 lap	1m13.709s	2	45.409s	16
14	ROMAIN GROSJEAN	LOTUS-RENAULT	70	+1 lap	1m13.953s	2	46.096s	PL
15	JULES BIANCHI	MARUSSIA-FERRARI	69	+2 laps	1m14.476s	1	24.452s	18
16	KAMUI KOBAYASHI	CATERHAM-RENAULT	69	+2 laps	1m15.274s	1	22.480s	19
17	MAX CHILTON	MARUSSIA-FERRARI	69	+2 laps	1m14.847s	1	22.977s	21
18	MARCUS ERICSSON	CATERHAM-RENAULT	69	+2 laps	1m14.672s	2	48.355s	20
19	ESTEBAN GUTIERREZ	SAUBER-FERRARI	69	+2 laps	1m14.036s	3	1m46.819s	17
R	JEAN-ERIC VERGNE	TORO ROSSO-RENAULT	59	brakes	1m13.317s	2	44.606s	14
R	SEBASTIAN VETTEL	RED BULL-RENAULT	34	pulled out	1m14.254s	2	51.225s	12
R	DANIIL KVIAT	TORO ROSSO-RENAULT	24	suspension	1m14.332s	1	21.906s	7

Weather: Dry. Winner's average speed: 130.197mph. Fastest lap: Perez 1m12.142s (134.138mph) on lap 59. Lap leaders: 1-13 Massa, 14-15 Bottas, 16-26 Perez, 27-40 Rosberg, 41 Bottas, 42 Massa, 43-47 Alonso, 48-71 Rosberg. Perez had five-place grid penalty for Canadian GP collision; Chilton had three-place grid penalty for Canadian GP collision; Grosjean started from pitlane after changing gearbox after qualifying.

DRIVERS' STANDINGS

POS	DRIVER	PTS	AUS	MAL	BRN	PRC	E	MC	CDN	A	GB	D	H	B	I	SGP	J	RUS	USA	BR	UAE
1	ROSBERG	165	1 st	2 nd	2 nd	2 nd	2 nd	1 st	2 nd	1 st											
2	HAMILTON	136	ret	1 st	1 st	1 st	1 st	2 nd	ret	2 nd											
3	RICCIARDO	83	ex	ret	4 th	4 th	3 rd	3 rd	1 st	8 th											
4	ALONSO	79	4 th	4 th	9 th	3 rd	6 th	4 th	6 th	5 th											
5	VETTEL	60	ret	3 rd	6 th	5 th	4 th	ret	3 rd	ret											
6	HULKENBERG	59	6 th	5 th	5 th	6 th	10 th	5 th	5 th	9 th											
7	BOTTAS	55	5 th	8 th	8 th	7 th	5 th	ret	7 th	3 rd											
8	BUTTON	43	3 rd	6 th	17 th	11 th	11 th	6 th	4 th	11 th											
9	MASSA	30	ret	7 th	7 th	15 th	13 th	7 th	12 th	4 th											
10	MAGNUSSEN	29	2 nd	9 th	ret	13 th	12 th	10 th	9 th	7 th											
11	PEREZ	28	10 th	dns	3 rd	9 th	9 th	ret	11 th	6 th											
12	RAIKKONEN	19	7 th	12 th	10 th	8 th	7 th	12 th	10 th	10 th											
13	GROSJEAN	8	ret	11 th	12 th	ret	8 th	8 th	ret	14 th											
14	VERGNE	8	8 th	ret	ret	12 th	ret	ret	8 th	ret											
15	KVIAT	4	9 th	10 th	11 th	10 th	14 th	ret	ret	ret											
16	BIANCHI	2	nc	ret	16 th	17 th	18 th	9 th	ret	15 th											
17	SUTIL	0	11 th	ret	ret	ret	17 th	ret	13 th	13 th											
18	ERICSSON	0	ret	14 th	ret	20 th	20 th	11 th	ret	18 th											
19	MALDONADO	0	ret	ret	14 th	14 th	15 th	dns	ret	12 th											
20	GUTIERREZ	0	12 th	ret	ret	16 th	16 th	ret	14 th	19 th											
21	CHILTON	0	13 th	15 th	13 th	19 th	19 th	14 th	ret	17 th											
22	KOBAYASHI	0	ret	13 th	15 th	18 th	ret	13 th	ret	16 th											



There was no mistaking the circuit ownership



Perez and Massa faced Charlie Whiting over their Canadian shunt

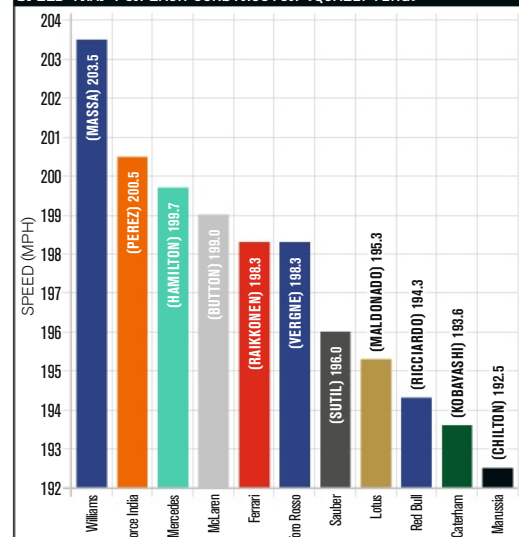


Austrian warbirds swooped overhead

CONSTRUCTORS' STANDINGS

POS	DRIVER	PTS	AUS	MAL	BRN	PRC	E	MC	CDN	A	GB	D	H	B	I	SGP	J	RUS	USA	BR	UAE
1	MERCEDES	301	25	43	43	43	43	43	43	43											
2	RED BULL	143	0	15	20	22	27	15	40	4											
3	FERRARI	98	18	12	3	19	14	12	9	11											
4	FORCE INDIA	87	9	10	25	10	3	10	10	10											
5	WILLIAMS	85	10	10	10	6	10	6	6	27											
6	McLAREN	72	33	10	0	0	0	9	14	6											
7	TORO ROSSO	12	6	1	0	1	0	0	4	0											
8	LOTUS	8	0	0	0	0	4	4	0	0											
9	MARUSSIA	2	0	0	0	0	0	2	0	0											
10	SAUBER	0	0	0	0	0	0	0	0	0											
11	CATERHAM	0	0	0	0	0	0	0	0	0											

SPEED TRAP FOR EACH CONSTRUCTOR (QUALIFYING)



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It's a tough, demanding race, but F1 drivers love Singapore. With all this to enjoy, it's easy to see why...

The 2014 FORMULA 1 SINGAPORE AIRLINES SINGAPORE GRAND PRIX (19–21 September) is an event like no other. The first street race in Asia to be held at night, it is one of the most demanding for drivers and hosts a spectacular weekend for fans.

UNIQUE OCCASION

Singapore is a tough physical and mechanical challenge. Sticking to European times, the teams and drivers carefully plan their eating and sleep patterns in order to be in peak condition to take on the relentless, bumpy anti-clockwise track. With tight corners and brutal

braking zones, the drivers must stay alert for two gruelling hours in the heat and humidity. There are potential dangers and opportunities around every twist on the track.

PERFECT POSITION

Located in the heart of downtown Singapore, the Marina Bay Street Circuit is the perfect place to enjoy the city's electric atmosphere. The stands are close to the track, offering an exciting, intimate view of the action. Spectators also have easy access to public transport, hotels, restaurants and countless activities around the Circuit Park.

BE ENTERTAINED

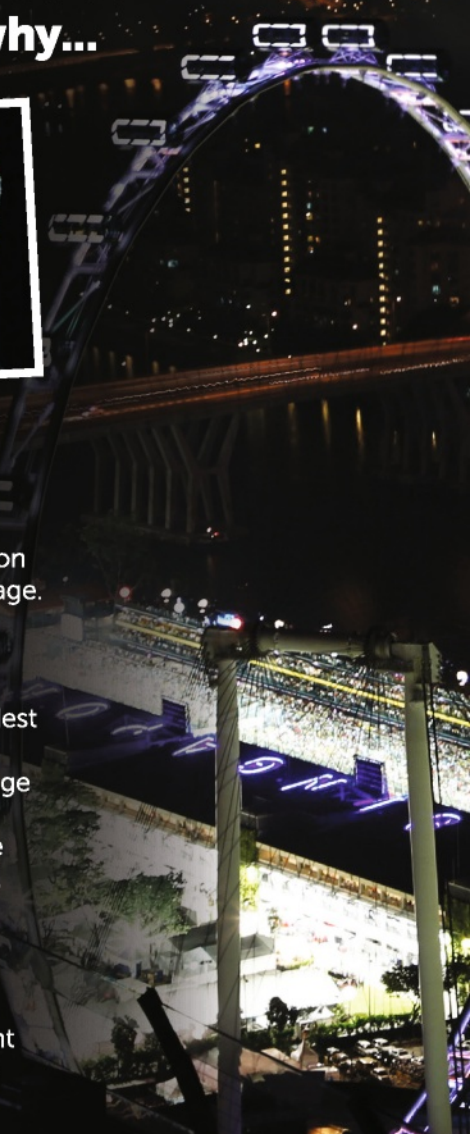
This year, multi-platinum award-winning British pop star, Robbie Williams (above), will headline the vast Padang Stage on Saturday evening 20 September and Asia's biggest rock band, Mayday, will headline on Friday



evening 19 September. British pop icons, Pet Shop Boys (left) will amaze audiences before the F1 qualifying session on Saturday at the Village Stage.

MUSIC LEGENDS

2014 Grammy Award-winning Ziggy Marley, eldest son of Bob Marley, will perform at the Village Stage on Saturday and at the Esplanade Outdoor Stage on Sunday 21 September. And nine-time Grammy winner John Legend will perform a set before the race on Sunday. More world-class entertainment will be announced in the coming weeks.



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"It's one of the most stunning cities in the world. The ambience is already great before you get to the track and then the track itself is just phenomenal!"

Lewis Hamilton

"Everybody in F1 enjoys Singapore. It's a buzzing city and lots of people always turn up. I really like going to Singapore... it's a great place to be"

Kimi Räikkönen

"It's one of the toughest races of the year, so to win is an amazing moment and you feel like you deserve the champagne!"

Sebastian Vettel



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Will F1's planned changes address its real problems?

A perceived decline in the popularity of the sport has led to a drive to improve the 'show', but are we in danger of being distracted by a series of gimmicks, asks JONATHAN NOBLE

A move by Formula 1 chiefs to deliver an improved spectacle in 2015 has reopened the debate about whether the sport needs a wider rethink.

Last week's meeting of the F1 Commission approved a number of major rule changes – including cars with titanium rubbing strips to send up sparks and standing starts after safety car periods – aimed at making it more excitement for fans.

However, following the recent rules tweaks that have moved the sport away from the purity of its roots – including a double-points season finale and the arrival of DRS to boost overtaking – there have been claims that F1 risks losing its established audience by chasing gimmicks to improve the spectacle rather than the racing.

WHY THERE HAS BEEN A PUSH TO CHANGE

The focus on the entertainment value of F1 this year has increased because of the arrival of new fuel efficiency regulations.

But despite early-season criticism of the potential of fuel saving to produce 'taxi-cab' economy runs, the spectacle has been far from lacking. Considering that Mercedes has been more dominant than any other team in recent history, most of the races have had their share of drama. In fact, the Bahrain and Canadian races were as thrilling as any events that F1 has ever delivered.

However, an early campaign by F1 supremo Bernie Ecclestone to discredit the new rules for ushering in quieter engines has helped fuel a negative backlash. Matters have not been helped by falling TV audiences, which have alarmed teams and sponsors.

FALLING AUDIENCES THE SPUR

A major decline in TV viewing in some key European markets has been the catalyst behind the latest discussions about improving the 'show'.

The switch to pay-TV channels is thought to be behind the slump over the past few years. Audiences in France, Italy and the UK have all



COTÉ/LAT

"We should consider social media much more – just like car makers putting more into connected cars"

Jean Todt, FIA president

dropped since F1 was taken off permanent free-to-air networks.

The decline has continued into this year. Sky Sports may have enjoyed a small rise in viewers in the UK, but in Italy and Germany around 20 per cent less people are watching. A deeper analysis of the TV data shows that the downward trend may not be evidence that fans are turned off by F1 itself.

While some German races have suffered a 25 per cent drop in TV viewers, the market share shows a fall of just six per cent – which suggests fewer people are watching TV as a whole.

The growth in on-demand TV, and the increasing use of the internet and smartphones for watching sport, may explain a new trend in viewing habits, but also exposes one of F1's biggest weaknesses at present.

FAILURE TO ENGAGE YOUNGER AUDIENCE

Ecclestone said recently that he did not see any need for the sport to make any effort to engage with

WHAT THE F1 COMMISSION AGREED FOR 2015

SPARKING CARS

The FIA is working on a plan to make it mandatory for teams to run with titanium skid blocks in the plank of the floor from next year to make cars spark.

Initial trials of the concept proved successful in Austria last weekend, when Nico Rosberg and Kimi Raikkonen trialled two different proposals.

STANDING STARTS AFTER SAFETY CARS

After safety car periods, F1's drivers will form up on the grid for a standing start – which should offer more opportunity for changes of position as well as producing a greater spectacle.

This radical departure has not met with universal approval from drivers, however, with Nico Rosberg one of many leading stars to speak out against the idea.



Will the return of sparking cars enhance the 'show'?

"I understand that the start is one of the most exciting times for the fans, but that sounds very extreme," he said. "It's going too far."

FRIDAY TIMETABLE CHANGE REJECTED

A move to reduce the Friday timetable, reducing practice to just

a single session late in the afternoon, was rejected.

Although teams believed the switch would have allowed them to arrive one day later, which would have helped reduce costs, the potential losses that promoters faced in selling fewer tickets on Fridays meant the idea was dropped.

COST SAVINGS

F1's smaller teams had hoped for some dramatic cost savings to be introduced for next year, amid a widespread view that current spending is unsustainable.

In the end, only a few minor tweaks were approved. These include reduced in-season testing (a pair of two-day tests), no pre-season testing outside of Europe, parc ferme restrictions extended to start from FP3, plus a cutback in windtunnel and CFD use.



Many drivers are not in favour of standing starts after safety car periods

social media – because there was little revenue opportunity. That stance has left teams baffled, especially because social media is now key for F1 sponsors and fans.

AUTOSPORT has learned that one of F1's major sponsors has expressed concerns that if it can't better utilise its investment in the sport through a more relaxed approach from its commercial

chiefs about rights restrictions, it may have to reconsider its involvement in the sport.

Mercedes motorsport boss Toto Wolff reckons that Ecclestone's apparent reluctance to involve F1 with social media is wrong, and that it is up to the sport to work out how best to earn money from it.

"I had quite a long row with Ecclestone about it," Wolff told

AUTOSPORT. "I can argue to each of my sponsors that the audience seeing his logo is growing, even though TV figures are down.

"But you can't put a revenue value on social media. Even the big players – even Twitter – have not worked out how make it earn. But it is just a matter of time."

PLEASING THE FANS

The feedback from fans about cars with sparking underbodies, standing starts after safety cars and even recent moves to improve the engine noise is that F1 is too obsessed with cheap gimmicks rather than considering the wider issues the sport faces.

It seems that F1's biggest problem is not what is being delivered on track, but in how it is failing to exploit the product as well as it should.

It's a view backed by FIA president Jean Todt. He told AUTOSPORT: "I think we should consider the new social media much more. Just like road car manufacturers putting more



Red Bull's Stratos project caught the world's imagination

effort into infotainment systems and connected cars, we have to go this way, too.

"I like the approach of Red Bull to following new paths. I was impressed by the Stratos project of Felix Baumgartner. We have to ensure that F1 remains the pinnacle of motor racing. We definitely have to improve the entertainment and also save costs."



F1 certainly appealed to the Austrian audience over the weekend



The making of... GRID

The spiritual successor to the TOCA Touring Cars video game is about to be released. Uniquely, AUTOSPORT was involved in its development. SIMON STRANG explains why



Making a modern racing video game is incredibly difficult. Quite apart from the challenges presented by ceaselessly evolving hardware and the enormous task of coding a big-budget, multi-platform title, the audience you are working so hard to please is a disparate and

ruthlessly discerning animal. Make your product too simple and 'arcadey' and you switch off the purists; focus too much on accuracy and you dismiss all but a small section of talented players.

Either way it's all too easy to dismiss the thousands of man hours that go into it, simply because the

handling doesn't suit your taste.

A developer must weave a fine thread between accessibility for all levels and the true essence of the sport it is trying to depict – all the while maintaining enough of that 'just-another-go' gaming glue to ensure the product is a success. By these measurements games

companies live or die.

Codemasters has a strong heritage in racing games dating back to the hugely popular *TOCA* series that dominated the freetime of Sony PlayStation players in the 1990s. Its current racing series, *GRID* – which evolved through *TOCA* and later *Race Driver* – is now about to be

THE PRICE OF DEVELOPMENT

Since those heady days of *TOCA Touring Cars* – the vast sales of a game based solely on the British Touring Car Championship being hailed a massive success – the value placed on promotional licenses has amplified significantly, as has the technology.

The headcount required to

create modern gaming software runs into the hundreds. Now the risks of getting it wrong are real and potentially fatal for an independent software house. Just to cover your bets, you need to sell more like a million units just to make a profit.

The statistics (right) give a sense of the scale of a modern game.





Autosport

released in its third iteration.

The new title, *GRID Autosport*, is intended to bring the series back to those halcyon days of the *TOCA Race Driver Series*, and that's where we came in.

While the initial *GRID* title was a hit, comfortably sitting between game and sim, it delivered entertainment if not a true racing representation when it was released across PC, Xbox 360 and PS3 in 2007. Five years later, the sequel missed the mark. It went too mainstream and turned off the racing audience loyal since those *TOCA* days.

So when Codemasters came to AUTOSPORT saying they wanted to take the game back to its roots and asked for our journalists to give input on the handling model and access to our address book of racing

'After more than three days of retina-searing intensive testing, we'd all vowed to be less critical of games in the future'

drivers, we couldn't help but say yes.

After all, we all know the kind of racing game we'd want to make. We'd never done anything like this before and it was a chance to find out for ourselves just how tricky it is to get it right... Three and a half days of retina-searing intensive testing later, we'd all vowed to be a little less critical of games in the future. 🏁

EXPERT VIEW



Graham Bromley
GRID Autosport Lead Level Designer

We go to the locations and fully research, photograph and collect data from the track. We often collect over 10,000 images showing every detail in the track surface: the size, shape and appearance of every trackside object, rumble strip, kerbstone and drain, and any other features. From these the art team creates several hundred textures, and the hundreds of assets and buildings that make up that location.

In the meantime, the level design team will take the data and images collected, along with the first-hand knowledge, and start creating what we call a 'whitebox track' – this is a working, playable prototype of the location.

Once the whitebox is ready, the art team applies the photorealistic textures and assets that they've created to turn our functional



prototype into fantastic looking environments. It's also great to have been able to work with so many racing drivers who know the tracks in incredible detail, as they can help us make sure that we haven't lost anything important.

So, taking an existing venue, it would take one designer 30 days to prepare the track from data to whitebox standard. It then takes five artists 350 days to get the track looking photorealistic, followed by another three designers needing a further 50 days to fettle the details.

AUTOSPORT'S TESTING INPUT

GLENN FREEMAN It seemed easy at first. We tried two types of BMW M3 handling model on a street circuit and had to give feedback on the pros and cons of each. There was a stark difference, and one was really nice to drive, so naturally that got a lot of positive feedback. "Simple," I thought, assuming that it would always be this clear-cut which handling model felt best, and that there would always be a setting for each car that suited me.

But as we tried other cars through the day it made you realise just how gruelling this process can be, and how switched-on those doing the test driving have to be to make sure that the game developers are getting useful, accurate and consistent feedback. Much like going testing in real motorsport, if the driver's head is not in the right place then his team is not going to get much out of the day.

CHARLES BRADLEY Jarama is a classic old grand prix venue that I've been to loads – it was the first place I ever flew to on a plane! Whether it was Formula Renault Finals, World Series by Nissan, European Super Touring, FIA GT or Superleague Formula, I knew the place like the back of my hand without ever having driven around it. Now was my chance, as one of my tasks was to feedback on a Caterham SP/300.R, which was well-suited to this twisty track.

Of course, the focus was on giving feedback on the two very different handling models I was back-to-back testing, but the attention to detail of trackside aesthetics really put you there. It was also impossible to not notice the evil bump on the exit of the Portago right-hander that always tried to spit me into a spin...

I thought it was brilliant, and can't wait to try a new track I've never been to: Mont-Tremblant!



BACK WITHOUT THE BANG

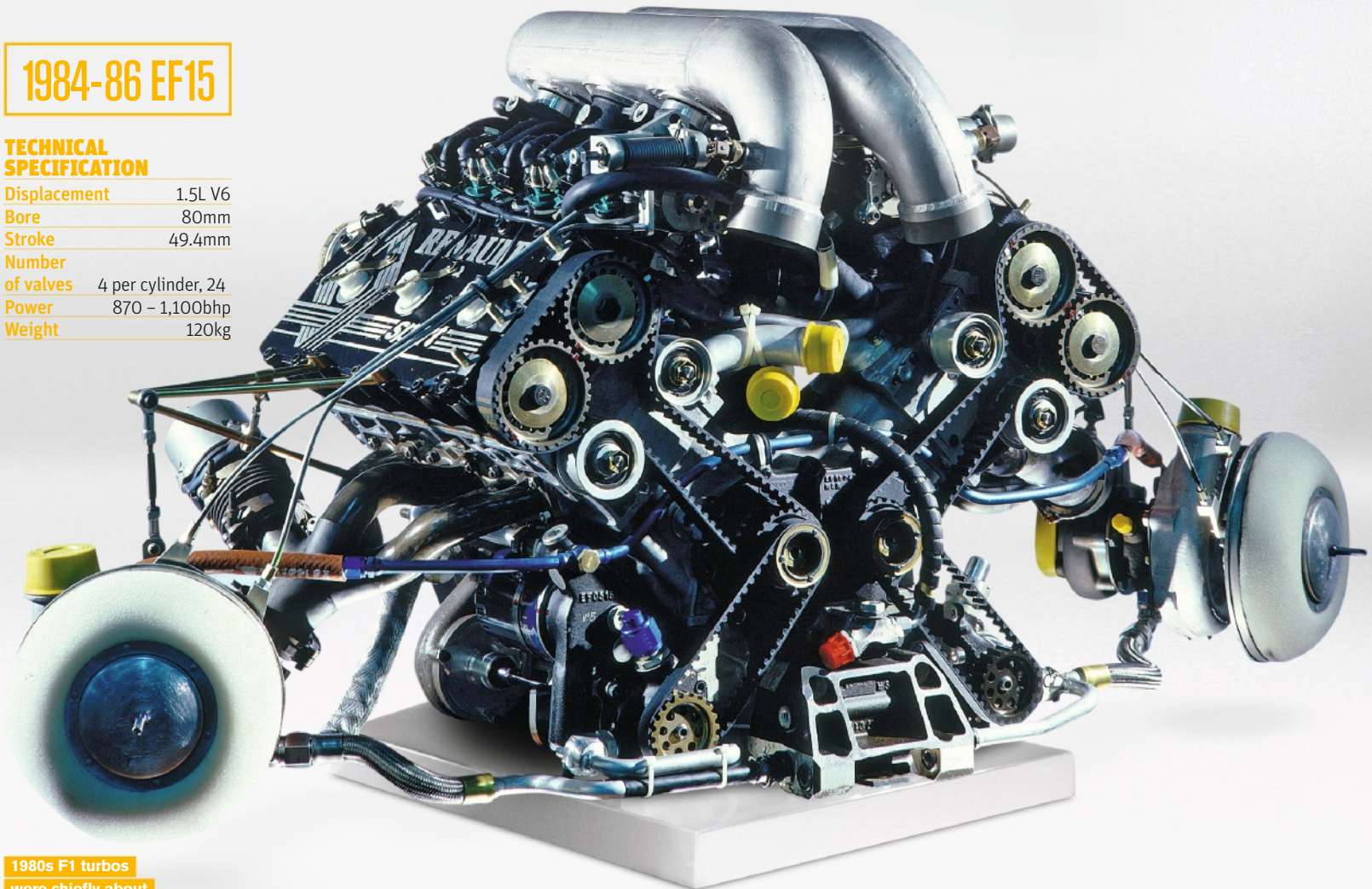
The first generation of turbo engines in F1 were loud, proud and bonkers. The latest 'power units' are also turbocharged, but with very different goals in mind, as **BEN ANDERSON** found out

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1984-86 EF15

TECHNICAL SPECIFICATION

Displacement	1.5L V6
Bore	80mm
Stroke	49.4mm
Number of valves	4 per cylinder, 24
Power	870 – 1,100bhp
Weight	120kg



1980s F1 turbos were chiefly about getting more power...

Expensive. Unruly. Spectacular. Turbocharged engines in Formula 1 are nothing new, but until this season they were banished from the pinnacle of the sport for a quarter of a century. We have since seen V12, V10 and V8 configurations of normally aspirated propulsion, but now turbos are back – helping to drive F1's new generation of socially responsible, energy-efficient, hybrid V6-engined cars.

Their return has inevitably drawn comparison with that bygone era of flame-belching, tankslapping, 1000bhp-plus qualifying specials. But the drive for efficiency demanded by the latest regulations in F1 means today's turbo engines are very different to their forebears.

"The fundamental difference is that everything on these power units is geared to fuel efficiency," explains Rob White, deputy managing director (technical) of Renault, which was the first manufacturer to develop turbocharged engines for F1, and supplies the Red Bull, Toro Rosso, Lotus and Caterham outfits with its latest powerplants today.

"The similarities of course are that we have a turbocharged, V6, twin-cam engine as a structural part of the car. The differences are principally the additional electrical stuff. The internal combustion (IC) engine is worth around about 600 horsepower, the MGU-K (energy-recovery system) is worth around about 160 horsepower, and of course the performance delivered to the car is all about delivering the maximum amount of IC engine power and complementing it with the maximum amount of electrical power.

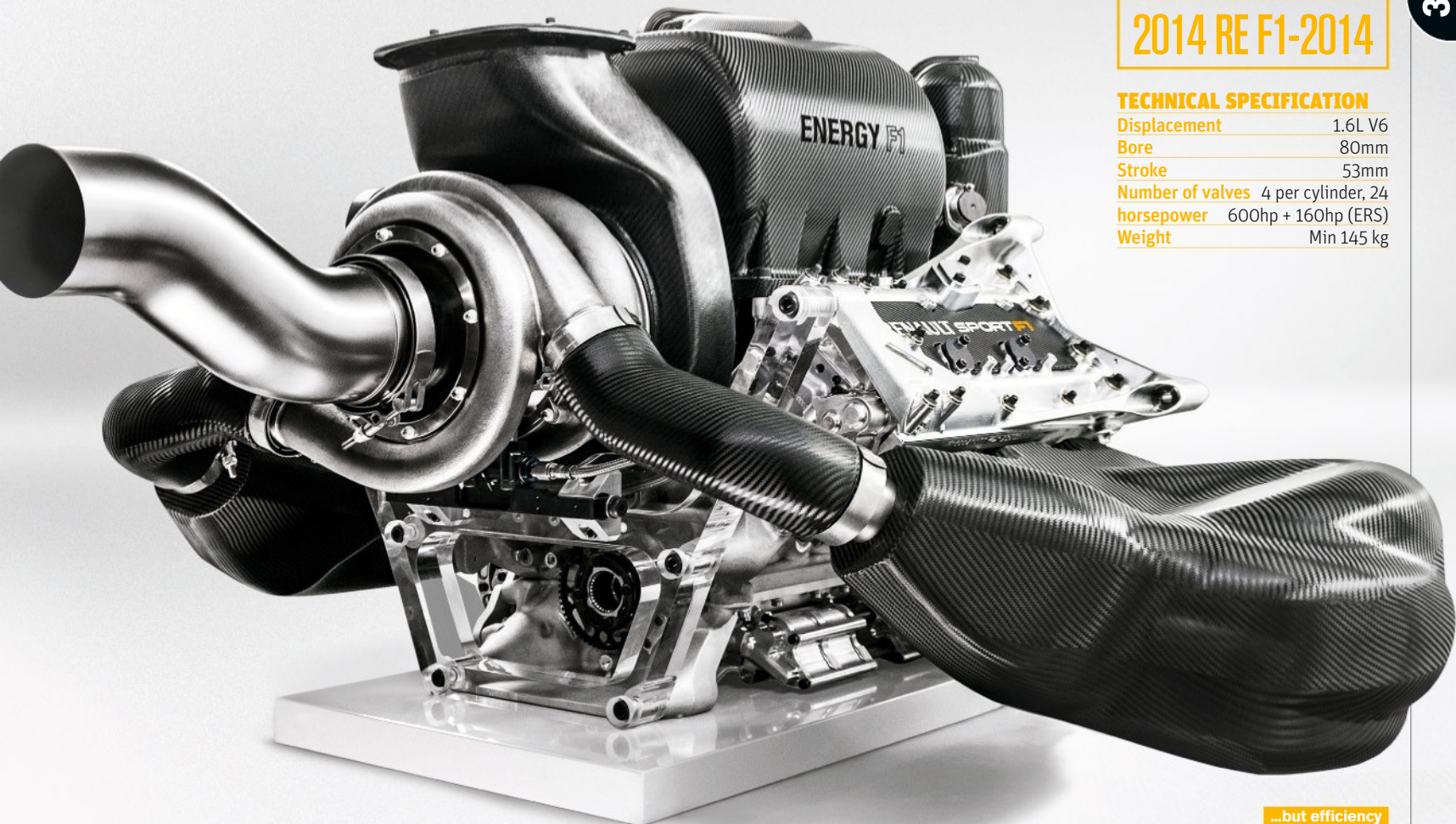


"That is where the management of energy becomes so crucial," says White. "We're harvesting energy during braking using the MGU-K, and harvesting it all of the time the engine is running using the MGU-H [a component of the turbo]"

The MGU-K is a motor generator that is mechanically coupled to the engine's crankshaft. When used as a motor, the crankshaft is driven and the car is accelerated. When used as a generator (under braking), it brakes the transmission to the back wheels and slows the car down. While the car is braking, rather than dissipating its kinetic energy as heat evacuated from the discs and pads, part of the energy is recovered as electrical energy, which is either stored in the battery or used to drive the other electrical machine on the turbo.

The MGU-H is another electric motor generator on the engine, directly coupled to the shaft of the turbo. The turbo essentially performs dual functions on modern F1 engines: compressing the intake air to the engine for combustion, and recovering heat energy from the exhaust to convert into electrical energy. That energy can either charge the battery or be used to directly drive the MGU-K. Simple, huh?!

"A simple way to think about it is what we call turbo compounding, where additional power from the exhaust turbine is converted into electricity to feed the MGU-K and used to propel the car," explains White. "That's a concept that is not unique to F1. With a mechanical transmission it's used in trucks, road trains in Australia, ►



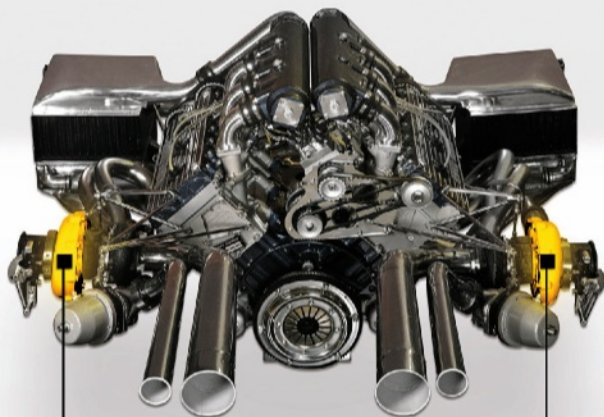
2014 RE F1-2014

TECHNICAL SPECIFICATION

Displacement	1.6L V6
Bore	80mm
Stroke	53mm
Number of valves	4 per cylinder, 24
horsepower	600hp + 160hp (ERS)
Weight	Min 145 kg

...but efficiency
is the name of the
game with the 2014 units

1980 EF1



2014 RE F1-2014



TURBOS

► long-distance trucks in America. It was used in bombers in the Second World War. What's different for us is that this is just one of many modes that we can use."

The need to harvest energy under braking with these new engines has led to the introduction of brake-by-wire systems on the cars. These balance how much work the MGU-K does in slowing the car down with that performed by the conventional disc-and-caliper brakes.

"If you want to slow the car down then either you apply the brakes or you lift off the gas," explains White. "When you lift off the gas, why does the car slow down? Because the friction in the engine brakes the input shaft to the gearbox that is connected to the rear wheels.

"With that exact same concept in mind, if we use the MGU-K as a generator, that will brake the input shaft to the gearbox and slow the car down. How is drive-by-wire related? Because that's not sufficient to slow the car down. The brakes need to work at the same time, and brake-by-wire is the arbitration between the two sources of braking torque: the electrical generator, which is fixed to

the engine, and the hydraulic actuators to the disc callipers that are attached to the uprights that are connected to the wheels.

"The tricky thing is that the driver doesn't know, or need to know, which one is doing the work. So that needs to be dealt with automatically. The contribution of the MGU-K is significant and now the rear brakes are dimensioned assuming that the MGU-K is present and working. So the rear brakes are under-sized to a car without K recovery."

This explains why Lewis Hamilton suffered rear-brake failure when his Mercedes lost the use of its ERS in the Canadian Grand Prix. According to White, nothing should change in terms of what the driver feels when he hits the pedal, but the rear brakes have become smaller. He suggests the reason we've seen more drivers locking up under braking this season has more to do with the lack of downforce on the cars than braking-by-wire.

"The control system reduces the hydraulic work done at the rear wheels while the electrical system is operating," adds White. "The driver needs to have confidence in his braking and feel the same thing. If the battery finishes up being charged halfway



hour] is such an important thing.

"We seek to use every available drop. There's no boost limit so we use the exactly calibrated correct amount of air to match the fuel, so once we've burnt the fuel then we use the systems on the car to recover as much energy as we can.

"The big difference between the original turbo engines and the modern engines is the optimisation, which is completely about maximising the performance with an extremely difficult fuel-consumption constraint. It's a different optimisation

"One of the reasons the 1980s car is louder is it has four exhaust outlets; the new car has just one" ROB WHITE

through braking, you need to be able to stop charging the battery so it doesn't explode.

"But you can't turn off the braking contribution made by that without doing something at the back of the car, so this is [why we have] brake-by-wire."

That explains why slowing the cars down has become more complicated, but what about driving them forwards? Fuel was a key component of the previous turbo era, as engine manufacturers strove to extract more horses from their stables (before the rule-makers began reining them in). The same is true now, though the focus is slightly different.

"Our task is to make the very most out of every single molecule of fuel," says White. "That's why the fuel-flow limit [of 100kg per

target, but fuel development was absolutely at the heart of progress in the previous turbo era."

One of the biggest talking points surrounding this latest generation of F1 engines is the noise (or rather lack of) they produce compared to the V8s used until the end of last season. White is talking to AUTOSPORT as Lotus-Renault driver Romain Grosjean samples the turbocharged Renault RE40 that nearly carried Alain Prost to the 1983 world championship. We have to pause as Grosjean flies past the pits because of the rasping sound it makes, so the natural question is why are the new turbo engines so much quieter than their predecessors?

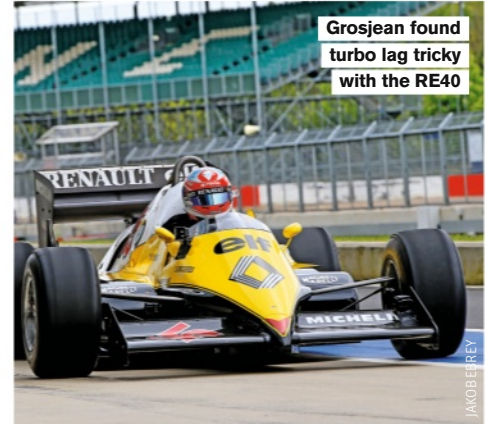
"One thing is that the 1980s car has four exhaust outlets, the new cars have one," explains White.

40





Grosjean with two Renault turbo pioneers, the 1977/78 RS01 (left) and 1983 RE40



Grosjean found turbo lag tricky with the RE40

STEPPING BACK IN TIME

ROMAIN GROSJEAN DRIVES ALAIN PROST'S 1983 RENAULT RE40 AT SILVERSTONE

RG I wasn't born when the RE40 was running but I know of Jabouille, Arnoux, Prost. I like technology and I like when you take risks as Renault did when they brought in the turbo. Yes, it was a steaming yellow teapot at first, but they managed to get it right. They had engines that were 1.5 litres, 1500hp in qualifying – how could you imagine that? It was a risk, but it worked. I do know the heritage. It's nice to see technology used years ago put back nowadays.

When I drove the car it felt familiar and very different at the same time. Downforce, forward braking, and the car itself – the behaviour – that's Formula 1. Even though it's 30 years old it feels the same as today. But then of course the H-pattern gearbox was a bit difficult to get used to and the turbo lag was quite big. So you can imagine how tough it must have been during the races to get the tyre temperature right.

There are fewer buttons on the steering wheel,

which is nice! And the noise – it sounds like a racing engine from the past. When you back off the throttle you get some un-burned fuel in the exhaust and it makes a nice noise. It's like riding a Harley-Davidson!

So long as you give me something with an engine I'll try to push a little bit, but at the same time the car is a part of history so you don't want to break it.

It's difficult to compare the sensations with my usual car because the seating position is very different – much more forward and very straight, so it doesn't feel very natural at first. But then you can feel the rear coming under braking – which is a nice feeling, sliding and turning into the corner. Yes, it's lazier – there is less grip – and of course there is less synchronization, but in general the feeling is there.

They were not running much castor to make it driveable, so the steering felt quite light, but the throttle response was bad. Rob White came to see

me and said: 'Now you don't complain anymore about driveability!' So I promise I won't!

It does feel very bad – at first to go out of the pits is a challenge because you have to get the turbo charged up before you have any power, and it's the same on track. When you go too low in the revs there is nothing anymore and then suddenly it comes and when it kicks in, be careful...

My first reaction was I could never have raced in those cars, because they are too dangerous, [but] if I was alive back in the day I would have, certainly. The races might have been difficult in terms of managing the power, but when I was driving the track and taking the old last corner, I could imagine that I was going to win the race back in the '70s or '80s – and seeing the grandstand, imagine the feeling to come out of the last corner, feel the turbo – everything charging – and just going to the finish line.



Early turbo squads put resources to good use...

"Next thing, the '83 car is probably 20-something per cent efficient overall and one of our cars now is 40-something per cent efficient. The wastegates that feed two of those '80s exhaust outlets are open a lot more of the time than now, because we prefer to have the wastegate closed and harvest the energy.

"That old Renault sounds a bit louder than this year's cars, and honestly a little bit nastier. It doesn't run as cleanly, it doesn't accelerate as crisply, it doesn't shift gears as well, but fundamentally it's a similar type of noise."

The return of turbo engines amid a significant technical overhaul of F1 prompted much speculation that fans would see a return to the days when engines regularly blew up spectacularly during races. It hasn't quite worked out that way, mainly – reckons White – because the whole way F1 works has developed so strongly.

"The regulations [then] permitted freedom we don't have now," adds White. "Everybody hears talk of more than a 1000 horsepower in qualifying, or



... while modern F1 game has come on in leaps and bounds

"With the resources they had, 1980s F1 teams did a fantastic job, but things have moved on" ROB WHITE

power output that you couldn't measure, but even then in racing trim there were different constraints.

"Of course the whole framework of F1 was different. With the available resources, the teams at the time did a fantastic job, but F1 has moved on since the previous turbo era with the big guns of major car manufacturers slugging it out, and really reliability has improved mainly because it's become so important to be reliable.

"To be nearly reliable, but not quite, is not the same thing as being reliable. The number of individual parts is immense – there are 5000 individual parts in a power unit now.

"It's nobody's intention to avoid the spectacle of big fiery blow-ups, or cars breaking down on the last lap. I would say it is fundamentally just due to the way in which all of F1 has moved on, and become so much more professional."

GP2

Red Bull Ring (A)

June 21-22

Round 4/11



RESULTS

RACE 1: 40 LAPS, 107.444 MILES

1 FELIPE NASR (BR) 52m32.096s

Carlin; Grid: 3rd-1m15.358s

2 STOFFEL VANDORNE (B) +3.874s

ART Grand Prix; Grid: 6th-1m15.481s

3 RAFFAELE MARCIELLO (I) +4.573s

Racing Engineering; Grid: 5th-1m15.449s

4 STEFANO COLETTI (MC) +7.210s

Racing Engineering; Grid: 4th-1m15.443s

5 JOLYON PALMER (GB) +8.902s

DAMS; Grid: 2nd-1m15.352s

6 JOHNNY CECOTTO JR (YV) +10.319s

Trident; Grid: 1st-1m15.312s

7 MITCH EVANS (NZ) +14.924s

Russian Time; Grid: 8th-1m15.614s

8 ALEXANDER ROSSI (USA) +20.994s

Caterham; Grid: 9th-1m15.644s

9 TAKUYA IZAWA (J) +28.182s

Rapax; Grid: 16th-1m16.092s

10 ARTHUR PIC (F) +30.170s

Campos Racing; Grid: 7th-1m15.608s

Winner's average speed: 122.711mph. Fastest lap: Nasr 1m16.093s, 127.173mph.

RACE 2: 28 LAPS, 75.187 MILES

1 CECOTTO 36m14.395s

Grid: 3rd

2 COLETTI +0.742s

Grid: 5th

3 MARCIELLO +6.813s

Grid: 6th

4 EVANS +7.139s

Grid: 2nd

5 ROSSI +7.990s

Grid: 1st

6 PALMER +8.828s

Grid: 4th

7 JULIAN LEAL (CO) +9.317s

Carlin; Grid: 13th

8 IZAWA +19.410s

Grid: 9th

9 SERGIO CANAMASAS (E) +26.716s

Trident; Grid: 15th

10 STEPHANE RICHELMI (MC) +27.062s

DAMS; Grid: 14th

Winner's average speed: 124.482mph. Fastest lap: Coletti, 1m16.629s, 126.283mph.

All drivers in Dallara-Mecachrome GP2/11.

DRIVERS' CHAMPIONSHIP

1 PALMER 117 6 COLETTI 41

2 NASR 84 7 PIC 41

3 CECOTTO 76 8 EVANS 38

4 LEAL 50 9 RICHELMI 32

5 VANDORNE 43 10 HARYANTO 26

TEAMS

1 DAMS 149 4 RACING ENGINEERING 66

2 CARLIN 134 5 ART GRAND PRIX 54

3 TRIDENT 98 6 CAMPOS RACING 41

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.

Toughest weekend
so far for PalmerFOR IN-DEPTH RESULTS
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FORIX

Williams F1 reserve driver Nasr
took win on day Massa took poleSamba time for
South AmericansBrazil's Felipe Nasr starred on Saturday before Johnny Cecotto Jr
then took centre stage for Venezuela. CHARLES BRADLEY reports

TWO DIFFERENT WINNERS FROM CONTRASTING RACES:

Felipe Nasr took a chunk out of Jolyon Palmer's massive points lead with an unchallenged feature race victory, then Johnny Cecotto Jr put himself on the fringes of the title fight with his second win of the year in Sunday's sprint race, during which he had to fend off no less than three assailants.

From third on the grid, Nasr leapt off the grid on Saturday like a scalded cat in his Carlin machine, as both poleman Cecotto (Trident) and fellow front-row starter Palmer (DAMS) made tardy starts. Nasr threw his usual caution to the wind in the early stages, pounding around to open up a 4s lead by lap five.

By then, Cecotto (suffering from a broken spark plug) had been further demoted by Racing Engineering's Stefano Coletti, who had repelled Palmer's early advances and passed Cecotto at

Turn 2 on lap five. Palmer's choice to start on the soft tyre – most opted for the hard – was based on taking the lead at the start, so even though he too found a way past Cecotto, his strategy was already compromised by running third.

In clear air, Nasr was able to manage his pace and nurse his tyres for much of his first stint, well clear of Coletti. Palmer pitted on lap 13, and rejoined behind the only other frontrunner on a soft/hard strategy, Stoffel Vandoorne (ART).

Vandoorne hadn't scored a point since his opening-round victory, and had undercut Palmer to gain track position. Although he had his work cut out fighting through traffic that was running a long first stint, Vandoorne's strong pace meant he was a strong factor – even a threat to Nasr.

Nasr stayed out until lap 30, leaving him a 10-lap sprint to the flag on fresh soft rubber. Coletti was 4.6s adrift before their pitstops, having been delayed by a backmarker who ran him off the track, and that would cost him second to Vandoorne as he rejoined. Not only that, but Coletti's Racing Engineering team-mate Raffaele Marciello further demoted him, the final passing move of a stunning charge by the Italian who had found himself down in 10th on lap two.

Some of Marciello's moves were stunning, as he blasted by Rio Haryanto, Arthur Pic and Alexander Rossi early on, before pitting and climbing onto the back of the fast-moving Vandoorne/Palmer train. He passed Palmer at Turn 1 on lap 31, and his move on Coletti guaranteed his place on the podium.

With eight laps to go, Nasr's lead was as slender as it had been since the end of lap one – 1.2s over Vandoorne – but on fresh, soft rubber to the McLaren junior's well-worn hards,

Cecotto about to
turn P3 into P1
by the first turn

PORSCH SUPERCUP RED BULL RING (A), JUNE 22 RD 3/10

Giermaziak gets on a winning streak

THE LIVELIEST PORSCHE SUPERCUP RACE IN MANY a year had three different leaders and ended with Monaco victor Kuba Giermaziak landing his second win on the trot.

Local hero Philipp Eng rocketed off pole position into the lead, but it was what he left behind that was more important: a puddle of coolant was the giveaway to why his engine expired in a cloud of steam on lap three.

His young team-mate Sven Muller had passed Eng before his water pressure failed, and Muller pulled out a 1.5s advantage over Jeffrey Schmidt and Giermaziak, who had started fifth.

Muller looked assured of victory, only to throw it all away with a 360-degree spin at Turn 8, recovering quickly still in third. This gifted Schmidt the lead, but Giermaziak passed him at Turn 2 with a handful of laps remaining and the Pole romped to victory and the points lead.

"I'm thrilled to start from fifth and win," said Giermaziak, who took a 1.1s victory over Schmidt and the gutted Muller. "Obviously I'm annoyed at myself about the spin," said the Porsche junior, but it was his first podium finish in the series.

Christian Engelhart finished fourth, ahead of Michael Ammermuller, who passed Ben Barker for fifth at Turn 8 on lap three. Briton Barker also lost places to Barcelona winner Earl Bamber and Alex Riberas – who stormed through from 12th to seventh after a yellow flag ruined his best qualifying effort – in the closing stages.

World Rally champion Sebastien Ogier made another guest appearance but was forced to retire on lap seven after qualifying in 18th.

● Charles Bradley



Giermaziak took second win on trot after a wild race

RESULTS

1 Kuba Giermaziak (Lechner Racing Team), 16 laps in 25m25.725s; **2 Jeffrey Schmidt (Lechner Racing Team)**, +1.199s; **3 Sven Muller (Team Project 1)**; **4 Christian Engelhart (Konrad Motorsport)**; **5 Michael Ammermuller (Lechner Racing Team)**; **6 Earl Bamber (Fach Auto Tech)**; **7 Alex Riberas (Attempto Racing)**; **8 Ben Barker (Lechner Racing Team)**; **9 Klaus Bachler (Konrad Motorsport)**; **10 Clemens Schmid (Lechner Racing Team)**.

Points 1 Philipp Eng, 36; 2 Giermaziak, 28; 3 Barker, 28; 4 Bamber, 27; 5 Engelhart, 22; 6 Connor de Phillippi, 19.



GP2
SERIES

S BLOXHAM/GP2



Backmarkers lock up as they give chase in Sunday's sprint race

S TALEY/GP2



Cecotto fended off Marciello before Coletti attacked

S BLOXHAM/GP2

this was akin to bringing a fish fork to a gunfight. Nasr streaked away to a 3.9s win, with Vandoorne doing well to keep the feisty Marciello at bay for second. "It was all about strategy," said Vandoorne. "Pitting early meant I could make the difference in clean air and jump everybody when they pitted."

Coletti held off Palmer for fourth, with Cecotto taking sixth despite some late-race contact with Rossi and a scrap with Mitch Evans. The last-named beat the American to seventh, but Rossi took reversed-grid pole as a result.

Like the previous day, the front row seemed cursed to make bad starts, Evans almost stalling and Rossi powerless to stop Cecotto romping into the lead from the seemingly magic P3 spot.

It was clear from the off that this was going to be no cakewalk for Cecotto. Much maligned over his GP2 career, you might have expected him to do something daft in a race where three different

drivers attacked him for the lead. Not a jot. This year's Cecotto v2.0 seems light years away from the incident-prone Venezuelan of recent seasons.

First, Rossi heaped early pressure on him. As Rossi's tyres wilted in his opening five laps of attack, so Marciello took up the cudgels, passing the American with a forceful lunge at Turn 2 and rushing up to Cecotto's rear wing. This time Cecotto held off six laps of repeated attacks from Marciello, whose tyres also cried enough and he slipped back. "I was on used tyres and pushed hard for the win at the beginning," said Marciello. "I think I should have saved them a bit more."

Now it was the second Racing Engineering driver, Coletti, who took the fight to Cecotto after dealing with Rossi (around the outside of Turn 3!) and Marciello. Again, he was within a second of Cecotto for the last six laps – again, Cecotto held his nerve. Right now, his inner demons seem contained. Only on the slowing-

down lap did he explode with delight over the radio, and he deserved that.

"The other guys didn't make it easy," he said. "First it was Alexander, then Raffaele was pushing, and in the end Stefano was so much quicker. I managed to keep them all behind." Coletti sighed: "Not enough laps to pass him."

Marciello did well to cling to third, as Evans threw the kitchen sink at him in the closing stages, briefly getting past with an outrageous last-lap lunge at Turn 3, but Marciello switched back and repassed him on the exit.

Behind Evans, Rossi did well to allow his tyres to come back to life to ensure he fell no lower than fifth, ahead of a fierce duel between Palmer and Julian Leal.

Nasr's great weekend ended on a sour note. Opening-lap contact cost him his front wing and forced him out early on, so his deficit to Palmer opened out to 33 points. ❧

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Lynn and Bernstorff scored a Carlin one-two on Saturday



GP3 SERIES RED BULL RING (A), JUNE 21-22 RD 2/9

Double success for Britpack duo

IT WAS ANOTHER WEEKEND OF FEAST followed by famine for series leader Alex Lynn. Carlin's Red Bull-backed Brit was under pressure to perform on his paymasters' home turf, yet he delivered with an assured pole position and a dominant victory in race one. But, just as in the season opener at Barcelona, his race two was a different story.

Having aced qualifying, Lynn made a terrific start from pole on Saturday afternoon and simply tore off into the distance. His Carlin team-mate, and fellow Brit, Emil Bernstorff kept him honest in the opening half a dozen laps, but a sequence of half a dozen fastest laps put him in his place, and Lynn would win by 2.7s. "I'm in a really nice flow,"

he said, and of his flurry of fastest laps added: "I saved my tyres quite a lot so it was good to hammer it home."

In a snoozefest of an opening race, Bernstorff was similarly well clear of Jimmy Eriksson, who had passed Richie Stanaway for third at Turn 2 following a restart after an early safety car. That was required after front-row man Alex Fontana bogged down at the start, and a three-wide attempt with the Manor cars of Patrick Kujala and Dean Stoneman into Turn 1 triggered a multiple collision that accounted for Fontana, Stoneman and Robert Visoiu, who ploughed into the Brit's stranded car.

Sunday's race was far more lively. Reversed-grid poleman Luis Sa Silva led from Nick Yelloly, who jumped

past the Angolan at Turn 1 at the start of lap two. But Sa Silva fought back into Turn 2 and, as Yelloly got shuffled wide at the exit, Matheo Tuscher nipped ahead of him.

Tuscher got a great run on Sa Silva towards Turn 3, but was edged onto the grass at high speed. Out of control, he vaulted alarmingly over Sa Silva's left-rear wheel, taking them both out.

Taking full advantage was Bernstorff, who had made a cracking start from seventh to rise to fourth by the first corner. Once in the lead he "found himself in", Bernstorff was untouchable and pulled away to score a 7.7s winning margin, a world away from his first-lap exit at Barcelona. "This feels great after a bad first weekend," he said. "Now I've got to find out how to be quicker than [Lynn]."

Behind him, Stanaway was again unable to contain Eriksson, who passed him for second at Turn 2 on lap 14. Roman de Beer made a great charge from 12th to fourth, passing Yelloly with three laps to go with a great move at Turn 3.

Jann Mardenborough was on course for his first top-six finish when he spun off at Turn 6 on lap eight, handing the position to Arden team-mate Patric Niederhauser.

Marvin Kirchhofer, who finished fifth in race one, failed to start race two. And it didn't get much better



Bernstorff (middle) flanked by Stanaway and Eriksson (left)

S. BLOXHAM/GP3

Barcelona winner Stoneman is hit by Visoiu



for Lynn either. He suffered contact on the opening lap and had to pit due to a right-rear puncture. Lynn rejoined to finish 20th.

"Things got a bit busy going into Turn 1 and the right rear was hit," he rued. "We have the pace, so I'll just keep going full steam ahead."

● Charles Bradley

RESULTS

Race 1 1 Alex Lynn (Carlin), 18 laps in 25m50.556s; 2 Emil Bernstorff (Carlin), +2.764s; 3 Jimmy Eriksson (Koiranen GP); 4 Richie Stanaway (Status Grand Prix); 5 Marvin Kirchhofer (ART Grand Prix); 6 Matheo Tuscher (Jenzer Motorsport); 7 Nick Yelloly (Status); 8 Luis Sa Silva (Carlin); 9 Patrick Kujala (Marussia Manor Racing); 10 Patric Niederhauser (Arden International).

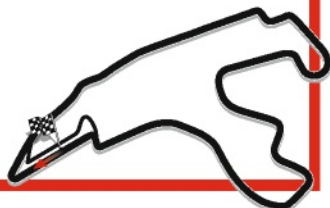
Race 2 1 Bernstorff, 17 laps in 23m24.023s; 2 Eriksson, +7.793s; 3 Stanaway; 4 Roman de Beer (Trident); 5 Yelloly; 6 Niederhauser; 7 Kujala; 8 Dino Zamparelli (ART); 9 Pal Varhaug (Jenzer); 10 Dean Stoneman (Manor). **Points** 1 Lynn, 62; 2 Eriksson, 49; 3 Stanaway, 45; 4 Bernstorff, 36; 5 Kirchhofer, 26; 6 Tuscher, 24.

WTCC

Spa (B)

June 22

Round 7/12



RESULTS

RACE 1: 9 LAPS, 40.788 MILES

1 **YVAN MULLER (F)** 22m09.364s

Citroen Total Citroen C-Elysee WTCC; Grid: 1st-2m23.497s

2 **JOSE MARIA LOPEZ (ARG)** +3.689s

Citroen Total Citroen C-Elysee WTCC; Grid: 3rd-2m23.688s

3 **SEBASTIEN LOEB (F)** +4.318s

Citroen Total Citroen C-Elysee WTCC; Grid: 2nd-2m23.643s

4 **GIANNI MORBIDELLI (I)** +21.125s

Munnich Motorsport Chevrolet Cruze TC1; Grid 9th: 2m25.767s

5 **TOM CORONEL (NL)** +21.998s

ROAL Motorsport Chevrolet Cruze TC1; Grid: 7th-2m25.351s

6 **TIAGO MONTEIRO (P)** +22.071s

Castrol Honda (JAS) Honda Civic WTCC; Grid: 10th*-2m25.165s

7 **NORBERT MICHELISZ (H)** +23.517s

Zengo Motorsport Honda Civic WTCC; Grid: 6th-2m25.333s

8 **GABRIELE TARQUINI (I)** +24.350s

Castrol Honda (JAS) Honda Civic WTCC; Grid: 5th-2m25.035s

9 **DUSAN BORKOVIC (SRB)** +30.940s

Campos Racing Chevrolet Cruze WTCC; Grid: 21st*-2m26.593s

10 **TOM CHILTON (GB)** +31.821s

ROAL Motorsport Chevrolet Cruze TC1; Grid: 11th*-2m26.918s

Winner's average speed: 105.860mph. Fastest lap: Muller 2m26.579s; 106.888mph.

* Includes five-place grid penalty. ** Includes engine change penalty

RACE 2: 9 LAPS, 40.788 MILES

1 **LOPEZ** 2m16.645s

Citroen; Grid: 8th

2 **MULLER** +3.097s

Citroen; Grid: 10th

3 **CORONEL** +8.409s

Honda; Grid: 3rd

4 **MONTEIRO** +8.912s

Honda; Grid: 5th

5 **LOEB** +9.060s

Citroen; Grid: 9th

6 **MORBIDELLI** +16.851s

Chevrolet; Grid: 1st

7 **MICHELISZ** +17.929s

Honda; Grid: 4th

8 **TARQUINI** +19.026s

Honda; Grid: 6th

9 **VALENTE (F)** +20.500s

Campos Chevrolet Cruze TC1; Grid: 7th-2m25.035s

10 **CHILTON** +21.187s

Chevrolet; Grid: 12th

Winner's average speed: 105.285mph. Fastest lap: Lopez, 2m26.679s; 106.815mph.

DRIVERS' CHAMPIONSHIP

1 **LOPEZ** 255 6 **CORONEL** 99

2 **MULLER** 216 7 **MORBIDELLI** 80

3 **LOEB** 190 8 **CHILTON** 75

4 **MONTEIRO** 125 9 **MICHELISZ** 74

5 **TARQUINI** 105 10 **VALENTE** 53

YOKOHAMA TROPHY

1 **ENGSTLER** 144

2 **DI SABATINO** 98

3 **FILIPPI** 77

POINTS SYSTEM EXPLAINED

In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. 5-4-3-2-1 to top 5 qualifiers.

Muller leads the Citroen charge



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FORIX



Lopez stretched his lead in the points standings to 39 at Spa

CITROEN CONTINUES TO ACHIEVE NEAR INFALLIBILITY in its domination of this year's World Touring Car Championship. Only a valiant drive by privateer Tom Coronel in race two at Spa-Francorchamps last weekend denied the phenomenal C-Elysee a podium monopoly in both races.

The larger-than-life Dutchman, with the 'Eat My Dust' slogan, had managed to offer effective resistance to the Citroens earlier this year in Austria, where he achieved his maiden podium.

The profusion of high-speed corners at Spa appeared tailored to Citroen's strengths, however. "I thought I could fight with Pechito [Jose Maria] Lopez with a similar strategy to the Salzburgring," said Coronel, who led the reversed-grid race until two laps from home. "But here... no chance."

The three regular Citroen drivers were covered by just 0.191s in qualifying, but were more than a second clear of the rest. Championship leader Lopez rated the circuit second only to his home track, Termas de Rio Honda in Argentina, as a likely venue for success. Such was his supremacy during practice and on into Q2 that it came as a shock when Lopez was outdone in the pole shoot-out. Reigning champion Yvan Muller manhandled his C-Elysee in kerb-cutting, dust-kicking fashion to take top spot from a similarly committed Sebastien Loeb.

Off the pace at the start of the weekend, WRC legend Loeb revealed power-steering struggles were slowing his progress through Radillon. The issue

assisted poleman Muller's break at the front in race one, as a bottled-up Lopez struggled to nail a pass on his high-profile team-mate. The pair repeatedly ran Yokohama to Yokohama into Les Combes. Lopez faced the dilemma of balancing efforts to minimise Muller's inroads into his championship lead with a responsibility to ensure Citroen converted its dazzling performance advantage into a reflective result. On the final lap, Lopez committed himself to a sweep around Loeb's outside. "It was a very nice battle," said Lopez modestly after claiming second. "But I didn't really have big joy afterwards, because I knew [Seb] had a problem in Eau Rouge the whole weekend with his power-steering."

Campos young gun Hugo Valente again proved the closest threat to the Citroens on practice pace, but Spa transpired to be the second consecutive meeting where the Parisian scored poorly. Having qualified fourth, Valente was involved in a fierce fight with Gabriele Tarquini through La Source and into Eau Rouge. He later disputed the justice of a subsequent drive-through penalty for breach of track limits, which cost him an almost certain fourth, while Tarquini lost ground after being forced to lift by his assertive rival into Eau Rouge.

Slowing unexpectedly in front of the pack, Tarquini inadvertently caused a bottleneck on the run to Les Combes. Hungaroring victor Gianni Morbidelli was the key beneficiary from the confusion, gaining four positions over his ninth-place qualifying effort.

Tiago Monteiro hounded Munnich Motorsport racer Morbidelli right up until the final corner. A late-braking attempt at the Bus Stop resulted in Monteiro compromising his exit, which allowed Coronel to snatch fifth spot by 0.073s on the run to the finish line.

Starting as the highest-placed Citroen on the reversed-grid race two, Lopez scythed through the field to take his fifth victory of the season ahead of Muller.

Despite carrying a 39-point lead over the Frenchman into his home race in Argentina, Lopez maintains a cautionary air. "It's not a big gap," said Lopez, "and I think it will be so easy to lose it. I had a chance to be successful [here] because I knew Spa really well, but, in the end, maybe I've done better on the circuits that I didn't know."

Coronel was delighted to be on the podium



IN THE PADDOCK

PETER MILLS
WTCC CONTRIBUTOR
@Peter_Autosport



THE SURPRISE NEWS THAT THE Nordschleife will be an addition to the World Touring Car Championship calendar in 2015 provided the biggest talking point of the weekend.

Former WTC champion Rob Huff gained valuable experience of the 25.378-kilometre track by contesting both the Nurburgring 24 Hours and the Spa WTCC meetings last weekend. The Lada racer's sleep-deprived effort put him back in the spotlight given the ongoing development process of his Granta WTCC.

After commuting between the circuits during practice and qualifying, Huff arrived at the Nordschleife for a three-hour double stint at 19.30 on Saturday. An engine failure on the Rotek Audi TT that the Briton shared with Robb Holland, Kevin Gleason and Darryl O'Young ended the car's run at 5am on Sunday morning, but not before Huff had received a scare owing to a wayward course car.

"It was bit like a tourist day, coming over a crest and finding a double-decker bus," recalled Huff. "I came to a part of the track that's flat in fifth at 150mph or more in the Audi, and two race cars were stopped on the right. It was pitch black. On the left were these headlights facing me. I assumed it was another race car. I hit the brakes hard and picked a gap. My car went sideways, and as I went around the other car, I saw it was a pace car! I can only assume he spun. Anyway, at least next year it will be easier because there'll be no commute!"

Little time to sleep for Huff



MILESTONE

Nordschleife's WTCC meeting will be its first world championship event since 1983's 1000km sportscar race.



WTCC calendar will include Nordschleife in 2015

THE WTCC WILL RACE ON THE Nurburgring's Nordschleife in 2015 in what series promoters hope will become a showcase European event.

A three-year agreement has been secured with the Nurburgring 24 Hours organisers the ADAC Nordrhein. The WTCC

will hold a single 120km race, instead of the usual two 60kms, as a curtain raiser to the endurance classic. Details have yet to be finalised, including refuelling, but double points are being considered.

The event will mark the WTCC's return to Germany for the first time since

Oschersleben 2011, and brings an FIA world championship event to the Nordschleife for the first time since the 1983 1000km sportscar race.

WTCC promoter Eurosports Events' COO Francois Ribeiro said, "We asked the FIA to revise the sporting regulations for this event. The idea is to hold one 120km race, with one pitstop. The details will be worked out between the FIA, Eurosport Events and the teams before the next FIA Touring Car Commission. Then a proposal will be submitted for approval to the FIA World Motor Sport Council. WTCC drivers are all excited about the idea."

DMSB president Hans-Joachim Stuck, winner of the first Nurburgring 24 Hours, said, "I'm truly delighted with the fact that the World Touring Car Championship – one of the FIAs top series – is going to return to Germany next year. I just can't wait to find out how the WTCC drivers will fare in their battle for world championship points on my favourite race track."



WTCC race will support 24 Hours

Honda targets improvements

THE HONDA TEAM IS PLANNING to devote four days to a test programme at Valencia this July in a bid to close the gap to the World



Honda wants to find more pace

Touring Car Championship's runaway leaders, the Citroen C-Elysees.

Alessandro Mariani, team principal of car builder JAS Motorsport, said, "We'll do four days at Valencia in July, because it was [the pre-season test at] Valencia where we first had the shock of finding that the car was not as fast as it could be. We will go back and see if we can find a set-up that suits it."

Mariani declined to comment on whether an engine upgrade would arrive for the team in 2014.



NAGY IN WTCC DEBUT

European Touring Car Cup racer Norbert Nagy made his WTCC debut for Campos at Spa-Francorchamps. The Hungarian (above) earned the TC2 drive, in part, as a thank you for offering assistance to the Spanish team at the Salzburgring. Nagy sat out Friday's test with an engine issue.

Spa penalty angers Valente

CAMPOS CHEVROLET DRIVER

Hugo Valente was infuriated after receiving a drive-through penalty for a track limits infringement in race one at Spa last weekend.

Valente had taken to the wide asphalt run-off on the exit of La Source on the opening lap when disputing fourth place with Gabriele Tarquini's factory Honda. The pair ran side by side into La Source, where Tarquini ran out of room and was forced to back off.

"I apparently overtook [Tarquini] when I was off-line," said Valente. "First, he's the one who put me there – I think that he hit me – and, second, he was never in front of me. To get a drive-through for this is absolutely mental. At every race there are people going wide at the first corner."

Tarquini in turn was unimpressed with being squeezed. "I had contact in race one, which was at the very quick place on this circuit and could have been quite dangerous," he said.



Valente was penalised for squeezing Tarquini

BORKOVIC AT THE BACK

A post-qualifying engine change meant 11th-placed qualifier Dusan Borkovic started from the back of the grid in race one. He over-revved his Chevrolet during an incident with team-mate Hugo Valente during the Moscow round, and revealed that car builder RML could not subsequently guarantee its reliability.

ENGSTLER EYES 2015

Championship-leading TC2 squad Team Engstler is keeping its options open for 2015 owing to the lack of availability of a German WTCC TC1 car. Team boss Kurt Tremel said sponsor Liqui Moly would prefer a German manufacturer to tie in with its 'Made in Germany' campaign.

MUNNICH TRIES MERC

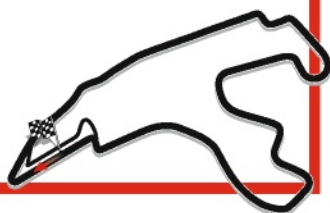
Munnich Motorsport owner/driver Rene Munnich took to the track on Friday at the wheel of his Mercedes SLS GT3 car. He drove in five sessions to learn Spa, but had no intention of contesting the French GT support race.

Euro F3

Spa (B)

June 21-22

Round 5/11



RESULTS

RACE 1: 15 LAPS, 65.280 MILES

1 **MAX VERSTAPPEN (NL)** 35m52.582s

Van Amersfoort Racing Dallara-Volkswagen F314; Qualifying: 2nd-2m10.110s

2 **LUCAS AUER (A)** +0.817s

Mucke Motorsport Dallara-Mercedes F312; Qualifying: 4th-2m10.340s

3 **JAKE DENNIS (GB)** +4.225s

Carlin Dallara-Volkswagen F312; Qualifying: 8th-2m10.659s

4 **TOM BLOMQUIST (GB)** +4.670s

Carlin Dallara-Volkswagen F312; Qualifying: 6th-2m10.601s

5 **ANTONIO FUOCO (I)** +7.392s

Prema Powerteam Dallara-Mercedes F312; Qualifying: 3rd-2m10.225s

6 **GUSTAVO MENEZES (USA)** +7.799s

Van Amersfoort Racing Dallara-Volkswagen F312; Qualifying: 5th-2m10.572s

7 **FELIX ROSENQVIST (S)** +9.427s

Mucke Motorsport Dallara-Mercedes F312; Qualifying: 7th-2m10.625s

8 **FELIPE GUIMARAES (BR)** +13.047s

Double R Racing Dallara-Mercedes F312; Qualifying: 15th-2m11.553s

9 **JULES SZYMKOWIAK (NL)** +14.230s

Van Amersfoort Racing Dallara-Volkswagen F312; Qualifying: 12th-2m10.983s

10 **JORDAN KING (GB)** +14.893s

Carlin Dallara-Volkswagen F312; Qualifying: 25th-2m12.753s

Winner's average speed: 109.177mph. Fastest lap: Verstappen, 2m11.111s, 119.498mph.

RACE 2: 15 LAPS, 65.280 MILES

1 **VERSTAPPEN** 35m48.572s

Qualifying: 2nd-2m26.616s

2 **ESTEBAN OCON (F)** +0.805s

Prema Powerteam Dallara-Mercedes F312; Qualifying: 3rd-2m27.380s

3 **MENEZES** +1.842s

Qualifying: 1st-2m25.458s

4 **ROSENQVIST** +3.021s

Qualifying: 9th-2m29.215s

5 **TATIANA CALDERON (CO)** +7.992s

Jo Zeller Racing (Mucke) Dallara-Mercedes F312; Qualifying: 11th-2m29.466s

6 **DENNIS** +9.257s

Qualifying: 22nd-2m32.333s

7 **NICHOLAS LATIFI (CDN)** +11.609s

Prema Powerteam Dallara-Mercedes F314; Qualifying: 13th-2m29.932s

8 **BLOMQUIST** +12.113s

Qualifying: 23rd-2m32.699s

9 **ANTONIO GIOVINAZZI (I)** +13.221s

Carlin Dallara-Volkswagen F312; Qualifying: 19th-2m31.494s

10 **KING** +13.411s

Qualifying: 15th-2m30.517s

Winner's average speed: 109.381mph. Fastest lap: Ocon, 2m11.410s, 119.226mph.

RACE 3: 15 LAPS, 65.280 MILES

1 **VERSTAPPEN** 35m47.919s

Qualifying: 5th-2m29.562s

2 **OCON** +0.495s

Qualifying: 1st-2m27.897s

3 **MENEZES** +2.266s

Qualifying: 6th-2m29.710s

4 **FELIX SERRALLES (USA)** +3.090s

Team West-Tec Dallara-Mercedes F314; Qualifying: 3rd-2m28.404s

5 **LATIFI** +3.912s

Qualifying: 9th-2m30.978s

6 **BLOMQUIST** +4.230s

Qualifying: 18th-2m32.861s

7 **DENNIS** +5.284s

Qualifying: 17th-2m32.785s

8 **SZYMOWIAK** +6.108s

Qualifying: 12th-2m31.047s

9 **ROSENQVIST** +7.525s

Qualifying: 10th-2m31.026s

10 **KING** +9.188s

Qualifying: 15th-2m31.986s

Winner's average speed: 109.414mph. Fastest lap: Ocon, 2m11.280s, 119.344mph.

DRIVERS' CHAMPIONSHIP

1 **OCON** 268 6 **ROSENQVIST** 962 **BLOMQUIST** 174 7 **DENNIS** 853 **VERSTAPPEN** 155 8 **GIOVINAZZI** 814 **AUER** 155 9 **KING** 735 **FUOCO** 113 10 **LATIFI** 65

Incredible Verstappen takes a stunning treble

MAX VERSTAPPEN, ESTEBAN OCON AND 24 OTHER

young chargers reminded us at Spa of why we fell in love with the sport in the first place. Verstappen was utterly sensational in delivering three wins – none of them from pole – while Ocon drove like a true champion in pursuit. And the other 24 slipstreamed like mad in their wake, changing position at almost every corner.

It was beautiful, high-cholesterol motor racing, guaranteed to give heart problems to the team bosses and mums and dads. And it was an amazing exhibition of driving from this year's two most exciting talents.

Verstappen seemed to have the edge from the start of free practice. He looked a little ragged at first – not surprising considering he had only driven Spa in the wet in a Formula Renault car – but ended up topping the times by nearly eight tenths of a second. The Van Amersfoort Racing team, with an eye on the back-to-back dates at the low-downforce Spa and Norisring circuits, had tested for two days at Monza in the gap since the previous round. As a result, Verstappen was quick in Spa's flat-out first and third sectors, but crucially he was able to hang onto his Dallara-Volkswagen to top the twisty middle sector too – an achievement virtually unheard of at Spa.

In first qualifying, though, Verstappen and Antonio Fuoco were pipped to pole by Ocon. Neither Verstappen nor Fuoco got a critical tow, but Ocon was, he estimated, 300 metres behind another car on the Kemmel straight, and that earned him the session-topping time by 0.06s.

Second qualifying was a lottery thanks to the fickle Ardennes climate, but Ocon earned himself another pole and a third on a wet track, with

Verstappen claiming a second and a fifth.

Ocon's extraordinary run of finishes came to an end in Saturday's first race. Verstappen drafted Prema Powerteam twins Fuoco and Ocon onto the Kemmel straight to take the lead, and at the following Les Combes, Ocon found himself squeezed between Lucas Auer (on the inside) and Fuoco. There just wasn't enough room, and the Lotus Junior collided with his Ferrari protege team-mate; Ocon was out, Fuoco delayed, leaving Auer to chase Verstappen.

The second race began with Verstappen again slipstreaming Ocon for second on the Kemmel straight and, when surprise poleman Gustavo Menezes messed up his braking at Les Combes, that put the two main contenders first and second. This time Ocon stayed within the tow throughout, but Verstappen drove an assured race.

In the finale on Sunday, Verstappen – from fifth on the grid – had to wait until lap two to hit the front. He did it with another double-draft – this time on Ocon and John Bryant-Meisner. Ocon fought back two laps later to take the advantage after diving across the track for the apex into Les Combes, but Verstappen braved it out around the outside to move back in front.

The key to Verstappen's wins were his bold overtaking and his fantastic pace in the middle sector, which left him far enough in front on the straights for Ocon not to be able to draft ahead with ease. "I think the Monza test was a good move," said team boss Frits van Amersfoort. "Of course we knew Spa and Norisring were coming – low-downforce, braking circuits. Max was brilliant in the second sector, because when you're leading you give a hell of a slipstream to the guys following you."

Also, both team and driver adapted from oversteer problems that almost cost victory in race one to deliver even better performances later on.

But Ocon too was superb in playing the percentages to protect his large championship lead. He suspects the Mercedes motors used by his Prema team aren't quite on a par at the top end with the VW – a disadvantage at Spa – but the balance shifts on twistier tracks. Expect more points accumulating at the Norisring, more wins for Verstappen. And more overtaking!



Verstappen flanked by Ocon and Menezes

IN THE PADDOCK

MARCUS SIMMONS
DEPUTY EDITOR

@marcussimmons54



WE'VE BANGED ON ABOUT F3'S NEW engine rules in this column before, and now I'm going to do it again.

However well-intentioned the FIA's cost-cutting-inspired regulation was in banning any engine changes during the season (with the penalty of three 10-place grid penalties if this is breached), it's created as many problems as it solved.

In April, Tom Blomqvist was the first notable victim. Then we had Jordan King sitting out a race at the Hungaroring because the Carlin team wanted his VW

engine checking over back at tuning company Spiess after reliability problems. If a new motor had been fitted on-site, King would have taken three penalties, carrying over to Spa... where, ironically, he had a nightmare qualifying. As it transpires, he could have gained a fresh new engine with very little penalty.

That's exactly the move made at Spa by Fortec Motorsport for Mitch Gilbert. The team's recent good form came to an end in Belgium, and Fortec, which has always turned out a car with strong straight-line speed, was mystified by Gilbert's and John Bryant-Meisner's lack of pace.

Time for an engine change, and just swallow the penalties? As it turned out, Gilbert's shunt early in second qualifying meant he took that option. Bryant-Meisner felt he couldn't, because he'd qualified



second in the wet for race three, but once he dropped from the lead to outside the top 10 he gave up, with his car bottom of the speed trap – 7.1 mph down on the fastest.

Another knock-on of these rules is that teams feel compelled to restrict test mileage on their race engines (which cost a

maximum €50,000 to lease per season), partly cancelling out one of F3's unique selling points: time in the car. Yes, they can lease a test engine, but at €16,000 per 2000 kilometres you're wondering whether these sporting rules are really making things any cheaper.

Dennis stormed from 21st to sixth in second race



Carlin boys in great fightback

JAKE DENNIS AND TOM BLOMQVIST starred in the races at Spa after the Carlin team endured a nightmare qualifying.

In the first session, the Carlin and Prema teams went round Spa like a pair of gangs, slowing up in their bids not to give the rival team a tow. "It was a mess – a big screw-up," said Blomqvist. At least Blomqvist and Dennis were able to vault to sixth and eighth respectively.

In the second, Carlin's quintet went out all guns blazing on a wet track. Then it dried and their tyres were finished, with not enough time to change them.

Dennis pipped Blomqvist to third with a great drive in race one, and both fought to points from the back of the grid later on.

Surprise pole for Menezes

AMERICAN GUSTAVO MENEZES deepened the joy of Van Amersfoort Racing by claiming his first European F3 pole position at Spa, and his first two podium finishes.

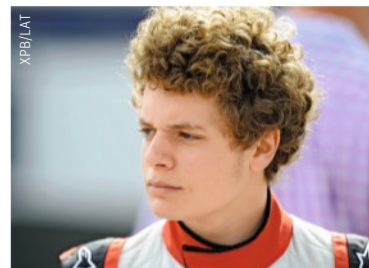
He was one of three to gamble on slick tyres for second qualifying in the belief that the wet track would dry out. But both Menezes and Felipe Guimaraes changed their minds, returning to the pits for rain tyres.

Now the track started drying. But while many leading contenders had rooted their tyres by pushing early in the session – and had no rubber left by the end – Menezes had two laps

with shiny new grooved Hankooks. And he delivered.

"I was really lucky the guys did a race-style tyre change," he said, "because another 10 seconds and I'd have caught the chequered flag. It was all or nothing. At Eau Rouge, I had both feet on the gas pedal! Sector two, I hung it out there. I said to the team, 'Where are we?' and they said, 'You're P1 mister!'"

Menezes raced well, both podiums earned after great place-swapping battles with his friend Felix Serralles, who also showed better form for a best of fourth with Team West-Tec.



FERRUCCI'S DEBUT

American Santino Ferrucci was involved in a safety car-causing shunt with Antonio Giovinazzi on his European F3 debut, the damage from which ruled him out of race two. Ferrucci (above), who has just turned 16, impressed the EuroInternational team. He had never driven at Spa, and had only one test day in the current-spec Dallara under his belt at the Cremona test track.

SERRALLES SURPRISED

Felix Serralles was given a reprimand for a heavy crash with Lucas Auer while fighting for fourth in race two. Auer tried to pass Serralles around the outside of Les Combes but ran wide, crossed the kerb and hit the Puerto Rican up onto two wheels. The reprimand shocked many observers, who believed Auer to be at fault.

CALDERON STEPS UP

Tatiana Calderon put in by far her best performance to finish fifth in race two from 11th on the grid. The Colombian benefited in wet qualifying from her lightness on her tyres, meaning they were in good condition when the track improved. Out of the race finishers, she took the sixth fastest lap.

T-SPORT'S SLICK WORK

T-Sport did the equivalent of a shot from the halfway line that whistles an inch past the post in wet qualifying. Alexander Toril stayed on slicks throughout and, on his final lap, improved by six seconds to go sixth on the grid. With one more lap he would almost certainly have taken pole.

Auer misses by minute amount

LUCAS AUER LOST THE CHANCE OF his second win of 2014 when he appeared to make contact with Max Verstappen while battling for the lead on the final lap.

Verstappen, who had lost time with oversteer in the closing stages, swung to the inside on the Kemmel straight to defend from the slipstreaming Auer, and there was what appeared to be a light rear-to-front impact between the two cars, although Verstappen claimed he never felt a thing.



After Auer had finished second, there was speculation that the incident could be investigated, but it was decided that Verstappen had made his move to defend before the Austrian's car was in any way alongside.

I've lost five podiums this year for bullshit things. It's like hitting the post and the ball always goes out instead of in the goal



Felix Rosenqvist lost third place in race one when his fuel pump failed – on the last lap



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NURBURGRING 24 HOURS NORDSCHLEIFE (D), JUNE 21-22

Phoenix Audi wins dramatic encounter

A DRAMATIC RACE HAD PROBABLY more incidents and accidents than ever before, and it was the Phoenix Racing Audi of Markus Winkelhock, Rene Rast, Christopher Haase and Christian Mamerow that triumphed by less than three minutes.

There were 165 cars in the race, with works and/or works-supported teams in the premier GT3 class from Aston Martin, Audi, BMW, Mercedes and Porsche. Kevin Estre led the way in qualifying with a lap time of 8m10.921s in the Dorr Motorsport McLaren, faster than anyone had ever been at the 24-hour event before. He also led the field for the first four laps of the race before an early pitstop.

The opening stages saw plenty of issues. The Frikadelli Porsche of works driver Patrick Pilet, Patrick Huisman, Sabine Schmitz and Klaus Abbelen came in with a loose water hose after the formation lap, Marc VDS BMW driver Maxime Martin spun off the track after hitting oil, and the Nissan works team and Rowe Mercedes squad had one car each involved in a collision.

In the second hour the race was already over for one of the two Phoenix Racing Audis: Marc Basseng crashed heavily due to a burst tyre in the chicane before the main straight. He was taken to the medical centre for a check-up, but was unscathed.

Meanwhile, there was a close battle up front between the Dorr McLaren, the remaining Phoenix Audi, a Marc VDS BMW, the two Black Falcon Mercedes SLS AMGs and the Falken Porsche. After eight hours, the first four cars were within one minute and 12 cars were on the lead lap.

By 2am the Marc VDS BMW team had both its cars out of the race, one with a technical problem and the other following a crash by Bas Leinders. During the night, one of the Black Falcon Mercedes was involved in a collision and retired, and the two



Dorr McLarens also dropped out.

As the sun had come out again after the shortest night of the year, the remaining Phoenix Audi and the Black Falcon Merc of Jeroen Bleekemolen/Andreas Simonsen/Christian Menzel/Lance David Arnold emerged as the main contenders for victory, and at 7.20am they crossed the finish line side by side. Later on the Audi built up a slight margin and eventually went on to win, also helped by a 35-second time penalty for the Mercedes due to too short a pitstop. Haase, Mamerow,

Rast and Winkelhock completed 159 laps or 2507.3 miles, a new record distance. For Audi, it was the second Nurburgring 24 hours win as Ernst Moser's Phoenix Racing outfit scored its fourth victory in the event.

The ROWE Racing SLS of Michael Zehe, Christian Hohenadel, Nico Bastian and Maro Engel inherited third place after Claudia Hurtgen came into the pits two hours before the end with a broken front suspension on her Schubert BMW Z4, blowing BMW's hopes of a podium finish with the only

remaining Z4 in the race.

The Falken Porsche of Wolf Henzler, Peter Dumbreck, Martin Ragginger and Alexandre Imperatori finished fourth, one place ahead of the works Aston of Stefan Mucke, Darren Turner and Pedro Lamy, with the Schubert BMW sixth after a quick repair. Sharing driving duties with Le Mans winners Frank Biela and Marco Werner and endurance stalwart Pierre Kaffer, stratosphere jumper Felix Baumgartner finished ninth in his 24-hour race debut.

● Rene de Boer



RESULTS

1 Rene Rast/Markus Winkelhock/Christopher Haase/Christian Mamerow (Audi R8 LMS ultra), 159 laps in 24h05m57.998s; **2** Jeroen Bleekemolen/Andreas Simonsen/Christian Menzel/Lance David Arnold (Mercedes SLS AMG GT3), +2m59.737s; **3** Maro Engel/Christian Hohenadel/Nico Bastian/Michael Zehe (Mercedes); **4** Wolf Henzler/Peter Dumbreck/Martin Ragginger/Alexandre Imperatori (Porsche 911 GT3-R); **5** Stefan Mucke/Darren Turner/Pedro Lamy (Aston Martin Vantage GT3); **6** Jens Klingmann/Dominik Baumann/Claudia Hurtgen/Martin Tomczyk (BMW Z4 GT3); **7** Maximilian Gotz/Harold Primat/Kenneth Heyer/Roland Rehfeld (Mercedes); **8** Ferdinand Stuck/Max Sandritter/Christopher Bruck/Dennis Rostek (BMW); **9** Felix Baumgartner/Marco Werner/Frank Biela/Pierre Kaffer (Audi); **10** Dennis Busch/Marc Busch/Manuel Lauck/Stefan Landmann (Audi).

Adam's Aston was
unstoppable in the
delayed second race

Ice-cool Adam moves to front of the pack

Jonny Adam and Andrew Howard took their first win of the year to top the title race, after Porsche opened its 2014 account. By **KEVIN TURNER**

TWELVE MONTHS AGO, PHIL KEEN AND JON MINSHAW lost a British GT victory at Snetterton thanks to a post-race penalty, while Jonny Adam effectively missed out on the title by getting penalised for contact. Last weekend, both crews made amends, with Keen/Minshaw winning a hard-fought opener and a stellar drive by Adam securing race-two victory and the championship lead.

Earlier in the meeting, things looked better for erstwhile points leader Marco Attard. The Barwell BMW driver took a fine pole in the amateur qualifying session and led the first half of race one, chased by Jody Firth's Trackspeed Porsche. The top two quickly drew away from the AF Corse Ferrari

of Pasin Lathouras, who had a fast-starting Minshaw right behind.

It took the Porsche seven laps to take third and Minshaw soon closed the three-second gap to team-mate Firth, who started to fall away from Attard as his tyres went off.

The pitstops proved crucial. Having taken third last time out at Silverstone, the Ecosse/Barwell BMW had to spend an extra (regulatory) five seconds in the pits. The Trackspeed cars swapped during their simultaneous stops and Keen found himself being pushed down the pitlane by Jonny Cocker (replacing Alexander Sims alongside Attard for one weekend), with

Warren Hughes (in for Firth) right behind.

With 75kg of ballast (due to his pairing with Firth), Hughes soon fell away, but Cocker stayed glued to Keen for the rest of the race. The BMW was faster into and through the corners, but the Porsche's extra straightline speed – aided by a restrictor break ahead of the round – meant the Trackspeed man was always far enough ahead before each braking zone.

"They've got more horsepower," said Cocker after finishing just 0.6s behind. "The only chance I had was if he made a mistake or got delayed in traffic."

Although Hughes struggled for pace, he still seemed to have a good chance of a podium when the camber shims came out of the left-rear upright and forced the unfortunate Porsche duo out.

Third should thus have fallen to the Luke Hines/Derek Johnston Triple Eight BMW. Johnston had climbed from ninth to fourth during his stint, but had collided with a defensive Lathouras along the way. Hines moved into third after Hughes' problems and narrowly held off his charging team-mate Joe Osborne in the closing stages. But it was all to no avail as the car was excluded for the earlier clash.

A similar fate initially befell the car that crossed the line fifth. Richard Abra had taken over the MP Motorsport Aston Martin started by Mark Poole and proved a tough obstacle for Osborne, the BMW taking several laps to find a way by. After the race, the Aston was excluded for Poole hitting Gary Eastwood's FF Corse Ferrari at Murrays in the opening tussle. The Aston duo was reinstated (to

Keen held off returning
champ Cocker to take
first Porsche win of '14



ALL PICS: EBREV/LAT

BRITISH GT4 SNETTERTON 300 (GB), JUNE 22

Lotus and Ginetta share the honours

THE MUCH-IMPROVED GT4 FIELD WAS AGAIN CLOSE, with neither of the title-challenging Aston Martin squads managing to take a victory. Instead, it was the Oz Yusuf/Gavan Kershaw Lotus Evora that looked set for a double until an exciting finale.

Yusuf and Kershaw both took pole in their respective sessions, though Kershaw admitted to having to dig deeper than expected thanks to rapid British Formula Ford champion Dan Cammish in Team Parker's Porsche.

"Dan's always on it," said Kershaw. "But we've done a lot of testing here, I've got a bit of local knowledge, and the circuit is a mixture. It's not all high-speed, which suits the Aston, and it's not too tight and twisty, which the Ginetta and Porsche like."

Nevertheless, Rick Parfitt forced Yusuf into an early mistake in race one and drew away in the Century Ginetta he shares with Tom Oliphant. But the perennially unlucky duo hit trouble at the stops, a transmission glitch dropping Oliphant to fourth. While Kershaw headed off to victory, despite an overheating scare in the closing minutes, Oliphant chased the Aston of Jake Giddings, as both made their way by Aleksander Schjerpen's Ginetta. Try as he might, Oliphant just didn't have the straightline speed to pass the Beechdean car.

"We'd have beaten the Aston if we hadn't had a problem, but I don't know about the Lotus," reckoned Oliphant.

Many crews could complain of missed chances in race two. Kershaw suffered a misfire, then got a drivethrough for an incorrect starting procedure and then retired, while a gearbox problem meant Oliphant only made it out thanks to the red flag.

Cammish built a lead of five seconds over the Twisted Team Parker Ginetta of Bradley Ellis, but co-driver Barrie Baxter was never going to have the pace to keep the Porsche at the front. Adrian



Lotus Evora won first encounter, then hit trouble

Barwick thus found himself in the lead with the Ginetta shortly after the stops and his potential challengers kept hitting hiccups.

Ross Wylie looked set to catch the Ginetta with the Beechdean Aston, only to get a stop-go penalty for fractionally too short a pitstop, then the closing TF Sport Aston of Andrew Jarman momentarily shut down and had to be rebooted.

All that left a charging Parfitt, with Morten Dons close behind, in with a chance of victory. But a minor excursion at Riches for Parfitt was enough for Barwick to make it home first by 2.6s.

RESULTS

Race 1 (30 laps) 1 Oz Yusuf/Gavan Kershaw (Lotus Evora GT4); 2 Ross Wylie/Jake Giddings (Aston Martin GT4 Challenge) +3.507s; 3 Rick Parfitt/Tom Oliphant (Ginetta G55 GT4); 4 Morten Dons/Aleksander Schjerpen (Ginetta); 5 Andrew Jarman/Devon Modell (Aston Martin); 6 Adrian Barwick/Bradley Ellis (Ginetta). **FL** Dan Cammish (Porsche 911 GT4) 2m00.762s (88.50mph).

Race 2 (23 laps) 1 Ellis/Barwick; 2 Parfitt/Oliphant +2.640s; 3 Schjerpen/Dons; 4 Giddings/Wylie; 5 Modell/Jarman; 6 Cammish/Barrie Baxter. **FL** Cammish 2m00.357s (88.80mph). **Points 1 Giddings/Wylie, 112;** 2 Modell/Jarman, 105; 3 Ellis/Barwick, 88.5; 4 Schjerpen/Dons, 68; 5 Yusuf/Kershaw, 61; 6 Matt Draper (Ginetta), 57.



fourth), but received a fine, grid penalty for the next round, and the loss of nine points, while Poole also picked up three points on his licence!

Adam and Andrew Howard finished sixth, the longer pitstop for finishing second last time out and Adam getting stuck in traffic during his stint holding them back. But race two was different.

The Avon tyres were only at their best for one lap and Adam was the only driver to nail his opportunity in a disjointed pro qualifying session. He made a confident start to lead FF Corse debutant Adam Carroll too, but the race was red-flagged when Hines, John Gaw and Andy Schulz crashed heavily at Riches starting lap two. All three escaped serious injury, but Gaw was penalised for the incident and it took around an hour for the barriers to be repaired.

After three laps behind the safety car, Adam streaked away for the new 55-minute race at almost a second per lap. While Carroll steadfastly held back an ever-increasing queue of cars – which ultimately included Osborne, Cocker, Tom Onslow-Cole's Aston, the United Autosports Audi of Matt Bell and Keen – the Beechdean Aston drove into the distance, Adam handing over to reigning champion Howard after building a 10s cushion. A slick stop meant Howard was over 16 seconds ahead and although Carroll's co-driver Eastwood chipped away at the gap, there was never any doubt the Aston would win.

Behind the top two there was rather more drama. UA jumped everyone else during the stops, only



Race-two podium finishers celebrate

for Dockerill to be passed by Paul White (in for Onslow-Cole) on his out lap. As the Strata 21 Aston headed off to complete the podium, Dockerill now became the cork in the bottle, with Osborne's co-driver Lee Mowle and Attard close behind, and Poole and Minshaw closing.

With less than 10 minutes left, Attard forced his way past Mowle and attacked the Audi. But he was a little too bold and spun back to 10th. Through the chaos came Minshaw, moving from eighth to fourth to cap a strong weekend. Mowle also passed Dockerill to demote the Audi to sixth.

Silverstone winners Ahmad Al Harthy and Michael Caine had a quiet weekend, the 15-second pitstop success penalty helping to limit the Motorbase Aston pair's score to just four points.

With regular co-driver Sims away at the Nurburgring, this could yet be the meeting that secures Attard the title, but it could have been so much more. "We had a fantastic weekend up until the spin," said team boss Mark Lemmer. "It feels like we should still be leading. We haven't had the rub of the green, but I still feel we're going to do it."

Adam, determined to make up for missing out last year, may yet have something to say about that. "We've been consistently up there, but we hadn't had a win," said the new championship leader. "The cooler ambient temperature really helped in race two. We're quietly confident going to Spa – we're in a good position at this point in the season."

RESULTS

RACE 1 (32 laps) 1 Jon Minshaw/Phil Keen (Porsche 997 GT3 R); 2 Marco Attard/Jonny Cocker (BMW Z4 GT3) +0.583s; 3 Lee Mowle/Joe Osborne (BMW Z4 GT3); 4 Mark Poole/Richard Abra (Aston Martin Vantage GT3); 5 Phil Dryburgh/John Gaw (Vantage); 6 Andrew Howard/Jonny Adam (Vantage); 7 Iain Dockerill/Matt Bell (Audi R8 LMS ultra); 8 Ahmad Al Harthy/Michael Caine (Vantage); 9 Paul White/Tom Onslow-Cole (Vantage); 10 Steve Tandy/James Appleby (Bentley Continental GT3). **Fastest lap** Osborne 1m51.376s (95.96mph).

RACE 2 (25 laps) 1 Adam/Howard; 2 Adam Carroll/Gary Eastwood (Ferrari 458 Italia) +13.799s; 3 Onslow-Cole/White; 4 Keen/Minshaw; 5 Osborne/Mowle; 6 Bell/Dockerill; 7 Abra/Poole; 8 Appleby/Tandy; 9 Richard Lyons/Pasin Lathouras (458 Italia); 10 Cocker/Attard. **FL** Adam 1m50.871s (96.40mph).

POINTS 1 Adam/Howard, 105; 2 Attard, 93.5; 3 Alexander Sims, 74.5; 4 Al Harthy/Caine 74; 5 Keen/Minshaw, 56; 6 Eastwood, 43.5.



Loix pushes on
for Ypres victory

EUROPEAN RALLY CHAMPIONSHIP YPRES RALLY (B), JUNE 19-21 RD 6/12

Abbring exit gives Loix ninth Ypres win

THE RECORDS WILL SHOW THAT

Freddy Loix made it nine wins from 17 starts in Ypres, but the 50th anniversary of Belgium's biggest rally was no Loix walkover.

For the lion's share of the asphalt event, the local hero and his Skoda Fabia Super 2000 were unable to tame Kevin Abbring's flying Peugeot 208T16, which the Dutchman used to win six of the seven stages that made up Friday's opening loop.

Loix didn't help his cause when he spun on stage five and, with his Fabia's top speed 15mph down on the Peugeot's, it was always going to be a

tall order for the 43-year-old on the long farmland straights.

Abbring was 20 seconds in front when the rally crossed into France for stage 13 on Saturday afternoon. Although he and British co-driver Seb Marshall made it through with the fastest time, all was not well with their Peugeot. For the third time in four starts, a mechanical failure – this time a broken engine – would put Abbring out of a rally-winning position.

While Abbring's exit was tough for the former Volkswagen hopeful to take, it also cancelled out what was

still a genuine battle for victory, as Loix could now effectively cruise home due to his commanding advantage of more than one minute over Cedric Cherain, who finished second ahead of factory Skoda driver Sepp Wiegand.

Craig Breen endured a torrid event. A puncture on stage one proved costly in more ways than one. The flailing rubber had damaged a brake line on his 208. With three stages to go until service, Breen dropped more than 90 seconds to the leaders. Day two proved no better when myriad technical issues struck his Peugeot.

Series leader Esapekka Lappi crashed out of third having just taken his first stage win on his Ypres debut.

● Graham Lister

RESULTS

1 Freddy Loix/Johan Gitsels (Skoda Fabia S2000), 2h43m13.7s; 2 Cedric Cherain/Andre Leyh (Ford Fiesta R5), +1m09.9s; 3 Sepp Wiegand/Frank Christian (Skoda); 4 Hermen Kobus/Erik De Wild (Ford Fiesta S2000); 5 Luca Rossetti/Matteo Chiarocci (Skoda); 6 Davy Vanneste/Eddy Snaet Peugeot 207 S2000). **Points 1 Esapekka Lappi, 103;** 2= Craig Breen & Wiegand, 70; 4 Vasily Gryazin, 53; 5 Kajetan Kajetanowicz, 48; 6 Robert Kubica, 39.

INTERNATIONAL GT OPEN
JEREZ (E), JUNE 21-22 RD 3/8

Ferraris on top in Spain

FERRARI OVERTURNED THE EARLY-season Corvette domination, with Daniel Zampieri/Roman Mavlanov (SMP Russian Bears) and Andrea Montermini/Niccolo Schiro (Villorba Corse) scoring their first wins of 2014.

Saturday's race was straightforward for Zampieri/Mavlanov, who carried no pit-handicap time. Mavlanov emerged with a huge margin to win comfortably from the Audi of Cesar Campanico/Aditya Patel. The main talking point was the transmission failure of Maxime Soulet, who took no points and lost his series lead.

Race two saw Montermini chase down a 30s deficit to Claudio Sdanewitsch. The latter slipped to third after he was passed late on by Craig Dolby, who was giving the Nova Race Nissan its GT Open debut alongside Lorenzo Bontempelli.

● Ben Evans



Montermini won
the second race

RESULTS

Race 1 1 Daniel Zampieri/Roman Mavlanov (Ferrari 458 Italia GT3), 39 laps in 1h11m34.079s; 2 Cesar Campanico/Aditya Patel (Audi R8 LMS ultra), +1.822s; 3 Paolo Ruberti/Giorgio Roda (Ferrari); 4 Andrea Montermini/Niccolo Schiro (Ferrari); 5 Matteo Beretta/Joel Camathias (Porsche 911 GT3-R); 6 Jose Perez Aicart/Viacheslav Maleev (Ferrari). **Race 2 1 Montermini/Schiro**, 33 laps in 1h00m52.851s; 2 Craig Dolby/Lorenzo Bontempelli (Nissan GT-R); 3 Michele Rugolo/Claudio Sdanewitsch (Ferrari); 4 Diederich Sijthoff/Archie Hamilton (Chevrolet Corvette C6.R); 5 Camathias/Beretta; 6 Campanico/Patel. **Points 1 Montermini/Schiro, 96;** 2 Nicky Pastorelli/Miguel Ramos, 83; 3 Zampieri/Mavlanov, 81; 4 Maxime Soulet, 72; 5 Camathias, 50; 6 Roda, 46.

EUROFORMULA OPEN JEREZ (E), JUNE 21-22 RD 3/8

Spicy Thai does double

SANDY STUVIK WON BOTH RACES, the Thai pushed all the way in the first by RP Motorsport team-mate Artur Janosz.

Stuvik converted pole for Saturday's race and led from lights to flag from Polish racer Janosz, who struggled with a misfire.

Second time around Janosz led away, but was given a drive-through penalty for excessively defensive driving off the line, and later crashed as he attempted to recover. This promoted Stuvik to take a

comfortable victory from Campos Racing's impressive Spanish rookie Alex Palou.

The final spot on the rostrum in both races went to Team West-Tec driver Yarin Stern, the Israeli finally converting practice speed into race pace.

Of the Brits, Cameron Twynham struggled on Saturday, but scored good points in race two, while Sean Walkinshaw had his best event of the year with two top-10 finishes.

● Ben Evans

RESULTS

Race 1 1 Sandy Stuvik, 18 laps in 30m04.408s; 2 Artur Janosz, +3.711s; 3 Yarin Stern; 4 Alex Palou; 5 Konstantin Tereschenko; 6 Yu Kanamaru. **Race 2 1 Stuvik**, 18 laps in 29m50.978s; 2 Palou, +6.789s; 3 Stern; 4 John Simonyan; 5 Cameron Twynham; 6 Nicolas Pohler. **Points 1 Stuvik, 124;** 2 Janosz, 93; 3 Palou, 87; 4 Twynham, 53; 5 Kanamaru, 43; 6 Stern, 36.



Stuvik is
stretching
his points
advantage

NASCAR SPRINT CUP SONOMA (USA), JUNE 22 RD 15/36

Edwards breaks his road-course duck

CARL EDWARDS SCORED HIS FIRST NASCAR road-course win at Sonoma, holding off five-time event winner Jeff Gordon by half a second in a thrilling dash to the finish line.

Roush Ford ace Edwards, who claimed he "grew up watching Gordon driving here", got to see his childhood hero close right up in his rear-view mirrors in the final 16-lap sprint to the finish. Gordon chastised himself for overdriving as he chased down Edwards, overshooting at Turn 4 after he'd tigered past Jimmie Johnson, Marcos Ambrose and Jamie McMurray in the final stint.

The key to Edwards's success was a canny two-stop strategy, which gave him track position for the final stint but left him prone to three-stopping Gordon's fresher rubber. Gordon got close enough for a penultimate-corner lunge: "I drove into the hairpin as hard as I could, hoping he'd slide wide, but he didn't make a mistake."

Gordon's Hendrick Chevy team-mate Dale Earnhardt Jr scored his best road course result in third with an even-more-ambitious five-stop strategy, but shouldered the blame for the day's biggest crash

when he fired Matt Kenseth into the wall at high speed. "He just ploughed into my right rear and wrecked me," moaned Kenseth, who was unhurt. Earnhardt admitted: "My bad."

McMurray, who led early on from pole, claimed fourth. AJ Allmendinger and Kevin Harvick also led for long portions of the race, but clashes with the uncompromising Earnhardt and Clint Bowyer respectively ruined their chances. Paul Menard rose to fifth in a strong final stint.

● Connell Sanders Jr

RESULTS

1 Carl Edwards (Ford Fusion), 110 laps in 2h51m30s; 2 Jeff Gordon (Chevrolet SS), +0.591s; 3 Dale Earnhardt Jr (Chevy); 4 Jamie McMurray (Chevy); 5 Paul Menard (Chevy); 6 Kasey Kahne (Chevy); 7 Jimmie Johnson (Chevy); 8 Marcos Ambrose (Ford); 9 Greg Biffle (Ford); 10 Clint Bowyer (Toyota Camry). **Chase grid 1 Johnson, 3 wins/522 points; 2 Earnhardt, 2/514; 3 Joey Logano, 2/454; 4 Kevin Harvick, 2/447; 5 Gordon, 1/537; 6 Brad Keselowski, 1/490; 7 Edwards, 1/462; 8 Kyle Busch, 1/446; 9 Denny Hamlin, 1/435; 10 Kurt Busch, 1/315; 11 Matt Kenseth, 0/513; 12 Kyle Larson, 0/454; 13 Ryan Newman, 0/440; 14 Menard, 0/420; 15 Bowyer, 0/417; 16 Biffle, 0/409.**



Alien environment:
Edwards turns right

FRENCH GT SPA (B), JUNE 21-22 RD 3/7

Lotterer and Ide on the march in Audi

LE MANS 24 HOURS WINNER ANDRE Lotterer took victory in the French GT round with the WRT Audi squad, which contested the event as preparation for the Spa 24 Hours.

The win on Sunday made up for Saturday. The very capable Enzo Ide put the Lotterer Audi in front on lap five and was leading the Imsa Porsche of Raymond Narac when the driver-change pitstops took place.

Nicolas Armindo emerged in the lead in the Porsche, but a right-rear tyre blowout – the first of two for the car – promoted the Sofrev ASP Ferrari started by Philippe Giauque and now driven by Morgan Moullin Traffort to the lead.

Lotterer moved up to second and a late safety car gave him the chance to catch Moullin Traffort, but an off at Raidillon with three laps to go put

him out, and promoted the Sebastien Loeb Racing Audi of Mike Parisy.

Behind them, Soheil Ayari punted the similar Ferrari of Arno Santamato out of third at the Bus Stop on the final lap, allowing Gregory Guilvert to claim third in his Sainteloc Audi.

Lotterer had to do some scrapping early in the second race, and Ide emerged from the stops in fourth before quickly passing Roland Berville

in the Loeb Audi started by Anthony Beltoise. Third became second when leader Jean-Luc Beaubelique, who had taken over a Sofrev ASP Ferrari from Ludovic Badey, suffered a puncture.

Ide hunted down Giauque and passed him at the Bus Stop with 20 minutes remaining, and there would be more misery for the Saturday winners as they too got a puncture.

All this lifted the Narac/Armindo Porsche to second, with Parisy third and the Olivier Panis/Eric Debard Ferrari mounting a charge to fourth.

● Marcus Simmons

RESULTS

Race 1 1 Morgan Moullin Traffort/Philippe Giauque (Ferrari 458 Italia GT3), 24 laps in 1h01m42.448s; 2 Mike Parisy/Henry Hassid (Audi R8 LMS ultra), +1.117s; 3 Gregory Guilvert/David Hallyday (Audi); 4 Vincent Abril/Jerome Demay (Audi); 5 Bruce Lorgere-Roux/Gilles Vannelet (Ferrari); 6 Olivier Panis/Eric Debard (Ferrari).

Race 2 1 Andre Lotterer/Enzo Ide (Audi), 24 laps in 59m58.417s; 2 Nicolas Armindo/Raymond Narac (Porsche 911 GT3-R); 3 Parisy/Hassid; 4 Panis/Debard; 5 Guilvert/Hallyday; 6 Soheil Ayari/Jean-Claude Police (Ferrari). **Points 1 Armindo/Narac, 89; 2= Guilvert/Hallyday & Parisy/Hassid, 79; 4 Moullin Traffort/Giauque, 54; 5 Ayari/Police, 51; 6 Panis/Debard, 46.**



Winning Audi fends
off the Imsa Porsche

Challenge update

We are now halfway through the 2015 Sunoco Whelen Challenge and the Sunoco 200 Challenge with both challenges are still wide open. Although Phil Keen has a healthy average point lead, EUROV8SERIES racers Nicola Baldan and Tomas Kostka increased their average scores at Brno last weekend and can still win the Sunoco Whelen Challenge.

Top scorer however last weekend was Mini Challenge JCW Luke Caudle in the Sunoco 200 Challenge who had a nearly perfect weekend and jumped from 82.14 to 92.78 average points – Steve Burgess, currently in the lead better watch out!



www.sunocochallenge.com



1	P Keen	Radical SR3 Challenge	96.00
2	P Belshaw	Radical SR3 Challenge	80.00
3	T Vidas	Radical SR8 Euro	79.88
4	N Baldan	EUROV8 Series	70.00
5	T Kostka	EUROV8 Series	70.00



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1	S Burgess	Radical Clubmans S	110.83
2	O Kruger	Radical Clubmans P	104.17
3	D Walley	GT CUP GTB	102.17
4	T Sowery	F3Cup	100.67
5	L Caudle	MINI Challenge JCW	92.78



Who will win the prize drive at Daytona?
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Next eligible races

Sunoco Whelen Challenge

Radical European Masters 6-7/7
Britcar 5/7
Radical SR3 Challenge 19-20/7
Radical SR3 Challenge 2-3/8

Sunoco 200 Challenge

F3 Cup 28-29/6
MINI Challenge 12/7
Radical Clubmans 19-20/7
GT Cup 19-20/7

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BRITISH FORMULA 3 SNETTERTON (GB), JUNE 21-22 RD 3/7

MacLeod says 'ciao' to Cao and Rao



MacLeod leads a Fortec 1-2-3 at start

SAM MACLEOD CLAIMS HE'S NOT going to be lured into a proper British F3 title campaign, but he must be sorely tempted after showing up the ultra-thin field at Snetterton. The Fortec Motorsport driver showed he could stroll to this title if he wanted to.

Full-timer Martin Cao still leads the championship, although his unbroken run of second places came to an end after he spun out of that position in race two and then clashed with Fortec team-mate Matt Rao in race three. Ironically both accidents came under pressure from MacLeod.

Race one could not have been more straightforward for MacLeod, or more tedious for the sun-soaked spectators. He had pole and led all the way. Cao

and Rao followed him home for a Fortec 1-2-3. It was a long 30 minutes.

It wasn't the reversed grid but an impatient move for the lead that cost MacLeod the entertaining second race. With two laps remaining, he tried to pass Camren Kaminsky (Double R Racing) on the inside at Riches. Both ended up spinning, though there wasn't any contact. Rao inherited the win as MacLeod recovered to second.

MacLeod had a dreadful start in race three, proceeded to third behind his team-mates in no time at all, then summed up the rest of the race best: "I just waited for it to kick off in front of me." It did. And MacLeod could have taken several seconds to stop

and thank Rao and Cao as he passed the scene of their accident.

● Richard Asher

RESULTS

Race 1 1 Sam MacLeod (Dallara-Mercedes F312), 18 laps in 31m16.973s; 2 Martin Cao (D-M F312), +2.193s; 3 Matt Rao (D-M F312); 4 Camren Kaminsky (D-M F313); 5 Peter Li (Dallara-VW F308); 6 Andy Chang (D-M F312). **Fastest lap** MacLeod, 1m43.051s (103.71mph). **Race 2 1 Rao**, 18 laps in 31m28.226s; 2 MacLeod, +2.063s; 3 Chang; no other finishers. **FL** MacLeod, 1m42.718s (104.05mph). **Race 3 1 MacLeod**, 16 laps in 30m11.883s; 2 Chang, +6.628s; 3 Rao; 4 Kaminsky; 5 Li; no other finishers. **FL** MacLeod, 1m43.110s (103.65mph). **Points 1 Cao**, 108; 2 MacLeod, 101; 3 Rao, 100; 4 Chang, 91; 5 Kaminsky, 74; 6 Marvin Kirchhofer, 54.

V8 SUPERCARS HIDDEN VALLEY (AUS), JUNE 21-22 RD 6/14

Whincup to front again

TRIPLE EIGHT'S RED BULL-BACKED team got back into the winning business at Hidden Valley, but ironically Ford's Mark Winterbottom left Darwin with an increased championship points lead.

Jamie Whincup ended a nearly-three-month winless streak by dominating both 100km races on Saturday and he looked set for a repeat in Sunday's longer race. But Winterbottom, who started only 10th, took advantage of a timely safety car and sound tyre strategy to seize the lead. Whincup looked set to challenge, but his own deteriorating rubber prompted him to cede second place to Shane van Gisbergen late in the race. The Kiwi chased hard but also ran out of tyre grip and laps, leaving Winterbottom to take a win he described as "better than Bathurst".

While Whincup got his hopes for a sixth title back on track,



Whincup (leading) on top in tropics

Winterbottom's closest title rivals had a tough weekend. Craig Lowndes marked his 40th birthday with two second places on Saturday, but on Sunday a damaged tyre forced him to make an unplanned pitstop, dropping him to 17th. After taking third in the second race Fabian Coulthard was a lap out on his race strategy on Sunday, dropping him to 22nd.

Scott McLaughlin continues to demonstrate Volvo's speed with results of 4-5-8, but Whincup's and Winterbottom's speed look ominous.

● Phil Branagan

RESULTS

Race 1 1 Jamie Whincup (Holden Commodore), 35 laps in 42m27.62s; 2 Craig Lowndes (Holden), +4.35s; 3 Shane van Gisbergen (Holden); 4 Scott McLaughlin (Volvo S60); 5 Garth Tander (Holden); 6 Mark Winterbottom (Ford Falcon). **Race 2 1 Whincup**, 35 laps in 42m26.11s; 2 Lowndes, +3.40s; 3 Fabian Coulthard (Holden); 4 Tander; 5 McLaughlin; 6 Winterbottom. **Race 3 1 Winterbottom** 69 laps in 1h27m20.30s; 2 van Gisbergen, +0.53s; 3 Whincup; 4 David Reynolds (Ford); 5 James Courtney (Holden); 6 Tander. **Points 1 Winterbottom**, 1451; 2 Lowndes, 1290; 3 Whincup, 1265; 4 Coulthard, 1204; 5 Courtney, 1120; 6 van Gisbergen, 1111.



EURO TOURING CARS

Russian Nikolay Karamyshev (above) took a double win at Spa in his Campos Racing Chevrolet Cruze. Team-mate Igor Skuz ran second, but the Ukrainian outbraked himself at the Bus Stop with two laps to go, allowing Mato Homola to take second in his BMW. Homola was leading the reversed-grid race until Les Combes on the final lap, when he spun under pressure from Karamyshev. Petr Fulin crept through to second in his S2000 BMW.

NASCAR NATIONWIDE

Alex Tagliani looked to be heading for victory at Road America when he ran out of fuel with a lap to go. But a late caution meant a green-white-chequered finish, and Tagliani sprinted from 23rd to second in two laps of racing! Brendan Gaughan took the lead from Chase Elliott at the restart to take his first Nationwide win in 98 starts. Tagliani was second from Kevin O'Connell and Elliott.

WORLD CHALLENGE GT

Mike Skeen pulled off both wins at Road America in his Audi R8 LMS ultra. Skeen made a terrific move on the Cadillac of Andy Pilgrim to win race one, with Pilgrim was also passed in a late three-car scrap by Robert Thorne (McLaren) and Tim Bergmeister (Porsche). Skeen passed Johnny O'Connell's Cadillac on a restart to win race two. O'Connell was also demoted by team-mate Pilgrim, while Butch Leitzinger took Dyson Racing's Bentley Continental to a debut fourth.

EURO V8s

Tomas Kostka and Francesco Sini shared the wins on Czech Kostka's home ground of Brno. His Audi led home Sini's Chevy Camaro and Nicola Baldan (Mercedes) in race one. Sini made a good move on Baldan to win the second race, while Kostka got a drive-through for contact, then slowed with a technical problem.

GLOBAL RALLYCROSS

Patrik Sandell led home a Ford Fiesta 1-2-3 in Washington DC, from Nelson Piquet Jr and 2010 Formula Renault UK Winter Series runner-up Joni Wiman. Tanner Foust looked set for third, but a sick engine dropped his Andretti-run VW Polo to fifth. The sister Andretti car of points leader Scott Speed was sixth, behind Steve Arpin and Foust.

AUSTRALIAN FORMULA 3

Simon Hodge was the man to beat in a small field of at Hidden Valley. The Mygale-Mercedes driver won all three races, but did it the hard way, coming from behind to pass title rival Ben Gerskowski. Chris Anthony was third overall.

PETROLHEADS' PARADISE

There's always lots to see at the Festival of Speed. **MARCUS PYE** is your guide



Lewis Hamilton will thrill British fans in Mercedes F1 car

The Festival of Speed, with which Lord March sowed the seeds of Goodwood's new era in 1993, needs no introduction to many thousands of petrolheads. Hub of the universe for scholars of all things wheeled, this high altar of vitesse draws the greats of racing, rallying and motorbike disciplines to West Sussex's most idyllic historic enclave for three glorious days per year.

Should this weekend's 22nd edition be your first, however, prepare for sensual overload. Performance vehicles spanning 120 years bombard fanatics with iconic colour, texture, smell and, yes, sound. All in relaxed surroundings, where obtaining champions'

autographs and exchanging greetings with legends like Sir Stirling Moss and John Surtees are almost compulsory.

A week before the British Grand Prix, the ambience could not be more different. McLaren's Jenson Button makes his 15th successive appearance and, like Mercedes' Lewis Hamilton, will receive a rapturous reception from home fans as they tackle the hillclimb course in older F1 cars. Ferrari's Kimi Raikkonen, their predecessor as world champion, is also performing.

'Addicted to Winning' is the 2014 Festival's central theme. Selectors have again worked with manufacturers, museums, teams and owners to present a magnificent miscellany of machinery to entertain and educate on hill, forest rally stage and in the paddocks surrounding Goodwood House.



Stunning 4CLT will be part of Maserati centenary show

MASERATI CENTENARY

The Maserati brothers' awesome grand prix cars and sports-racers from the early 1930s will be represented, although none evokes the romance of the marque like the 250F family, debuted in 1954. Fangio's '57 German GP winner is back with Lukas Hurn and will command much attention in the company's centenary year.

SIZZLING SUPERCARS

The Michelin Supercar Runs – many running against the clock this year – feature around 40 mighty machines, from Alfa Romeo to Zenvo. Watch for the BMW i8, Jaguar F-type Coupe and Lamborghini Huracan among the exotica. Veteran race ace Anthony Reid fancies his chances in a Noble M600.



Lamborghini's new Huracan will star in Michelin Supercars



MAGNIFICENT MERCEDES

Mercedes celebrates 120 years of motorsport success. F1 regulations preclude current cars from running – thus Lewis Hamilton will drive a re-liveried 2011 MGP

WO2 – but Williams is displaying a 2014 FW36. A week before the centenary of Merc's 1-2-3 in the 1914 French GP the three surviving cars (of five built) will appear.



WILL LOEB GO FOR THE HILL RECORD?

The record, it seems, is safe for another year. That's the story according to Sebastien Loeb. Peugeot Sport director Bruno Famin's sitting on the fence. Lord March reckons it's doable.

Will he? Won't he? We'll see on Sunday. If the sun's shining and the scene set, you never know what can happen when man and machine find a sweet spot. Especially when the man is nine-time World Rally Champion-turned WTCC race-winner Loeb and the machine is Peugeot's extraordinary 208 T16 Pikes Peak.

With 875bhp behind him and just 875kg around him, Loeb must be tempted to give it a bit of a poke? "That's not the idea," he smiles. "Normally it's not possible to do the record with this car. For me, it's a demonstration."

Famin? "It's up to Sebastian," says the boss. "If he feels good after some early runs then... we'll see. The story that he was going for the record came from Lord March. The record is at a very high level and we're coming because it's nice to come to such a big event and show off our car."

Certainly, Loeb didn't need much persuading to get back in the machine he used to captivate Colorado last year. "It wasn't difficult to convince me," he says. "This is a very special car, very different from the other ones I have driven. It's nice to have the opportunity to drive it again."

Since smashing the Pikes Peak record 12 months ago, Loeb's only done a short test at Le Castellet and three laps of the Red Bull Ring with the world's most exclusive 208. And he's not exactly a regular at the Festival either. He's been before, but can't remember when.

"I don't know the road," he says, happily accepting a plan of the hillclimb route. "Ah, yes. He [Gregory Guilvert, Peugeot tester] was four seconds off the record in one mile..."

Loeb's voice trails away, indicating the subject is closed. No records will be won on Sunday.

But don't forget, this is the same Alsatian who won 78 WRC rounds and nine world titles straight. Goodwood? A walk in the park...



LE MANS TRIFECTA

The recent Le Mans 24 Hours was the most open in years and all three protagonists are coming to Goodwood. German Andre Lotterer drives his winning Audi R18 e-tron quattro, Briton Anthony Davidson shows off his third-placed Toyota TS040

HYBRID and F1-convert Mark Webber airs his Porsche 919 Hybrid, which led on its debut at La Sarthe. Nissan's unusual Zeod RC is also due to run, and could make an all-electric ascent of the 1.16-mile hillclimb course.



SURTEES CELEBRATION

Fifty years after his F1 world championship success, the ever-popular John Surtees presides over a wonderful array of bikes and cars spanning his twin careers.

'Big John' will drive one of his 1964 title-winning Ferrari 158s, coming from the Barber Vintage Motorsport Museum in the USA.

LIVE VIDEO STREAMING

If you can't be at the Festival of Speed – for which tickets can only be ordered in advance – all the action (including Thursday's Moving Motor Show) is being broadcast on autosport.com and the new Goodwood Road & Racing website, with the FoS LIVE player, which will appear on grc.goodwood.com from 1000 today (Thursday).

HEIDFELD ON *THAT* RECORD

Nick Heidfeld's Goodwood hillclimb record has stood for 15 years. **GARY WATKINS** looks back at the scary, 41.6-second run with the man himself – who fondly recalls his making a bit of history



69

Perhaps it didn't mean much to a young man with his focus firmly set on reaching the Formula 1 grid. Not at the time at least. Yet 15 years on, Nick Heidfeld is proud of a performance that gave him — for the moment at least — a little place in motorsport folklore, even if it did only take him 41.60 seconds.

Heidfeld, then on the way to clinching his Formula 3000 crown, has fond memories of the day he set the outright course record on the 1.16-mile Goodwood hill at the Festival of Speed in 1999. He couldn't really forget it. His dart up Lord March's front drive at an average speed of 100.39mph aboard an ex-Mika Hakkinen McLaren-Mercedes MP4-13 is there for all to see on YouTube.

"It really didn't seem so special when I did it, but it's great that the fans have taken so much pleasure from it," says the German, now two and a half seasons out of F1 and a fixture in the World Endurance Championship paddock with the Rebellion Racing LMP1 team. "Looking back, it's a nice thing to have done."



The German was on the way to F1, via the F3000 title in 1999

Heidfeld has to concede on the evidence of that YouTube clip that he was trying on his final run up the hill in June 1999: "The car looks so twitchy and I look really focused on keeping it on the road."

There's a story that then-McLaren F1 boss Martin Whitmarsh leaned into the cockpit on the startline and told Heidfeld to make sure he ended up quickest. It's a tale that Heidfeld doesn't recall, but he admits that honour was at stake.

"We weren't quickest and we didn't like that, of course," he recalls. "It had been quite a wet weekend and you need quite a few runs to learn the course and go quickly. I did push. I tried to go quickly without being stupid. I always left a margin."

"Out of some corners, I'd think that I was only maybe five per cent from the limit. At a slow corner like Turn 2, where you can see the entry and the exit, it was quite easy to be close to the maximum, but in the quicker corners I was maybe only at 80 per cent. It was very hard to know where the limit was because of the weather."

Crucial to Heidfeld's record run was the use of tyre heaters that year.

"That made a big difference," he explains. "F1 tyres work only when they are hot, of course, and that year I had good grip straight away. The big



Heidfeld fired the '98 McLaren up in a record 41.6 seconds

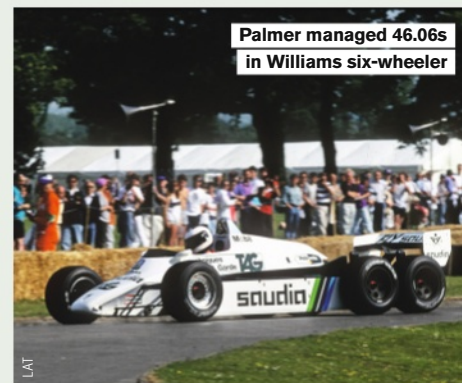
thing was getting the brakes up to temperature, which made the first corner quite exciting.”

Heidfeld's record-breaking run, which lopped nearly four seconds off the previous mark, remains unsurpassed to this day, even if Allan McNish did go a smidgen quicker in 2002 at the wheel of that year's Toyota F1 car. Contemporary F1 cars have not been part of the competitive element of the Festival of Speed since '99, a collective decision made by the teams who bring the cars. That means McNish's 41.57s remains unofficial. Heidfeld has also gone quicker than his 1999 run, though only

across the finish line. He returned to the hill in 2010 to drive an F1 Mercedes MGP W01 and hit 155mph at the end of his run.

“That sounds crazy, doesn't it?” he recalls. “Most of the guys [in modern F1 machinery] were accelerating and slowing down, then doing burn-outs, but I thought I would push a little bit to give the spectators something else.

“We didn't have tyre warmers that year – I think we might have even run on wets – and I didn't push as hard as I did in '99, but my top speed was definitely quicker across the finish line.”



Palmer managed 46.06s in Williams six-wheeler

HISTORY OF THE HILL RECORD

When Willie Green ran a Lotus-Climax 18 up the hill quicker than anybody in June 1993, he set the benchmark. By dint of this being the first Festival, he held the record. But not for long.

A year later, modern-day Formula 1 machinery lined up at the start. In an instant, Martin Brundle lopped 10 seconds off Green's time of 57.59s. Driving a McLaren-Peugeot MP4/9, Brundle reckoned there was more to come. “We actually ran the car very conservatively,” he said at the time, “If we'd swapped the hard tyres for something a little softer, I think you'd go up there in 42s.”

For now, 47.80s would have to do. But for the next two years, Jonathan Palmer would raise the bar and lower the record. In 1995, Palmer fired the six-wheeled Williams-Cosworth FW08B from start to finish in 46.06s and, 12 months on, he bettered that with the older FW07B by 0.69s. And that was where the record sat for three years.

Then came Heidfeld moving the record to another level, before a gentlemen's agreement followed between F1 teams for the event to be nothing more than demonstrations for the world's fastest racecars.

That wouldn't stop privateers and manufacturers outside F1. Every Goodwood Sunday afternoon, the finest and fastest would line up for one-shot glory. Justin Law's gorgeous Jaguar XJR8/9 is regularly rapid, but it's Graeme Wight Jr who has come closest to Heidfeld. In 2003, he set a time of 42.95s in a Gould-Cosworth GR51. Second-fastest time ever, but still a whopping 1.35s off the record.

Much was expected of Gregory Guilvert in the car Sebastian Loeb will be driving this week, but Peugeot's strict instructions not to bend the 208 T16 Pikes Peak ensured the firm's GT racer-turned-test driver would 'only' manage 45.86s.

David Evans

TOP 10 TIMES

1	Nick Heidfeld (McLaren-Mercedes MP4-13)	41.60s
2	Graeme Wight Jr (Gould-Cosworth GR51)	42.95s
3	Justin Law (Jaguar XJR8/9)	44.19s
4	Justin Law (Jaguar XJR8/9)	44.40s
5	Anthony Reid (Williams-Cosworth FW07B)	44.58s
6	Gary Ward (Leyton House-Judd CG901B)	44.64s
7	Martin Stretton (Tyrrell-Cosworth P34)	45.05s
8	Rod Millen (Toyota Tacoma)	45.08s
9	Jonathan Palmer (Williams-Cosworth FW07B)	45.37s
10	Roger Wills (Williams-Cosworth FW05)	45.81s



Wight Jr's hillclimb
Gould clocked 42.95s

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Ford will take F4 regs in 2015, though the constructor has yet to be confirmed



Ford signs FIA Formula 4 deal

British Formula Ford to take on governing body's new regs for 2015

FORMULA FORD WILL BECOME the official British championship running to FIA Formula 4 regulations next season.

The FIA launched the initiative, designed to provide a cost-effective first rung on the single-seater ladder, for 2014. The first FIA F4 event took place at Adria earlier this month and the Motor Sports Association signed a contract with Ford earlier this week.

The name of the category has yet to be determined as negotiations with Jonathan Palmer, who runs BRDC F4, continue.

Ford's 1600cc EcoBoost engine will be used in the new formula, though power is likely to be reduced from its current 200bhp British Formula Ford form to around 160bhp.

The constructor of the carbonfibre monocoque cars, which will be a departure after over 40 years of spaceframe chassis in Formula Ford, has yet to be confirmed. However, Mygale is the most likely candidate.

MSA chief executive Rob Jones said: "This is a really exciting development for UK motor racing. We believe the new Formula Ford will provide a compelling proposition and offer the best possible learning experience for young drivers in this country."

FORD BOOST

The championship will continue to run in support of the BTCC and Ford's UK motorsport manager Mike Norton hopes the F4 move will help boost grids, which have struggled in recent seasons.

"I think this will be a huge advantage for us in terms of numbers because it is FIA-backed and, with the MSA and Ford, it has the right recipe," he said of the three-year deal.

Norton also believes budgets will be "very similar" to the current Formula Ford level, with the FIA cost-capping limiting the rolling chassis to €33,000.

"There won't be a massive change," added Norton, who estimated current budgets at £70,000-£120,000. "We

want to keep costs as low as we can and make it as affordable as possible.

"The signs are incredibly encouraging. We've had lots of enquiries from teams already."

TEAMS RESPONSE

Current squads generally welcomed the development, though expressed concern at what should be done with the current spaceframe Formula Fords.

Jamun boss James Mundy said: "There is a bit of pain to go through, but in the long-term it's an investment that's worth making."

Nick Tandy, whose JTR operation has run the British Formula Ford champion for the last two years, confirmed he would like to run cars in the new category. "It's good news for junior motorsport in the UK," he said. "It's likely to be the leading single-seater category in the country so JTR wants to be involved."

"Investing in new cars will be tough. It would be good if we could use some of our existing systems, like electronics and gearboxes, to keep costs down. I am concerned about the current cars and the value we've got invested in them."

Norton said a final decision had not yet been made: "We've had lots of discussions about what we do with the current cars: sell them, put them in a different championship, or use some of the parts."

KEVIN TURNER
FEATURES
EDITOR

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haymarket.com
@krt917



LET BATTLE COMMENCE!

Although it already has really, as the lack of a name for the new Formula Ford/FIA F4 initiative indicates.

Both Jonathan Palmer and FIA Single Seater Commission president Gerhard Berger agree that a good, cost-effective category is required for aspiring racers to start their careers. But that's about where the agreement ends and next year we will have Ford's FIA 'F4' v Palmer's BRDC F4 in Britain.

Which one will win? Being part of an FIA structure should help Ford, while BRDC F4 has quickly become the UK's pre-eminent junior single-seater championship.

We'll have to wait and see which one drivers decide provides the most mileage, credibility and coverage for their money over the next couple of seasons. But perhaps the most important thing is that there is a winner.

One of single-seater racing's biggest problems in recent years has been the number of series. Too many mediocre grids, with good drivers in different places. The Formula Renault Eurocup is clearly the place to go before drivers head to F3/GP3, but where to get experience first?

If one championship can emerge as Britain's best then drivers, teams and spectators will be the real winners.

British GT's position at the top of the UK GT pile has been obvious for a while now and is reaping the benefits. As well as the superb GT3 class, GT4 is growing now too.

Having made a return to the series at Snetterton, I was pleasantly surprised by the competitiveness of the GT4 pack. You don't need a Ginetta to win and the grid is creeping up, so Stephane Ratel's idea to run some separate races for them (see page 74) is an interesting one.



What will happen to the current Formula Fords?



GT4 class is improving



GT4 cars could race at the front in selected British GT events next year

British GT

Ratel: GT4 could get own races in 2015

BRITISH GT'S GT4 CATEGORY could have standalone races in 2015.

Series boss Stephane Ratel has revealed he is considering separate races for the main GT3 division and British GT's secondary class at some venues next year. He said the idea is a response to calls from team owners for independent races (see AUTOSPORT, June 5), the growth

of the GT4 grid for this season and the fact the series is oversubscribed.

"We are having the debate about standalones for next season," said Ratel. "It is a preliminary project at the moment, but it could work."

"We have 12 cars in GT4 and there is potential to grow. We also have an agreement with Aston Martin to run its GT4 Challenge at

our events, so it would be a logical step if its competitors joined GT4."

Aston Martin Racing boss John Gaw confirmed he is open to the idea of his series joining up with standalone races. "We would certainly be happy to put our cars into separate GT4 races," he said.

Ratel explained that he is contemplating the format only at

selected rounds. "Some of the GT4 teams think it would be great to win races overall and some think independent races would detract from the series," he said. "That's why we are looking at half and half."

"We could have separate grids at Snetterton and Oulton Park, but then bring GT3 and GT4 back together for Silverstone and Spa."

British GT

Carroll stars as FF Corse prepares second Ferrari

EX-GP2 RACE WINNER ADAM

Carroll could contest more British GT races after driving for FF Corse at the Snetterton round last weekend.

Carroll replaced Rob Barff alongside Gary Eastwood in the squad's Ferrari 458. He qualified second, having not driven the car before, and the duo finished second in race two.

"I really enjoyed the weekend," said the 31-year-old. "The guys did a great job, the cars are good to drive, and the series is tight this year. The last round clashes with the ELMS, but I can do the next two and hopefully that can happen."

Eastwood, who now lies sixth in the British GT standings, said: "I've got nothing bad to say about Rob, but he's very busy and I've always wanted to drive with Adam. I would love to have him with me for 2015 - that's the plan."

Team boss Anthony Cheshire also confirmed he is hoping to run a second 458, and did not rule out Barff being on the driver strength. "We'd like to run a second car with a view to doing British GT and other events," he said. "Rob's a good guy and he's worked with us virtually since the beginning. There's no fall-out and I'd be very happy to slot him straight into a second car."



Carroll stood in at Snetterton

British GT

Ex-BTCC racer eyes switch after making Brit GT debut

FORMER BRITISH TOURING CAR racer Jeff Smith is considering a switch to GTs after making his British GT debut at Snetterton last weekend.

Smith, who has also raced a Renault Clio this year, is the latest driver to partner Rory Butcher in one of Motorbase's Aston Martin Vantages. He plans to contest the rest of the season after qualifying 13th in the amateur session. The duo finished 11th in the first race, after Butcher suffered two late spins, and 13th in the second event.

"It's a good car to drive," said Smith. "I was quite surprised the difference

between front-wheel drive and rear-wheel drive wasn't that great.

"The opportunity was there to do something else and to see if I want to do a full season in the future."

Butcher added: "I'm really enjoying working with Jeff. He's on a really good level and knows what he has to do. With a little more time I think we'll be a good team."

Smith, who raced a Eurotech Vauxhall Vectra and Honda Civic in the BTCC, also admitted he had "unfinished business" with touring cars and did not rule out a return there, either.



Smith plans to stay with Butcher in British GT

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Porsche Carrera Cup

Ginetta ace jumps ship to Porsche Carrera Cup

GINETTA GT4 SUPERCUP RACE

winner Pepe Massot will switch to the Porsche Carrera Cup from Croft this weekend, while Ollie Millroy will make a guest appearance.

Massot previously drove for JHR in the Supercup, but has now graduated to the Pro-Am1 category of the Porsche championship, driving for Parr Motorsport for the remainder of the season. The 18-year-old Spaniard said: "Porsche has

always been the dream for me, so we thought about my future and felt that this was the right way to go.

"We have experienced a lot of mechanical problems this year, and it has not played out as we hoped. We will treat it as a learning year and it will be good preparation for a full season in 2015."

Parr boss Paul Robe said: "We've been keeping an eye on Pepe for a while because he's an exciting talent."

JHR team principal Steve Hunter is looking for a replacement for Massot, but will not have anyone in place for Croft.

Meanwhile, GT racer Millroy will drive for Redline Racing. The 24-year-old, who will compete in the Asian Le Mans Series this season, said: "I had a couple of podiums in Formula Renault at Croft, so I'm really looking forward to racing the Porsche there."



Massot will race for Parr in the Carrera Cup

British Formula Ford

Barlow unlikely to be back

JACK BARLOW IS DOUBTFUL THAT

he will be able to return to the British Formula Ford Championship this season.

The 18-year-old, who finished sixth in BRDC F4 last season, has been sidelined since a testing crash at Thruxton in April.

"I've got nothing confirmed," said the Jamun racer. "The plan was to come back, but being out for so long and financial troubles have stopped me, so there's nothing on the table. The crash has ruined my year. I was looking good before it."

However, Louise Richardson will be on the grid at Croft this weekend, returning with the Richardson Racing team after securing the sponsorship needed to complete the season.

Also joining the series at Croft will be the category's youngest-ever driver. Meridian racer Jai Nijjar will make his car-racing debut a week after his 16th birthday.

Race winner Sam Brabham is still uncertain about when he will be able to return after his accident at Oulton Park.



Richardson will be back at Croft

AUTOSPORT GOLDEN HELMET

ONE OF THE TOP hotshoes of 750MC action tops our table of race winners in the British Isles so far in 2014. Matthew Palmer is cleaning up in the club's MR2 series, and the big grids allow him the nod over former annual table topper Rod Birley. Next is Simon Hadfield, in five cars!

POS	DRIVER (CAR/CARS)	O/ALL	CL	TOT
1	Matthew Palmer (Toyota MR2 Mk2)	8	0	8
2	Rod Birley (Ford Escort WRC)	8	0	8
3	Simon Hadfield (Aston/Falcon/AC/Lola/March)	7	0	7
4	Dean Brace (Ford Coupe)	7	0	7
5	Jeremy Webb (Caterham Sigma Graduate)	7	0	7
6	Kenneth Thirlwall (Mini Cooper)	7	0	7
7	James Dodd (Ginetta G16/Chevron B31/Honda)	7	0	7
8	Mark Charteris (Mallock U2 Mk20/21)	7	0	7
9	Graham Smith (Caterham Classic Graduate)	4	3	7
10	Steve Burgess (Radical SR3)	3	4	7
11	Shane Stoney (Mini Cooper)	0	7	7
12	Leo Voyazides (Ford Falcon/AC Cobra/Lola T70)	6	0	6

Repechage, consolation, 'overflow entry' and handicap races not included. Races/classes must have minimum six starters, and be scheduled for a minimum distance of 10 miles. Overall wins take precedence in the event of a tie, followed by average grid size. For any queries, email us at autosporteditorial@haynet.com

HUMBLE PYE

The voice of club racing



FF1600 put on a fine display at Cadwell

Cadwell is a special place to race, and to see talent

Everybody at the HSCC's annual Cadwell Park gathering last weekend will surely agree that this is a vintage year for Historic Formula Ford and its younger stablemate Historic FF2000. The depth of competition and standard of driving in both are probably unprecedented, but the social element of the event was absolutely superb, too.

The FF1600 class of 2014 is exceptional, with young bucks Michael O'Brien and Maxim Bartell both first-time race winners, James Buckton and recently ice hockey pro James Hadfield impressing, and reigning champion Sam Mitchell returning after A-level exams. Previous title winners Benn Simms and Westie Mitchell continue to set benchmarks, while Finnish veteran Pertti Kiiveri still knocks at the door in his self-built car.

The Pinto pack is a talented one, too. Marcos graduate Tom Smith belied his limited single-seater experience again at Cadwell, twice taking the fight to last year's Classic F3 champ Graham Fennymore, whose arrival has raised the bar again. Like Nelson Rowe, the FF2000 title winner of 2012-'13, former FFirst king Fennymore has won in everything he's raced, thus is one to beat. All the more satisfying, then, when the likes of Snetterton victor Ben Tusting and Andy Park score.

Nestling in a picturesque fold in the Wolds, Cadwell is unique in many ways. Being in the middle of nowhere, relatively speaking, encourages competitors and their pals to stay overnight rather than disperse into Louth or Horncastle, or trek into Lincoln. Cue party time, particularly on a gorgeous summer's evening.

At the end of a hard day's racing

on Saturday, I enjoyed the Historic FF1600 brigade's barbeque, where drivers and crews congregated at the invitation of championship chairman turned griddle chef Andrew Mansell for a convivial natter over delicious food prepared by the teams' ladies. Later, I hear, some of the keener young drivers cycled round the fabulous circuit.

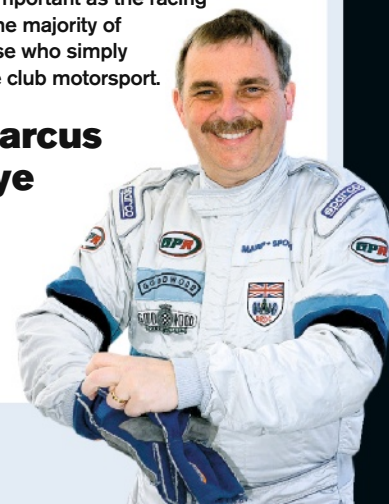
Had I a motorhome, truck or tent in situ, there were compelling offers

"The FF1600 class of this season is exceptional; the Pinto pack is talented, too"

to join the FF2000 and Historic Formula Junior circuses, too. Or I could have attended a screening of *Rush* in the restaurant. But I had work to do and one unplanned sleepover in 'Chateau Audi' at the venue in 2011 (my B&B hosts went pubbing and, without mobile phone signal, handily were not contactable) was enough for me, not that MSV's showers weren't fine.

Logistics, after all, are as important as the racing to the majority of those who simply love club motorsport.

Marcus Pye



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Ingram's Toyota
will compete
at Harewood

British Hillclimb

Ingram to take on Harewood

BRITISH TOURING CAR RACER

Tom Ingram will compete at Harewood Hillclimb next month with his Speedworks Motorsport Toyota Avensis.

The reigning Ginetta GT Supercup champion currently lies 12th in the BTCC standings and will make his hillclimb debut at the July 6 round of the British Hillclimb Championship.

"I've always looked at hillclimbing and thought it would be awesome fun to have a go, but never thought I would get the opportunity," said the 20-year-old. "To go

to Harewood and have a blast up the hill in the BTCC car will be massively exciting – if not a little terrifying – and I'm looking forward to it immensely."

BARC Yorkshire chairman Tim Wilson, who runs Harewood, said: "The visit of the British Hillclimb Championship is always one of the highlights of the season for Harewood, and this year the event looks set to be even more special and memorable than usual.

"We will have a tremendous variety of cars charging up the hill, including

Ingram, who I am sure will put on a spectacular show in his BTCC race car."

Triple BTCC champion Matt Neal won his class in a hillclimb at Gurstons Down in April, but that was in a Honda Jazz, not his Civic Tourer NGTC machine.

● Ingram will also be one of the special guests in a North Yorkshire Road Racing Supporters Club-hosted event at the Troubadour in Northallerton this Friday, ahead of Croft's BTCC round. Organiser Max Coates is hoping other BTCC drivers will take part.



Mectech is set
to join F4 pack

BRDC F4

Radical squad in F4 expansion

SUCCESSFUL RADICAL TEAM

Mectech Motorsport is evaluating entering BRDC F4 next year.

Reigning Radical SR3 Challenge champion Bradley Smith tested a car last week and was impressed.

Team boss Mike Smith said: "We are looking to expand into single-seaters for next year and the test went very well.

"It's looking quite likely we will enter the championship next year. We have a long-standing relationship with MSVR and feel the cars are reasonably priced."

BRDC F4

Tech boost for BRDC F4

BRDC FORMULA 4 HAS UPPED

its efforts to ensure a level playing field with its appointment of Chris Murphy as technical director.

Murphy told AUTOSPORT that there has been "slight inconsistency with parts" this season, and that double Snetterton winner Will Palmer had an engine that had given "peculiar values" in the opening three meetings.

Palmer's car, run by HHC, was kept in scrutineering for over an hour following his race win on Saturday.

"It was purely coincidence that he happened to be the race winner," said Murphy. "We wanted to look anyway, and found nothing to worry about.

"It can be a political problem that Will is the son of the series owner, and we want people to see absolute parity.

"There has been some parts

inconsistency, but it's not an epidemic. And I don't think there has been any wilful wrongdoing. I'm here to work as liaison between F4 and the teams so that events are decided at the fall of the flag, not in court."

Graham Johnson, boss of HHC rival Lanan Racing, added: "I'm very happy Chris has come in. He's experienced and gives the championship credibility. It shows MSV will do whatever it takes to ensure BRDC F4 is a success."

Murphy has
experience
in F1 and
the DTM



The Crook Opel Manta
won its class

RAC historic rallying

Escort pair win Carlisle rally

JASON PRITCHARD TOOK HIS

first win in a Ford Escort Mk2 on Saturday's Carlisle Stages, the fifth round of the RAC Rally Championship.

Pritchard and Phil Clarke topped a fierce battle that raged over six stages in the Kershope region as the top three

crews were covered by just 23s and the top six by less than a minute.

Graham Waite/Gill Cotton won Category 1 in their Volvo Amazon, David Stokes/Guy Weaver (Escort) took Category 2, and Simon and Alister Crook (Opel Manta) won Category O.



EBREY/LAT

In brief

Dockerill's Audi call up

GT racer Iain Dockerill replaced Mark Patterson alongside Matt Bell in the United Autosports Audi in British GT at Snetterton last weekend (above). "I'm just filling in for Mark – he's doing Spa and Donington, but Brands is questionable," said Dockerill, who scored a seventh and a sixth.

Bentley boy debut

Bentley racer Humaid Al Masood made his Brit GT debut at Snetterton. The Emirati qualified 12th, but he and Steven Kane hit trouble in both races.

John Taylor obituary

Historic FF2000 competitor John Taylor died last week, aged 66, after a stroke. The Historic FF2000 Association, of which John was treasurer, will name its annual race at the Brands Hatch Superprix after him and present a trophy in his memory.

Formula Fordster injured

Historic FF1600 racer Gareth Paul sustained a lower leg fracture when he crashed his Merlyn Mk17 in last Saturday's Cadwell Park race. He should be fit before his car, the frame of which was badly twisted by its impact with the tyrewall at Charlies.

VW racer excluded

VW Racing Cup frontrunner Jack Walker-Tully has been excluded from second in race two at Silverstone earlier this season. His Scirocco was found to have been producing more power than permitted, promoting Stefan di Resta to the runner-up spot.

When bees attack...

Last Sunday's racing at Lydden Hill was delayed after a car hit the tyrewall at Chesson's Drift and demolished a bees' nest. Marshals were unable to repair the barrier until the bees had dispersed and one marshal had to be taken by ambulance to the circuit's medical centre after being stung.

GT5 race cancelled

The third Ginetta GT5 Challenge race at Snetterton was cancelled after a barrier-damaging crash (below) in the second British GT event delayed the meeting. Organisers plan to run an extra race at a subsequent round.



HERRING



WOLDS TROPHY CADWELL PARK, JUNE 21-22 HSCC

Fennymore's War of the Wolds at Cadwell Park

BACK WHERE HISTORIC FORMULA 2000 kicked off with a thriller in 2007, Classic F3 champion Graham Fennymore's brilliant double at the HSCC's superb Wolds Trophy event – only his second meeting in the Pinto class – will long be treasured. Behind him both times, a tenacious Tom Smith refused to be shaken off.

Smith (Royale RP27) shaded Fennymore's Reynard SF81 to pole by 0.134s, but Fennymore started faster. Five laps in, though, he had Smith, Ben Tusting, Andy Park

(Reynards) and Benn Simms – whose Royale RP30 had run for the first time on Friday – on his tail. Park passed Tusting briefly when he locked up, but the order was then reversed, with Pre-'79 class winner Scott Temple's Crossle 33F sixth.

Sunday's stanza was an action replay. Fennymore was never more than five lengths clear of Smith, who "tried a few times on the outside of Park Corner". Behind them, Simms was chuffed with third after Tusting overcooked things in the Hall Bends.

"I reckon one of the marshals lent Tom a tow rope," beamed Fennymore, who only just kept his lead when he missed second at Mansfield. Park and Temple crossed the line fourth and fifth, with a chastened Tusting and Colin Wright close behind.

Two tremendous Historic FF1600 races fell to returning champion Sam Mitchell. "I know this place can bite, so I had to go hard before the tyres went off," said the teenager. Benn Simms and James Buckton came closest in Saturday's race, stopped when Gareth Paul crashed heavily.

Simms led two thirds of Sunday's return match before Mitchell swept past majestically at Coppice. Rob Wainwright, who tagged Buckton passing him onto the Mountain, was third, ahead of Michael O'Brien, who had a great drive from the back after missing race one when his engine grenaded in qualifying. James Hadfield was fifth, passing Pertti Kiiveri with breathtaking audacity at Charlies, and again at the summit of the Mountain!

Dave Methley (Merlyn) blitzed both 1000cc Historic F3 races to win the Justin Haler Memorial Trophy. Pursuers Peter Thompson (Brabham)

Historic F3s prepare to get under way



ALL PICTURES: MICK WALKER



Mitchell leads
Simms in FF1600

and Ian Bankhurst (Alexis) pitted on Saturday, promoting Jim Blockley and Leif Bosson. The Swede's crank broke in Sunday's drama-filled leg, leaving Bankhurst to chase.

Four Lotus Cortinas – Tim Davies's big 'un leading the tail-sliding 1600s of Mike Gardiner, Richard Dutton and John Avill – plus Pete Morgan's Cooper S and Neil Brown's Mustang excited fans through Charlies on lap one of Sunday's wonderful Pre-'66 Touring Car opener. While Davies was uncatchable, Dutton retired and Gardiner claimed second.

The second podium was the same, albeit with Gardiner closer to the Welshman. Dutton and top qualifier Warren Briggs (whose Mustang

RESULTS

HISTORIC FF2000 (BOTH 13 LAPS) 1 Graham Fennymore (Reynard SF81) 20m06.385s (84.84mph); 2 Tom Smith (Royale RP27) +1.642s; 3 Ben Tusting (Reynard SF79); 4 Andrew Park (Reynard SF81); 5 Benn Simms (Royale RP30); 6 Scott Temple (Crossle 33F). **Class winner** Temple. **Fastest lap** Park 1m31.634s (85.92mph).

RACE 2 1 Fennymore 20m08.061s (84.72mph); 2 Smith +1.179s; 3 Simms; 4 Park; 5 Temple; 6 Tusting. **CW** Temple. **FL** Smith 1m31.450s (86.09mph).

HISTORIC FF1600 (9 LAPS) 1 Sam Mitchell (Merlyn Mk20) 14m33.771s (81.09mph); 2 Benn Simms (Jomo JMR7) +6.371s; 3 James Buckton (Elden Mk8); 4 Robert Wainwright (Elden Mk8); 5 Pertti Kiiveri (Kvantti Mk1); 6 Simon Toyne (Lola T200). **CW** Daniel Stanzl (Elden Mk8). **FL** Mitchell 1m35.537s (82.41mph).

RACE 2 (13 LAPS) 1 Mitchell 20m57.526s (81.39mph); 2 Simms +1.195s; 3 Wainwright; 4 Michael O'Brien (Merlyn Mk20); 5 James Hadfield (Merlyn Mk20); 6 Kiiveri. **CW** O'Brien. **FL** Mitchell 1m34.563s (83.25mph).

JUSTIN HALER TROPHY 1000CC HISTORIC F3 (BOTH 13 LAPS) 1 Dave Methley (Merlyn Mk14A) 21m24.486s (79.68mph); 2 Jim Blockley (Brabham BT21B) +48.454s; 3 Leif Bosson (Brabham BT28); 4 Robert Thorpe (Lotus 31); 5 Barry Sewell (Lotus 41); 6 Geoffrey O'Nion (Tecno). **FL** Methley 1m36.424s (81.65mph).

RACE 2 1 Methley 21m31.908s (79.22mph); 2 Ian Bankhurst (Alexis HF802) +19.835s; 3 Blockley; 4 Peter Thompson (Brabham BT21); 5 Jim Timms (Brabham BT21B); 6 Mauro Ponponcini (Cooper T76). **FL** Thompson 1m37.721s (80.56mph).

HISTORIC TOURING CARS (BOTH 12 LAPS) 1 Tim Davies (Ford Lotus Cortina) 21m45.075s (72.39mph); 2 Mike Gardiner (Ford Lotus Cortina) +6.841s; 3 Neil Brown (Ford Mustang); 4 John Avill (Ford Lotus Cortina); 5 Tim Harber (Austin Cooper S); 6 Simon Benoy (Hillman Imp). **CW** Brown; Avill; Harber; Benoy; Tim Bishop (DKW F12). **FL** Richard Dutton (Ford Lotus Cortina) 1m47.175s (73.46mph).

RACE 2 1 Davies 21m41.432s (72.59mph); 2 Gardiner +3.743s; 3 Brown; 4 Dutton; 5 Warren Briggs (Ford Mustang); 6 Avill. **CW** Brown; Dutton; Benoy; Harber; Bishop. **FL** Gardiner 1m46.983s (73.59mph).

70s ROAD SPORTS (BOTH 12 LAPS) 1 Oliver Ford (Lotus Europa) 20m58.383s (75.07mph); 2 Julian Barter (Lotus Elan S4) +1.212s; 3 Jim Dean (Lotus Europa); 4 Peter Shaw (TVR Tuscan); 5 Nic Strong (Ford Capri); 6 Charles Barter (TVR 3000M). **CW** Shaw; Bob Trotter (Alfa Romeo 2000 GTV); Strong. **FL** Ford 1m43.033s (76.41mph).

RACE 2 1 Ford 20m53.977s (75.34mph); 2 J Barter +1.085s; 3 Dean; 4 Shaw; 5 Strong; 6 Johan Denekamp (Lancia Beta Monte Carlo). **CW** Shaw; Trotter; Strong. **FL** Barter 1m43.071s (76.38mph).

HISTORIC ROAD SPORTS (12 LAPS) 1 Peter Thompson (Marcos 1800GT) 21m20.750s (73.76mph); 2 Andy Shepherd (Lotus 7 S2) +7.605s; 3 Patrick Ward-Booth (Ginetta G4); 4 Iain Daniels (Lotus Elan S4); 5 Larry Kennedy (Lotus Elan S4); 6 Kevin Kivlochan (Morgan +8). **CW** Shepherd; John Shaw (Porsche 911); Peter Bornhauser (Ginetta G15); Peter M Shaw (Alfa Romeo Giulietta



Milicevic (right) started to win twice in Formula Junior...

Sprint). **FL** Thompson 1m45.054s (74.94mph).

RACE 2 (4 LAPS) 1 Ward-Booth 7m14.873s (72.41mph); 2 Kivlochan +3.356s; 3 Daniels; 4 Bob Pomeroy (Marcos 1600GT); 5 J Shaw; 6 Shepherd. **CW** Kivlochan; J Shaw; Tony Davis (Austin-Healey Sprite Mk1). **FL** Daniels 1m45.527s (74.60mph).

CLASSIC CLUBMANS (BOTH 14 LAPS) 1 Mark Charteris (Mallock Mk20/21) 20m41.335s (88.79mph); 2 John Harrison (Mallock Mk21) +31.369s; 3 Steve Chaplin (Phantom P79); 4 Mike Lane (Mallock Mk18); 5 Robert Manson (Mallock Mk21); 6 Adam Paterson (Mallock Mk18). **CW** Paterson. **FL** Charteris 1m26.436s (91.09mph).

RACE 2 1 Charteris 20m41.905s (88.75mph); 2 Harrison +12.902s; 3 Chaplin; 4 Lane; 5 Paterson; 6 Alan Cook (Mallock Mk20). **CW** Paterson. **FL** Charteris 1m25.512s (92.07mph).

HISTORIC FORMULA JUNIOR, FRONT-ENGINE (BOTH 12 LAPS) 1 Mark Woodhouse (Elva 100) 21m08.935s (74.45mph); 2 Simon Goodliff (Lola Mk2) +17.740s; 3 Andrew Tart (Bond FJ); 4 Justin Fleming (Lola Mk2); 5 Stephen Barlow (BMC Mk1); 6 Martin Sheppard (Stanguellini). **CW** Sheppard. **FL** Goodliff 1m44.045s (75.67mph).

RACE 2 1 Stuart Roach (Alexis Mk2) 20m55.483s (75.25mph); 2 Goodliff +18.017s; 3 Woodhouse; 4 Tart; 5 Fleming; 6 Barlow. **CW** Sheppard. **FL** Roach 1m43.120s (76.35mph).

HISTORIC FORMULA JUNIOR, REAR-ENGINE (13 LAPS) 1 Jon Milicevic (Cooper T59) 21m29.568s (79.36mph); 2 Callum Grant (Lotus 22) +2.510s; 3 John Sykes (Merlyn Mk5/7); 4 Peter Anstiss (Lotus 20/22); 5 John Chisholm (Gemini Mk3A); 6 Philip Ingle (Lotus 20/22). **CW** Chisholm. **FL** Milicevic 1m37.674s (80.60mph).

RACE 2 (12 LAPS) 1 Milicevic 20m03.229s (78.53mph); 2 Grant +10.285s; 3 Sykes; 4 Anstiss; 5 Laine Martin (Lotus 20); 6 Ingle. **CW** Martin. **FL** Milicevic 1m38.479s (79.94mph).

CLASSIC F3 & CLASSIC RACING CARS (10 LAPS) 1 Simon

Hadfield (March-Toyota 743) 15m27.793s (84.85mph);

2 Paul Dibden (Argo-Toyota JM6) +20.701s; 3 Marcus Mussa (March-Toyota 763); 4 Callum Grant (Toj Modus-Toyota M1); 5 Michael O'Brien (Merlyn-Ford Mk20); 6 Antony Ross (Lotus-t/c 59/69). **CW** O'Brien; Ross; Jonathan Baines (Merlyn-Ford Mk20); Leif Bosson (Brabham-MAE BT28). **FL** Hadfield 1m30.298s (87.19mph).

CF3 (14 LAPS) 1 Hadfield 21m20.536s (86.07mph);

2 Dibden +37.370s; 3 Grant; 4 Mussa; 5 Bruce Bartell (Chevron-Toyota B34); 6 Leif Bosson (Ralt-Toyota RT1). **FL** Hadfield 1m30.265s (87.22mph).

CRC (13 LAPS) 1 Ross 21m23.767s (79.72mph); 2 Andy Jarvis (Palliser WDB2) +27.767s; 3 Brian Cullen (Crossle-BDA 19F); 4 Baines; 5 Geoff O'Nion (Tecno-MAE); 6 Michael Richings (Alexis-Ford Mk15). **CW** Baines. **FL** Ross 1m36.695s (81.42mph).



...while Woodhouse took two podiums in front-engined split

missed race one with a holed sump) blasted through to fourth and fifth.

Both 70s Road Sports rounds followed a pattern, with Peter Shaw's TVR Tuscan leading until the Lotuses of Oliver Ford (Europa) and Julian Barter (back in Iain Daniels's Elan) wriggled past and duelled to Saturday's chequer. Jim Dean forged his Europa into third each time, demoting Shaw on Sunday's final lap. Charles Barter looked increasingly confident in his son's TVR 3000M before clattering the Mountain-top barrier.

Marcos-Volvo stalwart Peter Thompson branded the Historic Road Sports race "a rare event", having outrun poleman Andy Shepherd's slow-starting Lotus 7 and Patrick Ward-Booth's Ginetta.

Peter Bornhauser's Ginetta G15 landed baby class honours, but its Imp engine exploded at Coppice on Sunday, stopping the race. Ward-Booth won the restart from Kevin Kivlochan (Morgan +8). Shepherd limped home sixth, stopping immediately with a carburettor fire.

Two flunked starts reinforced Mark Charteris's intent to extend his Classic Clubmans winning streak,

achieved with aplomb having bested John Harrison's similar U2 – which survived a hairy spin at Charlies – and Steve Chaplin's Phantom. Sunday afternoon's conditions were perfect, thus Charteris pared 0.384s from his lap record.

Earlier, runaway FF1600-engined victor Adam Paterson had finally erased Tom Bellamy's B-sport record, set in 2002. Pursuer Barry Webb's attempts to usurp 1700cc men Alan Cook and American Robert Manson were entertaining.

A jammed throttle fired front-engined Formula Junior poleman Stuart Roach's Alexis into the tyres at Charlies on lap two of Saturday's race, but with little damage. His departure freed reigning UK champion Mark Woodhouse (Elva) and Simon Goodliff (Lola).

Junior school rules return racers to their original grid slots for second races and, having trailed Woodhouse for a lap while ascertaining his steed's handling, Roach screamed clear. Goodliff, meanwhile, edged



Europa twice beat Elan in Lotus Road Sports battles

past Woodhouse for second. "That's the fastest I've been round here," said a jubilant Roach later.

Watching Jon Milicevic hurl Stuart Rolt's Cooper T59 through the Hall Bends, deft flicks of opposite lock and jabs of throttle balancing its writhing chassis on the limit of adhesion, was magical to behold. It was too much for rear-engined Junior rivals as he twice headed Callum Grant to win the fifth Barry Westmoreland Trophy, remembering the racer who suffered a fatal heart attack here in 2008.

Simon Hadfield's late decision to support the Classic F3 rounds saw the March 743 'maxed' on the demanding circuit abandoned by contemporary F3 after '83. Onlookers also enjoyed scraps between Paul Dibden (Argo JM6) and CF3 debutant Callum Grant (Toj Modus M1).

Antony Ross dominated the Classic Racing Car set, dropping Andy Jarvis, then racing the clock. Formula Fordster Jono Baines's impudent harassment of Irish veteran Brian Cullen's F2 Crossle in the solo race was entertaining, if ultimately fruitless.

● Marcus Pye



Hyman helps Palmer Jr enjoy his F4 success

BRDC FORMULA 4 SNETTERTON 300, JUNE 21-22 MSVR

Palmer is the star as HHC takes control

HHC MOTORSPORT WIPED OUT THE bitter memories of losing its 2013 Snetterton win on a technicality by taking a 1-2-3 this time around, with Will Palmer winning two of the three races at the Norfolk track.

Palmer, who was the weekend's outstanding driver and a popular winner, moved up from fifth to third in the championship standings.

"We'd been picking up points without doing anything spectacular," said Palmer. "So to come here and win twice is spectacular."

It was an iffy first couple of laps for Palmer in race one, but his recovery to win it was fast and convincing. Second on the grid turned briefly to fourth by the corner that bears his name, after he was pushed wide at Montreal as George Russell, Raoul Hyman and Nicolas Beer jockeyed for position.

The race was far from settled at that stage, though, and it was Palmer who first stamped his authority on the anarchy at the front. He dealt with Russell (Lanan Racing) at Brundle on lap two before squeezing past Hyman at Montreal a lap later



Maini won the reversed-grid race

— in a move he sheepishly described as "contentious". Both drivers were summoned to the clerk of the course, but it was eventually marked down as a racing incident. The pair found a way to make light of it in the motorhome afterwards.

Once in front, Palmer was never threatened, winning by three seconds, while Hyman just managed to hold off the frustrated Russell. The points leader hadn't been able to make his lap-three move on Hyman stick and

settled into a vain, race-long quest to get by the South African.

Sennan Fielding (HHC) recovered from getting hung out to dry at Riches on the first lap to finish fourth.

Despite the top-eight reversed-grid format, race two on Sunday morning was a comparatively sedate affair. Poleman Arjun Maini led from start to finish, and the Lanan driver was never seriously threatened as the quickest men's progress through the field was hampered by a mid-race safety car.

Douglas Motorsport's Mexican Diego Menchaca ran second all the way after a clean start that saw third-placed starter Gustavo Lima also hold onto his position through Riches. Russell passed Lima at Montreal, though, with Beer, Fielding and Hyman close behind the Brazilian.

Then Beer and Fielding were speared off the road by an out-of-control Hyman at the Brundle

complex, which brought a safety car period that lasted until lap five.

Maini handled the restart with aplomb, while Russell challenged Menchaca through Riches only to lose out to Lima at Montreal. The Hillspeed driver didn't last long in third, but bottled up Russell and Hyman long enough to let Maini and Menchaca get away for good.

Russell and Hyman finally got past Lima with two laps to go, to claim third and fourth respectively. Palmer was next in line to pass Lima, but couldn't make it happen in the remaining couple of tours. But he did move up one spot when Hyman was penalised 30 seconds post-race for his move at Brundle.

Palmer started race three from pole and was never headed. Fielding kept him honest, though, upping the pressure in the closing stages to finish just over half a second back.

Hyman gave HHC its 1-2-3 when he passed Maini just after the race resumed following the safety car that ensued from a melee involving Diego Borelli and Chris Middlehurst.

● Richard Asher

RESULTS

RACE 1 (10 LAPS) 1 Will Palmer 18m44.515s (95.04mph); 2 Raoul Hyman +3.050s; 3 George Russell; 4 Sennan Fielding; 5 Nicolas Beer; 6 Gustavo Lima. **Fastest lap** Palmer 1m50.371s (96.83mph).
RACE 2 (9 LAPS) 1 Arjun Maini 20m35.212s (77.87mph); 2 Diego Menchaca +3.171s; 3 Russell; 4 Lima; 5 Palmer; 6 Struan Moore. **FL** Maini 1m50.600s (96.63mph). **RACE 3 (10 LAPS)** 1 Palmer 21m41.319s (82.13mph); 2 Fielding +0.689s; 3 Hyman; 4 Maini; 5 Gaetano di Mauro; 6 Russell. **FL** Maini 1m51.144s (96.16mph).
POINTS 1 Russell, 216; 2 Hyman, 195; 3 Palmer, 185; 4 Maini, 179; 5 Fielding, 149; 6 Menchaca, 139.



Tight racing led to several incidents

Chadwick (left) just
beat Strandberg in
the second GT5 event



BRITISH GT SUPPORTS SNETTERTON 300, JUNE 21-22 MSVR

Chadwick keeps his GT5 streak going

OLLIE CHADWICK EARNED HIS THIRD Ginetta GT5 win of the year, holding off his pursuers with a determined rear-guard defence in the opening encounter at Snetterton.

George Gamble had looked most likely to challenge as he and Chadwick sped together into Riches on lap five of seven, but he lost out at Montreal and dropped to third behind Gary Simms. Although Simms kept Chadwick honest, he couldn't find a way through. Callum Pointon was a distant fourth, while Dennis Strandberg recovered from an early spin to claim fifth.

Chadwick's hopes of a double were dealt a blow when he was bumped from first to fifth on the grid due to transgressions in race one. That put Gamble on pole and Strandberg second. When a luckless Gamble's victory chances were undone by a sticking throttle, Strandberg took advantage to open up a healthy lead. He couldn't afford to relax, however, as a determined Chadwick sliced through the order.

Having claimed second on lap two, Chadwick gradually closed, before sweeping into the lead at Palmer on the penultimate lap. A wide moment

at Riches next time round looked to have undone his good work, but he reasserted himself with a decisive move into Nelson and held on to win.

Having also incurred a grid penalty following race one, an impressive Simms charged through from 14th to finish third.

Reigning champion Aaron Mason's Scirocco looked in control for much of the opening VW Cup race, only to slide wide at Oggies on lap six of nine and allow Joe Fulbrook to steal past. Fulbrook's Golf GTI narrowly held off a recovering Mason to win.

Behind them, a late slip by Stefan di Resta was enough to allow Lucas Orrock to snatch the final podium spot. Meanwhile, turbo problems in both qualifying and the race left points leader James Greenway struggling towards the back of the pack.

Di Resta secured his maiden VW win with a faultless drive in race two. It was built on a solid start, quickly advancing to third before moves at Montreal and Agostini earned him the lead. Although a charging Mason slashed the gap to a matter of metres in the closing laps, di Resta held on.

Further back, an inspired Greenway sped from the 13th row to finish 10th.

Caudle and Knox continued
their duel



Having shared all seven of the outright wins this year between them, championship leader Chris Knox and closest challenger Luke Caudle were the pacesetters once more in the opening Mini Challenge race. In the face of Knox's constant attentions, poleman Caudle held his nerve to lead throughout.

"That's probably one of the toughest races I've done in my whole career!" Caudle admitted. Neil Newstead tracked their progress to equal his best finish this year in third.

With the grid draw for race two placing Caudle and Knox down in seventh and sixth, they had an uphill

task to maintain their dominance. But they got off to a flying start, surging onto the tail of leader Lawrence Davey as the field turned onto the Bentley Straight on lap two.

A resolute Knox challenged for the lead as he and Davey swept into Brundle, only for them to collide. A frustrated Knox was forced off track and plunged down the order. Caudle took up the chase, snatching the lead out of Palmer next time round before pulling clear to win. A post-race penalty for exceeding track limits relegated Davey to fifth, allowing Henry Duprey and Newstead to complete the podium.

● Oliver Timson

RESULTS

GINETTA GT5 CHALLENGE (7 LAPS) 1 Ollie Chadwick (G40) 15m35.002s (80.01mph); 2 Gary Simms (G40) +0.784s; 3 George Gamble (G40); 4 Callum Pointon (G40); 5 Dennis Strandberg (G40); 6 Matthew Flowers (G40). **G20 winner** Alex Preston. **FL** Gamble 2m09.978s (82.22mph). **RACE 2 (10 LAPS)** 1 Chadwick 22m07.227s (80.52mph); 2 Strandberg +0.096s; 3 Simms; 4 Nick Firth (G40); 5 Pointon; 6 Nick Zapolski (G40). **G20** Stuart Pearson. **FL** Chadwick 2m10.357s (81.99mph). **VW RACING CUP (9 LAPS)** 1 Joe Fulbrook (Golf GTI) 20m22.389s (78.69mph); 2 Aaron Mason (Scirocco) +0.609s; 3 Lucas Orrock (Scirocco); 4 Stefan di Resta

(Scirocco); 5 Stewart Lines (Golf GTI); 6 Josh Caygill (Scirocco). **FL** Orrock 2m07.803s (83.62mph). **RACE 2 (10 LAPS)** 1 di Resta 21m33.699s (82.61mph); 2 Mason +0.201s; 3 Orrock; 4 Fulbrook; 5 Howard Fuller (Golf GTI); 6 Caygill. **FL** Mason 2m07.599s (83.76mph). **MINI CHALLENGE (9 LAPS)** 1 Luke Caudle 21m19.837s (75.16mph); 2 Chris Knox +0.470s; 3 Neil Newstead; 4 Lawrence Davey; 5 Kevin O'Connor; 6 Keith Issatt. **Class winner** Shane Stoney. **FL** Caudle 2m10.410s (81.95mph). **RACE 2 (10 LAPS)** 1 Caudle 22m08.014s (80.48mph); 2 Henry Duprey +4.725s; 3 Newstead; 4 Hamish Brandon; 5 Davey; 6 Knox. **CW** Stoney. **FL** Caudle 2m10.997s (81.59mph).

Di Resta (left) took
his first VW victory



Morris takes a pair as his rivals fade

PETER MORRIS EXTENDED HIS POINTS lead with two wins and a second in three entertaining Silverstone races.

Tom Bradshaw took a lights-to-flag win in the opener from Morris's similar 996. Mark Sumpter's 964 completed the top three ahead of his Paragon team-mate Adrian Slater. The 996 of Mark McAleer had threatened for a podium spot before he dropped back late on, struggling with his tyres in the hot conditions.

Race two was a completely different affair. Bradshaw made a poor start and lost several places. He soon recovered back to second, as the Paragon cars had a nightmare. First Sumpter pulled into the pits to retire, and then Slater spun repeatedly as a wheelbearing broke.

Further down, David Botterill's 964 developed a major fire at the rear and the oblivious driver completed a lap with flames spewing from his car. This caused a considerable amount of oil to be put on track, which caught out Gary Sullivan, who spun into the barriers exiting Woodcote.

Nothing could halt Morris, though. He won from Richard Ellis, while Bradshaw was handed a five-second penalty for exceeding track limits, dropping him to third.

Race three was a close fight between Morris and Ellis. Despite Ellis being on new tyres, Morris took the spoils.



The 996 of Morris twice defeated the 993 of Ellis at Silverstone

Slater recovered well to get back into third place after a dice with Chris Dyer, who just missed out on his maiden podium.

Mark Koeberle (968) took his first win in Class 2 in the opener, and proceeded to make it a hat-trick after good fights with Stuart Ings's Boxster.

John Williams (924) twice won Class 3, but photographer Jakob Ebrey

also triumphed once in his debut weekend in the series.

● Stephen Lickorish

RESULTS (ALL 11 LAPS) 1 Tom Bradshaw (996 C2) 25m36.460s (93.79mph); 2 Peter Morris (996 C2) +4.369s; 3 Mark Sumpter (964 C2); 4 Adrian Slater (964 C2); 5 Richard Ellis (993 C); 6 Mark McAleer (996 C2). **Class winners** Mark Koeberle (968 CS); John Williams (911 Carrera

RS). **Fastest lap** Bradshaw 2m18.387s (94.67mph). **RACE 2** 1 Morris 26m02.978s (92.20mph); 2 Ellis +9.444s; 3 Bradshaw; 4 John McCullagh (Boxster S); 5 Kevin Harrison (964 C2); 6 Chris Dyer (Cayman S). **CW** Koeberle; Jakob Ebrey (924 S). **FL** Morris 2m19.614s (93.84mph). **RACE 3** 1 Morris 25m51.050s (92.91mph); 2 Ellis +0.408s; 3 Slater; 4 Dyer; 5 McAleer; 6 Harrison. **CW** Koeberle; Williams. **FL** Morris 2m19.385s (93.99mph).

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Quattlebaum beat Smith to win the second event

ECURIE GTS SILVERSTONE GP, JUNE 21-22 MGCC

Quattlebaum denied double

IT WAS A CASE OF WHAT MIGHT HAVE been for Scott Quattlebaum as the Elva driver's qualifying troubles prevented him from taking a double.

Quattlebaum qualified a lowly 21st in the 43-car field after a differential issue hampered his efforts. He soon recovered to second, but could do nothing about Mark Halstead's Turner, which finished five seconds up the road.

With Halstead unable to start race two because of a car issue, Quattlebaum was free to take the win. Tom Smith tried his best to challenge in his MGB, but despite him wringing the car's neck — he was repeatedly sideways through Brooklands — he ended up two seconds behind.

Andrew Bentley's similar machine rounded out the top three after a close battle with Pete Foster and Brian Lambert.

● Stephen Lickorish

RESULTS (10 LAPS) 1 Mark Halstead (Turner Mk2) 26m40.663s (81.85mph); 2 Scott Quattlebaum (Elva Courier) +5.265s; 3 Tom Smith (MGB Roadster); 4 Brian Lambert (MGB); 5 Andrew Bentley (MGB Roadster); 6 Ian Hulett (WSM Sprite Sprint). **CW** Quattlebaum; Hulett; Pete Foster (Triumph TR4). **FL** Quattlebaum 2m36.608s (83.65mph). **RACE 2 (12 LAPS)** 1 Quattlebaum 32m04.861s (81.67mph); 2 Smith +2.522s; 3 Bentley; 4 Foster; 5 Lambert; 6 Mike Harris (MGB FIA Roadster). **CW** Foster; Richard Woolmer (Austin-Healey Sebring Sprite). **FL** Quattlebaum 2m38.307s (82.76mph).

MG TROPHY SILVERSTONE GP, JUNE 21-22 MGCC

Tight tussles in MG Trophy

COLIN ROBERTSON WON TWICE AT Silverstone after some incredibly close racing throughout the MG Trophy field.

Robertson started duelling with Chris Bray after poleman Paul Luti retired with an engine failure. For all Bray's best efforts, including the pair making contact at Brooklands and Robertson half-spinning, the Scot clung on.

In race two it was Graham Ross who tussled with Bray, as Robertson was able to pull out a slight gap. A delighted Ross finished runner-up.

There was an inseparable six-car train in Class C on both occasions,

with Vince Pain narrowly winning the opener and Fergus Campbell taking the honours a bit more comfortably in race two.

● Stephen Lickorish

RESULTS (BOTH 9 LAPS) 1 Colin Robertson (190) 22m18.524s (88.09mph); 2 Chris Bray (190) +0.639s; 3 Doug Cole (190); 4 Ross Makar (190); 5 Robin Walker (190); 6 Vince Pain (170). **CW** Pain; Jonathan Harker (160). **FL** Robertson 2m27.199s (89.00mph). **RACE 2** 1 Robertson 22m24.474s (87.70mph); 2 Graham Ross (190) +1.248s; 3 Bray; 4 Cole; 5 Walker; 6 Jake Fraser-Burns (190). **CW** Fergus Campbell (170); Paul Bryson (160). **FL** Cole 2m27.932s (88.56mph).



Robertson topped two hard-fought encounters



Sibley dealt well
with traffic on way
to MG victory

BCV8 AND MIDGET/SPRITE CHALLENGE SILVERSTONE GP, JUNE 21-22 MGCC

Sibley tops huge MG field after a fight

PAUL SIBLEY TOOK A DRAMATIC WIN in his MG Midget in an action-packed race that featured an incredible 55 cars.

Sibley's nimble machine claimed pole, but he made a poor getaway and dropped to fifth place as the fast-starting MGBs of Rob Spencer and Ollie Neaves took the early advantage.

Front-row starter Russell McCarthy soon worked his way back to the front in his MGB and then began a duel with the recovering Sibley, who was able to negotiate the extensive traffic better and claim the overall win, while separate

results were issued for the BCV8 and Midget/Sprite packs.

Martin Morris's Midget took second in the Midget/Sprite element after passing David Weston's similar car when it slowed on the final lap. It was still a terrific drive for Weston as he climbed 38 places!

McCarthy was on course for BCV8 honours until an engine valve spring broke and he retired on the final lap. That left the duelling Neaves and Spencer to fight for the top spot, with Spencer just claiming this by two tenths. Neil Fowler took third in class after Ian Prior was eliminated following contact with a backmarker.

● Stephen Lickorish

MIDGET AND SPRITE CHALLENGE (13 LAPS)

1 Paul Sibley (Midget) 31m55.301s (88.92mph); 2 Martin Morris (Midget) +24.998s; 3 David Weston (Midget); 4 Tim Cairns (Midget); 5 Sam Healey (Frogeye Sprite); 6 Paul Campfield (Frogeye Sprite). **CW** Campfield; Andrew Actman (Frogeye Sprite); Tom Walker (Sprite Mk1); Carl Chadwick (Midget). **FL** Sibley 2m24.604s (90.60mph).

BCV8 (13 LAPS) **1 Rob Spencer (GT V8)**

32m01.170s (88.65mph); 2 Ollie Neaves (GT V8) +0.221s; 3 Neil Fowler (GT V8); 4 James Wheeler (GT V8); 5 Ken Deamer (GT V8); 6 Lawrence Wood (Costello V8). **CW** Deamer; Max Cawthorn (Roadster); Mike Harris (Roadster). **FL** Russell McCarthy (GT V8) 2m24.247s (90.82mph).

BRITISH HILLCLIMB CHAMPIONSHIP
DOUNE, JUNE 21-22

Records fall as Moran pips Goodyear

THE FIVE-YEAR-OLD OUTRIGHT HILL record was lowered three times and bettered twice more as Scott Moran scored his maiden 22-point haul with two hill-record bonus points. Jos Goodyear also starred – he smashed the two-litre mark and also lowered the hill record just before Moran, as well as beating the old record later.

With his father Roger assisting but



Moran extended points
lead with record runs

not competing, Moran was clearly more comfortable than of late. "When I looked at Jos's time I wondered how I would beat him, but I just got down to the job in hand each time," he said.

Goodyear now has Alex Summers in his sights, and rose from ninth in the points to fifth equal in only a few hours. Early-season leader Summers holds on to fourth, but Goodyear can close fast and his favourite Channel Islands rounds are only three weeks away. Will Hall scored 14 points and hangs onto third, but is another Goodyear target.

Trevor Willis, who also ran inside the 2009 record for a deserved bonus point in round 14, seems a tad out of reach at this stage in second.

Wallace Menzies was at Doune, but not competing as he is still suffering from a concussion sustained in his recent Shelsley Walsh crash. He is hoping to be back in early July.

● Eddie Walder

RESULTS

ROUND 13 1 Scott Moran (3.5 Gould-NME GR61X)

34.99s; 2 Jos Goodyear (1.34s GWR-Suzuki Raptor 2) 35.36s; 3 Alex Summers (1.34s DJ-Suzuki Firehawk) 36.39s; 4 Will Hall (3.5 Force-Nissan WH) 37.07s; 5 Tom New (4.0 Gould-Judd GR55) 37.39s; 6 Trevor Willis (3.2 OMS-Powertec 28) 37.69s; 7 Richard Spedding (1.6 Force-Suzuki PC) 38.11s; 8 John Bradburn (3.5 Gould-Cosworth HB GR55) 38.55s; 9 Ross Napier (3.5 Gould-Cosworth GR37) 38.80s; 10 Stewart Robb (4.0 Pilbeam-Judd MP88) 39.06s; 11 Alastair Crawford (2.8 Gould-NME GR55) 39.39s; 12 George Coghill Jr (1.0t Force-Suzuki PT) 40.14s.

ROUND 14 1 Moran 34.76s record & LTD; 2 Goodyear 35.05s; 3 Willis 35.50s; 4 Hall 35.99s; 5 Summers 36.39s; 6 New 36.85s; 7 Napier 38.13s; 8 Spedding 38.21s; 9 Crawford 38.41s; 10 Bradburn 38.87s; 11 Coghill 39.19s; David Uren (1.3t Force-Suzuki PC) did

not start. **CW** Robert Bremner (4.7 AC Cobra) 50.96s **record;** Mike Stewart (2.3 Vauxhall Firenza) 53.04s **record;** Charlie Fleming (1.34 Westfield Megabus) 48.55s **record;** Ronnie Macgregor (2.0 Honda S2000) 54.85s; Chris Randle (2.0t Mitsubishi Evo) 51.15s; Craig Nicol (2.2 Caterham Super 7) 43.59s **record;** Brian Beverley (1.4 Vauxhall Nova) 52.21s; Jock Ramsay (2.0 Opel Manta) 49.30s; Donald McCaskill (Mitsubishi Evo 5) 45.69s; Trevor Park (1.2 Tiger-Yamaha R6) 46.87s; Kevin Illingworth (1.1 GWR WAM) 45.43s; Graham Wynn (1.4t Force-Suzuki LM001) 43.53s; Steve Owen (0.6 OMS Hornet) 45.34s; Simon Fidoie (1.0 Empire-Suzuki Wraith) 41.48s; Spedding 38.13s; Goodyear 36.02s **record;** Moran 35.83s. **POINTS 1 S Moran, 123;** 2 Willis, 108; 3 Hall, 82; 4 Summers, 76; 5 Wallace Menzies, Goodyear and Bradburn, 57; 8 = Roger Moran and New, 51; 10 Crawford 36.



MGCC in brief

Iconic 50s

Mark Ellis's MGA led much of the early part of this encounter until a car problem mid-race dropped him to fourth. This enabled Brian Arculus's Lotus Mk9 (above) to take the chequer from Alex Quattlebaum's LEC02 and the Elva of Bruce Riches.

Ferrari Open/Classic

Arwyn Williams (458) had a wide moment at the start of the opener, which meant he had to fight his way back through the order to claim the win. There were no such problems later – he won comfortably second time around, as Gary Culver twice topped the Classic division.

Thoroughbred Sports

Brothers Spencer and Russell McCarthy dived for the win in their identical MGBs at Silverstone. Russell seemed on course to extend his winning streak until mechanical problems beset him, allowing Spencer to take the spoils from Neil Fowler's similar car after a good fight with Josh Files's Triumph.

Pitstop race

This was an entertaining finale to the weekend as Grahame and Oliver Bryant recovered from several laps down to finish third in their Morgan, which had a five-second-per-lap advantage over the rest of the field. Josh Files (TR6) triumphed after Ian Prior/Tom Smith (MGB) retired from second towards the end.

Cockshoot/MG Cups

Novice driver Jason Simm extended his championship lead with another two Cockshoot victories after some close racing (below) with the similar MG ZS of Paul Clackett and Gary Wetton's LE 500. Robert Campbell dominated the MG Cup on both occasions, with even a jump-start penalty failing to halt the MGC driver.





In brief

Irish Ginetta Juniors

Despite the presence of just seven cars on the grid, the Juniors put on a strong display at Kirkistown. Race one fell to Jordan Dempsey after on-the-road winner John Mulholland was docked 10 seconds for gaining an unfair advantage. Wilson Thompson (above) took third, and followed this up with a cool win in race two.

Formula Sheane

Brian Hearty was the Kirkistown hero in Formula Sheane, taking back-to-back wins despite a poor start in race two that left him with a lot of work to do. Keith Hogg defeated back-row starter David Parks and Robbie Allen in their second-place battle in the first outing, with runner-up honours going to Kevin Sheane in the second race.

Saloons/GTs

Jim Hutchinson (SHP Escort) and Connaire Finn (Ginetta) shared the victories in the two Kirkistown tin-top encounters with a win apiece ahead of David Beatty's Ginetta. Among the saloons Stephen Traub and his Honda Integra proved too strong for the rest of the pack.

Sevenesque Series

Double winner Ian Conibear led throughout the opening Lydden race, but the next one began with a semi-reversed grid, so he had to fight his way through to the front. Each time, Julian Sage's Caterham 7 hounded the leader through the corners, but he could only sit and watch as Conibear's S3 version pulled away on the straights.

Quaife Saloons

Rod Birley (below) continued his winning streak at Lydden with two more to add to his tally, despite overheating issues with his Escort WRC and relentless pressure from Andy Banham's road-going Subaru. Tom Knight (BMW M3) drove well to claim third in race one, despite blatant blocking by Jez Francis' Vauxhall Nova. Bill Richards had to start race two from the back in his Rover, but he still finished third.



IRISH FORMULA VEE KIRKISTOWN, JUNE 21 500MRCI

Macaulay and Polley vie for Vee victory

FORMULA VEE HAS ALWAYS PUT ON a good show at Kirkistown. It was no exception this time, on the first of three scheduled visits this year.

With a qualifying lap inside Ray Moore's two-year-old lap record, it looked as though poleman Dan Polley might have an easy run in the race. However, reigning champion Adam Macaulay had other ideas and wasted no time in blasting through from the second row to get on his case, the two yellow cars quickly establishing a lead over the squabbling bunch behind.

For the first few laps Macaulay tried every trick in the book to get ahead, but somehow Polley retained the

upper hand, and when Macaulay eventually found a gap and squeezed through, he quickly found himself demoted again. Two laps from home, however, a slight mistake by Polley gave Macaulay another chance and he grabbed it with both hands to beat his rival to the flag by 0.9s.

The action behind was equally intense, Jimmy Furlong eventually taking the final podium spot ahead of Kevin Grogan and David O'Brien, but not before each had headed the pack.

Sean Newsome just defeated Stephen Morrin in the earlier race for Class B and C runners.

● Richard Young

FORMULA VEE (15 LAPS)

1 Adam Macaulay (Sheane FV01) 16m35.63s (82.00mph); 2 Dan Polley (Sheane FV02) +0.972s; 3 Jimmy Furlong (Sheane FV93); 4 Kevin Grogan (Leystone FV002); 5 David O'Brien (Sheane FV98); 6 Stephen Morrin (Leystone JH004). **Fastest lap** Macaulay 1m05.099s (83.61mph).

CLASSES B & C (12 LAPS)

1 Sean Newsome (Sheane FV94) 13m23.75s (81.26mph); 2 Stephen Morrin (Leystone JH004) +0.105s; 3 Anthony Cross (Sheane FV10); 4 Mark Elliott (Sheane FV99); 5 Shane McBride (Sheane FV01); 6 Brendan O'Brien (Leystone JH004).

Class winners Newsome; Morrin.

FL Morrin 1m05.705s (82.84mph).

QUAIFE INTERMARQUE LYDDEN HILL, JUNE 21-22 BARC

Simpson and Brockhurst share the wins

MATT SIMPSON SUMMED UP the first race perfectly when interviewed after his victory. "My best qualifying times were disallowed because I strayed across the track limits, but I put my head down, built up a useful lead and then throttled back," he said.

Red flags were required after a first-corner fracas involving Simpson, Malcolm Harding, Philip Young, Simon Smith and Mick

Robertson, but from the restart the current champion moved up from third place on the grid to set the fastest lap and seize the lead.

Once in front, Simpson controlled the race, despite being worried about worn tyres on the abrasive track surface. He went on to win from Lewis Smith by almost three seconds. Chris Brockhurst completed only one lap during qualifying, but he romped through the field to finish a close

third. Simon Smith's lone BMW among the Tigras was fourth.

Brockhurst's hard-fought podium place was rewarded in race two when he made a quick getaway from the semi-reversed grid and went on to win by five seconds from Lewis Smith.

Simpson started from the fourth row and did well to salvage third just ahead of Ross Loram, a fine fourth in his home-built car.

● Kerry Dunlop



RESULTS (BOTH 15 LAPS)

1 Matt Simpson (Vauxhall Tigra) 11m08.973; 2 Lewis Smith (Tigra) +2.833s; 3 Chris Brockhurst (Tigra); 4 Simon Smith (BMW Z4); 5 Malcolm Blackman (Tigra); 6 Chris Ayling (Tigra). **FL** Simpson 43.967s (80.72mph). **RACE 2 1 Brockhurst 11m12.825s;** 2 L Smith +5.273s; 3 Simpson; 4 Ross Loram (Tigra); 5 Ayling; 6 David Brooks (Tigra). **FL** Brockhurst 43.974s (80.25mph).

NATIONAL RESULTS ROUND-UP

SILVERSTONE GP JUNE 21-22, MGCC



ICONIC 50s (11 LAPS) 1 Brian Arculus (Lotus Mk9) 30m45.676s (78.08mph); 2 Alex Quattlebaum (MG LEO2) +9.796s; 3 Bruce Riches (Elva Mk5 Sports Racer); 4 Mark Ellis (MGA); 5 Nigel Grice (Austin Healey 100M); 6 Howard Maguire (MG Playford). **Class winners** Quattlebaum; Riches; Ellis; Jonathan Harmer (MG TF Sports). **Fastest lap** Arculus 2m44.103s (79.83mph). **FERRARI OPEN (10 LAPS)** 1 Arwyn Williams (458 GT3) 21m52.057s (99.85mph); 2 Marcus Hogarth (458 Challenge) +2.273s; 3 Wayne Marrs (458 Challenge); 4 Paul Ugo (360 Challenge); 5 John Shirley (360 Challenge); no other starters. **CW** Ugo. **FL** Williams 2m07.982s (102.37mph). **CONCURRENT FERRARI FORMULA CLASSIC (9 LAPS)** 1 Gary Culver (328 GTB) 22m42.222s (86.56mph); 2 Nicky Paul-Barron (328 GTB) +7.421s; 3 Jim Cartwright (328 GTB); 4 Tim Walker (328 GTB); 5 Darren Wilson (328 GTB); 6 Peter Everingham (328 GTB). **CW** Walker; Christopher Goddard (308 GTB). **FL** Culver 2m29.282s (87.76mph). **RACE 2 (12 LAPS)** 1 Williams 26m41.915s (98.14mph); 2 Marrs +15.843s; 3 Bernard Hogarth (458 Challenge); 4 Ugo; 5 Shirley; no other starters. **CW** Ugo. **FL** Williams 2m09.833s (100.91mph). **CONCURRENT FORMULA CLASSIC RACE 2 (11 LAPS)** 1 Culver 27m37.416s (86.95mph); 2 Paul-Barron +13.031s; 3 Nick Cartwright (328 GTB); 4 Wilson; 5 Everingham; 6 Goddard. **CW** Wilson; Goddard. **FL** Culver 2m28.715s (88.09mph). **THOROUGHbred SPORTSCARS (12 LAPS)** 1 Spencer McCarthy (MGB GT V8) 29m17.959s (89.43mph); 2 Neil Fowler (MGB GT V8) +14.370s; 3 Josh Files (Triumph TR6); 4 Rob Spencer (MGB GT V8); 5 Ian Prior (MGB GT V8); 6 Ken Deamer (MGB GT V8). **CW** Files; Mark Scott (MGB Roadster); Alex Thistlethwaite (Ford Mustang); Martyn Claws (MG Midget). **FL** Russell McCarthy (MGB GT V8) 2m23.022s (91.60mph). **50-MINUTE PITSTOP RACE (20 LAPS)** 1 Josh Files (Triumph TR6) 50m54.302s (85.79mph); 2 Ian Staines/Rob Griffiths (MG Midget) +35.317s; 3 Grahame Bryant/Oliver Bryant (Morgan Plus 8); 4 Martyn Adams (Triumph TR7); 5 Jonathan Evans/Ben Demetriou (Porsche Boxster S); 6 Chris Southcott/Andy Southcott (MG Midget). **CW** Staines/Griffiths; Southcott/Southcott; Simon Page (Austin-Healey Sebring Sprite). **FL** O Bryant 2m19.768s (93.73mph).

COCKSHOOT CUP (BOTH 8 LAPS) 1 Jason Simm (MG ZS) 20m27.710s (85.37mph); 2 Paul Clackett (MG ZS) +0.929s; 3 Gary Wetton (MG LE 500); 4 Ashley Woodward (MG ZS 180); 5 David Morrison (MG Midget); 6 Simon Lowery (MG ZS 180). **CW** Morrison; Adam Key (MG F VVC); Jeremy Toes (MG Midget). **FL** Simm 2m30.914s (86.81mph).

CONCURRENT MG CUP 1 Robert Campbell (MGC GT) 21m31.978s (81.12mph); 2 Alan Brooke (Rover Metro GTi) +31.250s; 3 Tom Diment (MG ZR 190); 4 Chris Dear (MG Midget); 5 Shaun Holmes (MGC GT); 6 Paul Khouri (MGB GT V8). CW Dear; David Strike (MGB GT). **FL** Campbell 2m32.667s (85.81mph). **RACE 2 1 Simm 20m28.541s (85.31mph); 2 Wetton +8.203s; 3 Woodward; 4 Morrison; 5 Howard Hunt (MG ZS); 6 David Coulthard (MGF Cup). CW** Morrison; Key; Toes. **FL** Simm 2m30.801s (86.88mph). **CONCURRENT MG CUP RACE 2 1 Campbell 21m34.227s (80.98mph); 2 Diment +43.408s; 3 Dear; 4 Khouri; 5 Barry Holmes (MGB GT V8); 6 Paul Eales (MGB GT). CW** Dear; Eales. **FL** Campbell 2m33.605s (85.29mph).

KIRKISTOWN 500MRCI, JUNE 21



IRISH GINETTA JUNIORS (BOTH 10 LAPS) 1 Jordan Dempsey 12m25.334s (73.03mph); 2 John Mulholland +4.474s; 3 Wilson Thompson; 4 Boris Nikolov; 5 James Roe; 6 Jack Finlay. **FL** Dempsey 1m11.840s (75.77mph). **RACE 2 1 Thompson 12m15.952s (73.96mph); 2 Finlay +0.177s; 3 Mulholland; 4 Nikolov; 5 Dempsey; 6 Roe. FL** Dempsey 1m12.157s (75.43mph). **FORMULA SHEANE (BOTH 16 LAPS)** 1 Brian Hearty 16m38.550s (87.22mph); 2 Keith Hogg +3.096s; 3 David Parks; 4 Robbie Allen; 5 Kevin Sheane; 6 John Linnane. **FL** Hearty 1m01.416s (88.63mph). **RACE 2 1 Hearty 16m33.772s (87.63mph); 2 Sheane +1.158s; 3 Hogg; 4 Allen; 5 Parks; 6 Brendan Carr. FL** Sheane 1m00.927s (89.34mph). **SALOON/GT (BOTH 13 LAPS)** 1 Jim Hutchinson (SHP Escort) 13m25.154s (87.88mph); 2 Connaire Finn (Ginetta G50) +0.464s; 3 David Beatty (Ginetta G50); 4 Stephen Traub (Honda Integra); 5 Martin Tracey (Ford Sierra Cosworth); 6 Richard Ryan (BMW M3). **CW** Traub. **FL** Finn 1m00.398s (90.12mph). **RACE 2 1 Finn 13m25.085s (87.89mph); 2 Hutchinson +5.163s; 3 Beatty; 4 Traub; 5 Ryan; 6 Greer Wray (Vauxhall Vectra). CW** Traub. **FL** Finn 1m00.161s (90.47mph). **FF1600 (BOTH 16 LAPS)** 1 Niall Murray (Van Diemen



David Botterill's Porsche
got a little too hot
at Silverstone

LA10) 16m30.943s (87.88mph); 2 Noel Dunne (Van Diemen RFOO) +3.055s; 3 Alan Davidson (Mondiale M89S); 4 Jake Byrne (Ray GR13); 5 Andrew Noble (Van Diemen JL012K); 6 David Nicholl (Reynard 89FF). CW Davidson; Arnie Black (Crossle 32F). **FL** Dunne 1m01.242s (88.88mph). **RACE 2 1 Murray 16m34.903s (87.53mph); 2 Byrne +9.577s; 3 Davidson; 4 Dunne; 5 Noble; 6 Nicholl. CW** Davidson; Henry Campbell (Reynard 83FF); Black. **FL** Murray 1m01.309s (88.78mph).

LYDDEN BARC, JUNE 21-22



SEVENESQUE SPORTS (BOTH 15 LAPS) 1 Ian Conibear (Caterham S3) 11m04.867s (81.21mph); 2 Julian Sage (Caterham 7) +5.411s; 3 Colin Watson (Caterham); 4 Bruce Wilson (Caterham SLR); 5 Peter Hargroves (Caterham SLR); 6 Alastair Heys (Westfield Megabus). **CW** Sage; Wilson; Heys. **FL** Conibear 43.498s (82.76mph). **RACE 2 1 Conibear 11m12.103s (79.28mph); 2 Sage +7.835s; 3 Watson; 4 Heys; 5 Wilson; 6 Hargroves. CW** Sage; Wilson; Heys. **FL** Conibear 44.040s (81.08mph). **QUAIFE MW SALOONS (BOTH 15 LAPS)** 1 Rod Birley (Ford

Escort WRC) 11m44.812s (76.17mph); 2 Andy Banham (Subaru Impreza) +1.127s; 3 Tom Knight (BMW M3); 4 Jeremy Francis (Vauxhall Nova); 5 Tony Paxman (Ford Escort Mk1); 6 Pete Winstone (Ford Escort Mk1). **CW** Knight; Francis; Paxman; Dave Charlton (SEAT Leon). **FL** Birley 45.420s (79.26mph). **RACE 2 1 Birley 11m49.087s (75.71mph); 2 Banham +0.304s; 3 Bill Richards (Rover Mini Clubman); 4 Paxman; 5 Andy Woods-Dean (Renault Megane Coupe); 6 Winstone. CW** Richards; Woods-Dean; Jamie Liptrott (BMW M3); Stephen Dann (Volkswagen Golf). **FL** Birley 45.796s (78.61mph). **CANNONS TIN TOPS (BOTH 15 LAPS)** 1 Chris Whiteman (Honda Civic Type R) 12m05.047s (74.05mph); 2 Barnaby Davies (Toyota Starlet GT) +8.426s; 3 Russell Turner (Ford Escort Mk1); 4 Vipe Hope (Honda Civic Type R); 5 Chris Bassett (Peugeot 205 GTi); 6 Terry Searles (MG ZR190). **CW** Davies; Peter Osborne (Renault Clio); Kieron Lehan (Citroen Saxo); Tristram Barden (Rover Mini). **FL** Whiteman 47.636s (75.57mph). **RACE 2 1 Whiteman 12m13.299s (73.63mph); 2 Davies +12.727s; 3 Hope; 4 Turner; 5 Tom Bridger (Rover 220 Turbo); 6 Osborne. CW** Davies; Bridger; Neal Gardiner (Rover Metro); Osborne. **FL** Whiteman 47.423s (75.91mph).



Hutchinson's SHP Escort
and Finn's Ginetta G50
shared Irish victories

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THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week



Then and now: the Österreichring (left) and the Red Bull Ring

Despite changes, circuit retains organic old-school feel

Bring back the Österreichring!

Last week's piece about the Austrian Grand Prix was interesting, in particular the aerial shot of the current track. I went to the GP there in 1980 and bought this (pre-Hella-Licht chicane) postcard, which I couldn't resist putting alongside your picture (above).

The layouts are essentially the same, but the difference in the bends is striking. Why are Turns 1, 2 and 3 such dreadful, awkward 'elbows'? They won't be any fun

for the drivers and those 40mph camera tracking shots from the inside of Turn 2 are so slow they are embarrassing.

OK things needed slowing a bit but 40, 60, 70mph? Corporate prokarts go that 'quick'! One can only hope that once Dietrich Mateschitz realises how un-extreme his track is he will do something about it, and perhaps think about how to film racing cars so they look exciting.

John Grace, via email

The new-for-2015 regulations

for standing starts after a safety-car period may seem a tad artificial but do actually make a bit of sense.

Safety is all-important for drivers, marshals and fans alike and by neutralising the track, it gives an opportunity for problem areas to be cleared up with minimal risk. The notion that a driver can have his race compromised by a poor restart is, in reality, no different than what happens under a rolling start where all previous advantages are wiped out.

Why real criticism arises is that fans feel they are not consulted on such

changes and that's what makes some of them, such as double points, seem absurd.

However, it would be impossible to get all fans to agree on such matters and that's probably why its best left to the FIA and teams to decide.

Michael Brierley, Stalybridge

In an era when we are blessed

with so much historic racing – in fact too much really, since it results in date clashes which, in turn, leads to reduced grids – it is good to note that a realistic air of cooperation between clubs is beginning to materialise.

FISCAR has worked with a number of clubs in recent years, namely MGCC, VSCC, HSCC, BDC, CCRC and MSCC, who have kindly provided us with the opportunity of showing off lovely examples of 1950s sports and GT cars that make up our club.

Last Sunday we entered our new FLIERS class for small sports-racing cars of the 1950s, as well as some of our usual Historic Inter-Marque cars, into the MGCC's Iconic 50s race at their MG90 celebration on the Silverstone GP circuit and the resulting grid was a delight to see.
John Turner (chairman – FISCAR)

In pictures

Red Bull Ring special: snapping the legends driving some luscious racers

LAUDA BACK HOME IN 312T2
Austrian F1 superstar Niki Lauda was reunited with his Ferrari 312T2 from the infamous 1976 season at the Red Bull Ring. The 65-year-old did a demo run in the flat-12 racer



KNIEPEISS/GETTY

VETTEL TRIES RBR MAN'S OLD BRM

The world champion gave Red Bull advisor Helmut Marko's 1972 BRM P160B an airing. It's unclear if he preferred it to his current Red Bull RB10



THOMPSON/GETTY

VETTEL POSES WITH AUSTRIAN F1 LEGENDS...

He's well-known for having plenty of retro fever, so the world champion will have enjoyed his time with (l-r) Messrs Lauda, Berger and Marko



COATES/LAT

... AND IS IN A 'RUSH' TO SHOW APPRECIATION

Soon after Niki Lauda finished his demo in the Ferrari 312T2, Vettel was there to shake hands with the three-time F1 world title winner



THE BACK STRAIGHT

In the shops

Desirable new releases

ART OF F1 RACE CAR BOOK

£30 – qbookshopuk.co.uk

The updated version of a book that combines stunning studio photography from James Mann and concise, crisp prose from Stuart Codling adds several cars to the roster, including the Brawn BGP001, Red Bull RB6 and Lotus E21. Every image is a delight and the historical narrative informs and entertains, as does the frank appraisal of each car's merits from design ace Gordon Murray.



MG BTCC OFFICIAL APPAREL

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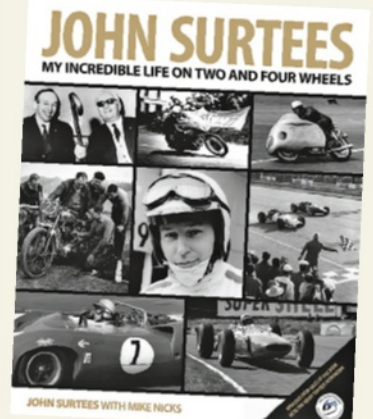
The official range of MG Triple 8 British Touring Car championship clobber comprises caps, t-shirts, polo shirts, track tops and jackets – all of which feature the correct sponsors' logos and current team branding. Pictured below are the adjustable cap (£14.99) and waterproof jacket (£119.99) for all you Jason Plato and Sam Tordoff fans.



JOHN SURTEES BIOGRAPHY

£50 – evropublishing.com

A glorious, heavyweight tome compiled by the only man to win world titles on two and four wheels and his friend Mike Nicks, the 304-page photo memoir charts Big John's career, with proceeds going to the Henry Surtees Foundation. All copies ordered on the website will be hand signed by Surtees.



WHAT'S ON

ON TRACK IN THE UK

GOODWOOD FESTIVAL OF SPEED

June 26-29

www.grrc.goodwood.com

A normally quiet corner of West Sussex hosts a feast of motorsport exotica and racing legends ranging from past world champions to the current F1 stars amid Lord March's now legendary motor racing garden party. This year's theme is 'Addicted to Winning'.

CROFT

BARC

June 28-29

www.croftcircuit.co.uk

The British Touring Car Championship makes its annual trip to Yorkshire amid new controversy over whether the rear-wheel drive BMWs and Audis have too great an advantage, and whether the imposition of a longer first gear will redress the balance sufficiently for angry rivals.

liking. With its blend of a narrow opening complex and fast, challenging corners at the back, Croft guarantees action for both the BTCC and its support package, which as usual showcases much of Britain's emerging racing talents in Formula Ford, Ginettas, Porsches and Renault Clio.

OULTON PARK

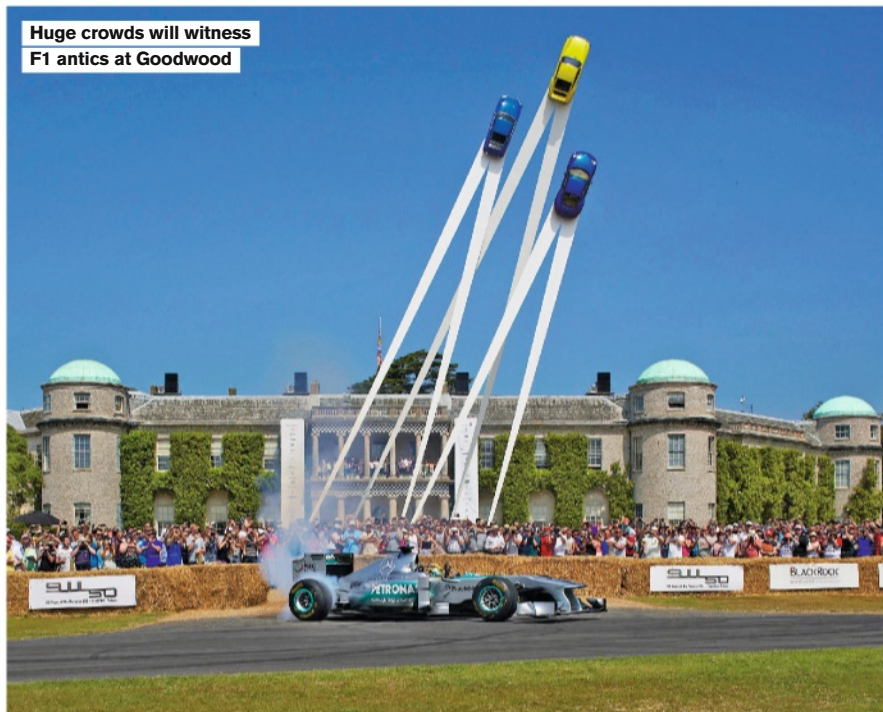
BRSCC

June 28

www.oultoupark.co.uk

The BTCC stars felt it was hard to overtake on Oulton's mighty International layout, but that's unlikely to be a problem for the racers in the Caterham Academy, Northern Formula Ford 1600 and the Mazda MX-5s in particular, as they take to the Cheshire track for some typically hard-fought, wheel-to-wheel racing, joined by the packed grids of Sports 2000 racers.

Huge crowds will witness F1 antics at Goodwood



CADWELL PARK

MSVR

June 28

www.cadwellpark.co.uk

The VAG Trophy, Golf GTi Championship, Production BMW Championship, Toyo Racing Saloons, Atom Cup and Morgan Challenge share the MotorSport Vision bill at the picturesque Lincolnshire track.

BRANDS HATCH

AMOC

June 28-29

www.brandshatch.co.uk

It's a weekend of Aston Martin celebrations in Kent, where machinery ranges from the vintage classics of the Pre-War Challenge to the one-make Aston GT4 series, plus Intermarque contests.

PEMBREY

VSCC

June 28-29

www.vsc.co.uk

A sprint and a 90-minute team relay race feature on the bill for the vintage racers' annual trip to the South Wales motorsport outpost. The Welsh Sports and Saloons field will also have an outing.



The BTCC makes the trip to Yorkshire for round five

ON TRACK AROUND THE WORLD

INDYCAR SERIES

Rd 8/15

Houston, Texas, USA

June 28-29

indycar.com

RALLY POLAND

World Rally Championship

Rd 7/13

Mikolajki, Poland

June 26-29

wrc.com

DTM

Rd 4/10

Norisring, Germany

June 29

dtm.de

Robert Kubica tackles his home WRC round

EUROPEAN FORMULA 3

Rd 6/11

Norisring, Germany

June 28-29

fiat3europe.com

FORMULA RENAULT 3.5

Rd 5/9

Moscow Raceway, Russia

June 28-29

renaultsport.com

DTM hits Norisring

BLANCPAIN ENDURANCE SERIES

Rd 3/5

Paul Ricard, France

June 28

blancpain-gt-series.com

NASCAR SPRINT CUP

Rd 17/36

Kentucky Speedway, USA

June 28

nascar.com

UNITED SPORTSCAR

Rd 6/12

Watkins Glen, New York, USA

June 29

imsa.com

WORLD RALLYCROSS

Rd 4/12

Kouvola, Finland

June 28-29

rallycrossrx.com

AUTO GP

Rd 5/8

Imola, Italy

June 28-29

autogp.net

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY JUNE 26

1100-1200 BT Sport 1

Motorsport Tonight

1900-2000 BT Sport 2 LIVE

WRC: Rally Poland

2130-2200 BT Sport 1

World Series Magazine: Spa

FRIDAY JUNE 27

1100-1200 BT Sport 2 LIVE

WRC: Rally Poland

1800-1900 BT Sport 2 LIVE

WRC: Rally Poland

2000-2100 Sky Sports F1

The F1 Show

2100-2145 Sky Sports F1

F1 Classics: British GP 1991

2130-2200 BT Sport 1

WRC: Rally Poland day two highlights

SATURDAY JUNE 28

0945-1230 BT Sport 2 LIVE

Renault World Series: Moscow Race 1

1000-1105 Motors TV LIVE

European Formula 3: Norisring Race 1

1115-1230 British Eurosport LIVE

Formula Renault 3.5: Moscow Race 1

1300-1400 BT Sport 2 LIVE

WRC: Rally Poland

1400-1530 Motors TV LIVE

Goodwood Festival of Speed

1415-1445 British Eurosport 2 LIVE

Auto GP: Imola Race 1

1530-1745 Motors TV

NASCAR Nationwide: Kentucky

1745-2135 Motors TV LIVE

Blancpain Endurance Series: Paul Ricard

1800-1830 BT Sport 1

WRC: Rally Poland day three highlights

2030-2300 ESPN LIVE

IndyCar: Houston Race 1

2100-2145 Sky Sports F1

F1 Classics: British GP 1994

2330-0400 Premier Sports LIVE

NASCAR Sprint Cup: Kentucky

SUNDAY JUNE 29

0945-1230 BT Sport 2 LIVE

Renault World Series: Moscow Race 2

0950-1105 Motors TV LIVE

European Formula 3: Norisring Race 2

1030-1115 British Eurosport 2 LIVE

Auto GP: Imola Race 2

1100-1200 BT Sport 1 LIVE

WRC: Rally Poland powerstage

1115-1230 British Eurosport LIVE

Formula Renault 3.5: Moscow Race 2

1415-1520 Motors TV LIVE

European Formula 3: Norisring Race 3

1500-1700 Sky Sports F1

Goodwood Festival of Speed

1600-2235 Motors TV LIVE

United SportsCar Championship:

Watkins Glen Six Hours

1815-2000 BT Sport 2

DTM: Norisring highlights

2030-2300 ESPN LIVE

IndyCar: Houston Race 2

2100-2245 Sky Sports F1

F1 Classics: British GP 2003

2130-2200 BT Sport 1

WRC: Rally Poland day four highlights

2335-2350 British Eurosport

Motorsports Weekend

MONDAY JUNE 30

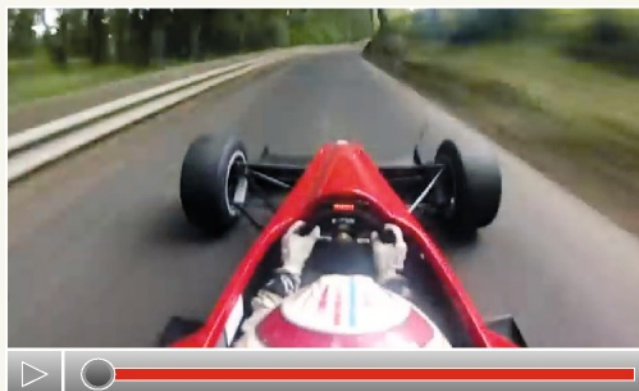
2100-2300 Sky Sports F1

F1 Classics: British GP 2008

ONLINE

HOT ON THE WEB THIS WEEK

YouTube **JOS GOODYEAR BREAKS DOUNE HILLCLIMB RECORD**



SEARCH FOR: Jos Goodyear GWR Raptor Doune 35.05 (2:34)

British Hillclimb Championship ace Jos Goodyear beats his previous, record-breaking, first-run best at Doune Scotland. The GWR pedaller was pipped by rival Scott Moran later on, the Gould driver the first to dip below 35 seconds.

AUTOSPORT+

Exclusive content coming up in our premium website this week

Watch all the action from the Goodwood Festival of Speed with live video on autosport.com throughout the event, and follow Robert Kubica's Rally Poland homecoming with live WRC radio and our Race Centre Live coverage of all the weekend's action from across the world.

GET AUTOSPORT ON THE MOVE

IN THE IPAD ISSUE THIS WEEK

- HIGHLIGHTS FROM NASCAR, WTCC, ERC & GOODWOOD FoS PREVIEW
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Revved up over what's on the box

Question: Saturday night...

- A) ...is alright (for fighting);
B) ...at the movies;
C) ...is for watching NASCAR Nationwide on Motors TV?

If, like me, it's the last one, you'll have been treated to one heck of a race from Road America last weekend. Not only did the good ol' boys have to deal with turning right for a change, but a fine rain (the kind that soaks you through) meant it was too slippery for slicks and not wet enough for wets (inters don't exist in America).

During the delay to the start, the commentators banded on about the 'tyre specialists' and their tough decisions... Really? Come on, it's pretty binary stuff

guys! Speaking of the comms there was a great bit when they left their mics open while the US was on a break, and anchorman Allen Bestwick had to check whether the event sponsor was



"Gardner Denver or Denver Gardner?"

One of his pundits for the race was Cup veteran Dale Jarrett, who revealed he'd never been to Road America before. What a great example of the divide between oval and road racers, and – guess what? – he was blown away by how mega the track was. Imagine an F1 driver going to the Nurburgring and being oblivious to the presence of the Nordschleife? Hang on, that's probably true too.

On the subject of co-commentators it was great to hear Gary Anderson join Will Buxton in the box for GP3 at the Red Bull Ring. Not only could he add great technical insight and race-strategy observations, when the race was boring

(and Saturday's was tedious) he can just regale us with anecdotes of the old Osterreihing and Rubens Barrichello's days at Jordan, which were much more interesting than what was going on at the time. And his mere presence stopped Buxton from saying "baddle" when he means "battle".

For GP2 last weekend, Will was joined by Robin Frijns. Now if there's a talent sitting on its arse in that paddock who should be racing it's him (Frijns, not Buxton), but not one miserable word from the Dutchman about how unfair it was that he wasn't racing. Now Luca Filippi has landed an IndyCar drive, maybe Frijns should follow...

Revved Up

Taki Inoue

"I said to myself: 'Crash, you bastards, then I can get a point'. They didn't"

■ Italian GP ■ Monza ■ September 10, 1995 ■ Footwork FA16-Hart ■ Close to a point-scoring finish



Inoue came close to scoring a point at Monza in '95

OBVIOUSLY I FIND IT

difficult to choose a race of my life because most of them were shit!

I have very good memories of my 1988 season in Formula Ford 1600 when I did 27 race weekends. It was like a university year in my racing life with David Sears. Great times. I even raced with my future F3000 team-mate Vincenzo Sospiri that year, which is remembered for his great performance at the Festival. I think even Schumacher was there that weekend too but did not make much of an impression.

But in 1995, when I did a whole season of F1 for Footwork, I had an interesting race at Monza, finishing in eighth place. Now it would have been four points but then it was nothing. I can't remember where I started from on the grid but it was probably on the back row [it was 20th of the 24 starters – Ed].

There are two big memories from the race. The first one is the obvious one, the other is the crash between Damon Hill and Michael

Schumacher. I remember going through the long right corner [Curva Grande] and looking in the mirror to see Michael's Benetton. I even recognised the helmet from that glance and I moved to the left to let him through. Then I saw Damon who was very close to him but I didn't see him until quite late.

Damon came in front of me and basically missed his braking and


smashed in to Michael. I could hear the crash and see them spinning off in front of me and just thought: 'Oh dear, I will miss a good fight here when they get out of the car!'

After the race [team boss] Jackie Oliver said: "Taki, zip your mouth shut tight, say nothing". This was very difficult for me because I like to talk a lot but he was right because the F1 stewards looked in to the

incident to see if I had caused anything. No action was taken though and I have never spoken to Michael or Damon about it all. They were gods to me then and I was just a nobody. I couldn't speak to them; in fact I felt as if I wasn't allowed to.

So back to the race. I had now got rid of my two biggest rivals at the Ascari chicane! I was at the back of course, but with high attrition I was up to eighth place. Up ahead I could see Jean-Christophe Boullion in the Sauber and my team-mate Max Papis. They were fighting like madmen, interlocking wheels and touching for the final point. I said to myself: 'Go on, crash you bastards, then I can get a point.' But they couldn't quite manage it for me and I stayed in that damn eighth position, a few seconds behind JCB and Max.

I remember thinking afterwards when I was knackered: 'I did all that and have nothing to show for it'.

You'd have thought that was a feeling I'd got used to by then!  Taki Inoue was talking to Sam Smith

PROFILE



TAKI INOUE CUT HIS RACING

teeth in the UK in 1988 driving for David Sears in a Van Diemen RF88. Modest results followed throughout sporadic F3 and F3000 appearances until he bought F1 seats at Simtek in 1994 and then at Footwork in 1995, during which his season is best remembered for several bizarre incidents. Now 50, Inoue has business interests in Monaco and manages GP2 racer Kimiya Sato.

NEXT WEEK

BRITISH GP PREVIEW

Plus: Goodwood Festival of Speed & Croft BTCC



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halfords

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** 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)

* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.



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