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POLE POSITION

F1 2014 serves up more fireworks in Germany

ALTHOUGH THE FAN TURNOUT LAST WEEKEND LEFT A little to be desired compared to Silverstone, the Red Bull Ring and Montreal, those who did attend were treated to another thrilling grand prix at Hockenheim – and a second home winner on the trot.

While I can't promise similar fireworks at the Hungaroring this weekend (most likely quite the opposite, although I can predict with certainty that a Hungarian won't win), it underlined once more how spectacular the current breed of racers can be.

The lowly starting spot of Lewis Hamilton and early delays to Daniel Ricciardo and Kevin Magnussen meant we were guaranteed some charging recovery drives, while Sebastian Vettel and Fernando Alonso renewed their fearsome Silverstone duel. The only reason it didn't get a five-star rating was the lack of a credible rival for dominator Nico Rosberg, who is riding the crest of his wave.

The sole unsatisfactory aspect of the race for me was the time it took to remove Adrian Sutil's Sauber from the middle of the circuit. While nobody likes to see a race littered with safety cars, I certainly worry when I see marshals having to run across the track while cars race past at close proximity through the exit of a high-speed corner.



Bradley

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FROM THE ARCHIVE

Film star James Garner, who passed away last Sunday, presents Mika Hakkinen with his AUTOSPORT Award in 1999



J BLOHAM/LAT

➔ **P90 RACE OF MY LIFE: PETE ARON**

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THE BIG PICTURE

Felipe Massa walked away from the biggest crash at the first corner of a grand prix for years at Hockenheim after clashing wheels with McLaren's Kevin Magnussen



This week in F1

ROSBERG AND MALDONADO INK FRESH DEALS

World championship leader Nico Rosberg has signed a multi-year deal to remain at Mercedes, while Pastor Maldonado has re-signed with Lotus for 2015.

Rosberg, who joined Mercedes in 2010, said: "It has been a difficult road to get to where we are now, but everybody kept believing and we are now leading the way in Formula 1. I'm looking forward to the next years together."

Maldonado followed main

backer PDVSA to Lotus after leaving Williams at the end of last season. Lotus team owner Gerard Lopez said the Venezuelan would flourish with the team despite a difficult first season so far.

"Despite the difficulties we've had so far, he recognises our true potential as a team and we recognise his true potential as a driver," Lopez said. "We will achieve great things together."

KEY PLAYERS IN 2015 DRIVER MARKET

Rosberg Agreed new "multi-year" deal with Mercedes ahead of German Grand Prix.

Hamilton Out of contract after 2015 but "relaxed" about his future.

Vettel Contracted to Red Bull until the end of next season.

Ricciardo Set to be retained by Red Bull after impressive step up from Toro Rosso.

Alonso Contracted to Ferrari until the end of 2016, but courted by rivals, most notably McLaren.

Raikkonen Under option to remain at Ferrari for 2015.

Button Out of contract with McLaren at the end of 2014 and negotiations over a fresh deal have stalled.

Magnussen Impressive recently, but McLaren yet to indicate whether it will retain its rookie.

Grosjean Remains equivocal over staying at Lotus beyond this season.

Bottas Signed to Williams for 2015, but stock is growing by the race and there are ways out of the contract.

Hulkenberg Multi-year deal with Force India, but can opt out if one of the top two teams comes calling.



ETHERINGTON/LAT

Ferrari promises better for Alonso

Ferrari hopes a "decisive" step forward from next year's car will convince Fernando Alonso to commit his long-term future to the team.

Alonso's current contract runs until the end of 2016, and Ferrari knows it needs to improve dramatically to stop the double world champion being lured away by a rival team.

Ahead of the German Grand Prix, Ferrari technical chiefs briefed Alonso at the Maranello factory about plans and how their 2015 challenger is taking shape.

Technical director James Allison hopes Alonso will be convinced to commit his future to the Scuderia.

"I guess he has sat through a few

of these meetings already," Allison said. "I hope the presentations I put his way, as well as those of a few of my colleagues, have been convincing."

This is my 14th season in Formula 1, so I've seen many projects in July and August



Fernando Alonso

ALONSO AND FERRARI IN NUMBERS

11	87 RACES	5	SEASONS TOGETHER	0	TITLES
WINS		8	FASTEST LAPS	4	POLE POSITIONS
1126	POINTS	3	CHAMPIONSHIP RUNNER-UP TROPHIES	43	PODIUMS

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PA ARCHIVE

Button gets new race engineer

Olympic rowing silver medallist Tim Stallard became Jenson Button's McLaren race engineer from last weekend's German GP. Button's former engineer Dave Robson is moving on to another role at the Woking team.



COATES/LAT

Staff lay-offs at Caterham

Caterham has axed more than 40 members of staff as part of a major restructuring under its new ownership.

Former team manager Graham Watson, head of track operations Gerry Hughes and deputy technical director Jody Eggington have all left.

In the new structure, team principal Christijan Albers will be supported by general manager Manfredi Ravetto, with Simon Shinkins joining the squad as chief operating officer. Ex-Ferrari head of logistics Miodrag Kotur has replaced Watson, with Gianluca Pisanello being promoted to head of track engineering.

John Iley has been made the squad's technical director.

"We had meetings over the past couple of months with the previous and new management, but the decision we took to leave Caterham is the right one for my career."



Ex-Caterham F1 reserve driver Alexander Rossi

F1 TEAMS REMOVE FRIC SUSPENSION

Teams removed their FRIC suspension systems for the German GP, ending fears that the weekend could be overshadowed by protests.

The FIA issued a technical directive following the British GP, stating it believed the legality of the front-and-rear-interconnected suspension systems used in the sport since 2008 could now be challenged under moveable-aerodynamic-devices rules.

The governing body hoped all



teams would agree to delay a full-blown ban on the systems until 2015, but a lack of agreement once the FIA issued its directive created potential for protests should any team opt to continue running FRIC.

McLaren was the first team to declare intentions to remove its system, but racing director Eric Boullier (left, above) described suggestions it was responsible for making the FIA aware of potential FRIC illegality as "bullshit".

GERMAN GP QUALIFYING PACE COMPARISON CHART

What difference did the loss of FRIC make? This doesn't tell the whole story, but it shows the gain or loss in pace relative to Mercedes based on speed at Hockenheim, compared with the average taken from the previous nine races of the season.

	-1% (gain)	Mercedes average pace	+1% (loss)
Mercedes			
Williams	-0.984%		
McLaren	-0.730%		
Marussia		-0.270%	
Toro Rosso		-0.044%	
Caterham		-0.012%	
Force India		+0.024%	
Sauber		+0.027%	
Red Bull		+0.068%	
Ferrari		+0.466%	
Lotus		+0.525%	



SBLOXHAM/LAT

TODT BACKS FERRARI CALL

FIA president Jean Todt has backed Ferrari boss Luca di Montezemolo's call for Formula 1 to hold a summit meeting to discuss the future of the sport. "I'll call around a table sponsors, journalists, new media, organisers, current and past racing drivers, and the constructors," said Todt, in an interview with Italian newspaper *Gazzetta dello Sport*. "I will welcome the most interesting proposals."

BIG NUMBER

38.4

The percentage of F1 races won by German drivers since Michael Schumacher's first success at the 1992 Belgian Grand Prix.

P30 WHY GERMANS AREN'T WATCHING F1

Unsafe-release rules revised

Formula 1 chiefs are pushing to change the penalty system for unsafe releases at pitstops, after complaints from drivers it is unfair.

The FIA has awarded 10-place grid penalties for offences this season, in the wake of a cameraman being hit by a loose wheel from Mark Webber's Red Bull at last year's German Grand Prix, but drivers have expressed unease about the severity of the penalty for something outside their control.

An FIA source said it hoped the situation could be clarified before teams returned from the summer break: "A realistic target for a change would be the Belgian GP."

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Jonathan Noble

F1's newshound

The sport's old guard is getting jumpy about the new generation of exuberant racers but it's their speed that should be the main worry

Not many people agree with Felipe Massa that he was an entirely innocent party in that first-corner crash at the German Grand Prix. However, I do agree – although for entirely different reasons – with his sentiments that F1's top drivers had better be keeping an eye out for the young rising stars right now.

Massa may be talking about youthful exuberance causing a few too many first-lap crashes – although have there really been that many this season? But Hockenheim marked another step in a generation change that is going on right now.

The real question Massa should be asking himself is not why Magnussen has shown so little desire to back off with his aggression early in the races but just why the Dane is right up there battling near the front in the first place. For just as Daniil Kvyat is doing a great job in his rookie season, that Magnussen has come in, knuckled down after some early-season frustrations in the wake of that brilliant debut in Australia and is now putting big pressure on Jenson Button, says everything about the excitement the young talent is bringing to F1.

Yet perhaps the greatest endorsement of the quality of F1's new generation had nothing to do with the rookie at Hockenheim. Instead, it came from Fernando Alonso, as he got involved in some pretty intense battling with Red Bull duo Sebastian Vettel and Daniel Ricciardo.

We had been thrilled a fortnight ago at Silverstone when Alonso and Vettel showed F1 off at its very best as



not to be trusted, one who getting too close to risked contact, then you can be sure he would have given him a wide berth on each occasion they came close. But it wasn't like that at all. The intensity and closeness of their driving showed that Alonso had accepted Ricciardo in to the big boys' club: he is now a rival that he knows he can race to the very edge with, maintaining total belief that things will be played fairly and, more importantly, safely.

Ricciardo has certainly been one the surprises of the

“The German GP marked another step in a generation change that's going on right now”

they fought wheel-to-wheel for position. History seemed to repeat itself in Germany, when again Vettel and Alonso locked horns with some similarly spectacular stuff.

This time, though, Alonso faced a double Red Bull whammy as it was Ricciardo who dug deep with some brilliant defending, aggressive re-overtaking and a spirited fight in a battle that would leave the pair separated by just 0.08 seconds at the chequered flag.


And while it has been no surprise to hear praise being heaped on Ricciardo from his Red Bull bosses this year during a remarkable campaign, perhaps the biggest affirmation of the Australian's ability came from the way Alonso seemed to revel in their battle. To fight so close to each other – often with centimetres to spare between the Red Bull and Ferrari as they swooped through the two stadium sections – showed the tremendous amount of respect that exist between the pair.

Were Alonso to feel that Ricciardo was a youngster

season, and his hard edge on track has not dulled his charm and cheeky sense of humour off it.

For a sport that gets complaints thrown at it regularly about drivers no longer having personalities, Ricciardo is certainly proving to be a total exception. He often opens his press briefings singing songs. He cracks jokes about how good looking, or not, he is. He was even hilariously captured on television trying to make his race engineer Simon Rennie laugh in the garage at Hockenheim with some ridiculous dancing. Rennie didn't crack.

F1 needs its young generation, and all the signs point to some great excitement about what is to come, and indeed what is happening now with Magnussen, Kvyat, Valtteri Bottas and Ricciardo piling more and more pressure on the old guard.

Times are changing. And Massa is right – the old boys are going to have to watch out more and more for the youngsters. But it's not for their crashes they need to be worried, it's their speed. 

This week in motorsport

MERHI RETURNS TO F3 IN MACAU BID

Formula Renault 3.5 title contender Roberto Merhi will contest this weekend's British Formula 3 Championship round at Spa as he bids to compete in November's Macau Grand Prix.

Spaniard Merhi, the 2011 F3 Euro Series champion, will race a Double R Racing Dallara-Mercedes F312. The ex-DTM racer is competing in the Belgian event because he must contest an F3 race in the current calendar year to be eligible for Macau.

Meanwhile, Carlin has expanded to four cars for the Spa 24 Hours support event. Ed Jones, who has been out of action since breaking a vertebra in May, and Sean Gelael will race their F3 European Championship cars, but will not compete for points. Sam MacLeod switches from Fortec Motorsport to one of Carlin's regular British F3 cars.

Performance Racing enters the series with Swede John Bryant-Meisner, who has been competing in European F3 this season with Fortec. Four cars from German F3 means the grid has expanded to 14, double the previous season best.



McLaren 650S takes to track

The new McLaren 650S GT3 contender has begun testing. The replacement for the MP4-12C has run at Snetterton and, last week, at Silverstone in the hands of McLaren factory drivers Rob Bell and Kevin Estre.

TC3 TAKES SHAPE FOR 2015

Former World Touring Car Championship promoter Marcello Lotti has revealed that the new TC3 International tin-top series will be limited to eight teams running three cars each.

The Italian added that the series is intended to form the base level of a

'touring car pyramid' and, through its adoption of a balance of performance, hopes to attract manufacturers.

AUTOSPORT understands that TC3's 2015 F1 support slots would largely be in the east, via an Asian TC3 initiative built on a platform of the Asian GT series.

WRC about to get noisier

The next generation of World Rally Cars look set to be bigger, louder and potentially more powerful as the FIA moves to answer criticism of the current cars.

The governing body will use the 2017 technical regulations to promote a wider diversity of looks and sounds from World Rally Cars. Initial discussion is centred on using fuel flow to balance the performance of engines – with potential for hybrid technology – allied to a step up to bigger cars, possibly

even segment-D motors such as Volkswagen's Passat.

WRC Commission president Carlos Barbosa said: "We are at the beginning of the discussions for the 2017 cars. But this [fuel-flow regulation] is the principle. We cannot take this meeting as the final meeting, but I think we are going in a very good way. One thing is sure: these regulations will be decided before the end of this season."



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LATE ENTRIES BOOST SPA 24

Former British Formula 3 champion Marko Asmer is among the late entries for this weekend's Spa 24 Hours.

The Estonian will race a Molitor Racing System McLaren MP4-12C in which he has contested three ADAC GT Masters rounds this season. His team-mate in Masters, Florian Spengler, will join him in the Pro-Am entry alongside ex-Formula 2 race winner Kazimieras Vasiliasukas and Russian GT stalwart Alexei Vasiliev.



HTP Merc team tweaks line-up

Here are some of the significant late entries, which have boosted the grid for the Blancpain Endurance Series double-points round to 61 cars:

- Giorgio Pantano, who races for the Bhaitech McLaren team in the Blancpain Sprint Series, will race the Boutsen team's MP4-12C Pro-Am entry.
- McLaren irregular Tim Mullen has completed the line-up in the VonRyan Racing MP4-12C alongside V8 Supercars star Shane van Gisbergen and factory driver Rob Bell.
- Formula Renault 3.5 driver Jazeman Jaafar's place in the extra Mercedes SLS AMG GT3 fielded by HTP Motorsport alongside 2013 Spa winners Maximilian Buhk and Maximilian Gotz has been confirmed.
- FIA GT1 World Championship race winner Xavier Maassen has replaced Lucas Wolf alongside Stef Dusseldorp and Sergei Afanasiev in HTP's #85 entry.
- Sebastian Loeb Racing regular Mike Parisy – who races an Audi for the rally legend in French GT – will race Black Falcon's extra Merc alongside Yelmer Buurman and Briton Adam Christodoulou.
- Audi factory driver Marc Basseng has been placed in the Czech ISR team's R8 LMS ultra with Filip Salaquarda and Fabian Hamprecht.

In brief



HAWKSWORTH TO USC

IndyCar rookie Jack Hawksworth (above) makes his United SportsCar debut this weekend at Indianapolis. The Yorkshireman will partner Chris Cumming at RSR Racing in the PC class for one-make ORECA-Chevrolet racers. He replaces Alex Tagliani, who is serving a one-race ban for an incident last time out at Watkins Glen.

BTCC GOES FORTH

Four British Touring Car racers will be demonstrated alongside six ex-Jim Clark machines on the Forth Road Bridge on August 21, ahead of the championship's visit to Knockhill. The cars of Scots Gordon Shedden, Glynn Geddie, Aiden Moffat and Dave Newsham will be part of the parade, marking the 50th anniversary of Clark's BTCC title in a Lotus Cortina.

HIGGINS CHAMP AGAIN

Victory on last weekend's New England Forest Rally was enough to seal Briton David Higgins's fourth straight Rally America title. In total, it was the Subaru Rally Team USA man's sixth Stateside crown.

DRAGON D'AMBROSIO

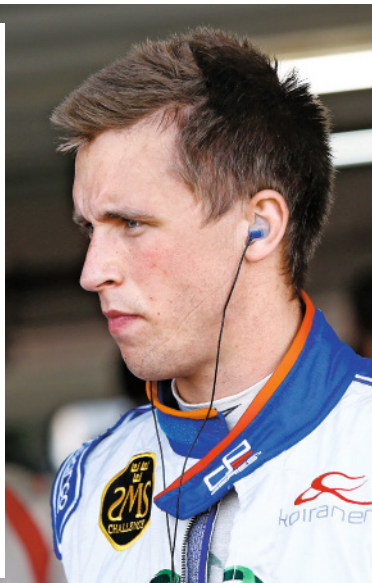
Ex-Formula 1 driver and current Bentley works GT pilot Jerome d'Ambrosio is the latest contender to cement a deal for the all-electric Formula E series. The Belgian will race for Dragon Racing, where he will partner Mike Conway. D'Ambrosio has driven in the Donington FE tests for China Racing, which has yet to confirm any racers.

Eriksson's penalty anger

GP3 title contender Jimmy Eriksson was left fuming after a post-race penalty at Hockenheim cost him ground to points leader Alex Lynn.

A 20-second time penalty demoted the Swede from third – one place ahead of Lynn – to 15th, after he ran wide at the hairpin under yellow flags while holding off Lynn.

"In my opinion, the penalty handed out to me at Hockenheim was extremely severe," said Eriksson. "I do not agree with the view of the stewards. I braked much earlier than normal and backed off significantly – the penalty is out of proportion."



BIG NUMBER 71.86

Percentage of total points available scored by British drivers in the Hockenheim GP3 round. Of the 167 on the table, Alex Lynn grabbed 28, followed by Jann Mardenborough (21), Dino Zamparelli (20), Nick Yelloly (18), Dean Stoneman (18) and Emil Bernstorff (15).



Coupe-only future for LMP2

LMP2 looks certain to become a coupe-only category from 2017.

The Automobile Club de l'Ouest, which jointly writes the P2 rulebook with the FIA, has stated that the first proposal for the new rules will mandate closed-top body shapes. ACO sporting manager Vincent Beaumesnil stated: "The new LMP2 in 2017 will be for closed-top cars. The main principle of what we will submit to the World Motor Sport Council is that the current LMP1 monocoque rules will be the basis for P2."

The ACO's confirmation of the plan to phase out open-top cars follows the moves of the leading constructors in the class.



Prodrive's next M40 landmark

Prodrive has left the building... and this is what the Banbury firm's new M40-side home will look like from April 2015. The bulldozers will level the current building – an ageing icon of Banbury's Junction 11 – later this year.

New Auto GP car on the way

An all-new one-make Auto GP single-seater could be ready to run in December.

Auto GP boss Enzo Coloni has revealed that a replacement for the Lola B05/52 former A1GP car, announced back in 2012, is under construction in the workshops of Coloni Motorsport. But he stressed that it

will only race if backing is found to fund the construction of a run of cars.

"We will finish the car in December if everything is OK," said Coloni, who has designed the chassis in cooperation with ex-Ferrari/Williams man Enrique Scalabrini. "Maybe we will race it, maybe we won't."

WILLIAMS

GRAND PRIX RACE DAY HOSPITALITY

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The Secret Driver

Hidden truths from the paddock

Coaching young drivers on the harsh realities of life in motorsport could help more fulfil their potential – and enjoy living the dream



As a young man I grew up, like many others, with the dream of becoming a professional racing driver. At the time my contemporaries looked at me almost with envy and animosity. I was, after all, incredibly lucky to be involved in this magical world of motorsport – as I knew it then – and it was undoubtedly more exciting than being at school.

Some even resented the fact that I had this firm direction, that this goal was a strong focal point in my life. To this day, I still don't think they fully understood the sacrifice and endeavour needed at such a young age to remain driven and industrious, ensuring I was the best I could be in terms of reaching my goals.

It's fair to say that throughout my younger years I had a fairytale image in my mind of what being a sportsman entailed. I only ever recognised the successes of sportsmen and women, and I was completely oblivious to the other side of the performance environment, namely all the hurdles and setbacks most have to endure

is not down to them but dependent on whether or not the team has delivered a strong package. There are many other aspects too, like reliability, getting caught up in other people's accidents and simple bad luck. All these areas are essentially out of your control as a driver.

We're all guilty of looking at results and judging individuals accordingly, but in motorsport they impart very little of the real story. Is it fair to assess a young driver on results alone? When I was growing up I judged myself solely on results because that was the perception I got from others. I abided by the culture and, as I was still developing, I didn't have the maturity or knowledge base to understand that the reason I wasn't winning may not be solely down to me.

I was extremely hard on myself and feared failure hugely. Couple this with the desperate hunger I had to achieve and I ask myself now, is it any wonder I didn't enjoy some of my early years? My fairytale had turned into a living nightmare. I remember lying in my hotel room one race weekend and thinking this is not what I'd envisaged growing up.

Once you break through and become a paid driver, the pressure lets up slightly and the maturity you've gained along the way enables you to remain pretty

“I see the desperation in young drivers' eyes. You can sense their guilt and confusion”

during their rise to the top.

I was definitely naive. I almost felt invincible when I was young – once I'd jumped onto the conveyor belt, all I needed to do was control my own performances and the rest would take care of itself. I know I'm not the only one who felt this way.

The reality is that motorsport is an incredibly demanding environment, even more so than other sports. The adversity a driver faces throughout their career is almost staggering compared to other disciplines.

It's not just about driving – a young driver nowadays has to manage many more aspects than just their performance in the car. The first hurdle is budget, a topic well documented but a harsh reality to most. How can a driver perform to the best of their ability when their future depends on that particular race?

That hurdle gets even bigger when you realise that, more often than not, the driver's performance

level-headed. But for all those young drivers in the pool below, still trying to achieve their dreams, the journey is uncertain and can leave you riddled with insecurity and unhappiness.

Too often I meet young drivers who bemoan the weekend that's just gone by. The insecurity they feel is evident as they try to justify their results. I can see the desperation and unhappiness in their eyes as they try to understand how and why the dream they once had has not materialised. You can sense the guilt and confusion they feel as they attempt to come to terms with not enjoying what ultimately started out as a childhood dream.

It's imperative that more is done to educate and support all those young drivers currently feeling emotionally fatigued by the adversity this sport delivers. Mental fitness is so important, as a driver can only perform at their peak when they're thinking straight. ❧

GERMAN GP

THE RACE REPORT

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

Rosberg rejoices as Hamilton toils

As his newly wed and recontracted team-mate cruised to a home win, Lewis Hamilton lit up the German GP with his charge from 20th. **EDD STRAW** explains why third place may not be enough



AT A GLANCE



"In qualifying Williams were quite close, so I didn't really expect to have such an advantage in the race" **NICO ROSBERG**

GERMAN GP
Hockenheim

ROUND 10/19

LAPS 67

WINNER
Nico Rosberg
1h33m42.914s

POLE POSITION
Nico Rosberg
1m16.540s

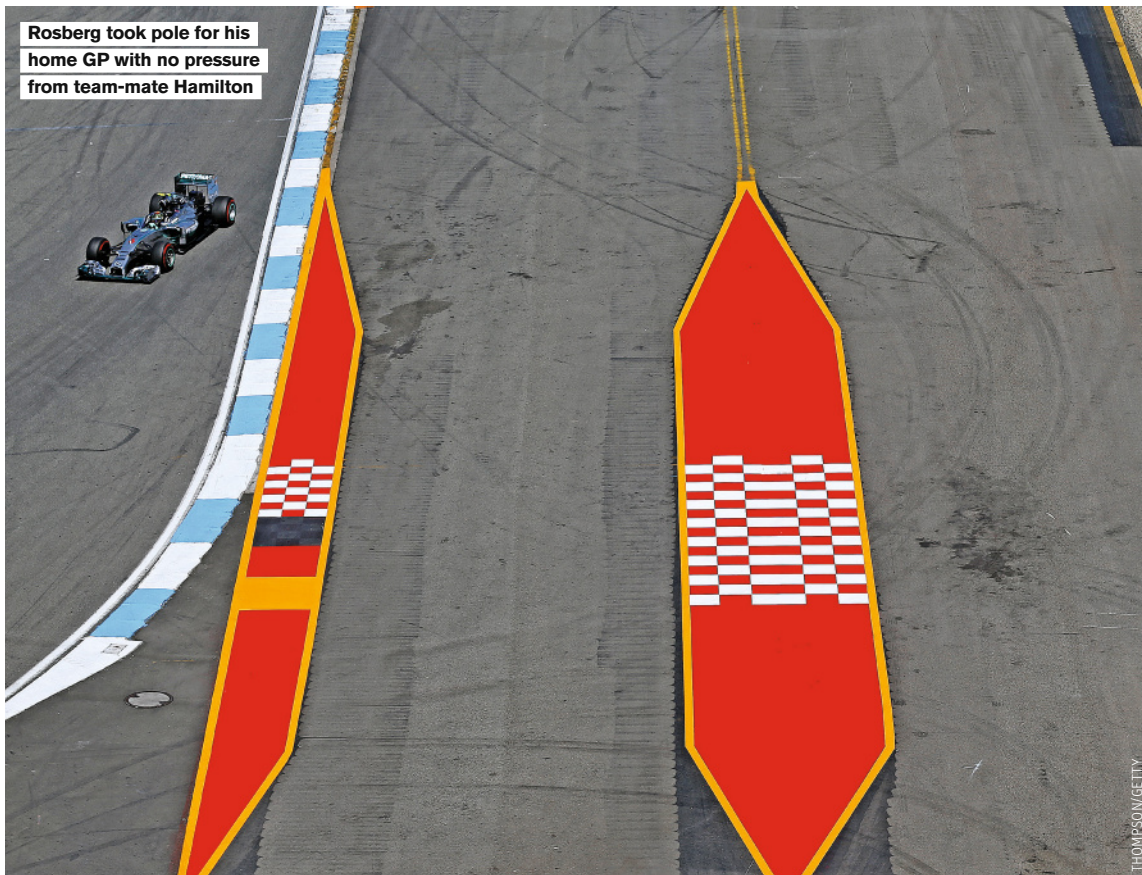
FASTEST LAP
Lewis Hamilton
1m19.908s

RACE RATING
★★★★★ Besides Rosberg's cruise, there was action going on absolutely everywhere!

DRIVERS' STANDINGS
1 Nico Rosberg 190pts
2 Lewis Hamilton 176pts
3 Daniel Ricciardo 106pts



Rosberg took pole for his home GP with no pressure from team-mate Hamilton



QUALIFYING 14:00, 19.07.2014

16



Considering Lewis Hamilton smashed into the tyre barrier at the Sachskurve before qualifying for the German Grand Prix had got serious, Nico Rosberg cut it very fine on his way to pole position. And all because he was a little over-enthusiastic with activating the DRS.

Having claimed provisional pole by just over half-a-second from Valtteri Bottas on his first Q3 run, Rosberg was unable to improve on his final attempt using Pirelli's supersoft rubber after losing a couple of tenths in the first sector. The first DRS activation zone starts 60 metres after the first corner, but Rosberg went for the button a fraction early. The DRS button is one that the driver holds down, but if you press before the activation zone begins the electronics do not allow the DRS to be opened. Once you have done that, the only way to get the DRS to work is

to release the button and press it again. "I missed the DRS after Turn 1 because I pushed it at the [activation] line," said Rosberg. "That's something like a hundredth of a second too early and I didn't realise that it didn't go in. That's actually most of the loss."

This left the door open for Bottas to attack. He was 58-thousandths of a second up on Rosberg's pole lap heading towards the stadium section at the end of the lap, primarily thanks to gaining at the hairpin. But the rear-end started to misbehave from Turn 10 onwards and he ended up 0.219s down.

"The lap I had in the end was with no mistakes, so I felt I got everything out of the car today," said Bottas.

It would be stretching a point to say pole was possible for the Finn. But had Hamilton been on track, Rosberg's DRS error would surely have given Hamilton the initiative. Unless, of course, the absence of his main rival

caused Rosberg's focus to wander.

It was a superb showing from Bottas and the Williams team, backed up by Felipe Massa. The Brazilian struggled for grip but after being very briefly jumped by Daniel Ricciardo, reclaimed third place seconds later by banging in his best three sectors of the session.

All weekend, Kevin Magnussen had been on impressive form and matched his career-best qualifying by jumping Ricciardo for fourth with a very precise lap. Sebastian Vettel shaded Fernando Alonso for sixth, but the star in the lower reaches of the top 10 was Toro Rosso's Daniil Kvyat in eighth.

Jenson Button and Kimi Raikkonen both exited in Q2. Button complained of a lack of balance, and being impeded by Romain Grosjean on his first run, while Raikkonen lost time at the hairpin, then had a scrappy final sector, even though he was largely happy with the feel of the car.

Bottas came closest to ousting home hero Rosberg for pole



THE GRID

1 ROSBERG MERCEDES 1m16.540s Supersoft	2 BOTTAS WILLIAMS 1m16.759s Supersoft
3 MASSA WILLIAMS 1m17.078s Supersoft	4 MAGNUSSEN McLAREN 1m17.214s Supersoft
5 RICCIARDO RED BULL 1m17.273s Supersoft	6 VETTEL RED BULL 1m17.577s Supersoft
7 ALONSO FERRARI 1m17.649s Supersoft	8 KVYAT TORO ROSSO 1m17.965s Supersoft
9 HULKENBERG FORCE INDIA 1m18.014s Supersoft	10 PEREZ FORCE INDIA 1m18.035s Supersoft
11 BUTTON McLAREN 1m18.193s Supersoft	12 RAIKKONEN FERRARI 1m18.273s Soft
13 VERGNE TORO ROSSO 1m18.285s Supersoft	14 GROSJEAN LOTUS 1m18.983s Soft
15 SUTIL SAUBER 1m19.142s Supersoft	16 GUTIERREZ SAUBER 1m18.787s Supersoft
17 BIANCHI MARUSSIA 1m19.676s Supersoft	18 MALDONADO LOTUS 1m20.195s Supersoft
19 KOBAYASHI CATERHAM 1m20.408s Supersoft	20 HAMILTON MERCEDES no time Soft
21 CHILTON MARUSSIA 1m20.489s Supersoft	22 ERICSSON CATERHAM no time Supersoft

KEY
+5 Grid penalty
P Required to start from pitlane



P28 FULL RESULTS & POINTS





RACE 14:00, 20.07.2014



Lewis Hamilton wasn't sure how to respond when asked whether he saw the metaphorical glass of his German Grand Prix charge from 20th on the grid to third as half-full or half-empty. "Well, I don't really know how to answer that," he admitted. "I came from last, so to get on the podium is quite an achievement, so perhaps half-full."

Making up 17 places, even in the best car, is no mean feat, so perhaps the Mercedes driver was right to look on the positive side. But while there was nothing he could have done to prevent his right-front brake disc failing early in qualifying, pitching him into the Sachsenring tyre barrier, Hamilton knew that he really should have finished second. If he loses the world championship to Nico Rosberg by three points or fewer, he will rue the clash

with Jenson Button that almost certainly prevented a Mercedes one-two. Hamilton knew just how close he had come to performing the perfect damage-limitation job.

THE EARLY CHARGE

Hamilton was one of only three drivers, along with Kimi Raikkonen and Romain Grosjean, who opted to start on the soft-compound Pirellis rather than the supersofts. This meant he would run longer than most in the first stint, making the first 20 laps of the race critical to his hopes of challenging for the podium.

A combination of an unremarkable start and the almost immediate deployment of the safety car, thanks to Felipe Massa's Williams – which had started third – rolling at the first corner after clashing with Kevin Magnussen's

Button: 'I think Lewis expected me to let him past. Why would we let anyone through?'

McLaren, meant Hamilton gained little at the start and was running 17th when the race was restarted.

Although he had jumped Jules Bianchi immediately, thanks to the Frenchman's Marussia barely moving when the red lights went out, and also got ahead of Kamui Kobayashi's Caterham, he also lost a place to Max Chilton. Picking up places from Massa and Magnussen was a given, so in those early seconds of the race Hamilton really only made up one place on track. This made the early laps of the restart doubly important.

When the race got back underway on lap three, he immediately passed Chilton into Turn 2 for 16th. A lap later, Pastor Maldonado was effortlessly dispatched at the same corner for 15th. Next time around, he dived past Grosjean at Turn 1 and easily dispatched Esteban Gutierrez when the Sauber driver locked up on the outside line at the hairpin.

Now in 13th, Hamilton was behind the first of the serious runners, the delayed Daniel Ricciardo, who had dropped down the order avoiding the first-corner shunt. Fortunately for Hamilton, Ricciardo was not hanging

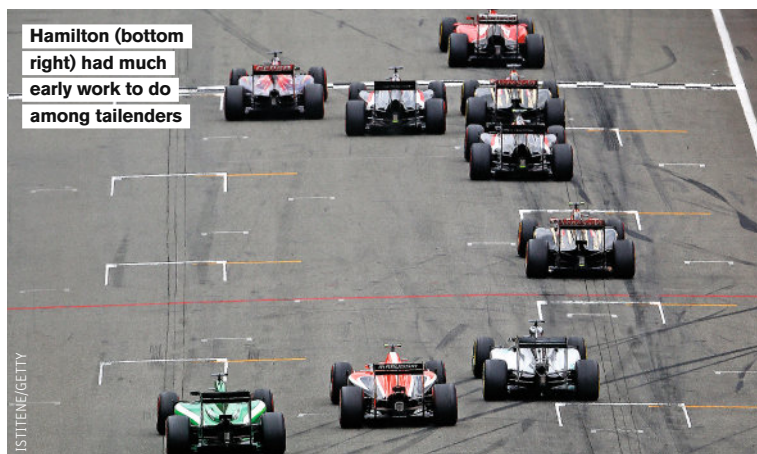
around and soon passed Adrian Sutil's Sauber, with Hamilton having his first dicey moment of the race when he ambushed the German at the hairpin. Contact was made, but Sutil noticed his old Formula 3 team-mate just in time to take some evasive action, meaning the impact was harmless. Twelfth.

The two Toro Rossos were next, with Daniil Kvyat helpfully removing himself from the equation by attempting to go around the outside of Sergio Perez's Force India at the Turn 8 left-hander and turning in on the Mexican, who had no way to avoid tipping him into a spin. Jean-Eric Vergne was dealt with on the next lap. Hamilton was into the points in 10th.

CLIMBING THE TOP 10

By now, Hamilton was in among what might be considered the more serious competition. Ricciardo, who had been picking up places ahead of him, was now becoming a problem. Hamilton appeared to have got the Red Bull at the hairpin on lap 10 but, with Raikkonen in the way on the inside line defending against the Australian, Hamilton had to back out of it. A few corners later, at Turn 8, Ricciardo completed a superb move on Raikkonen, with the Finn managing to keep Hamilton behind after hanging on around the outside of the Mercedes at the fast right-hander leading into the stadium section.

Hamilton couldn't afford to waste too much time behind the pair. He saw his chance on lap 13, when Raikkonen attacked Ricciardo into the hairpin. ▶





Raikkonen fought hard to fend off the advances of charging Hamilton...



... but they eventually touched, Hamilton getting away with it



HONEY/LAT

► Hamilton went to the inside of both, with Raikkonen squeezed in the middle, and a small lock-up from Hamilton meant that he clipped the edge of the Ferrari's front wing as he went through. The Mercedes suffered no damage, unlike Raikkonen, and Hamilton's high-risk strategy had paid off. With fourth-placed Fernando Alonso pitting at the end of that lap, Hamilton was now up to seventh.

Button pitted at the end of the 13th lap and an easy move up the inside of Perez at the hairpin put Hamilton fifth. This became third when Sebastian Vettel and Nico Hulkenberg stopped from third and fourth respectively at the end of the lap, and second at the end of lap 15 when Valtteri Bottas pitted.

Hamilton's progress had been rapid, but not rapid enough to be able to take the lead when team-mate Rosberg, who had been controlling the race after dropping Bottas at the restart, pitted at the end of lap 15. During that phase, the closest Hamilton got to Rosberg was

seven and a half seconds down. Because of the need to extend his first stint, ideally in the hope of being able to complete the race on only two stops, the gap had increased almost threefold by the time Hamilton came in at the end of lap 26, shortly after he allowed Bottas, on fresher rubber, to pass him at the hairpin unopposed.

After all, as Hamilton had been told over the radio, "you are forecast P2, even if Bottas overtakes". The hard work was done.

A COSTLY MISJUDGEMENT

Hamilton, out of synch with the rest of the leading contenders, re-emerged eighth and was keen not to lose time behind slower cars. On lap 29 he attacked Ricciardo into the hairpin, but couldn't make the move stick until the Turn 8 left-hander. That put him seventh and closing on Button.

After closing on the McLaren in the DRS zone, Hamilton made his move to the inside at the hairpin, mistaking

Button's wide entry as an invitation to go through. Button turned in, Hamilton couldn't hold as tight a line as he needed too, and his front-left wheel – and crucially the endplate of his front wing – clipped the McLaren's sidepod.

"I honestly thought he was opening the door to let me past," said Hamilton. "He's been a bit like that before, in the past race, for example, so my bad judgement there."

Button was puzzled by Hamilton's assumption of cooperation.

"Why would we let anyone through?" asked Button when quizzed about the incident later. "I think the problem with Lewis is he expected me to let him past. I don't think I'm the only person he drove into today. It's strange, when the car is so much quicker, you'd think he wouldn't get into so many fights, but there you go."

Button did later tone down his comments having seen the footage of the incident, saying via Twitter: "I overreacted with my feelings about

Lewis's move. I can understand why he thought I was giving him room."

While Hamilton escaped his brushes with Sutil and Raikkonen, he paid the price for this one. It was hardly a terrible misjudgement, but it was a costly one. Not only did the damage cost him downforce and therefore a few tenths per lap, but it upset the balance of the car and put more stress on the front tyres, particularly the troublesome front-left.

During practice, sky-high track temperatures meant that the rears were the concern, but cooler conditions on race day put more strain on the fronts. So from this moment, the two-stop plan was in jeopardy. As Hamilton himself put it, the car certainly felt "different" after the collision.

Consideration was given to changing his front wing at the next pitstop, but the team calculated this would cost more time than it gained.

"We had precise data on what the nose was looking like and how it was performing," explained Mercedes motorsport boss Toto Wolff. "We were very much aware that there wasn't any structural damage on the front wing, just the front-wing endplate and some of the fins. The front wing was not deteriorating any further and we decided to keep it on."

PROGRESS SLOWED

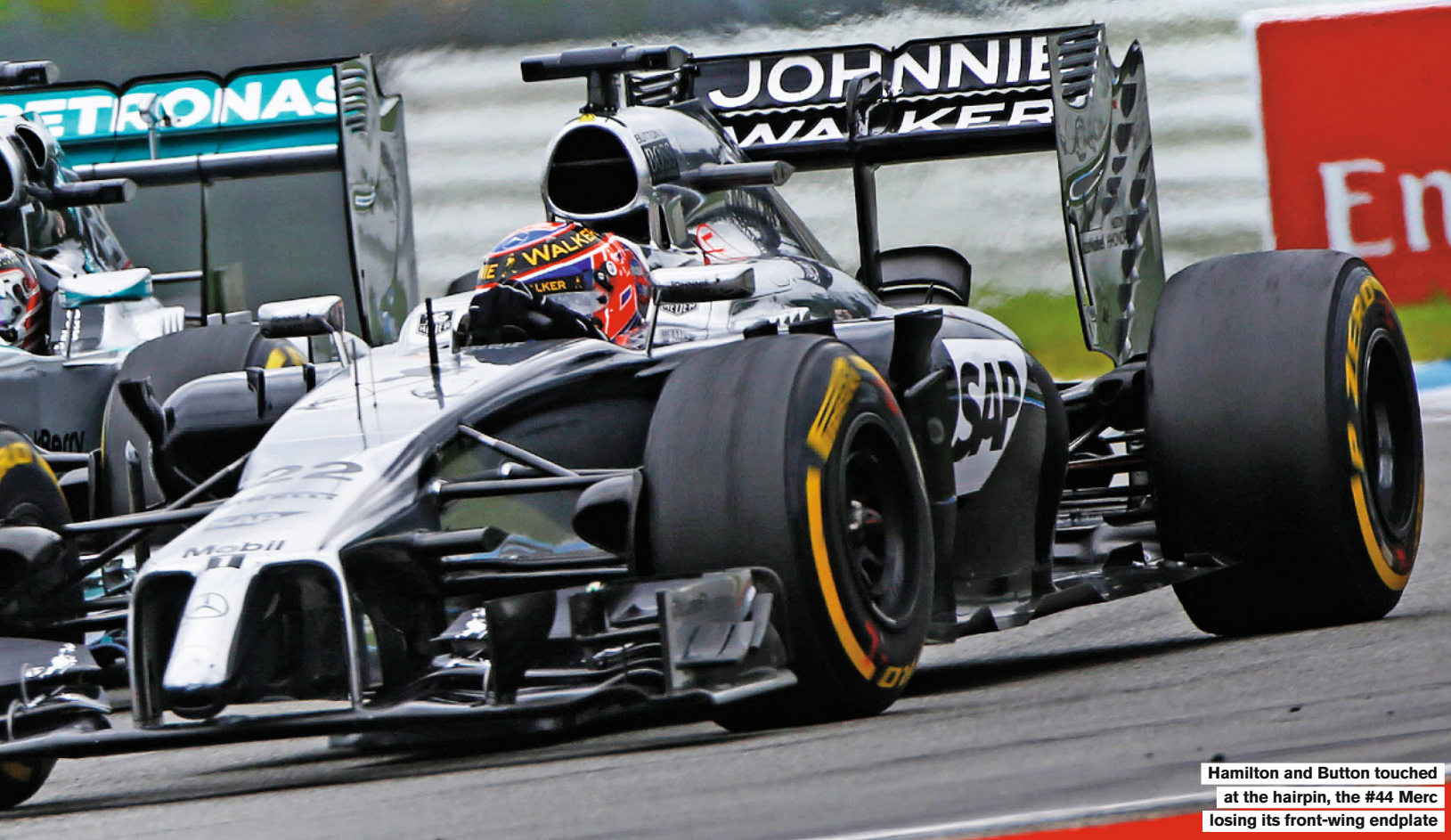
Hamilton was still quick enough to make progress and consolidate his podium position. He passed Button cleanly – with a wave of the hand, in the DRS zone on the run to the hairpin, a lap after their clash. And he dispatched Hulkenberg for fifth a lap later.

Stops for Alonso, then Vettel and finally Bottas put Hamilton up to

Vettel, Raikkonen and Alonso indulge in world champs' wheelbanging



LEE/GETTY



Hamilton and Button touched at the hairpin, the #44 Merc losing its front-wing endplate

second on lap 41. But the front-left tyre was not doing well and, after he complained about its condition over the radio, the team had to make the decision to abandon the two-stopper and bring him in early. While the first stint on softs had been 26 laps, Hamilton managed just 16 on his second. The only thing Mercedes could do was split the remaining 25 laps into two attacking stints on supersofts.

Bottas was always going to be the problem. Like runaway leader Rosberg (remember him?), the Williams driver was one of the few on a successful two-stopper. Earlier in the race, Hamilton was on target for second but, while he was still expected to catch Bottas, the situation was not so clear-cut.

SAFETY-CAR SURPRISE

Hamilton rejoined fifth, taking fourth when Vettel made his final stop on lap 45 and then using the DRS to breeze past Alonso on the run to Turn 6 to take third on lap 49. But with Sutil spinning at the last corner as a result of the engine cutting, leaving the Sauber abandoned in the middle of the track at the exit, Mercedes had no choice but to cut short the first of Hamilton's final two stints and call him in. The penalty in terms of track position had he pitted after the potential safety car would be too much to take. But, to the surprise of almost everyone, there was no safety car, with marshals eventually sent across the track to retrieve the car.

This strange decision from race control meant that Hamilton had to be a little cautious in the final 17-lap stint. He re-emerged in fourth, and regained third from Alonso on lap 55, just before the Ferrari pitted. But the real battle was with Bottas, who had been 16 and



Hamilton inspects wing damage that cost him second

Wolff: 'We were very much aware there was no structural damage on Lewis's front wing'

a half seconds up the road after Hamilton made his final stop.

Williams had held firm in its decision to stick with a two-stopper, with Bottas reporting earlier in the stint that he suspected the tyres would hold up. But he had to take it easy. At times, Hamilton was over two seconds faster than Bottas, and the gap was effectively eliminated by the end of lap 60. But in the remaining seven laps Hamilton could not pass.

Not only had the switch to a three-stopper and the early final stop to cover the safety car that never appeared cost Hamilton but, as Williams engineering chief Rob Smedley explained, it was



Sutil's stranded Sauber caused safety-car (or lack of it) confusion

now making it easier for Bottas to stay ahead. On the pitwall, the strategy for using the available hybrid engine power was spot on from Williams, and Bottas drove immaculately to prevent Hamilton from attacking.

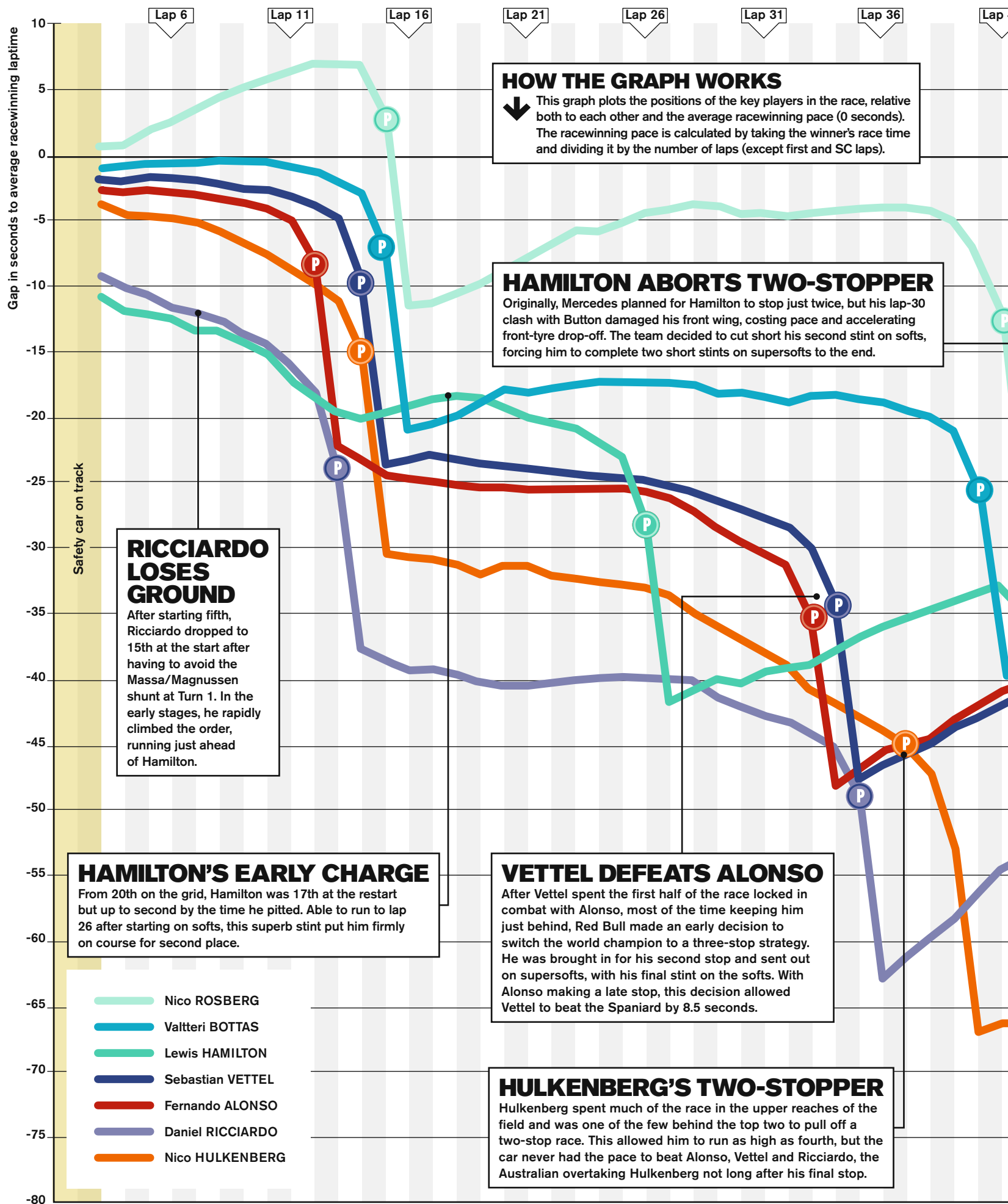
While the Mercedes-powered Williams was seriously fast on the straight, that doesn't mean that what Bottas did was easy. Hamilton's wing damage also made it easier for Williams to hold its nerve and not switch to a three-stopper.

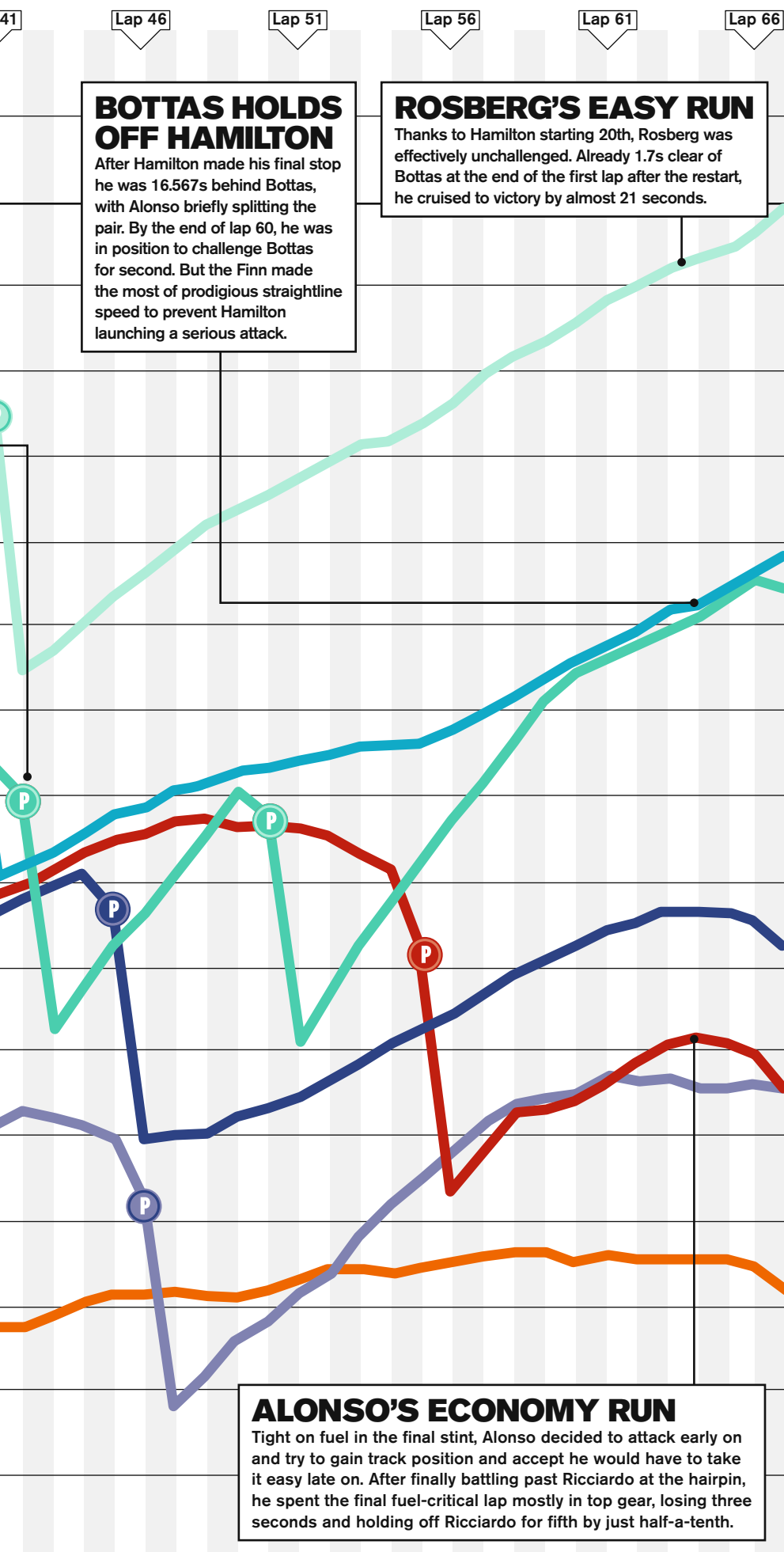
"Absolutely no doubt," said Smedley of how Hamilton's front-wing damage helped Bottas stay ahead. "Part of catching and passing a car is you need a

really good front end to follow it through a corner. This is a nightmare if you don't have that — you just won't be able to get close enough to pass them. We took that into account, had that intelligence, and it worked."

In the end, Hamilton missed out on the perfect comeback drive by just under two seconds. It could have been much worse, but it might also have been slightly better. And with Rosberg extending his world championship lead by 10 points with an effortless win, that explains why, for all his virtuosity in the race, a driver who had just made up 17 places during a grand prix looked far from ecstatic on the podium. 🏆

HOW THE RACE WAS WON



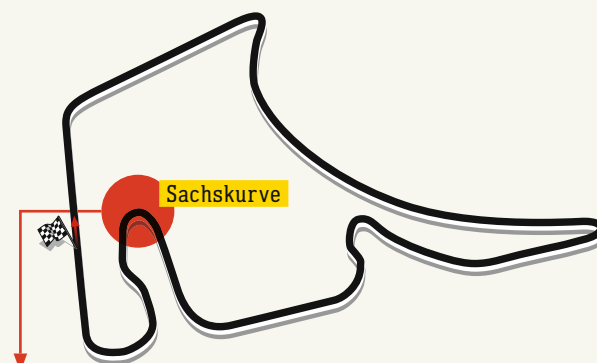


TRACKSIDE VIEW

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GRAND PRIX EDITOR

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During Friday-morning practice, it was clear that the absence of FRIC suspension had made the cars a little more difficult to drive. While you couldn't see the effect of the loss of FRIC directly, you could tell from the number of errors drivers were making.

The Sachskurve is a 180-degree, banked left-hander. Television pictures don't do justice to this watered-down modern version of the famous Nurburgring Karussell. While not a fast corner, it's a very challenging one. Even by F1 standards, drivers appear able to brake impossibly late yet still get the nose into the turn. Most of the time...

There are plenty of errors early on as drivers come to terms with the different characteristics of the front end under braking. One of the advantages of FRIC was that it reduced the amount of 'dive' as the weight shifts to the front end under braking. But the Sachskurve, already a tricky corner where inside-front lock-ups are common, offers a real test.

'Quicker, precise committed, Kimi Raikkonen looked closer to his old self'

Kimi Raikkonen was one of those who initially struggled, proving very erratic at the entry. By contrast, his Ferrari teammate Fernando Alonso looked mighty through the whole stadium section.

As Raikkonen was quicker in the afternoon, a return to the same place the following morning revealed he looked significantly better. Quicker, precise, committed, he looked closer to his old self during his qualifying simulation.

But when Alonso put in his quick lap later on, the speed he could carry through the corner was immense. At the exit, he was one of the few non-Mercedes drivers confident enough to let the rear-end get unstable thanks to his ability to control the none-too-smooth power delivery of the Ferrari engine.

A reminder, as if it were needed, that Alonso has spent far too long in underperforming machinery.



Alonso bullied the Ferrari as only he can

STORIES OF THE RACE

Rounding up the action from the German GP

EDD STRAW
GRAND PRIX EDITOR

Hamilton hit the wall
hard at the Sachskurve
in the early part of Q1...

22



...breaking the car's
gearbox in the shunt...



...and triggering a five-place
penalty after it was changed

Hamilton shunt caused by brake failure

LEWIS HAMILTON'S COSTLY ACCIDENT DURING the early stages of qualifying was caused by his front-right brake disc failing.

Hamilton was on his sixth lap during Q1 when he suffered the failure under braking for the Sachskurve left-hander, putting him heavily into the wall. As he had already set a time good enough to reach Q2 he was classified 16th, and moved up a position due to Esteban Gutierrez's grid penalty but was then relegated to 20th on the grid thanks to a gearbox change due to the crash.

Hamilton suffered no serious injuries in the shunt, although the impact was big enough to trip the sensors that mean a driver must visit the medical centre for checks, which kick in at 27g. Hamilton reported that he suffered some pain afterwards.

"I'm very sore," said Hamilton. "I've had quite a lot of crashes in my life, some a lot worse than others. That one, I went in sideways, I didn't hurt my head or anything, but in my knees and ankles and lower back, I felt it."

Mercedes, which motorsport boss Toto Wolff confirmed

had suffered a similar failure during testing earlier in the season prior to the disc-specification being upgraded, opted not to use the Brembo discs on the front wheels in the race, although did continue to use them on the rears.

After discussions with the FIA, Hamilton was permitted to switch his front discs for Carbone Industrie equivalents, not for safety reasons but because parc ferme rules allow the replacement of parts on the basis that "it must be clear that any replacement part a team wishes to fit is similar in mass, inertia and function to the original".

Rosberg was already running Carbone Industrie discs on the front, and continued with Brembo at the rear.

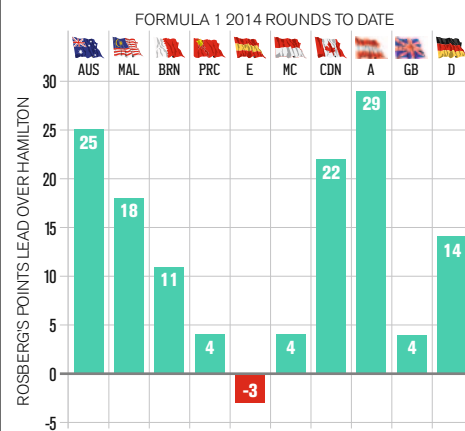
Both Red Bull and Ferrari admitted considering a protest, but decided against it.

"It is a change of specification," said Red Bull team principal Christian Horner.

"If you change it like-for-like, that is one thing, but if you change it for something that is made by a different manufacturer that has a different characteristic, that is an interesting precedent."

ROSBERG EXTENDS GAP

After losing 25 points in the British GP earlier this month, Rosberg's victory in Germany and Hamilton's third place has increased his lead to 14.





Marshals tend to Sutil's stricken Sauber under double waved yellows

Surprise over absence of safety car

F1 FOLK EXPRESSED SURPRISE THAT THE safety car was not deployed to allow the recovery of Adrian Sutil's Sauber from the middle of the track at the beginning of the start/finish straight.

The Sauber driver spun at the end of his 48th lap when his Ferrari engine cut and could not rejoin, meaning the car was left stranded on the track for some time. Most expected a safety car, with Mercedes calling in Lewis Hamilton early for his final stop in anticipation of it being deployed. But marshals retrieved the car under double waved yellow flags.

"I was really concerned for the marshals," said Hamilton, who recalled Tom Pryce hitting marshal

Frederick van Vuuren during the 1977 South African GP, which killed both. "You come around that corner at serious speed and there are marshals standing not far from where you are driving past. For me, that is the closest it has been for a long, long time."

Williams engineering chief Rob Smedley admitted to being "slightly" surprised, but accepted that it was race control's decision, while Fernando Alonso suggested it would have been the safest move.

"Sometimes, they put the safety car out for a piece of front wing on the track, and now it was a car there and it was not a safety car," he said.



Rosberg celebrates his home-GP win

Rosberg delight at victory in home GP

NICO ROSBERG DESCRIBED WINNING HIS HOME grand prix for the first time as a "special day".

The victory came off the back of getting married to Vivian Sibold and signing a new long-term Mercedes contract, as well as Germany winning the football World Cup.

"Everything has been special," he said. "I'm really fortunate to have had many positive things happening in the last week-and-a-half. It has been really enjoyable, also this weekend with pole and the win. Just awesome."

Rosberg has extended his world championship lead to 10 points, but admitted that he expected a tougher challenge from Williams driver Valtteri Bottas in the race after leading from start to finish.

"I'm a bit surprised because in qualifying the Williams were quite close, so I didn't really expect to have such a big advantage in the race," he said.

If Rosberg finishes first or second in Hungary this weekend, he will retain his lead into the August break.

Alonso fights hard for "maximum" fifth

FERNANDO ALONSO DESCRIBED HIS FIFTH place in the German Grand Prix as "the maximum" possible after a strong drive.

The Spaniard started seventh, moving up to fourth at the start thanks to the first-corner shunt that eliminated Felipe Massa and delayed Kevin Magnussen and Daniel Ricciardo. Despite Ferrari having to abandon a planned two-stop strategy, he was able to re-pass Ricciardo in his final stint for fifth by just under a tenth-of-a-second even though he was critical on fuel.

"I was saving fuel, but I was battling with Ricciardo so you have to decide to give up the position or fight and be on the limit to cross the line," said Alonso. "I decided to fight to be in position and then try to manage the fuel. On the last lap, I had to massively save fuel and was in eighth gear all lap. It was lucky that [the race] wasn't 100 metres more."



Alonso held off Ricciardo for P5

Ricciardo hailed after comeback charge

FERNANDO ALONSO PAID TRIBUTE TO THE

"unbelievable" job Daniel Ricciardo is doing after holding off the Australian by just 82-thousandths of a second for fifth place at Hockenheim.

Ricciardo's recovery drive from 14th after losing time at the start avoiding Felipe Massa and Kevin Magnussen was one of the highlights of the race. During his late battle with Alonso, who was on fresher tyres, Ricciardo's resolute and precise defence was remarkable.

"He's driving fantastically," said Alonso. "Today, he was battling very smart, always taking my slipstream after I passed him and braking very late, attacking very late and never missing the corner. He was very, very smart and respected the rules. It was a great fight."

Alonso had looked to be out of reach of Ricciardo as he spent the first half of the race locked in battle with Sebastian Vettel, who finished fourth. But while Vettel committed to a three-stop strategy earlier, Alonso ended up making a late final stop, allowing Ricciardo to challenge him.

Earlier in the race, Ricciardo also pulled off a superb passing move on Kimi Raikkonen at Turn 8.

Q&A

DANIEL RICCIARDO

RED BULL DRIVER



Did you enjoy the race?

I loved it, it was a lot of fun. The first lap was just wrong place, wrong time, although not as wrong a place as Felipe, so I had to avoid that one. From then on, I just got on the radio and told the guys, 'let's make a great recovery' and there was a bit of fire inside this belly today! I particularly enjoyed the battle at the end with Fernando.

You seemed to be strong in battle today...

I knew we had some work to do, but every move I made was fun and decisive. I knew where I wanted to be on the track and where I wanted to put the car. At the end with Alonso, I knew he was coming on the option [tyre] so I tried to hold him back as long as I could. Just on the last couple of laps he had some issues, towards the end of the straight he had no more power but he just stayed ahead over the line.

Was a podium possible without what happened on the first lap?

We always hope for more and with the pace of Mercedes we try to get one car on the podium. Whether or not we could have without being pushed back at the start, who knows?

What are your thoughts on the season at the halfway point?

Pretty much every race this year has been really good and if it wasn't for the first lap today, we would have been further up. I'm looking forward to Hungary because I'm more optimistic for that one.

STORIES OF THE RACE

Massa unimpressed with Magnussen after first-corner roll

FELIPE MASSA HAS HIT OUT AT KEVIN

Magnussen after the pair's first-corner clash that led to the Brazilian rolling his Williams.

Massa was taking the orthodox line through the first corner, but was unaware that the fast-starting Magnussen was on his inside. While the McLaren driver braked and attempted to avoid the impact, it was not possible to do so.

The stewards rightly ruled that the collision was a racing accident given that Magnussen had nowhere to go and Massa turned in across him

having been unsighted. But Massa was unimpressed.

"I was on the outside and said maybe it's better to back off a little bit and let [second-placed team-mate Valtteri Bottas] past and I turned. When I turned, suddenly another car hit me on my [right-rear] tyre. I didn't know there was a car there and we were in the front and Magnussen should have known that there were two cars there. It's a very tight corner. He was too aggressive. He tried to brake, but he tried to brake when he touched me."

Massa was uninjured in the roll, but it meant he was out of the race on the first lap for the second successive race.

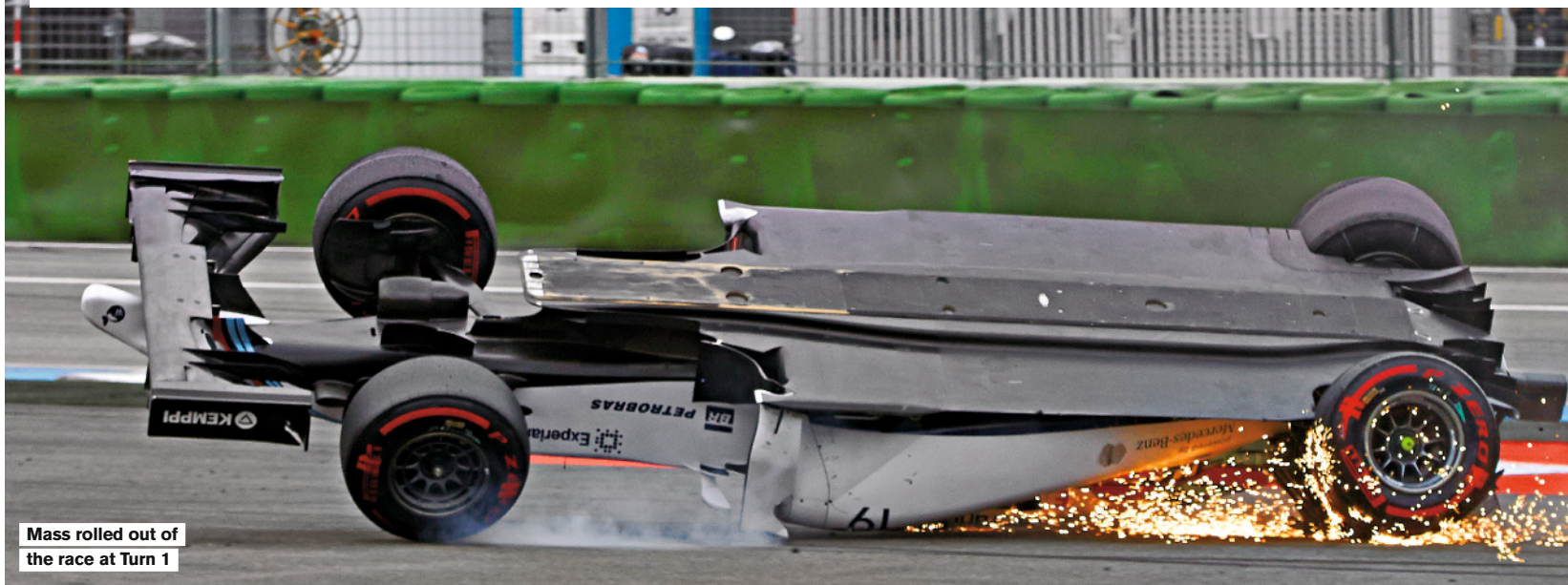
"If I'd had another place to go, I wouldn't have had contact," said Magnussen. "I wasn't trying to do anything with Felipe, so to have contact was very unfortunate."

Magnussen dropped to the back after stopping for new tyres, but drove well to recover to ninth place.

Williams engineering chief Rob Smedley accepted the stewards' verdict.

"Felipe didn't see how close Kevin was and he thought he was leaving a reasonable amount of room," he said.

"Magnussen brakes fairly heavily – he has a bucketload of understeer trying to avoid the accident. It's unfortunate."



Mass rolled out of the race at Turn 1

Williams moves up to P3 in makes' race

VALTTERI BOTTAS'S THIRD CONSECUTIVE podium finish allowed Williams to climb to third in the constructors' championship ahead of Ferrari.

The team had set its sights on third in the constructors' championship, but having been the closest challenger to Mercedes during the past three grands prix, it has closed the gap to second-placed Red Bull to just 67 points.

Bottas qualified second, just 0.219s behind Nico Rosberg having been fractionally up on the German's pace by the entry to Turn 10. But several oversteer moments in the final part of the lap as his rear tyres gave out cost him. He then took second in the race, holding off Lewis Hamilton.

"Our objective was pretty clear: we want to go into the summer break third in the championship and it's now going to be about maintaining third position," said engineering chief Rob Smedley.

Bottas, who did a perfect job to keep Hamilton behind him in the closing stages, paid tribute to the work done by the team.

"It was really important to get a good exit for the DRS straights, so out of Turn 1 and out of Turns 2-3, and to brake as late as possible for the hairpin at the end," he explained. "Also, we were communicating and I got all the support from the engineers to get the right engine modes for defending."

Raikkonen and Vettel touched



Collisions cost happier Raikkonen

KIMI RAIKKONEN FAILED TO SCORE DESPITE being much happier with the front-end feel of his Ferrari at Hockenheim.

The Finn suffered front-wing damage after contact with Lewis Hamilton when he was in the middle as the pair ran side-by-side into the hairpin with Daniel Ricciardo on the outside. Raikkonen later suffered another hit to the front wing after being squeezed between team-mate Fernando Alonso and Sebastian Vettel at the same place.

"It feels more like it should, even though the results are not what they should be," said Raikkonen. "Obviously, when I am in the middle [of the track] I cannot go anywhere. Both times, there was a car on my left."

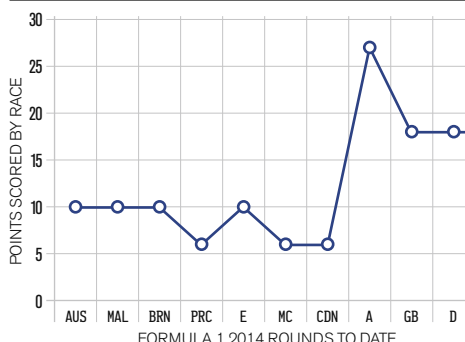
After running ninth in the early stages, he faded in the second half of the race and missed out on the final point to Sergio Perez.

Raikkonen has scored only 19 points so far this season, compared with team-mate Fernando Alonso's 97.



Bottas held off Hamilton for P2

WILLIAMS' RISE





S. BLOKHAW/LAT



Vergne's track-limit penalty spoils race

TORO ROSSO DRIVER JEAN-ERIC VERGNE WAS hit with a five-second penalty for exceeding track limits during the race.

Although the FIA took a lenient approach to track limits at Hockenheim on the basis that there were no places where there was a clear advantage to running off track, the Toro Rosso driver was considered to have gained by running wide at the hairpin while battling with Romain Grosjean.

Vergne served the penalty during his second pitstop and claimed that the penalty cost him points.

"I was having a good race until the moment in which I had to make a five second stop-and-go penalty, which compromised any possibility of scoring points," he said.

Jean-Eric showed a good performance, especially at the beginning of the race until the overtaking manoeuvre with Grosjean

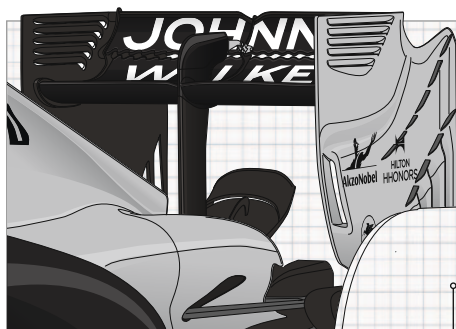


Team principal
Franz Tost on Vergne

DRAWING BOARD



Gary Anderson, technical consultant

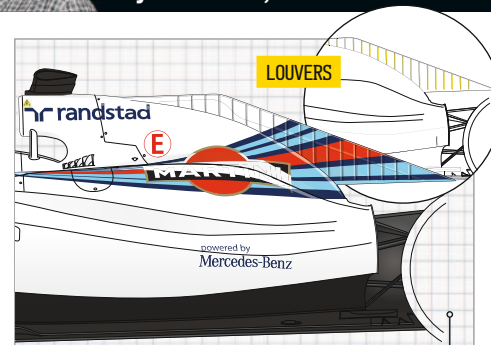


McLaren tweaks rear wing set-up

➔ McLaren's new rear wing features taller louvers on the lower edge to allow the low pressure behind the rear tyre to scavenge air from the underside of the wing and underfloor. This helps the performance and consistency of the underfloor. The horizontal louvers of the upper part of the rear-wing endplate have also been increased to reduce drag.

The small turning vanes on the outside of the rear-wing endplate set up small vortices, which act in a similar way to the vertical gurney flap on the trailing edge of the endplate by helping the wing's underside.

The serrated slot gap between the rear-wing main plane and the flap is the most interesting part. It will set up small vortices when the DRS is operated, which in turn will help to re-attach the airflow on the underside of the flap when the rear wing closes from its DRS-open position. This is critical for rear-end stability at the end of a DRS straight.

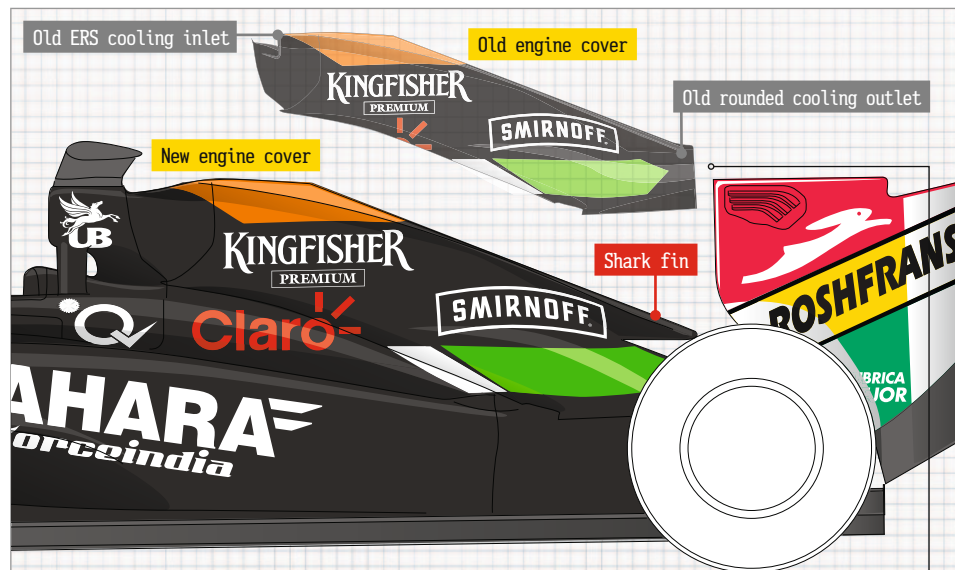


Williams' aero gain breaks cover

➔ The regulations require that in side view the engine cover must be a certain dimension. It was a rule written a few years ago when the technical departments within the teams were designing smaller and smaller engine covers while their commercial colleagues complained they had nowhere to put the sponsors' logos.

Williams is now using the central spine as a cooling exit, while Ferrari has a similar concept but with louvers in the upper curve of the engine cover. The louvers on the Williams will have two benefits: they will help to extract hot air from under the engine cover; and they will also help maintain the car's aerodynamic balance while in yaw mid-corner.

When the car is sliding through a corner the inside of this fin is susceptible to airflow separation, which will affect the performance of the rear wing. These louvers will reduce this separation and make the rear wing work more consistently.



Force India reconfigures car cooling

➔ Force India introduced a new cooling specification in Germany.

This involved moving the gearbox cooler, previously sited on top of the gearbox, into the sidepods. This then allowed removal of the inlet for this cooler that was positioned

just behind the main rollover bar engine inlet.

This modification has allowed Force India to shrink-wrap the engine cover closer to the internal airbox system. Doing this improves the airflow to the rear wing making it work that little bit more efficiently.

Illustrations by **Craig Scarborough**

TEAM BY TEAM

RED BULL



RED BULL-RENAULT RB10

1

8/10



3

9/10



SEBASTIAN VETTEL

Start 6th Finish 4th

Strategy 3 stops (supersoft/supersoft/soft)

DANIEL RICCIARDO

Start 5th Finish 6th

Strategy 3 stops (supersoft/soft/supersoft/soft)

With work to refine the front wing ongoing during practice, hence the appearance of flow-vis aero paint on Friday, Red Bull's hopes of thriving at Hockenheim were built on another Renault software upgrade. This did yield a small benefit, but not enough to be able to beat Williams or keep Magnussen's McLaren behind in qualifying.

Vettel looked to have the beating of Alonso, but a decisive strategy call to accept a two-stopper wasn't possible – with Ferrari holding back before making a last stop – was key to his margin of 'victory'. Ricciardo, by contrast, had a dire start thanks to avoiding the Massa/Magnussen shunt but put in a superb recovery to sixth.

MERCEDES



MERCEDES F1 W05

6

8/10



44

9/10



NICO ROSBERG

Start 1st Finish 1st

Strategy 2 stops (supersoft/soft/soft)

LEWIS HAMILTON

Start 20th Finish 3rd

Strategy 3 stops (soft/soft/supersoft/supersoft)

Hamilton's brake failure during Q1 cost Mercedes the chance to lock out the front row on home soil, with Rosberg ending up just two-tenths clear of Bottas after failing to improve on his final run thanks to a DRS-button mishap early in the lap.

With Hamilton allowed to change from Brembo to Carbon Industrie front brake discs for the race (both cars changed the spec of rear Brembo discs), Rosberg dominated the race while Hamilton climbed the order, with only his clash with Button costing a Merc one-two.

The team was surprised, however, that Bottas wasn't more of a threat in the race as Rosberg cruised to an unopposed victory.

FERRARI



FERRARI F14 T

7

7/10



14

9/10



KIMI RAIKKONEN

Start 12th Finish 11th

Strategy 3 stops (soft/supersoft/soft/supersoft)

FERNANDO ALONSO

Start 7th Finish 5th

Strategy 3 stops (supersoft/soft/soft/supersoft)

Hockenheim is a track Alonso thrives at and right from the off he was at his best, hurling the Ferrari around with conviction. Unfortunately, this only added up to seventh on the grid, as on single-lap pace Mercedes, Williams, Red Bull and McLaren had the edge.

In the race, Alonso was able to fight with the Red Bulls, hanging on to Vettel in the first half but the call to commit to a three-stopper was made too late, meaning he ended up battling with Ricciardo to the line.

As for Raikkonen, his weekend was better than results suggest. Happier with the car despite a disappointing Q2 lap, wing damage after two clashes hurt him badly on Sunday.

SAUBER



SAUBER-FERRARI C33

21

5/10



99

5/10



ESTEBAN GUTIERREZ

Start 16th Finish 14th

Strategy 3 stops (supersoft/supersoft/soft/soft)

ADRIAN SUTIL

Start 15th Finish DNF

Strategy retired (supersoft/soft/soft/soft)

Sauber looked to be the biggest beneficiary of the removal of FRIC suspension during practice, which was no great surprise as it was a latecomer to the concept.

Sutil was the stronger of the two drivers, but a battery problem on Saturday morning prevented a qualifying simulation on supersoft rubber. Red flags didn't help in Q1 when both were on their first fliers on the quick tyres, but both took another fresh set and Sutil had a poor middle sector, meaning he didn't make Q2. Gutierrez, who bagged 13th in Q1, fell during Q2.

Sutil briefly threatened the points early on before dropping back and spinning when his engine cut, while Gutierrez made little impression.

TORO ROSSO



TORO ROSSO-RENAULT STR9

25

4/10



26

6/10



JEAN-ERIC VERGNE

Start 13th Finish 13th

Strategy 3 stops (supersoft/soft/supersoft/soft)

DANIIL KVYAT

Start 8th Finish DNF

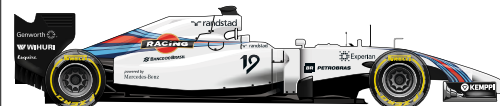
Strategy retired (supersoft/soft/soft)

The Toro Rosso didn't look much like a Q3 contender early in the weekend, but then an excellent performance from Kvyat meant a starting position of eighth.

Vergne's race was compromised by having to serve a five-second penalty during a pitstop for exceeding track limits, although the team was stretching a point when it suggested that it cost him a top 10 position.

Kvyat held his own in the early stages, but a bold attempt to pass Perez around the outside led to him turning in on the Mexican, who had nowhere to go and tipped the Russian into a spin. Later, unburnt fuel in the exhausts caused by an ignition problem caught fire, resulting in a spectacular race-ending conflagration.

WILLIAMS



WILLIAMS-MERCEDES FW36

19

6/10



77

9/10



FELIPE MASSA

Start 3rd Finish DNF

Strategy retired (supersoft)

VALTTERI BOTTAS

Start 2nd Finish 2nd

Strategy 2 stops (supersoft/soft/soft)

After strong showings in Austria and Britain, the team wasn't sure whether Hockenheim would be as happy a hunting ground, particularly after both drivers struggled during their early running. But it appeared to be a case of having to re-adjust to life after FRIC, particularly for the drivers, and by Saturday afternoon both were rapid, with Bottas earning a front-row grid slot after a great lap undermined only by his rear tyres giving out late on.

After Massa rolled out of the race at the start, Bottas drove immaculately to take a great second place and secure the team's 300th podium finish, with his strategists resisting the temptation to make an extra stop and the Finn keeping Hamilton at bay late on.

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

LOTUS



LOTUS-RENAULT E22



ROMAIN GROSJEAN

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



PASTOR MALDONADO

Start 18th Finish 12th
Strategy 2 stops
(supersoft/supersoft/soft)

When you've got a car that's already difficult to get into the right set-up window, especially one that's very sensitive to front rideheight, the loss of FRIC suspension is a big blow. Doubly so when you are the team that pioneered the concept back in 2008. The Lotus looked difficult to drive and Grosjean was, unusually, the less tidy of the two, but did a better job in qualifying.

But while Grosjean was hit by engine issues before retiring thanks to cooling problems, Maldonado had a solid race to 12th. Both admitted that the car needs more optimisation work to be at its best in the post-FRIC F1 world.

McLAREN



McLAREN-MERCEDES MP4-29



KEVIN MAGNUSSEN

Start 4th Finish 9th
Strategy 3 stops (supersoft/
soft/soft/supersoft)



JENSON BUTTON

Start 11th Finish 8th
Strategy 3 stops (supersoft/
soft/soft/supersoft)

Yet more upgrades continued to allow McLaren to climb the order, which is testament to the new direction racing director Eric Boullier, under the leadership of Ron Dennis, has given the technical side of the team. From the start of practice, Magnussen was the more impressive of the two drivers and that pattern continued in qualifying in which Button complained of poor balance and fell in Q2, only for his team-mate to start fourth.

Magnussen survived his Turn 1 clash with Massa but dropped to the back and recovered superbly to ninth, while Button put in a solid drive to take eighth. But it could have been so much more for a team that is looking increasingly convincing.

FORCE INDIA



FORCE INDIA-MERCEDES VJM07



SERGIO PEREZ

Start 10th Finish 10th
Strategy 3 stops (supersoft/
soft/soft/supersoft)



NICO HULKENBERG

Start 9th Finish 7th
Strategy 2 stops
(supersoft/soft/soft)

After struggling badly for pace at Silverstone, Force India returned to form at the Hockenheim with modified sidepods introduced and slicker bodywork shrouding improved cooler configuration. The team was still on the bubble as far as making Q3 was concerned, but both drivers did good jobs to secure top 10 grid slots.

Hulkenberg drove well in the race to take seventh on a two-stop strategy (in a car he called "an absolute dog"), but while Perez ran seventh early on, the conditions were against him as the shift from rear-limited to front-limited in terms of tyre life meant that he couldn't match his team-mate's two-stopper. He still bagged 10th but didn't have the pace to deal with the McLarens ahead.

MARUSSIA



MARUSSIA-FERRARI MR03



MAX CHILTON

Start 21st Finish 17th
Strategy 3 stops (supersoft/
soft/soft/supersoft)



JULES BIANCHI

Start 17th Finish 15th
Strategy 2 stops
(supersoft/soft/supersoft)

The implications of the FRIC suspension ban were felt at the back as well as the front of the grid.

"Our FRIC was very simple, but it worked pretty well," said Chilton. "The problem is, ours worked and Caterham's didn't, so we've felt the effect of [the ban]."

Even so, Marussia had a decent time cushion over its rivals, with Bianchi out of reach and Chilton beaten by Kobayashi in qualifying after losing his FP3 running on Saturday morning with an electrical problem that turned out to be wires running between the side of the gearbox and the floor being pinched under load.

Bianchi recovered from a bad start to take 15th, while a slow first stop dropped Chilton behind Kobayashi.

CATERHAM



CATERHAM-RENAULT CT05



MARCUS ERICSSON

Start 22nd (pits) Finish 18th
Strategy 2 stops
(supersoft/soft/soft)



KAMUI KOBAYASHI

Start 19th Finish 16th
Strategy 3 stops (supersoft/
soft/soft/supersoft)

It was a weekend of troubleshooting for Caterham. On Friday afternoon, Ericsson lost time when forced to shut down the engine after oil-pressure loss was detected, although the team had the car recovered and got him back out, with Kobayashi suffering a fire related to a fuel leak. With Ericsson suffering a hydraulic leak in the throttle during FP3, which the team didn't have time to repair, Caterham was down to one car in qualifying.

Kobayashi briefly ran ahead of the slow-starting Bianchi in the race before being passed into Turn 2 after the restart, but he managed to beat Chilton after passing him in the first round of pitstops. Ericsson, with a penalty for breaking parc ferme rules, was predictably last.



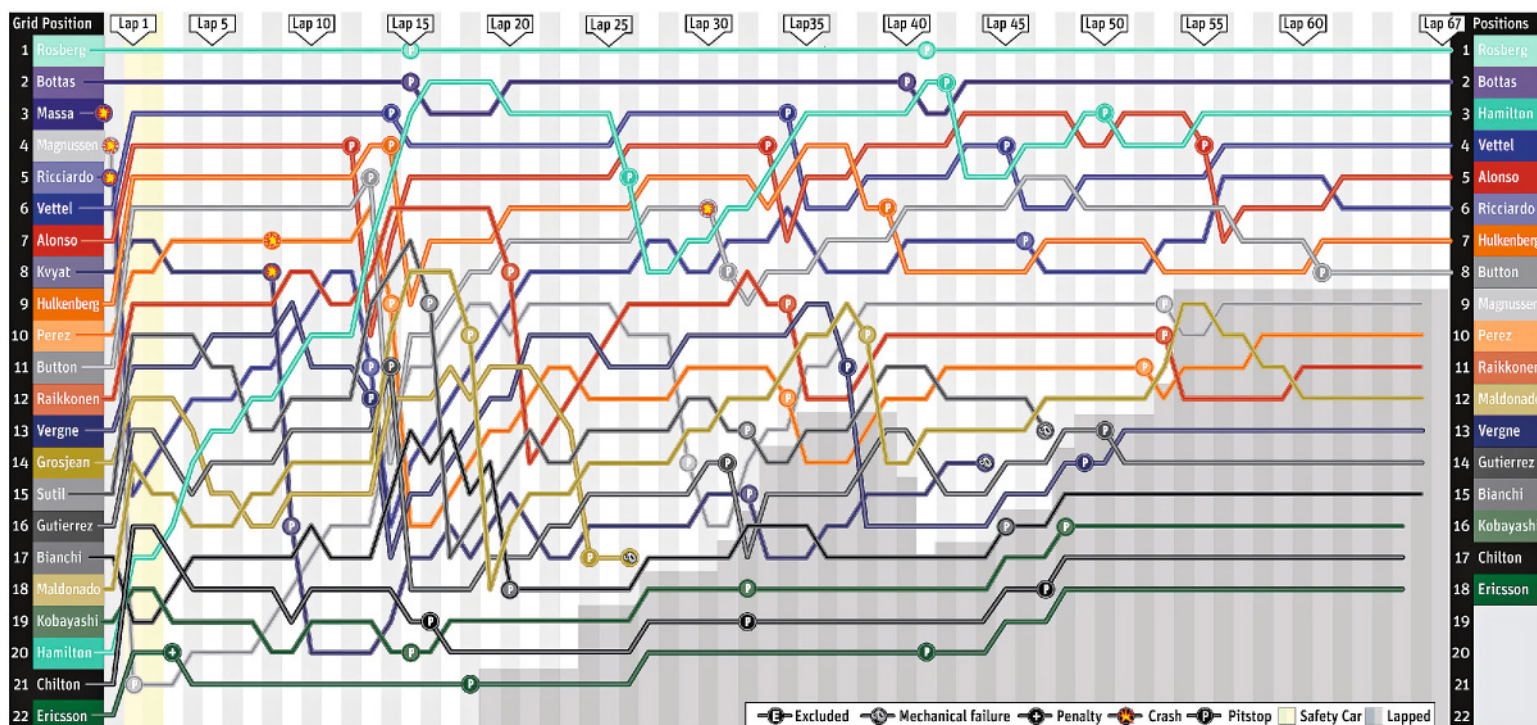
STANDOUT PERFORMANCE

Daniel Ricciardo

While overshadowed by Hamilton's high-profile charge from 20th to third, Ricciardo's climb from 15th after being delayed by the Massa/Magnussen crash at the first corner to sixth was superb. In a car that lacked the pace advantage of Mercedes, he was incisive in battle and his defensive driving against Alonso in the closing stages was some of the best seen all season. Looking more and more like a potential world champion with every outing. Pure class.

"That was awesome fun, one of the most enjoyable races I've had. Not on the first lap, obviously, that was just the wrong place at the wrong time. Fernando is a tough racer and I thought, 'who better to have a fight with?'"

RESULTS



PRACTICE 1: Friday

POS	DRIVER	TIME
1	ROSBERG	1m19.131s
2	HAMILTON	1m19.196s
3	ALONSO	1m19.423s
4	RICCIARDO	1m19.697s
5	BUTTON	1m19.833s
6	VETTEL	1m20.097s
7	MAGNUSSEN	1m20.105s
8	RAIKKONEN	1m20.210s
9	KVYAT	1m20.337s
10	SUTIL	1m20.505s
11	MASSA	1m20.542s
12	VERGNE	1m20.586s
13	HULKENBERG	1m20.592s
14	PEREZ	1m20.598s
15	WOLFF	1m20.769s
16	VAN DER GARDE	1m20.782s
17	GROSJEAN	1m21.603s
18	MALDONADO	1m21.854s
19	KOBAYASHI	1m22.572s
20	BIANCHI	1m22.982s
21	ERICSSON	1m23.256s
22	CHILTON	1m23.299s

Weather: 28C, sunny

PRACTICE 2: Friday

POS	DRIVER	TIME
1	HAMILTON	1m18.341s
2	ROSBERG	1m18.365s
3	RICCIARDO	1m18.443s
4	RAIKKONEN	1m18.887s
5	MAGNUSSEN	1m18.960s
6	MASSA	1m19.024s
7	BUTTON	1m19.221s
8	VETTEL	1m19.248s
9	ALONSO	1m19.329s
10	BOTTAS	1m19.385s
11	SUTIL	1m19.417s
12	KVYAT	1m19.452s
13	PEREZ	1m19.581s
14	HULKENBERG	1m19.593s
15	VERGNE	1m19.760s
16	MALDONADO	1m20.158s
17	GROSJEAN	1m20.358s
18	GUTIERREZ	1m20.504s
19	BIANCHI	1m21.328s
20	ERICSSON	1m21.870s
21	CHILTON	1m21.898s
22	KOBAYASHI	1m23.728s

Weather: 32C, sunny

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	ROSBERG	1m17.779s
2	HAMILTON	1m18.380s
3	ALONSO	1m18.384s
4	MASSA	1m18.575s
5	BOTTAS	1m18.611s
6	MAGNUSSEN	1m18.756s
7	RICCIARDO	1m18.769s
8	RAIKKONEN	1m18.842s
9	VETTEL	1m18.890s
10	HULKENBERG	1m19.127s
11	KVYAT	1m19.131s
12	VERGNE	1m19.470s
13	BUTTON	1m19.489s
14	PEREZ	1m19.505s
15	GUTIERREZ	1m19.601s
16	GROSJEAN	1m20.078s
17	BIANCHI	1m20.198s
18	MALDONADO	1m20.466s
19	SUTIL	1m20.844s
20	KOBAYASHI	1m21.018s
21	ERICSSON	1m23.077s
22	CHILTON	1m23.449s

Weather: 30C, sunny

FRIDAY TESTERS

POS	DRIVER	TIME
1	WOLFF	1m20.769s
2	VAN DER GARDE	1m20.782s



COATES/LAT



LEE/GETTY



COATES/LAT

QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	ROSBERG	1m17.631s (1)	1m17.109s (1)	1m16.540s
2	BOTTAS	1m18.215s (4)	1m17.353s (2)	1m16.759s
3	MASSA	1m18.381s (6)	1m17.370s (3)	1m17.078s
4	MAGNUSSEN	1m18.260s (5)	1m17.788s (5)	1m17.214s
5	RICCIARDO	1m18.117s (2)	1m17.855s (6)	1m17.273s
6	VETTEL	1m18.194s (3)	1m17.646s (4)	1m17.577s
7	ALONSO	1m18.389s (7)	1m17.866s (7)	1m17.649s
8	KVYAT	1m18.530s (10)	1m18.103s (9)	1m17.965s
9	HULKENBERG	1m18.927s (16)	1m18.017s (8)	1m18.014s
10	PEREZ	1m18.916s (15)	1m18.161s (10)	1m18.035s
11	BUTTON	1m18.425s (8)	1m18.193s	-
12	RAIKKONEN	1m18.534s (11)	1m18.273s	-
13	VERGNE	1m18.496s (9)	1m18.285s	-
14	GUTIERREZ	1m18.739s (13)	1m18.787s	-
15	GROSJEAN	1m18.894s (14)	1m18.983s	-
16	HAMILTON	1m18.683s (12)	no time	-
17	SUTIL	1m19.142s	-	-
18	BIANCHI	1m19.676s	-	-
19	MALDONADO	1m20.195s	-	-
20	KOBAYASHI	1m20.408s	-	-
21	CHILTON	1m20.489s	-	-
DNQ	ERICSSON	no time	-	-

Weather: 33C, sunny

QUALIFYING STATISTICS

	HEAD TO HEAD
VETTEL	3 7 RICCIARDO
ROSBERG	6 4 HAMILTON
RAIKKONEN	2 8 ALONSO
GROSJEAN	9 1 MALDONADO
MAGNUSSEN	5 5 BUTTON
PEREZ	2 8 HULKENBERG
GUTIERREZ	6 4 SUTIL
VERGNE	5 5 KVYAT
MASSA	4 6 BOTTAS
CHILTON	3 7 BIANCHI
ERICSSON	2 8 KOBAYASHI



THOMPSON/GETTY

POLE POSITION TROPHY

DRIVER	BRN	MC	CDN	GB	D	5
ROSBERG						
HAMILTON						
MASSA						



TATE/LAT

SUPERLICENCE 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										
VERGNE	X											

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

RACE: 67 LAPS - 190.433 MILES

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PITSTOPS	TIME IN PITS	GRID
1	NICO ROSBERG	MERCEDES	67	1h33m42.914s	1m21.298s	2	40.312s	1
2	VALTTERI BOTTAS	WILLIAMS-MERCEDES	67	+20.789s	1m21.494s	2	40.321s	2
3	LEWIS HAMILTON	MERCEDES	67	+22.530s	1m19.908s	3	59.496s	20
4	SEBASTIAN VETTEL	RED BULL-RENAULT	67	+44.014s	1m21.545s	3	57.547s	6
5	FERNANDO ALONSO	FERRARI	67	+52.467s	1m20.548s	3	57.514s	7
6	DANIEL RICCIARDO	RED BULL-RENAULT	67	+52.549s	1m20.846s	3	57.276s	5
7	NICO HULKENBERG	FORCE INDIA-MERCEDES	67	+1m04.178s	1m22.098s	2	39.078s	9
8	JENSON BUTTON	McLAREN-MERCEDES	67	+1m28.692s	1m21.346s	3	1m00.741s	11
9	KEVIN MAGNUSSEN	McLAREN-MERCEDES	66	+1 lap	1m20.224s	3	1m04.421s	4
10	SERGIO PEREZ	FORCE INDIA-MERCEDES	66	+1 lap	1m20.752s	3	1m01.577s	10
11	KIMI RAIKKONEN	FERRARI	66	+1 lap	1m21.338s	3	59.344s	12
12	PASTOR MALDONADO	LOTUS-RENAULT	66	+1 lap	1m22.305s	2	38.225s	18
13	JEAN-ERIC VERGNE	TORO ROSSO-RENAULT	66	+1 lap	1m21.876s	3	1m07.416s	13
14	ESTEBAN GUTIERREZ	SAUBER-FERRARI	66	+1 lap	1m22.008s	3	1m04.086s	16
15	JULES BIANCHI	MARUSSIA-FERRARI	66	+1 lap	1m22.522s	2	40.606s	17
16	KAMUI KOBAYASHI	CATERHAM-RENAULT	65	+2 laps	1m22.866s	3	1m00.571s	19
17	MAX CHILTON	MARUSSIA-FERRARI	65	+2 laps	1m23.035s	3	1m05.435s	21
18	MARCUS ERICSSON	CATERHAM-RENAULT	65	+2 laps	1m23.230s	3	1m07.808s	22
R	ADRIAN SUTIL	SAUBER-FERRARI	47	spin	1m22.529s	3	1m00.093s	15
R	DANIIL KVIAT	TORO ROSSO-RENAULT	44	ignition	1m22.179s	2	40.564s	8
R	ROMAIN GROSJEAN	LOTUS-RENAULT	26	cooling	1m24.137s	1	18.928	14
R	FELIPE MASSA	WILLIAMS-MERCEDES	0	accident	-	-	-	3

Weather: 26C, cloudy. Winner's average speed: 121.922mph. Fastest lap: Hamilton 1m19.908s (128.049mph) on lap 53. Lap leader: 1-67 Rosberg. Gutierrez drops 3 places for causing collision at previous round; Hamilton drops 5 for gearbox change; Ericsson failed to make 107 per cent cutoff but allowed to race at stewards' discretion, starting from pitlane due to parc ferme irregularity which also resulted in 10s stop/go penalty on lap 3.

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	190	1 st	2 nd	2 nd	2 nd	2 nd	1 st	2 nd	1 st	ret	1 st									
2	HAMILTON	176	ret	1 st	1 st	1 st	1 st	2 nd	ret	2 nd	1 st	3 rd									
3	RICCIARDO	106	ex	ret	4 th	4 th	3 rd	3 rd	1 st	8 th	3 rd	6 th									
4	ALONSO	97	4 th	4 th	9 th	3 rd	6 th	4 th	6 th	5 th	6 th	5 th									
5	BOTTAS	91	5 th	8 th	8 th	7 th	5 th	ret	7 th	3 rd	2 nd	2 nd									
6	VETTEL	82	ret	3 rd	6 th	5 th	4 th	ret	3 rd	ret	5 th	4 th									
7	HULKENBERG	69	6 th	5 th	5 th	6 th	10 th	5 th	5 th	9 th	8 th	7 th									
8	BUTTON	59	3 rd	6 th	17 th	11 th	11 th	6 th	4 th	11 th	4 th	8 th									
9	MAGNUSSEN	37	2 nd	9 th	ret	13 th	12 th	10 th	9 th	7 th	7 th	9 th									
10	MASSA	30	ret	7 th	7 th	15 th	13 th	7 th	12 th	4 th	ret	ret									
11	PEREZ	29	10 th	dns	3 rd	9 th	9 th	ret	11 th	6 th	11 th	10 th									
12	RAIKKONEN	19	7 th	12 th	10 th	8 th	7 th	12 th	10 th	10 th	ret	11 th									
13	VERGNE	9	8 th	ret	ret	12 th	ret	ret	8 th	ret	10 th	13 th									
14	GROSJEAN	8	ret	11 th	12 th	ret	8 th	ret	14 th	12 th	ret	12 th									
15	KVIAT	6	9 th	10 th	11 th	10 th	14 th	ret	ret	ret	9 th	ret									
16	BIANCHI	2	nc	ret	16 th	17 th	18 th	9 th	ret	15 th	14 th	15 th									
17	SUTIL	0	11 th	ret	ret	ret	17 th	ret	13 th	13 th	13 th	ret									
18	ERICSSON	0	ret	14 th	ret	ret	20 th	11 th	ret	18 th	ret	18 th									
19	MALDONADO	0	ret	ret	14 th	14 th	15 th	dns	ret	12 th	17 th	12 th									
20	GUTIERREZ	0	12 th	ret	ret	16 th	16 th	ret	14 th	19 th	ret	14 th									
21	CHILTON	0	13 th	15 th	13 th	19 th	19 th	14 th	ret	17 th	16 th	17 th									
22	KOBAYASHI	0	ret	13 th	15 th	18 th	ret	13 th	ret	16 th	15 th	16 th									



Kvyat poses for fan selfie



Patrick Dempsey with wife Jill Fink



Rosberg's lid pays tribute to World Cup winners

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	366	25	43	43	43	43	43	43	18	43	25	40								
2	RED BULL	188	0	15	20	22	27	15	40	4	25	20									
3	WILLIAMS	121	10	10	10	6	10	6	6	27	18	18									
4	FERRARI	116	18	12	3	19	14	12	9	11	8	10									
5	FORCE INDIA	98	9	10	25	10	3	10	10	10	4	7									
6	McLAREN	96	33	10	0	0	0	9	14	6	18	6									
7	TORO ROSSO	15	6	1	0	1	0	0	4	0	3	0									
8	LOTUS	8	0	0	0	0	4	4	0	0	0	0									
9	MARUSSIA	2	0	0	0	0	0	2	0	0	0	0									
10	SAUBER	0	0	0	0	0	0	0	0	0	0	0									
11	CATERHAM	0	0	0	0	0	0	0	0	0	0	0									

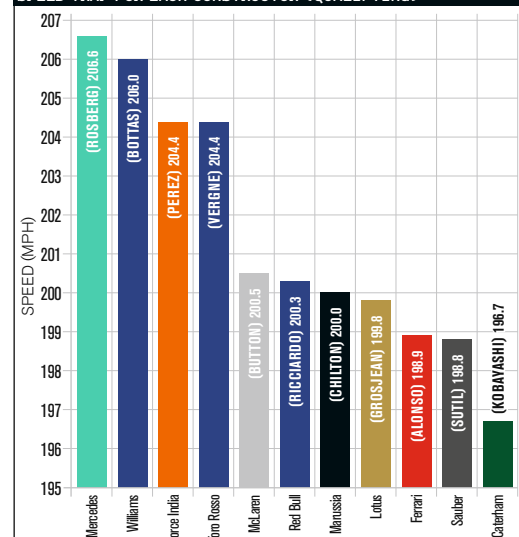
TYRE CHOICE

STINT 1	STINT 2	STINT 3	STINT 4
Supersoft	Soft	Soft	
Supersoft	Soft	Soft	
Soft	Soft	Supersoft	Supersoft
Supersoft	Soft	Supersoft	Soft
Supersoft	Soft	Soft	Supersoft
Supersoft	Soft	Supersoft	Soft
Supersoft	Soft	Soft	
Supersoft	Soft	Soft	Supersoft
Supersoft	Soft	Soft	Supersoft
Supersoft	Soft	Soft	Supersoft
Soft	Supersoft	Soft	Supersoft
Supersoft	Supersoft	Soft	
Supersoft	Soft	Supersoft	Soft
Supersoft	Supersoft	Soft	Soft
Supersoft	Soft	Supersoft	
Supersoft	Soft	Soft	Supersoft
Supersoft	Soft	Soft	Supersoft
Supersoft	Soft	Supersoft	
Supersoft	Soft	Soft	Soft
Supersoft	Soft	Soft	
Supersoft	Supersoft		

Option tyre in bold; new set in red; used set in black. Drivers were permitted to change tyres under the red flag.



SPEED TRAP FOR EACH CONSTRUCTOR (QUALIFYING)



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Is Germany's love affair with F1 over?

German teams and drivers are leading the way in F1 at the moment, but the nation's fans don't seem to be following. **JONATHAN NOBLE** finds out why



STALEV/LAT

During the height of Michael Schumacher's domination of Formula 1, a sell-out crowd for his home race at Hockenheim was the norm. More than 95,000 fans would pack themselves in as grand prix racing rode a wave of tremendous popularity in Germany.

Times have changed though, and the empty spaces in the grandstands at Hockenheim last weekend set alarm bells ringing for a sport that is already trying to find answers as to why its popularity is in decline.

As Niki Lauda told AUTOSPORT: "After Silverstone and Austria it was a surprise to me why it is not full here. Maybe the promotion was not done well enough for the race, because Germany is Mercedes, Nico [Rosberg] and [Sebastian] Vettel. You cannot do more to attract the crowd."

But after a run of sell-out events in Canada, Austria and Britain, was the lack of interest from the German fans more evidence of

trouble for F1, or simply a country-specific problem?

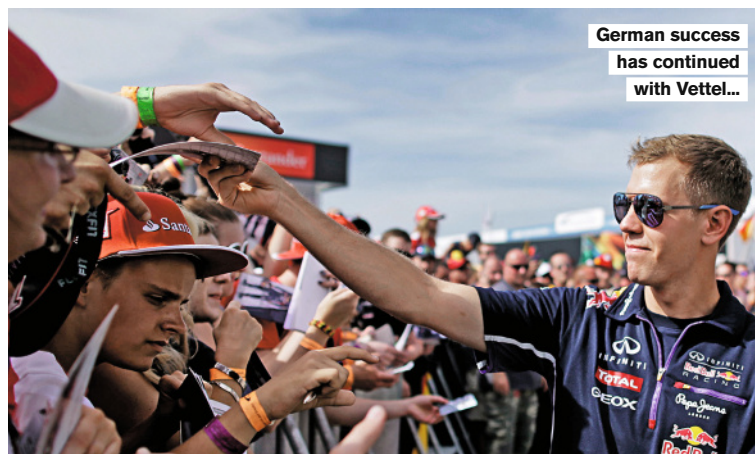
F1 PUZZLED BY LACK OF INTEREST

German fans certainly had plenty of reasons to attend the race this year. With German car manufacturer Mercedes so dominant, Rosberg leading the title chase, and Vettel a four-time champion, interest in the country has every reason to be at an all-time high.

Plus, the nation should have had an appetite for more sporting success following Germany's triumph in the football World Cup.

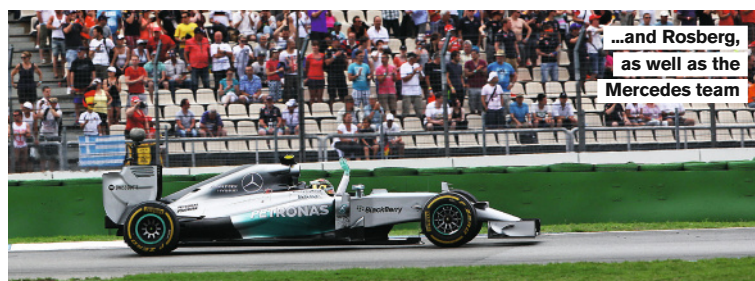
In the end, a raceday crowd of 52,000 was well down on the peaks of the Schumacher era. The weekend tally of 95,000 was less than half of the 200,000 who would cram in to Hockenheim 20 years ago.

Vettel himself was puzzled as to why he was competing in front of empty stands. "I saw the grandstands were not as full as



German success has continued with Vettel...

PRETTY/GETTY



...and Rosberg, as well as the Mercedes team

PRETTY/GETTY



DUNBAR/LAT

COATES/LAT



German fans should have lots to shout about



"There are things to look at but this does not need a revolution. The race showed we are in good shape"

Toto Wolff

previous years," he said. "Why? I don't know. I think generally it couldn't be any better. You have a German manufacturer right at the top, you have German drivers able to win races, and I think the British fans would be fairly happy with that [combination]. Plus the sun is shining. Maybe it is too much!"

Vettel's Red Bull boss Christian Horner concurred there was no obvious explanation for the turn off. "It is difficult to understand when we have come from the last three races, which have been absolutely packed," he said.

"Maybe they are all hungover from the World Cup. It is something here the promoter is going to have to look at – for with racing like we have seen you would think there would be more people."

SEEKING ANSWERS

While Hockenheim's race organisers are set for a post-weekend analysis of what happened and possible causes, initial conclusions point

to a combination of factors contributing to the situation.

Lauda believes the blame lay wholly with the race promoters, who he thinks did not do enough to publicise the race at a time when F1 was competing for attention with football.

"I think it was a simple problem that Hockenheim did not do enough advertising for their home race," he says. "Otherwise, why are the other races full, with the same people and the same everything?"

But Hockenheim organisers argue they ramped up their promotion this season, and even with that they could not attract the bumper crowd they wanted.

Part of the explanation may be the World Cup, in that Germany had already experienced a month of sporting enjoyment – so there was little appetite for another major event.

While ticket prices were relatively high – ranging from €95 to €512 – they were not dramatically

different from many other races.

However, corporate guest attendance was hit by German compliance and anti-bribery legislation, which limited the ability of companies to invite as many customers as in the past.

There was also the return of the Austrian GP, with cheaper subsidised tickets, which attracted some of the audience in southern Germany that traditionally went to Hockenheim.

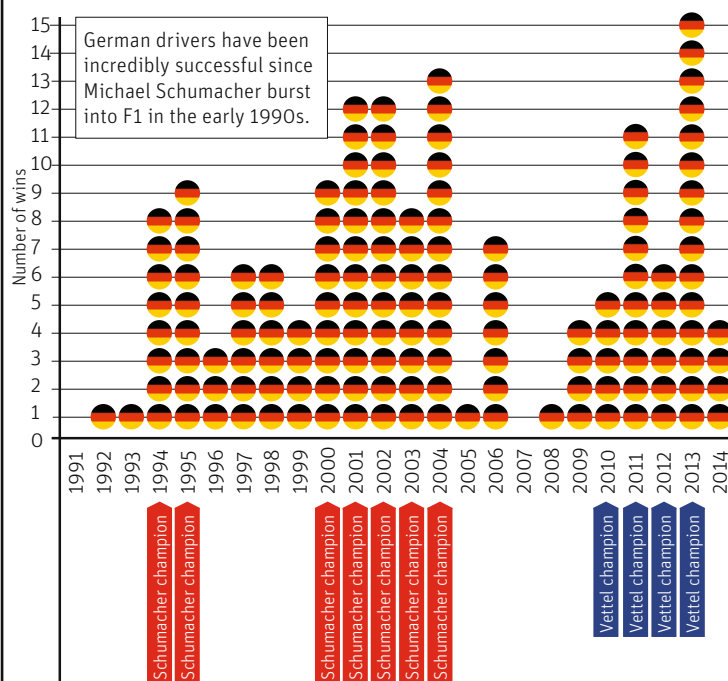
There is also a reality that the previous peaks of interest at Hockenheim were the result of Germans being Schumacher fans rather than F1 fans. When the seven-time champion left F1, they followed suit – and the sport has failed to attract a new younger generation to follow the likes of Vettel or Rosberg.

Additionally, F1 has not done itself many favours this year, with Bernie Ecclestone unleashing a campaign of negativity against the sport. Vettel's outburst in calling the



Home support for Schumacher grew strong

GERMAN WINS IN FORMULA 1



sound of the engines "shit" at the start of the season will have done little to encourage fans to find out for themselves what the new cars are like.

NO REASON FOR PANIC

While a combination of factors came together to deter German fans, Mercedes motorsport boss Toto Wolff is adamant there is no need for a knee-jerk response by F1. He believes there is plenty right with the sport – as the thrilling German GP showed.

"There are many things to look at but definitely this doesn't need a revolution, this needs an evolution," he says. "We need to be open for all opinions and then shape the sport in the right direction."

"But the race showed that we are in good shape. This is mega sport and we've seen some spectacular pictures and some good racing."

"I hope that this will create momentum behind the sport again here." ❧

Grids have not
been as strong
during 2014



Renault revitalises its F1 feeder series

After a strong couple of years, Formula Renault 3.5 has endured a tough time during 2014.

GLENN FREEMAN finds out how the French firm reacted, and why the teams are so pleased

Football teams are supposedly at their most vulnerable after they have just scored a goal. Perhaps when things are going well it is easy to start taking it a little bit too easy, assuming you've got a situation under control and are now the master of your own destiny. But as Renault found out over the winter of 2013-14, just because it had been scoring 'goals' for fun over the past couple of seasons with Formula Renault 3.5 didn't mean it wasn't at risk of being caught out.

Some teams scrambled to fill seats for this season after a couple of the championship's best years in terms of driver line-up. Teams with titles to their name weren't immune: Carlin decided to skip the season, while Comtec was forced to miss the Spa and Moscow rounds. With other top squads Tech 1 and

ISR only fielding one car each to begin with, and the Renault car company undertaking an evaluation of its "motorsport strategy", rumours gathered pace that FR3.5's days were numbered.

"We were probably too confident

last year," says Renault Sport president Patrice Ratti. "Last year we had to refuse drivers, but we should have anticipated the crisis."

The chance to prevent the situation had passed, but Renault Sport set about fixing the issue at

hand as quickly as possible, and the result was an announcement last week that budgets will be reduced for 2015, and new contracts have been signed with several key championship partners to safeguard the series for a minimum of three more years.

"I've heard rumours that we were thinking of stopping," adds Ratti. "I don't know where it comes from. There is no doubt about the future of World Series."

Of course, FR3.5 is a formula that runs within the World Series by Renault package, so has Renault left the door open to can that category?

"World Series without FR3.5 is not World Series," says Ratti.

Renault's first response to failing to get a full grid for this season was to set up a working group with the teams. Three outfits – Fortec Motorsports, Pons Racing and

FR3.5 remains central to Renault's ladder





GOODEN/DPPI

Popular World Series package will remain for at least another three years



FLAMAND/DPPI

"Everyone in Renault is convinced about World Series. It is one of the central pieces and we want to strengthen it, not reduce it."

Renault Sport president Patrice Ratti

DAMS – were voted in to represent the competitors in meetings with the manufacturer.

"It's much easier to have three teams sat in a small room with the organisers than trying to get everyone together," says Fortec team manager Jamie Dye. "The meetings are more focused and you do get more done."

The priority of the working group was to work with series organisers

to come up with a cost-cutting plan before the two-month summer break, which has just started.

Renault attempted to come up with measures of its own last summer, but the changes were minimal and not well-received by the teams. The reaction is different this year, as there has been a greater focus on improving the quality and reliability of key parts (mainly in the engine and gearbox), which will also

increase mileage between rebuilds. Some of those changes will be in place for the next round in Hungary in September, while the cuts for 2015 are expected to slice 10-15 per cent from budgets.

"Those numbers are pretty accurate, and it's a change that is achievable without changing the dynamic of the championship," says Arden sporting director Julian Rouse. "It's been a really positive six months for the future of the championship with the way the teams and Renault have worked together."

The response to the working group representing the teams appears to be unanimously positive throughout the paddock, with even the squads that are not a part of it feeling satisfied with what has been achieved.

"It's really effective and it's working," says Strakka Racing team manager Mike Henderson. "Large group meetings normally spiral into lengthy discussions with many different opinions."

However, the budget cuts would mean little if Renault wasn't fully behind the World Series package for the foreseeable future. Arden's Rouse describes the renewed commitment from the French manufacturer as "one of the biggest things to come out of this process".

Ratti adds: "Everyone in Renault is convinced about World Series. It really is one of the central pieces. It wants to strengthen it, it's not about reducing it."

Teams also believe the changes have been confirmed early enough to have a positive impact on negotiations with drivers for next year, and Renault has a renewed confidence about having a full grid again in 2015. ❧



Fortec was one of the teams selected to negotiate with Renault

ROZENDAA/LAT

Q&A



TREVOR CARLIN CARLIN TEAM BOSS

What do Renault's recent announcements regarding the future of FR3.5 mean for Carlin's chances of returning to the series?

It helps. What they've done is encouraging and we're working on a deal to come back. I'm fairly confident I can put a deal together if I've still got an entry.

There's talk of around a 15 per cent budget cut. How does that sound?

I've seen a few things, and with all these championships, the reality and what they project are often two different things. I always take these numbers with a pinch of salt.

Renault has admitted it got complacent with FR3.5. Is that refreshing to hear?

It's good as long as they are now looking at the right things. Where they went wrong was trying to compete with GP2 – they didn't need to do that. World Series was always a great championship because it was cheaper and had more mileage. If they get back to where it should be they'll get their market back.

How tough has the junior single-seater market been recently?

It goes in fits and starts, and it depends on your team's results. I don't moan about struggling to get drivers if we've had a bad year. I don't blame the championship – I blame us. But when there are too many seats you get people cutting prices to find drivers. You end up competing with people who are prepared to lose money. It's a tricky old game.





HUNGARIAN GP PREVIEW

Steering: one of the last bastions of mechanical F1

One area of a modern Formula 1 car that still relies on traditional mechanical engineering is the steering. **CRAIG SCARBOROUGH** explains how electronics take a (mostly) back seat in this area

Steering a Formula 1 car remains one of the simplest mechanical processes. While other driver controls have been made fly-by-wire, steering is still a physical link all the way from the steering wheel to the front wheels.

All modern F1 cars have power assistance to the steering and this remains the only area in which modern complexity overlays the simple steering system.

The mechanical link starts with the steering wheel, attached via a quick-release mechanism, to the steering column. This in turn passes through a universal joint to the steering rack. Sideways movements of the rack and pinion set-up transfers the movement to the front axle via track rods.

Of course nothing in F1 is wholly low tech; the steering wheel is a

complex carbonfibre moulding hosting all of the buttons and paddles for the driver. The steering column is a mix of carbonfibre shaft with metallic end fittings. Additionally the steering column has an electrical connector embedded in the end of the shaft, to automatically connect to a corresponding connector inside the steering wheel. Thus a short length of wiring with a multi-pin connector is required to emerge from the column to connect to the steering wheel's electronics wiring loom. The column is also required to deform in a frontal crash, so both the universal joint and a purpose-designed collapsible section is engineered into the otherwise stiff column.

But it's the steering rack where the modern complexity creeps in. Although the rack uses a simple fixed-

gear rack and pinion, its movement is aided by hydraulic power assistance. This has to be purely a mechanical system; since the 1994 driver-aid ban, no electronics are permitted in the steering system.

A hydraulic-fluid line is taken from the pump on the engine and supplies the power-steering actuator with hydraulic pressure via an intricate valve set-up. In the straight-ahead position, no hydraulic pressure is passed through the steering. When the steering column is turned, a proportional valve opens up to supply one side of the actuator's cylinder, to help move the steering rack one direction or the other.

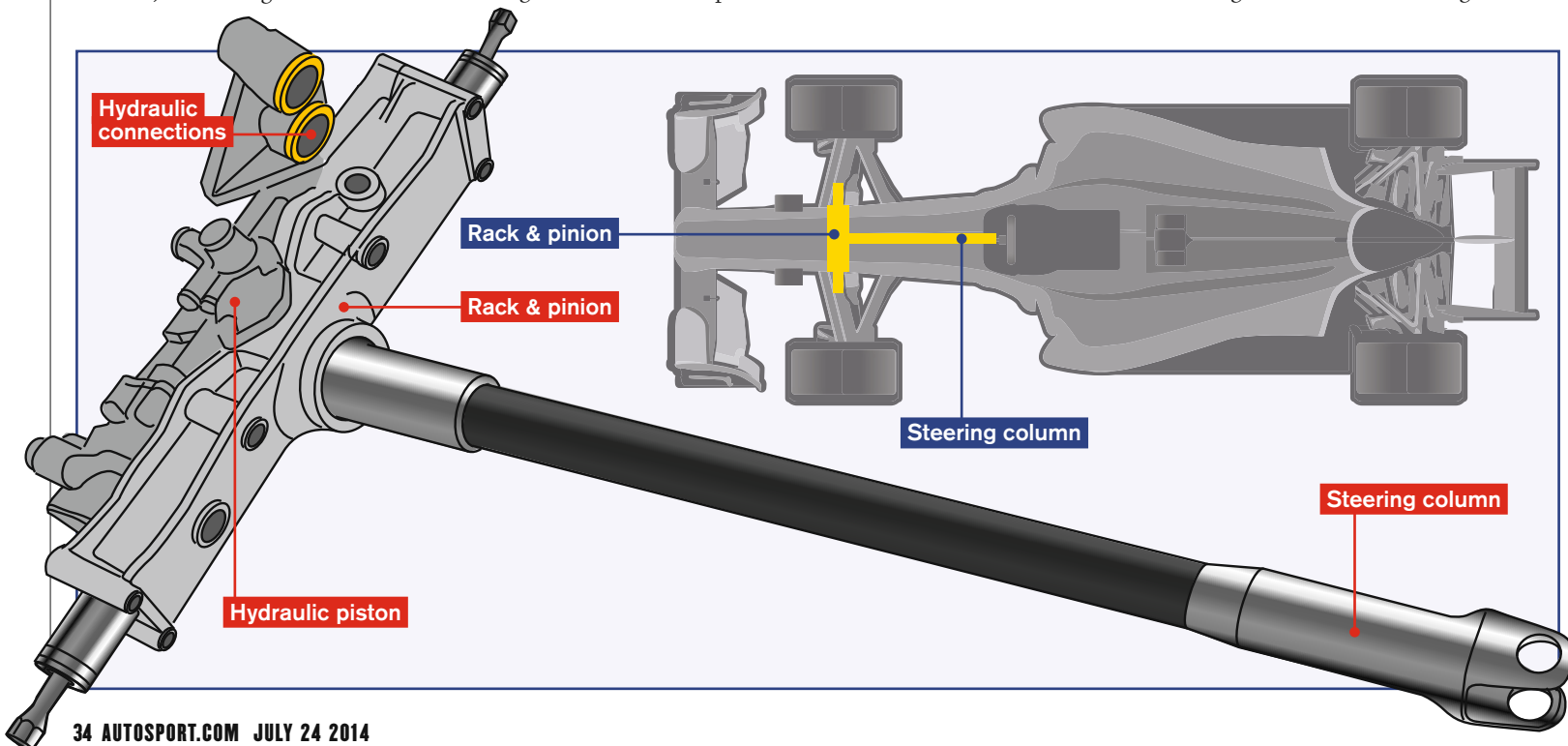
Without electronics, setting up such a sensitive system is a complex process. Drivers switching between teams often need some time to

reconfigure the valving to suit their own preferences.

The last mechanical link is the trackrod. These arms pass from the end of the steering rack to the front uprights, each end connecting with spherical bearings.

Sitting out in the airflow, the trackrod's shape is largely dominated by aerodynamics. Having the trackrod pivot uncontrollably on its spherical bearings would wreak havoc with aero and the rules, which demand it does not point up or down more than five degrees. So the teams use a mechanical means to keep the trackrod angle correct, usually via a pin on the outer spherical bearing riding in a slot in its mounting clevis.

As the trackrod steers the car, the pin and slot arrangement controls its angle of attack within the legal limits.



WHAT TO WATCH OUT FOR

Will Lewis Hamilton star?

The 2008 world champion is mighty around the twists of the Hungaroring – he's won four times there since making his F1 debut in 2007. The title battle between Hamilton and Mercedes team-mate Nico Rosberg is extremely close, but Hungary is one place where you expect Lewis will have an edge. But we said that in Canada...



Can Red Bull fight Mercedes?

On current form it seems unlikely, but Mercedes is wary of the Red Bull powerhouse and reckons its rival will be mighty once its Renault engine is sorted. The Hungaroring is a track where engine deficit is likely to hurt less, so Sebastian Vettel and Daniel Ricciardo should head to Hungary with more confidence.



Can Raikkonen find his form?

The Iceman is rapidly turning into Formula 1's second-string Finn, as he continues to struggle badly compared to Ferrari team-mate Fernando Alonso. The Scuderia is publicly backing the 2007 world champion, but he surely needs to start carrying the fight to the Spaniard if he wants to stop the knives being sharpened at Maranello...

HUNGARY

Hungaroring



KEY INFO

2013 winner
Lewis Hamilton (Mercedes)

2013 pole
Lewis Hamilton (Mercedes) 1m19.388s

UK Start times
FP1: 0900
FP2: 1300
FP3: 1000
Qualifying: 1300
Race: 1300

Live TV
Sky Sports F1

Tyre allocation

Soft Medium

DRS zone

CLASSIC RACE: 1989

Nigel Mansell took a famous victory for Ferrari on the revised Hungaroring circuit.

The Brit started back in 17th after a difficult practice session, where he struggled to get his qualifying tyres working, but was up to eighth inside a lap.

Poleman Riccardo Patrese led for 52 laps until a punctured radiator caused engine temperatures to soar and put his Williams out.

Ayrton Senna took over at the front in an ill-handling McLaren, but was outfoxed by Mansell while lapping Stefan Johansson's Onyx.

The Brazilian eventually finished a distant second, while Thierry Boutsen's Williams completed the podium ahead of Alain Prost's sick McLaren.

"I think maybe it was the best [race] of my life," said Mansell. "On a par with Silverstone '87, anyway."



GP2

Hockenheim (D)

July 19-20

Round 6/11



S BLOXHAM/LAT

RESULTS

RACE 1: 38 LAPS, 108.002 MILES

1 MITCH EVANS (NZ) 58m15.099s

Russian Time; Grid: 15th-1m24.335s

2 STOFFEL VANDORNE (B) +0.414s

ART Grand Prix; Grid: 2nd-1m23.665s

3 JOLYON PALMER (GB) +2.755s

DAMS; Grid: 1st-1m23.383s

4 STEFANO COLETTI (MC) +20.191s

Racing Engineering; Grid: 3rd-1m23.722s

5 FELIPE NASR (BR) +20.687s

Carlin; Grid: 5th-1m23.781s

6 SIMON TRUMMER (CH) +23.432s

Rapax; Grid: 9th-1m23.983s

7 JOHNNY CECOTTO JR (YV) +30.583s

Trident; Grid: 10th-1m23.860s*

8 NATHANIEL BERTHON (F) +33.160s

Venezuela GP Lazarus; Grid: 13th-1m24.253s

9 MARCO SORESENSEN (DK) +35.879s

MP Motorsport; Grid: 24th-1m24.888s

10 STEPHANE RICHELMI (MC) +36.857s

DAMS; Grid: 11th-1m24.024s

Winner's average speed: 111.243mph. Fastest lap: Palmer 1m27.163s, 117.386mph.

* - includes three-place grid penalty for impeding in qualifying

RACE 2: 26 LAPS, 73.896 MILES

1 COLETTI 45m31.696s

Grid: 5th

2 NASR +1.238s

Grid: 4th

3 VANDORNE +5.531s

Grid: 7th

4 SORESENSEN +15.656s

Grid: 9th

5 JON LANCASTER (GB) +17.961s

Hilmer Motorsport; Grid: 23rd

6 PALMER +18.401s

Grid: 6th

7 ALEXANDER ROSSI (USA) +19.840s

Campos Racing; Grid: 25th

8 ADRIAN QUAIFE-HOBBS (GB) +24.222s

Rapax; Grid: 14th

9 TOM DILLMANN (F) +25.438s

Caterham Racing; Grid: 12th

10 RIO HARYANTO (RI) +36.088s

Caterham Racing; Grid: 22nd

Winner's average speed: 97.384mph. Fastest lap: Coletti, 1m25.449s, 119.741mph.

All drivers in Dallara-Mecachrome GP2/11.

DRIVERS' CHAMPIONSHIP

1 PALMER 168 6 VANDORNE 86

2 NASR 127 7 LEAL 66

3 CECOTTO 100 8 RICHELMI 41

4 COLETTI 96 9 PIC 41

5 EVANS 92 10 MARCIELLO 29

TEAMS

1 DAMS 209 4 TRIDENT 122

2 CARLIN 193 5 ART GRAND PRIX 97

3 RACING ENGINEERING 98 6 RUSSIAN TIME 92

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.



Richelmi's DAMS car burns in race two

S BLOXHAM/LAT

Evans and Coletti burn from the stern

Two very different races – one red-hot and one wet-then-drying – produced two winners who had to earn it. By CHARLES BRADLEY



Winner Evans veers over towards team as Vandoorne secures P2

MITCH EVANS SHOULDN'T HAVE WON THE FEATURE race at Hockenheim – the 200th in GP2 Series history – from 15th on the grid. And Stefano Coletti shouldn't have driven from 19th to win Sunday's sprint race.

On Friday night, Evans's Russian Time team was left scratching its head after a woeful qualifying, Evans's data making no sense compared with his team-mate's car. Then, the smoking gun – a faulty anti-rollbar adjuster – was discovered.

"The thread had stripped," said team chief Paul Jackson. "It wasn't broken but the adjuster had slipped, moving us out of the range we thought we were in."

Evans started on the soft tyre, the majority ahead of him took the medium on a roastingly hot day. So who should've beaten him?

For starters, Stoffel Vandoorne. After outrunning poleman Jolyon Palmer from P2 ("it's been a weakness all year for us," rued Palmer) the McLaren junior looked as assured up front as he did when he won the season opener in Bahrain.

He started on mediums on his ART machine and switched to softs late on, a strategy only threatened if someone on the converse soft/medium method leapt ahead during the pitstop cycle. Even then, he'd be on the faster tyre; able to react with his latent pace, surely?

Although Vandoorne's pitstop wasn't the swiftest, it was adequate for him to rejoin right behind Evans with a dozen laps remaining. Evans had worked wonders to rise from 15th to 11th (lap one), then jumped Alexander Rossi (whom he hit, breaking the American's steering) and Simon Trummer in one move at the hairpin (lap five), and passed Stephane Richelmi (lap eight) and Johnny Cecotto Jr (lap nine).

Meantime, Arthur Pic and Raffaele Marciello were on an identical strategy to Evans, and were running well ahead of him when they pitted – and simultaneously stalled. That was another two candidates for the win gone, and Evans gained two spots for free.

As car after car pitted ahead of him, a shocked Evans found himself in the lead – his biggest scare coming when Richelmi had undercut him during the pitstop cycle, but the Kiwi soon repassed him.

On softer, fresher rubber, Vandoorne should have dealt with Evans straight away, but he didn't. Why? "I asked the team if I had to overtake; I misunderstood and thought Mitch still had to stop, so I didn't attack him," he admitted.

Once Vandoorne realised his error, there were literally a couple of laps remaining. Running the settings that won him the race at Silverstone on a similar strategy, and on older and harder tyres, Evans branded his car "sensational" as he dragged it home 0.4s clear. "I was thinking maybe I could finish top eight, but I got into that position quite early and then just went for it," he said. "I'd have been rapt with a podium, but to win is just crazy"

Palmer finished third but couldn't hide his



Vandoorne leads R2 on cold slicks as Coletti (r) gets ready to pounce

S BLOXHAM/LAT

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FORIX



Monegasque Coletti celebrates his first win of the season

disappointment. "Mitch came out of nowhere, like Silverstone again," he said. "He did a great stint on the prime and we just couldn't pass him."

Behind them, Coletti won a brilliant duel with Felipe Nasr that had raged for virtually the whole of the race, and meant they both had to carve through in the latter stages on soft tyres from 12th and 13th to fourth and fifth respectively.

If that race was strange, Sunday's sprint race was positively bonkers. Heavy rainfall 10 minutes before the start meant that all should really have started on wets, but no more rain was forecast, so Cecotto (P2), Trummer (P3), Nasr (P4) and Coletti (P5) all bravely gambled on slicks.

As reversed-grid poleman Nathanael Berthon streaked away on the soaking track, a quartet of wheel-spinning cars caused a huge bottleneck at Turn 1, Cecotto being punted into a spin by Richelmi, who then caught fire, requiring a safety car while the conflagration was extinguished.

At the restart, Saturday hero Evans quickly passed Berthon for the lead, but he was running dry settings and tumbled down the order (he'd finish 11th this time), so it was Vandoorne who came to the fore, taking the lead as Evans ran wide at Turn 1 on lap six.

Coletti was the first of the slick-shod runners, down in 19th and 46s behind leader Vandoorne. Lap 13 was the crossover point, as the wets cried enough and the slicks came into their own.

No criticism of Vandoorne's strategy: he pitted at the perfect moment for slicks when another safety-car period was called. But that allowed those on slicks to neutralise their time gap, and with no tyre warmers it took Vandoorne an age to get them up to the temperature of Coletti's.

"I just think the safety car came in a little bit



Richelmi (8) whacks Cecotto as Izawa (1) joins in race-two shunt

too early," said Vandoorne, who only had his out-lap behind the safety car before racing resumed. "They had warm slicks and were in the rhythm of the drying track; I didn't know where to brake and which spots were dry."

Vandoorne's 2s advantage evaporated as quickly as the water on the track had done. After he ran wide at the hairpin, Coletti swept past at the Mercedes Arena. Nasr, who had been in Coletti's wheeltracks (again), took a couple of laps to deal with Vandoorne, and was 2.6s behind Coletti when he finally passed Vandoorne at the hairpin on lap 18. He gave chase for the win, but it was too late.

Coletti admitted: "The safety car helped to keep the gap down [to the cars on wets] and we saw two years ago that it dried really quickly here, and it was similar conditions again. It was key to be the first guy on slicks."

Marco Sorensen was the second-best wet-tyred starter in fourth, ahead of duelling Brits Jon Lancaster, who went from 23rd to fifth, and Palmer, who lost places with a costly slide at the final corner but retains his dominant series lead.



Estre (left) leads Thiim at first turn

PORSCHE SUPERCUP HOCKENHEIM (D), JULY 20 RD 5/10

Thiim completes Supercup comeback

NICKI THIIM SCORED THE FIRST VICTORY OF HIS Porsche Supercup return at Hockenheim on Sunday, the reigning champion having to overcome the challenge of Kevin Estre and Earl Bamber, who both pushed him hard for the win.

Thiim, who returned to the series at Silverstone, started from pole after grabbing the top spot in the closing moments of a red-hot qualifying session on Saturday, ahead of Estre and Bamber. In the much cooler conditions of Sunday, Thiim bogged down at the start and, despite swerving across the grid, couldn't keep Estre behind him.

There was slight contact between Thiim and Michael Ammermuller at the first corner, but the Dane stayed second as Bamber slipped into third via going wide on the run-off.

Thiim got very close to Estre at the final corner of the opening lap, and made his move at the Spitzkehre hairpin on lap two. He gained the overlap on the exit, and grabbed the lead at the kink entering the Mercedes Arena.

Bamber then made a superb move to pass Estre around the outside of the following left-hander, but Thiim would stay agonisingly out of reach.

Bamber finished 0.7s behind after 14 laps of close-quarters racing, with Estre right in his wheeltracks too.

"The fight between us three frontrunners was incredible," said Thiim. "Man, it was tight!"

Behind them, Klaus Bachler passed Ammermuller for fourth at the hairpin on lap 13. Points leader Kuba Giermaziak was next up, having been passed by Bachler in similar style two laps earlier. Christian Engelhart battled through to seventh from 10th on the opening lap as Ben Barker fell backwards to 10th after a great start.

● Charles Bradley

RESULTS

1 Nicki Thiim (Lechner Racing Team), 14 laps in 24m34.657s; **2 Earl Bamber (Fach Auto Tech)**, +0.737s; **3 Kevin Estre (Attempto Racing)**; **4 Klaus Bachler (Konrad Motorsport)**; **5 Michael Ammermuller (Lechner Racing Team)**; **6 Kuba Giermaziak (Lechner Racing Team)**; **7 Christian Engelhart (Konrad Motorsport)**; **8 Connor de Phillippi (Lukas Motorsport)** **9 Robert Lukas (Lukas Motorsport)**; **10 Ben Barker (Lechner Racing Team)**.

Points 1 Giermaziak, 76; 2 Bamber, 71; 3 Ammermuller, 52; 4 Barker, 49; 5 Engelhart, 48; 6 Sven Muller, 47.



Thiim took first win of series comeback

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Kirchhofer leads into Turn 1 en route to his maiden series win

GP3 SERIES HOCKENHEIM (D), JULY 19-20 RD 4/9

Maiden winners seize their moment

A PAIR OF FIRST-TIME WINNERS scored lights-to-flag victories at Hockenheim, as Marvin Kirchhofer gave the German crowd a home success on Saturday and Jann Mardenborough became the fourth different British driver to drink the champagne this year on Sunday.

ART Grand Prix's Kirchhofer grabbed his maiden pole position on Saturday morning from series leader Alex Lynn by 0.059s, and then left the Carlin car for dead at the lights in the race, which was held in scorching temperatures. Fourth-placed Emil Bernstorff made the best getaway and snatched third from Nick Yelloly (Status). Bernstorff put pressure on Carlin team-mate Lynn in the early stages, before a big moment at Turn 1 on lap 12.

Lynn had kept Kirchhofer in his sights until this point, but the German got the hammer down in the second half of the race and pulled away to a 3.3s win.

"I was quite comfortable, my start wasn't bad and then I just had to bring it home," said Kirchhofer. "To

get the pole, victory and fastest lap here is really special."

Lynn added: "It was probably the most difficult race of the year to manage, the tyres were going off a lot. To be honest we were struggling."

Dean Stoneman was the race's big mover: from ninth on the grid, he ran seventh on the opening lap after surviving a punt from title contender Jimmy Eriksson at the hairpin. He passed Matheo Tuscher in a fierce duel that stretched from the hairpin to the Mercedes Arena at half distance, and managed to find a way past Dino Zamparelli for fifth, behind Yelloly, on the final lap.

Eriksson finished seventh, having carried a five-place grid penalty for his Silverstone exit. Sunday's race would bring more trouble for him...

Mardenborough finished eighth on Saturday from 14th on the grid in his Arden car, and proved untouchable in the cooler conditions of Sunday morning. Any ambitions Zamparelli harboured of beating him faded away from lap seven, and Mardenborough pulled clear to a 3.8s win.

Mardenborough played perfect game in second race for first victory



"It's great to get my first win in international single-seaters," said the gamer-turned-racer. "I felt completely in control and it was a really nice feeling to have."

Eriksson finished third, losing a place to Zamparelli ("There wasn't as much grip on the inside of the grid") and then coming under pressure from title rival Lynn, who took full advantage of an opening-lap schmozzle at the hairpin between Stoneman, Yelloly and Bernstorff to leap from seventh to fourth. "I made sure I was the last of the late brakers," he said. "I got past a couple, and a couple went wide."

Lynn then caught right up with Eriksson when the Swede ran wide onto the grass, under yellow flags, at the hairpin the second time through. Stewards took a dim view of this, and the 20s they added to Eriksson's race time cost him his third-placed finish, dropping him to 15th, and gifted Lynn a 30-point series lead rather than 18. A big call with

serious ramifications for him.

Stoneman got shuffled out in the opening-lap incident at Spitzkehre, and was battling with Bernstorff when Kirchhofer made a move on both of them that removed himself and Bernstorff. Stoneman then nicked fourth place when Yelloly ran wide at Turn 1 with five laps to go.

● Charles Bradley

Eriksson (8) took a big title-race hit with a race-two penalty



RESULTS

Race 1 1 Marvin Kirchhofer (ART Grand Prix), 18 laps in 27m47.577s; 2 Alex Lynn (Carlin), +3.359s; 3 Emil Bernstorff (Carlin); 4 Nick Yelloly (Status GP); 5 Dean Stoneman (Marussia Manor Racing); 6 Dino Zamparelli (ART); 7 Jimmy Eriksson (Koiranen GP); 8 Jann Mardenborough (Arden International); 9 Riccardo Agostini (Hilmer Motorsport); 10 Robert Visoiu (Arden).

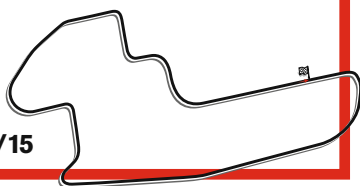
Race 2 1 Mardenborough, 18 laps in 27m48.880s; 2 Zamparelli, +3.860s; 3 Lynn; 4 Stoneman; 5 Yelloly; 6 Patric Niederhauser (Arden); 7 Richie Stanaway (Status); 8 Agostini; 9 Visoiu; 10 Luis Sa Silva (Carlin). **Points** 1 Lynn, 114; 2 Eriksson, 84; 3, Kirchhofer 80; 4 Bernstorff, 73; 5 Stanaway, 70; 6 Yelloly, 56.

INDYCAR

Toronto (CDN)

July 20

Round 11/15



RESULTS

RACE 1: 65 LAPS, 114.075 MILES

1 SEBASTIEN BOURDAIS (F) 1h15m44.3232s

KVSH Racing Dallara-Chevrolet; Qual: 1st-58.9479s

2 HELIO CASTRONEVES (BR) +3.3408s

Team Penske Dallara-Chevrolet; Qual: 3rd-59.1499s

3 TONY KANAAN (BR) +4.8655s

Chip Ganassi Racing Dallara-Chevrolet; Qual: 6th-59.9987s

4 SIMON PAGENAUD (F) +5.4271s

Schmidt Peterson Hamilton Motorsports Dallara-Honda; Qual: 5th-59.3972s

5 SCOTT DIXON (NZ) +12.5472s

Chip Ganassi Racing Dallara-Chevrolet; Qual: 12th-1m00.2193s

6 GRAHAM RAHAL (USA) +15.5804s

Rahal Letterman Lanigan Racing Dallara-Honda; Qual: 14th-59.9495s

7 CHARLIE KIMBALL (USA) +28.6978s

Chip Ganassi Racing Dallara-Chevrolet; Qual: 20th-1m00.2304s

8 JAMES HINCHCLIFFE (CDN) +31.1677s

Andretti Autosport Dallara-Honda; Qual: 9th-59.3526s

9 WILL POWER (AUS) +33.1220s

Team Penske Dallara-Chevrolet; Qual: 2nd-59.1025s

10 JUSTIN WILSON (GB) +33.7258s

Dale Coyne Racing Dallara-Honda; Qual: 8th-59.3406s

Winner's average speed: 90.103mph. Fastest lap: Pagenaud, 1m00.6954s, 104.098mph.

Final grid set by order at time of Saturday stoppage. All drivers in Dallara DW12.

RACE 2: 56 LAPS, 98.280 MILES

1 MIKE CONWAY (GB) 1h20m35.5420s

Ed Carpenter Racing Dallara-Chevrolet; Grid: 11th

2 KANAAN +3.5418s

Grid: 9th

3 POWER +5.1545s

Grid: 2nd

4 KIMBALL +5.4857s

Grid: 16th

5 TAKUMA SATO (J) +6.6210s

AJ Foyt Racing Dallara-Honda Grid: 22nd

6 JACK HAWKSWORTH (GB) +7.8701s

Bryan Herta Autosport Dallara-Honda; Grid: 18th

7 DIXON +7.9350s

Grid: 7th

8 MARCO ANDRETTI (USA) +10.1765s

Andretti Autosport Dallara-Honda; Grid: 8th

9 BOURDAIS +12.0212s

Grid: 10th

10 WILSON +15.7853s

Grid: 15th

Winner's average speed: 73.171mph. Fastest lap: Juan Pablo Montoya, Team Penske

Dallara-Chevrolet, 1m00.7896s, 103.937mph. Grid set by entrant points after race one.

CHAMPIONSHIP

1 CASTRONEVES 533

2 POWER 520

3 RYAN HUNTER-REAY 464

4 PAGENAUD 462

5 JUAN PABLO MONTOYA 428

6 DIXON 387

7 CARLOS MUNOZ 384

8 KANAAN 380

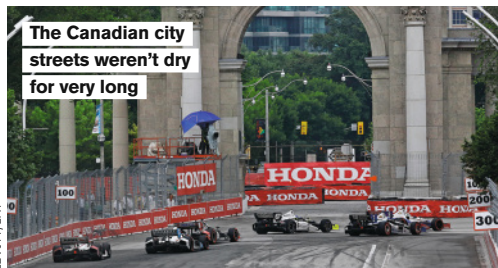
9 ANDRETTI 375

10 BOURDAIS 358

POINTS SYSTEM EXPLAINED:

50-40-35-32-30-28-26-24-22-20-19-18-17-16-15-14-13-12-11-10-9-8-7-6 for the top 24, with 5 for all other starters. 2 points for leading the most laps, 1 point for leading at least one lap, 1 point for pole position.

The Canadian city streets weren't dry for very long

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FORIX

Bourdais quenches a seven-year thirst

An easy pole and charge to the flag ended a long victory drought for the Frenchman in a delayed Toronto opener. By MARK GLENDENNING



THE LAST TIME INDYCAR RAN TWO FULL-LENGTH races in one day — we're ignoring the half-point Twin 225s at Texas three years ago — Rick Mears earned a pair of wins for Penske. That was at Atlanta Motor Speedway in 1981.

The quirky schedule at Toronto last weekend came about through circumstance rather than design, and this time, Penske didn't win either of them. Instead, when somebody looks this weekend up in three decades' time, the books will show the victories having been shared by Sebastien Bourdais and Mike Conway. What they won't show is just how weird the whole weekend was. One learns to live with a certain degree of weirdness in IndyCar, but even so...

As with all current-era double-headers the original plan was for a race on Saturday and another on Sunday, but persistent rain consigned that idea to the bin in favour of a rejigged schedule with the first race on Sunday morning and an encore four hours later.

For a guy whose return to US single-seaters has been so frustrating, Bourdais made breaking a seven-year win drought in this part of the world look ridiculously easy. He started from pole, and led most of the race by well over three seconds. Even with some late-race interference from lapped traffic, he still managed to win by 3.3s.

"The whole race, I was stressed out [because] it felt too easy," he said. "It's like it was way too under control, and I was waiting for it to go wrong at some point."

It very nearly did towards the end when a mishap involving Ryan Hunter-Reay left an

Andretti Autosport control arm lying on the track, which Bourdais ran clean over with his left-front tyre. He spent a nervous few laps hunting for signs of a slow puncture, but on this occasion luck was on his side.

The nature of Conway's win could not have stood in starker contrast to Bourdais' straightforward romp. While the dry conditions that greeted the field in the morning held through the opening phase of the race, darkening clouds suggested that the good weather wasn't going to hold. Sure enough, most drivers were in the pits for wet tyres after around 20 laps. In Conway's case, the complications caused by the weather were magnified by a drive-through penalty for hitting a piece of pit equipment during his stop, sending him towards the rear of the field.

His big moment came at a point when a drier line had been forming for several laps. Conway was among the first to gamble on a change to slicks, and when the bulk of the field followed suit a short time later, he suddenly found himself leading a queue behind the four drivers who had opted to stay out on wets; a group led by Justin Wilson.



Power (behind) gets caught up with Newgarden



This is as close as anyone got to poleman Bourdais in race one



Pagenaud salvaged P4 after this lurid moment in race one

Conway made short work of all of them, and the extent of his advantage on the dry tyres was evident in the fact that he opened a gap of 2.1s over Wilson in just one lap. A pile-up and subsequent red flag stopped him from pulling away even further, although the fact that Wilson was still in second created a buffer between himself and Tony Kanaan — next of the dry-shod runners — at the restart. He sealed the win with a 3.5s margin.

“As soon as I could see the dry line I knew it was time to come in, and it was a great call,” Conway said. “And the guys were up for it. From there we took off and just controlled the race.”

With two full points-paying races on the cards there was always potential for Toronto to be a critical weekend in championship terms, and so it

proved. Helio Castroneves retained the points lead on Sunday night, but remains well within reach of being caught by Penske team-mate Will Power.

Castroneves finished second in the morning; the Brazilian capitalising on Hunter-Reay's fading tyres to pass the Indy 500 winner, although he had no answer to Bourdais. He appeared to be in good shape for most of the afternoon race, too. After a surprisingly robust battle with Power he conceded the lead, but he still would have been in contention for another podium had accident damage not plunged him back through the field.

Power's adventures started much earlier. Prior to the series abandoning attempts to race on Saturday he'd been preparing to start from the front row, only to be caught out by the tricky conditions and



Conway and team made perfect tyre-switch call to win

crash on a parade lap. A similar fate befell Ryan Briscoe, while Juan Pablo Montoya's car needed service during the delay for electrical woes.

All three were relegated to the back of the field, then promoted back to their original grid positions, and then dumped back to the rear again. It wasn't one of IndyCar officialdom's finest moments, but Power was able to recover from last to ninth. He was fast in the afternoon, but fell victim to Conway's tyre trick. The Australian spent the final laps worrying more about keeping Charlie Kimball at bay than chasing down Kanaan for second. But with Castroneves far behind him, he said he was more than happy with third.

“I had to beat Castroneves, otherwise the points gap was going to get too big,” said Power, who now trails by 13 points. “Tony and Mike were very quick, and on the drying track I had no chance [to catch them], but third is really good.”

The other championship hopefuls will want to forget Toronto as quickly as possible. Hunter-Reay's calling card — his willingness to go for any gap — is simultaneously his greatest strength and his biggest weakness, and on Sunday morning it proved to be the latter when he made a lunge on Kanaan, didn't back out when he had the chance, and finished up in the wall.

His afternoon was equally crappy: he was one of three Andretti drivers to be issued a drive-through for receiving service in a closed pit, although as Conway proved, that in itself was not necessarily an obstacle. (All four drivers were issued penalties on the same lap).

Rather less surmountable was his being caught up in a multi-car accident right at the end of the race. A best result of 14th from a double-header is not the stuff that title campaigns are made of.

Neither are mechanical failures or landing on someone's head, which struck Simon Pagenaud and Montoya respectively. Pagenaud had suffered damage at the start of the first race and switched to a two stopper — a gamble that the Frenchman made the most of to finish fourth. His afternoon was less kind: he was running third and chasing Power when his car developed a problem, and he finished nine laps down.

Remarkably, his weekend was still better than Montoya's. The Colombian spent too long on the soft tyres in the opening race and failed to climb any higher than the mid-pack after starting at the back. In the afternoon he'd looked more competitive before being caught out by the slippery conditions and understeering into the barrier. Mikhail Aleshin followed him in, and managed to slide underneath the Penske. The marks on his helmet told a story afterwards, although the Russian was unhurt. ►

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IN THE PADDOCK

Is Ganassi's Dixon/Kanaan line-up the right one?



MARK GLENDENNING
INDYCAR
CONTRIBUTOR

@m_glendenning



CONFESSION: I WASN'T ALL THAT excited by Ganassi's decision to replace Dario Franchitti with Tony Kanaan.

On the one hand, I appreciated the team's predicament: Franchitti's retirement was unexpected, and at the end of the day, who would you choose instead? On the other, Kanaan seemed like a known quantity, and that quantity was below what

Franchitti brought to the team. True, the Scot's results weren't that great in his last couple of years: his only win with the DW12 was the 2012 Indy 500, which is not a bad way to bow out. But he also helped bring the best out of Scott Dixon, and that's harder to put a value on.

By his own high standard, Dixon is having a tough title defence – he's sixth in the points, which is decent, but not what he'd targeted. And Kanaan, long pigeon-holed as an oval specialist, is just six points further back.

The Brazilian credits the man he replaced for much of his recent form.

"I thought Dario was honest with me

when we were team-mates; I just found out this weekend that he lied because he just told me some secrets that I didn't know around here," Kanaan said.

"I think keeping him around was the best investment Chip made, and I use him a lot. He doesn't come to all the races, but he was a huge help this weekend."

Long-term, I'm still not convinced by the entirety of Ganassi's line-up, and it would be good to see Sage Karam given a chance sooner rather than later. But as Kanaan hits his stride, it is becoming apparent that Ganassi got everything it hoped for with the #10 car – and maybe even more.

Bourdais hails win in talented line-up

SEBASTIEN BOURDAIS believes that the intensity of competition in IndyCar at the moment makes his win at Toronto more valuable than many of his victories during his period of dominance in Champ Car with Newman/Haas, when he won four consecutive drivers' titles.

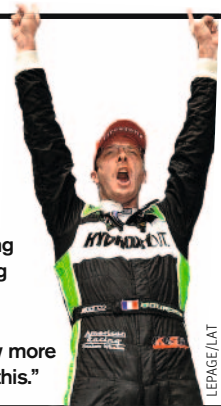
The Frenchman lifted the CART crown from 2004 until the series' final

full season in 2007, and admitted that while he never expects to recapture that form, he hopes that the Toronto win will be something to build upon.

"To be able to win with the density of [talent in] the field in the way we have done it today is very special, and shows that I've still got it," he said. "I'm here to stay, and hopefully we can get on a roll. There is not going to be any domination like we had from '04 to '07 just because

there are too many good drivers and too many strong cars.

"We are going to keep digging and see what happens, and hopefully enjoy more moments like this."



Drivers call on series to improve rule consistency

OWNER/DRIVER ED CARPENTER has called on IndyCar to be more consistent in how it deals with situations such as late-race red flags.

The series opted to throw a red flag and stop the clock towards the end of the

Sunday-afternoon race, which had become a timed event. The decision caused some confusion, as stopping the clock would seem to defy the logic of switching to a timed race in the first place.

"There were very difficult circumstances

this weekend, but as competitors we spend a lot of time preparing for different scenarios all the time, and I would just like more clarity," said Carpenter.

"If the clock officially stopped, when was it going to start again? If there was another accident, were we going red again? I don't have a problem with doing that, we just want to know."

Carpenter was not alone in his confusion, with Will Power also noting inconsistencies in how the rules were applied after backflips over his starting position for race one.

"That's what's good for the fans," he said with a hint of sarcasm. "It's the ultimate surprise. You don't know what's going to happen."

Race stoppage and timings caused dubiety



FILIPPI FAST IN FINALE

Luca Filippi (above) showed strong speed in his last scheduled outing in the second RLL car. The Italian was running in fifth in the afternoon race before spinning in the wet, while accident damage and a post-race time penalty for receiving service in a closed pit conspired to drop him further down the order.

TRACY'S TRUCK TREAT

Paul Tracy made a hometown comeback of sorts in Toronto when he accepted a last-minute invitation to race a Stadium Super Truck as part of the IndyCar support package. Tracy, whose last IndyCar appearance was at Edmonton in 2011, finished the two races in sixth and fourth respectively.

RAHAL RUES BAD LUCK

Graham Rahal's retirement in the second race was gearbox-related. "I'd just hit the push-to-pass and went to grab sixth and something broke in the back of the car," he said. "I don't know what I did in a past life, because we're having horrible luck this year."

MUNOZ'S MISERY

Andretti rookie Carlos Munoz endured a tough weekend in Toronto, with accident damage in the first race and a drive-through and mechanical failure in the second. "Everything bad that could happen, happened to us," he said.

JOSEF JINXED TWICE

Josef Newgarden was unable to capitalise on a fast car due to mishaps in both races. Spins and contact from other cars both took a toll, although the toughest moment came when he hit the wall while trying to remove himself from the escape road after mistiming a passing attempt on Will Power in the morning race.

BRIT BOUNCES BACK

Jack Hawksworth (below left) rebounded from suspension damage in the morning race and a spin in the wet in the afternoon to leave Toronto with a best result of sixth in race two. "That was one of the craziest races I've ever been in," said the British rookie.



ELMS

Red Bull Ring (A)

July 20

Round 3/5



RESULTS

160 LAPS, 430.087 MILES

1	N PANCIATICI (F)/O WEBB (GB)/P-L CHATIN (F)	
	LMP2 Signatech Alpine ORECA-Nissan 03R (Q5-1m23.785s)	4h00m16.248s
2	F ALBUQUERQUE (P)/H TINCKNELL (GB)/S DOLAN (GB)	
	LMP2 Jota Sport Zytek-Nissan Z11SN (Q1-1m23.078s)	+12.385s
3	M FREY (CH)/F MAILLEUX (F)	
	LMP2 Race Performance ORECA-Judd 03 (Q2-1m23.561s)	+18.772s
4	L BACHETA (GB)/M SHULZHITSKIY (RUS)	
	LMP2 Greaves Motorsport Zytek-Nissan Z11SN (Q7-1m23.997s)	+1m10.184s
5	P RAGUES (F)/C KLIEN (A)/G HIRSCH (CH)	
	LMP2 Newblood by Morand Racing Morgan-Judd LMP2 (Q4-1m23.763s)	-2 laps
6	M PATTERSON (US)/T KIMBER-SMITH (GB)/M McMURRY (US)	
	LMP2 Greaves Motorsport Zytek-Nissan Z11SN (Q6-1m23.995s)	-2 laps
7	D CAMERON (GB)/M GRIFFIN (IRL)/M RUGOLO (I)	
	GTE AF Corse Ferrari 458 Italia (Q20-1m30.567s)	-7 laps
8	T KEMENATER (I)/M CRESSONI (I)	
	GTE Kessel Racing Ferrari 458 Italia (Q15-1m30.137s)	-7 laps
9	D MCKENZIE (GB)/R BELL (GB)/G RICHARDSON (GB)	
	GTE JMW Motorsport Ferrari 458 Italia (Q12-1m29.973s)	-7 laps
10	A TALKANITSA JR (BY)/A TALKANITSA (BY)/P KAFFER (D)	
	GTE AT Racing (AF Corse) Ferrari 458 Italia (Q13-1m29.991s)	-7 laps
11	M LYONS (GB)/P PERAZZINI (I)/M CIOCI (I)	
	GTE AF Corse Ferrari 458 Italia (Q17-1m30.342s)	-7 laps
12	S ZLOBIN (RUS)/A BERTOLINI (I)/V SHAITAR (RUS)	
	GTE SMP Racing Ferrari 458 Italia (Q9-1m29.286s)	-7 laps
13	D BROWN (GB)/S HALL (GB)/R GOETHE (D)	
	GTE Gulf Racing UK Aston Martin Vantage V8 (Q1-1m29.887s)	-8 laps
14	F PERRODO (F)/E COLLARD (F)/Y MALLEGOL (F)	
	GTE AF Corse Ferrari 458 Italia (Q19-1m30.499s)	-9 laps
15	K LADYGIN (RUS)/L PERSIANI (I)/A BASOV (RUS)	
	GTE SMP Racing Ferrari 458 Italia GT3 (Q26-1m30.977s)	-9 laps
16	A LADYGIN (RUS)/O BERETTA (MC)/D MARKOZOV (RUS)	
	GTE SMP Racing Ferrari 458 Italia GT3 (Q25-1m30.965s)	-10 laps
17	C SBIRRAZZUOLI (MC)/A DE LEENER (B)	
	GTE AF Corse Ferrari 458 Italia GT3 (Q24-1m30.963s)	-10 laps
18	M WAINWRIGHT (GB)/A CARROLL (GB)/M MEADOWS (GB)	
	GTE Gulf Racing UK Porsche 911 GT3-RSR (Q22-1m30.685s)	-11 laps
19	R GONZALEZ (MEX)/A BRUNDLE (GB)/K AJLANI (SYR)	
	GTE ART Grand Prix McLaren MP4-12C GT3 (Q27-1m31.126s)	-11 laps
20	A PONS (F)/S AYARI (F)/F BARTHEZ (F)	
	GTE Team Sofrev-ASP Ferrari 458 Italia (Q14-1m30.133s)	-11 laps

In each car, first-named driver started race, driver in italics set qualifying time. Winners' average speed: 107.401mph. Fastest lap: Mailleux, 1m24.969s, 113.888mph; GTE Rugolo, 1m30.260s, 107.212mph. GTC Kevin Korjus (McLaren MP4-12C GT3), 1m31.775s, 105.442mph. Starters: 33.

LMP2 DRIVERS

1	PANCIATICI/WEBB/CHATIN	50	5	KIMBER-SMITH/McMURRY	32
2	TINCKNELL/ALBUQUERQUE/DOLAN	46	6	KLIEN/HIRSCH	25
3	MAILLEUX/FREY	39	7	CAPILLAIRE/CHAROUZ	24
4	BADEV/THIRIET/GOMMENDY	35	8	BRANDELA	15

LMP2 TEAMS

1	SIGNATECH ALPINE	50	4	THIRIET BY TDS RACING	35
2	JOTA SPORT	46	5	GREAVES MOTORSPORT	32
3	RACE PERFORMANCE	39	6	NEWBLOOD BY MORAND	25

GTE DRIVERS

1	CAMERON/GRIFFIN	56	4	MCKENZIE/RICHARDSON	40
2	BERTOLINI/SHAITAR/ZLOBIN	53	5	CRESSONI/KEMENATER	37.5
3	RUGOLO	50	6	TINCKNELL/NITSA/KAFFER	36

GTC DRIVERS

1	LADYGIN/BERETTA/MARKOZOV	54	4	BRUNDLE/AJLANI/GONZALEZ	34
2	LAURSEN/MAC	42.5	5	PICCINI	26
3	LADYGIN/PERSIANI/BASOV	41	6	P GUIDI/KRUGLYK/C'NOV	25



Panciatichi/Chatin/Webb car hung on

POINTS SYSTEM EXPLAINED
In each race:
25-18-15-12-10-8-6-4-2-1 to top 10 finishers, plus a point for pole.



Albuquerque leads in car qualified on pole by Tincknell

Champion team holds on for first victory of the year

PAUL-LOUP CHATIN'S SOLID DEFENCE OF THE LEAD from Harry Tincknell at the end of the penultimate hour gave the reigning champions Signatech Alpine a first European Le Mans Series victory of the season on Sunday. The 22-year-old Frenchman crucially managed to keep the Jota Zytek driver behind him until the final 10 laps of his triple stint at the Red Bull Ring, setting up victory for himself, Nelson Panciatichi and Oliver Webb.

Tincknell had quickly closed down an eight-second deficit to the Alpine-badged ORECA-Nissan 03R, but the five laps that he took to pass Chatin meant that he was unable to build enough of a gap to give team-mate Simon Dolan, the team's silver-rated or amateur driver, the kind of cushion he was always going to require to keep Webb behind him over the 40-minute run to the end of the four-hour race in Austria.

Tincknell looked to have squeezed his Zytek-Nissan Z11SN past the ORECA, only for Chatin to cheekily nip back by. The Brit took another lap to make it stick, but time was running out for the Jota crew of Tincknell, Dolan and Filipe Albuquerque.

The Zytek finished its stint half a dozen seconds to the good, but a quicker pitstop from Signatech meant that Webb was right with Dolan as he left the pits. One lap later, he got a better run out of the second corner and was past the Zytek by the time they got to Rausch, site of the old Bosch Curve when the place was known as the Österreichring. Dolan had an ambitious look down the inside of the ORECA, but only succeed in knocking a diveplane askew.

Signatech boss Philippe Sinault said: "Paul-Loup's pace was the key to our victory today. We told him to keep the Jota car behind him for as long as possible. He did an amazing job, and that was probably the difference today."

Misfortune played a part, too, in preventing Dolan being handed enough of a cushion over Webb for the run to the flag. Albuquerque built up a lead of the best part of 10 seconds during the first stint, but it would have been more but for a short early-race safety-car period.

The slow final pitstop for the team was also significant. There was a problem with the lap belt

at the fuel-only stop, which explains why Webb was right with Dolan as he left the pits.

The damaged diveplane explained why Dolan quickly lost ground to Webb over the final hour and allowed the Race Performance ORECA-Judd/BMW 03 driven by Franck Mailleux, who was on new tyres, to close to within six seconds by the chequered flag.

The Swiss squad was another that was left ruining its luck at the end of the race. Mailleux had qualified second to Tincknell and Michel Frey had then run second to Albuquerque through the only stint, but any chance of a first victory for the team disappeared in the second hour.

The team's decision to double stint the soft Dunlop tyre on which Mailleux had qualified proved disastrous, even though the team believed the strategy would work on the evidence of a long run in free practice. Frey haemorrhaged time in the second half of his stint, and if that wasn't bad enough, the team lost the best part of 20s when it did finally change tyres courtesy of a recalcitrant left-rear wheel.

Behind the fourth-placed Greaves Zytek of impressive prototype debutant Luciano Bacheta and Mark Shultzhitskiy, which used just two sets of Dunlops over the course of the race, came the Morand Racing Morgan-Judd/BMW LMP2 in which Pierre Ragues was making a one-off start alongside Gary Hirsch and Christian Klien.

Klien caught the second Greaves car for fifth in the dying laps, but the car lost a total of five minutes after running out of fuel in the pitlane at the end of its first stint and a series of penalties, all accrued by Hirsch.



Top-three crews celebrate on the Austrian podium

FOR IN-DEPTH RESULTS **FORIX**

IN THE PADDOCK

GARY WATKINS
SPORTSCAR
CONTRIBUTOR

@gazzasportscars



LMP3 HAS GOT TO BE A GOOD IDEA, hasn't it? Much has been made of the new-for-2015 formula as a feeder category in what the Automobile Club de l'Ouest likes to call 'the pyramid of endurance', but it's more simple than that.

The ELMS lacks prototypes right now. There were eight LMP2s on the grid at the Red Bull Ring, down from a season's high of 10 at Silverstone in April, and quite frankly, even that wasn't enough. The P2s were outnumbered more than three to one at the weekend by a combined GT grid that must look to the casual observer like some kind of one-make Ferrari series.

LMP3 will hopefully bolster the prototype element of the grid in both the ELMS and the Asian Le Mans Series, should it still be with us next season, in a way that the LMPC class for FLM cars never did. P3 will be significantly cheaper than its predecessor and perhaps more accessible. Or at least that's what the ACO is planning.

Taking the fixed costs of refuelling – paying mechanics, transporting equipment – out of the equation is a sound one. There are plenty of ways it can be achieved, but how many of them would be fair and equitable – and wouldn't turn every race into a lottery?



GTs outnumbered
prototypes in Austria

BIG NUMBER

87.5

Percentage of pole positions claimed by Jota Sport since the relaunch of the ELMS at the beginning of last season. That's seven out of eight in case you were wondering.

ORECA-built engines to power new LMP3 class

FRENCH MOTORSPORT GROUP

ORECA will supply the engine for the new LMP3 entry-level prototype category when it is introduced next season.

ORECA has won the tender to supply the one-make engine for the Automobile Club de l'Ouest's new class and to service the electronics and gearboxes when LMP3 cars join the European and Asian Le Mans Series in 2015. The news was revealed on the official launch of the category over the weekend, but the ACO has yet to confirm the identity or configuration of the motor.

ACO sporting manager Vincent Beaumesnil explained that the engine

choice was in the final stages while "some parameters that might affect the weight of the car" are being reviewed. That appears to back up the idea that the most likely choice is the same 6.2-litre Chevrolet V8 that powers ORECA's one-make Formula Le Mans or LMPC class prototype.

The ACO has decided that the class will be open only to closed-top machinery. Beaumesnil said this was the logical choice to give the cars the same look as machinery competing in both LMP1 and LMP2, which is set to become a coupe-only category from 2017.

Composite monocoques will be

mandated, but one-piece tubs with carbon roofs outlawed on cost grounds: the rollcage will instead support the bodywork.

Beaumesnil stated that the ACO will be "responsible for the refuelling of the cars" so that teams can operate with as few as four mechanics per car and don't have to transport refuelling equipment. He did not elaborate on how this would be achieved.

A budget for a season is estimated at about €400,000 (£316,000) and the price-cap for a car and engine is €195,000 (£154,000). Six constructors have expressed an interest in building LMP3 cars, according to the ACO.



LMP3 will be cost-effective route into prototype racing

Bell rejoins JMW Ferrari squad

McLAREN FACTORY DRIVER

Rob Bell made a last-minute return to the JMW Motorsport team with which he was an ELMS frontrunner in 2009-2011.

The Briton was brought in to share the JMW Ferrari 458 Italia alongside Daniel McKenzie and George Richardson in place of Daniel Zampieri, who was on duty for the SMP/Russian Bears squad at the

Silverstone GT Open event and is also scheduled to miss the ELMS finale at Estoril with another clash.

McKenzie had run in second for much of his stint and Richardson was running third when Bell took over and was sent out without fresh tyres. He had to conserve fuel, but was equal to a challenge from Pierre Kaffer in the AT Racing Ferrari to claim third by less than a second.



Bell was back at JMW and helped car to third

SMP ON TOP IN GTC

GTC honours went to the SMP Racing Ferrari 458 Italia shared by Kirill Ladygin, Luca Persiani and Aleksey Basov. Its most likely challenger, the AF-run Formula Racing Ferrari shared by Johnny Laursen, Mikkel Mac and Jan Magnussen, lost time with a rear-end problem just after Magnussen got into the car for the run to the flag.

BROWN IS ASTON STAR

Briton Dan Brown started in his opening double shift in the Gulf Racing UK Aston Martin Vantage GTE. Brown led from the third lap and had built up a lead of approaching 50s when he handed over to Roald Goethe. The car, in which Stuart Hall joined Brown and Goethe, eventually finished seventh.

LIGIER LOSES OUT

The TDS Racing Ligier-Nissan JSP2 (below) endured a difficult ELMS debut. Tristan Gommendy was disappointed to qualify third and a brake-disc issue forced Ludovic Badey into the pits for repairs after a spin. Stub-axle failure subsequently put the car out of the race.



Ferrari trio on top for GTE victory

DUNCAN CAMERON, MICHELE

Rugolo and Matt Griffin followed up on their Imola win last time out with a second GTE class victory of the season aboard their AF Corse Ferrari 458 Italia.

It was a more or less faultless effort from the trio, apart from a sideways moment on the grasscrete from Cameron early on. Griffin overhauled Thomas Kemenater in

the Kessel Ferrari in the penultimate hour and then Rugolo had to do it all over again when Matteo Cressoni was sent out without new tyres at the final round of stops.

Rugolo proved equal to the task. The Italian chased down a gap of 10s and ended up taking the chequered flag nearly half a minute clear after what he described as a "pretty easy drive".

SUPER TC2000 BUENOS AIRES (RA), JULY 20 RD 6/12

Peugeot pair holds on in prestige round

ARGENTINA'S BLUE-RIBBAND SUPER TC2000 round went the way of the Peugeot team, with Nestor Girolami and Mauro Giallombardo holding the advantage all the way – although it was close at the finish.

Girolami led the 200km enduro away from pole, chased by the sister 408 of Rafael Morgenstern. The second-placed car was the first to stop in the pit window, with Agustin Canapino taking the wheel, while Girolami left it late to hand over to Giallombardo in that was the shortest stop of the race.

Giallombardo was leading by 13 seconds before the safety car came out seven laps from home. Canapino had a go at the lead, but this left the door open for Norberto Fontana to wriggle his Chevrolet Cruze into second place. Then an exploding tyre on Leonel Pernia's Renault caused havoc at the end of the main straight on the penultimate lap, launching him into the Peugeot of Canapino and putting both out of the race.

Giallombardo held on for victory by 0.3 seconds from Fontana, who had taken his Cruze over from Mariano Altuna. Completing the podium was the Fiat of Facundo Arduso and Carlos 'Caca' Bueno.

Mariano Werner ran third in the sister Fiat in the early stages, before the car he shared with Daniel Serra dropped back to finish eighth.

Meanwhile, Toyota's Esteban Guerrieri lost time with a drive-



Girolami leads
on the Buenos
Aires GP circuit

through after some argy-bargy with one of the works Renaults. Also in trouble was reigning champion Matias Rossi, who had just handed his Toyota to Gabriel Ponce de Leon when it was delayed with gearbox problems.

Ex-BTCC champion Alain Menu was 13th in a works Chevy. Franco

Vivian started the car and ran fourth early on, but steering trouble delayed the car and Menu ran out of time in his bid to recover to the top 10.

● Tony Watson

RESULTS

1 Nestor Girolami/Mauro Giallombardo (Peugeot 408), 50 laps in 1h16m14.166s;

2 Norberto Fontana/Mariano Altuna (Chevrolet Cruze), +0.302s; 3 Facundo Arduso/Caca Bueno (Fiat Linea); 4 Emiliano Spataro/Luis Jose di Palma (Renault Fluence); 5 Matias Milla/Gianfranco Collino (Chevy); 6 Guillermo Ortel/Valdeno Brito (Renault). **Points 1 Fontana, 116;** 2 Girolami, 106; 3 Arduso, 86; 4 Spataro, 81; 5 Agustin Canapino, 80; 6 Mariano Werner, 79.

46



French teenager
Baron took spoils

INDY LIGHTS TORONTO (CDN), JULY 20 RD 7/10

Red Baron flies to victory

FRENCHMAN ALEX BARON LED Gabby Chaves to a Belardi team one-two with a commanding drive in changing conditions in Toronto.

Rookie Baron maintained a lead of more than 2s for much of the race before Chaves narrowed it slightly, but he still claimed his maiden win with a margin of 1.2s.

Chaves's incentive to hustle late in the race was behind him rather than ahead – Jack Harvey, having trailed by more than 5s early in the race, began gaining on the Colombian at a rate of 0.5s per lap later on as the drying track

swung things in his favour.

Chaves's main title rival Zach Veatch was left back in fifth after losing an early battle with Matthew Brabham, while Luiz Razia's title hopes crashed in an early collision with Zack Meyer.

● Mark Glendenning

RESULTS

1 Alex Baron, 36 laps in 40m45.1168s; 2 Gabby Chaves, +1.2358s; 3 Jack Harvey; 4 Matthew Brabham; 5 Zach Veatch; 6 Matthew Di Leo. **Points 1 Chaves, 356;** 2 Veatch, 335; 3 Harvey, 308; 4 Brabham, 294; 5 Baron, 261; 6 Luiz Razia, 259.

EURO NASCAR NURBURGRING (D), JULY 19-20 RD 4/6

Garcia takes maiden win

EX-FORMULA RENAULT 3.5 RUNNER-UP Borja Garcia took his maiden win in the series after a hard-but-fair opening-lap move on Ander Vilarino.

The two Spaniards remained close, with Frederic Gabillon nipping at their heels, but positions remained the same until the finish.

Things weren't so comfortable in the second race. Contact between Garcia and Vilarino on the third lap sent pre-weekend points leader Vilarino into the barriers, allowing Frenchman Gabillon to win.

Garcia stayed on track to finish

second, while Anthony Kumpen fell away from the lead scrap to take third.

● Jurgen Stiftschraube

RESULTS

Race 1 1 Borja Garcia (Ford Mustang), 18 laps in 30m16.364s; 2 Ander Vilarino (Chevrolet SS), +1.046s; 3 Frederic Gabillon (Chevy Camaro); 4 Freddy Nordstrom (Camaro); 5 Anthony Kumpen (SS); 6 Markus Palttala (Toyota Camry). **Race 2 1 Gabillon**, 18 laps in 31m33.412s; 2 Garcia, +2.937s; 3 Kumpen; 4 Fabrizio Armetta (SS); 5 Nicolo Rocca (SS); 6 Eddie Cheever (SS). **Points 1 Kumpen**, 318; 2 Vilarino, 311; 3 Garcia, 310; 4 Gabillon, 308; 5 Mathias Lauda, 295; 6 Cheever, 275.



Garcia leads thunder
at the Nurburgring

Dominant run for
the Cerumo Lexus



SUPER GT SUGO (J), JULY 20 RD 4/8

Slick decisions help Cerumo victory

THE CERUMO LEXUS TEAM CALLED conditions perfectly in a wet-dry race, allowing reigning champions Kohei Hirate and Yuji Tachikawa to take victory by over a minute.

Fog caused the postponement of qualifying until Sunday morning, and the race began on a dry track. But as soon as the field got going rain started falling, and several of the leading cars – including polesitter James Rossiter's TOM'S Lexus – pitted for wet-weather tyres.

That proved to be a mistake, as shortly afterwards the rain stopped and those on wets dived in again to switch back onto slicks.

Hirate had quickly risen from 11th on the grid to second, and on the 12th lap he passed the other TOM'S Lexus

of Andrea Caldarelli for the lead, both drivers reaping the rewards for staying out on slicks.

Intermittent rain continued to feature, but Hirate continued to build his lead before handing to Tachikawa towards the end of the pit window.

Daisuke Ito took over from Caldarelli and the duo now leads the points after finishing second, the only crew on the same lap as the winners.

The Real Racing Honda team gambled on wets as the rain fell late on, allowing Kodai Tsukakoshi – in the NSX started by Toshihiro Kaneishi – to charge through to third.

Rossiter and Kazuki Nakajima plugged away to take fourth, while the fifth-placed Lexus of Kazuya Oshima and Yuji Kunimoto lost time

mid-race by fitting wets, just before the track dried out again.

● Jiro Takahashi

RESULTS

1 Yuji Tachikawa/Kohei Hirate (Lexus RC F), 79 laps in 1h47m49.984s; 2 Daisuke Ito/Andrea Caldarelli (Lexus), +1m20.016s; 3 Kodai Tsukakoshi/Toshihiro Kaneishi (Honda NSX Concept); 4 Kazuki Nakajima/James Rossiter (Lexus); 5 Kazuya Oshima/Yuji Kunimoto (Lexus); 6 Hiroaki Ishiura/Oliver Jarvis (Lexus); 7 Satoshi Motoyama/Masataka Yanagida (Nissan GT-R); 8 Naoki Yamamoto/Frederic Makowiecki (Honda); 9 Joao Paulo de Oliveira/Hironobu Yasuda (Nissan); 10 Michael Krumm/Daiki Sasaki (Nissan). **Points 1 Ito/Caldarelli, 49;** 2 de Oliveira/Yasuda, 44; 3 Tachikawa/Hirate, 35; 4 Oshima/Kunimoto, 34; 5 Tsugio Matsuda/Ronnie Quintarelli, 27; 6 Motoyama/Yanagida, 20.

ERC RALLY ESTONIA,
JULY 17-19 RD 7/11

Hot Ott has got the lot

WITH 11 STAGE BESTS OUT OF 15 and a winning margin of almost 50 seconds, Ott Tanak made winning his home round of the ERC look easy.

In truth, the Estonian was never threatened on his home patch as his pre-rally rivals all floundered. A power glitch dropped Karl Kruuda out of contention on leg one, qualifying stage winner Martin Kangur crashed heavily fighting Tanak for the lead on stage two, while the normally-aspirated works Skoda Fabias of ERC leader Esapekka Lappi and team-mate Sepp Wiegand simply didn't have the power to cope with the high-speed gravel roads against mainly turbo opposition.

Tanak, the WRC interloper whose team boss Markko Martin won this event five years ago, could so easily have joined his rivals in despair when he misjudged a tightening corner on stage six and slid wide into a ditch.



Tanak pleases his
Estonian fans

His rapid reactions saved him as a quick downshift got his Ford Fiesta R5 pointing in the right direction.

There were two other occasions when all was not well in the #1 entry. A fuel-pressure glitch before Friday's closing stage through the cobbled streets of Tartu necessitated a fuel-pump change, while a faulty pop-off valve caused further anguish when the Fiesta lost turbo pressure on Saturday afternoon.

Alexey Lukyanuk won a tense battle with Timmu Korge for second as the Russian made the most of his

Lancer's 132mph top speed: 111mph was the best it got for Korge's Fiesta.

● Graham Lister

RESULTS

1 Ott Tanak/Raigo Molder (Ford Fiesta R5), 1h49m36.4s; 2 Alexey Lukyanuk/Alexey Arnavut (Mitsubishi Lancer Evo X) +47.1s; 3 Timmu Korge/Erki Pints (Ford); 4 Rainer Aus/Simo Koskinen (Mitsubishi Evo IX); 5 Esapekka Lappi/Janne Ferm (Skoda Fabia S2000); 6 Karl Kruuda/Martin Jarveoja (Peugeot 208T16). **Points 1 Lappi, 118;** 2 Wiegand, 78; 3 Craig Breen, 70; 4 Vasily Gryazin, 53; 5 Kajetan Kajetanowicz, 48; 6 Robert Kubica, 39.



ASIAN LE MANS SERIES

Ho-Pin Tung and David Cheng took the opening round at the Inje circuit in South Korea in their OAK Racing Morgan-Judd (above). Richard Bradley stormed away from Cheng during the opening stint in the Eurasia ORECA-Nissan, and Tacksung Kim and John Hartshorne kept the car in the hunt before Bradley shunted with 17 minutes to go. That moved the GT-winning BMW of Marco Seefried, Ryohei Sakaguchi and Han Chen Chen up to second, 10 laps behind.

US F2000

Cape Motorsports with Wayne Taylor Racing team-mates Jake Eidson and Florian Latorre earned a maiden win and second place each in Toronto, red-headed Frenchman Latorre capitalising on a misfortune for RC Enerson to move into the points lead. Former championship leader Enerson finished third in the opening race but suffered a drivetrain failure while leading race two.

WORLD CHALLENGE GT

Porsche star Nick Tandy picked up a win in the opening Pirelli World Challenge race in Toronto, but the Brit was eliminated from race two while battling Kuno Wittmer's Viper for the lead. Wittmer, who went on to win the race, had finished second to Tandy the previous day.

NASCAR NATIONWIDE

Chase Elliott leapt to the top of the points table with victory at Chicagoland in his JR Motorsports Chevrolet. Elliott led home Trevor Bayne and Kyle Larson, while former series leader Regan Smith struggled with a loose car and took 16th.

RALLY WORLD CUP

Spaniard Joan 'Nani' Roma led from the first of the four selective sections of the three-day Baja Spain to spearhead an X-raid Mini All4 Racing 1-2-3-4 finish in the sixth round of the FIA World Cup. Roma beat Orlando Terranova by 25 seconds, with Martin Kaczmarski third. Nasser Al-Attiyah overcame technical delays and climbed back to eighth in an HRX Ford, but Yazeed Al-Rajhi – winner of the opening super-special stage – rolled his Toyota out of the rally on the first stage.

GLOBAL RALLYCROSS

Tanner Foust headed home Scott Speed as the Andretti team's Volkswagen Polos took a one-two finish, only for Speed to be excluded because of illegal work carried out to his car during a red flag. That moved Nelson Piquet Jr up to second in his Ford Fiesta, and also means the Brazilian has inherited the championship lead from Speed.

Silverstone 13 - 14 September



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TF Aston took win
on series debut



INTERNATIONAL GT/EUROFORMULA OPEN SILVERSTONE (GB), JULY 19-20 RD 5/8

Turner and Fannin grab a fine home win

THE TF SPORT TEAM WITH DARREN

Turner and Jody Fannin had a fantastic debut weekend in International GT Open at Silverstone, their Aston Martin scoring a home win in their maiden outing, followed by a second in race two.

Turner demolished the field from the outset of race one, pulling out a near-30-second advantage on his rivals before the mid-race pitstops. This allowed Fannin to emerge with a comfortable advantage and he looked set for a comfortable run to the flag. But a late-race safety car prompted by Alvaro Barba's stricken Ombra Racing Ferrari bunched the field. On the restart, Fannin once more eased clear as a ferocious fight began for the other podium spots.

The V8 Racing Corvette of Francesco Pastorelli and Maxime Soulet eventually claimed second, followed by the Autorlando Porsche of Joel Camathias/Matteo Beretta. A collision at Club on the last lap demoted both Giorgio Roda and Isaac Tutumlu, allowing Nicky Pastorelli to sneak through and gain several places in his Corvette.

The second race was slightly calmer, with the pitstop handicaps proving decisive. Daniel Zampieri/Roman Mavlanov scored their second victory of the season in their SMP/Russian Bears Ferrari, helped by a charging performance from Zampieri in the early stages of the race. It briefly looked as if Turner would be able to chase down Mavlanov, but the Russian was able to maintain a sufficient advantage.

Third went to Archie Hamilton/Tutumlu, a mature final few laps

completing a fine performance for the Briton.

Nicky Pastorelli and Miguel Ramos remain the series leaders, despite the disappointment of a first-lap retirement for Pastorelli.

Sandy Stuvik was the double Euroformula Open winner, pursued on both days by Alex Palou, who almost overhauled the Thai during the course of Sunday's race. Twice third was Yarin Stern, the Israeli driver closely pursued by Yu Kanamaru in both races. Erstwhile championship leader Artur Janosz had a tough weekend, and two fifth places for the Pole mean Stuvik has returned to the top of the standings.

Elsewhere there was plenty of enjoyable dicing, and a number of tangles. In particular Nicolas Pohler was fortunate to escape uninjured after being torpedoed by Henrique Baptista on the first lap of Saturday's race. Sole British representative Sean Walkinshaw had a mixed weekend, with seventh in race one and a brace of spins in the second race, including a high-speed moment at Copse.

Despite a bumper grid, Saturday's SEAT Leon Eurocup race was somewhat sedate, with Ferenc Ficzá taking a comfortable win from Stian Paulsen and Antonio Martinez. Sunday was more frantic, although the race suffered a lengthy safety car period after a spectacular crash for Julien Briche at Copse. When the race got properly under way Stefano Comini moved through the pack to take his second win of the season and the championship lead.

The podium was completed by Pol Rosell and Gabor Weber, who shared



Stuvik leads from
Palou and the rest

an enjoyable late race scrap.

The full field in the Maserati Trofeo provided three lively races. The wins were shared between Riccardo Ragazzi, Mauro Calamia and Gabriele Gardel. Calamia was comfortably first on the road in race one, but was then disqualified for a technical infringement.

● Ben Evans

RESULTS

INTERNATIONAL GT OPEN Race 1 1 Darren

Turner/Jody Fannin (Aston Martin V12 Vantage), 32 laps in 1h11m56.297s; 2 Maxime Soulet/Francesco Pastorelli (Chevrolet Corvette C6.R), +8.039s; 3 Matteo Beretta/Joel Camathias (Porsche 911 GT3-R); 4 Miguel Ramos/Nicky Pastorelli (Corvette); 5 Archie Hamilton/Isaac Tutumlu (Corvette); 6 Giorgio Roda/Paolo Ruberti (Ferrari 458 Italia GT3). **Fastest lap** Turner 2m02.585s (107.48mph). **Race 2** 1 Roman Mavlanov/Daniel Zampieri (Ferrari), 29 laps in 1h01m17.489s; 2 Turner/Fannin, +18.475s; 3 Hamilton/Tutumlu; 4 Joan Vinyes/José Pérez Aicart (Ferrari); 5 Beretta/Camathias; 6 Andrea Montermini/Niccolò Schiro (Ferrari). **FL** Turner 2m02.656s (107.42mph). **Points** 1 Pastorelli/Ramos, 135; 2 Montermini/Schiro, 132; 3 Zampieri/Mavlanov, 124; 4 Soulet, 116;

5 Roda, 87; 6 Camathias, 82.

EUROFORMULA OPEN Race 1 1 Sandy Stuvik, 15 laps in 29m27.681s; 2 Alex Palou, +8.062s; 3 Yarin Stern; 4 Yu Kanamaru; 5 Artur Janosz; 6 Konstantin Tereschenko. **FL** Stuvik 1m56.744s (112.86mph). **Race 2 1 Stuvik**, 15 laps in 29m10.991s; 2 Palou, +2.514s; 3 Stern; 4 Kanamaru; 5 Janosz; 6 Andres Saravia. **FL** Stuvik 1m56.159s (113.43mph). **Points** 1 Stuvik, 188; 2 Palou, 168; 3 Janosz, 160; 4 Kanamaru, 77; 5 Stern, 72; 6 Tereschenko, 63.

SEAT EUROCUPE Race 1 1 Ferenc Ficzá, 11 laps in 25m01.823s; 2 Stian Paulsen, +3.459s; 3 Antonio Martinez; 4 Stefano Comini; 5 Marcos de Diego; 6 Pol Rosell. **FL** Paulsen, 2m15.283s (97.39mph). **Race 2 1 Comini**, 13 laps in 32m43.224s; 2 Rosell, +3.758s; 3 Gabor Weber; 4 Manuel Gíao; 5 Ficzá; 6 de Diego. **FL** Comini, 2m15.401s (97.31mph).

MASERATI TROFEO Race 1 1 Riccardo Ragazzi, 14 laps in 31m15.652s; 2 Andrea Cecchellero, +3.474s; 3 Alberto Cola; 4 Giorgio Sernagiotto; 5 Alan Simoni; 6 Michael Cullen. **FL** not given.

Race 2 1 Mauro Calamia, 14 laps in 30m59.976s; 2 Ragazzi, +6.316s; 3 Gabriele Gardel; 4 Cola; 5 Simoni; 6 Mathijs Bakker. **FL** Calamia, 2m11.491s (100.20mph). **Race 3 1 Gardel**, 26 laps in 1h00m28.268s; 2 Calamia; 3 Cola; 4 Sernagiotto; 5 Ragazzi; 6 Bakker/Cecchellero. **FL** Calamia 2m11.947s (99.87mph).

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AUTO GP RED BULL RING (A), JULY 20 RD 6/8

Virtuosi displays its virtuosity in Austria

THE VIRTUOSI UK SQUAD HIT FORM

at the Red Bull Ring on Sunday. Italian Andrea Roda notched up a maiden Auto GP win in race two to give the British team its first series victory since 2012. New team-mate Tamas Pal Kiss, meanwhile, claimed a pair of seconds to jump into second place in the points.

Kiss might have made it two wins for Virtuosi on his debut with the team in Austria, but once again the mid-race speed of Kimiya Sato and a Euronova Lola-Zytek Auto GP racer proved too much for the Japanese driver's rivals in the opening race. The Hungarian lost out to Sato, who claimed his first series pole after skipping his GP2 duties with Campos in pursuit of the Auto GP title, with nine laps to go and then had to defend his position from Roda over the remainder of the race. That explained the four-second gap to the Euronova car at the end.

Roda managed to do what Kiss couldn't in the second race. The Italian set up his victory with a good start from sixth place on the reversed grid and some quick times following an early mandatory pitstop after six of the 20 laps.

Roda was running second behind Kevin Giovesi's FMS Racing entry and just ahead of Sato when he made his stop. Euronova brought its man in one lap later, Sato rejoining behind the Virtuosi car and having to look at the gearbox of its sister entry after Kiss made his stop one more lap into the race.

This time Sato had nothing for Kiss and would retire when the top link on the left-rear suspension failed. Kiss couldn't keep pace with his team-mate, which meant that



Roda took first win with Virtuosi

only Giovesi could deprive Roda of his first win. A botched pitstop from the FMS crew – the problem was with the left rear – when he finally came in after 15 laps left the way clear for Roda, who finished nearly five seconds up on his team-mate.

"I had a good start, and after our early stop I pushed hard to make a gap to Tamas," said Roda.

Kiss admitted that he was more concerned with repelling the advances of Sato after the stops than keeping up with his team-mate.

"When Kimi arrived behind me, I didn't want to make the same mistake as in the first race," said the 23-year-old, who left the Austrian Zele team after the Imola round last month. "I didn't want to leave him any kind of gap this time."

Giovesi's disastrous stop was followed by instant retirement with what the team described as a suspension problem. Super Nova driver Markus Pommer, with whom he was tied in second in the points coming into the Austrian



Cipriani gets it wrong at Turn 1

weekend, also failed to make the finish of race two after stopping with an engine problem.

The high attrition rate in the second race allowed Michela Cerruti to come through from last place on the grid, after being spun out at the start of the first race, to third. She was almost caught by Shinya Michimi, who was making his second Auto GP appearance with Euronova. The Japanese driver had stalled on the grid and started from the pitlane, but set a string of fastest laps on his way to fourth.

● Gary Watkins

RESULTS

Race 1 1 Kimiya Sato (Euronova Racing), 23 laps in 32m06.607s; 2 Tamas Pal Kiss (Virtuosi UK), +3.924s; 3 Andrea Roda (Virtuosi); 4 Kevin Giovesi (FMS Racing); 5 Markus Pommer (Super Nova International); 6 Shinya Michimi (Euronova). **Race 2** 1 Roda, 20 laps in 28m04.417s; 2 Kiss, +6.385s; 3 Michela Cerruti (Super Nova); 4 Michimi; 5 Michele la Rosa (MLR 71 by Euronova); 6 Salvatore de Plano (FMS). **Points** 1 Sato, 182; 2 Kiss, 138; 3 Roda, 133; 4 Giovesi, 131; 5 Pommer, 125; 6 Cerruti, 97.



Sato leads at the start of race one

★ 90th anniversary ★

THE GREATEST SPA 24 HOURS?

The famous Belgian enduro classic is 90 this year. Ahead of this weekend's edition, GARY WATKINS looks back at the 1992 epic

52

Steve Soper wasn't best pleased. He was shaved, showered and ready to fly home to see his newborn daughter. But Bigazzi team owner Gabriele Rafanelli had other ideas. He wanted the Brit back behind the wheel of the second-placed BMW M3 for the final stint. The boss got his way and set up a thrilling dash to the flag

that created the closest finish in the 90-year history of the Spa 24 Hours.

Soper, who shared the Bigazzi car with Jean-Michel Martin and Christian Danner, wasn't sure that putting his dirty overalls back on was going to be worth the effort. The leading Schnitzer BMW driven by Eric van de Poele, who was teamed with Joachim Winkelhock and Altfred Heger, had been in front since Saturday evening and was nearly a lap up the road.

"I told Gabs that I was back off to London, and he told me that I wasn't going anywhere," recalls Soper. "He reckoned we could still win the race,

but that was normal for him. We were going to win every race we entered, even if there was a rod hanging out of the engine."

Spa stalwart Martin had taken over from Soper, and Danner was due to complete the final stint, but Rafanelli wanted Soper back in the car.

"I wanted someone angry enough to drive like crazy and get the car to the front to win the 24 Hours," explains Rafanelli. "Steve was that man. I told him he was getting back in the f*****g car."

The Schnitzer machine had been the better part of two laps ahead after Soper had touched a backmarker at 10am, but the need for a new driveshaft with just over two hours to go robbed van de Poele and co of one of those laps.

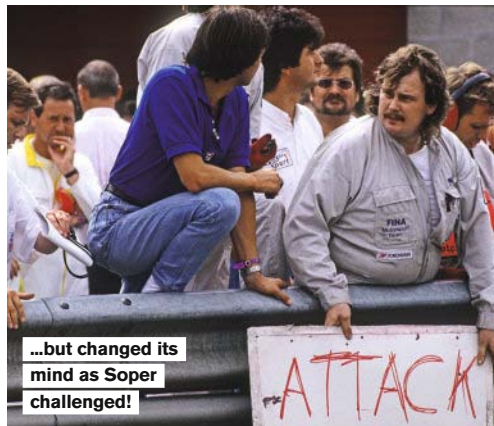
That gave Bigazzi the scent of victory. Schnitzer had stopped just before it could refuel and go to the end, which the Italian team took to mean that its rival would require a splash-and-dash stop before the end.

What Soper calls "a heated discussion" with his team boss almost certainly played a part in the dramatic finish to the race.

"When I did get in, I was probably more hyped up and aggressive than I would normally have



Schnitzer told van de Poele to save fuel...



...but changed its mind as Soper challenged!



Bigazzi and Schnitzer squads battled it out for the whole 24 hours

been at the end of a 24-hour race," explains the British tin-top legend. "I drove like crazy. At the start of my stint I was probably taking two or three seconds a lap out of the leader, then all of a sudden I was taking five, six or more seconds out of him."

Schnitzer was showing the 'SLOW' board to van de Poele and waving bits of paper with 7500 scrawled on them. The message was clear: he had to cut his revs if he was to make the finish without a splash.

Soper reckons van de Poele was thrown off his rhythm by the instructions being sent to him: "It messed his pace up and all of a sudden I was catching by seven or eight seconds a lap, but I was trying to calculate how many laps we had left and was conscious that we were running out of time."

Van de Poele's biggest problem was trying to control the gap to his pursuer. The car's radio had failed earlier in the race and, as he points out, "the information I was getting from the pitboard was one lap behind".

The messages Soper was receiving weren't exactly spot on either. He was given the last-lap board early and arrived at the old Bus Stop chicane for what he erroneously thought was the final time right on van de Poele's tail. The Belgian defended, and Soper tapped him across the grass. The Schnitzer car was still ahead, but Soper had the momentum and took the lead before La Source.



"I was catching by seven or eight seconds per lap, but I knew we were running out of time" STEVE SOPER (LEFT)



Soper's BMW takes narrow victory after anger-fuelled charge

The race wasn't over, however. Van de Poele received the belated message 'ATTACK' as he passed his pit and came back at Soper around the final lap of the famous Belgian circuit.

"I think I did the second fastest lap by our car of the whole race at the end," explains van de Poele. "We were still competitive at the end and the reason we didn't win was because we had lost the radio. But for that I would have been able to control the gap."

Soper hung on to win by just 0.49s, though he

still wasn't best pleased about having to don his overalls again: "It didn't mean much at the time because I was so irritated at having to drive again."

That annoyance was fuelled by Bigazzi's celebrations after the race. Shower number two after the podium was followed by Soper being dumped in a muddy pond in the paddock.

"I ended up showering three times in the space of a couple of hours," he remembers. "All I really wanted to do was to go home and see my daughter." ❧

FIVE THINGS YOU PROBABLY DIDN'T KNOW ABOUT

The Spa 24 Hours

1 LE MANS LINKS



Le Mans 24 Hours winner and famed journalist Paul Frere was instrumental in the revival of the race, formerly for sportscars, as a touring car event after a 10-year hiatus in 1964 (above). The Belgian had officially retired from racing, but after taking part in a couple of 12-hour touring car races on the Nurburgring-Nordschleife, he hatched the idea of making the Spa 24 Hours the world's premier tin-top race together with Royal Automobile Club of Belgium official Hubert de Harlez.

2 BENTLEY'S FIRST TIME

Bentley has only competed in the 24 Hours on one occasion ahead of the factory M-Sport squad's participation this weekend with a pair of Continental GT3s. Ian Metcalfe entered his Barnato-Hassan Special, a pre-war Brooklands racer now with two-seater bodywork, in the 1948 edition of the race. He shared the Bentley with Lance Macklin, who was making his first international race start, but clutch failure put the car out before the finish.

3 SHARING WITH THE GP



Spa's enduro classic alternated with the Belgian Grand Prix for much of the 1930s for financial reasons. The event was run as a 10-hour race in 1934 and then didn't take place at all in 1935, 1937 and 1939. That means the famous layout of Eau Rouge that we know today, introduced for the '39 GP, wasn't used for the 24 Hours until the resumption of the event after WW2 in 1948 (above).

4 CURTAILED EVENT

The 1993 edition of the race was cut short after King Baudouin died. The race was halted at 15 hours as a mark of respect to the Belgian monarch after the teams had been given three hours' notice of the early finish.

5 PEOPLE CARRIER RACER



An MPV once took part in the race during the touring car era. The local Peugeot importer had an 806 people carrier prepared to near-Super Touring specification by the Belgian Kronos team and fielded it for Eric Bachelart, Pascal Witmeur (who came up with the idea) and the late Philip Verellen in the 1995 race. Bachelart qualified 12th, but it went out in the night with engine problems.



JAKOB REY

A wild stallion tamed at 50

The legendary Ford Mustang celebrates its half-century at the Silverstone Classic this weekend.

KEVIN TURNER spoke to two current tin-top stars, Rob Huff and Mat Jackson, about the V8 monster

Ford's Mustang, the car that kicked off the 'Pony Car' genre that also begat the Chevrolet Camaro, is one of America's most iconic machines. And thanks to many different configurations – some of them better looking than others – it has now made it to a half-century.

From the start, the Mustang had a presence in motorsport, winning the 1964 Tour de France and 1965 British Touring Car title, while a young Jackie Ickx also took the over-1600cc European Touring Car crown in 1965. Later versions scored sporadic success over the subsequent five decades (see panel, right), but it's the first-generation Mustang that's perhaps best known in motorsport circles.

This weekend's Silverstone Classic will mark the car's 50th birthday with a number of events, including an appearance by the yet-to-be released 2015 Mustang V8 Fastback, and a pair of Mustang Celebration Trophy contests.

Somewhat confusingly, the event is open to pre-1966 touring cars, meaning Ford Falcons, Galaxies and Lotus Cortinas will also be fighting for honours, but a remarkable entry of over 30 V8 Mustangs will form the backbone of the pack.

It seemed right, therefore, to get the views of two current tin-top stars on the fabled racer. Former World Touring Car champion Rob Huff is no stranger to historics and tested David Clifford's Mustang, which is entered this

weekend, at the Classic Media Day. Current BTCC ace Mat Jackson is a race winner in the Yank Tank, having shared Henry Mann's red-and-gold example to victory in the Alan Mann Trophy at Donington Park in 2012.

Being more used to modern kit, Jackson initially found the Mustang an eye-opener. "It's a completely different beast, very unrefined," he says. "The throttle pedal is much more of a switch, much more agricultural. It's more physical than a modern car."

By contrast, Huff – who started his career in an MGB of similar vintage – was pleasantly surprised by Clifford's 4.7-litre car. "That's the first time I'd driven a Mustang, which was a bit special as it has such a great heritage," says Huff.

"As you'd expect, there's lots of power low down, so you don't really need to rev it. You expect them to be ferocious and animalistic to

drive, but it's a really smooth delivery. That's one of the reasons you can drive them sideways."

The heavyweight, 350bhp, and cross-ply tyres mean progress is rarely in a straight line.

"You turn in and it goes into a big sideways slide and you steer it on the throttle," continues Jackson. "Through the Craner Curves at Donington it was opposite lock to opposite lock. It's completely different, but immensely rewarding."

Huff agrees this is one of the key differences to current machinery: "You go into the historic cars with it in mind that they're not going to stop and change direction like a modern car would. You've got to give it extra time and let things happen. I've been fortunate enough to drive lots of historics and I've got two braking points in my mind now for most circuits, one for modern, one for old cars."

"People warned me about the brakes, but I had no problem with them. Maybe if I'd done a longer run I would have."

Both agree that the fun-factor of low-grip tyres and dollops of torque is high. For Jackson, his win at Donington, despite a spin in the midst of a battle with the more agile BMW of Richard Shaw, remains one of his favourite races.

"Richard's BMW 1800 Ti was right on our arse all the way through my stint," he recalls. "Obviously I was quicker on the straights, but in the corners on the brakes he was all over my bootlid. It was a proper touring car race."

Jackson has also raced Mann's Cortina, so





Big power and low grip make for fun ride



Jackson battled BMW on way to Donington win



Huff will race against Mustangs this weekend

he has an insight into some of the battles we're likely to see at Silverstone. "They are good in completely different areas," he continues. "The Mustang has grunt, but you brake a lot earlier than in the lighter cars."

Last year, Huff enjoyed being part of a Mini pack that harassed some of the bigger cars. "It was one of the most fantastic races," he says. "We were giving hell to the Mustangs and Falcons, chopping and changing all the time."

"The Mini is like a little rascal, whereas the Mustang is docile. The Mini doesn't have the power but you're virtually flat everywhere. At Abbey, for example, the Mini is flat, but in the Mustang it is an early brake and a downchange."

Thanks to the V8 torque, the Mustang is easier to drive than its smaller rivals in one area. "It's got a four-speed gearbox and each ratio seems to be very long," adds Huff. "In the Mini you need every gear you've got; in the Mustang, you could virtually leave it in third or fourth."

All of which means this weekend's races should be hugely entertaining, as 1960s touring car races normally are. Huff believes Silverstone's GP circuit is also a fine venue for the anniversary.

"It's great, especially for the Mustang," he adds. "It's probably the most suitable circuit for the race in the country, with fast, open, long corners, and several overtaking opportunities."

"Copse, Maggotts and Becketts are always great and when you've got 10-15 Mustangs around you it's going to be really interesting!" ▶

MUSTANG BTCC WINS

1965

Brands Hatch
Roy Pierpoint
Oulton Park
Roy Pierpoint
Snetterton
Mike Salmon
Silverstone
Roy Pierpoint
Crystal Palace
Roy Pierpoint
Brands Hatch
Jack Brabham

1966

Snetterton
Jack Brabham
Crystal Palace
Roy Pierpoint
Brands Hatch
Roy Pierpoint
Brands Hatch
Jackie Oliver

1967

Snetterton
Jackie Oliver
Silverstone
Jackie Oliver
Brands Hatch
Jackie Oliver

1970

Brands Hatch
Frank Gardner
Snetterton
Frank Gardner
Thruxton
Frank Gardner
Silverstone
Frank Gardner
Crystal Palace
Frank Gardner
Croft
Frank Gardner
Oulton Park
Frank Gardner
Brands Hatch
Frank Gardner

MUSTANG MOTORSPORT HIGHLIGHTS



TOUR DE FRANCE

The Mustang's stellar sales success had only just begun when three Alan Mann-prepared examples took on the 1964 Tour de France 'rally'. Peter Proctor/Andrew Cowan secured Touring Car-class victory to score the car's first significant success.



BTCC & SCCA

The Shelby GT350 variant won five different Sports Car Club of America regional titles in 1965, while Roy Pierpoint (left) scored four wins on his way to the BTCC title. No more crowns followed, but Frank Gardner dominated the big class in 1970 with his Boss 302.



TRANS-AM

Probably the series in which the Mustang name scored the most success, with champions coming in 1967, 1970, 1989, 1995-'97 and 1999 thanks to various iterations. Parnelli Jones' 1970 triumph (left) was probably the greatest, coming at the series' multi-make peak.



DTM

Ford had to wait until the arrival of the RS500 turbocar before it could really take on the best the DTM had to offer, but the Mustang did get the Blue Oval off the mark. Manfred Trint won at Wunstorf during the inaugural 1984 season to score the model's only victory.



IMSA GTO

For a time, the Mustang was the car to beat in the silhouette US category, taking the class title in 1985 (John Jones) and in 1986, with Scott Pruett. It also scored three consecutive GTO wins in the Daytona 24 Hours, including fourth overall in 1986.



IMSA SPORTSCAR CHALLENGE

The fifth-generation Mustang has been one of the main players in the competitive IMSA Sports Car Challenge, with drivers' titles coming in 2005 (David Empringham / Scott Maxwell), 2008 (Joe Foster / Maxwell) and 2009 (Kenny Wilden).

Challenge update

Less than 190 days to go to the Rolex 24 At Daytona and both Challenges are still wide open! Phil Keen in the Sunoco Whelen Challenge extended his lead after scoring points for fastest laps, pole position and a brace of podium finishes at a hot and sunny Snetterton. At the same time Swede Oscar Kruger levelled up to Burges in the Sunoco 200 Challenge. Shaun Balfe was faultless in GT Cup with three wins and F3 Cup racer Toby Sowery who won both races at Oulton Park can also be a threat.



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4. N Baldan	EUROV8	70.00
5. T Kostka	EUROV8	70.00

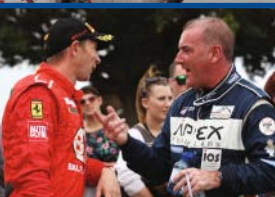


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1. S Burgess	Radical Clubmans	105.63
2. O Kruger	Radical Clubmans	105.63
3. T Sowery	F3 Cup	101.20
4. D Walley	GT Cup	100.39
5. S Balfe	GT Cup	96.77

Points correct as of 21.7.14



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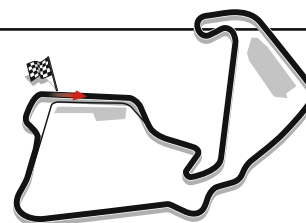
Radical SR3 Challenge 2-3/8
Britcar 9/8
Radical European Masters 16-17/8
Radical SR3 Challenge 16-17/8

Sunoco 200 Challenge

Radical Clubmans 2/8
MINI Challenge 2/8
Britcar 9/8
GT Cup 16-17/8

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SILVERSTONE CLASSIC TIMETABLE

Friday, July 25

0730	Gates open
0900-1255	Qualifying
1355-1645	Qualifying
1700-1725	90s GT Legends high-speed demonstration
1740-1930	Qualifying
2330	Venue closes

Saturday, July 26

0730	Gates open
0900-0920	Peter Arundell Trophy for Historic Formula Junior, race 1
0940-1000	Brian Henton Trophy for Classic F3, race 1
1020-1110	Sir John Whitmore Trophy for Under 2-litre Touring Cars
1130-1220	Stirling Moss Trophy for pre-1961 sportscars
1320-1340	FIA Masters Historic F1, race 1
1400-1420	Super Touring Trophy, race 1
1440-1540	International Trophy for pre-1966 GT cars
1600-1620	Jack Brabham Memorial Trophy for HGPCA pre-1966 GP cars, race 1
1640-1700	Mustang Celebration Trophy for pre-1966 touring cars, race 1
1720-1745	90s GT Legends high-speed demonstration
1800-1820	Maserati Centenary Trophy for HGPCA pre-1961 GP cars, race 1
1920-2010	FIA Masters Historic Sports Cars
2030-2100	Group C, race 1
2300	Venue closes

Sunday, July 27

0730	Gates open
0900-0920	Brian Henton Trophy for Classic F3, race 2
0940-1040	RAC Woodcote Trophy for pre-1956 sportscars
1100-1120	Peter Arundell Trophy for Historic Formula Junior, race 2
1140-1230	RAC TT for pre-1963 GT cars
1330-1350	FIA Masters Historic F1, race 2
1410-1440	Group C, race 2
1500-1520	Super Touring Trophy, race 2
1540-1600	Jack Brabham Memorial Trophy for HGPCA pre-1966 GP cars, race 2
1620-1645	90s GT Legends high-speed demonstration
1700-1720	Maserati Centenary Trophy for HGPCA pre-1961 GP cars, race 2
1740-1800	Mustang Celebration Trophy for pre-1966 touring cars, race 2
2000	Venue closes

YOUR GUIDE TO A CLASSIC GATHERING

Over 1000 entries, exotic cars and quality drivers. There are plenty of reasons to head off to Silverstone this weekend.

KEVIN TURNER does his best to pick out the likely highlights

The fact that the Silverstone Classic is one of the biggest and best historic meetings in the world is no longer news. Every season the event serves up incredible machines, fine racing and star names, and this year's edition should be no exception.

As ever – with 22 races across single-seaters, sportscars, GTs and touring cars, displays, dozens of off-track attractions, and demonstrations – it's impossible to hear and see it all.

Here's our quick guide to just some of the action you can see this weekend.

F1 CELEBRATION

With Silverstone celebrating its 50th grand prix in 2014, F1 aficionados are particularly well catered for. As well as races for three eras, there will be a special parade on Sunday of over 100 F1 cars, led by Sir Stirling Moss in a Maserati 250F.

The FIA Masters Historic F1 field for cars of the 1970s and 1980s will provide arguably the most spectacular of the GP races. Steve Hartley is having a fine season in his Arrows A4, but will have his work cut out to beat the Hesketh 308E of multiple Classic race winner Michael Lyons.

There's also the prospect of the rapid Martin Stretton in a Tyrrell 012, sportscar racer Stuart Hall in a McLaren M19A, the Lotus 72 of Katsuaki Kubota, and Nathan Kinch's Minardi M185.

STARS NOT JUST CARS

While the sheer quality and quantity of the cars – there are two Mercedes C11s, a Jaguar XJR-14, and a Mazda 767B in the Group C race! – usually steal the show, the ever-growing status of the event means it attracts some star drivers, too.

Honda BTCC ace Matt Neal and Gordon Shedden will share a Ford Lotus Cortina in the competitive U2TC encounter, in which ex-British GT champion Bradley Ellis also pedals a Mini.

WTCC star Rob Huff will be busy, racing Mini, Cortina, Austin-Healey 3000 and Ford Mondeo

machinery. The 2000 BTCC car should make him favourite for the Super Touring race, which also includes John Cleland and Patrick Watts, as well as BTCC leader Colin Turkington in a BMW CSL.

CLASSIC F3

Forty years after the start of two-litre F3, the category's first Silverstone Classic grid covers its first decade, showcasing the British and French Classic championships, which ran to '84.

Favourites include March drivers Nick Padmore (ex-Michael Korten 783/793), David Shaw (ex-Mike White 803B), Jamie Brashaw (ex-Kenny Acheson 793), Valerio Leone (ex-Teo Fabi 783); Chevron runners Richard Trott and Simon Jackson (ex-Siegfried Stohr and Quirin Bovy B43s); Hugh Price (ex-Derek Warwick B38) and Shaun Lynn (ex-Riccardo Patrese B34) and Ralt returnee Keith White (ex-Elio de Angelis RT1).

Despite his lack of class experience, Stretton could throw the cat among the pigeons in Grant Tromans' Martini MK37, while French series promoters Laurent Vallery-Masson and Bernard Honnorat saddle Ralt RT3s. Watch, too, for Nick Taylor in the ex-de Angelis '78 Chevron B38, and the ex-Tony Brise Modus M1 of Mark Hulme.

90s GT LEGENDS

A few years ago, GT racing guru Stephane Ratel tried to kick-start a revival series for GT cars of the 1990s. It didn't gain enough momentum, but now the Classic has brought the idea back.

This year's cars – of which almost 30 have been drawn together – will only get to put on high-speed demonstrations, but they should make a fine sight. Leading the way will be factory driver Brendon Hartley in the 1998 Le Mans-winning Porsche 911 GT1-98, which will be joined by McLaren F1s, Ferrari F40s, Jaguar XJ220s and Jamie Campbell-Walter's Lister Storm. The real mouth-watering prospect though is that this could be a precursor to a race for the cars next year... 🏁



Moss heads F1 parade



BTCC champ Neal pedals Cortina



Exotic Porsches will be part of GT demo

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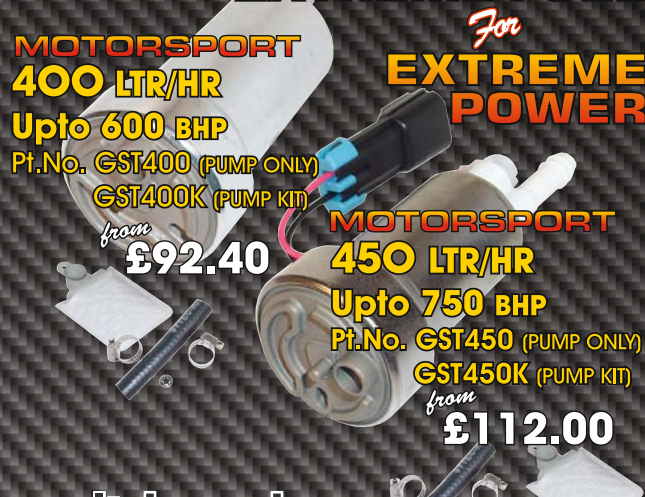
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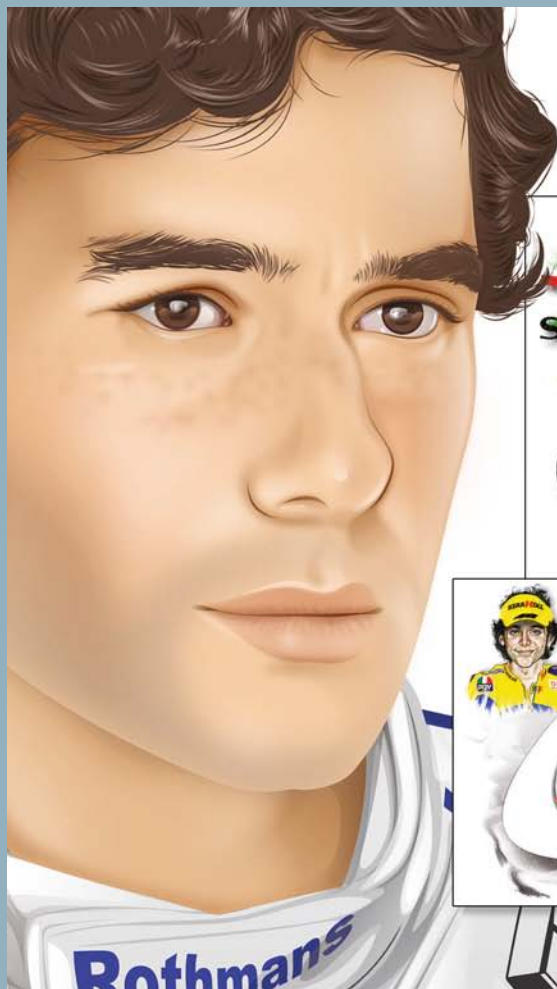
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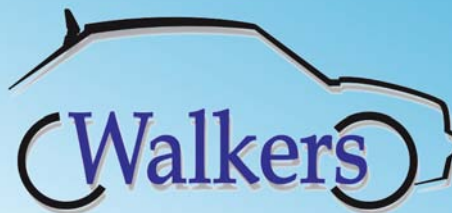
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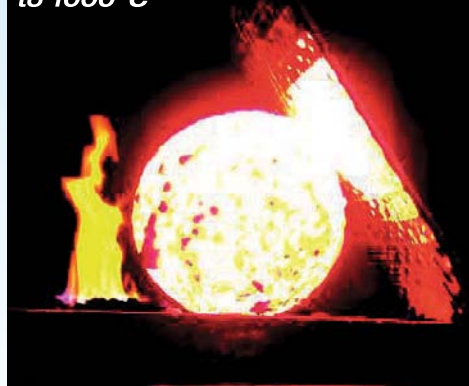
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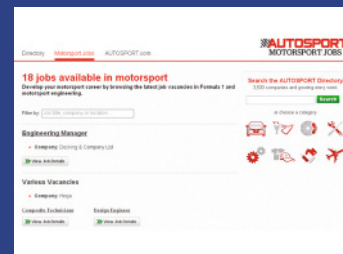
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Gary Pearson won
2006 Sussex Trophy
in Jaguar D-type



D-type gets Goodwood race

Revival to celebrate Big Cat's 60th with special event in September

THE 60TH ANNIVERSARY OF the Jaguar D-type will be celebrated by a special race at this year's Goodwood Revival.

The iconic sports car finished second on its debut at the 1954 Le Mans 24 Hours and went on to win the French classic three times.

Many examples are still active in historic racing and Revival organisers are targeting a grid of around 30 for the Lavant Cup race on Saturday September 13. The field is expected to include examples of the related XKSS road car and the E2A prototype, effectively a 'missing link' between the D-type and the E-type.

Anthony Reid, who won the

event's wet Sussex Trophy in a D-type last year and is one of only two drivers to have won a Revival race in the car, believes the gathering should be a season highlight.

"The sight of D-types sweeping round Goodwood will be a real spectacle, very special," he said. "It's only at Goodwood they can pull off these sorts of events. It has the credibility to get the cars together."

"This will be an illustrious race to be in; it would be nice to be involved."

Although the straight-six machine was not successful at the Sussex venue in period, Reid still thinks the circuit is good for the 340bhp car.

"You realise when you go to Le Mans

that the car is built specifically for that circuit," he added. "It just keeps accelerating, but if there's another circuit outside of Le Mans, Goodwood is it because it's fast and flowing, and there are very few slow corners."

"It's quite a challenge to drive quickly because it doesn't understeer – it always oversteers. It's tricky in the wet; for very little of the lap are you at full throttle. It's easier in the dry, but you still have to plan ahead."

Most of the likely frontrunners for the event will use the 3.8-litre version of the XK engine. Organisers are expecting to announce entries for the race in the coming weeks.

JAGUAR D-TYPE HIGHLIGHTS IN PERIOD

1954 Reims 12 Hours

Less than a month after its near-miss at Le Mans, the D-type scored a one-two against Cunningham and Ferrari opposition in the big sports car race supporting the French Grand Prix.



1956 Le Mans 24 Hours

After an early crash all but eliminated the works team, the Ecurie Ecosse machine of Ninian Sanderson/Ron Flockhart narrowly defeated the works Stirling Moss/Peter Collins Aston Martin DB3S.



1957 Le Mans 24 Hours

One of the greatest performances by any car at La Sarthe, with Ecurie Ecosse's 3.8-litre Flockhart/Ivor Bueb machine leading the way in a remarkable 1-2-3-4-6.



SCOTT MITCHELL
ASSISTANT
EDITOR

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I KNOW THAT ONE-DAY RACE

meetings are nothing new, but having been to two Friday-Saturday events in a row I would definitely support a more general move for them to be over by Sunday.

It's a more subdued feeling being in a race paddock on Friday gearing up for qualifying and races, but at both Spa (British GT) and Oulton Park (BRDC Formula 4) I felt it worked better, and race day proper is still hectic. Why drag something out over three days when it can be done in two? Surely there's a cost advantage to those putting on the event and certainly those fans that were there on the race day proper had plenty to watch. The schedule at Oulton on Saturday was particularly packed.

The final incentive is that there's still a Sunday between them and starting the next week. And I'm sure it's the exact same booster to the marshals, race teams, officials and the rest.

One event that couldn't possibly be condensed into one day is the Goodwood Revival, and we have two stories this week to highlight why this year's event could be a new benchmark. Organisers have talked of a potential 30-car grid for the new all-D-type race to celebrate the Jaguar's 60th anniversary – a superb prospect – and there's also the confirmation from British and World Touring Car champions Andy Jordan and Rob Huff that they will join the RAC Tourist Trophy grid (page 73).

Finally, McLaren AUTOSPORT BRDC Award winner Matt Parry is in the spotlight in this section's new *Inside Line* feature. The Caterham junior, MSA Team UK member and BRDC Superstar knows how crucial it is to make the most of opportunities outside of the car as well as on track. You can read his advice for budding single-seater racers on page 83.

TT grid has gained
two tin-top stars



Russell led Hyman at the start of Oulton finale

BRDC Formula 4

Appeal after BRDC F4 title rivals clash

BRDC FORMULA 4 TITLE challenger Raoul Hyman has appealed to the Motor Sports Association after being penalised at Oulton Park last weekend for an incident with championship leader George Russell.

Hyman was handed a 10-place grid penalty for the next round at Silverstone on August 16-17 and also received three points on his licence after the two rivals collided on the second lap of the final race.

The South African attempted to

pass Russell at Cascades but they made contact and were forced into immediate retirement.

Hyman, who is joint-second in the BRDC F4 points, level with HHC Motorsport team-mate Will Palmer and 20 points behind Russell, appealed to the stewards against the initial decision. That was upheld and he has now lodged a further bid to the MSA's national court of appeal.

"It's very disappointing and harsh to get a grid penalty – that's why we've taken it forward," he said.

He left the door wide open, but into the turn he didn't really leave enough room at all. If he had we both could have finished easily.



Raoul Hyman
HHC Motorsport

It's not an overtaking opportunity anyway and he was quite a way behind. Plus, it was completely wet on the inside line.



George Russell
Lanan Racing

Ginetta GT4 Supercup

GT4 Supercup race winner Orton switches to HHC

GINETTA GT4 SUPERCUP RACE

winner Jamie Orton will switch to the championship-leading HHC Motorsport team for the remainder of the season.

The former Caterham champion has split from the Century Motorsport squad with which he clinched his sole win in the category since making his debut in 2011. Orton started the 2013 season with Total Control Racing before switching to Century during the summer break. His latest move will place him alongside points leader Charlie Robertson.

HHC commercial director Charlie Kemp, whose team is contesting its first season in the Supercup, said: "It fits in perfectly with what we want to do. It

suites us perfectly to start with one driver. We've got a really good handle on the car and I think we've done a really good job up to now.

"I think Jamie will be an absolutely fantastic addition to the team. It's arguably the strongest driver line-up in the championship."



Orton has had difficult 2014

Historic F1

Ex-historic F1 champion to make category return at Classic

DOUBLE FIA THOROUGHbred

Grand Prix champion Martin Stretton will return to the three-litre F1 fray at this weekend's Silverstone Classic, reuniting with the Tyrrell marque with which he won the 1995 and 2000 titles.

Stretton will race the 1984 012, owned by American client Martin Adams, which his Kidderminster-based equipe is preparing for the event.

"The car is ex-Stefan Bellof I believe, but it's in the ['83] Benetton green livery of Danny Sullivan," said Stretton.



Stretton will race Bellof car in Sullivan livery

"We've taken it to Donington twice now, but had immediate clutch failure first time out and some teething problems the second time. It feels like a big F2 car and has a lot of potential, although it hasn't shown it over a full lap yet."

Stretton will also race Grant Tromans's Martini MK37 in the F3 race.

"I tested the car before the Monaco GP Historique in 2012 and won't have driven it again before the Thursday test day, so I don't know what to expect," he added.

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British Formula Ford

Historic FFord star rookie in British championship move

HISTORIC FORMULA FORD

race-winning rookie Michael O'Brien is set to step up to the British Formula Ford Championship for the second half of the 2014 season.

O'Brien, the son of ex-single-seater and touring car racer Mike, is contesting his first full season after making his debut in a Merlyn Mk20 at the end of last year.

The 20-year-old has won twice in the HSCC Historic FFord series, on the

Silverstone and Brands Hatch Grand Prix circuits, in the Mk20 run by his father's Speedsport team.

The 20-year-old tested with Jamun Racing, which ran former Speedsport driver Callum MacLeod to the 2009 British FFord title, at Snetterton last week in Ashley Sutton's Mygale M12-SJ and should join the British FFord grid at the Norfolk circuit on August 2-3.

"It went very well," said O'Brien Jr, who also wants to contest the rounds at Rockingham, Silverstone and Brands Hatch. "It was so different to what I'm used to. I feel like I'm definitely ready for it. The test proved that and I was quite comfortable in the car.

"So the plan is to win. Nothing is good enough until you're the quickest. I am confident, just because the historic stuff has taught me so much."



O'Brien tested
Jamun Mygale

BARRETT

Harvey revels in Super Touring test

Former British Touring Car champion Tim Harvey sampled an ex-Marc Surer BMW E36 Super Tourer, owned by Roger Lavender, at Silverstone last week. "I came in with a big smile on my face and asked if he wanted to sell it," said the 1992 champ. "He didn't!"



EBREY

FIA F4

Two new series for FIA F4

THE NEW FIA FORMULA 4 INITIATIVE

has gathered serious momentum with the announcement of two new championships.

Top Formula Renault/GP3 team Koiranen GP is behind a series to start next year in the FIA's Northern European Zone. The series, which will be backed by Russian motorsport powerhouse SMP Racing, will comprise four rounds in Russia, two in Finland and one in Estonia, and will be sanctioned by the

Finnish motorsport federation.

It will be run for the same Tatuus-Abarth combination that forms the basis for Italian F4, and all the cars will be centrally prepared and run by Koiranen.

SMP president Boris Rotenberg, who competes in international GT racing, said: "One of SMP Racing's goals is to work with the young generation, and I will not hide that the new championship will be a training centre, where we'll closely monitor the participants' progress."

Meanwhile, F4 will replace Germany's popular Formel Masters category in 2015, but no engine or chassis details have been announced.

ADAC president Hermann Tomczyk said: "There are still some organisational issues that need to be clarified but I am confident it will become a reality next year."

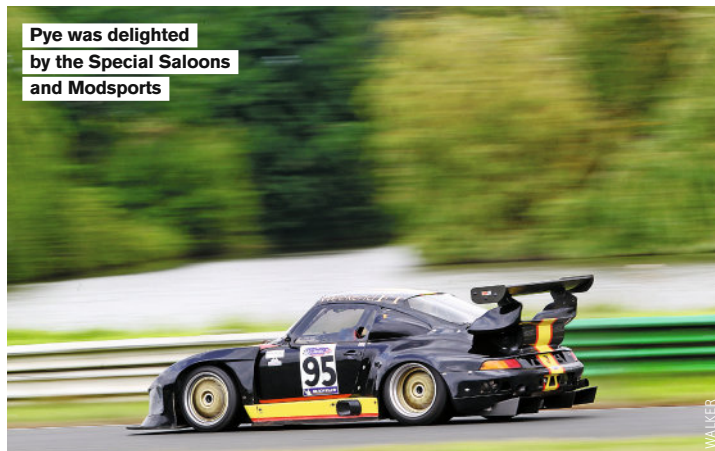


NEZ F4 will
use Tatuus-Abarths

HUMBLE PYE

The voice of club racing

Pye was delighted
by the Special Saloons
and Modsports



WALKER

Mallory's revival brought out the best in club racing

Still incredulous at the raw power of Saturday's rainfall at Donington – the like of which I'd not experienced this side of the Caribbean, not even when a 'twister' sent everybody scurrying for an underpass at Road America's 30 Year Can-Am Reunion in 1996 – arriving at Mallory Park on Sunday was like stepping back to my first visit in the mid-'70s. Only tidier.

Being greeted at the Hairpin crossing by leaseholder Eddie Roberts (overseeing the inaugural car meeting of the Real Motorsport Ltd era) was a promising start, but on entering the paddock for the Classic Sports Car Club's event the buzz around its Special Saloons and Modsports specialities was extraordinary. The fabled Mallory breakfast had to wait!

One of the first people I saw was fellow club racing anorak Simon Arron, then I recognised the fairly gruesome hulk of the Renault 5-Chevrolet long hillclimber in Guernsey by Robin Marquand. A Super Saloon it ain't, but arch-V8 sleuth Bernie Chodosh tripped over it at the Enfield Pageant and (with Richard Wos) saved it for somebody eager and intrepid enough to embark upon a restoration project.

Talking of such things, I am delighted that Jaguar XJ12 racer Kevin Doyle has bought the ex-Tony Hazlewood/Gordon Mayers/Mick Hill 'XJ8' shell. While its post-period fire fate is shrouded in mystery, he intends to mimic its mid-'70s spec.

I was in my element perusing hybrids such as David Brewis's Suzuki Hayabusa-powered SC100, Tom Carey's ex-Gary Streat Honda CRX-BDG and Steve Moss's remarkable plastic-bodied 250bhp Ford Anglia – surely unrecognisable

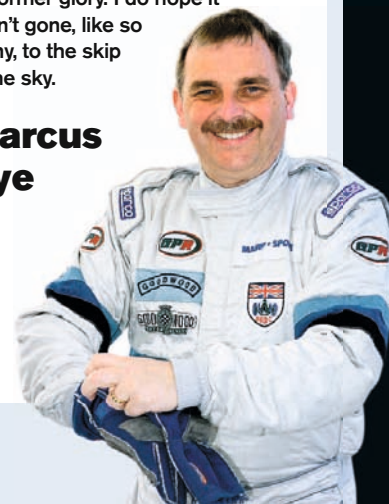
to 1960s Swish 105E ace Gerry Taylor, an interested spectator... Having reacquainted myself with Kevin Cooper's ex-Charles Barter Davrian-based Solo Stiletto hillclimber and Bob Claxton's Vauxhall-engined Skoda clone (which I tested for AUTOSPORT in '92), I was then told that Doc Enderby is defibrillating his sleek S2000 Tiga-based, BDA-powered

"The buzz around
the Special Saloons
and Modsports cars
was extraordinary"

Volkswagen Karmann Ghia.

All grist to CSCC's increasingly popular mill, for while this colourful club motorsport cornucopia may not have been a front-line retrospective focus, it evokes memories like few others. If anybody knows where the crashed remains of the late George 'Welly' Potter's spectacular ex-John Turner/Arthur Collier Skoda-Chevrolet lurks, I have a (non-racer) pal busting to buy and rebuild it to its former glory. I do hope it hasn't gone, like so many, to the skip in the sky.

Marcus Pye





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Huff will drive
Cobra in famous
Tourist Trophy race

Goodwood Revival

Huff, Jordan for Revival TT race

TOURING CAR ACES ROB HUFF

and Andrew Jordan are the latest star names to be confirmed for the RAC Tourist Trophy Celebration race at September's Goodwood Revival.

Formula 1 drivers Max Chilton and Giedo van der Garde have already been confirmed (see AUTOSPORT, May 22), and will now be joined by 2012 World Touring Car title winner Huff and reigning British Touring Car champion Jordan.

Huff will share the Jaguar E-type of Richard Meins, while Jordan and James Cottingham will team up in a DK Engineering-prepared AC Cobra.

Huff, who has already tested the 'CUT 7' E-type at Donington Park, said: "It was the first time I'd driven an E-type and it's a bit of a special car.

"We had a few problems, like a bit of a misfire under 4000rpm, but the lap times were comparable to a quick E-type.

We've got a very good car there and a good chance to do well."

Jordan, who will also race an Austin A40 and hopes to share a Plymouth Barracuda with Oliver Bryant at the meeting, said: "I've never driven anything with that amount of power and those low-grip tyres. It'll be sideways almost all the way round the lap, so it should suit me.

"They're proper cars and I'm really looking forward to it."



Mini debuted
at Oulton

Racing Saloons

New club Mini series eyed

DEVELOPERS OF A NEW MINI

Cooper racing car hope it will spawn a one-make club series next year following its successful racing debut at Oulton Park.

The new Mini, a super-charged R53 Cooper built by EDM, qualified on pole position in the Racing Saloons category last Saturday and claimed two podium finishes in the hands of Eliot Dunmore.

"The car is aimed at those who want to go a little bit faster but still do a one-make series," explained the EDM boss. "It's not a budget car but it is not really expensive either. It's aimed to be self-built and I reckon that would only cost about £6500.

"We have a platform to race them at the moment in Racing Saloons but we hope to have a one-make series for it."

Radical

Brabham keen on sportscars

BRITISH FORMULA FORD RACER

Sam Brabham said he would jump at the chance of driving a Radical again after making his sportscar debut last weekend.

The 19-year-old shared a Radical SR3 with his father David (pictured) on their podium-finishing debut together, and also contested the Clubmans Cup races solo.

"It was an awesome car to drive," said Sam. "I didn't know what to expect but it was really impressive and had a lot more downforce than I expected.

"If the opportunity came again to drive a Radical it would be perfect."



STYLES



WALKER

In brief

Rain stops VSCC play

A monsoon on Saturday damaged the bridge over Donington Park's start-finish straight, forcing the Vintage Sports Car Club to abandon Saturday's Bob Gerard Memorial meeting during the penultimate race of the weekend for 500cc Formula 3 cars (above). The storm momentarily cut off electrical power and knocked out a trackside camera as well.

Knapp bolsters Clios

Former rally driver Paul Knapp will make his debut in the Renault Clio Cup UK at Snetterton next month. The 41-year-old has only competed in three circuit race meetings, all of which were driving a Ford Fiesta for new-to-Clios outfit Jam-Sport. Knapp has purchased an ex-JHR Clio.

Wells loses FMC win

Hong Kong-based Briton Dan Wells scored his first victory of the Formula Masters China season last weekend, but had it taken away for a jumped start. Wells bagged a second and a third in the opening two races at the Inje circuit in South Korea and set fastest lap en route to victory in the finale. A 30-second penalty then dropped him to eighth.

Jordan gets Z4 run

British Touring Car champion Andy Jordan was able to complete his BMW Z4 GT3 test with BTCC rivals Triple Eight at Silverstone last week. The 25-year-old said: "It's phenomenal. It takes me out of my comfort zone and I'm keen to do some endurance races."

F4 duo misses out

Formula Renault BARC race winner David Wagner missed the BRDC Formula 4 races at Oulton Park last weekend. The Scot, who has scored a best finish of ninth with Mark Godwin Racing in 2014, joined Petroball racer Dan Roeper on the sidelines.

Toyota Racing Series

2015 TRS racer breaks cover

TWO-TIME TOYOTA RACING SERIES

winner Nick Cassidy was impressed by the new FT50 car the category will use next year after its first test last week.

Cassidy drove the Tatuus-built car, a completely different machine to its predecessor with only its 1.8-litre

engine remaining, for 40 laps at the Adria circuit in Italy.

"I'm very impressed by its performance and handling," said Cassidy. "To be able to roll out of the garage for the shakedown and complete the day without trouble was impressive."

2015 TRS CALENDAR

January 14-18
Mike Pero Motorsport Park
January 22-25
Teretonga Park
January 29-February 1
Hampton Downs
February 5-8
Taupo Motorsport Park
February 12-15
Manfeild



Carr slays Goliath in Edwardian drama

"I'M IN SHOCK," SAID GILLIAN CARR having held her nerve to win the Vintage Sports Car Club's annual multi-start Edwardian Handicap in Dr Alisdair Lockhart's 1914/18 Vauxhall at Donington Park on Saturday. "I could hear a loud car behind me and was screaming 'come on' approaching the line."

Mark Walker's cacophonous 25-litre Darracq 200bhp was but 0.96s short at the chequer, having covered one more lap.

Carr led throughout, resisting Ron Birkett's FL Sports then Hughie Walker (Mark's son in uncle Tom's Hispano-Suiza) and despite an anxious backwards glance during the final sprint set her fastest lap as Walker Sr gobbled up four cars and gained more than 31 seconds last time round.

Behind Walker Jr, Andrew Howe-Davies's Italian SCAT and Duncan Pittaway's magnificently bonkers Curtiss aero-engined Monarch finished within 8.30s of the jubilant "wannabe housewife".

A terrific lead dice in the Bob Gerard Memorial feature featured Simon Diffey forging John Morley's Connaught past Fred Harper's Kurtis-Offy, but by his own admission Diffey "went too early" to prevent the ex-Ray Crawford 'Monzanapolis' roadster from prevailing.

Leading the chase, Duncan Ricketts claimed Gerard honours (for first pre-war car) in ERA GP1. Son Matt, meanwhile, made a promising race debut in the F2 Cooper T41 originally handled by Kiwi world speedway champion Ronnie Moore.

Having got the better of Steve Russell's ex-'Mr Bob' Cooper-Bristol in his ex-Alan Brown/Fangio example, Nick Eden finished fourth, ahead of Nick Topliss (ex-Pat Fairfield/Gerard ERA R4A), who caught and passed Ben Fidler's ERA AJM1.

Gerard handicap winner Justin Maeers had previously landed the Donington Mug and Boulogne Trophy races in his fearsome road-driven GN Parker. A mighty duel with Dougal Cawley's GN/Ford in the former was resolved when Cawley overshot the final chicane.

"I hung on as long as I dared,



Carr takes a big look behind en route to victory

but should have braked earlier," he grinned.

Although Robert Carr wriggled his AC/GN from ninth on the Boulogne grid to second on a much grippier track, Maeers was beyond reach. Duncan Wood and Sue Darbyshire, front-row starters after a wet practice in their Morgan 'trikes', rounded Redgate seventh and ninth, but Wood recovered to third.

Unusually for an Owner Driver Mechanic series counter, one combo dominated, 'Frazer Gnasher' Charles Gillett fishtailing clear of Andrew Mitchell's HRG to land the Redgate Mug. Simon Blakeney-Edwards shot his long-dormant Nash Super Sports from eighth to third, ousting ODM ringmaster John Guyatt's Talbot Lago on the penultimate lap.

Confounding VSCC pundits, Andrew Kellock's gorgeous Fiat AC outran Tom McWhirter's menacing six-wheeled Jaguar SS100 in the opening pre-war scratch race.

Indeed, the Scot was too preoccupied with staving off Rod King's supercharged Jaguar SS-powered Delage to threaten.



One of three competitors to attract a jump-start penalty, Paul Lawrence won the tighter pre-war handicap in his potent Austin 7 Ulster Special, collecting the Burghley Trophy. McWhirter was also 'pinged'; but his imposition dropped him from second to fifth, behind newcomer Anthony Fenwick-Wilson (ex-John Fack Hudson-powered Railton) and the MGs of Harry Painter (PA) and Duncan Potter (C-Type).

As lightning bolts struck, Stuart Morley's weighty Bentley and Steven Pryke's striking Frazer Nash Slug cut swathes through increasing precipitation in the later handicap to usurp early leader David Asplin's Austin 7 and Fred Boothby's MG J2. Paul Baker (FN) eventually snatched third from Boothby.

A violent storm, with swirling winds and horizontal rain, made the 500cc F3 race look like a white-water canoe contest with invitee Simon Brown (Cooper V-twin) and Richard de la Roche (Smith Buckler) paddling furiously out front. When, according to Petty driver Nigel Challis, "10 yards' visibility reduced to three" and startline bridge cladding fell onto the track, there was no option but to curtail the meeting.

● Marcus Pyle



RESULTS

DICK BADDILEY & EDWARDIAN TROPHIES HANDICAP (5 LAPS) 1 Gillian Carr (Vauxhall A/D Type) 13m06.31s (45.30mph); 2 Mark Walker (Darracq 200hp) +0.96s; 3 Hughie Walker (Hispano-Suiza Alfonso); 4 Andrew Howe-Davies (SCAT Racer); 5 Duncan Pittaway (Monarch-Curtiss Special); 6 Clive Press (Peugeot 148). FL M Walker 1m58.47s (60.14mph).

BOB GERARD MEMORIAL TROPHY PRE-1961 RACING CARS (11 LAPS) 1 Fred Harper (Kurtis-Offenhauser KK500G) 15m54.81s (82.08mph); 2 Simon Diffey (Connaught B-Type) +1.60s; 3 Duncan Ricketts (ERA E-Type GP1); 4 Nick Eden (Cooper-Bristol T20); 5 Nick Topliss (ERA R4A); 6 Ben Fidler (ERA AJM1). Handicap Justin Maeers (GN Parker). FL Diffey 1m24.51s (84.30mph).

DONINGTON MUG SPECIAL PRE-WAR SPORTS CARS (6 LAPS) 1 Maeers 11m43.19s (60.79mph); 2 Dougal Cawley (GN/Ford 'Piglet') +5.79s; 3 Richard Hudson (Bentley 3/4 1/2 litre); 4 Richard Iliffe (Riley 12/4 Kestrel Spl); 5 Jeffrey Edwards (Alvis Sports Spl); 6 Paul Baker (Frazer Nash Sports). Handicap Iliffe. FL Maeers 1m54.59s (62.17mph).

BOULOGNE TROPHY VINTAGE RACING CARS (8 LAPS) 1 Maeers 12m45.14s (74.49mph); 2 Robert Carr (AC/GN Spl) +10.90s; 3 Duncan Wood (Morgan Super Aero); 4 Charles Gillett (Frazer Nash Super Sports); 5 Stephen Gentry (Bugatti T35B); 6 Sue Darbyshire (Morgan Super Aero). Handicap Nick Rossi (Alfa Romeo 6C 1750GS). FL Gillett 1m33.14s (76.49mph).

REDGATE MUG STANDARD & MODIFIED PRE-WAR SPORTS CARS (6 LAPS) 1 Gillett 10m50.55s (65.71mph); 2 Andrew Mitchell (HRG 1 1/2 litre) +15.59s; 3 Simon Blakeney-Edwards (Frazer Nash Super Sports); 4 John Guyatt (Talbot Lago T150C); 5 Andy Bush (Riley TT Sprite Replica); 6 Nicholas Phillips (Lea-Francis Hyper). Handicap Jeremy Brewster (Lea-Francis Hyper). FL Gillett 1m46.46s (66.92mph).

PRE-WAR SCRATCH (4 LAPS) 1 Andrew Kellock (Fiat AC) 8m08.49s (58.34mph); 2 Tom McWhirter (Jaguar SS100) +17.09s; 3 Rod King (Delage Spl); 4 Christopher Scott MacKirdy (Aston Martin Le Mans); 5 Nick Hayward-Cook (Austin 7 Monoposto); 6 John Seber (Wolseley Hornet Spl). CW McWhirter; Hayward-Cook. Handicap Seber. FL Kellock 2m00.95s (58.90mph).

PRE-WAR HANDICAP (BOTH 5 LAPS) 1 Paul Lawrence (Austin 7 Ulster Spl) 10m14.09s (64.29mph); 2 Anthony Fenwick-Wilson (Railton Light Sports 2+2) +3.50s; 3 Harry Painter (MG PA); 4 Duncan Potter (MG C-Type); 5 Tom McWhirter (Jaguar SS100); 6 Philip Bewley (Bugatti T35). FL McWhirter 1m42.97s (69.19mph).

HANDICAP 2 1 Stuart Morley (Bentley 3/4 1/2 litre) 11m19.19s (58.47mph); 2 Steven Pryke (Frazer Nash Slug) +5.15s; 3 Paul Baker (Frazer Nash Sports); 4 Fred Boothby (MG J2); 5 Jeffrey Edwards (Alvis Sports Spl); 6 Peter Butler (Bentley 3/4 1/2 litre). FL Morley 1m58.56s (60.09mph).



CSCC REVIVAL MEETING MALLORY PARK, JULY 20 CSCC

Specials star as Mallory revival begins

FIFTY WEEKS AFTER MALLORY PARK'S previous era held its final car race, Mark Ticehurst became the first to triumph at the Friendly Circuit in the Real Motorsport age.

Ticehurst's victory came in the first of three showpiece Special Saloon and Modsports races, but he didn't stop at one victory – he landed the treble. Paul Sibley's twincam-engined Elan started from pole, but Ticehurst, in the Porsche 935 of John Griffiths, led into Gerard's Bend for the first time.

With Sibley delayed by a backmarker, Ian Stapleton (Alfa Romeo Alfetta GTV) pounced for second at Devil's Elbow on lap six. The Vauxhall Carlton of Pete Stevens followed, then battled with the Alfa before landing second at Lake Esses on lap 14. Stapleton retired on the final lap with what proved to be a fuel issue, promoting Sibley back into the podium positions.



Race two was disrupted by the safety car after the hapless Neil Duke (Maguire MG Metro) collected the monstrous Kevin Doyle Jaguar XJ12, which was broadside across the track. Ticehurst, Stevens and Patrick Smyth (Lotus Elan), who was at Mallory for the first time in two decades, made up the podium.

Of the 31 cars that qualified, only 16 took part in the finale. Stevens launched into the lead, but within two laps Ticehurst was ahead at Shaw's Corner. A holding pattern developed until the final handful of laps, when the Alfetta and Sibley's Elan passed the ailing Carlton.

The pick of the supports was the second of the large capacity Sports v Saloon races. In the first, truncated after Richard Field's Mustang shed a wheel, the top three of Will Sharpe (Porsche Boxster), Luke Johnson (Porsche 944) and Tony Lees (Morgan +8) circulated as one.

Later, Lees brilliantly drove around the outside of Johnson – who would pit on the final lap – at the hairpin to grab second, the prelude to a wonderful Stuttgart-versus-Malvern scrap. Replicating his opening-lap move, Lees briefly led Sharpe on lap seven, then did the same again on the 10th, before grabbing the initiative for



good at Gerard's on lap 14 of 17. Some way back Mark Harris (944) was third.

The first race for the smaller-engined cars came alive in the final laps, with Ian Collins (Clio) grabbing the advantage from Pete Edwards (Fiesta ST), then losing it again. Although Collins ran too deep into Gerard's on the final lap, at the hairpin he got the switchback on Edwards to nab a narrow win.

Battle was resumed in the second contest, but Collins hit oil on the hairpin approach two laps from the end, dropping to third. Circuit instructor Edwards was therefore victorious from ex-Production Saloon racer Steve Papworth.

Chris Milner looked a surefire

winner in the Sevens Challenge, but his CSR picked up suspension damage amid traffic. Andy Toone had been chasing the similar R400 of Hugh Coulter for second, but went straight on at Gerard's Bend. He led from the off in race two, but Coulter drove brilliantly around the outside of him at Gerard's four laps before the chequered flag.

Graham Read's Hayabusa-motivated Dallara proved fast but fragile in the Brownhills Glass Trophy for Monoposto cars, taking the lead on the sixth lap, but managing only 10 more. Kevan McLurg (Dallara-Vauxhall) finished comfortably ahead of the Neil Harrison/Russ Giles scrap.

● Ian Sowman

RESULTS

SPECIAL SALOONS AND MODSPORTS (18 LAPS) 1 Mark Ticehurst (Porsche 935) 15m04.170s (96.75mph); 2 Pete Stevens (Vauxhall Carlton) +11.843s; 3 Paul Sibley (Lotus Elan); 4 Mike Chittenden (BMW M3); 5 Patrick Smyth (Lotus Elan); 6 Malcolm Beer (MGB GT V8). **CW** Sibley; Chittenden; Smyth; Tim Cairns (MG Midget); Kevin Cooper (Hillman Imp). **FL** Ticehurst 48.590s (100.02mph). **RACE 2 (16 LAPS)** 1 Ticehurst 15m42.314s (82.52mph); 2 Stevens +7.415s; 3 Smyth; 4 Sibley; 5 Ian Stapleton (Alfa Romeo Alfetta GTV); 6 Steven Moss (Ford Anglia). **CW** Smyth; Sibley; Stapleton; Cairns; Martin Baker (Hillman Imp). **FL** Smyth 48.614s (99.97mph). **RACE 3 (19 LAPS)** 1 Ticehurst 15m45.803s (97.63mph);

2 Stapleton +14.274s; 3 Sibley; 4 Stevens; 5 Chittenden; 6 Moss. **CW** Stapleton; Sibley; Antony Hansford (Hillman Imp); Peter Samuels (MGB GT V8); Cairns. **FL** Ticehurst 48.017s (101.21mph).

SEVENS CHALLENGE (BOTH 18 LAPS) 1 Hugh Coulter (Caterham R400) 15m37.704s (93.29mph); 2 Andy Toone (R400) +1.276s; 3 Peter French (Caterham Superlight); 4 Gary Davison (Tiger R10); 5 Ian Haire (Caterham Roadsport); 6 Martin Whitlock (Tiger Avon). **CW** Haire. **FL** Chris Milner (Caterham CSR) 49.158s (98.86mph). **RACE 2 1 Coulter** 15m23.998s (94.67mph); 2 Toone +0.587s; 3 French; 4 Fraser Greenshields (Caterham Supersport); 5 Davison; 6 Billy Nairn (R300). **CW** Greenshields. **Handicap winner**

Whitlock. **FL** Toone 50.451s (96.33mph).

SPORTS V SALOONS – CLASSES A TO C (BOTH 17 LAPS)

1 Ian Collins (Renault Clio) 15m24.027s (89.41mph); 2 Pete Edwards (Ford Fiesta ST) +0.784s; 3 Richard Durham (Fiesta ST); 4 Mark Lucock (Ford Escort Mk1); 5 Henry Sharpe (Honda CRX); 6 Paul Boulton (Fiesta ST). **CW** Sharpe; John Hilbery (MG Midget). **FL** Collins 53.216s (91.32mph).

RACE 2 1 Edwards 15m28.279s (89.00mph); 2 Steve Papworth (Fiesta ST) +9.565s; 3 Collins; 4 Durham; 5 Lucock; 6 Boulton. **CW** Hilbery; Sam Daffin (Citroen Saxo). **HW** Papworth. **FL** Collins 53.573s (90.71mph).

CLASS D AND E (13 LAPS) 1 Will Sharpe (Porsche Boxster S) 11m42.215s (89.97mph); 2 Luke Johnson (Porsche 944 S2)

+0.330s; 3 Tony Lees (Morgan +8); 4 Peter Briars (944); 5 Gary Jones (944 S2); 6 Adam Eyre (944 S2). **CW** Johnson.

FL Lees 53.272s (91.22mph). **RACE 2 (17 LAPS)** 1 Lees 15m16.484s (90.14mph); 2 Sharpe +0.629s; 3 Mark Harris (944 S2); 4 Paul Dolan (BMW 325i); 5 Jones; 6 Mark Henderson (911). **CW** Harris. **HW** Jones. **FL** Johnson 52.605s (92.38mph). **BROWNHILLS GLASS TROPHY (26 LAPS)** 1 Kevan McLurg (Dallara F399) 20m03.402s (105.00mph); 2 Neil Harrison (Dallara F302) +12.882s; 3 Russ Giles (Dallara F398); 4 Craig Hurren (Jedi Mk6); 5 Jeremy Goodman (Ralt RT3); 6 Kevin Couling (Tatuus RC97). **CW** Hurren; Goodman; Simon Davey (Van Diemen RF80). **FL** Graham Read (Dallara F301) 44.912s (108.21mph).



Russell dominated the opening race

BOURNE

BRDC FORMULA 4 OULTON PARK, JULY 18-19 MSVR

Lanan sweeps the board as rivals clash

IN THE LATEST CHAPTER OF THE pulsating HHC Motorsport versus Lanan Racing BRDC Formula 4 narrative, Graham Johnson's squad swept to a commanding hat-trick at Oulton Park last weekend.

Lanan trio George Russell, Arjun Maini and Struan Moore claimed a win apiece, although Russell will count himself frustrated to leave with his lead in the championship trimmed to 20 points by HHC duo Raoul Hyman and Will Palmer.

A mesmerising qualifying performance included four laps good enough for pole and Russell backed that up by cantering clear to win the opener that afternoon by just over nine seconds, the second-biggest winning margin in the series' history.

Delighted though he was with that performance, one that left Hyman to successfully fight a rear-guard action against Chris Middlehurst and Moore, his rivals' rain dances on Friday night meant the points leader's weekend peaked early.

Having missed a wet test day at the track two weeks ago with chickenpox, Russell managed only sixth from eighth in a reversed-grid second race dominated by Maini, before retiring in contentious fashion early in race three.

For the final encounter bright sunshine had replaced the day's constant rain, meaning a late change to slicks despite parts of the circuit, particularly Old Hall and Druids, remaining damp.

A brave opening tour from pole had earned Moore a small lead over Russell, and as they swept towards Cascades on lap two Hyman attempted to dive inside the championship leader for second.

The Brit and the South African, who had been superb in the second race and was delighted to turn from defender to aggressor as he climbed from seventh to second in the wet, unsurprisingly collided with each other and immediately retired.

"The good thing is we come away knowing we were really fast in the dry," reflected Russell, who was furious with his rival. "I was really happy with qualifying and I'm really happy with the car balance and how the team is working."

Hyman was handed a 10-place grid penalty, plus three points on his licence, for the incident, but was adamant he had not been left enough racing room and has since appealed further (see page 70).

To say that the collision was the foundation of Moore's victory in the



Moore beat strong Middlehurst in finale

BOURNE

third race would be unfair. With two fourths in the bag, the 19-year-old managed the pursuing Middlehurst with aplomb as his pursuer also dealt with consolidating second ahead of a similarly rapid Palmer, who bagged third for the second race in a row.

"Chris is one of the hardest guys to have behind you, especially in that kind of race, but these conditions really suit me," said Moore. "I've been quick all weekend but I had to prove it in the last one and it's a bit of weight off my shoulders."

The third HHC machine of Sennan Fielding clinched fourth in the finale after another frustrating weekend, in which fifth in the opening race was followed up a gearbox electronics failure in race two, while Maini – who had credited his race-two win to progress made during the wet test his team-mate Russell missed – held his hands up to the error that dropped him out of third on lap four.

Only nine drivers were classified at the flag after a chaotic denouement. Season's best results for Tom Jackson (Chris Dittmann Racing) and Gaetano di Mauro (Petroball) were the reward for patient and incident-

RESULTS

RACE 1 (12 LAPS) 1 George Russell 19m57.406s (97.12mph); 2 Raoul Hyman +9.143s; 3 Chris Middlehurst; 4 Struan Moore; 5 Sennan Fielding; 6 Will Palmer.

Fastest lap Moore 1m38.746s (98.14mph).

RACE 2 (11 LAPS) 1 Arjun Maini 21m45.914s (81.63mph); 2 Hyman +4.883s; 3 Palmer; 4 Moore; 5 Middlehurst; 6 Russell. **FL** Maini 1m49.662s (88.37mph).

RACE 3 (12 LAPS) 1 Moore 20m21.234s (95.22mph); 2 Middlehurst +1.085s; 3 Palmer; 4 Fielding; 5 Tom Jackson; 6 Gaetano di Mauro. **FL** Middlehurst 1m39.861s (97.04mph).

POINTS 1 Russell, 266; 2= Hyman & Palmer, 246; 4 Maini, 219; 5 Fielding, 193; 6 Moore, 186.

Hyman (l) charged to second in race two



BOURNE

**RACING SALOONS OULTON PARK,
JULY 19 MSVR**

Cattliff gets double cream at Oulton

KARL CATTLIFF COMPLETED A contrasting Racing Saloons double at Oulton Park.

He made a tremendous start to the opener to leap from row two to take the lead at Old Hall as Eliot Dunmore went in the opposite direction, dropping from first to third.

Stephen Pearson initially chased down the similar BMW M3 E36 of Cattliff, but as the race went on he dropped into the clutches of Dunmore.

Second position changed hands at Old Hall on lap five, with Dunmore's Mini R53 Cooper S — the first car built for the proposed entry-level Super Cooper Cup — pulling away in the remaining three laps, but there was no catching Cattliff.

In race two, Cattliff led away with Pearson fourth at the end of the first lap, and that was a recovery from a disastrous start. Cattliff's lead was



Cattliff triumphed twice in his M3

short-lived, as he lost control braking for Hizzy's and spun on the grass.

Dunmore assumed the lead, but Cattliff comfortably set the fastest lap as he charged back into contention. Dunmore lost two places on the penultimate lap, to Pearson at Hizzy's and Cattliff on the run up Clay Hill.

Pearson then threw away his chance of victory by running wide at Old Hall at the beginning of the final lap.

● Ian Sowman

RESULTS (7 LAPS) 1 Karl Cattliff (BMW M3) 16m17.805s (69.37mph); 2 Eliot Dunmore (Mini Cooper) +5.998s; 3 Stephen Pearson (M3); 4 Nigel Innes (M3); 5 Roger Kneebone (BMW 325i); 6 Darren Beckly (BMW 318is). **CW** Dunmore; Kneebone; Greg Barlow (BMW Compact); Andy Gay (BMW 320); Lawrence Ball (Jaguar XJS). **FL** Pearson 2m17.459s (70.50mph). **RACE 2 (6 LAPS) 1 Cattliff 13m32.844s (71.53mph);** 2 Pearson +1.129s; 3 Dunmore; 4 Innes; 5 Kneebone; 6 David Griffin (M3). **CW** Dunmore; Kneebone; Barlow; Ball; Adrian Tuckley (320). **FL** Cattliff 2m12.212s (73.30mph).



In brief

F3 Cup

There was no stopping championship leader Toby Sowery, who took both wins. Having missed the chicane on lap three, Tristan Cliffe took second after Henry Chart spun there on lap seven. Chart led race two after Sowery got wheelspin at the start, but he went off at Britten's on the second tour. Cliffe was second after challenger Louis Hamilton-Smith cut the grass at Hizzy's.

Monoposto 2000

There were no changes among the top four other than off the startline in the first race, with Ben Cater (Dallara) dominating from champion Robbie Watts (Lola). In race two, Cater didn't start and Watts had mechanical woes, leaving the slick-shod Tony Bishop to blast past Malcolm Scott for victory on a drying track. Neil Harrison and Jonathan Hughes claimed a third apiece.

Monoposto Moto/1800/1600

Jeremy Timms blasted through from row two to lead both races, but cousin Jason Timms soon took the lead and went on to take his first victories of the season in the Speads. The erstwhile leader was second in the opener but hampered by a puncture in race two, which caused him to fall to fifth. After fuel issues in race one, Christian Parker's unique Seward climbed to second ahead of Kevin Waring, more than a minute behind Timms.

Production BMW

An insipid opening race, in which two-second gaps emerged between each of the first six cars, was won by Stuart Waite from Matt Smith after poleman Jack Gabriel dropped to fourth on lap one and was beaten to third by Harry Goodman. Waite was leading until the final couple of corners of race two, when mechanical woes gifted Smith the victory from Gary Feakins, with Goodman third again.



Smith dropped it in the opener but won the sequel

ATOM CUP OULTON PARK, JULY 19 MSVR

Donkin breaks his duck after rivals' errors

PAUL DONKIN RECORDED HIS FIRST Atom Cup win in quite fortuitous circumstances in the opening encounter after Richard Marler spun away his race-long advantage on the final lap.

Pole-position starter Andrew Smith briefly dropped as low as fourth on lap one as Marler emerged in the lead at Cascades. The leading quartet was reduced to three cars at the beginning of lap three when Martin James ran wide at Old Hall, promoting Smith and Donkin.

Smith tried trick after trick to

unseat Marler, but in his efforts eventually went off at Island on lap seven, dropping to third. Donkin put pressure on Marler during the one remaining lap, and benefited when Marler "got a rush of blood at the [Knickerbrook] chicane and did a very slow pirouette".

The top five were reversed on the race-two grid, from which Steven Endress took an early lead but ceded to Smith by the end of the first lap.

While Smith's dominance could not be challenged, Donkin was the man on the move. He drove around

the outside of former British GT racer Jake Rattenbury at Old Hall, then ousted Endress — who took his first podium finish in his debut season — from second at Druids.

● Ian Sowman

RESULTS (BOTH 8 LAPS) 1 Paul Donkin 16m27.964s (78.47mph); 2 Richard Marler +4.983s; 3 Andrew Smith; 4 Steven Endress; 5 Jake Rattenbury; 6 Martin James. **FL** Smith 1m59.044s (81.40mph). **RACE 2 1 Smith 16m00.540s (80.71mph);** 2 Donkin +4.837s; 3 Endress; 4 James; 5 Marler; 6 Marc Mercer. **FL** Donkin 1m57.857s (82.22mph).



Balfe led race
one before spinning

GT CUP SNETTERTON, JULY 19-20 MSVR

Balfe takes a treble as Geddie falters

AFTER THE DISAPPOINTMENT OF disqualification in the previous round, Shaun Balfe bounced back with a perfect score at Snetterton, winning all three races.

He didn't make a promising start though – Balfe plunged to last in the pitstop race after his Ferrari 458 was tapped into a spin at Montreal on the first lap. Undeterred, Balfe set about his recovery in impressive style.

Aided by a couple of safety-car periods, he surged from last to third inside 12 laps, before passing Iain Dockerill and Richard Chamberlain in

consecutive laps to claim a decisive lead. Meanwhile, having dropped places after his pitstop, early leader Jim Geddie (McLaren MP4-12C) fought back to claim second.

There was no such drama for Balfe in the first of the two sprint races, as he secured a pole-to-flag win. By contrast, Geddie's fortunes collapsed when he had a late puncture while running second. Crucially, he set the fastest lap, giving him pole for the second sprint.

That advantage almost proved decisive, as Geddie held the lead from

the start and drove brilliantly to hold back a dogged Balfe almost to the finish. Agonisingly, a last-lap slip at Hamilton on fast-fading tyres pitched Geddie over the grass and allowed Balfe to secure a hat-trick of wins.

● Oliver Timson

RESULTS (20 LAPS) 1 Shaun Balfe (Ferrari 458 GT3) 46m00.882s (77.42mph); 2 Jim Geddie (McLaren MP4-12C GT3) +1.922s; 3 Richard Chamberlain (Porsche 935); 4 Iain Dockerill (Porsche 997 RSR); 5 Kevin Riley/Gareth Downing (Mosler MT900R); 6 Shamus Jennings/Craig Dolby (Ferrari 458 GTC). **Class winners**

Jennings/Dolby; Guy Riall/Daniel Lloyd (Porsche 997 GT3 Cup); Lee Mowle/Jeff Harding (Ginetta G55 GT4). **Fastest lap** Balfe 1m52.257s (95.21mph). **RACE 2 (12 LAPS) 1 Balfe 26m12.103s (81.58mph);** 2 Marcus Clutton (Chevron GR8 GT4) +4.789s; 3 I Dockerill; 4 Jordan Witt (Porsche 991 GT3 Cup); 5 Chris Dockerill (Ferrari 430 Scuderia); 6 David Walley (Porsche 997 GT3 Cup). **CW** Witt; Walley; John Saunders (Ginetta G50). **FL** Geddie 1m51.551s (95.81mph). **RACE 3 (14 LAPS) 1 Balfe 26m14.332s (95.04mph);** 2 Geddie +0.767s; 3 Clutton; 4 I Dockerill; 5 Witt; 6 Jennings. **CW** Witt; Walley; Andrew Bentley (Lotus Evora). **FL** Balfe 1m50.902s (96.37mph).

MK2 GOLF GTis SNETTERTON, JULY 19-20 MSVR

Perfect round for Golf ace

JASON TINGLE CEMENTED HIS championship lead in the first Mk2 Golf GTi clash by leapfrogging polesitter Tom Witts at the start and staying ahead to the finish.

With Witts's car suffering overheating issues and regular frontrunner Jamie Martin experiencing power loss, Tingle was able to cruise home in the

final laps. Witts's non-finish promoted Stewart Lines and Adam Hance to the podium places.

Martin's refuelled Golf was back on song in race two, and he burst through the field to depose Tingle from an early lead. But Tingle responded, reclaimed the place and secured his second win.

Lines completed the podium just ahead of a charging Witts.

● Oliver Timson

RESULTS (BOTH 7 LAPS) 1 Jason Tingle 16m50.636s (74.02mph); 2 Stewart Lines +11.165s; 3 Adam Hance; 4 Andrew Warnes; 5 Josh Johnson; 6 Alex Nuttall. **CW** Nuttall. **FL** Tingle 2m21.915s (75.31mph). **RACE 2 1 Tingle 16m42.096s (74.66mph);** 2 Jamie Martin +0.280s; 3 Lines; 4 Tom Witts; 5 Hance; 6 Chris Baguley. **CW** Nuttall. **FL** Martin 2m20.523s (76.05mph).



Tingle won
twice

RADICAL SR3 CHALLENGE
SNETTERTON, JULY 19-20 MSVR

Plato beats GT aces to SR3 double

LEWIS PLATO DELIVERED A WELL-controlled pair of solo performances to win both Radical SR3 contests.

He qualified third for race one but was soon promoted to second when poleman Andy Cummings spun on the exit of Hamilton on lap three. Plato then set off in pursuit of the leader, taking the place after Phil Keen handed the car to Peter Belshaw.

With Plato not subject to the same 30-second success penalty – to be served during the pitstops – as Keen/Belshaw, he was able to establish a decisive lead. Meanwhile, Sam Brabham took over from father David and put in a solid performance to steer them to third.



Plato won
both races

Plato made it a double in race two, staving off constant pressure from Keen and Bradley Ellis. Plato emerged from his stop behind Cummings with the success penalty, but he passed his rival late on to take a second win.

● Oliver Timson

RESULTS (21 LAPS) 1 Lewis Plato 40m13.459s (92.99mph); 2 Phil Keen/Peter Belshaw +52.026s; 3 Sam Brabham/David Brabham; 4 Jesper Westerholm; 5 Phil Abbott/James Abbott; 6 Scott Malvern/Nick Jones. **FL** Keen 1m50.492s (96.73mph). **RACE 2 (19 LAPS) 1 Plato 36m50.458s (91.86mph);** 2 Andy Cummings/Bradley Ellis +2.680s; 3 Keen/Belshaw; 4 Shamon Nouri; 5 Brabham/Brabham; 6 Abbott/Abbott. **FL** Keen 1m50.479s (96.74mph).

RADICAL CLUBMANS CUP SNETTERTON, JULY 19-20 MSVR

Brooks exclusion hands Kruger an eventful double win

THERE WAS AN INCIDENT-PACKED start to the first Radical Clubmans race, with Sam Brabham's stuttering getaway triggering contact from behind and bringing out the red flags.

On the restart, further collisions at Montreal meant the field was held

behind the safety car for two laps while the stranded cars were cleared. When battle resumed, the PR6 of Martin Brooks narrowly held off the similar machine of Oskar Kruger to take the flag first, despite a late-braking effort from his rival into the

final corner. But it didn't stand, as Brooks was subsequently excluded for a regulatory infringement, handing the win to Kruger.

It was similarly close in the SR3 battle, with Steve Burgess edging John MacLeod's example.

Having replaced his battered bodywork after the first aborted start, Brabham got away well second time around and beat Peter Belshaw for fourth overall.

Brooks looked to be in with a strong chance of victory again in race two, having maintained a narrow advantage over Kruger until the final lap, only for his rival to find a way past out of Nelson and hold on to win by just half a second.

"Oskar drove really well all weekend and deserved his wins," said a magnanimous Brooks.

● Oliver Timson



Brabham took fourth on debut



Brooks leads Kruger but failed to win

RESULTS (6 LAPS) 1 Oskar Kruger (PR6) 15m22.615s (69.50mph); 2 Steve Burgess (SR3) +1.434s; 3 John MacLeod (SR3); 4 Sam Brabham (SR3); 5 Peter Belshaw (SR3); 6 Brian Murphy (PR6). CW Burgess. FL Burgess 1m53.391s (94.25mph).

RACE 2 (11 LAPS) 1 Kruger 20m57.030s (93.52mph); 2 Martin Brooks (PR6) +0.501s; 3 Burgess; 4 MacLeod; 5 Craig Butterworth (SR3); 6 Brian Caudwell (SR3). CW Burgess. FL Brooks 1m53.029s (94.56mph).

BRITISH HILLCLIMB CHAMPIONSHIP BOULEY BAY/VAL DES TERRES, JULY 17-19

Moran moves clear after Channel Islands sojourn

DARREN WARWICK CLAIMED A maiden win in Jersey and Jos Goodyear claimed a pair of victories two days later in Guernsey, but it was multiple champion Scott Moran who top-scored as the British Hillclimb brigade went 'abroad' last week.

Moran took just one win across the four run-offs, but a trio of second-quickest times meant he pulled further away from Trevor Willis in the title fight.

The first Bouley Bay run-off consisted of the current top 11 plus Warwick, who was unfazed in this company and was quickest qualifier. Moran responded when it counted and took the win as Warwick made a couple of costly mistakes and could only get a solitary point in 10th. Goodyear hurled his tiny GWR rocketship into second as Warwick erred, while Will Hall clinched third.

With the second set of qualifying class runs under way, the wind picked up as clouds gathered overhead. Roger Moran failed on the line with a broken

driveshaft yoke on the normally ultra-reliable Gould and, with son Scott to start only eight runners later, the race was on to replace it.

Keen to avenge his earlier error, Warwick flew to the eventual win just before the younger Moran was due to start, with the champion getting out and doing enough for second.

Warwick, a regular European competitor and four-times French Course du Cote Masters winner, said: "Following last year's Guernsey event I thought I had sold the car but the buyer dropped out so I decided to continue. A championship round win is an unexpected bonus."

Conditions deteriorated thereafter, with Hall beaten to third by John Bradburn as Goodyear fared even worse in 11th.

A torrential downpour (complete with hail) forced the end of practice at Val des Terres, but when the competitive runs started hill-record holder Goodyear set a time that the five remaining runners couldn't beat. Penultimate runner Moran Jr set the second-fastest time but final runner Ian Le Messurier, a shock quickest



Local man Warwick won at Bouley Bay

qualifier, crashed at the last bend.

The second run-off was made up of island competitors Warwick and the two Guilles, plus this season's top nine. Geoff Guille set a time that was surpassed by all subsequent runners as the track continued to dry but his son Chris did take points off Moran

Sr and John Bradburn.

No one could stop Goodyear though, who pipped Moran Jr to a second win of the week to close the gap significantly to the solid-but-unspectacular Alex Summers in the race for fourth.

● Eddie Walder

BOULEY BAY ROUND 17 1 Scott Moran (3.5 Gould-NME GR61X) 37.67s BTD; 2 Jos Goodyear (1.3s GWR-Suzuki Raptor) 37.86s; 3 Will Hall (3.5 Force-Nissan WH) 37.95s; 4 Trevor Willis (3.2 OMS-RPE 28) 38.27s; 5 Alex Summers (1.3s DJ-Suzuki Firehawk) 38.54s; 6 Tom New (4.0 Gould-Judd GR55) & Wallace Menzies (3.2 DJ-Cosworth Firestorm) 38.79s; 8 Roger Moran (3.5 Gould-NME GR61X) 38.89s; 9 Richard Spedding (1.6 Force-Suzuki PC) 39.10s; 10 Darren Warwick (2.0 Dallara-Opel) 39.19s; 11 Alastair Crawford (2.8 Gould-NME GR55) 39.54s; 12 John Bradburn (3.5 Gould-Cosworth GR55) 40.14s.

ROUND 18 1 Warwick 39.25s; 2 S Moran 39.37s; 3 Bradburn 39.43s; 4 Hall 39.89s; 5 Crawford 39.94s; 6 Willis 40.03s; 7 Jason Mourant (3.2 OMS-RPE 25) 40.11s; 8 Summers 40.29s; 9 Menzies 40.32s; 10 New 41.08s; 11 Goodyear 42.68s; R Moran DNS. Class winners Geoff Barnard (1.9 Ford Anglia) 55.32s; Kevin Rault (2.4 Ford Anglia) 47.88s; Graham Wynn (1.3t Force-Suzuki) 41.80s; Simon Fidoe (1.0 Empire-Suzuki Wraith) 41.55s; Charlie Martin (2.0 Westfield-Vauxhall) 46.90s; Mick Lancashire (1.4 Westfield Megabus) 45.01s; Dave Warburton (2.5 Caterham-Duratec) 46.76s record; Spedding 39.52s; Goodyear 38.21s; Hall 38.20s.

VAL DES TERRES ROUND 19 1 Goodyear 29.75s; 2 S Moran 30.35s; 3 Hall 30.36s; 4 Menzies 31.00s; 5 Willis 31.20s; 6 Chris Guille (2.0 OMS-Vauxhall CF04) 31.38s; 7 Summers 31.49s; 8 R Moran 33.08s; 9 Charlie Smith (1.6 OMS-Suzuki 25) 33.34s; 10 Geoff Guille (2.0 OMS-Vauxhall CF04) 33.35s; 11 Martin Jones (1.0 Force-Suzuki PT) 34.72s; Ian Le Messurier (1.3 Lemtech-Suzuki DB03) Fail.

ROUND 20 1 Goodyear 27.55s BTD; 2 S Moran 27.75s; 3 Hall 28.22s; 4 Warwick 28.48s; 5 Willis 28.71s; 6 Summers 29.39s; 7 New 29.48s; 8 Menzies 29.68s; 9 C Guille 29.73s; 10 R Moran 29.81s; 11 Bradburn 30.26s; 12 G Guille 31.80s. CW Dale Crossley (2.0 Mazda MX-5) 35.74s; Lancashire 35.89s; Andy Rosamond (1.8 Locost Super 7) 37.33s; Mark King (4.5 Bodyline Rocksand Special) 32.17s; Harry Teal (1.8 Ford Fiesta RWD) 36.20s; Dexter Le Sauvage (1.0t Daihatsu Charade GTI) 35.91s; John Dunne (2.0t Mitsubishi Evo 5) 34.85s; Nigel Ozanne (1.3 Ford Anglia) 40.24s; Warburton 37.60s record; Le Messurier 32.93s; Jim Mallett (1.0 Empire-Suzuki 002) 33.20s; Smith 32.28s; Goodyear 29.30s; S Moran 29.54s; **POINTS 1 S Moran, 180; 2 Willis, 150; 3 Hall, 127; 4 Summers, 110; 5 Goodyear, 86; 6 Menzies & Bradburn, 75; 8 R Moran, 67; 9 New, 65; 10 Spedding, 48.**



Goodyear doubled up on Guernsey

Silky Cutt smokes off Morrison in BMW

JEFF WILSON AND MICHAEL CUTT BOTH added a brace of victories to their title campaigns, but Cutt was made to work harder for his silverware.

The first attempt to run the opening race for Classes A and E was short-lived as it had to be red-flagged on lap one following an off for Andy Wilson's Holden at the Jim Clark Esses. Following the restart, Jeff Wilson sprinted into an immediate lead from pole in his immaculate Lotus Elise and proved untouchable, setting fastest lap after fastest lap en route to the victory laurels, with Paul Brydon's BMW M3 a distant second.

Wilson again led the field for the duration of race two, with Brydon in touch throughout. David Botterill finished third after passing Stuart Carr's Caterham on the third lap.

When the eclectic field for Classes B, C, D and H took to the track for the first time the crowds were entertained by a close lead battle between Michael Cutt's M3 and Andrew Morrison's SEAT Leon Cupra, which lasted almost the whole race until Morrison dropped back.

To their rear, Daniel Irving made third place his own in his swift Mazda MX-5, while former multiple champion Paul Moss battled hard to get the better of Stephen Kell for fourth.

Cutt and Morrison again circulated



Cutt's M3 battled with Morrison's Leon in both races at Croft

at the front in the second encounter but Morrison was unable to find a way through before Ian Humpish's Beetle stopped, bringing out the red flags.

● Graham Read

RESULTS CLASSES A&E (BOTH 11 LAPS) 1 Jeff Wilson (Lotus Elise) 16m56.951s (82.74mph); 2 Paul Brydon (BMW M3) +48.600s; 3 David Botterill (Porsche 944 Turbo); 4 Simon Mayne

(Fisher Fury); 5 Stuart Carr (Caterham); 6 Alan McPherson (MK Indy). **Class winners** Mayne; Vic Lord (Elise Motorsport). **Fastest lap** Wilson 1m28.380s (86.55mph). **RACE 2 1 Wilson 16m33.166s (84.73mph);** 2 Brydon +10.207s; 3 Botterill; 4 Carr; 5 Chris Evans (Caterham R400); 6 Mayne. **CW** Evans; Mayne. **FL** Wilson 1m28.172s (86.76mph).

CLASSES B,C,D & H (11 LAPS) 1 Michael Cutt (M3) 17m10.800s (81.63mph); 2 Andrew

Morrison (SEAT Leon Cupra) +28.975s; 3 Daniel Irving (Mazda MX-5); 4 Paul Moss (Citroen Saxo); 5 Martin Addison (Peugeot 106 Rallye); 6 Stephen Kell (Ford Sierra XR4). **CW** Moss; Alex von Ehrheim (Ford Fiesta); Clinton Ewen (Austin Mini). **FL** Cutt 1m31.769s (83.36mph). **RACE 2 (6 LAPS) 1 Cutt 9m21.411s (81.75mph);** 2 Morrison +0.413s; 3 Irving; 4 Moss; 5 Kell; 6 Addison. **CW** Moss; Ewen; Steven Craggs (Ford Fiesta). **FL** Morrison 1m32.200s (82.97mph).

Ahlers leads the field away in race one



MORGAN CHALLENGE CROFT, JULY 19-20 BARC

Awesome Ahlers in control

KEITH AHLERS CLAIMED A HARD-EARNED brace at Croft, after race two proved much tougher than the first.

The opening contest started on a very wet track and Ahlers soon asserted his authority out front, with Christian McCarty unable to match the pace of the Plus 8 ahead.

Next time out Ahlers was kept honest by the pursuing McCarty, despite the engine size and power deficit of the second man's Roadster.

● Graham Read

RESULTS (BOTH 18 LAPS) 1 Keith Ahlers (Plus 8) 20m59.458s (66.81mph); 2 Christian McCarty (Roadster) +34.012s; 3 Tony Lees (Plus 8); 4 Tim Harrison (4/4); 5 Tim Parsons (Plus 4 Supersport); 6 Greg Dixon-Smith (Roadster). **CW** McCarty; Lees; Tim Ayres (Plus 8); John Milbank (4/4); David Gibson (Plus 4). **FL** Ahlers 1m52.323s (68.10mph).

RACE 2 1 Ahlers 21m20.508s (65.71mph); 2 McCarty +3.286s; 3 Lees; 4 Dixon-Smith; 5 Andrew Green (Plus 8); 6 Simon Orebi Gann (Roadster). **CW** McCarty; Lees; Ayres; Milbank; Gibson. **FL** Ahlers 1m52.789s (67.82mph).

CLUBMANS CROFT, JULY 19-20 BARC

Like father like son at Croft

FATHER AND SON PAUL AND DANIEL Gibson shared the victory spoils after a trying second outing for the younger of the two.

Gibson Jr qualified his Nemesis K11 nearly a second ahead of his father Paul and sprinted into a lead he was never to relinquish.

The older Gibson tracked him throughout, finishing well clear of Michael Day who won his own intra-Mallock battle with Chris Pickering for third.

As Gibson Sr dashed away from pole at the start of race two his son was denied the chance of a brace by technical gremlins in the pitlane,

leaving dad to win ahead of Alex Champkin's Vision.

● Graham Read

RESULTS (BOTH 11 LAPS) 1 Daniel Gibson (Nemesis K11 Proto) 17m19.561s (80.94mph); 2 Paul Gibson (K11 Proto) +0.797s; 3 Michael Day (Mallock Mk26); 4 Chris Pickering (Mk27); 5 Michelle Hayward (Mk27); 6 Alex Champkin (Vision V84). **CW** Day; Barry Webb (Mk16); Alan Cook (Mk20/21). **FL** P Gibson 1m32.431s (82.76mph). **RACE 2 1 P Gibson 15m38.130s (89.70mph);** 2 Champkin +29.052s; 3 Howard Payne (Mk20); 4 Robert Manson (Mk20/21); 5 Hayward; 6 Peter Richings (Mk30). **CW** Champkin; Manson; Webb. **FL** P Gibson 1m23.879s (91.20mph).



Daniel Gibson leads his dad in race one



Rose (48) and Spencer duelled in both races

SPORTS AND SALOONS ANGLESEY, JULY 19-20 BARC

Little and large duke it out for victories

JOE SPENCER TOOK HIS MAIDEN race win in the first of the weekend's races, but his Locosaki had to play second fiddle to Paul Rose's Saker in the second thrash.

There was little to separate Spencer and Garry Watson's Westfield at the start of race one, but Watson had the edge until lap eight when his propshaft spectacularly exploded and showered Spencer with debris.

While the Locosaki driver held on for his first win, Rose secured a solitary second as Luke Armiger limped home in third after a

driveshaft broke on his Tigris on the last lap. "It was one-wheel drive, but it being the last lap I made it," he said.

Spencer made the best start in race two, with Rose dropping to fourth behind the Westfields of Cam Forbes and Philip Duncan. By the end of the opening lap Rose was back to second and charged into the lead on the back straight on lap three.

Spencer pushed hard but had to settle for second, while Forbes completed the podium after Armiger had pulled off at Church when a bolt on the stub axle failed.

● Peter Scherer

RESULTS (BOTH 18 LAPS) 1 Joe Spencer (Locosaki) 22m03.534s (75.88mph); 2 Paul Rose (Saker) +8.587s; 3 Luke Armiger (Vauxhall Tigris); 4 Paul Dobson (Mazda RX7); 5 Steve Harris (Saker); 6 Oliver Thomas (Subaru Impreza WRX). **CW** Rose; Armiger; Dobson; Steven Hibbert (Lotus Sport Elise); Mike Nash (Peugeot 106 Rallye). **FL** Spencer 1m11.814s (77.70mph). **RACE 2** 1 Rose 21m10.828s (79.03mph); 2 Spencer +1.235s; 3 Cam Forbes (Westfield SEIW); 4 Harris; 5 Ilsa Cox (SEAT Leon Cupra); 6 Dobson. **CW** Spencer; Forbes; Cox; Hibbert; Nash. **FL** Rose 1m08.551s (81.39mph).

LEGENDS ANGLESEY, JULY 19-20 BARC

Power plays joker to deny Brace quartet

DEFENDING CHAMPION DEAN BRACE wasn't unbeatable at Anglesey, but he did take three wins out of six and was on the podium for every race.

Brace won both of Saturday's heats, with Ben Power and Kenneth Jensen picking up the two second places.

Robert King held onto the lead in the final for eight laps before he was mobbed by James Holman, Brace, Steve Whitelegg and Power. As Holman and Brace duelled, Whitelegg jumped them both a lap from home to take the win, while Holman retook Brace for second on the final lap.

Brace took his third win of the weekend with another dominant performance in the first of Sunday's heats, with John Paterson second.

The second heat was restarted after a first-lap crash. Power charged away into the lead but then developed a plug-lead fault that sent him tumbling down the order, handing Holman the win from Brace.

After losing out on his heat win, Power went for broke and won the final as a five-car battle for second ensued. "I think it was anger that drove me on," he said. Nick Brace led the pursuit briefly, before son Dean



Power topped one podium – the final

took charge and tried to close the gap: "I used my tyres up getting into second and there was nothing left." ● Peter Scherer

RESULTS SATURDAY HEAT 1 (10 LAPS) 1 Dean Brace 15m35.929s (59.62mph); 2 Ben Power +1.136s; 3 Jack Parker; 4 Kenneth Jensen; 5 Paul Simmons; 6 Nick Brace. **FL** Power 1m32.316s (60.44mph). **HEAT 2 (10 LAPS)** 1 D Brace 15m43.223s (59.15mph); 2 Jensen +5.585s; 3 Power; 4 Henry King; 5 Rickie Leggatt; 6 James Holman. **FL** John Paterson 1m31.838s (60.75mph). **FINAL (12 LAPS)** 1 Steve Whitelegg

16m32.179s (67.48mph); 2 Holman +1.206s; 3 N Brace; 4 Power; 5 Simmons; 6 Daniel McKay. **FL** Whitelegg 1m20.852s (69.01mph). **SUNDAY HEAT 1 (10 LAPS)** 1 D Brace 13m21.572s (69.61mph); 2 Paterson +6.020s; 3 Robert King; 4 H King; 5 Whitelegg; 6 Parker. **FL** D Brace 1m19.020s (70.61mph). **HEAT 2 (10 LAPS)** 1 Holman 13m22.507s (69.53mph); 2 D Brace +2.274s; 3 Whitelegg; 4 David Ward; 5 Simmons; 6 Jensen. **FL** D Brace 1m19.497s (70.19mph). **FINAL (12 LAPS)** 1 Power 16m04.592s (69.41mph); 2 D Brace +7.602s; 3 Paterson; 4 McKay; 5 Glenn Burtenshaw; 6 Whitelegg. **FL** Power 1m19.640s (70.06mph).



JONES

In brief

MG Owners Club

The restarted opening encounter at Croft was a four-lap sprint in which Gary Smith topped a leading ZR quartet. Later Lee Sullivan (above) claimed an early lead and remained ahead of a closing Smith throughout.

Super & Mega Caterham Graduates

Adrian Russell made the initial event at Croft very much his own after sweeping past Tom Overton at Tower on lap two. Oliver Gibson finished as the Mega runner-up, while Toby Briant claimed the concurrent Super class spoils. Later Brett Ray swept past Russell at the Complex with two laps remaining to take the Mega victory, with Briant again the quickest Super runner.

Sigma & Sigmax Caterham Graduates

In increasingly worsening conditions for the first race at Croft, Sigmax driver Mick Whitehead recovered from fourth place on the second tour to lead by lap five and stay in front to the close. Scott Lawrence was the Sigma victor. Subsequently Jeremy Webb put in a stellar drive to claim the Sigmax honours, with Tristan Judge clinching the Sigma laurels on the last lap.

Classic Caterham Graduates

The first Croft race was red-flagged due to torrential rain, and following the restart Graham Smith got the better of virtual namesake Graeme Smith after a tremendous tussle. In the second contest Stuart Thompson circulated in third position for the opening half of the race before hitting the front on lap 11 at Tower and taking the win.

Irish Global Lights

There were four different winners in the four races at Anglesey. Alan Byrne's Global Light led throughout race one. He just lost out to Paul Fitzpatrick in the second, but Peter Drennan (pictured below) pipped them both in the third after a race-long scrap. Ivor Miller was the final winner as 0.335s covered him, Drennan and Byrne at the flag.



BOURNE

NATIONAL RESULTS ROUND-UP

OULTON PARK JULY 19, MSVR



RACING SALOONS (7 LAPS) 1 Karl Cattliff (BMW M3) 16m17.805s (69.37mph); 2 Eliot Dunmore (Mini Cooper) +5.998s; 3 Stephen Pearson (BMW M3); 4 Nigel Innes (BMW M3); 5 Roger Kneebone (BMW 325i); 6 Darren Beckly (BMW 318is). **CW** Dunmore; Kneebone; Greg Barlow (BMW Compact); Andy Gay (BMW 320); Lawrence Ball (Jaguar XJS). **FL** Pearson 2m17.459s (70.50mph).

RACE 2 (6 LAPS) 1 Cattliff 13m32.844s (71.53mph); 2 Pearson +1.129s; 3 Dunmore; 4 Innes; 5 Kneebone; 6 David Griffin (BMW M3). **CW** Dunmore; Kneebone; Barlow; Ball; Adrian Tuckley (BMW 320). **FL** Cattliff 2m12.212s (73.30mph).

ATOM CUP (BOTH 8 LAPS) 1 Paul Donkin 16m27.964s (78.47mph); 2 Richard Marler +4.983s; 3 Andrew Smith; 4 Steven Endress; 5 Jake Rattenbury; 6 Martin James. **FL** Smith 1m59.044s (81.40mph).

RACE 2 1 Smith 16m00.540s (80.71mph);

2 Donkin +4.837s; 3 Endress; 4 James; 5 Marler;

6 Marc Mercer. **FL** Donkin 1m57.857s (82.22mph).

F3 CUP (11 LAPS) 1 Toby Sowery (Dallara F305)

21m28.599s (82.72mph); 2 Tristan Cliffe (Dallara F307)

+9.886s; 3 Henry Chart (Dallara F305); 4 Lee Morgan

(Dallara F307); 5 Louis Hamilton-Smith (Dallara F307);

6 Mark Harrison (Dallara F306). **CW** Oliver Rae

(Dallara F301). **FL** Sowery 1m47.915s (89.80mph).

RACE 2 (9 LAPS) 1 Sowery 16m16.214s (89.34mph);

2 Cliffe +12.886s; 3 Hamilton-Smith; 4 Rae; 5 Morgan;

6 Chart. **CW** Rae. **FL** Sowery 1m46.523s (90.97mph).

PRODUCTION BMW (7 LAPS) 1 Stuart Waite

16m34.055s (68.24mph); 2 Matt Smith +2.771s;

3 Harry Goodman; 4 Jack Gabriel; 5 Gary Feakins;

6 James Foard. **FL** Waite 2m20.457s (68.99mph).

RACE 2 (6 LAPS) 1 Smith 14m05.402s (68.78mph);

2 Feakins +4.374s; 3 Goodman; 4 Foard; 5 David Graves;

6 George Sealey. **FL** Smith 2m17.955s (70.24mph).

MONO MOTO/1800/1600 (8 LAPS) 1 Jason Timms

(Speads RM07) 15m31.473s (83.23mph); 2 Jeremy

Timms (RM03) +11.399s; 3 Dan Clowes (Jedi Mk6);

4 Kevin Waring (Jedi); 5 Craig Hurran (Jedi); 6 Paul Britten

(Van Diemen F800). **CW** Britten; Andrew Colebrooke

(RF89). **FL** Jason Timms 1m53.651s (85.27mph).

RACE 2 (7 LAPS) 1 Jason Timms 13m35.921s

(83.14mph); 2 Christian Parker (Seward F1010)

+1m07.757s; 3 Waring; 4 Britten; 5 Jeremy Timms;

6 Colebrooke. **CW** Britten; Colebrooke.

FL Jason Timms 1m53.389s (85.46mph).

MONO 2000/CLASSIC (8 LAPS) 1 Ben Cater (Dallara F301)

15m06.289s (85.54mph); 2 Robbie Watts (Lola F106/03)

+11.116s; 3 Neil Harrison (RF302); 4 Malcolm Scott (F398);

5 Tony Bishop (F304); 6 Bryn Tootell (F398). **CW** Danny

Hands (RF01). **FL** Cater 1m50.593s (87.63mph). **RACE 2 (7**

LAPS) 1 Bishop 13m08.162s (86.07mph); 2 Scott +1.430s;

3 Jonathan Hughes (F310); 4 Hands; 5 Russ Giles (F396);

6 Harrison. **CW** Hands. **FL** Bishop 1m45.537s (91.82mph).

SNETTERTON JULY 19-20, MSVR



VAG TROPHY (BOTH 7 LAPS) 1 Harry Vaulkhard (Golf MkIV) 15m31.482s (80.31mph); 2 Paul Taylor (SEAT Leon) +1.621s; 3 Ken Lark (Corrado); 4 David Fairbrother (Scirocco); 5 Richard Morgan (Golf MkV); 6 Len Simpson (Vento Cup). **CW** Mike Smith (Golf MkIV); Peter Bray-Spicer (Golf MkII). **FL** Vaulkhard 2m10.856s (81.67mph). **RACE 2 1** Vaulkhard 15m23.184s (81.04mph);

2 Fairbrother +1.008s; 3 Taylor; 4 Lark; 5 Stewart Lines (Scirocco); 6 Morgan. **CW** Darren Bedford (Golf MkIV); Bray-Spicer. **FL** Fairbrother 2m09.491s (82.53mph).

SR1 CUP (BOTH 10 LAPS) 1 Matthew Brookes

21m00.872s (84.76mph); 2 Dave Morgan +2.412s;

3 James Guess; 4 Robert Watkins; 5 Chris Car;

6 Chris Reese. **FL** Brookes 2m03.716s (86.39mph).

RACE 2 1 Watkins 21m06.233s (84.47mph);

2 Brookes +0.745s; 3 Guess; 4 Morgan; 5 Barry Liversidge;

6 Mark Crader. **FL** Brookes 2m03.814s (86.32mph).

ALLCOMERS (8 LAPS) 1 Mark Rider (Caterham 7)

17m00.941s (83.75mph); 2 Ben Scrivens (Ginetta G50)

+11.601s; 3 Stephen Pearson (BMW M3); 4 Gerry Fincham

(Caterham R400); 5 Stewart Lines (Scirocco 2.0 TFSI);

6 Lee Spencer (BMW M3). **CW** Scrivens; Pearson; Lines;

Simon Oakley (Lotus); Jonathan Upchurch (MG BG1); Andy

Bradshaw (Ginetta G40). **FL** Rider 2m05.392s (85.23mph).

RACE 2 (10 LAPS) 1 Rider 21m07.451s (84.32mph);

2 Scrivens +28.119s; 3 Pearson; 4 Spencer; 5 Fincham;

6 Lines. **CW** Scrivens; Pearson; Lines; Clive Young (Crossle

95); Peter Bramble (MGB Roadster); Gregory Stuart (G40).

FL Rider 2m05.273s (85.31mph).

CROFT JULY 19-20, BARC



CATERHAM GRADUATES (SUPER & MEGA) (17 LAPS)

1 Adrian Russell 27m51.743s (77.79mph); 2 Oliver Gibson

+7.494s; 3 Michael Rowland; 4 Tom Overton; 5 Toby Briant;

6 John Ogilvie. **CW** Briant. **FL** Russell 1m36.935s (78.91mph).

RACE 2 (14 LAPS) 1 Brett Ray 22m42.962s (78.57mph);

2 Russell +1.158s; 3 Overton; 4 Ogilvie; 5 Matt Thompson;

6 Briant. **CW** Briant. **FL** Ray 1m35.600s (80.02mph).

CATERHAM GRADUATES (SIGMA & SIGMAX) (15 LAPS)

1 Mick Whitehead 27m32.466s (69.44mph); 2 Richard

Pursglove +3.181s; 3 Dylan Stanley; 4 Oscar Rovelli;

5 Jeremy Webb; 6 Neil Shinner. **CW** Scott Lawrence.

FL Martin Amison 1m37.329s (78.60mph). **RACE 2**

(14 LAPS) 1 Webb 22m17.473s (80.07mph); 2 Amison

+0.656s; 3 Stanley; 4 Rovelli; 5 Shinner; 6 Pursglove.

CW Tristan Judge. **FL** Amison 1m33.773s (81.58mph).

CATERHAM GRADUATES (CLASSICS) (10 LAPS) 1 Graham

Smith 20m36.943s (61.84mph); 2 Graeme Smith +3.537s;

3 Steve McMaster; 4 Peter Tattersall; 5 Stuart Thompson;

6 Mark Carter. **FL** Graeme Smith 2m01.138s (63.15mph).

RACE 2 (13 LAPS) 1 Thompson 22m52.343s (72.46mph);

Ian Collins (40) dives past Peter Edwards at Mallory Park



WALKER

2 James Carvey +0.598s; 3 Graeme Smith; 4 Trevor Harber; 5 Graham Smith; 6 Colin Jardine. **FL** Harber 1m43.432s (73.96mph).

MG OWNERS CLUB (4 LAPS) 1 Gary Smith (ZR160)

7m07.312s (71.61mph); 2 Lee Sullivan (ZR) +1.119s;

3 Ben Palmer (ZR160); 4 Andrew Rogerson (ZR160); 5 John

Obrian (ZR160); 6 Ian Evans (ZR). **CW** Mark Baker (F); Jim

Baynam (B Roadster). **FL** Sullivan 1m44.440s (73.24mph).

RACE 2 (12 LAPS) 1 Sullivan 20m37.268s (74.19mph);

2 Smith +1.003s; 3 Palmer; 4 Rogerson; 5 Obrian; 6 Evans.

CW Baker; Baynam. **FL** Smith 1m41.646s (75.26mph).

ANGLESEY JULY 19-20, BARC



IRISH GLOBAL GT LIGHTS & T CARS (11 LAPS) 1 Alan Byrne

(Global GT) 15m30.338s (65.97mph); 2 Bob Cameron

(T Car) +7.726s; 3 Ivor Miller (Global GT); 4 Paul Fitzpatrick

(Global GT); 5 John Conway (Global GT); 6 Peter Drennan

(Global GT). **CW** Cameron. **FL** Byrne 1m22.640s (67.52mph).

RACE 2 (12 LAPS) 1 Fitzpatrick 15m25.573s (72.34mph);

2 Byrne +0.458s; 3 Drennan; 4 Derek Behan (Global GT);

5 Philip Jones (T Car); 6 Cameron. **CW** Jones. **FL** Drennan

1m13.375s (76.04mph).

RACE 3 (13 LAPS) 1 Drennan 15m58.862s (75.65mph);

2 Byrne +0.793s; 3 Fitzpatrick; 4 Behan; 5 John Murphy

(Global GT); 6 Conway. **CW** Cameron. **FL** Drennan

1m11.270s (78.29mph). **RACE 4 (13 LAPS)** 1 Miller

16m01.493s (75.44mph); 2 Drennan +0.299s;

3 Byrne; 4 Behan; 5 Conway; 6 Murphy. **CW** Cameron.

FL Drennan 1m11.834s (77.67mph).



Vaulkhard snatched VAG Trophy double



James Morsley at Donington



WALKER

Stuart Thompson on his way to a Croft Classic Graduates win



JONES



Matthew Parry

The Inside Line

The McLaren AUTOSPORT BRDC Award winner talks about life on the junior single-seater ladder and offers his advice to young drivers

The induction into the Formula Renault Eurocup has been tough. I knew how hard it was and thought I was best prepared for it, so fully expected to be in the championship fight, but it's been a difficult start.

The team and I really struggled at the start of the year to get an understanding of the new braking system we had from Renault, and also a slightly different tyre model from Michelin. We didn't really get our heads round it until Moscow when I finished on the podium. I was definitely on for a top-three finish at the Nurburgring [the last round, July 12-13] but I was unfortunate with an incident in race one and an engine problem in race two.

We would've been third in the championship if I'd got the points, but instead we're 10th so it's not looking too great. It just shows how quickly it can turn around, but it's still really disappointing – especially after Russia, where we thought we had the car right. It was a frustrating weekend.

The way things have run at the moment has not been in our favour. I'm not saying it was all down to bad luck, it just didn't quite go to plan. I need to keep my head high and try to pick up some race wins before the end of the season.

Alongside the Eurocup, it has been fantastic to get an insight into how Formula 1 works with Caterham. The link is invaluable. All the best drivers in the junior categories are sponsored by an F1 team, or are associated with one, and financial support is one of the most



Being a BRDC Superstar gives you access to some incredibly influential and experienced people – Derek Warwick is a great guy to call on and Jason Plato is very good at marketing. Mark Webber came down to the Porsche Performance Centre at Silverstone.

The MSA also does the advanced apprenticeship in sporting excellence (AASE), which runs alongside the Academy. You learn how to set goals, self-improve and self-analyse. To be honest, I didn't particularly want to do it at first; my dad pushed me into it. I learned a hell of

“You need to put the maximum effort in to get the most out. If you really want it, you'll do it”

important things for a young driver. To have someone that believes in you and trusts in you to get the job done is really good.

I'm an F1 junior, was made a BRDC Superstar almost immediately after winning the McLaren AUTOSPORT BRDC Award last December and am an MSA Team UK member as well. All these things I get the chance to do add up to a massive amount.

I first started with the MSA Academy, where they teach you some great skills in terms of how to talk to the media, and I've been working with the development squad, which is like a second tier where they teach you to work with more people, how to manage sponsorship and the media side of it all.

Then you move up to the Team UK elite programme which I'm on now. That's more one-to-one stuff with psychologists, and each driver has their own personal fitness programme. Being part of it has really helped me progress as a driver.

a lot. It made me realise I needed to be fitter and stronger, physically and mentally, and be able to self-analyse.

All these things offer some great opportunities. As long as you get the maximum out of them and absorb all this information you get and put it to good use, it's fantastic. But it's all about what you put in. You need to put the maximum effort in to get the maximum out and if you really want to be a racing driver, you will do that.

I definitely advise any young drivers out there to take part in the AASE programme. I thought it was fantastic, and great fun as well as it's really nice to socialise with the other drivers. It's a great grounding and puts foundations down for you – it helps you to be better prepared, and preparation is everything.

Life in general is all about making sure you make the most of what you get, and I feel more determined to make the most of all these opportunities. It's important to get across not only that you're working really hard, but that you really want it. ❧

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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



Mallory magic back on track

I have been spectating at Mallory Park for over 40 years, and first fell in love with the sport at the age of 10 as I lived just a few miles from the circuit.

I have also been through the glory days of the early '70s when major European championship meetings were run, and witnessed the gradual decline. I really thought the end had come late in 2013.

So having just attended the first car meeting since REAL Motorsport took

over, I felt the need to comment on what a great day it was.

I would like to thank REAL, the CSCC, each and every official, competitor, marshal and spectator, Marcus Pye for the informed commentary and whoever organises the weather for a superb event!

It was wonderful to see so many spectators, and they witnessed some great racing too!

Alan Clarke, by email

I would like to offer my thanks to the person responsible for the TV coverage of the German GP.

In addition to superb coverage of so much of the actual *racing*, the almost complete absence of those 'human reaction' shots that we have so often been cursed with was wonderful. No shots of the backs of prat-perch inhabitants; staying for the whole of an overtaking manoeuvre – including any attempted repasses; no WAGS etc.

I would love it if you could pass on my appreciation to the actual person in charge of the cameras.

Bob Ellsmore
By email

Jonathan Noble's comments about the use of radios in F1 are

spot-on. Drivers are having their decisions made for them, rather than having to 'read the race' which is where true racing ability shines through.

A race control warning-light system in the cockpit overcomes any safety worries and the teams could also use this if they need to stop the car. Other than that, the only communication would be by way of pitboards.

Think of the fun as we watch team managers scream uselessly at monitors while their drivers show how good (or bad) they actually are.

Graham Riding
By email

As a fan of F1, I am getting really frustrated with this sport. As well as my previous observation regarding Bernie's

influence, now there is no consistency in the sport, making it harder for the fans to understand what's going on.

How, for instance, can a system be legal at the beginning of the season (FRIC), then illegal midway through? How can drivers be penalised for going over track limits in one race and not the next? Come on, let's have some consistency and give the fans a chance.

Kevin Friday
By email

CORRECTION

The car that caught fire in last week's CSCC Swinging Sixties race at Castle Combe was Steven and Adam Chaplin's MG Midget, not Donald Naismith's Lotus Cortina as captioned on page 81.

In pictures

Images around the globe, from German racetrack to Canada's biggest city



ALMOST A WHITE (HOT) RUSSIAN
Things got a little too warm for Daniil Kvyat's Toro Rosso at Hockenheim last weekend, the impressive F1 rookie having to jump ship after a failure with the STR9's ignition

STALEY/LAT

EXPENSIVE TRAFFIC JAM IN TORONTO

The IndyCar field had a dramatic visit to Canada. Here Takuma Sato (14) and Simon Pagenaud (77) make life difficult for those not wanting to park



BAYNE/LAT

A WARRIOR GETS READY FOR BATTLE

Daniel Ricciardo limbers up prior to the German GP, in which he waged – and narrowly lost – a scintillating duel with Ferrari's Fernando Alonso



PRETTY/GETTY

ANYTHING YOU CAN DO...

It wasn't just the IndyCar drivers who found it tough in Toronto. The 'safety' car driver got caught out and had this spin at Turn 5 when the going got wet



BUSATO/LAT

In the shops

Desirable new releases

AUDI R18 E-TRON 1:18 MODEL

£129.99 – autosport.com/shop

The latest competition machine to get Spark's large-scale replica treatment is the Audi R18 e-tron quattro driven to victory at Le Mans – and eventually the world endurance title – by Allan McNish, Tom Kristensen and Loic Duval in 2013. As with all 1:18-scale models, and particularly when Spark is involved, the detail is almost as good as the real thing.



WOODEN CIRCUIT OUTLINES

From £58 – grahamandleigh.co.uk

Laser cut from Baltic birch ply, these 3D-effect, hardwood-framed circuit outlines offer an imaginative memento of your favourite track – defunct or current. You can choose single venues or a collection of three (such as Spa, the Nurburgring Nordschleife and Silverstone, see below). Check the website for details. Pescara or the Piccolo Madonie, anyone?



LE MANS PEOPLE BOOK

£54.99 – autosport.com/shop

The Le Mans 24 Hours: The People Who Made It offers an unusual and refreshing perspective on the world's greatest race. With chapters on key designers, including Vittorio Jano and Rudolf Uhlenhaut, team chiefs such as Henry Ford II and Giovanni Agnelli as well as hero drivers Jacky Ickx and Steve McQueen, it brings out the human stories of the historic enduro.



WHAT'S ON

ON TRACK IN THE UK

SILVERSTONE

HSCC

July 25-27

silverstoneclassic.com

This weekend the world's biggest historic racing event takes place at Silverstone. There will be three days of on-track action at the Silverstone Classic, with the 50th anniversary of the legendary Ford Mustang celebrated with a domination of the Masters Historic Racing grid. More than 1000 cars will compete across the event, with races for Historic F1, Group C and touring cars and many more.

ANGLESEY

750MC

July 26-27

angleseycircuit.com

An eclectic range of 750MC categories heads to Wales this weekend at the Anglesey circuit. Some of those in action include 750 Formula, Formula Vee and Toyota MR2s.



FRenault BARC is Brands-bound

JACOB EBREY



It's Mauro Baldi versus Rupert Keegan! Oh, hang on, it's the Silverstone Classic

GRIFFITHS/LAT

CADWELL PARK

BARC

July 26-27

cadwellpark.co.uk

The Silverstone Classic isn't this weekend's only old-school festival. There's also one at Cadwell Park, where the categories in action will include historic Formula Fords, Thunder Saloons and even Citroen 2CVs.

BRANDS HATCH

BARC

July 26-27

brandshatch.co.uk

An array of different series are in action at Brands this weekend, including the Formula Renault

BARC Championship, Britcar's litany of sprint and enduro series and the ever-popular Kumho BMW Championship.

KIRKISTOWN

500MRCI

July 26

kirkistown.com

A multitude of Northern Irish championships will be racing at Kirkistown, including Formula Ford 1600s, Fiestas, GTs and Roadsports.

PEMBREY

British Rallycross

July 26-27

britishrallycross.co.uk

Round four of the British Rallycross Championship.

WISCOMBE PARK

British Hillclimb

July 26-27

wiscombepark.co.uk

After the trip to the Channel Islands, the next round of the British Hillclimb Championship comes from the Wiscombe Park course in Devon.



Jos Goodyear & co at Wiscombe

LEPODEVIN

KX QUESTION TIME
presented by **AUTOSPORT NEWS**

Come to the KX Question Time at Snetterton's BTCC round on Saturday August 2, at Tyrrell's, from 18:30 and question the panel. Snetterton's line-up will include former champion Jason Plato, his MG team-mate Sam Tordoff, and ITV commentator David Addison. Ask a question at the filmed event and you could win a prize.

FREE ENTRY

ON TRACK AROUND THE WORLD



F1 heads to Hungary

COATES/LAT

HUNGARIAN GRAND PRIX

Formula 1 World Championship

Rd 11/19

Hungaroring, Hungary

July 27

f1.com

GP2 SERIES

Rd 7/11

Hungaroring, Hungary

July 26-27

gp2series.com

GP3 SERIES

Rd 5/9

Hungaroring, Hungary

July 26-27

gp3series.com

Ah, the night-time Spa 24 Hours shot

PORSCHE SUPERCUP

Rd 6/9

Hungaroring, Hungary

July 27

porsche.com

BRITISH FORMULA 3

Rd 4/7

Spa, Belgium

July 25-26

formula3.co

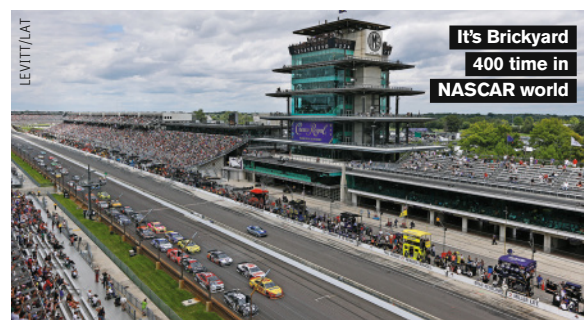
SPA 24 HOURS

Blancpain Endurance Series

Rd 4/5

Spa, Belgium

July 26-27

blancpain-gt-series.com

It's Brickyard 400 time in NASCAR world

LEVITT/LAT

NASCAR SPRINT CUP

Rd 20/36

Indianapolis, Indiana, USA

July 27

nascar.com

UNITED SPORTSCAR

Rd 8/12

Indianapolis, Indiana, USA

July 25

imsa.com

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY JULY 24

1445-1545 Motors TV

British GT: Spa-Francorchamps

FRIDAY JULY 25

0845-1100 Sky Sports F1 LIVE

Hungarian GP: Free Practice 1

1100-1245 Sky Sports F1 LIVE

GP2: Hungaroring Practice

1245-1450 Sky Sports F1 LIVE

Hungarian GP: Free Practice 2

1450-1530 Sky Sports F1 LIVE

GP2: Hungaroring Qualifying

1800-2015 Sky Sports F1

F1 Classic Races: Hungary 2013

SATURDAY JULY 26

0000-0305 Motors TV LIVE

United SportsCar: Indianapolis

0845-0920 Sky Sports F1 LIVE

GP3: Hungaroring Qualifying

0945-1115 Sky Sports F1 LIVE

Hungarian GP: Free Practice 3

1130-1235 Motors TV

British F3: Spa Francorchamps Race 3

1200-1435 Sky Sports F1 LIVE

Hungarian GP: Qualifying

1435-1605 Sky Sports F1 LIVE

GP2: Hungaroring Feature Race

1615-1715 Sky Sports F1 LIVE

GP3: Hungaroring Race 1

1500-2000 Motors TV LIVE

Blancpain Endurance: Spa 24 Hours

1740-1855 BBC1

Hungarian GP: Qualifying highlights

1900-2000 British Eurosport LIVE

Blancpain Endurance: Spa 24 Hours

1900-2130 Motors TV LIVE

Blancpain Endurance: Spa 24 Hours



2130-0005 Motors TV LIVE
NASCAR Nationwide: Indianapolis

SUNDAY JULY 27

0700-1105 Motors TV LIVE

Blancpain Endurance: Spa 24 Hours

0820-0920 Sky Sports F1 LIVE

GP3: Hungaroring Race 2

0900-1045 British Eurosport LIVE

Blancpain Endurance: Spa 24 Hours

0930-1045 Sky Sports F1 LIVE

GP2: Hungaroring Sprint Race

1200-1615 Sky Sports F1 LIVE

Hungarian Grand Prix

1200-1600 Motors TV LIVE

Blancpain Endurance: Spa 24 Hours

1710-1830 BBC1

Hungarian GP: Highlights

1800-2200 Premier Sports LIVE

NASCAR Sprint Cup: Indianapolis

2015-2100 British Eurosport 2

Blancpain Endurance: Spa 24 highlights

MONDAY JULY 28

2100-2130 Sky Sports F1

F1 Classic Races: USA 1990

TUESDAY JULY 29

2100-2315 Sky Sports F1

F1 Classic Races: Malaysia 2010

ONLINE

HOT ON THE WEB THIS WEEK

YouTube 1970 FORMULA 5000 WITH JAMES GARNER



SEARCH FOR: "The Racing Scene" 1970 James Garner F5000 (4:58)

Scratchy, crackly but colour footage of a US Formula 5000 race at Lime Rock Park in 1969, featuring period aces Sam Posey, Tony Adamowicz and David Hobbs with narration from the late, great James Garner. Circuit run-off areas not included!

AUTOSPORT+

Car failures take centre stage for our F1 paddock insiders

Following Lewis Hamilton's brake failure in qualifying at Hockenheim last weekend, our Secret Mechanic reveals what it's like to experience the fear that it's your mistake that has caused your driver to crash. And Gary Anderson fears the brake fiasco has set a dangerous precedent...

GET AUTOSPORT ON THE MOVE

IN THE IPAD ISSUE THIS WEEK

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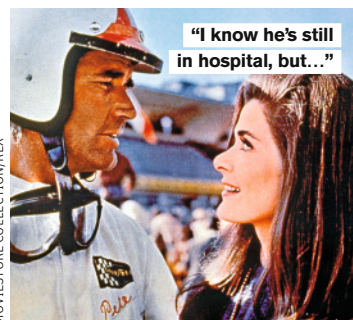
Revved up over what's on the box

I could never decide if the Pontiac Firebird in *The Rockford Files* was gold, brown or bronze. The film quality of a '70s US TV import made it tricky to distinguish, but all I knew is that I wanted one. And I also wanted to be Jim Rockford. And James Garner was Jim Rockford.

Then, one Saturday evening while still a nipper, I discovered that Garner was also Pete Aron, in a film featuring more racing heroes than you can shake a chequered flag at. How apt then, on the very day Garner sadly drew his last breath, that the BBC should choose to air the John Frankenheimer-directed *Grand Prix*, a classic of its genre, ahead of its German GP broadcast.

This being a Hollywood production

there are some preposterous characters and plotlines (Aron has an affair with the wife of his team-mate whom he had earlier put in hospital in his harbour-entering Monaco crash), but the constant



is that Garner plays Aron with a mean-and-moody streak that's utterly believable.

In real life, Garner was taught to handle racing cars by famed driver coach Bob Bondurant, which made those fantastic in-car shots in *Grand Prix* so plausible. Garner went on to own a US racing team – American International Racers – about which the 1969 documentary *The Racing Scene* revolves. He also contested desert races, drove the pace car in the Indy 500 on many occasions, and clearly integrated well with the superstar driver cast of *Grand Prix*.

Garner also had some big movies on his CV, none more so than *The Great Escape*, where he played Hendley the

scrounger – which he based on his US army experiences (he received the Purple Heart on two occasions from active service in Korea).

You could certainly argue that he was one-dimensional as an actor, but when that trademark was a believable charisma that young boys aspired to, then that ain't so bad. That final scene of *Grand Prix*, where Aron smokes a tab on the deserted grid at Monza (the day after he narrowly scoops the world title from the bloke whose wife he was 'track testing' but has gone back to him now) is how I'll remember James Garner now he's gone to J-turn that big ol' gold/brown/bronze Firebird in the sky. **Revved Up**

Pete Aron

“I went through the sign and, wham, I’m flying into the Mediterranean!”

■ Monaco Grand Prix ■ Monte Carlo ■ May 22, 1966 ■ Jordan-BRM ■ Early bath in season opener



Aron was bruised and battered after ending his race in the harbour

I WON A WHOLE LOAD OF races over the years. The grand prix wins are very special to me, but I figure the most memorable race was one I didn’t win, Monte Carlo at the start of ’66. In fact, I didn’t even finish – I tore the car up pretty good!

I was driving for Jordan-BRM and Jeff Jordan was quite a character, not your typical reserved limey. He used to get pretty excited at the race track; I guess I’m volatile too, so we used to have some big disagreements.

The ’65 season had ended badly for me, with a couple of crashes, and Jordan had started bad-mouthing me. He’d got Scott Stoddard by then – your archetypal English gent – and I guess he figured he didn’t need me.

Monaco was the first race of ’66 and Scott was quicker than me in practice. Jean-Pierre Sarti was on pole in the Ferrari, Scott was next, Nino Barlini was third in the other Ferrari, and I was fourth. I wasn’t too unhappy, but Jordan started telling everyone that I was doing a lousy job. And then a few minutes before the race he comes over to me on the grid, and makes a cheap remark like, ‘don’t stand the car on its bloody ear...’

I wanted to lay the guy out there and then, but I had a race to get on with! Barlini made a godawful start, so I got into third behind Sarti and Scott on the first lap. I held onto them for while, but they pulled away.

I had my hands full keeping Barlini back. He was the golden boy at Ferrari but I was worried he’d do something crazy. The guys in front kept on pulling away, and after a while Scott made it into the lead. And then I started suffering a gearbox problem. There’s 2600 gearshifts in a race at

Monte Carlo, so it’s bound to take a beating. And my car started sticking between third and fourth.

Barlini got me at Mirabeau. After a couple of laps I decided to pit, hoping the guys could do something. And all I got was shouting from Jordan. ‘Get back out there!’ – that sort of thing. Instead of trying to fix it he just screamed at me and I just screamed back. So after a while out I went again, with the ’box still the same.

I’m pretty mad by now, cursing Jordan and his goddamn car. Then I

saw leader Scott in my mirrors.

I don’t know what happened, maybe the gearbox seized, but Scott tapped me from behind and sent me into the hay bales on the exit of the chicane. I tell you, I’m not going to forget the Shell banner I went straight through and, wham, I’m flying into the Mediterranean!

Somehow I got out of that car pretty quick, and two or three frogmen came along and helped me into a boat. I was only bruised, but I guess I was in a state of shock, because I really didn’t know where I was. But I could see the marshals running around, so I figured Scott must be in trouble. He was hurt pretty bad.

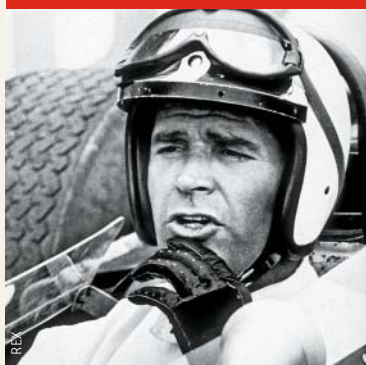
I missed the next race in France, I did the TV commentary instead, but that’s where I got the ride with Izo Yamura, and won a few races with him. Then Scott came back from his deathbed and started winning again.

It all ended pretty badly when Sarti was killed at Monza. It really took the edge off me beating Scott in the race and clinching the championship.

You know, if someone made a film about it, nobody would believe it...

Originally published on January 4, 1990

PROFILE



FORMER DIRT TRACK STAR

Pete Aron Jr arrived in F1 with a Cooper in 1960. He won five GPs for Ferrari in ’62-’63 before fallow years with Lotus and Jordan. A switch to Yamura brought three wins and the title in ’66, before he retired in ’68. He returned in ’71, sharing a Porsche 917 at Sebring with Michael Delaney, then went back to TV punditry after a brief spell as an IndyCar team boss. He passed away last Sunday, aged 86.

NEXT WEEK HUNGARIAN GP REPORT
Plus: All the action from the Silverstone Classic



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Suzuka - 5 October

JAPANESE GRAND PRIX

5 Nights in Nagoya
Scheduled Flights

Austin - 2 November

UNITED STATES GRAND PRIX

Texas Hosts F1's
Instant Classic

Budapest - 27 July

HUNGARIAN GRAND PRIX

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Budapest & Vienna
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Spa - 24 August

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