

AUSTRIAN GP
16-PAGE REPORT

WHAT MERC CRASH
MEANS FOR FORMULA 1

TANAK DENIED SURPRISE
WORLD RALLY VICTORY

AUTOSPORT

HAMILTON **WINS...**



ROSBERG **FUMES**

As Wolff threatens
team orders
“I don’t want
contact anymore”



FORMULA E **FINALE**

BUEMI SURVIVES CLASH
TO TAKE THE CROWN



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Nico still struggling to get the balance right

NICO ROSBERG JUST CAN'T QUITE GET IT RIGHT. WHEN it comes to wheel-to-wheel battles, he is either too soft or overly robust. He usually comes off worst too, particularly when fighting Mercedes 'team-mate' and title rival Lewis Hamilton.

It's not difficult to see why Rosberg tried so hard to close the door on the last lap in Austria. As well as the obvious points that victory would bring, he's also been on the receiving end of pretty tough manoeuvres from Hamilton in the recent past.

But most of Hamilton's moves have been on the exit of corners, when cars naturally drift wide. Last year's US GP aside, his moves have tended to be *just* on the right side of the line. Rosberg's Red Bull Ring defence was crucially on the run into a corner and, as a result, seemed rather more blatant.

More worrying for F1 fans is that Mercedes is now seriously looking at team orders. That would be a disaster in terms of spectacle, as the Hamilton-Rosberg tension has been one of the most interesting elements in F1 since the dominance of the Silver Arrows began in 2014. It would be a great shame to see that end, but also easy to understand Mercedes' decision if it did act to avoid further broken Wo7s.

Speaking of broken, I was saddened to see the Formula E title fight nearly end with a dubious clash. At best, Lucas di Grassi's move was clumsy in an Alain Prost 1989 Suzuka manner. At worst, it was a cynical takeout in the style of Ayrton Senna in Japan in '90.



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Mercedes battle boils over again

By Ben Anderson, Grand Prix Editor [@BenAndersonAuto](#)





P ZERO

Last-lap clash left
Rosberg nursing
a broken wing...



HOW TO RECONCILE THE BURNING INDIVIDUAL AMBITION OF TWO elite Formula 1 drivers with their team's imperative to achieve the best collective result possible, without imposing a directive that will neutralise the sporting spectacle to which they all have a duty of care?

It seems Mercedes may have finally reached the point at which it feels that this delicate balance of disharmony can no longer be maintained, after Lewis Hamilton and Nico Rosberg collided while fighting for victory on the last lap of the Austrian Grand Prix.

This collision provided the thrilling denouement to a race that seemed Hamilton's to lose from the start. He had pole; Rosberg started down in sixth thanks to a grid penalty; and with Jenson Button's high-flying McLaren-Honda providing an early buffer to the pack, everything seemed to be falling Hamilton's way early on.

But the race came back towards Rosberg when it became clear that his two-stop strategy was actually quicker than Hamilton's planned one-stopper.

"Lewis was ahead on the road and the one-stop seemed to be the better strategy for the leader," explained Mercedes team boss Toto Wolff. "We weren't sure how far Ferrari would go and whether they would try a one-stop, so we kept him out."

"His times were competitive in comparison to the two Ferraris. We didn't care so much about Nico and the Red Bulls, because they were on a two-stop."

Hamilton emerged from his pitstop on lap 21 of 71 a handful

of seconds behind Rosberg. Hamilton lost a second to a slow left-rear change, but that made little difference to his situation at this stage. He'd gone 11 laps further than Rosberg on his first set of tyres, so strategic advantage seemed his.

Then Sebastian Vettel's right-rear tyre exploded on the main straight as he began the 27th lap. After five laps spent behind the safety car the race resumed. Hamilton tracked Rosberg closely, remaining comfortably within two seconds of the leader, knowing his team-mate would have to stop again.

"At a certain stage we changed opinion," added Wolff. "We felt the two-stop was actually the safer way to finish the race. This was why we converted and brought Lewis into a situation that put him behind Nico [in the final stint]."

Hamilton was within 1.254s of Rosberg when he came in for a second time on lap 54. His stop was again slow (the front-left stuck this time), and after Rosberg made his own second stop a lap later he emerged ahead, thanks partly to Hamilton's delay and partly to a poor out-lap from the reigning world champion that included a mistake at Turn 2.

Had Hamilton been cleaner on his first lap with that final set of soft tyres, and had he not suffered two separate delays at his stops, perhaps this race would have ended very differently.



As it was, Hamilton now had 16 laps to chase down the sister Mercedes. Max Verstappen's Red Bull actually led at this stage, on account of seeing out the sort of one-stop strategy Mercedes had abandoned with Hamilton.

Rosberg swept past on the outside line into Turn 3 to retake the lead with 10 laps to run, after Verstappen had spiritedly defended the inside line into the hairpin at Turn 2 and run Rosberg wide.

Hamilton had to wait two more laps before making a pass of his own on the Red Bull, blasting by on the run up the hill towards that same hairpin as they both lapped Jolyon Palmer's Renault.

They finished lap 63 with Rosberg leading Hamilton by 1.517 seconds. Hamilton complained over the radio about having to chase Rosberg down using a harder compound of tyre than his rival, but in actual fact it was Hamilton's choice to pick one fewer set of super-softs for this grand prix compared to Rosberg, and Mercedes clearly felt 17 laps on the ultra-soft was a risk too far.

Ultimately it mattered not. Hamilton tore after his team-mate and with three laps to go closed to within half a second. Late-race traffic threatened to thwart Hamilton's efforts, but starting the final lap there were still only six tenths in it, and Rosberg was clearly struggling, fighting against the fact that his brake-by-wire system had overheated and slipped into what Mercedes termed 'passive mode'. He was slow through Turn 9 to begin the lap, and again at Turn 1.

"It was definitely costly for him," said Hamilton. "He obviously turned in early, clipped the kerb, bounced and then couldn't get on the power.

"It's very easy when those sorts of things happen to follow and

then not get the exit, but I managed to keep my shit together and do the corner just as I did previously and got a really good exit."

After the helter-skelter of the previous 70 laps it all came down to this. Hamilton slipstreamed Rosberg on the drag up to Turn 2, but Rosberg covered the inside.

Hamilton went for the outside line and moved ahead as the two cars reached the braking zone. But Rosberg chose to make an unusually late attempt to turn into the hairpin, squeezing Hamilton to the outer edge of the circuit.

Hamilton attempted to continue his trajectory around the outside of Rosberg's car, but they made contact, which spat Hamilton into the run-off area on the outside. He skated across the grass and rejoined the circuit, just as Rosberg's front wing folded underneath his car as a result of the collision, allowing Hamilton to slip past into Turn 3 and take victory.

Rosberg limped home fourth, losing further positions to Verstappen and Kimi Raikkonen as the Mercedes left a trail of debris on the circuit.

Wolff slammed a desk in the Mercedes garage in frustration. Then the inquest began.

"I drove as wide as possible within the white lines so I left a larger space – three cars could've come on the inside there," said Hamilton.

"I'm on the inside, I have the right to defend," countered Rosberg, who felt he had "everything under control" with his brakes, despite the BBW problem.

"I don't need to take the ideal line. I had Lewis on the outside and I wanted to keep him there, always leaving him track space. That was always the intention. The collision completely took >>

...and Hamilton celebrating 2016 win number three



Hamilton led from pole and dominated the race's early stages

me by surprise. I didn't expect Lewis to turn in."

The stewards decided that Rosberg hadn't left Hamilton enough space, despite his supposed intentions, ruling that he should have 10 seconds added to his race time for causing the collision, and also reprimanding him for driving his damaged car to the finish in a dangerous condition.

This was the third major incident between these two since Mercedes began dominating F1 in 2014, and the second in the past five races of the current campaign. It prompted Wolff to declare publicly that he will consider imposing team orders on his drivers because "this needs to end".

This is the fourth time Hamilton's and Rosberg's cars have made contact of some form during a race this year and, the longer they are permitted to fight, the more likely it seems that they simply cannot be trusted to do so without driving into one another.

Perhaps that's the inevitable consequence of the dynamic Mercedes has created by steadfastly allowing its two charges to race each other freely. Every time they have battled closely on track there has been some sort of controversy, which has then fed further escalation down the road.

Wolff referenced Bahrain 2014 as the ideal sort of race Mercedes wants to see from its drivers, but arguably that grand prix lies at the root of its present predicament.

Hamilton got the best of that battle, with several well-judged but forceful moves — three that forced Rosberg

briefly off track on the outside exiting Turn 4; the other an aggressive chop into Turn 2 after cutting back underneath Rosberg to repel an attack at Turn 1.

This set the tone for their future fights and gave Hamilton a potentially crucial psychological edge in battle, as Mercedes laudably refused to impose team orders for the sake of F1's audience.

But Mercedes faced internal strife managing the rules of engagement, forced to impose restrictions on the use of particular engine modes at certain times and issue specific guidelines on strategy to avoid handing one driver an 'unfair' edge over the other.

When Hamilton then refused a team order to let Rosberg past during that summer's Hungarian Grand Prix, Rosberg went berserk, feeling that he had been unfairly

compromised in that race, finishing behind Hamilton despite starting on pole.

At the following race in Belgium came the first major flashpoint, as the two collided while disputing the lead on the first lap. Rosberg tried to go round the outside of Hamilton at Les Combes, but this time decided to stay the course rather than back out. He lost some of his front wing; Hamilton lost the race; Rosberg was fined by Mercedes.

There followed a long period of calm through the rest of 2014 and the early part of '15, but as Hamilton closed in on a third world title the tension built once more.

"Wolff declared he will consider imposing team orders on his drivers"



ETHERINGTON/LAT



XPB IMAGES

In Japan last year Rosberg had pole position, but lost ground to Hamilton at the start. He attempted to hold on around the outside of the first two corners, but found himself hung out to dry (again) as Hamilton gently eased him off the circuit at the exit.

"That's what happens when you're on the outside," said Hamilton afterwards.

Determined not to get outmuscled again two races later, Rosberg stood firm on the outside as Hamilton attacked into Turn 1 after the start of the US GP. They collided without serious consequence, but Rosberg bemoaned Hamilton "trying to drive me off the track". >>

Vettel's puncture brought out the safety car, in the process setting up the Merc drivers' showdown

QUALIFYING

Rosberg had set early pace, but FP3 crash put him on the back foot



DUNBAR/LAT

A FORCE INDIA ON THE FRONT ROW, A McLAREN-HONDA ON THE second, a sudden downpour at a crucial moment, suspension failures on two cars, a big crash for one of them, plus drivers getting penalised for speeding under yellow flags.

Qualifying for the Austrian Grand Prix was one of those brilliantly unpredictable and drama-filled sessions that make Formula 1 so fantastic to watch sometimes, yet come the end there was a predictable result as Lewis Hamilton claimed pole position.

But his journey to that result was anything but straightforward. He admitted to being "way off the pace" of Mercedes team-mate Nico Rosberg during Friday practice, and he struggled with tyre blistering during the early stages of FP3 on Saturday.

But come qualifying he was bang on form, nearly two tenths faster than Rosberg in Q2 and comfortably quickest again (by 0.543 seconds) after a rain-affected final segment.

The drivers all began Q3 on intermediate tyres, after rain fell heavily at the end of Q2, but everyone had to switch to slicks for the last few minutes as conditions improved.

Hamilton made the best of it at the end, while Rosberg dropped four tenths to his team-mate in the second sector alone on his final flier.

Rosberg's day unravelled in FP3 after a strong Friday, thanks to a suspension failure over the kerbs exiting Turn 2 that pitched him into the wall and led Mercedes to strengthen the assembly on both cars. He headed into qualifying with a five-place penalty for a gearbox change as a result of the crash, which meant Nico Hulkenberg stole a front-row start for Force India by setting the third-fastest time.

Hulkenberg was the first driver to switch to slicks in the tricky conditions of Q3, and his performance evoked memories of that sublime maiden pole position for Williams at the 2010 Brazilian GP. "It reminded me a lot of Brazil," he said. "I was feeling really good in the car, and to be honest I was expecting a little better."

Hulkenberg was one of five drivers investigated for speeding under yellow flags at the end of Q1. The session had been interrupted by a scary crash for Daniil Kvyat's Toro Rosso at Turns 8 and 9, then affected by an engine failure for team-mate Carlos Sainz Jr exiting the pits, which caused those yellows. Hulkenberg and Renault's Kevin Magnussen were absolved, but Jolyon Palmer, Rio Haryanto and Felipe Nasr all copped grid penalties.

Thanks to an extra flying lap on account of that earlier switch to slicks in Q3, Hulkenberg was nearly half a second faster than Sebastian Vettel's Ferrari, which also dropped five places thanks to an unscheduled gearbox change earlier in the weekend.

Vettel and team-mate Kimi Raikkonen (sixth fastest) admitted to not risking enough as the track improved. Their caution allowed McLaren-Honda's Jenson Button to split the scarlet cars with the fifth quickest time, which translated to third on the grid once the penalties were applied – a result he described as "madness".

That's a pretty fair description of the session as a whole.

"Third on the grid was a result Button described as 'madness'"



“THERE’S ALSO A NASTY BUMP ON THE APEX THROWN IN FOR GOOD MEASURE”



Turn 9

WATCHING FORMULA 1 CARS at Austria’s Red Bull Ring is fascinating because of how fine the margins are. A short lap means small gaps, and minor errors in short corners can have big consequences.

The tricky (and fast) downhill right-hander at Turn 9 exemplifies the challenge, because of the compromise required between entry and exit.

Get too greedy on the brakes and the hill gobbles you up in a flash, ruining your crucial exit onto the pit straight. Focus too far on stopping and rotating the car for that exit and

you will leak time to your rivals through the corner itself.

There’s also a nasty bump on the apex thrown in for good measure.

I could see drivers trying different approaches in first practice, working out the fastest way to suit their cars.

Felipe Massa is all about the exit, so much so that sometimes he’s back on the throttle too soon and has to lift off.

Lewis Hamilton and Nico Rosberg tend towards carrying momentum into the corner, probably encouraged by the superior downforce the W07 produces and the fact that they have F1’s best engine



Compromise between entry and exit is key to mastering Turn 9

in the back to compensate for an imperfect exit.

Kimi Raikkonen’s natural style leads him this way in any case, while the two Toro Rosso drivers know their car works much better in the turns than on the straights, so they also go for the ‘big-balls’ approach.

The McLaren drivers both enter on a wider line than the rest, as far across the outside

kerb as they dare, perhaps all too aware that momentum is their only friend with a Honda engine behind them.

Sebastian Vettel, Nico Hulkenberg, Valtteri Bottas and the two Red Bull drivers are more circumspect, sacrificing some entry speed for a quicker rotation through the turn and thus a straighter exit.

Force India reserve Alfonso

Celis never gets close to this fine line. He tends towards entering too slowly, but is also unable to pick up the throttle properly whenever he summons the courage to chuck Sergio Perez’s car into the corner with greater verve.

But this is F1. It’s not supposed to be easy.

BEN ANDERSON



Arrivabene: ‘At Ferrari we like to pick one number-one driver’



Once again Hamilton came out on top when push came to shove

Hamilton won that race and with it his third world championship. He claimed a lack of grip on the wet inside line sent him accidentally into his team-mate, but Rosberg was furious, Wolff called Hamilton's move "too hard", and the rules of battle were re-enforced internally ahead of the next race in Mexico.

The next time Rosberg found himself inside Hamilton at Turn 1 (in this season's opening race in Australia) he gained revenge by forcing Hamilton wide (with a brief bit of contact) as Raikkonen's Ferrari overtook them both after the start.

When Rosberg tried to drive around the outside of Hamilton at Turn 1 in Canada several races later, they made contact again and this time Rosberg was forced wide.

In between times they collided spectacularly on the first lap of May's Spanish GP, as Rosberg was slowed by an incorrect engine

setting exiting Turn 3, then closed the door aggressively as Hamilton attempted to drive inside him on the exit.

Both called that a racing incident, as did the stewards. Wolff refused to apportion blame, but Mercedes came away from a race that should have resulted in a dominant one-two finish with zero points.

The pattern over these past two years suggests Rosberg has found himself one step behind Hamilton repeatedly in crucial wheel-to-wheel situations, and has had to become steadily more aggressive to prove he is no soft touch.

All this history is relevant when you consider what happened

at Turn 2 on the final lap at the Red Bull Ring. Rosberg held the lead after a brilliant recovery drive — a performance he felt was "one of my best" in F1 — and he was desperate not to let victory slip away.

Hamilton saw his one chance to reclaim a race that he surely felt belonged to him, after taking pole and dominating the early stages.

"That's what happens when you're on the outside" looked like Rosberg's rationale for the way he chose to defend his lead. After the number of times he's suffered at Hamilton's hands, you can sympathise with the logic. But he pushed things just

a fraction too far again, running into Hamilton, compromising his own race, spoiling another Mercedes one-two, and allowing Hamilton to be the victim despite being the aggressor.

This moment was several seasons in the making, and its ramifications could be widespread.

Mercedes may finally choose to lay down proper team orders to prevent a recurrence, in which case collective duty will defeat individual ambition and Hamilton and Rosberg will no longer be allowed to race each other freely.

F1 will be all the poorer for that if it happens, but no one can argue they didn't see it coming. And how oddly fitting it would be if an incident at the same venue where Ferrari caused team-orders outrage by letting Michael Schumacher defeat Rubens Barrichello in the 2002 Austrian GP should be the straw that finally breaks Wolff's back. ❄

"Rosberg pushed things a fraction too far again, spoiling a Merc one-two"



RED BULL BEATS FERRARI IN TYRE MARATHON

MAX VERSTAPPEN BEAT Kimi Raikkonen in a race of one-stoppers to finish second in the Austrian Grand Prix.

Verstappen (above) jumped Raikkonen with an earlier pitstop, then executed a mammoth 56-lap stint on soft tyres to stay ahead.

He was helped by team-mate Daniel Ricciardo – who aborted his own planned one-stop strategy after struggling to make the tyres last – bottling Raikkonen up in the middle of the race.

The result allowed Red Bull to cut its deficit to second-placed Ferrari in the constructors' table to 24 points.

"We had the upper hand on Ferrari in the race," said Red Bull boss Christian Horner, whose team expected to struggle on such a power-dominated track. "Max did a great job making that tyre last."

"Our hearts were in our mouths because we knew we had gone through all the pins on the tyres – there wasn't a lot of rubber left."

"It was quite reminiscent of Barcelona, when it was also Raikkonen behind him. Max is very good on the tyre, and under pressure it doesn't faze him at all."

Mercedes issues team orders threat after latest collision



MERCEDES MOTORSPORT BOSS Toto Wolff is considering imposing team orders on his two drivers in the aftermath of their collision on the last lap of the Austrian Grand Prix.

Rosberg was penalised 10 seconds for causing the collision while trying to defend his lead from Hamilton on the last lap of the Red Bull Ring race.

This is the second time this season the title rivals have been involved in a

major incident, following their lap-one collision in May's Spanish GP, and Wolff feels clear guidelines may now be needed to avoid a recurrence.

"In Barcelona I was much easier about it because we had 29 races without any collision," said Wolff. "It was clear it was eventually going to happen, and it wiped out both cars."

"From my naive thinking I said to myself, 'OK, that's it, they've learned

their lesson, they've seen the consequences and it's not going to happen anymore.' But here we go, it happens again. So the only consequence is to look at all the options, and one option is to freeze the order at a certain stage in the race."

"It's unpopular – it makes me puke myself – because I like to see them race, but if racing is not possible without contact, then that's the consequence."



Button starred in Austria for McLaren

Button 'amazed' by drive to sixth

JENSON BUTTON WAS AMAZED WITH HIS AND THE McLaren-Honda team's performance in the Austrian Grand Prix, after finishing sixth from third on the grid.

The 2009 world champion ran second behind eventual winner Lewis Hamilton in the early part of the race, before he was shuffled down the order as faster cars battled through from lower positions.

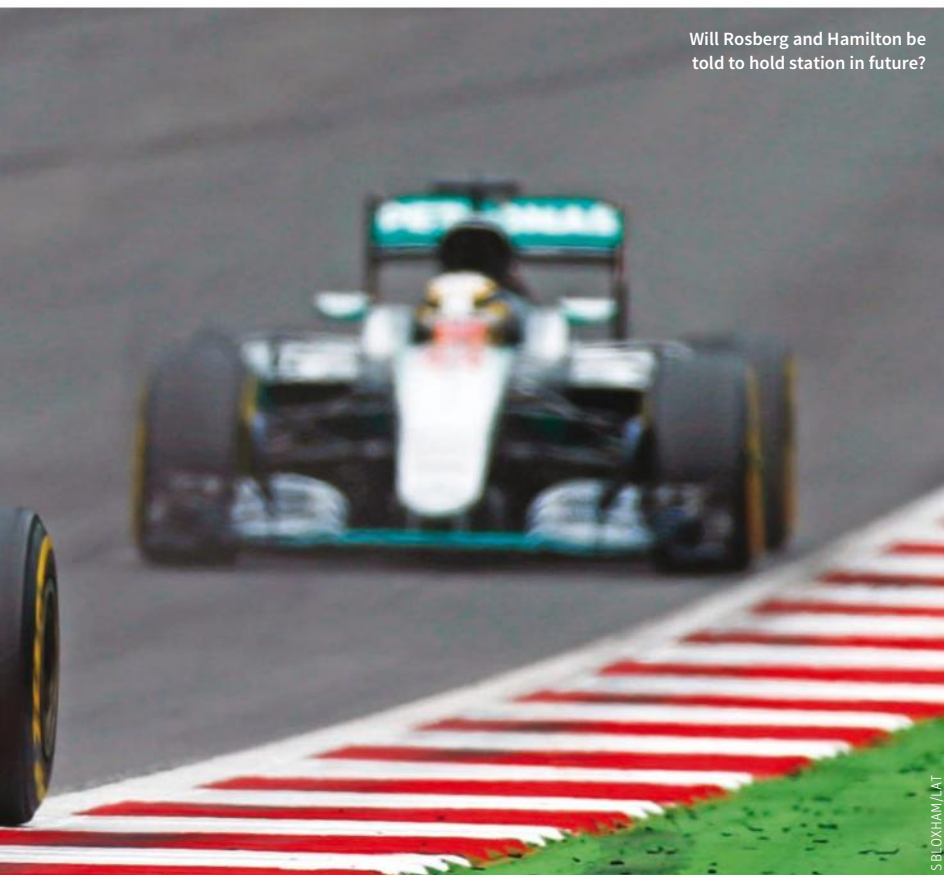
"That's definitely as good as it was going to get," said Button. "All the cars that finished in front of us are much quicker, so I'm amazed we kept them behind at the start of the race."

"The traffic was tough because we don't have the straightline speed to overtake, but I enjoyed it and to get a sixth has made me very happy. We did a good job – strategy-wise we got the maximum out of the car."

Team-mate Fernando Alonso retired with an ERS battery failure, after what he described as a troublesome race.

"The engine was not running well from lap three or four," he said. "We were losing power constantly and nearly retiring the car the whole race."

Will Rosberg and Hamilton be told to hold station in future?



I just don't want any contact anymore."

Hamilton urged Wolff to avoid imposing team orders. "We never want team orders like that to happen," he said. "I saw a replay of Michael [Schumacher] and [Rubens] Barrichello years ago, and I was disappointed back then as a fan.

"It's not always going to be perfect, but that's motor racing. We're driving at over 200mph – you expect us to drive around and never have a problem? I doubt it."

Rosberg said he would accept team orders if the team decided it was the right course of action, while Red Bull boss Christian Horner suggested that Mercedes may have to reconsider the viability of its driver line-up.

"Longer term, how tenable is it for that pairing to continue?" said Horner. "It's enormously difficult, because no matter how much those guys say they are team players, they are racing for themselves."

Ferrari puzzled by cause of Vettel's tyre blowout

SEBASTIAN VETTEL SAID THE explanation for the tyre failure that ended his Austrian GP remained "a complete question mark" after the race.

The Ferrari driver retired from the lead when his tyre exploded at the start of lap 27 of 71, as he tried to stretch his first stint.

He started ninth after a grid penalty for a gearbox change, and was trying to complete the race with only one pitstop.

Vettel said there were no warning signs that his tyres were in trouble: "The tyre exploded out of the blue. No signs before that, everything was normal. It's completely a question mark on why the tyre failed."

Vettel does not believe that Ferrari was pushing the boundaries by trying

to stretch its tyre life. "It was clear that everybody had much more tyre life than expected, so to do 27 laps on that [super-soft] compound is not much," he added.

"Kimi [Raikkonen] did more than 20 laps on the ultra-soft; there were other people who did more laps on the super-soft."

Pirelli said analysing the failure would be difficult given that the whole tread was lost in the incident. It also believes that initial claims that the failure was caused by debris were wide of the mark.

But analysis of the super-softs used by Kimi Raikkonen in his opening stint showed high wear, which can make the rubber susceptible to debris or damage suffered by running over kerbs.

MANOR NOW A 'SERIOUS' TEAM

MANOR RACING DIRECTOR

Dave Ryan believes the team has shown it is no longer just making up the numbers in F1 with its performance in Austria.

For only the second time in the team's history it claimed a points finish, with Pascal Wehrlein claiming 10th on the last lap after a brake failure sent Force India's Sergio Perez crashing out.

Wehrlein was competitive throughout the weekend and qualified 12th.

"It puts a sign down that we are a serious, professional team," Ryan told Autosport. "We've been called all sorts of things over the years, but we came into this season trying to get organised and understand what it means to be a top team."

Q&A

PASCAL WEHRLEIN MANOR DRIVER



How does it feel to be a Formula 1 points scorer?

Under these circumstances it feels great. In the middle of the race I thought 'the race is done' because we were so unlucky

with the safety car. We stopped one lap before it came out and I went a lap down, was last and 12 seconds behind [the pack]. But I kept pushing.

You were following Bottas for a while.

Did you know that was for the final point?

I knew, and I was hoping to get a crazy scenario when Rosberg and Hamilton were coming in the blue flags, otherwise it would have been difficult to overtake, because Bottas was on 10 or 15-lap-old super-softs and I was on more than 40-lap-old soft tyres, but I was still able to fight with him so it was a great performance from the car.

Where did that pace come from?

I have no idea! I think a lot is due to the tyres, because it's the first weekend we are not struggling with temperature. We are even overheating the tyres and we haven't had this before. It helped a lot.

What happened at the start of the race when you missed your grid slot?

I knew that Massa was out, but it's the first time there was a box empty in front of me. I didn't think about it. I went behind the next guy, then I saw Sebastian [Vettel] in front of me and I thought 'I didn't finish qualifying behind him!' So I put the reverse gear in and stopped just before the lights came on. Maybe half a second later I would have gained a penalty. You have so many buttons, I was like a DJ on my steering wheel!

XPBIMAGES





Austrian kerbs criticised after suspension failures

DANIIL KVIAT LABELLED THE RED Bull Ring kerbs “stupid” following the suspension failure that caused him to crash out of qualifying at the Austrian Grand Prix.

The Toro Rosso driver went off in Q1 after his suspension failed when he ran over the raised yellow kerbing exiting Turn 8.

Nico Rosberg had a similar accident running over a kerb at Turn 2 in final practice, forcing Mercedes to strengthen the rear suspension on both cars, while Sergio Perez had to park his Force India with a Q1 breakage.

Max Verstappen also criticised the kerbs after Friday practice, when his Red Bull’s front suspension broke in

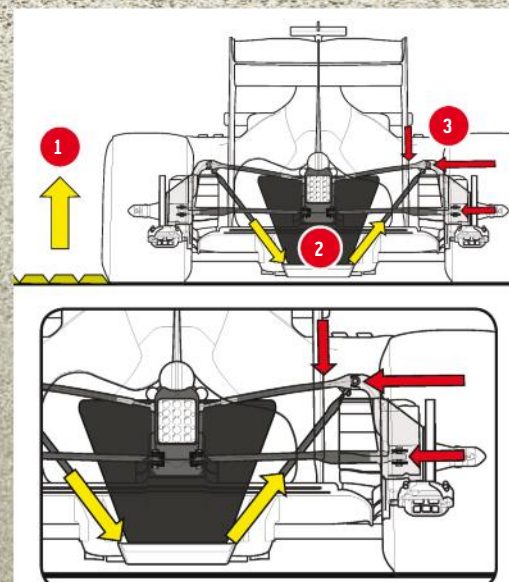
FP1, while Haas driver Esteban Gutierrez and Mercedes boss Toto Wolff said they should be reviewed.

“They should take them off,” Kvyat said. “They’ve done a mistake, they have to admit that it’s stupid.

“Last year we had Astroturf at that corner, which is completely fine – you lose time. Now if you go on the kerb you continue because you don’t lose time, but the suspension fails.”

There were few objections to the kerbs during Friday’s drivers’ briefing, and the FIA kept the kerbs for the race.

Red Bull’s Daniel Ricciardo remained in favour, even after Kvyat’s crash. “It’s a good compromise to keep us on the track limits,” he said.



1. Kerb strikes send shock loads up through the wheel
2. Kerb loads transferred through suspension
3. Suspension mounts are overstressed and fail

Force India calls for radio-ban review following Perez crash

FORCE INDIA WANTS THE FIA to review F1’s radio restrictions after being unable to inform Sergio Perez of the brake issue behind his last-lap Austrian Grand Prix crash.

Deputy team principal Bob Fernley says he was informed by race control not

to pass on information to both Perez and team-mate Nico Hulkenberg regarding their brakes. Perez’s failed on the penultimate lap, shortly after Hulkenberg had to retire due to a similar issue.

“We’ve got to look at the radio-communication bit because we were not allowed

to tell the drivers their brakes were critical,” Fernley told Autosport.

“It’s a bit worrying. It seems a bit silly putting a halo on a car but not being able to tell a driver his brakes are about to go.

“We need to talk to race control about that, because that’s probably a little bit too far. We have to take drivers’ safety in control.”

Autosport understands that the FIA feels adjusting the rules could open them up to abuse, by teams passing on additional messages under the pretext of safety.



SMEDLEY BEMOANS ‘MEDIocre’ DISPLAY

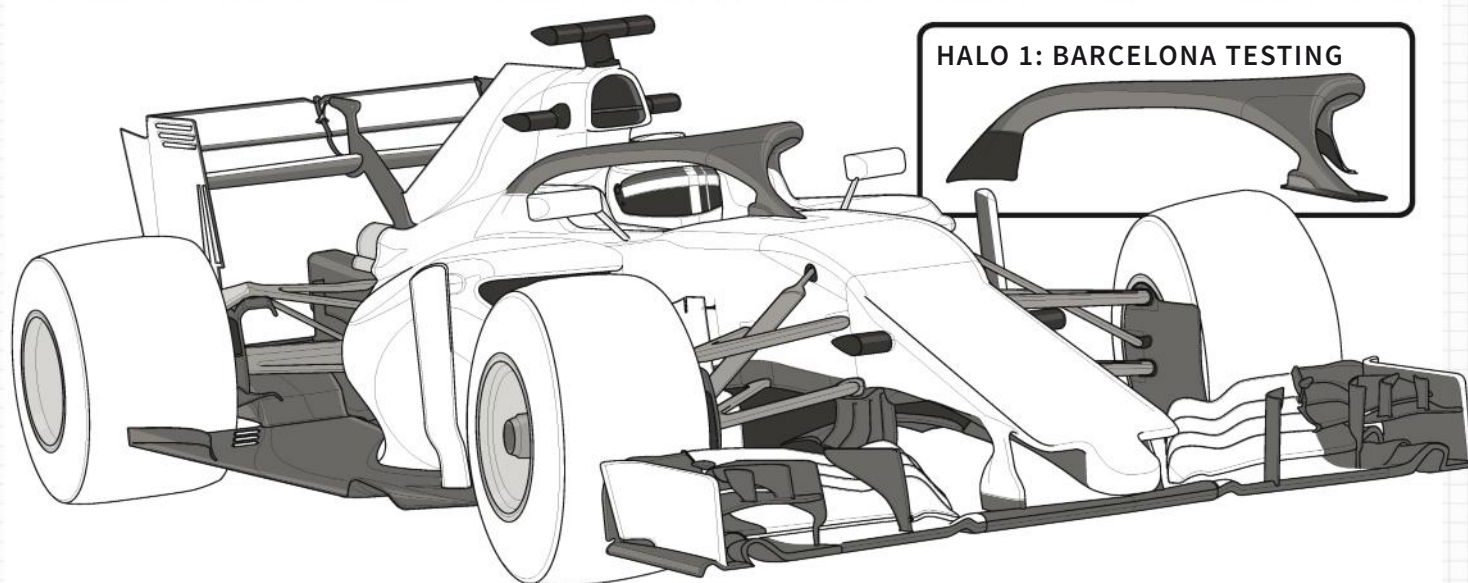
WILLIAMS SCORED JUST TWO POINTS IN THE Austrian Grand Prix, as Valtteri Bottas clung to ninth place while Felipe Massa retired.

Bottas struggled with tyre graining while Massa started from the pitlane, after the team changed the front wing because of structural damage, then went out due to high brake temperatures.

Williams was a victory contender at this race in 2014, and a podium finisher in ’15. Performance chief Rob Smedley called this year’s race a “mediocre” one for Williams.

“It was not where we need to be,” said Smedley. “It was just pretty mediocre throughout. Valtteri wasn’t able to make the tyres last, which is a bit strange for him, but even without that the pace just wasn’t there.

“With the asphalt changes they have made here, I think it’s a different circuit. We need to improve our knowledge of tyre science.”



HALO 2: FERRARI REVEALS SECOND-GENERATION HEAD SAFETY DEVICE

Although not a design instigated by Ferrari, it has fallen to the Italian team to test the new halo safety structure.

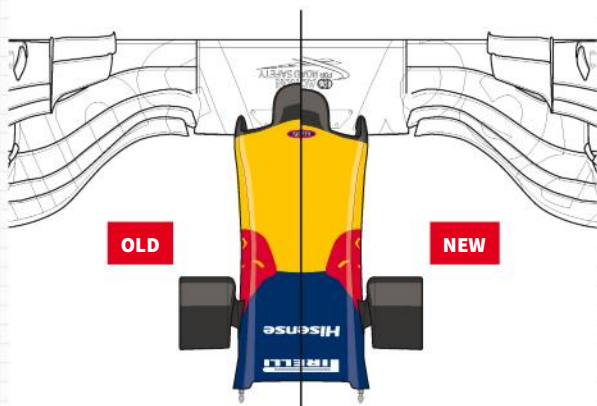
Having been tested before the start of the season, the halo has undergone revisions and was brought to Austria for inspection by the FIA and safety teams.

The new halo is lighter and has a slightly different shape from the pre-season version. The upper hoop is rounder and more open to aid driver extrication and is also made of titanium tube to save weight. The forward supporting pillar has been slimmed, particularly

where it joins the upper hoop, which greatly improves visibility for the driver.

It is expected that the revised halo will be part of the 2017 rules. Teams are already spending time researching the aero effect it will have on the rollhoop inlet and rear wing.

HALO 2: AUSTRIA LIGHTER, BETTER VISIBILITY



RED BULL'S SHORTER NOSE

Before the Monaco GP in May, rumours circulated that another team had passed a crash test with a new nose.

Even after the outfit was identified as Red Bull and the new nose made its race debut in Canada, the difference wasn't obvious. It has now become clearer,

albeit to the trained eye, because the new nose is just a few tens of millimetres shorter.

Red Bull has invested a huge amount into a shorter nose that will be redundant with the change in regulations for 2017. But it must feel the performance gain was worth it for such an outlay in resources.

McLAREN SLOTS IN A NEW REAR WING

McLaren has kept up an incessant development rate this year, but its Austrian rear-wing update was a particularly notable step, going further than any other team in splitting up the rear-wing endplate.

Current rules force the endplate to have a large surface area. This restricts the shape of the plate to

a large two-dimensional shape, when the air passing around it is far more three-dimensional.

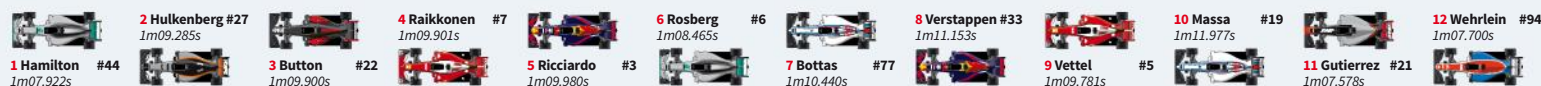
Already we have seen teams make vertical slots in the leading edge of the endplate, but McLaren's trick has been to make larger slots farther rearward along the surface. These slots feed in higher pressure from

outside the wing to pass through the duct formed by the wing and endplates. This greater flow speeds up the air and this lowers the pressure below the wing to generate more downforce.

Such are the size of the slots, the strakes running across the endplate take a second function to stiffen the rear-wing structure.



F1/AUSTRIAN GRAND PRIX REPORT



Race results / 71 laps – 190.851 miles

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES	TIME IN PITS
1	Lewis Hamilton	Mercedes	1h27m38.107s	22	○●○	45.027s
2	Max Verstappen	Red Bull-Renault	+5.719s	5	○●○	21.945s
3	Kimi Raikkonen	Ferrari	+6.024s	1	○●○	21.916s
4	Nico Rosberg	Mercedes	+26.710s	39	○●○	42.925s
5	Daniel Ricciardo	Red Bull-Renault	+30.981s		○●○	43.467s
6	Jenson Button	McLaren-Honda	+37.706s		○●○	44.894s
7	Romain Grosjean	Haas-Ferrari	+44.668s		○●○	22.662s
8	Carlos Sainz	Toro Rosso-Ferrari	+47.400s		○●○	22.605s
9	Valtteri Bottas	Williams-Mercedes	-1 lap		○●○	42.686s
10	Pascal Wehrlein	Manor-Mercedes	-1 lap		○●○	46.351s
11	Esteban Gutierrez	Haas-Ferrari	-1 lap		○●○	43.974s
12	Jolyon Palmer	Renault	-1 lap		○●○	44.473s
13	Felipe Nasr	Sauber-Ferrari	-1 lap		○●○	22.707s
14	Kevin Magnussen	Renault	-1 lap		○●○	49.152s
15	Marcus Ericsson	Sauber-Ferrari	-1 lap		○●○	47.306s
16	Rio Haryanto	Manor-Mercedes	-1 lap		○●○	48.560s
17	Sergio Perez	Force India-Mercedes	69 laps-brakes		○●○	43.295s
18	Fernando Alonso	McLaren-Honda	64 laps-power unit		○●○	44.803s
19	Nico Hulkenberg	Force India-Mercedes	64 laps-brakes		○●○	1m12.015s
20	Felipe Massa	Williams-Mercedes	63 laps-brakes		○●○	42.328s
R	Sebastian Vettel	Ferrari	26 laps-tyre	4	○●○	-
R	Daniil Kvyat	Toro Rosso-Ferrari	2 laps-power loss		○●○	-

Fastest laps

POS	DRIVER	TIME	GAP	LAP
1	Hamilton	1m08.411s	-	67
2	Rosberg	1m08.491s	+0.080s	66
3	Ricciardo	1m08.770s	+0.359s	66
4	Raikkonen	1m08.876s	+0.465s	66
5	Verstappen	1m09.618s	+1.207s	69
6	Gutierrez	1m09.694s	+1.283s	55
7	Massa	1m09.899s	+1.488s	59
8	Grosjean	1m09.925s	+1.514s	67
9	Button	1m10.001s	+1.590s	70
10	Perez	1m10.120s	+1.709s	66
11	Sainz	1m10.138s	+1.727s	68
12	Bottas	1m10.210s	+1.799s	55
13	Palmer	1m10.228s	+1.817s	53
14	Hulkenberg	1m10.309s	+1.898s	53
15	Haryanto	1m10.342s	+1.931s	66
16	Nasr	1m10.415s	+2.004s	46
17	Magnussen	1m10.450s	+2.039s	56
18	Ericsson	1m10.704s	+2.293s	58
19	Wehrlein	1m10.859s	+2.448s	67
20	Alonso	1m11.020s	+2.609s	44
21	Vettel	1m11.441s	+3.030s	10
22	Kvyat	1m18.302s	+9.891s	2

WEATHER Cloudy, dry; track 26C, air 15C ● New ○ Used ● Ultra Soft ● Super Soft ● Soft ● Medium ● Hard | ● Wet ● Intermediate

25

Hamilton has scored 25 wins for Mercedes, the same as Niki Lauda's entire career tally.

85%

Mercedes' 40th win of the hybrid era means it has now won 85% of the races since 2014.

30

Hamilton now has as many F1 fastest laps as fellow British champ Nigel Mansell (right).



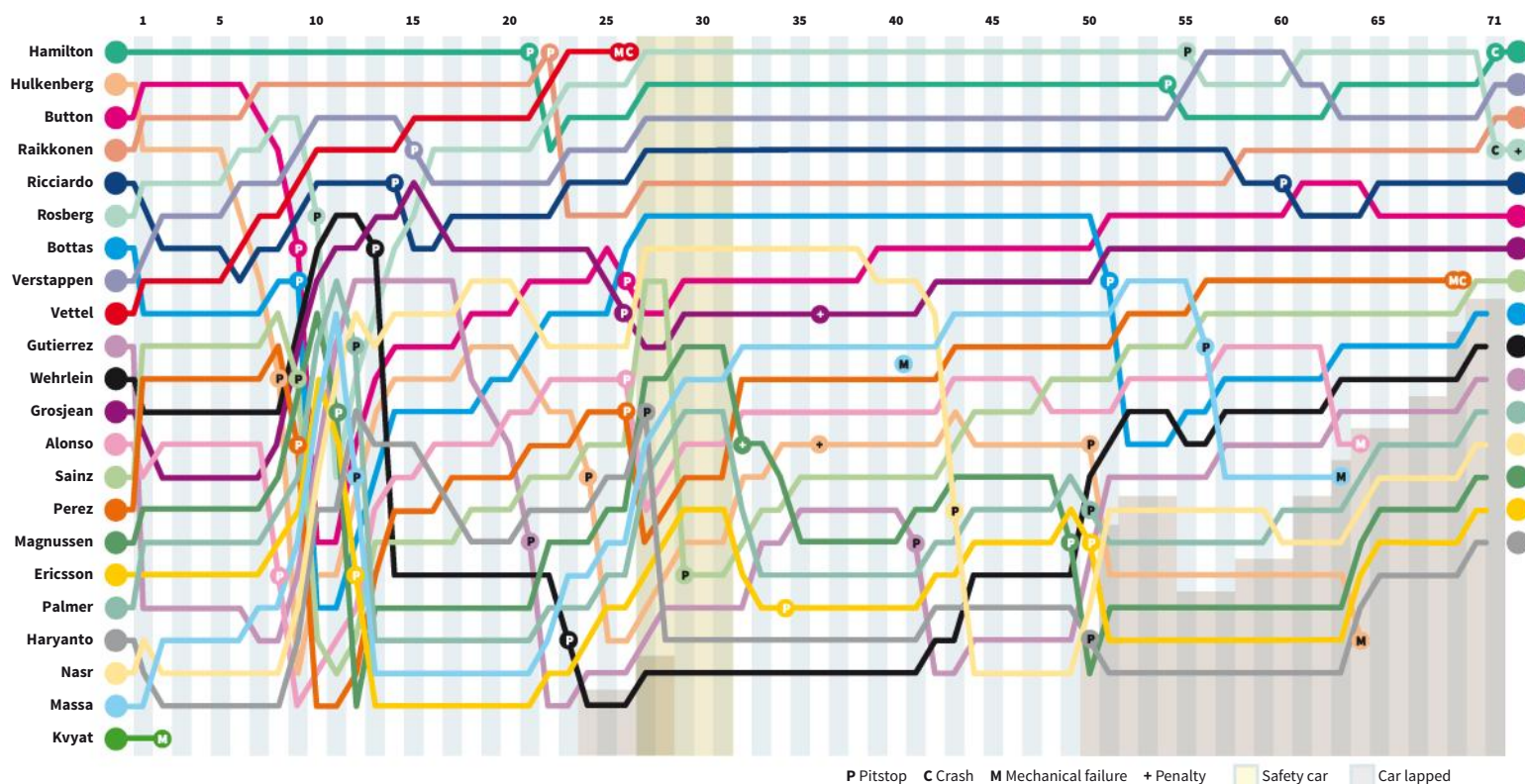
1

Number of times Hamilton has converted a pole position into a lead during 2016.

32

McLaren-Honda has scored more points so far this year than it did in the whole of last season.

Lap chart / What happened, when



	14 Alonso #14 1m08.154s		16 Perez no time		18 Ericsson #20 1m08.418s		20 Haryanto #88 1m08.026s		22 Kvyat #26 1m08.409s
13 Grosjean #8 1m07.850s		15 Sainz #55 no time		17 Magnussen #20 1m07.941s		19 Palmer #30 1m07.965s		21 Nasr #12 1m08.446s	

Qualifying 1			Qualifying 2			Qualifying 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Rosberg	1m06.516s	1	Hamilton	1m06.228s	1	Hamilton	1m07.922s
2	Vettel	1m06.761s	2	Rosberg	1m06.403s	2	Rosberg	1m08.465s
3	Hamilton	1m06.947s	3	Vettel	1m06.602s	3	Hulkenberg	1m09.285s
4	Verstappen	1m07.131s	4	Ricciardo	1m06.840s	4	Vettel	1m09.781s
5	Bottas	1m07.148s	5	Verstappen	1m06.866s	5	Button	1m09.900s
6	Raikkonen	1m07.240s	6	Bottas	1m06.911s	6	Raikkonen	1m09.901s
7	Hulkenberg	1m07.385s	7	Raikkonen	1m06.940s	7	Ricciardo	1m09.980s
8	Massa	1m07.419s	8	Massa	1m07.145s	8	Bottas	1m10.440s
9	Ricciardo	1m07.500s	9	Hulkenberg	1m07.257s	9	Verstappen	1m11.153s
10	Wehrlein	1m07.565s	10	Button	1m07.572s	10	Massa	1m11.977s
11	Sainz	1m07.618s	11	Gutierrez	1m07.578s			
12	Button	1m07.653s	12	Wehrlein	1m07.700s			
13	Perez	1m07.657s	13	Grosjean	1m07.850s			
14	Gutierrez	1m07.660s	14	Alonso	1m08.154s			
15	Grosjean	1m07.662s	15	Sainz	no time			
16	Alonso	1m07.671s	16	Perez	no time			
17	Magnussen	1m07.941s						
18	Palmer	1m07.965s						
19	Haryanto	1m08.026s						
20	Kvyat	1m08.409s						
21	Ericsson	1m08.418s						
22	Nasr	1m08.446s						

WEATHER Mixed; track 52C, air 27C (all sessions)

Race Briefing

FRIDAY PRACTICE

ALFONSO CELIS replaced Perez in the Force India.

GRID PENALTIES

VETTEL 5 places (gearbox change)

ROSBERG 5 places (gearbox change)

PALMER 3 places (failing to slow for yellows)

NASR 3 places (failing to slow for yellows)

HARYANTO 3 places (failing to slow for yellows)

KVYAT Pitlane start (change of survival cell)

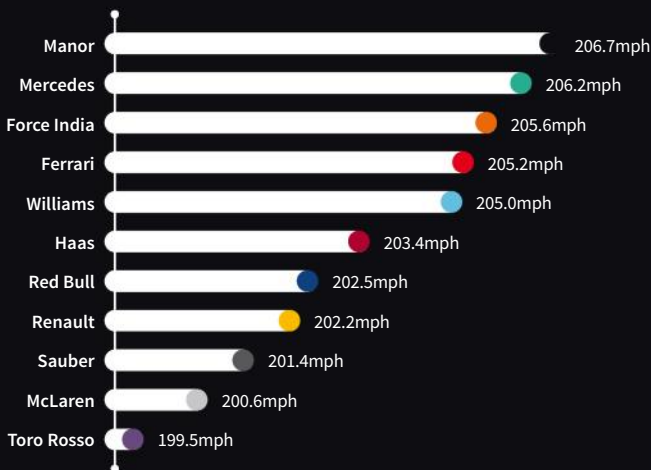
RACE PENALTIES

ROSBERG 10 seconds (causing a collision).

GROSJEAN 5 seconds (speeding in the pitlane).

Speed trap

Fastest for each constructor in qualifying



Free practice 1			Free practice 2			Free practice 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Rosberg	1m07.373s	1	Rosberg	1m07.967s	1	Vettel	1m07.098s
2	Hamilton	1m07.730s	2	Hamilton	1m07.986s	2	Raikkonen	1m07.234s
3	Vettel	1m08.022s	3	Hulkenberg	1m08.580s	3	Hamilton	1m07.308s
4	Raikkonen	1m08.222s	4	Vettel	1m08.589s	4	Ricciardo	1m07.639s
5	Ricciardo	1m08.528s	5	Ricciardo	1m08.649s	5	Verstappen	1m07.761s
6	Sainz	1m08.803s	6	Sainz	1m08.713s	6	Bottas	1m07.814s
7	Massa	1m08.824s	7	Verstappen	1m08.761s	7	Massa	1m07.831s
8	Verstappen	1m08.962s	8	Raikkonen	1m08.820s	8	Hulkenberg	1m08.285s
9	Kvyat	1m08.990s	9	Bottas	1m08.941s	9	Button	1m08.304s
10	Bottas	1m08.998s	10	Button	1m08.994s	10	Alonso	1m08.327s
11	Grosjean	1m09.078s	11	Alonso	1m09.075s	11	Perez	1m08.442s
12	Hulkenberg	1m09.280s	12	Massa	1m09.184s	12	Gutierrez	1m08.475s
13	Button	1m09.365s	13	Kvyat	1m09.207s	13	Wehrlein	1m08.534s
14	Alonso	1m09.567s	14	Perez	1m09.226s	14	Grosjean	1m08.550s
15	Magnussen	1m09.707s	15	Magnussen	1m09.525s	15	Magnussen	1m08.569s
16	Wehrlein	1m09.775s	16	Palmer	1m10.020s	16	Kvyat	1m08.786s
17	Palmer	1m09.851s	17	Wehrlein	1m10.034s	17	Palmer	1m08.939s
18	Ericsson	1m09.929s	18	Gutierrez	1m10.138s	18	Sainz	1m09.008s
19	Gutierrez	1m10.110s	19	Ericsson	1m10.140s	19	Haryanto	1m09.116s
20	Nasr	1m10.314s	20	Grosjean	1m10.400s	20	Ericsson	1m09.137s
21	Haryanto	1m10.493s	21	Nasr	1m10.444s	21	Nasr	1m09.557s
22	Celis	1m10.860s	22	Haryanto	1m11.328s	22	Rosberg	1m10.959s

WEATHER Sunny, dry; track 31C, air 19C

WEATHER Cloudy, mixed; track 43C, air 24C

WEATHER Sunny, dry; track 41C, air 24C

SEASON STATS

Drivers' championship

1	Rosberg	153
2	Hamilton	142
3	Vettel	96
4	Raikkonen	96
5	Ricciardo	88
6	Verstappen	72
7	Bottas	54
8	Perez	39
9	Massa	38
10	Grosjean	28
11	Kvyat	22
12	Sainz	22
13	Hulkenberg	20
14	Alonso	18
15	Button	13
16	Magnussen	6
17	Wehrlein	1
18	Vandoorne	1
19	Gutierrez	0
20	Palmer	0
21	Ericsson	0
22	Nasr	0
23	Haryanto	0

Constructors' championship

1	Mercedes	295
2	Ferrari	192
3	Red Bull	168
4	Williams	92
5	Force India	59
6	Toro Rosso	36
7	McLaren	32
8	Haas	28
9	Renault	6
10	Manor	1
11	Sauber	0

Wins

Rosberg	5
Hamilton	3
Verstappen	1

Fastest laps

Rosberg	4
Hamilton	2
Hulkenberg	1
Kvyat	1
Ricciardo	1

Pole positions

Hamilton	5
Rosberg	3
Ricciardo	1

Qualifying head-to-head

ROS	4	5	HAM
VET	7	2	RAI
MAS	2	7	BOT
RIC	5	0	VES
RIC	4	0	KVY
PER	5	4	HUL
MAG	7	2	PAL
KVY	2	3	SAI
VES	3	1	SAI
ERI	7	2	NAS
ALO	6	2	BUT
BUT	0	1	VAN
HAR	4	5	WEH
GRO	6	3	GUT

Wehrlein's star turn

Merc guys made headlines, but they weren't as good as the bloke in the Manor

By Ben Anderson, Grand Prix Editor

[@BenAndersonAuto](#)

MERCEDES



9 LEWIS HAMILTON

Admitted to being "way off" the pace on Friday but turned it around superbly in qualifying. The race got away from him, but not really through his own fault. Charged brilliantly to challenge Rosberg, before they collided. Can perhaps be criticised for making himself vulnerable trying to pass on outside line.



7 NICO ROSBERG

Rosberg's weekend seemed to be unravelling spectacularly when he suffered suspension failure in FP3, copped a grid penalty, and qualified behind Hamilton. But he raced well – for 70 of 71 laps at least. Ultimately showed flawed judgment at the crucial moment and paid a heavy price for trying to cling to his lead.

FERRARI



7 SEBASTIAN VETTEL

Cannot be blamed for the gearbox-change penalty that consigned him to ninth on the grid, but admitted not taking enough risk in the mixed conditions of Q3, where he ended up well adrift of the Mercedes drivers. Can't be faulted for what happened in the race. Was minding his business tidily when his right-rear tyre exploded.



6 KIMI RAIKKONEN

Wasn't at Vettel's level in the dry parts of qualifying, but was only a tenth slower in changeable Q3. Got stuck behind Button early on in the race, before becoming embroiled in a long game of tyre-management chase with the Red Bulls. He lost out narrowly: too many laps bottled up behind Ricciardo let Verstappen off the hook.

WILLIAMS



5 VALTTERI BOTTAS

Was looking competitive in qualifying until the rain came at the end of Q2. Didn't help his own cause with a trip through the gravel after switching to slicks in Q3. Struggled in the race, slipping back on lap one before graining left him fending off Wehrlein's Manor, on a track where Williams has been a podium contender.



7 FELIPE MASSA

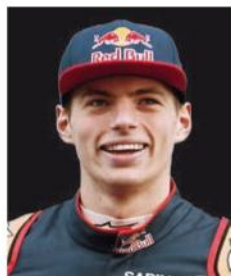
Was a distant 10th in Q3 in rapidly improving conditions, not helped by starting his crucial last lap before the rest. Felt Williams's new front wing was better but it hampered his race, forcing him to start from pitlane after the team discovered damage and had to replace it. Brake fade eventually forced his retirement.

RED BULL



6 DANIEL RICCIARDO

Looked very fast in wet conditions, and had it stayed that way through Q3 might have troubled the front row. Red Bull switched to slicks too late, but Ricciardo's sole flying lap was close to beating Raikkonen's and Button's. Race was disappointing, though. Couldn't quite live with his team-mate's pace or tyre management.



9 MAX VERSTAPPEN

Almost matched Ricciardo in Q2, but paid the price for late switch to slicks in Q3 and being too soon across the line for his flying lap, which is why he was so far off his team-mate. Made up for that with another accomplished race, built on a strong first lap, brilliant tyre management and well-judged defence of his position.

FORCE INDIA



8 SERGIO PEREZ

Was within a tenth of Hulkenberg after the first runs in Q1, before his rear suspension failed over the exit kerb at Turn 1, consigning him to 16th. Blitzed the first lap of the race to rise to 11th and was close to pipping the penalised Grosjean to eighth before his brakes failed on the penultimate lap. A cruel end to a strong race.



7 NICO HULKENBERG

Mastered the difficult conditions of qualifying, making his switch to slicks earlier than the rest and thus getting a crucial extra lap in Q3 that put him on the front row after Rosberg's penalty was applied. After that brilliance the race was a disaster. Made a poor start and his car ate through tyres, then brake fade forced him out.

RENAULT



6 KEVIN MAGNUSSEN

Renault was stronger in qualifying here but still 0.270s away from making Q2, though Magnussen could have been closer without a mistake on his best lap. Penalty for blocking Wehrlein was costly, dropping him behind team-mate Palmer after their second stops and miring him behind struggling Hulkenberg.



7 JOLYON PALMER

Is feeling much happier with his car and lapped within 0.024s of Magnussen in qualifying, but loses marks for speeding under yellows in Q1, which dropped him behind Ericsson. Was tracking Magnussen in the race too, but probably wouldn't have beaten him without Magnussen's time penalty. Got past Nasr's Sauber on track at least.

Wehrlein was excellent in qualifying and race

HONE/LAT



TORO ROSSO



N/A **DANIIL KVIAT**

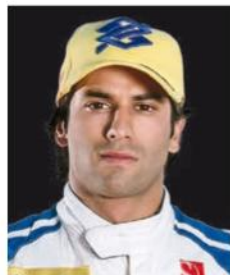
Suffered a puncture on his first Q1 run, then railed against the Red Bull Ring's "stupid" kerbs after suspension failure pitched him off. To suggestions that it might be better to stay off them, he responded that was "pussy". Started from pitlane in rebuilt car, but retired after two laps with a loss of power, so a fair rating is impossible.



9 **CARLOS SAINZ JR**

Red Bull's early confirmation of Sainz's 2017 STR deal shows the strength of his recent form. Engine woes ruined qualifying, but he drove combatively in the race, rising to 10th on lap one. A slow pitstop put him back to 17th, but he stormed through again, passing Ericsson, Palmer, Magnussen, Hulkenberg and Alonso on track.

SAUBER



6 **FELIPE NASR**

The Sauber was a genuine top-10 car on this circuit last year, but way off the pace this season. Nasr was another to get penalised for speeding under yellows in qualifying, but he was slowest anyway. The race was much better, and he split the Renaults with a one-stop strategy – though arguably he should have beaten both.



5 **MARCUS ERICSSON**

Thought it was possible to be at Renault's level without the yellow flags that spoiled the end of Q1, but admitted there was no way Sauber could reach Wehrlein's Manor here. The race was difficult, as Ericsson struggled with his front tyres. He couldn't keep pace with the Renaults and was steadily caught by Haryanto.

McLAREN



10 **JENSON BUTTON**

Button was fantastic in Q3, lapping second fastest on intermediates at one stage. The team called his switch to slicks, but the final lap that put him fifth was all his own work. Defence against faster cars in the race was good, and decisive overtaking after first stop was impressive too. Couldn't have done better.



7 **FERNANDO ALONSO**

Was within a few hundredths of Button in Q1, but tyre mix-up for Q2 left him running on old rubber and second run before the rain came was undone by yellow flags. Raced reasonably, though was passed by Perez and later Sainz too. Was fending off Bottas and Wehrlein for the final point when his battery failed.

MANOR



4 **RIO HARYANTO**

Was close to Wehrlein early in Q1, but a scruffy lap left him scrabbling while his team-mate made Q2 easily. Sped under yellows trying again, but still missed the cut. Early race pace didn't seem unduly affected by electronics glitch and he caught Ericsson quickly at the end, but Wehrlein was in a different league here.



10 **PASCAL WEHRLEIN**

Was brilliant in qualifying, not far off making the top 10. Thought his race "was done" after dropping almost 12s off the back of the pack under the safety car, thanks to the timing of his second pitstop, but the race came back to him as others pitted later. His pace in catching Alonso and matching Bottas at the end was impressive.

HAAS



8 **ROMAIN GROSJEAN**

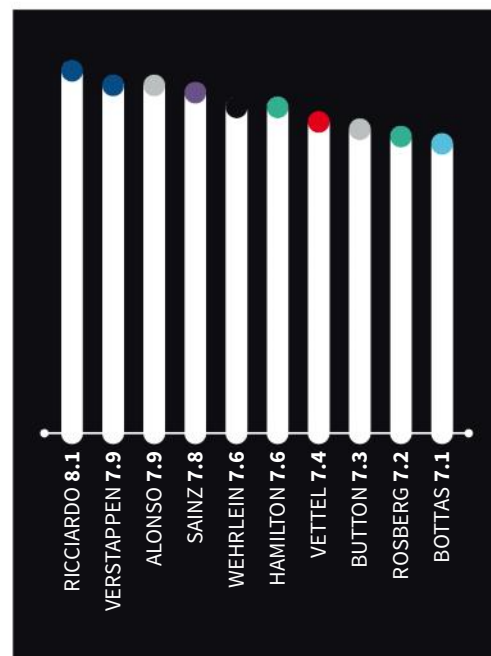
Grosjean struggled to get the most out of the ultra-soft tyre, going off at the start of Q2 and then having to set a time with a damaged floor while rain fell. But the race was much, much better. Did just enough to cancel out a penalty for pitlane speeding, and managed his tyres very well to bag another strong points finish.



7 **ESTEBAN GUTIERREZ**

Like Grosjean, Gutierrez found the ultra-soft tyre "confusing", but coped well to record his best Saturday result of the year, only 0.006s shy of Q3 – a good effort after technical problems in practice. The race began disastrously when anti-stall kicked in. Recovered decently, but this was another missed opportunity.

TOP 10 AVERAGE RATING





FIA SPORTS CONFERENCE

The FIA's push to secure

THE FIA HOSTED ITS FOURTH ANNUAL Sports Conference last month as part of its initiative to increase interest in motorsport.

The theme for the three-day seminar, held in the historic Centro Congressi in what had previously been the Fiat Group's Lingotto factory, was 'Passion and Innovation: The Past, Present and Future of Motorsport'.

The thrust of the conferences is to encourage the FIA's national sporting authorities to establish some form of competition within their territories, be it by building a rudimentary circuit for cars or karts, or instituting safe and sustainable championships in emerging markets.

In his opening address, FIA president Jean Todt said: "We designed this conference as a platform for exchanges, to enable people to meet and set up innovative projects as a result of these discussions. For the FIA, it is important to ensure that motorsport is accessible to everyone, in all parts of the world."

"For me, access to motorsport is very important in any country. Not every country can aspire to have a Formula 1 race, so it's very important to develop motorsports at the grass level," he added before referring to a recent trip to Tibet, where karting is now being promoted to the region's children.

Todt also pointed to the 2017 F1 regulations, which will "make the show even more exciting while respecting safety requirements", and outlined plans for "a new generation of even more spectacular World Rally Cars" and the governing body's push to re-establish F2 as the premier feeder category.

Speakers on the opening day included four-time F1 champion Sebastian Vettel, commercial guru Zak Brown, former McLaren team boss Martin Whitmarsh, his successor Jost Capito (who joins the Woking team from Volkswagen Motorsport in August), Toro Rosso boss Franz Tost, and Le Mans heroes Jacky Ickx, Allan McNish and Emanuele Pirro.

Day two featured Ferrari technical director James Allison, race-car constructor Gian Paolo Dallara, legendary designers Giorgetto Giugiaro and Paolo Pininfarina, plus McLaren Advanced Technologies director Caroline Hargrove and Paolo Cantarella, the former Fiat CEO and now president of the FIA's Historic Commission.

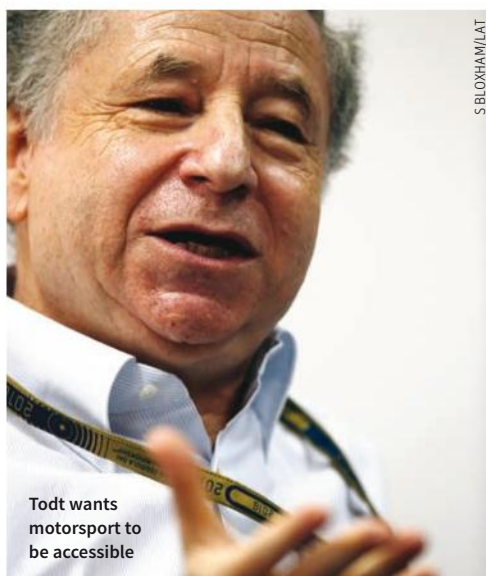
FIA deputy president for sport Graham Stoker, who hosted a panel discussion on day two, said: "The positive after-effect of the conference is in helping to build strong clubs. We have to have a sport where anyone who has talent can have the chance to get into



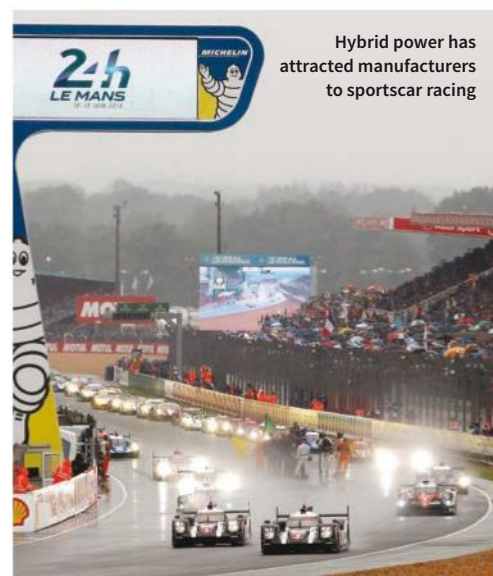
Formula E is one of the series helping develop new technologies



Historic racing remains a big draw for fans



Todt wants motorsport to be accessible



Hybrid power has attracted manufacturers to sportscar racing

motorsport's future continues

this sport, where it's not about family history or connections, a sport where it's all about talent. We have that [now], but we can do more."

Relevance of racing

Fiat Group CEO and Ferrari president Sergio Marchionne delivered the keynote address, during which he pointed to motorsport as being "one of the most important drivers of progress, not only on the development of street cars, but on the production process itself.

"Racing is a large laboratory where excellence in construction and design have yielded some of the finest examples of automotive engineering," he added.

Stoker talked about the key role motorsport can play in progressing certain areas, including preservation of the environment.

"Corporate social responsibility has become so visible in the public eye, and what is unique about motorsport is that we have the ability to drive change," said Stoker. "No other sport has that same relevance to STEM [science, technology, engineering and mathematics], and if we capitalise on that we are creating

"No other sport has the same relevance to technology"

high-tech jobs that also protect our industry."

Allison also referred to the current crop of F1 engines as "exotic and remarkable beasts", with the "magic number for thermal efficiency being 50% where a decent road car is in the low 30s".

FIA head of safety Laurent Mekies presented an overview on safety research by the FIA and its partners, including studies into head protection, crash analysis via accident data recorders, high-speed cameras and in-ear accelerometers, and the introduction of new side-impact protection packages for World Rally Cars.

The final plenary session, held after a morning dedicated to the latest edition of MotorEx – an exhibition of motorsport products – examined the future of motorsport, with branding, new media and gaming experts joining James Barclay (Jaguar Formula E) and Kees van der Grint, vice-president of the FIA Karting Commission, rounding off the conference.

Lucas di Grassi, a winner in both the World Endurance Championship and Formula E, pointed to similarities between the two FIA

championships. "For both of them you have to have efficient drivetrains, efficient cars," he said.

Historic attraction

Cantarella talked of the popularity of historic festivals, such as the upcoming Silverstone Classic, before issuing a warning: "Historic racing can play a huge role in attracting people to the sport, but we are also facing a risk.

"In some ways we can become victims of our own success. At the top end, the value of the cars has increased dramatically, so many of the collectors are not racing the cars, but giving them to professionals who tend to win. The other issue is the idea of 'developing' historic cars, making them faster than they should be."

Details on how these issues will be addressed have yet to emerge, but the World Motor Sport Council did recently approve a plan to modify the Historic Technical Passport system, which allows historic cars to compete internationally. Among the changes is a reduction in the average fee by 10% to "help encourage further growth in historic motorsport".

The changes are subject to the approval of the FIA General Assembly in December. The 2017 FIA Sport Conference is planned for Geneva.

DIETER RENCKEN



WRC EYES CONTROL TYRE FOR NEXT YEAR

THE WORLD RALLY Championship could return to a control tyre from next season.

WRC Promoter will make a decision in the next month on whether to maintain an open-tyre format or run a single supplier in the series for the first time since 2010.

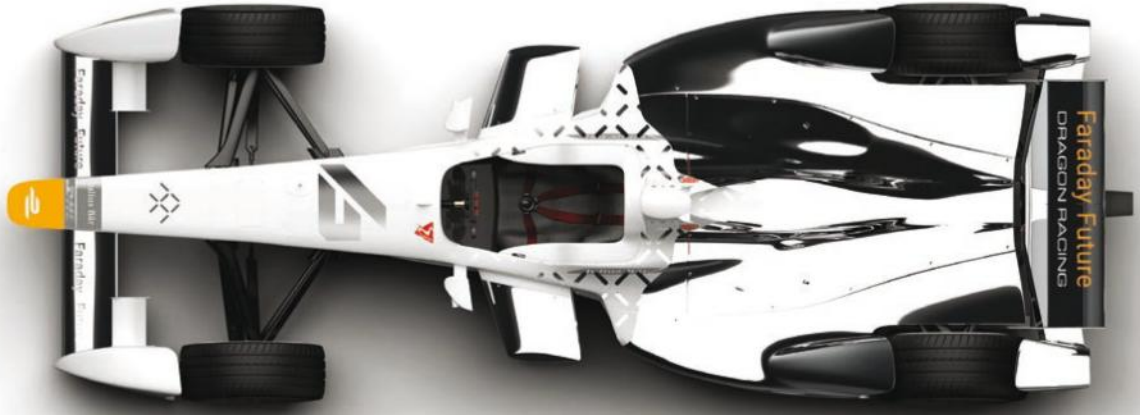
Opinion within the WRC service park is almost unanimously in favour of remaining with open competition.

On the back of Rally Poland, such feelings are hardly surprising. DMACK's rise from nowhere in 2011 to challenge Michelin was the key story in Poland last weekend (see page 34). And the British firm is ready to challenge its French rival in Finland, Wales and possibly even on the asphalt rounds later this season.

The only thing going for a control tyre is the investment it would bring to the championship – as seen via the Pirelli Star Driver scheme between 2008 and '10, when the Milanese cash helped bring on Hayden Paddon and Ott Tänak. But DMACK is doing that now, except it is cutting out the middle man – WRC Promoter – and that's where the problem lies: WRC Promoter is commercially driven.

A control tyre makes no sense right now. Instead of focusing on the easy buck, wouldn't it be better for the promoter to focus on encouraging an increasingly exciting and entertaining facet of the WRC tale?

DAVID EVANS



FORMULAE

USA manufacturer commits to Dragon Formula E entry

EMERGING UNITED STATES MANUFACTURER Faraday Future will enter Formula E in the 2016-17 season via a technical partnership with Dragon Racing.

Faraday, which was founded as recently as 2014 and has backing from China, becomes the first US car company to enter FE as a competitor.

Last month it announced ex-Ferrari F1 team principal Marco Mattiacci as its global chief brand and commercial officer, and the Italian will head up the FE programme.

The Jay Penske-owned Dragon – which finished fourth in the 2015-16 FE teams' standings and claimed one win – will be renamed Faraday Future Dragon Racing. Its inaugural powertrain will be badged the Penske 701-EV, with current drivers Jerome d'Ambrosio and Loic Duval retained.

Following the sale of its entry to Shanghai-based China Media Capital, Team Aguri will be replaced by the Techeetah entry in season three. Mark Preston will remain as principal but driver Antonio Felix da Costa will part with the team. Jean-Eric Vergne has been mooted as a potential replacement.

NEXTEV TCR, which ran Nelson Piquet Jr to the inaugural drivers' title, will now be known as NextEV NIO.

The entry list also confirmed that Jaguar Racing's first FE powertrain will be called the Jaguar I-Type 1. Some expected the British manufacturer to announce one of its drivers last weekend for its return to motorsport in FE, but it is understood that the team could wait until after the pre-season tests at Donington Park in August and September.

SCOTT MITCHELL



GP2

GP2 cars to stay next season

THE GP2 SERIES WILL KEEP ITS current cars for an extra year, until the end of the 2017 season.

GP2 boss Bruno Michel told Autosport that this is because of the current economic situation, but a knock-on effect is that it gives the FIA more time to negotiate with GP2 to rebrand the series as the governing body's new Formula 2 championship.

Since the FIA World Motor Sport Council announced last December that

negotiations were proceeding with GP2, these have made little progress.

GP2 is part of the portfolio of F1 commercial-rights holder CVC Capital Partners, and Bernie Ecclestone is known to have told a subsequent WMSC meeting that the series is better off in its current situation of self-governance.

It is understood that negotiations are ongoing, but there has been talk of the FIA potentially going it

alone with its own F2 category.

Michel said: "Even if the series is doing fine we always need to be quite careful because there are not thousands of drivers ready to come and cover the budget in GP2, and in GP3 as well."

"After discussing with the teams it was better not to have to buy two new cars for next year, to give a bit of time to see how things are for racing in 2018."

MARCUS SIMMONS

IN THE HEADLINES

OSTERREICHING LOOP COULD RETURN

The reopening of the western section of the old Österreichring is under review, and could be in place for next year's Austrian Grand Prix at the Red Bull Ring. Permission would be needed for the use of the additional 1.6km (one mile) of track, which has not hosted motorsport for more than 20 years.

FRIJNS AND SARRAZIN RE-SIGNED

Robin Frijns will continue with the Andretti Formula E team for the 2016-17 season. The Dutchman finished 12th in the standings and was one of the stars of the campaign. Stephane Sarrazin confirmed he will remain with Venturi for a third season after claiming sixth in the drivers' table.

NEW FORMULA E CALENDAR CONFIRMED

Formula E's 2016-17 calendar has finally been approved. FE will kick off its expanded 12-event schedule in Hong Kong on October 9 and end with a double-header in New York on July 29-30. In between it will travel to Marrakech (Nov 12), Buenos Aires (Feb 18), Mexico City (April 1), a TBC venue (April 22), Monaco (May 13), Paris (May 20), Berlin (June 10), another TBC (June 24), Brussels (July 1) and Montreal (July 15-16).

INGRAM TOPS BTCC TEST AT SNETT

Speedworks Motorsport Toyota Avensis driver Tom Ingram topped the times during the British Touring Car Championship's tyre test at Snetterton last week. Ingram, who is sixth in the standings at the halfway stage, beat the Motorbase Ford Focus of Andrew Jordan by almost half a second, with Dan Lloyd's Eurotech Honda third.

LOWES COMPLETES FIRST MOTOGP RUN

British rider Sam Lowes has completed his first MotoGP test before graduating to the championship with Aprilia in 2017. The Moto2 title contender turned more than 100 laps over the course of two days at Misano, where retired two-time world champion Casey Stoner tested with Ducati for the third time this year.

BRUNDLE GETS G-DRIVE LMP2 SEAT

Alex Brundle has taken the vacant seat in the G-Drive Racing ORECA LMP2 line-up for the remainder of this year's World Endurance Championship. The 25-year-old Briton will share the G-Drive ORECA-Nissan 05 with Rene Rast and Roman Rusinov in the final six WEC rounds, starting at the Nurburgring on July 24. He takes the seat filled by Nathanael Berthon for the first two WEC races prior to his release by the team ahead of Le Mans.

FORD COMMITS TO LE MANS UNTIL 2019

Ford has extended its World Endurance Championship and IMSA SportsCar Series GT programmes until the end of 2019. The move, announced less than two weeks after it took GTE Pro victory in the Le Mans 24 Hours (below), means a further two seasons have been added to the initial commitment to race the Ford GT in 2016-17.



XPB IMAGES

F1 PREVIEW

British Grand Prix July 8-10



SILVERSTONE

LENGTH 3.660 miles **NUMBER OF LAPS** 52

2015 POLE POSITION Lewis Hamilton 1m32.248s

QUALIFYING LAP RECORD Lewis Hamilton 1m29.607s (2013)

RACE LAP RECORD Fernando Alonso 1m30.874s (2010)

● DRS DETECTION ZONE
— DRS ACTIVATION ZONE



Tyre allocation



UK start times

LIVE ON SKY SPORTS F1 AND CHANNEL 4

FRIDAY

FP1 1000 **FP2** 1400

SATURDAY

FP3 1000 **QUALIFYING** 1300

SUNDAY

RACE 1300

RADIO COVERAGE

BBC RADIO 5 LIVE

Previous winners

2015	Lewis Hamilton	Mercedes
2014	Lewis Hamilton	Mercedes
2013	Nico Rosberg	Mercedes
2012	Mark Webber	Red Bull
2011	Fernando Alonso	Ferrari
2010	Mark Webber	Red Bull
2009	Sebastian Vettel	Red Bull
2008	Lewis Hamilton	McLaren
2007	Kimi Raikkonen	Ferrari
2006	Fernando Alonso	Renault

Themes to watch

MERCEDES RIVALRY

Lewis Hamilton and Nico Rosberg collided for the second time in eight weeks in Austria. Will they be allowed to race each other at Silverstone?

VETTEL v RAIKKONEN

Ferrari team-mates Sebastian Vettel and Kimi Raikkonen are level on 96 points. Can the Finn pull ahead to strengthen his claim to a contract extension?

POINTS FOR BUTTON?

Ending a 16-year wait for a first British GP podium might be a bit of a stretch for Jenson Button, but he'll aim for points after a season-best sixth in Austria.

New Sure Special edition. Tested with Williams Racing.



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FEEDBACK

Costs of Formula 1 beggar belief

When it comes to cost-saving in F1, the token efforts over the last few years have obviously failed to make any impression. The cover story of the June 30 issue brings home the fact that the costs to produce the cars are simply astonishing and it's no wonder some teams are struggling to make ends meet.

If F1 really wants to keep a lid on costs, why are they spending so much on the ridiculous front and rear wings and other aerodynamic monstrosities? Simplifying the wings and banning additional aero appendages would save millions, and that's only for starters – £35k for a steering wheel beggars belief. All these things do nothing to help with the quality of racing, so why can't they be simplified and cheaper?

We don't want F1 to become a spec series, but a complete overhaul of F1 is required; we just need those in charge to get a grip and get it done. We want more teams, not fewer.

Michael Skeet
Southampton



Here's F1's real problem

According to James Allen, it will require 17 trucks and 51 drivers simply to relocate McLaren's hospitality unit this week! Forget for a moment intra-team disputes, dodgy tyres and disappearing TV audiences, where's F1's real problem? Read the above again.

Bob McEwan
Rochford, Essex

No team orders, please

It appears Nico Rosberg is so desperate to win the world championship and beat Lewis Hamilton at all costs that he has tried to emulate Lewis's aggressive style but has not learned how to do it without causing a shunt. He needs to learn that he has to leave racing room.

The stewards should have given him a much stiffer penalty considering his previous actions at Barcelona. As it is we are left with the prospect of Mercedes implementing team orders and robbing us of what should be a sensational duel for the crown.

Formula E shunt
does a disservice to
motorsport, says
reader Bodman

Please, please, please, Mercedes, do not implement team orders, you just need to reiterate to both drivers that they must leave racing room.

Paul Hewitt
Luton, Bedfordshire

Wrong message, bad image

The incident on the first lap of the Formula E race at Battersea Park last Sunday in which Lucas di Grassi ran into the back of Sebastien Buemi's car had echoes of the 1990 Japanese Grand Prix, in which Ayrton Senna 'drove' Alain Prost's Ferrari off the track at the first corner, with unfortunate consequences for a fair championship fight.

Jaime Alguersuari, commentating for ITV, certainly thought di Grassi's actions were deliberate. However, the penalty that the stewards applied was of no consequence, and this sends out completely the wrong message to other drivers. What an unfortunate image of our sport was provided to spectators and television viewers.

The final lap of the Austrian Grand Prix was not much better.

Andrew Bodman
Northampton

HAVE YOUR SAY, GET IN TOUCH

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CORRECTION

The Grasser Lamborghini mentioned in last week's Blancpain Endurance Cup race report (p34) was driven by Andrea Piccini, Michele Beretta and Luca Stolz.

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Jenson's GB jinx

Veteran British F1 star Jenson Button has never taken home a trophy from the British Grand Prix. What chance this year will be different?

By Ian Parkes, Chief F1 Correspondent

[@ianparkesf1](#)

JENSON BUTTON DOES NOT BELIEVE IN LUCK – good or bad – or whether he's jinxed when it comes to the British Grand Prix. But there surely cannot be a driver more unfortunate with regard to his home event than the 36-year-old Formula 1 veteran.

Button goes into this weekend's race at Silverstone still waiting to experience what for him would be one of the emotional highs of his remarkable F1 career. It's an astonishing fact that, in 16 previous British GPs, Button has never stood on the podium, never mind its top step. He has never once savoured looking out at a sea of fans along the pit straight at Silverstone.

There have been near-misses. Button finished fourth on three occasions – 2004, '10 and '14 – and came agonisingly close on a couple of occasions. In 2010 he missed out on third place by 0.679s to Nico Rosberg, while four years later it was Mark Webber who denied him by just under a second.

Arguably, Button's title-winning year of 2009 should have presented the best opportunity to break his duck. He went into the race as favourite after winning six of the first seven races of the season, but Britain's notoriously inclement weather turned against him as the much cooler climes of that weekend did not suit the previously dominant – and eventually championship-winning – Brawn BGP 001.

In failing to get the tyres to work, Button could only qualify and finish sixth, just over five seconds down on then team-mate Rubens Barrichello, who managed to claim third.

And then there was 2011. Button was again in the running for a podium place until the final round of pitstops, only to be sent out by his McLaren crew with his right-front wheel not properly attached, forcing him to retire and park at the pit exit.

That incident is indicative of the trials and tribulations that Button has endured over the years, and which appreciably aggrieve him.

"It really hurts," says Button of his wretched home-podium drought. "But you know what? I can't do anything about that right now. You've just got to take it. Would I rather win the world championship than the British Grand Prix? Of course! I've achieved my main target in Formula 1.

"But there is one thing missing and that is definitely the British GP. It's not just the win, it's even being on the podium. I've had a couple of races where it's been close, such as in 2011, so it just hasn't worked out.

"I love the circuit. It's certainly been kind to me in terms of outright pace, it's just the results haven't been there."

Button recognises the fact that, barring quite remarkable circumstances, this year is unlikely to yield that elusive podium. McLaren and Honda may have been making steady progress in the second year of their reunion, but it's not enough, he feels, to push him into top-three contention. "We won't be fighting for a podium," he says. "There is another British guy [Mercedes' Lewis Hamilton] who will be.

"I won't have that opportunity, which is a shame. All I know is I can only do my best with what I have available. That's all I can do for my home crowd."

As has become customary over the past few years, the question of whether this will be his last British GP is raised. Button has managed to confound the critics and doubters and hold on to his seat at McLaren, a team with which he has spent the past six and a half years.

But the uncertainty over whether he'll be with McLaren for an eighth campaign is growing. Reserve driver Stoffel

Vandoorne is waiting in the wings, after proving himself admirably on his F1 debut earlier this season when he claimed 10th in Bahrain deputising for the injured Fernando Alonso.

There's no doubt that Button still has the talent,

as he proved in Austria last weekend – he qualified a superb fifth, reaching Q3 for the first time since the end of 2014, and went on to finish sixth. And his hunger to continue can also not be questioned.

It is why, despite Vandoorne pressing to be given his opportunity, Button cannot consider for a second that this could be his final British GP. "There's no point thinking it may be my last because I'd have to go through those emotions again if it isn't," he explains.

"In a way you could say it would be a shame if I didn't think of it that way, and it was my last. But then again I don't want to go into the weekend thinking it's going to be my last and then get to the end of the season and think, 'I actually want to do another year.'

"It doesn't make your final British GP so special then, so I go into it just looking for a good weekend with no emotional attachments to it in terms of it being my last race."

If it is his final British GP, we can only hope the sporting gods look down and smile upon him, and provide him with the podium place he so richly deserves. ✨

"We hope the sporting gods look down and smile upon him"

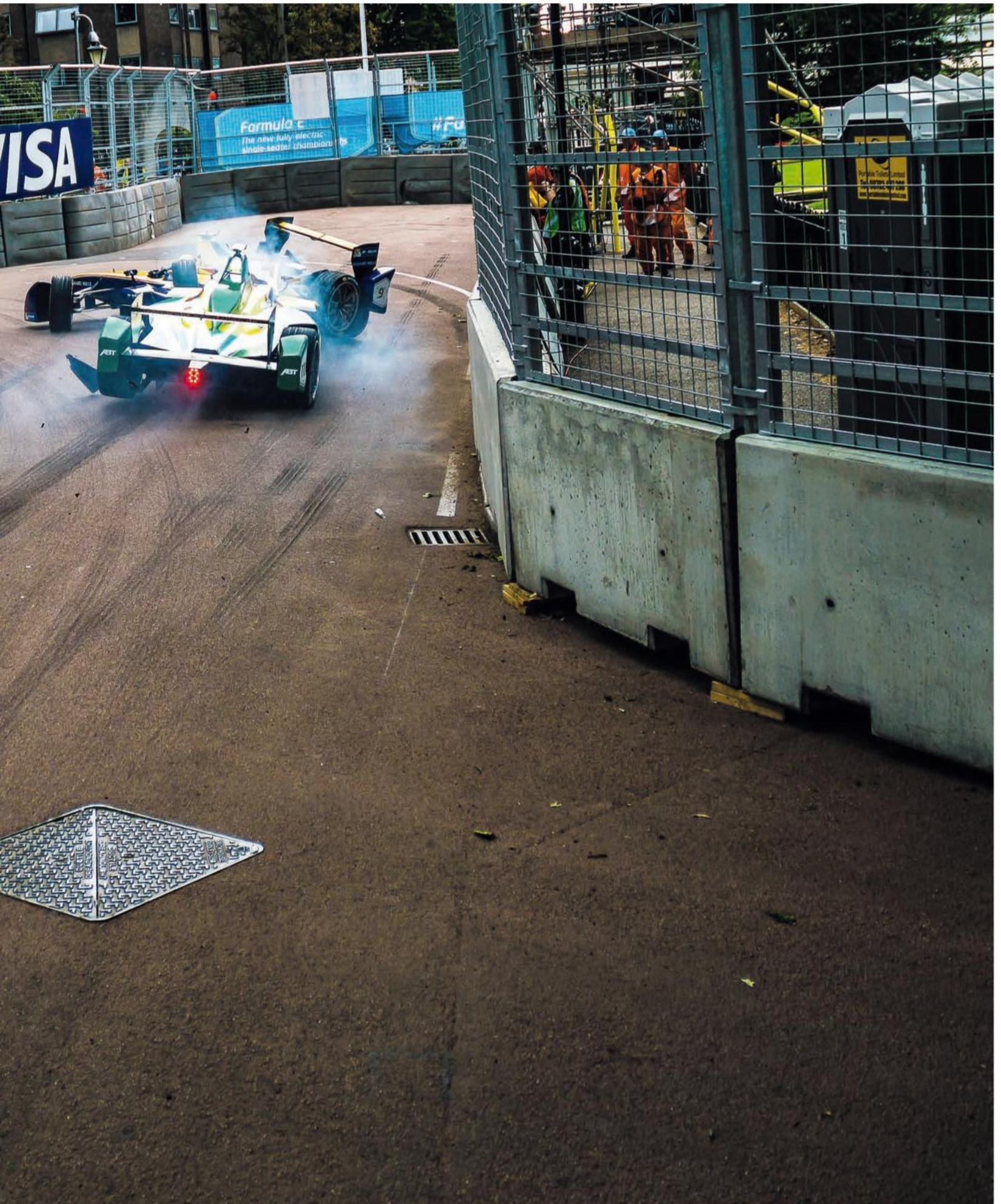


Buemi edges dramatic decider

A controversial Formula E championship showdown between Sebastien Buemi and Lucas di Grassi overshadowed a stunning pair of victories around Battersea Park by Nico Prost

By Scott Mitchell, Features Editor

🐦 @ScottAutosport





Formula E's season-ending Battersea Park races began with a nostalgic feel thanks to the names Prost and Senna leading the way on Saturday.

What happened 24 hours later firmly made the 2015/16 FE showdown a 1990 Formula 1 replay.

On Saturday a thrilling, simultaneous rise through the pack by title protagonists Lucas di Grassi and Sébastien Buemi ended with the rivals going wheel-to-wheel on several occasions. Di Grassi, criticised by his Renault e.dams opponent for being "willing to crash", held firm to finish fourth and extend his slender lead to three points.

That was slashed to nothing before the final race, a day later, had even begun. Buemi's titanic qualifying performance, in which he obliterated team-mate Nico Prost, let alone his rivals, earned him pole and the three points that go with it.

That said, pole did more than just haul Buemi level at the top of the standings.

He was quicker than di Grassi in London – much quicker – but he had found himself repeatedly stymied in race one having started mid-pack behind his rival after rain fell during qualifying

and both were forced to take to the track when it was at its wettest.

So if di Grassi could get in front he could stay there, but pole had handed Buemi a key advantage.

"I knew his only option was Turn 3," said Buemi, who was on pole by almost a full second from Prost. "I knew if I got out of Turn 3 ahead of him, he had no chance because we were so much quicker."

Di Grassi, third on the grid and with his own team-mate Daniel Abt out of immediate assistance back in sixth,

An emotional Buemi won the title just two weeks after losing Le Mans victory in the closing stages

knew it too. He made a very good start, attacked Prost on the runs through the Turn 1 and 2 sweeps, and was between the Frenchman and the wall on the outside heading into Turn 3.

"I knew I had to be aggressive against Prost if I had any chance to fight Seb for the next 33 laps," the Abt Audi Sport man explained. "I knew if I was behind Prost it would be a struggle. I was very aggressive with him and we ended up touching a little bit."

Milliseconds later, di Grassi and Buemi were touching a lot.

"Seb braked almost 50 metres too early compared to me and Nico and when I realised I locked my wheels," said di Grassi.

Buemi gave that short shrift: "I did not save energy on the left where we lift; I went as late as I could on the brakes to make sure I would put myself in a safe place."

Those efforts weren't enough. Di Grassi slammed into the rear of Buemi's car, spinning it round as the Brazilian mounted the back and tore off Buemi's rear wing and found himself ploughing nose-first into the barriers.

"Can you believe it's happened immediately?" asked commentator Jack Nicholls as the title rivals ended up off-track on the opening lap of the finale, completing the homage to one





of motorsport's most iconic showdowns.

Unlike Ayrton Senna and Alain Prost at Suzuka in 1990, both Buemi and di Grassi managed to rejoin in their battered cars. Buemi continued at the back of the pack for a brief period without a rear wing, but was soon shown a black-and-orange flag and forced to pit. Di Grassi dragged his car, broken front-right suspension and all, back as well.

And this was significant – with di Grassi in a position to win the title on countback, thanks to more third-place finishes, the race turned into one for fastest lap and the two points that it brings.

The two bided their time, not rushing to get out on track. And it proved to be a cat-and-mouse game, with di Grassi taking first blood on a 1m27.037s (that was never likely to be quick enough) and was on an even faster lap the next time round when a safety car was required for Sam Bird's stopped DS Virgin Racing car.

Thereafter, Buemi took control. He first set a 1m26.056s, but was baulked by Ma Qing Hua. Based on his practice pace at race power, 170kW, a low-1m24s always looked like the requirement.

He improved to a 1m24.582s, with di Grassi getting within four tenths of that – and then setting the best first and second sectors of the race with three laps



remaining. But the Brazilian could not complete the lap at that pace and fell a tenth shy despite a personal-best final sector. He returned to the pits and vacated the car – championship over.

"In a straight fight we had no chance," conceded di Grassi. "I squeezed every hundredth out of my car, the 1m24.6s was less than an inch from every single wall. I couldn't do better."

Buemi could. Frustrated and disappointed at being robbed of the chance to seal the title with victory, he continued with his rival out of the car and managed to seal the points and the championship with some kind of flourish by ending the race with a 1m24.150s.

It was still something of an anti- ➤



BYE-BYE BATTERSEA

"I THINK THE OPPOSITION HAVE MADE A BIG mistake," said series boss Alejandro Agag as Formula E prepared for Battersea Park's swansong. And I'm inclined to agree.

Battersea's time is up, three years too soon, thanks to ongoing dissent from those who bear a grudge against the electric single-seater series' temporary occupation of the park at the height of summer. It's a sad state of affairs that Formula E has lost a challenging circuit – one that's hosted two incredibly tense and dramatic title deciders – and a key location in the calendar, while London has lost an asset in its fight against air pollution.

London is in desperate need of an overhaul of how it combats emissions. According to the London Air Quality Network, pollution levels across the city – based on a variety of measurements – have failed to meet the Mayor's Air Quality Strategy objectives in 2016. The city has been working to combat pollution for several years, but if it's serious about putting 100,000 electric vehicles on the streets, as is targeted in the MAQS, there needs to be a shift in public opinion towards that method of transport.

Given how exciting the four Formula E races in Battersea Park have been, it's difficult to believe how anybody who saw them couldn't be impressed. The championship will not change public perception on its own, but the city's armoury for that endeavour is weakened all the while Formula E is racing in other major cities and not here.

Agag says: "We're looking to the future, and we're really going to try to race on the streets of London." I hope it's successful. In the meantime, here's to Battersea Park – it hosted the first racing 'in' London for decades. And, despite fears and criticism over a circuit confined to a park perimeter road, what entertaining racing it was.

SCOTT MITCHELL





CAMBIER/MICHELIN

climax after a thrilling Saturday scrap between di Grassi and Buemi, who rose from 10th and 12th respectively to fourth and fifth on a track where overtaking is supposed to be extremely difficult.

That rise through the order on Saturday, much like the desperate attempts at fastest lap on Sunday, stole attention from the rest of the field. And that means Prost's bit of history, claiming the first clean sweep of an FE weekend (admittedly only the second time an event has been a double-header), was largely overlooked.

The Frenchman was fifth in the championship heading to Battersea – the last time the series will do so – and 20 points in arrears of third-placed Bird, but his brace of victories more than turned around that deficit. In the

end, Prost was almost as close to the top two as he was to the British driver.

Prost fended off Bruno Senna with ease to win the opening encounter, taking victory by a comfortable five-second margin despite a safety car in the second half of the race when Abt and Robin Frijns collided as they squabbled over seventh.

While Buemi was uncompromisingly harpooned at the start of the final race of the campaign, Prost was incredibly fortunate to avoid getting caught up in the carnage, particularly given the light contact di Grassi made with the 34-year-old on his way to collecting Buemi.

Prost, frustrated at times this year by a bit of misfortune in races and a hit to his confidence, grabbed that good luck

Di Grassi and Buemi had raced up the order in unison in the Saturday race

with both hands on Sunday to dominate. Despite a safety car for the Buemi/di Grassi crash, another for Bird's stopped car and a third for Frijns getting pinned against the barrier trying to pass Loic Duval for ninth, Prost won at a canter again, this time 7.6s ahead of Abt.

"It's been a dream weekend," he said. "The car has been fantastic. Yesterday was easy; today was easy again. They don't get much better than this."

Prost was joined on Sunday's podium by Buemi, who was presented with his championship-winning trophy. Di Grassi paid tribute to his rival, saying: "If I had to lose the championship to someone it had to be Seb. He is a fantastic driver and deserved the title. We can only be proud and try another year."

Di Grassi – hit with a pointless 50-second penalty post-race for causing the incident – was being diplomatic. And Buemi was not appeased, the Swiss driver admitting his immediate enjoyment was tempered by the clash, and his rival's driving over the final weekend as a whole.

"It's an amazing achievement, but I'm so sad the way it happened," Buemi said. "I wanted to win the race, I had the speed."

"Yesterday when I fought him and I went on the outside, he released the brakes so much, you feel as a driver he was willing to crash. I had to give up twice not to [crash]."

"Today I had a little bit of fear, but to do it like that... he was so desperate to win. You can be desperate to win but do it in a fair way. You can't behave like that." ❄



Senna claimed a maiden Formula E podium on Saturday

CAMBIER/MICHELIN



Prost Sr shows what he thinks of his son's brace of wins

WARNER/LAT

RESULTS ROUND 9/9, BATTERSEA PARK (GB), JULY 2-3 (33 LAPS – 59.978 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Nicolas Prost (F)	Renault e.dams · Renault Z.E.15	53m56.653s
2	Bruno Senna (BR)	Mahindra Racing · Mahindra M2 ELECTRO	+5.244s
3	Jean-Eric Vergne (F)	DS Virgin Racing · Virgin DSV-01	+8.195s
4	Lucas di Grassi (BR)	Abt Audi Sport · Abt Schaeffler FE01	+8.914s
5	Sebastien Buemi (CH)	Renault e.dams · Renault Z.E.15	+10.052s
6	Antonio Felix da Costa (P)	Team Aguri · Spark SRT_01E	+10.908s
7	Sam Bird (GB)	DS Virgin Racing · Virgin DSV-01	+10.986s
8	Jerome d'Ambrosio (B)	Dragon Racing · Venturi VM200-FE-01	+12.106s
9	Mike Conway (GB)	Venturi · Venturi VM200-FE-01	+12.456s
10	Stephane Sarrazin (F)	Venturi · Venturi VM200-FE-01	+15.918s
11	Ma Qinghua (PRC)	Team Aguri · Spark SRT_01E	+38.400s
12	Nelson Piquet Jr (BR)	NEXTEV TCR · NEXTEV TCR 001	+52.028s
13	Nick Heidfeld (D)	Mahindra Racing · Mahindra M2 ELECTRO	+1m01.264s
14	Simona de Silvestro (CH)	Andretti Autosport · Spark SRT_01E	+1m03.079s
15	Oliver Turvey (GB)	NEXTEV TCR · NEXTEV TCR 001	-3 laps
R	Loic Duval (F)	Dragon Racing · Venturi VM200-FE-01	23 laps-gearbox
R	Robin Frijns (NL)	Andretti Autosport · Spark SRT_01E	19 laps-accident
R	Daniel Abt (D)	Abt Audi Sport · Abt Schaeffler FE01	19 laps-accident

Winner's average speed 66.710mph. **Fastest lap** Piquet 1m25.783s, 76.274mph.

Superpole 1 Prost 1m27.192s; 2 Senna 1m27.758s; 3 Turvey 1m28.284s; 4 Frijns 1m29.500s.

Qualifying 1 Prost 1m23.247s; 2 Turvey 1m23.969s; 3 Senna 1m24.279s; 4 Frijns 1m24.363s; 5 Vergne 1m26.799s; 6 Abt 1m29.814s; 7 Bird 1m30.453s; 8 Heidfeld 1m32.367s; 9 Duval 1m35.315s; 10 di Grassi 1m35.711s; 11 d'Ambrosio 1m35.727s; 12 Buemi 1m36.771s; 13 Conway 1m37.562s; 14 da Costa 1m38.501s; 15 Sarrazin 1m33.660s; 16 Ma 1m36.748s; 17 Piquet 1m38.922s; 18 de Silvestro 1m50.455s.

Race 2 (33 LAPS – 59.978 MILES)

1 Prost 56m32.648s; 2 Abt +7.633s; 3 d'Ambrosio +22.524s; 4 Duval +23.290s; 5 Sarrazin +24.984s; 6 Senna +27.174s; 7 Heidfeld +1m07.544s; 8 Vergne +1m08.002s; 9 Piquet +1m14.270s; 10 Turvey +1m22.216s; 11 da Costa +1m58.324s; 12 Ma -1 lap; 13 Conway -1 lap; NC di Grassi 18 laps; NC Buemi 16 laps; R Frijns 11 laps (accident); R de Silvestro 9 laps (accident); R Bird 6 laps (throttle stuck/loss of power). **Winner's average speed** 63.643mph. **Fastest lap** Buemi 1m24.150s, 77.754mph.

Qualifying 1 Buemi 1m22.106s; 2 Prost 1m22.878s; 3 Turvey 1m23.183s; 4 di Grassi 1m23.245s; 5 Heidfeld 1m23.343s; 6 Abt 1m23.494s; 7 Vergne 1m23.783s; 8 Bird 1m23.930s; 9 Piquet 1m23.937s; 10 Duval 1m23.938s; 11 d'Ambrosio 1m23.952s; 12 Conway 1m24.054s; 13 Senna 1m24.171s; 14 da Costa 1m24.273s; 15 Sarrazin 1m24.311s; 16 Frijns 1m24.655s; 17 de Silvestro 1m24.823s; 18 Ma 1m26.259s.

Championship 1 Buemi 155; 2 di Grassi 153; 3 Prost 115; 4 Bird 88; 5 d'Ambrosio 83; 6 Sarrazin 70; 7 Abt 68; 8 Duval 60; 9 Vergne 56; 10 Heidfeld 53.

IN THE HEADLINES



FERRARO/LAT

'IDIOT' VERGNE SLAMMED...

Lucas di Grassi labelled Jean-Eric Vergne (above) an "idiot" after the two collided in the second half of Saturday's race. The incident broke di Grassi's wing, but the Brazilian still finished fourth. Oliver Turvey also criticised Vergne, saying repeated contact in the closing stages damaged the rear of his car and caused him to crash out of third place.

...THEN LOSES SECOND PODIUM...

Vergne lost a Sunday podium after getting two penalties. Along with fourth-placed Nick Heidfeld and Antonio Felix da Costa in fifth, Vergne picked up a 50-second penalty for using too much energy in his second car. He was then handed a one-second penalty for an unsafe release that had jumped him ahead of Heidfeld in the race.

...AND IS APPEALED BY DRAGON

The rival Dragon Racing team has appealed Vergne's penalty for the unsafe release because it believes it was too lenient. It argues the precedent for such a transgression is a 50-second penalty, which would have dropped Vergne out of the points altogether – and promoted Dragon above DS Virgin to third in the teams' championship. The case will be heard by the FIA's international court of appeal.

D'AMBROSIO LANDS SHOCK PODIUM

The trio penalised in Sunday's race meant a shocked Jerome d'Ambrosio, who finished sixth on the road, inherited the final podium place.

LUCKLESS BRITS LOSE OUT

Turvey earned a season-best third on Saturday's grid thanks to the weather-hit qualifying, but was in the superpole on merit the next day. A late puncture dropped him down the order. Sam Bird lost fifth on Saturday with a last-gasp loss of energy, then retired from fourth on Sunday after a loss of power.

RENAULT E.DAMS WINS TEAMS' TITLE

The Renault e.dams squad clinched the teams' championship with Prost's brace of wins. It defeated Abt Audi Sport by 49 points in the final reckoning.



FERRARO/LAT

MAUGER/LAT

Tanak denied first win by Mikkelsen

Tough surface conditions on Sunday robbed Ott Tanak of what could have been tyre maker DMACK's first WRC win

By David Evans, Rallies Editor

 @daviddevansrally





Three weeks ago, Drive DMACK team principal Dick Cormack stepped out of his air-conditioned office and into the full glare of World Rally Championship failure. To the wider world, he'd dropped the ball in the worst possible fashion.

Except he hadn't. He had a plan. And last weekend in Poland that plan came within two stages of paying off with the first non-Michelin victory since 2010.

Understandably, Cormack's arrival at Rally Italy's Friday lunchtime media zone had been a touch tardy; the firing line to be dodged as long as possible. When the team's communications director Glenn Patterson was asked if his boss had done a runner, he replied: "No, no. Dick asked me where the media zone was when I was leaving; I told him to come out of the truck and turn left. He's gone out of the truck... and turned right!"

Cormack's arrival coincided with that of Ott Tänak's M-Sport-built Ford Fiesta RS WRC — the one that had left Alghero first thing that morning wearing four of DMACK's brand-new, hard-compound tyres. It had come back with slicks — slicks down to the canvas.

Tanak did what he could to fend off the inevitable questions, but sooner or later a finger had to be pointed. And Cormack was the man wearing the target.

He'd talked about the new tyres before the event and he'd admitted, off the record, that this could have been on the cards. But it still must have hurt to see WRC hacks fumbling with iPhones to get a picture of the fiasco.

"It doesn't look good," Cormack said, testing the water. "OK, it's really not good. But... this was never our target event. This tyre wasn't made for Sardinia. It's made for Poland."

Fast forward three weeks and the story couldn't be more different. DMACK

delivered in emphatic fashion.

When Tanak's time went up on the board after the final Saturday morning stage, it seemed a long way from Sardinia. The Estonian had completed the perfect three stages, fastest everywhere, building his lead from four to 18 seconds.

"I told you, didn't I," grinned Cormack. "All season, our plan has been to target here and Finland."

The 'Tanak to win Poland' story started 12 months ago, when he could and probably would have won in Mikolajki had it not been for a handbrake problem.

The DMACK story, the one that brought us to the point where Michelin's WRC monopoly was being tested to the extreme, goes back a few years more.

Having worked for Pirelli for a long time, Cormack saw the firm's Formula 1 commitment coming and felt the time was right for a change. He'd been thinking for quite a while about setting up on his own. At the end of 2008, he stopped thinking about it.

"I had £85,000 in my Pirelli pension," he said, "so I cashed that in and went to China to meet some partners in the production of rally tyres. It was a huge gamble. Huge. So many people told me it would never work, I was banging my head against a brick wall. But you just can't listen to them."

The first tyres were made through 2009 and DMACK actually made its competitive debut with a Juha Kankkunen win on the 2010 Rally of Portugal Revival.

"Juha ran the tyres on a Ford Escort Mk2," Cormack said. "That was a good start after I'd spent weeks on end working with the guys in China."

It was even better when the full WRC season debut came in Sweden, 2011. Martin Semerad won PWRC and Martin Prokop was second Super 2000 home on the all-new DMACK studded tyre.

Nobody at the time knew just how close Cormack was sailing to the wind. "We got the tyres for Sweden just in time for the event," he said, "like, just in time.



Andreas Mikkelsen was a fortunate but nevertheless worthy winner after pressing through poor conditions on Sunday

They had the studs fitted in Sweden, but there was no time to test. Shakedown was the first time the tyres ran. Luckily, we had a load of snow on that event, so there were no worries about stud retention and the tyres gave good grip. But I'd been absolutely shitting myself before that event."

The next event was Portugal. The honeymoon was over. "Our hard tyre was destroyed in 15 kilometres," he said. "We'd got it completely wrong. These were the days when you were only allowed one choice of tyre, so we had to go to Michelin, the teams and the FIA to ask permission to let the drivers run the medium, which was more durable than the hard. It was a complete disaster."

But DMACK learned — and learned very quickly. By the season-ending Rally GB, the tyres had been redeveloped and fitted to a Tanak-driven Fiesta RS WRC, on which they finished sixth.

"That was when things started to turn," said Cormack.

A step back from World Rally Cars reduced the pressure and allowed the company to flourish, but this year it was time for a full attack with Tanak, a factory-spec Fiesta and a full season for the Drive DMACK World Rally Team.

Tanak's name on a DMACK contract was good news, but it was another name on another contract that really signalled the firm's intention. After three decades at Pirelli, Fiorenzo Brivio followed Cormack from Milan to DMACK's Carlisle base. Brivio has been there and seen it all in rallying, from cooking stage-specific compounds for Lancia's Delta S4 to masterminding win after WRC win for the Italian firm.

"We'd achieved a lot ourselves," said Cormack. "We'd taken the tyres pretty



Rutted stages ripped Tanak's tyre off its rim



“Our hard tyre is just a bit harder than the Michelin soft, and our soft is a lot softer”

DMACK’s Dick Cormack

much as far as we could, bringing production out of China into the UK in a deal to use Cooper’s factory. What we needed was something to send a signal to manufacturers and get us to that next level. Brivio did that.”

DMACK’s goal remains a simple one: to supply a world championship manufacturer. Last week was a big step in that direction – but how did the tyre that failed so catastrophically in Sardinia work so well in similar heat in Poland?

Cormack explained: “We knew we couldn’t bring a tyre to the market which would win on every [gravel] round of championship, we’re not quite there yet. We had a new tyre coming for Portugal and with Fiore’s experience, our experience and the chance to work with the Cooper engineers, we thought this was possible.”

The surfaces, the temperatures and the required working range for the tyres were all studied and DMACK’s chemists went to work. “The chemical-compounding side of the operation is a real black art,” said Cormack. “Basically, you look for the compromise between compound and construction. We could have gone for a heavy construction, which would have worked in Sardinia; we wouldn’t have any punctures or wear issues because of the strength of the tyre,

but it would have been slow. And because of the stiffness in the sidewall, it wouldn’t offer the same traction; flexibility is reduced and that takes some of the lateral grip.

“We went in the middle. There were a lot of questions here when Ott took the hard tyre on Saturday morning when Michelin ran softs. But calling ours a hard is a bit of a misnomer: our hard is just a little bit harder than the Michelin soft. And our soft is a lot softer – which is how we were so confident on Sunday morning. And we know this tyre will be phenomenal if we have typical Rally GB conditions in Wales.

“But, like I say, so much of this is down to experience of knowing what compound and construction will work in what conditions and Fiore knows all about that.”

By Saturday night, Tanak had widened the gap past the 20-second mark. Dreams were starting to be dreamed. The rain was coming, that much we knew, but DMACK had it covered. If it did rain, the soft would offer more grip than the French equivalent. And if temperatures stayed above 30, with the sun high in the sky... well, bolt on the hards and repeat Saturday morning’s clean sweep.

By daybreak, the dark, threatening clouds were delivering serious amounts»

BRITS STAR IN SUPPORT CAST

LAST WEEK, A BUNCH OF BRITS WENT TO Poland and delivered the clearest possible message. And, you’ll be relieved to hear, the trip had absolutely nothing to do with Brexit or the European Union. It was more about the foundations for taking on the world.

Last week was all about three British drivers demonstrating there’s life in the old island yet when it comes to feeding the World Rally Championship. Northern Irishman Jon Armstrong, Englander Gus Greensmith and Welshman Osian Pryce utterly dominated last week’s second round of the Drive DMACK Fiesta Trophy.

While the trio chipped an advantage here or nibbled a tenth off each other there, they hauled tens of seconds out of their rivals from around the world. It was a hugely impressive display, which came as some relief to those from these parts who feel a yearning to hear of more Anglo-Saxon or Celtic names in the sport.

Ultimately, any one of the three could and should have won the DMACK Trophy class, but after a drama-filled three days it was Armstrong who clinched it.

Pryce’s victory on the previous round in Portugal, allied to second in Poland, was sufficient for him to clinch the first of two prize drives for next season.

When DMACK revealed plans to split the award into three pairs of prize drives in 2017, questions were raised. But actually, it’s a stroke of genius. It maintains huge pressure on all the crews for all of the five rounds, while ensuring a shocker of a season early doors doesn’t rule them out of the running for a factory Ford Fiesta R5 on later rounds.

This year’s DMACK series has the makings of being an absolute corker, courtesy of this change of format. More than that, it looks set to fast-track a Brit or two to the next level of the world championship.





DO WE NEED TO GO FASTER?

AS I STOOD LISTENING IN THE MIDDLE OF A FIELD somewhere near the Russian border, the noise got louder, louder, loudest.

The growl turned into a rat-tat-tat-tat as Ott Tanak's Ford Fiesta RS WRC came into view. On the limiter. At head height. The Estonian was in full flight, wringing the neck of the M-Sport machine.

When I spoke to him later in the day, he grinned. "I can do anything with this car," he said. "I can fly. When you have everything working for you, honestly, everything is possible."

There's no doubt Tanak was in the zone in Poland, a man loving the opportunity to drive a cutting-edge rally car as fast as the laws of physics would allow. Seeing a rally car flying at 100mph-plus is always an awe-inspiring, if slightly disturbing, view.

And I must admit, I did leave Poland feeling slightly more concerned than usual. Talking to Tanak had demonstrated that these boys really are a different breed, more than happy to take themselves and their cars to a place way, way beyond the comfort zone of mere mortals.

But what about next year? These same roads will be rocking to the beat of the next generation of World Rally Cars. They'll be going faster and flying further. Frankly, I find that a bit of a worry.

Correct me if I'm wrong, but wasn't the *raison d'être* for technical upheaval the need for spectacle? I've always found that slightly curious. And never more so than after Poland. Clearly, the rule-changers weren't standing in the same field as me as I stood and tried to comprehend the violent speed of ballistic rally cars dropping jaws by the thousand every other minute.

I'm with the FIA when it comes to the need for a bit more noise and improved aesthetics. So whack a bigger wing on and drill a hole in the pipes. But think long and hard before final sign-off on all that extra power.

DAVID EVANS



of rain. No worries. Tanak went out, did two stages and came back to service. Granted, he'd lost some time to second-placed Andreas Mikkelsen's Polo, but the Fiesta was running too hard. Softened off with four fresh softs, it was sent back out to bring it home.

Dropping three seconds at the first split in the penultimate stage wasn't good. 'Not good' became 'disaster' in a matter of minutes. A front tyre had been knocked off the rim by one of the ridiculously deep ruts dug into the season's softest stages. The lead was gone, replaced by numbness.

DMACK and M-Sport folk sat and stared, barely able to take in what had just happened. The Fiesta's first win in three and a half years had been stolen.

Understandably, Tanak was in no mood to talk at the end of the stage. It didn't really matter. An explanation wasn't going to change anything.

With one stage to go, he was second. Ordinarily this would have been cause for mass celebration for the Estonian fans camped outside. Now though, with the rain diluting the tears, runner-up meant nothing. But still, resolutely, they stood and waited for Tanak and co-driver Raigo Molder, their sodden, limp flags capturing the mood as well as anything.

Next door, the mood had lifted considerably. For the second time, Mikkelsen scored victory at the last gasp.

If that sounds harsh on the Polo driver, it's absolutely not meant to be. He drove a magnificent rally, more than worthy of a win. Like Tanak, Mikkelsen had come within an ace of winning Poland 12 months ago. But this time he delivered.

And that win had its foundations in Sardinia, when he took the brave decision to drop time and possible Powerstage

points to stay behind Dani Sordo in the championship, forcing the Spaniard to run second on the road.

Mikkelsen made full use of that extra set of Michelins sweeping a line for his Volkswagen — particularly on Saturday, when he pushed the Polo as hard as he would dare and it would go.

Every time he opened the door at the end of a stage, Mikkelsen was electric — the energy coming out of the car was immense and a marked contrast to the ice-cool Tanak five cars further back.

"I cannot go faster," reckoned Mikkelsen. "There's not another tenth of a second in those stages. I'm giving it absolutely everything."

He'd struggled to get comfortable with a wildly understeering VW on Friday afternoon. But his ability to cope with that and then get immediately back into the groove when, with engineer Richard Browne, he found the sweet spot on Saturday was utterly admirable.

As for Sunday, anybody who came through that rain and those ruts could claim to be a winner. The conditions were as tough as they come in the world championship; Wales at its worst couldn't impart such savagery on a world-class field.

Watching Tanak cross the line of the final stage was confirmation that the dream had died. There was barely a murmur from within M-Sport. This was the moment the roof was supposed to be six inches higher than it had been all week.

Instead, the cheer went to Volkswagen and the series' sixth different winner in as many rallies. Such things paled into insignificance in the face of the emotion that would follow. Tanak got out of his car and walked away. His colleagues



ALL PICS: MCKLEIN/DE

Paddon took
third for Hyundai



weren't having that. This wasn't a time for the week's hero to be alone.

They gathered around him to offer consolation, then Sebastien Ogier stepped forwards to demonstrate the true depth of feeling for one of their own. The world champion hoisted Tanak onto his own shoulders and carried him back towards the car.

It was one of those moments when sport delivers on a human level. Bravo Ogier. The champ's act was even more impressive given the shocking weekend he'd endured himself. Two days flat-out on the knife edge of a half-decent stage time and bunging his motor into boonies had taken its toll on him.

He looked tired and was tired of talking the same talk for another week. Sixth place was scant reward.

Ahead of him Hayden Paddon and Thierry Neuville combined to land Hyundai a nice points haul with third and fourth, while Volkswagen was, quite frankly, let down by Jari-Matti Latvala, who simply couldn't dial himself into the speed needed – a worrying state of affairs for a Finn. He finished fifth.

Latvala's woes were put on ice. The WRC had more to worry about as Tanak returned to Mikolajki for the final time.

Twenty-four hours earlier, the biggest concern had been rebooking flights. Brivio's outbound plane was tight for any sort of celebration.

"Don't worry," said Cormack early afternoon on Saturday. "You're not going anywhere..."

A day later, the Italian architect of DMACK's finest hour threw his arms around Tanak. Then threw his bags in the boot and headed south.

Cormack stood firm. "F*** it," he said. "We'll be back." ❄

RESULTS ROUND 7/14, RALLY POLAND, JUNE 30-JULY 3

POS	DRIVER	CO-DRIVER	TEAM/CAR	TIME
1	Andreas Mikkelsen (N)	Anders Jager Synnevaag (N)	Volkswagen Motorsport II · Volkswagen Polo R WRC	2h37m34.4s
2	Ott Tanak (EST)	Raigo Molder (EST)	DMACK World Rally Team · Ford Fiesta RS WRC	+26.2s
3	Hayden Paddon (NZ)	John Kennard (NZ)	Hyundai Motorsport · Hyundai i20 WRC	+28.5s
4	Thierry Neuville (B)	Nicolas Gilsoul (B)	Hyundai Motorsport · Hyundai i20 WRC	+29.3s
5	Jari-Matti Latvala (FIN)	Miikka Anttila (FIN)	Volkswagen Motorsport · Volkswagen Polo R WRC	+33.8s
6	Sebastien Ogier (F)	Julien Ingrassia (F)	Volkswagen Motorsport · Volkswagen Polo R WRC	+40.3s
7	Craig Breen (IRL)	Scott Martin (GB)	Abu Dhabi Total WRT · Citroen DS3 WRC	+2m01.4s
8	Mads Ostberg (N)	Ola Floene (N)	M-Sport WRT · Ford Fiesta RS WRC	+3m04.6s
9	Eric Camilli (F)	Benjamin Veillas (F)	M-Sport WRT · Ford Fiesta RS WRC	+5m23.1s
10	Teemu Suninen (FIN)	Mikko Markkula (FIN)	Team ORECA · Skoda Fabia R5	+5m53.3s

OTHERS

11	Lorenzo Bertelli (I)	Simone Scattolin (I)	FWRT · Ford Fiesta RS WRC	+5m57.0s
12	Stephane Lefebvre (F)	Gabin Moreau (F)	Abu Dhabi Total WRT · Citroen DS3 WRC	+6m38.0s
15	Henning Solberg (N)	Ilka Minor-Petrasko (A)	Privateer · Ford Fiesta RS WRC	+9m00.3s
17	Yazeed Al-Rajhi (SA)	Michael Orr (GB)	Yazeed Racing · Ford Fiesta RS WRC	+13m01.5s
27	Valeriy Gorban (UA)	Volodymyr Korsya (UA)	Eurolamp WRT · Mini John Cooper Works WRC	+31m23.0s
R	Dani Sordo (E)	Marc Marti (E)	Hyundai Motorsport N · Hyundai i20 WRC	SS20-suspension



Hyundais finished
third and fourth

DRIVERS' CHAMPIONSHIP

1 Ogier 143; 2 Mikkelsen 92;
3 Paddon 72; 4 Latvala 68;
5 Sordo 68; 6 Ostberg 62;
7 Neuville 61; 8 Tanak 52;
9 Meeke 26; 10 Camilli 24.

MANUFACTURERS' CHAMPIONSHIP

1 Volkswagen Motorsport 205;
2 Hyundai Motorsport 151;
3 M-Sport WRT 108; 4 Hyundai Motorsport N 78; 5 Volkswagen Motorsport II 74; 6 DMACK World Rally Team 40.

STAGE TIMES

STAGE	FASTEST	LEADER	SECOND
SS1 Super Special Stage Mikolajki Arena 1 (1.55 miles)	Neuville 1m46.2s	Neuville	Mikkelsen +0.2s
SS2 Chmielewo 1 (4.05 miles)	Paddon 3m15.9s	Tanak	Paddon +0.2s
SS3 Wieliczki 1 (10.75 miles)	Mikkelsen 8m58.6s	Mikkelsen	Tanak +3.6s
SS4 Swietajno 1 (13.14 miles)	Tanak 10m04.8s	Mikkelsen	Tanak +2.3s
SS5 Stare Juchy 1 (8.39 miles)	Paddon 6m45.3s	Mikkelsen	Paddon +2.6s
SS6 Chmielewo 2 (4.05 miles)	Tanak 3m10.7s	Mikkelsen	Paddon +1.9s
SS7 Wieliczki 2 (10.75 miles)	Tanak 8m50.2s	Mikkelsen	Tanak +0.3s
SS8 Swietajno 2 (13.14 miles)	Tanak 9m54.0s	Tanak	Mikkelsen +3.2s
SS9 Stare Juchy 2 (8.39 miles)	Paddon 6m39.1s	Tanak	Mikkelsen +2.0s
SS10 Super Special Stage Mikolajki Arena 2 (1.55 miles)	Ogier 1m46.0s	Tanak	Mikkelsen +4.2s
SS11 Goldap 1 (9.17 miles)	Tanak 7m26.3s	Tanak	Mikkelsen +10.9s
SS12 Stanczyki 1 (15.70 miles)	Tanak 13m40.7s	Tanak	Mikkelsen +13.0s
SS13 Babki 1 (13.06 miles)	Tanak 10m16.5s	Tanak	Mikkelsen +18.0s
SS14 Stanczyki 2 (15.70 miles)	Mikkelsen 13m27.2s	Tanak	Mikkelsen +16.5s
SS15 Babki 2 (13.06 miles)	Lefebvre 10m04.3s	Tanak	Mikkelsen +15.1s
SS16 Goldap 2 (9.17 miles)	Latvala 7m29.5s	Tanak	Mikkelsen +19.5s
SS17 Super Special Stage Mikolajki Arena 3 (1.55 miles)	Tanak 1m45.4s	Tanak	Mikkelsen +21.3s
SS18 Baranowo 1 (13.20 miles)	Mikkelsen 10m43.5s	Tanak	Mikkelsen +18.9s
SS19 Sady 1 (5.31 miles)	Ogier 4m31.2s	Tanak	Mikkelsen +18.6s
SS20 Baranowo 2 (13.20 miles)	Latvala 11m18.5s	Mikkelsen	Tanak +16.5s
SS21 Sady 2 [Powerstage] (5.31 miles)	Ogier 4m47.0s	Mikkelsen	Tanak +26.2s



MotoGP's sleeping giant awakens

It's 16 years since Suzuki claimed the last of six top-level motorcycle riders' titles. After ending a spell on the sidelines in 2015, its third stint at the top level is starting to ramp up

By Mitchell Adam, International Editor

[@DrMitchellAdam](#)

The indecision of a 21-year-old is about the biggest compliment Suzuki could have been paid about its rebooted MotoGP campaign, now in its second season. Maverick Vinales graduated to MotoGP with Suzuki when it returned in 2015, and had done enough to be Yamaha's number-one target to replace Jorge Lorenzo when the three-time world champion's move to Ducati for 2017 came together.

Vinales was the hottest property in the paddock, and faced what seemed like a pretty obvious choice. On one hand, he could stay with Suzuki, a manufacturer that has not won a race since 2007, and only won twice since Kenny Roberts Jr took its last riders' title in 2000. He could stay on a bike that made good progress in the previous year, with a view to taking Suzuki back to the top, to write his own history, but with the very real prospect that it might never come together.

On the other, he could join Yamaha, the manufacturer that has won seven of the past 12 riders' titles with Lorenzo and Valentino Rossi, and jump on the bike that's the class of the field. A bike he'd likely be able to win races on straight away, and challenge for championships.

For an ambitious – but admittedly loyal – young rider, the choice looked obvious. But Vinales had to think hard. Suzuki had given him his chance – was the dream of winning titles together real? Even Rossi admitted he could see the “romance” in Vinales staying put. Several GPs came and went without a decision.

“It's very difficult,” Vinales told Autosport at the Le Mans round in May, before he ultimately made his call. “One day

I wake up and I say, ‘OK, here’. Then on the other day I think again, I wake up and say, ‘But maybe this one is better for me’.”

The cold, hard reality is that since the turn of the millennium Suzuki has won six premier-class races. Rossi has won 88 in that time, 55 of those with Yamaha. Ultimately, and unsurprisingly, Vinales signed with Yamaha, but that he had to consider the situation so carefully and for so long speaks volumes about the progress Suzuki has made in the past 18 months.

It returned to a championship about as strong as it had ever been at the start of 2015, with Ducati making inroads into the Yamaha-and-Honda duopoly at the front and strong satellite teams keeping everyone honest.

Initially, Suzuki slotted into the upper midfield, but did star on Saturdays, capitalising on an allowance to run a compound-step softer than the frontrunners, also afforded to Ducati last year. Aleix Espargaro qualified on the front row of the grid three times in the first eight races, including leading Vinales in a one-two in qualifying at Barcelona. The pair finished the year 11th and 12th in the points, each rider's best result being sixth.

“In terms of final position in the standings I have to be honest, we expected more,” admits team manager Davide Brivio. “Overall I can say that we had a good first season, a good start. It was quite impressive, what we did in only the first year. I think our races had a good impact in the public.

“I feel that we did a good job, but to be honest [the results were] a little bit under my expectations.”

Rossi's longtime boss at Yamaha, before the Italian rider's ill-fated Ducati move, Brivio joined Suzuki in April 2013 to lead its return, taking on what he viewed as “a big challenge.” »



Ducati, Yamaha and Honda are tough rivals for Suzuki

Legend Barry Sheene took two 500cc world titles with Suzuki



LAT



It's nine years since Suzuki's last win, scored by Chris Vermeulen

WOOD/LAT

He arrived less than 18 months after Suzuki had exited MotoGP amid the global financial crisis, with a struggling and downsized programme, initially targeting a 2014 comeback.

Suzuki had been developing an all-new bike at its Hamamatsu base in Japan, but with a Mitsubishi ECU. Knowing that this year's new Magneti Marelli-derived control unit was coming, Suzuki opted to start from scratch with electronics, switching to Magneti Marelli and deciding to push its MotoGP race return back to 2015, primarily to develop and learn the new system.

The test mule was shaken down in April 2013, a month before testing started in earnest at Motegi with Randy de Puniet.

"Switching from Mitsubishi to Magneti Marelli and also making the software — because we didn't really have the software in-house — was complex because it was the first time Suzuki was creating its own software," Brivio reflects.

"They told me that they started from a clean sheet [with the bike] and in fact in 2011 when Suzuki stopped, the engine was a V4. This is an inline four, so it was a completely redesigned bike, very small, very compact.

"I remember the first time we went testing with Randy, we took an 800cc machine, the 2011 bike, and a new machine. The 800cc machine looked much bigger than the 1000cc.

"It was a very nice project; you could see the bike was looking beautiful from the beginning."

Beautiful bikes are not necessarily always fast, or even reliable, as Suzuki found when it got a wildcard entry and contested Valencia's 2014 season finale with de Puniet. The French rider qualified 20th and retired from the race while running 19th, having suffered a very public engine failure during Friday practice, further problems on Saturday and finally a gearshift issue in the race.

In the post-event test,

Espargaro and Vinales then rode the GSX-RR for the first time, also Vinales's maiden voyage on a MotoGP bike. Both riders remember that the electronics were basically switched off, such were the problems

Suzuki was experiencing. Vinales noted that "without the traction control and anti-wheelie, it was a beast".

The problems were more akin to the way Suzuki had exited MotoGP, rather than its glorious history in the premier class. The early stages of the world championship had been dominated by British and Italian bikes, namely Norton, Gilera and MV Agusta, but by 1982 Japanese brands were in charge of 500cc competition, with Suzuki leading the way with seven constructors' titles to Yamaha's two and Honda's one.

Across the late 1970s and early '80s, it also took four riders' titles, two with British icon Barry Sheene, then one each for Italians Marco Lucchinelli and Franco Uncini in 1981 and '82. Kevin Schwantz in 1993 and ultimately Roberts in 2000 have also won titles with Suzuki.

But Yamaha and Honda had pushed ahead during the 1980s, '90s and early 2000s. Suzuki was being outmuscled, outdeveloped, outraced by bigger manufacturers.

Roberts's title defence in 2001 was a disaster, scoring one podium on his way to 11th in the final year of the 500cc two-stroke bikes, team-mate Sete Gibernau taking Suzuki's only victory. There was worse to come as Suzuki struggled with the move to four-stroke 990cc engines, with four podiums across the next five seasons.

It fared better with the 800cc formula, Chris Vermeulen taking what remains Suzuki's most recent MotoGP victory in the wet at Le Mans in 2007. Suzuki recorded eight podiums in all that year, Vermeulen finishing sixth in the points and John Hopkins fourth.

Then things dropped away again, and more. It failed to visit the podium in 2009 or '10, then scaled back to a single bike for Alvaro Bautista in '11. It was the last year before the switch to the current 1000cc bikes, and Suzuki's return

on its investment was limited and its commitment in jeopardy due to the global financial crisis.

At the end of the season, Suzuki announced it had "decided to suspend temporarily its participation to cope with tough circumstances mainly caused by the prolonged recession in developed countries, a historical appreciation of Japanese yen and repeated natural disasters".

It vowed to return and indeed has, and now looks to be on the road to reaching some of those heights again, even if it knows there are no guarantees.

"Suzuki decided to come back because participating in MotoGP has a lot of benefit to the promotion of the brand," Brivio says of managing expectations from the board in Japan, which he visits four or five times each year.

"Then of course the target is to reach a good level, to get a good result, but we don't have a position and timing where we want to 'be there by then'.

"Of course the target is to try to win. Try to get to the top, which of course is not easy because MotoGP is a highly competitive environment and this is the difficulty of the challenge. But of course this is the target. This is what we are trying to do and of course the sooner the better."

By the time Suzuki returned properly at the start of 2015, it had developed a new chassis beyond its test mule, made engine and electronics gains and, mercifully, solved its reliability issues. Brivio describes last year as "quite intense", looking to "create chemistry" within the new team, complete with one rookie rider and an all-new bike.

It finished 2015 with a solid package and a chassis that was good through high-speed corners, but knew it was down on straightline speed compared to the frontrunners,

and lacked a seamless gearbox. Suzuki made good progress with the engine over the winter and Brivio reckons it is now "competitive with other manufacturers, except maybe Ducati, which is faster than anybody else", and the

seamless gearbox was introduced earlier this season.

Its 2015 trend of being better on a Saturday than a Sunday has continued, but generally further up the order. The opener in Qatar sums up Vinales's campaign so far, in a way: from the front row of the grid he made a poor start and fell to seventh, recovering to finish sixth, 15 seconds behind Lorenzo's Yamaha.

"The expectation was too high," he admitted post-race.

"I was expecting to be at the front, at least finishing the race with them. But I was feeling not so good, like I was before, on the bike. I don't know why the grip was so low — not on acceleration, it was on the brakes. I was braking and all the time the rear was sliding and it was impossible to keep the speed. Anyway, I think we did a good job — it's my best weekend here in MotoGP."

That theme has remained so far this year, Vinales frustrated that while he can essentially do what he wants while the tyre is new, as it gets older or as the grip drops the rear end of the GSX-RR starts to leave him wanting. But fifth in the championship and his first podium at Le Mans represent significant progress, with Espargaro ninth leaving Assen last month, hurt by a couple of recent DNFs.

At Assen, Vinales started to race a new Suzuki chassis — Espargaro preferring the old one — which had shown promise in tests in the bid to maintain rear grip, but that wet race showed it's behind on electronics in those conditions.

Suzuki targeted podiums in its second year back and now has one, but it naturally wants to keep building on that and getting back towards those glory days of decades past.

"This is a never-ending story, of course," Brivio says. "The development never ends, the factory continues working. But it's where you can see the difference between the Valencia race in 2015 and the Qatar race in '16 — that was a big jump. >>

Vinales: "Expectations were too high. I don't know why the grip was so low"



Brivio: “It looks like we can stay much more frequently in the top six”



Brivio can see that progress is being made

WOOD/LAT

“It looks like we’re closing up to the top. Maybe this is a bit more than my expectations. But now it’s very important to carry on at this level, to continue improving because last year maybe we were struggling to be in the top six or seven.

“This year it looks like we can stay much more frequently in the top six. But then on some occasions maybe we have a little bit of luck to be on the podium.

“We scored the podium at Le Mans, so it looks like we are just there. And this is what we have to do, to be as close as possible to the top and then take the opportunity to get onto the podium when there is a chance.”

The grind that Aprilia is enduring shows how tough it is to enter MotoGP and get up to speed, and validates the progress Suzuki has made. The Italian make is more than one year behind Suzuki, having run what was essentially a production-derived bike last year, before its thoroughbred RS-GP ran for the first time a month ahead of the 2016



Vinales (#25) and Espargaro both move on for 2017



Suzuki has lost Vinales to Yamaha for next year

Life after Vinales

THERE IS NO HIDING THE fact that Suzuki will miss Maverick Vinales in 2017. When it signed him for its MotoGP return, it signed a young rider on the rise. He had won the Moto3 title in just his third season at world championship level, then finished third in his only year in Moto2, a transition that has taken many riders several campaigns to get their heads around.

Now 21, Vinales has more than grasped the opportunity, to the point that Yamaha came knocking and lured him away. With that decision, Suzuki pounced on Andrea Iannone, given that one of the two Ducati riders was going to be squeezed out to accommodate Jorge Lorenzo next year.

On paper, Ducati elected to keep Andrea Dovizioso, but Iannone says it was not necessarily that clear cut. What is clear is that Suzuki has signed the enigma of MotoGP. Iannone is very fast and on that basis he should be staying at Ducati, rather than Dovizioso.

But that speed has gone to waste on too many occasions in the past year, largely due to mistakes. Iannone crashed out of second in Qatar, having led, then skittled Dovizioso at the final chicane in

Argentina when they were running second and third, crashed at Le Mans, then fired into Lorenzo at Barcelona and started last at Assen.

It is not a good record, paired with the fact that he also failed to finish three of 2015's last four GPs. His nickname, 'The Maniac', said by Ducati to be "for his aggressive and exciting riding style", has taken on a new meaning.

By the Vinales scale, Iannone is old at 26,

“Rins will start 2017 at short odds for rookie of the year honours”

turning 27 in August. By the Valentino Rossi scale, Iannone is young. He's in his fourth season in the premier class, which is probably too late to be so clumsy on a MotoGP bike.

But there is no denying Iannone's pace, and many would argue it's easier to tame a quick-but-wild rider than to make a timid one fast. Davide Brivio says he was Suzuki's first choice to replace Vinales, and you have to believe him on that – the raw ingredients are

there. If Suzuki can provide a comfortable environment for Iannone to help calm his ways, it could be a shrewd gamble.

Aleix Espargaro is perhaps unlucky to be leaving Suzuki. More experienced than Vinales, he has played a key role in developing the GSX-RR and continuity could have been an asset moving forward.

But Espargaro was visibly put out by Suzuki's decision to sign Iannone before it had made a move on renewing his deal. In the end, it will be an all-new line-up in blue next year, with another rookie following in Vinales's footsteps: Moto2 title contender Alex Rins.

A year younger than Vinales, Rins finished fifth, second and third in his three Moto3 campaigns. Runner-up in Moto2 as a rookie last year, he currently shares the lead in the points and is impressing with his speed and poise. Like Iannone, he gets on what's becoming a very good motorcycle, and will start 2017 at short odds for rookie of the year honours.

Brivio calls it a "perfect combination for our challenge", and they will be hoping Suzuki has another winter like its 2015/16 off-season.

season opener. Espargaro, who is heading to Aprilia next year, says he can see similarities between the two projects.

Then MotoGP welcomes another new manufacturer next year, KTM. The Austrian brand is away developing its prototype and will step into the kitchen in Qatar next March.

Suzuki's progress will give both parties hope. Only one title – Casey Stoner's on a Ducati in 2007 – has been won by a rider on something other than a Honda or Yamaha since Roberts's success in 2000. And it's now nearly six years since anything other than a Honda or Yamaha won a MotoGP race.

There is still a way to go before Suzuki is in a position to routinely fight at the very front of the field. But if the new chassis can give Vinales what he craves over a race distance, then perhaps his flashes of Friday and Saturday pace can be seen on Sundays.

Then, the next time Yamaha or Honda come knocking for a Suzuki rider, it will be even harder to prise them away. ❄



Campos 1-2 is Evans -

GP2 SERIES
RED BULL RING (A)
JULY 2-3
ROUND 4/11

WHEN CAMPOS RACING'S DRIVERS qualified 10th and 19th for the GP2 Series at the Red Bull Ring, it just looked like the continuation of a difficult season for the team. Sure, Mitch Evans had been a little delayed in traffic, but so had several others between fourth and ninth. Sean Gelael, his much-less-experienced, lanky Indonesian team-mate, had made a mistake on his first run and possibly damaged the underside of the car, although he'd looked to be making good progress in free practice, where he was 13th.

No, what this looked like was a battle between ART Grand Prix's poleman Sergey Sirotkin plus in-form Prema Racing duo Antonio Giovinazzi – denied pole by just 0.006 seconds – and Pierre Gasly, who lined up immediately behind the Russian, with a solid time buffer to those behind.

And then the Styrian weather changed...

Evans led Gelael home in a one-two for the Campos team that was set up by a gut feeling among the Valencia squad that the best tactic would be to start the race on super-soft option tyres before switching onto the soft primes. "From before qualifying we were convinced it

was option-prime if it was dry," said the ecstatic Gelael, only once a points scorer in GP2 before this weekend. "It just worked even more in our favour that no one else thought the same."

While Evans and Gelael – along with Jimmy Eriksson and Rene Binder – made early stops onto the primes, Gasly and Giovinazzi were leading the way at the front, having both jumped Sirotkin on the opening lap. But a sudden downpour at Turn 2, which extended to Turn 3, left Gasly in the unenviable position of having to gauge the grip, and his incredible ability not to win a race – reminiscent of Cristiano Ronaldo's early Euro 2016 non-goal-scoring touch – dropped him into the Turn 3 gravel, perched on the edge of the circuit.

The safety car closed the field up, and now Evans and Gelael, on their fresher rubber, climbed the order after the restart. Gelael even got ahead of Evans as they moved into the points, only to have to half-spin at the still-slippery Turn 2 as he caught Sirotkin quicker than he expected. Evans was now seventh on the road, with the top six yet to stop, and that one-two was likely. But it was jeopardised when Marvin Kirchhofer spun and stalled at Turn 2, bringing out the safety car. Now those top runners could bolt on their super-softs, which would have fewer than 10 laps to last...



ALL PICS: SBLOXHAM/LAT

AT A GLANCE

RACE 1

- 1 Evans Campos
- 2 Gelael Campos
- 3 Marciello Russian Time

RACE 2

- 1 King Racing Engineering
- 2 Rowland MP
- 3 Lynn DAMS

➔ **P52 FULL RESULTS**



Consistent scoring has put Marciello top of the points table



L-r: Rowland, King and Lynn formed all-British sprint-race podium

sent result

Giovinazzi lost the advantage when he felt a hesitation from his battery as he left the Prema pit stall, and now Raffaele Marciello – who had held the lead for two laps during a battle between the two Italians – was up to fifth behind those four early stoppers, who he'd surely make short work of on his grippy rubber.

Marciello's Russian Time team-mate, Artem Markelov, who'd been running fourth behind Luca Ghiotto, lost places at his stop simply because he had to wait for Marciello to be serviced, and as he exited the pitlane the pre-race points leader clanged into the barrier, blocking the route back onto the circuit and causing a red flag.

After a long wait, the cars resumed behind the safety car – except Giovinazzi, whose battery had finally cried enough due to alternator failure, and Binder. All Marciello had to do was jump Eriksson – which he did swiftly – and now the chase was on. Sure enough, he got to within a second of Gelael, but immediately Gelael set a purple sector two and a new race fastest lap, which was improved upon by Evans two laps later. Those old prime tyres were working

**Marciello:
“I think the
super-soft,
for here, is
aggressive”**

perfectly; the options had already gone off. “Everyone dropped quite a lot,” said Marciello. “I think the super-soft is very aggressive for here – the degradation was quite high.”

Behind fourth-placed Ghiotto – the Trident driver, on form all weekend, had closed onto the tails of Giovinazzi and Marciello during the slippery middle portion of the race – the super-soft difficulty was highlighted again

by Oliver Rowland having to concede fifth with two laps to go to the long-running Eriksson, who has been far from a factor on pace this season.

But the Campos cars' speed was still highly impressive, and it was finally Evans who set fastest lap on just a handful of laps' fewer of fuel than those quick guys had carried when their super-softs were new. It was a real feel-good result: without the Jagonya Ayam scheme founded by Gelael's father Ricardo (a massive motorsport enthusiast), neither Evans nor Giovinazzi would be in GP2 this year, and Tom Blomqvist would not have got to the DTM. “We had massive pace,” said Evans. “It's been a really tough start to the season but we haven't stopped working. Whether we were lucky with the

weather I don't know, but our car was fast.”

With penalties for lower-top-10 finishers Sirotkin and Gustav Malja, Jordan King moved up to eighth and reversed-grid pole. King, along with Racing Engineering team-mate Norman Nato and DAMS ace Alex Lynn, had been among those to switch to wets when the rain came, only to have to make a second stop for slicks.

But there was no argument over tyre choice in the sprint race, which began in fully wet conditions under the safety car. Once the field was unleashed, King drove beautifully, looking after his tyres, managing the gap and then showing fastest-lap-setting pace after a late safety car for his maiden GP2 win.

Once Nato had faded from his early second place, Rowland was King's closest challenger, but with his tyres fading badly the MP Motorsport man was being reeled in by Lynn – who methodically and skilfully picked his way through a very close battle from 11th – by the end. Lynn's progress included a fantastic scrap with Marciello, with half a lap of side-by-side action from which Nico Rosberg could learn a few lessons. Marciello, now the points leader, only just pipped Giovinazzi, who briefly dropped it into the gravel early on but redeemed himself with a spirited charge from 13th to fifth.

MARCUS SIMMONS

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Winners Leclerc
(left) and Boschung
fight it out

S. BLOXHAM/LAT



Leclerc from hero to zero

GP3 SERIES
RED BULL RING (A)
JULY 2-3
ROUND 2/9

CHARLES LECLERC SHOWED HIS good side and his hitherto invisible bad side at the Red Bull Ring. Considering his good side was consummately classy and dominant, that should be the overriding memory of the weekend. But it was a misdemeanour in race two, in which he took out two cars with a mistake, that has the lasting effect of a five-place grid penalty for Silverstone this weekend.

Ferrari's Monegasque prodigy looked absolutely on it even from the start of free practice on old rubber, and when he defeated his opposition in qualifying by over half a second it seemed as though the first race was already won.

But ART Grand Prix team-mate Alexander Albon got a better launch to lead up to Turn 1. With yet another ART driver – Nyck de Vries – boxed in from third on the grid, it was Ralph Boschung who swept around Leclerc and into second place. Leclerc fought back immediately, passing Boschung into Turn 2 and then, even with his entry to the corner compromised by his overtaking move, he was able to get enough of a run on Albon to dive back in front into Turn 3.

An early virtual safety car pinned his advantage, but before long he was back in the groove, sometimes gaining as much as four tenths on everyone else through the long middle sector that comprises the meat of the lap. This was a cruise...

Then sudden rain at Turn 2 sent Leclerc, Albon and de Vries all off the circuit, without loss of position, and

Leclerc took some time to find his rhythm again to repel the challenge from Albon. "It was one of the hardest races I've driven in my life," he said. "I've never been in a position like this – you have no reference; you don't know how to fix your limits, and I did two or three really stupid errors."

Boschung inherited fourth from Trident's Antonio Fuoco after Oscar Tunjo was called into the pits by officials due to loose wing mirrors.

Eighth on the reversed grid, Leclerc and the rest of the field trundled around behind the safety car on a soaking-wet track for 19 of the 30 available minutes before they were set free. On the first racing lap, his oil temperature rose and knocked the engine into safety mode – 10% power – before it cleared. Now he was back in 16th and, after a further safety car, he collided with Tatiana Calderon as they battled up to Turn 2, before his damaged car speared into Jake Dennis.

The resulting safety car meant there were just three laps of green-flag action, and Boschung took his maiden GP3 win for the Koiranen GP team after team-mate Matt Parry had inadvertently punted polesitter Jake Hughes into a spin when Hughes lost momentum with wheelspin out of Turn 1 moments after the field was unleashed. Barcelona qualifying hero Hughes salvaged sixth on a tough weekend for the DAMS team, with Parry right behind.

Albon, meanwhile, reaped the reward for being one of the few to stay on the track throughout by taking another second, this time from Fuoco and de Vries, who had sailed through the gravel at Turn 3 along with Parry.

MARCUS SIMMONS

IN BRIEF

PORSCHE SUPERCUP

Sven Muller won a wet-dry-damp race from start to finish, while Mathieu Jaminet took the points lead. Muller got the jump from the second row as poleman Matteo Cairoli floundered at the start, the Italian dropping to fourth before being excluded when his car was deemed to be underweight. Jaminet converted his front-row start into second place, with Jeffrey Schmidt taking third. Brit Ben Barker was taken out in a collision while battling for sixth, with Ryan Cullen scoring his best Supercup result by taking the spot.

SUPER TC2000

Fiat works driver Bernardo Llover emerged victorious at Oropa after contact between team-mate Jose Manuel Urcera and Agustin Canapino's Chevrolet two laps from the finish. Canapino clambered through the pack from an early fifth and, after wresting second from Llover, he went in pursuit of leader Urcera. Canapino briefly made it in front, but contact with Urcera sent both into the track's grassy surroundings, allowing Llover into a lead he would maintain until the chequered flag. Canapino was third after he was ordered to return second to Urcera by the stewards.

TCR INTERNATIONAL SERIES

Reigning champion Stefano Comini took his second win of the season at Sochi in his Leopard Racing Volkswagen Golf. The Swiss led all the way, while Pepe Oriola got his Craft Bamboo SEAT ahead of Gianni Morbidelli's West Coast Racing Honda for second on lap two. Mikhail Grachev (WCR Honda) took a home win in the reversed-grid race from Jean-Karl Vernay's Leopard VW and the B3 SEAT of Attila Tassi. James Nash finished fourth in both races but was penalised in the first for contact with Vernay.

ASIAN GT

Bentley and Audi shared the honours at Okayama. Adderly Fong built up a lead in the Absolute Racing Continental (below) in race one that Andrew Kim converted to victory. Second went to the Lamborghini of Edoardo Liberati and Andrea Amici, while Jono Lester rose up the order to take third in the Porsche started by Tim Sugden. Carlo van Dam and Gianmaria Bruni had pressured Fong in their Ferraris, only for their co-drivers to be hit with a pit-speeding penalty and be taken off respectively. Phoenix Racing's R8 was taken to victory in race two by Marchy Lee and Shaun Thong, with Davide Rizzo and Anthony Liu second in their Ferrari, and Fong/Kim third.



AT A GLANCE

RACE 1

- 1 Leclerc ART
- 2 Albon ART
- 3 de Vries ART

RACE 2

- 1 Boschung Koiranen
- 2 Albon ART
- 3 Fuoco Trident

 **P53 FULL RESULTS**



Bell and Parente kept up Garage 59's run of form at Nurburgring

It's second time lucky for Bell and

**BLANCPAIN SPRINT CUP
NURBURGRING (D)
JULY 2-3
ROUND 3/5**

ROB BELL AND ALVARO PARENTE missed out on a first Sprint Cup victory in the Blancpain GT Series at the Nurburgring last Saturday by a scant three tenths. All that the McLaren duo were missing was an all-important quick turnaround in the pits. So, when their Garage 59 squad got it right in the pits on Sunday, they duly recorded that maiden win.

Parente had converted pole position into the lead of the qualifying race aboard his 650S GT3 and held an advantage over the WRT Audi R8 LMS of Christopher Mies that never grew to a full second right through the opening stint. But, as ever, the Belgian team won the battle in the pits in the middle of the one-hour race. The Portuguese driver's narrow lead over Mies turned into a deficit of 10 or so seconds once Bell and Enzo Ide had taken over their respective mounts.

The Briton, already a two-time winner this season in the BGTS Endurance Cup, first had to make his way past Marlon Stockinger in the ISR Audi and then set about closing down gentleman driver Ide. The problem was he ran out of time.

The tenths lost lapping one of the other WRT Audis and a quick off meant he was left with only two and a bit laps to try to make the pass.

The full-points race on Sunday was a much more straightforward affair for the McLaren duo. Bell was able to put the WRT challenge four seconds behind him through the opening stint, though this time the closest Audi driver was Will Stevens, who'd moved past Ide on lap four.

WRT again had the edge in the pits, the McLaren's lead effectively halved during the cycle of stops. The Audi had stopped later than the McLaren, and on the fresher Pirelli rubber Rene Rast was able to inch towards the leader. But once the bite of his tyres was gone the gap stabilised, and a McLaren notched up a first sprint victory since Navarra in 2013, when the championship was known as the FIA GT Series. "Our guys have practised pitstops quite a bit since yesterday and that really paid off," said Bell.

The lead Garage 59 McLaren was also an even more competitive proposition on Sunday around the short 2.25-mile Nurburgring short circuit used for an event on the same bill as the German Truck Grand Prix.

"It felt like there was more grip after the rain [a couple of hours before the race],

and I think that helped us," continued Bell. The team had also tweaked the tyre pressures from Saturday to the benefit of front-end bite.

Bell and Parente never looked like losing victory on Sunday, at least once the Garage 59 squad performed in the pits, though the Briton's flying getaway did briefly come under investigation. The McLaren driver reckoned that Ide "was asleep at the start" and that he just "got a cracker".

The rear-engined cars were in the ascendant on a circuit that wasn't entirely popular with either the teams or the drivers. Stevens and Rast had finished third in the qualifying event, while the HTP Motorsport Mercedes-AMG GT3 shared by Bernd Schneider and Jules Szymkowiak was the only front-engined machine to make it onto the podium last weekend.

Schneider had qualified only 24th, but set-up changes for the first race helped the Merc to come through to eighth. Szymkowiak charged to fourth inside 10 laps on Sunday, before his veteran team-mate emerged in third after the stops when Mies got hemmed in behind the delayed sister WRT car of Nico Muller and Dries Vanthoor.

Norbert Siedler had charged from 11th to fifth in the Rinaldi Ferrari 488 GT3, a position team-mate Marco Seefried was

AT A GLANCE

RACE 1

- 1 Mies/Ide Audi
- 2 Parente/Bell McLaren
- 3 Rast/Stevens Audi

RACE 2

- 1 Bell/Parente McLaren
- 2 Stevens/Rast Audi
- 3 Szymkowiak/Schneider Mercedes

➔ **P53** FULL RESULTS



Parente

able to maintain despite coming under sustained pressure from Maximilian Buhk. The second of the HTP Mercs, which the German shared with Dominik Baumann, was running third in the qualifier on Saturday when Buhk spun on oil on the second lap, the duo ending up 10th at the end of the first race.

The oil had been dropped by the Grasser Lamborghini Huracan GT3 that had triggered a first-corner melee when Mirko Bortolotti nudged Laurens Vanthoor. The WRT Audi dropped as low as 30th before beginning a fightback that brought it all the way back to sixth before Frederic Vervisch sustained a puncture battling with Andy Soucek's M-Sport Bentley.

Vervisch led the charge on Saturday, forcing his way into the top 10 from 25th on the grid. More ground was, predictably, made in the pits, but the Belgian duo could finish the main event no better than seventh position.

It wasn't exactly what former Blancpain champion Vanthoor needed to kickstart his bid for further titles. But then Bell, who now has a 44-point lead in the overall BGTS standings, isn't thinking about the championship just yet. Not with the double-points Spa 24 Hours Endurance Cup round at the end of this month.

GARY WATKINS



Keselowski keeps his cool

NASCAR SPRINT CUP
DAYTONA (USA)
JULY 2
ROUND 17/36

BRAD KESELOWSKI MASTERED AN eventful superspeedway race to claim his first Daytona win after controlling the pack for the majority of the 161 laps.

Despite overheating problems with his Penske Ford Fusion and aggressive challenges from Kurt and Kyle Busch and Joey Logano, Keselowski kept his cool and proved particularly resilient in an overtime lap that put him under pressure from a three-wide team of pursuers before Kurt Busch spun out at the final turn.

Keselowski was way ahead when Jimmie Johnson slid his Hendrick Chevrolet across the track into Jamie McMurray on lap 89, tangling 22 cars for the biggest incident of the race.

Further cautions involving Carl Edwards and

Tony Stewart shuffled the midfield, but were unable to impact the domination of Keselowski, who led Kyle Busch, Trevor Bayne and Logano over the line at the finish.

Sonoma winner Stewart went out with 12 laps to go, but his classification in 26th earned him enough points to edge into the top-30 points position he requires to be Chase-eligible.

RESULTS

1 Brad Keselowski (Ford Fusion) 161 laps in 2h40m38s; 2 Kyle Busch (Toyota Camry) +0.159s; 3 Trevor Bayne (Ford); 4 Joey Logano (Ford); 5 Ricky Stenhouse Jr (Ford); 6 Kyle Larson (Chevrolet SS); 7 Austin Dillon (Chevy); 8 Greg Biffle (Ford); 9 Clint Bowyer (Chevy); 10 Michael McDowell (Chevy). **Chase grid**
1 Keselowski 3 wins/551 points; 2 Kyle Busch 3/492; 3 Carl Edwards 2/527; 4 Jimmie Johnson 2/475; 5 Kevin Harvick 1/565; 6 Kurt Busch 1/545; 7 Logano 1/531; 8 Martin Truex Jr 1/482; 9 Denny Hamlin 1/446; 10 Matt Kenseth 1/443; 11 Tony Stewart 1/212; 12 Chase Elliott 0/482; 13 Dillon 0/434; 14 Dale Earnhardt Jr 0/433; 15 Ryan Newman 0/425; 16 Ryan Blaney 0/409.

Scott joins Renault winners

FORMULA RENAULT EURO CUP
MONZA (I)
JULY 2-3
ROUND 3/7

HARRISON SCOTT AND DORIAN Bocolacci took maiden Eurocup victories at Monza as opening-race winner Lando Norris extended his championship lead.

AVF racer Scott drove a superb race in Sunday's finale after snatching the lead into the first corner from polesitter Bocolacci, who fell to fourth behind Hugo de Sadeleer and Norris. De Sadeleer then dropped to third when Norris slipstreamed his way past into the Parabolica, and fell even further back when he straight-lined the Roggia chicane after a safety car period. Scott, meanwhile, kept Norris at bay to win by just under a second.

Good starts had allowed Norris (Josef Kaufmann Racing) and Bocolacci (Tech 1

Racing) to take control of races one and two respectively on Saturday, staying ahead despite slipstreaming on the Monza straights.

Bocolacci and Scott completed the podium behind Norris in the opener, but in race two the pair of Brits came together while fighting for second. Norris fell back to finish seventh, Scott 13th. That allowed Norris's closest title rival Max Defourny to take second — his best result of the weekend — ahead of Monaco winner Sacha Fenestraz.

Force India protege Jehan Daruvala took a notable seventh place having started in 16th in race one, but was at the centre of a safety car-prompting incident in the next race when he made contact with Will Palmer on the exit of Curva Grande and ended both their races.

De Sadeleer finished fourth in that race ahead of Nikita Troitskiy, who completed the top five having started 15th. Palmer, meanwhile, was sixth in the opener.

RESULTS

Race 1 1 Lando Norris 15 laps in 27m47.123s; 2 Dorian Bocolacci +0.532s; 3 Harrison Scott; 4 Sacha Fenestraz; 5 Robert Shwartzman; 6 Will Palmer. **Race 2 1 Bocolacci** 13 laps in 27m44.129s; 2 Max Defourny +1.926s; 3 Fenestraz; 4 Hugo de Sadeleer; 5 Nikita Troitskiy; 6 Shwartzman. **Race 3 1 Scott** 14 laps in 27m00.033s; 2 Norris +0.840s; 3 Bocolacci; 4 Defourny; 5 Gabriel Aubry; 6 Shwartzman. **Points 1 Norris 119;** 2 Defourny 96.5; 3 Bocolacci 95; 4 Scott 84; 5 Shwartzman 46; 6 Fenestraz 43.5.





Action Express duo keeps Pla at bay

IMSA SPORTSCAR
WATKINS GLEN (USA)
JULY 3
ROUND 6/12

CHRISTIAN FITTIPALDI AND JOAO BARBOSA strengthened their quest for a third successive championship by controlling Sunday's traditional Six Hours of Watkins Glen. The pair's hard-earned victory for Action Express Racing broke them out of a tie with Detroit-winning brothers Ricky and Jordan Taylor, who, joined by veteran Max Angelelli, had to be content with a fourth-place finish.

The race, held in glorious weather and witnessed by an enthusiastic Fourth of July holiday crowd, featured a titanic battle between two distinctly different genres of prototypes. The P2-derived cars, led by a pair each of Lola-Mazdas and Ligier-Hondas, held an advantage on outright pace, but the older and heavier DP cars, spearheaded by Fittipaldi/Barbosa and team-mates Eric Curran/Dane Cameron, enjoyed superior torque, which ensured a decisive edge on cold tyres.

Johannes van Overbeek made full use of a super-smooth new track surface to decimate the old track record and lead convincingly in the opening stages aboard the ESM team's Ligier. After the car fell back to seventh following a poor first pitstop, Pipo Derani and team co-owner Scott Sharp fought their way back into contention before suffering an engine failure with just over an hour remaining.

The Speed Source Lola-Mazda of Tristan Nunez/Spencer Pigot/Jonathan Bomarito ran strongly, despite some less-than-stellar pitstops, before dropping out of third, also with engine trouble, with less than 40 minutes to go. That set the scene for a battle between the Action Express team-mates, plus Michael Shank Racing's Ligier in the hands of Olivier Pla. The Frenchman set a blistering lap record

but was unable to find a way past the DP cars. All three were blanketed by less than a second at the finish.

Renger van der Zande/Alex Popow repeated their 2015 PC class win for Starworks Motorsport.

The Chip Ganassi Racing Ford GTs of Richard Westbrook/Ryan Briscoe and Joey Hand/Dirk Muller maintained their Le Mans form by convincingly winning the GTLM category despite a stout challenge from the Team RLL BMW M6 GTLM of Dirk Werner/Bill Auberlen, while Christina Nielsen/Jeff Segal/Alessandro Balzan bolstered their GTD points lead with a typically hard-fought class win.

JEREMY SHAW

RESULTS

1 Joao Barbosa/Christian Fittipaldi (Coyote Corvette DP) 197 laps in 6h00m21.671s; 2 Dane Cameron/Eric Curran (Coyote Corvette DP) +0.709s; 3 Olivier Pla/Oswaldo Negri Jr/John Pew (Ligier-Honda JSP2); 4 Ricky Taylor/Jordan Taylor/Max Angelelli (Dallara Corvette DP); 5 Tom Long/Joel Miller/Ben Devlin (Lola-Mazda B12/80); 6 Marc Goossens/Ryan Dalziel (Coyote Corvette DP). **PC 1 Renger van der Zande/Alex Popow**; 2 James French/Kyle Marcelli/Kenton Koch; 3 Mark Kvamme/Remo Ruscitti/Richard Bradley. **GTLM 1 Richard Westbrook/Ryan Briscoe (Ford GT)**; 2 Joey Hand/Dirk Muller (Ford); 3 Bill Auberlen/Dirk Werner (BMW M6 GTLM); 4 Oliver Gavin/Tommy Milner (Chevrolet Corvette C7.R); 5 Alessandro Pier Guidi/Daniel Serra (Ferrari 488 GTE); 6 Giancarlo Fisichella/Toni Vilander (Ferrari). **GTD 1 Christina Nielsen/Alessandro Balzan/Jeff Segal (Ferrari 488 GT3)**; 2 Andy Lally/John Potter/Dion von Moltke (Audi R8 LMS); 3 Mario Farnbacher/Alex Riberas/Ian James (Porsche 911 GT3-R). **Points 1 Fittipaldi/Barbosa 187**; 2= Taylor/Taylor & Curran/Cameron 180. **PC 1 Popow/van der Zande 198**; 2 Robert Alon/Tom Kimber-Smith 186; 3 Mikhail Golikhberg/Stephen Simpson 182. **GTLM 1 Gavin/Milner 159**; 2 Westbrook/Briscoe 151; 3 Werner/Auberlen 141. **GTD 1 Nielsen/Balzan 162**; 2 Farnbacher/Riberas 149; 3 Potter/Lally 141.

RESULTS

GP2 SERIES

ROUND 4/11, RED BULL RING (A), JULY 2-3

RACE 1 (40 LAPS - 107.444 MILES)

1	Mitch Evans (NZ) Campos Racing	1h18m32.399s
2	Sean Gelael (RI) Campos Racing	+4.600s
3	Raffaele Marciello (I) Russian Time	+10.789s
4	Luca Ghiotto (I) Trident	+12.363s
5	Jimmy Eriksson (S) Arden International	+12.691s
6	Oliver Rowland (GB) MP Motorsport	+15.557s
7	Norman Nato (F) Racing Engineering	+16.559s
8	Jordan King (GB) Racing Engineering	+22.762s
9	Arthur Pic (F) Rapax	+24.738s
10	Nicholas Latifi (CDN) DAMS	+25.629s
11	Alex Lynn (GB) DAMS	+27.000s
12	Sergey Sirotkin (RUS) ART Grand Prix	+49.708s
13	Gustav Malja (S) Rapax	+50.258s
14	Daniel de Jong (NL) MP Motorsport	-1 lap
15	Philo Paz Armand (RI) Trident	-1 lap
16	Rene Binder (A) ART Grand Prix	-2 laps
R	Antonio Giovinazzi (I) Prema Racing	29 laps-alternator
R	Artem Markelov (RUS) Russian Time	28 laps-accident
R	Marvin Kirchhofer (D) Carlin	26 laps-spun/stalled
R	Pierre Gasly (F) Prema Racing	17 laps-spun off
R	Nabil Jeffri (MAL) Arden International	1 lap-accident damage
R	Sergio Canamasas (E) Carlin	0 laps-accident

Winner's average speed 82.080mph.

Fastest lap Evans 1m15.534s, 128.114mph.

QUALIFYING

1 Sirotkin 1m13.663s; 2 Giovinazzi 1m13.669s; 3 Gasly 1m13.803s; 4 Ghiotto 1m14.091s; 5 Markelov 1m14.099s; 6 Marciello 1m14.184s; 7 Rowland 1m14.316s; 8 Lynn 1m14.387s; 9 Nato 1m14.456s; 10 Evans 1m14.574s; 11 Kirchhofer 1m14.647s; 12 Pic 1m14.688s; 13 King 1m14.815s; 14 Jeffri 1m14.626s; 15 Binder 1m14.886s; 16 Malja 1m15.020s; 17 Canamasas 1m14.832s; 18 Gelael 1m15.112s; 19 de Jong 1m15.307s; 20 Latifi 1m14.958s; 21 Armand 1m15.675s; 22 Eriksson 1m15.531s**. * grid penalty. ** made to start from pitlane.

RACE 2 (28 LAPS - 75.187 MILES)

1 King 44m34.966s; 2 Rowland +6.019s; 3 Lynn +7.702s; 4 Marciello +10.234s; 5 Giovinazzi +10.417s; 6 Sirotkin +11.821s; 7 Gasly +12.594s; 8 Evans +12.881s; 9 Ghiotto +15.878s; 10 Canamasas +35.019s; 11 Markelov +57.740s; 12 Nato +1m00.076s; 13 Eriksson +1m00.107s; 14 Armand +1m16.880s; 15 Binder +1m17.325s; 16 Malja -1 lap; 17 Jeffri -1 lap; 18 Pic -1 lap; 19 Kirchhofer -1 lap; 20 de Jong -1 lap; R Latifi 20 laps-spun off; R Gelael 3 laps-collision.

Winner's average speed 101.187mph.

Fastest lap Nato 1m22.155s, 117.789mph.

GRID FOR RACE 2

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

CHAMPIONSHIP

1 Marciello 66; 2 Evans 56; 3 Nato 55; 4 Markelov 54; 5 Rowland 54; 6 Giovinazzi 52; 7 Lynn 51; 8 Gasly 47; 9 King 45; 10 Sirotkin 40.



ROUND-UP

GP3 SERIES

ROUND 2/9, RED BULL RING (A), JULY 2-3

RACE 1 (24 LAPS – 64.435 MILES)

1	Charles Leclerc (MC) <i>ART Grand Prix</i>	35m01.756s
2	Alexander Albon (T) <i>ART Grand Prix</i>	+2.292s
3	Nyck de Vries (NL) <i>ART Grand Prix</i>	+8.949s
4	Ralph Boschung (CH) <i>Koiranen GP</i>	+11.840s
5	Antonio Fuoco (I) <i>Trident</i>	+13.131s
6	Matt Parry (GB) <i>Koiranen GP</i>	+15.494s
7	Nirei Fukuzumi (J) <i>ART Grand Prix</i>	+16.694s
8	Jake Hughes (GB) <i>DAMS</i>	+18.500s
9	Jack Aitken (GB) <i>Arden International</i>	+19.129s
10	Sandy Stuvik (T) <i>Trident</i>	+20.726s
11	Artur Janosz (PL) <i>Trident</i>	+43.114s
12	Akash Nandy (MAL) <i>Jenzer Motorsport</i>	+45.524s
13	Kevin Jorg (CH) <i>DAMS</i>	+45.621s
14	Oscar Tunjo (CO) <i>Jenzer Motorsport</i>	+46.119s
15	Santino Ferrucci (USA) <i>DAMS</i>	+46.534s
16	Alex Palou (E) <i>Campos Racing</i>	+47.672s
17	Tatiana Calderon (CO) <i>Arden International</i>	+54.379s
18	Konstantin Tereschenko (RUS) <i>Campos Racing</i>	23 laps-acc damage
19	Richard Gonda (SK) <i>Jenzer Motorsport</i>	23 laps-accident
20	Steijn Schothorst (NL) <i>Campos Racing</i>	-1 lap
R	Matevos Isaakyan (RUS) <i>Koiranen GP</i>	4 laps-steering wheel
R	Jake Dennis (GB) <i>Arden International</i>	3 laps-throttle sensor
NS	Giuliano Alesi (F) <i>Trident</i>	accident in practice

Winner's average speed 110.367mph. **Fastest lap** Leclerc 1m20.859s, 119.677mph.

QUALIFYING

1 Leclerc 1m19.041s; **2 Albon** 1m19.567s; **3 de Vries** 1m19.734s; **4 Boschung** 1m19.775s; **5 Fukuzumi** 1m19.842s; **6 Parry** 1m19.868s; **7 Tunjo** 1m19.878s; **8 Dennis** 1m19.917s; **9 Hughes** 1m19.925s; **10 Ferrucci** 1m19.980s; **11 Fuoco** 1m20.080s; **12 Stuvik** 1m20.102s; **13 Calderon** 1m20.104s; **14 Janosz** 1m20.126s; **15 Aitken** 1m20.227s; **16 Isaakyan** 1m20.294s; **17 Palou** 1m20.309s; **18 Schothorst** 1m20.378s; **19 Jorg** 1m20.429s; **20 Gonda** 1m20.579s; **21 Nandy** 1m20.593s; **22 Tereschenko** 1m20.651s.

RACE 2 (17 LAPS – 45.619 MILES)

1 Boschung 33m57.642s; **2 Albon** +0.841s; **3 Fuoco** +1.784s; **4 de Vries** +2.276s; **5 Aitken** +2.440s; **6 Hughes** +3.103s; **7 Parry** +3.486s; **8 Stuvik** +4.802s; **9 Janosz** +5.038s; **10 Ferrucci** +6.017s; **11 Palou** +6.169s; **12 Schothorst** +7.080s; **13 Tunjo** +7.349s; **14 Jorg** +9.539s; **R Dennis** 14 laps-accident damage; **R Calderon** 13 laps-accident; **R Leclerc** 13 laps-accident; **R Nandy** 10 laps-grass in radiators/overheating/engine in safety mode; **R Tereschenko** 9 laps-spun off; **R Isaakyan** 8 laps-electronics; **R Gonda** 5 laps-grass in radiators/overheating/engine in safety mode; **R Fukuzumi** 1 lap-water temperature.

Winner's average speed 80.596mph.

Fastest lap Boschung 1m35.850s, 100.959mph.

GRID FOR RACE 2

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

CHAMPIONSHIP

1 Leclerc 58; **2 Albon 53**; **3 Fuoco 42**; **4 Hughes 31**; **5 de Vries 31**; **6 Boschung 30**; **7 Fukuzumi 21**; **8 Tunjo 18**; **9 Dennis 14**; **10 Jorg 12**.



Ide and Mies won Blancpain qualifying race

BEROUDVISION SPORT AGENCY

BLANCPAIN GT SPRINT CUP

ROUND 3/5, NURBURGRING (D), JULY 2-3

MAIN RACE (41 LAPS – 92.453 MILES)

1	Rob Bell (GB) Alvaro Parente (P) <i>Garage 59</i> · McLaren 650S GT3	1h01m26.599s
2	Will Stevens (GB) Rene Rast (D) <i>WRT</i> · Audi R8 LMS	+2.090s
3	Jules Szymkowiak (NL) Bernd Schneider (D) <i>HTP Motorsport</i> · Mercedes-AMG GT3	+10.697s
4	Enzo Ide (B) Christopher Mies (D) <i>WRT</i> · Audi R8 LMS	+13.736s
5	Norbert Siedler (A) Marco Seefried (D) <i>Rinaldi Racing</i> · Ferrari 488 GT3	+22.523s
6	Dominik Baumann (A) Maximilian Buhk (D) <i>HTP Motorsport</i> · Mercedes-AMG GT3	+23.348s
7	Frederic Vervisch (B) Laurens Vanthoor (B) <i>WRT</i> · Audi R8 LMS	+23.913s
8	Stef Dusseldorp (NL) Maxime Martin (B) <i>Rowe Racing</i> · BMW M6 GT3	+36.159s
9	Alexander Sims (GB) Philipp Eng (A) <i>Rowe Racing</i> · BMW M6 GT3	+44.988s
10	Tristan Vautier (F) Felix Rosenqvist (S) <i>ASP</i> · Mercedes-AMG GT3	+45.847s
11	Rodrigo Baptista (BR) Sergio Jimenez (BR) <i>WRT</i> · Audi R8 LMS	+46.385s
12	Romain Monti (F) Edward Sandstrom (S) <i>Sainteloc Racing</i> · Audi R8 LMS	+50.877s
13	Michele Beretta (I) Luca Stolz (D) <i>GRT Grasser Racing Team</i> · Lamborghini Huracan GT3	+53.342s
14	Mitsunori Takaboshi (J) Alex Buncombe (GB) <i>Nissan GT Academy Team RJN</i> · Nissan GT-R Nismo GT3	+56.358s
15	Nicolaj Moller Madsen (DK) Markus Pommer (D) <i>Phoenix Racing</i> · Audi R8 LMS	+57.137s
16	Ezequiel Perez Companc (RA) Raffaele Giammaria (I) <i>AF Corse</i> · Ferrari 458 Italia GT3	+57.508s
17	Mike Parisy (F) Christopher Haase (D) <i>Sainteloc Racing</i> · Audi R8 LMS	+57.908s
18	Stuart Leonard (GB) Michael Meadows (GB) <i>WRT</i> · Audi R8 LMS	+1m03.578s
19	Daniel Zampieri (I) Patric Niederhauser (CH) <i>Attempto Racing</i> · Lamborghini Huracan GT3	+1m04.132s
20	Frank Stippler (D) Filip Salaquarda (CZ) <i>ISR</i> · Audi R8 LMS	+1m04.740s
21	Max van Splunteren (NL) Jeroen Mul (NL) <i>Attempto Racing</i> · Lamborghini Huracan GT3	+1m06.737s
22	Niki Mayr-Melnhof (A) Markus Winkelhock (D) <i>Phoenix Racing</i> · Audi R8 LMS	+1m08.601s
23	Jazeman Jaafar (MAL) Clemens Schmid (A) <i>HTP Motorsport</i> · Mercedes-AMG GT3	+1m13.404s
24	Davide Valsecchi (I) Stefan Rosina (SK) <i>GRT Grasser Racing Team</i> · Lamborghini Huracan GT3	+1m21.155s
25	Marlon Stockinger (RP) Franck Perera (F) <i>ISR</i> · Audi R8 LMS	+1m21.437s
26	Michal Broniszewski (PL) Giacomo Piccini (I) <i>Kessel Racing</i> · Ferrari 488 GT3	+1m25.002s
27	Jean-Luc Beaubelique (F) Morgan Moullin Traffort (F) <i>ASP</i> · Mercedes-AMG GT3	-1 lap
28	Claudio Sdanewitsch (D) Stephane Lemeret (B) <i>AF Corse</i> · Ferrari 458 Italia GT3	-1 lap
29	Ricardo Sanchez (MEX) Sean Walkinshaw (GB) <i>Nissan GT Academy Team RJN</i> · Nissan GT-R Nismo GT3	-1 lap
30	Christophe Bourret (F) Jean-Philippe Belloc (F) <i>ASP</i> · Mercedes-AMG GT3	-1 lap
31	Didi Gonzales (D) Sebastian Asch (D) <i>Team a-workx</i> · Porsche 911 GT3-R	-1 lap
32	Andy Soucek (E) Maxime Soulet (B) <i>Bentley Team M-Sport</i> · Bentley Continental GT3	-1 lap
33	Steve Parrow (D) Christian Hook (D) <i>Rinaldi Racing</i> · Ferrari 458 Italia GT3	-2 laps
34	Nico Muller (CH) Dries Vanthoor (B) <i>WRT</i> · Audi R8 LMS	34 laps-pitstop infringement/parked
R	Martin Plowman (GB) Come Ledogar (F) <i>Garage 59</i> · McLaren 650S GT3	12 laps-engine
R	Vincent Abril (F) Steven Kane (GB) <i>Bentley Team M-Sport</i> · Bentley Continental GT3	5 laps-accident damage
R	Nicolas Pohler (D) Mirko Bortolotti (I) <i>GRT Grasser Racing Team</i> · Lamborghini Huracan GT3	2 laps-accident damage

Winner's average speed 90.281mph. **Fastest lap** Perera 1m27.387s, 92.895mph.

QUALIFYING RACE (39 LAPS – 87.943 MILES)

1 Mies/Ide 1h00m18.264s; **2 Parente/Bell** +0.304s; **3 Rast/Stevens** +5.324s; **4 Perera/Stockinger** +8.335s; **5 D Vanthoor/Muller** +17.883s; **6 Soulet/Soucek** +26.844s; **7 Eng/Sims** +29.562s; **8 Schneider/Szymkowiak** +31.755s; **9 Martin/Dusseldorp** +35.552s; **10 Buhk/Baumann** +35.775s; **11 Seefried/Siedler** +36.948s; **12 Niederhauser/Zampieri** +40.134s; **13 Jimenez/Baptista** +41.746s; **14 Schmid/Jaafar** +42.365s; **15 Stolz/Beretta** +52.213s; **16 Buncombe/Takaboshi** +53.159s; **17 Rosina/Valsecchi** +53.478s; **18 Piccini/Broniszewski** +56.234s; **19 Sandstrom/Monti** +56.758s; **20 Pommer/Moller Madsen** +1m02.938s; **21 Winkelhock/Mayr-Melnhof** +1m04.186s; **22 Mul/van Splunteren** +1m06.119s; **23 Kane/Abril** +1m06.593s; **24 L Vanthoor/Vervisch** +1m14.750s; **25 Walkinshaw/Sanchez** +1m17.560s; **26 Moullin Traffort/Beaubelique** +1m21.940s; **27 Rosenqvist/Vautier** +1m47.870s; **28 Meadows/Leonard** -1 lap; **29 Lemeret/Sdanewitsch** -1 lap; **30 Belloc/Parisy** -1 lap; **31 Haase/Parisy** 35 laps-gearbox; **32 Hook/Parrow** -6 laps; **33 Giammaria/Perez Companc** -7 laps; **R Ledogar/Plowman** 25 laps-engine; **R Salaquarda/Stippler** 2 laps-accident damage; **R Bortolotti/Pohler** 1 lap-accident damage/oil leak; **NS Asch/Gonzales** suspension.

Winner's average speed 87.499mph. **Fastest lap** Perera 1m28.793s, 91.424mph.

In each car in each race, first-named driver started the race.

QUALIFYING

Q3 1 Parente 1m26.218s; **2 Mies** 1m26.317s; **3 Buhk** 1m26.470s; **4 L Vanthoor** 1m26.478s; **5 Salaquarda** 1m26.491s; **6 Rast** 1m26.515s; **7 Winkelhock** 1m26.531s; **8 Bortolotti** 1m26.565s; **9 Perera** 1m26.597s; **10 Eng** 1m26.611s; **11 D Vanthoor** 1m26.762s; **12 Niederhauser** 1m26.770s; **13 Haase** 1m26.799s; **14 Siedler** 1m26.839s; **15 Piccini** 1m26.908s; **16 Soulet** 1m27.022s; **17 Stolz** 1m27.240s; **18 Mul** 1m27.294s; **19 Ledogar** no time. **Q1/2 20 Rosenqvist 1m27.196s**; **21 Meadows** 1m27.198s; **22 Martin** 1m27.238s; **23 Jimenez** 1m27.276s; **24 Szymkowiak** 1m27.286s; **25 Rosina** 1m27.361s; **26 Abril** 1m27.383s; **27 Schmid** 1m27.395s; **28 Pommer** 1m27.438s; **29 Takaboshi** 1m27.493s; **30 Moullin Traffort** 1m27.493s; **31 Giammaria** 1m27.547s; **32 Lemeret** 1m27.696s; **33 Walkinshaw** 1m27.832s; **34 Belloc** 1m28.306s; **35 Parrow** 1m29.391s; **36 Asch** 1m27.584s*; **37 Sandstrom** no time. * grid penalty.

CHAMPIONSHIP

1 Bell/Parente 56; **2 Ide/Mies 53**; **3 Szymkowiak/Schneider 47**; **4 L Vanthoor/Vervisch 38**; **5 Baumann/Buhk 34**; **6 Soucek/Soulet 24**; **7 Eng/Sims 23**; **8 Stevens/Rast 22**; **9 Perera/Stockinger 20**; **10 Siedler/Seefried 19**. **Overall Blancpain GT 1 Bell 122**; **2 Buhk/Baumann 78**; **3 Ledogar 66**; **4 van Gisbergen 65**; **5 L Vanthoor/Vervisch 58**; **6 Parente 56**.

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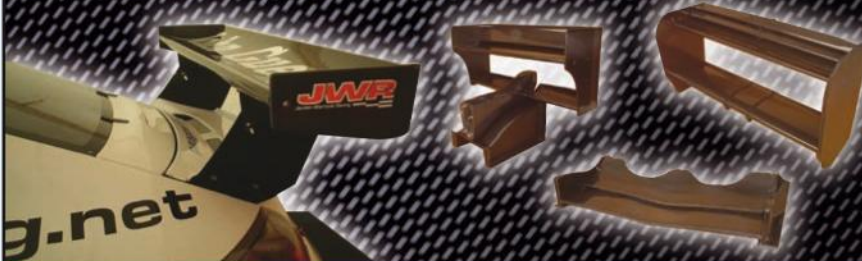
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F4 champion Palmer will join F3 pack with HHC

Palmer joins British F3 grid for Spa round

McLAREN AUTOSPORT BRDC AWARD winner Will Palmer will make his first start in the rebranded BRDC British Formula 3 Championship this weekend at Spa after rejoining HHC Motorsport.

Palmer won the BRDC Formula 4 title last year before the championship was renamed British F3 and changed its machinery to the Tatuus-Cosworth FA-016. He will race HHC's third chassis for the triple-header event in the Belgian Ardennes alongside regular drivers Ben Hingeley (15th in the standings) and Sisa Ngebulana (11th).

The 19-year-old is the latest in a line of guest drivers to handle the car, following ex-European F3 driver Raoul Hyman and Formula Renault Eurocup title challenger Harrison Scott in recent rounds.

Palmer's 2015 BRDC F4 crown came with HHC. He took a record 12 wins from 24 races, and this year has stepped up to two-litre Formula Renault competition, racing in both the Eurocup and Northern European Cup.

The fourth round of the NEC contest,

in which Palmer is fifth in the points, takes place at Spa at the end of this month, while the Eurocup will also visit the circuit in September.

"The Spa deal is really useful as it's a very technical and very long track, so having some experience of it before racing in Renault is a bonus," said Palmer. "I tested a British F3 car right after the NEC race at Silverstone, and on the same track, so I have good back-to-back experience of the two. There is not a gigantic amount of difference.

"The F3 car is faster in a straight line and has marginally more aero through the faster corners, but the braking pedal is lighter, whereas in the Renault you have to be quite aggressive on the brakes with a lot of pressure to slow quickly.

"I've raced with HHC since Ginetta Junior in 2012 so it will be good to be back working with them, but all of the remaining F3 races clash with FRenault, so it's looking like a one-off this time."

HHC boss Charlie Kemp, whose squad has yet to win a BRDC F3 race in 2016, said: "It's great to welcome Will back



Last year, Palmer was the pacesetter in F4, which has become British F3 in 2016 with a more powerful car

as we achieved so much with him last year. This fixture fits with his Renault programmes and makes sense as it give him experience of a superb track in a relevant car.

"The Renault isn't hugely different to the F3 car. The F3 has a bit more power and downforce, but it's relatable.

"Will did a day testing with us at Silverstone and was on the pace immediately so he'll go well. Plus, having a driver of his experience in the car helps us with development, so it's good for the entire team."

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BRITISH GT

Top Merc team joins Brit GT field

LEADING MERCEDES TEAM BLACK FALCON WILL RUN two cars in this weekend's British GT Championship round at Spa as it evaluates a full-time move into the series.

The German squad will field two Mercedes-AMG GT3s in the two-hour race, with Briton Oliver Morley sharing the first with DTM driver and 2012 FIA European F3 champion Daniel Juncadella, and Abdulaziz Al Faisal sharing the second with Miguel Toril.

Black Falcon has a strong history in GT3 racing, having won the Nurburgring 24 Hours twice, including running Briton Adam Christodoulou to victory in this year's event. The squad also regularly competes in the Blancpain GT Series, VLN and Creventic 24-Hour Series.

Team boss Sean Paul Breslin said: "All four drivers will be running together in the Spa 24 Hours [July 30-31], so

on one hand it's a great chance for a warm-up, but we also wanted to have a closer look and experience British GT.

"Oliver used to race in British GT and wanted to have another crack at it, and it's a very strong series at the moment. There's a good mixture of professional drivers and talented amateurs, so we know it won't be easy.

"I'd like to think this race will lead to more British GT appearances, but we'll have to see how it goes."

Breslin added that the Balance of Performance for the Mercedes could be tricky at Spa. "We have a small engine restrictor, so the long straights could hurt us," he said.

"The Mercedes has a lot of aero to aid cornering, but also has quite a lot of drag compared to the other GT3 cars.

"But we have four strong drivers, so it will certainly be an interesting weekend."

BRITISH GT

PARKER ADDS GT4 PORSCHE EFFORT

TEAM PARKER RACING will return to the GT4 division of British GT after taking over the running of the Porsche Cayman driven by Nick Jones and Scott Malvern with immediate effect.

The Jones/Malvern Cayman Clubsport GT4 was run by the Simpson Motorsport team during the most recent round at Silverstone. The pair, who began the season in a Ginetta G55 also run by Simpson, finished 16th in the basic-spec Porsche, but have now split from the Simpson team.

The deal is in addition to Team Parker's existing factory deal with Bentley in the GT3 class.

Team head Stuart Parker said: "It was always our intention to get back into GT4, but we wanted to spend a year getting truly bedded in with GT3 and Bentley.

"We have two Cayman GT4s of our own that we were always going to run next season, so this deal has sped up that programme and will keep the Porsche brand on the grid."

Jones added: "It didn't work out with Simpson and without Team Parker it would have been season over. We haven't done a day with the team yet but I know they are hugely professional and will help us get the most out of the Cayman."

BRITISH GT

Abbott swaps Chevy Cruze for Lambo Huracan

BRITISH TOURING CAR Championship racer Hunter Abbott will take part in the next round of the British GT Championship at Spa at the wheel of a Grasser Racing Lamborghini Huracan.

The 35-year-old will join

the Austrian team's regular racer, Swiss driver Rolf Ineichen, for the two-hour race in Belgium. Abbott, who raced GT cars between 2006 and 2009, regularly drives a Power Maxed Racing Chevrolet Cruze in the BTCC.

"My old GT engineer now works for Grasser, and he got in touch about this opportunity," said Abbott.

"We are in the middle of a long break between BTCC races and this fitted in perfectly for me.

"It will be the first time that I have driven a car with all the electronic gizmos, so it will be a challenge.

"But what better a track to experience that on than at Spa? It was an offer I couldn't turn down."

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SILVERSTONE CLASSIC

Javelin to make racing comeback

THE AMC JAVELIN RACED BY DAVID Howes in the British Saloon Car Championship will return to racing this summer after four decades away.

Howes raced the car in the 1972 and '73 BRSCC but put it into storage in '75 after breaking his leg in a road accident. Last year he sold it to Belgian racer Marc Devis.

Now Devis will bring the 6.4-litre car back to racing in the Historic Touring Car Challenge at the Silverstone Classic.

Devis said: "I have something of a reputation for special projects like this, and the fact that the Javelin had been sitting with the same owner since the 1970s certainly appealed to me."

IN BRIEF



MINIS SPLIT GRIDS TO RETURN AT BRANDS

Super and Mighty Minis will have split grids for the first time this year at the Brands Hatch Mini Festival next weekend. The Super category has struggled for entries, with just four cars taking part in the first round after a switch from the BRSCC to BARC for 2016, and a delay in the championship permit being given. Twelve Super and more than 20 Mighty cars are expected at Brands.

WEBSTER ON BRITISH GP SUPPORT BILL

Porsche Carrera Cup GB champion Josh Webster will race a 991 Cup car for the first time since leaving the series when he competes in the British Grand Prix-supporting Porsche Supercup at Silverstone this weekend. The 2014 title winner will join the Project 1 team for the round, having contested selected events of different sportscar series this year, including winning a GT Open race at Spa.

FUN CUP SQUAD SETS UP ACADEMY

A new Fun Cup Academy has been set up to help karters make the transition to car racing. Former TVR Tuscan racer Jay Shepherd's Team7Racing squad is behind the Academy.

CENTURY-OLD STEAM CAR TO RACE

The recreation of the 1905 White Steam Racer known as 'Whistling Billy' will make its competition debut at Chateau Impney this weekend. Until last September the MSA had banned steam cars from taking part in competition, but the car's owner and builder Bob Dyke has persuaded the governing body to allow it to compete.

LEEDS TAKES WIN ON HOME OUTING

British Formula 4 Championship racer and Red Bull junior Luis Leeds scored one win on a one-off return to his native Australian F4 series at Sydney Motorsport Park (formerly Eastern Creek) last weekend. The other two races were won by Nick Rowe and William Brown, with Brown now leading the championship.

FIA F4 GETS GOING IN THE USA

The FIA's F4 initiative finally kicked off in the US last weekend at Mid-Ohio. A 14-car field (below) fought out three races, driving chassis built by US constructor Crawford Composites and powered by two-litre Honda engines. All three races were won by Konrad Czayk.



BRITCAR

Cocker to continue in Britcar Aston

FORMER BRITISH GT champion Jonny Cocker will contest the rest of the Britcar Endurance Series season in place of Jody Fannin.

Cocker raced an Aston Martin Vantage GT4 at Thruxton after an invite from Whitebridge Motorsport

team-mate Chris Murphy.

"I've been working with Chris on some tuition," said Cocker. "Chris was one of the engineers on the LMP1 I drove with Drayson Racing. One thing led to another and he asked if I wanted to do the rest of the season."



BRITCAR

Gibson CN ready for race debut

BRITISH SPORTSCAR manufacturer Gibson will give its new GH-20 its debut in the next round of the Britcar Prototype Series.

The new machine will be driven by former Clubmans Cup racer Daniel Gibson and historic racing ace Chris Ward in the hour-long event at Donington Park on July 17.

The two-litre 255bhp GH-20 is the latest FIA CN-spec sportscar designed



by Gibson, which also produces the Nemesis Clubmans range.

"The GH20 has been a few years in the making and is a big step forward from the GH19," said Gibson's Mike Swinnerton. "We've made

subtle changes to the chassis to improve the safety for the FIA crash tests.

"We have new wishbones, suspension geometry and new aero parts, which give a big improvement in frontal downforce."

Mk1 Jags will be one of saloon models to race in new series



LAWRENCE

HRDC

Jaguar saloon series launched

A NEW RACE SERIES FOR PRE-1966 JAGUARS WILL be run in 2017 by the Historic Racing Drivers Club.

Following the success of its entry-level, one-make Academy Series for Austin A30/35 cars, the HRDC has unveiled the Coombs Jaguar Challenge for all saloon models of a type that raced in period from 1950 to '66.

HRDC boss Julius Thurgood said the time is right to offer a series for Jaguar saloons, covering the lumbering Mk7s and successful Mk1s and Mk2s. "We've looked into this in a big way and there is a strong need to run the touring cars away from the sportscars," said Thurgood.

"We've had a growing number of Jaguars racing with the HRDC and there are more bubbling below the surface. There seem to be more Mk1s coming out than ever,

including some that have been dormant for a while," added Thurgood, who aims to gather enough support to justify standalone races next season.

As well as a gaggle of Mk1s and Mk2s, Thurgood hopes to see up to half a dozen of the earlier Mk7s, first produced in 1951. Mk7s and Mk1s will run to existing HRDC technical regulations, Mk2s to the FIA's Appendix K standard for historic.

Eligible cars will race on an invitation basis and run on mandatory Dunlop CR65 historic racing tyres.

More than 37,000 Mk1s were built in the late 1950s, while more than 80,000 Mk2s were constructed.

Over the balance of 2016, a class for the Jaguars will run within the HRDC's Touring Greats Series.

SUPERTOURERS

Lyons does the double on tourer debut at Brands

MICHAEL LYONS MADE AN impressive Super Touring debut at the Historic Sports Car Club's Legends of Brands Hatch Superprix event last weekend, dominating both races in an ex-Jim Richards Volvo S40 owned by New Zealander Lindsay O'Donnell.

"It's an awesome thing, and probably makes more downforce than the Surtees [TS9, in which he scored a Derek Bell Trophy double victory at Brands to add to his Super Touring success]," said Lyons, who has become a regular Historic F1 and

F5000 race winner in recent seasons.

O'Donnell will take over the 1997 Volvo – raced in Australia by Jim Richards in '98 – at the Silverstone Classic. His Benson & Hedges BMW 318 will be handled there by Tony Longhurst,

who drove the car originally.

Making a Super Touring return at Brands was former British Touring Car racer Mark Lemmer, who finished fifth on Sunday in an ex-David Leslie Honda Accord. He spun out of Saturday's opening race on lap one.



Volvo had its first outing for 14 years and won twice

HAWKINS

CARS IN THE CLAYDONS

LE MANS WINNER TO STAR AT CLAYDON

AUDI UK WILL PROVIDE A range of racing machinery for James Beckett's inaugural Cars in the Claydons event on September 3, headlined by its 2013 Le Mans winner.

The Audi R18 e-tron quattro LMP1 machine (below) will be the centre of a large display from the German marque in the new event, to be held at the Claydon Estate in Buckinghamshire.

Other modern cars include an R8 Le Mans prototype and an R8 LMS ultra GT3. From the BTCC, Frank Biela's A4 and Sir Stirling Moss's Audi 80 will be on display.

The event will also have an endurance racing feature, including a 1950s Aston Martin DBR1, Jaguar D-type and pre-World War 2 Bentleys.

"I'm good friends with Dave Ward at Progressive Motorsport and they've played a very big part in getting this collection donated to the event by Audi," said Beckett.

"Locally the event is being very well talked about, but having cars like this on display to the public, for them to get up close and personal with, is a big draw.

"I have high hopes for the future of Cars in the Claydons and I am working with Nicholas and Alexandra Verney [for whom the estate is the ancestral home] to make this happen.

"Hopefully one day we can run the cars on the roads around the estate too."



STALEY/LAT



Chateau Impney hillclimb beckons

By Marcus Pye, the voice of club racing

[@Autosport](#)

FOLLOWING A MARVELLOUS HSCC LEGENDS OF BRANDS Hatch weekend characterised by some exceptionally close racing (Historic F2, Classic F3, Derek Bell Trophy and FF1600) and superlative driving standards among amateurs who pay their own bills, the usual fixture clashes mean difficult decisions for motorsport fans this weekend.

Traditionalists may favour the British Grand Prix (which I attended regularly, and thoroughly enjoyed, from watching Jim Clark win at Silverstone in 1967 through the '90s, although have done so less frequently since, often having been working elsewhere); but the Le Mans Classic – run in alternate years – offers a compelling alternative if the twin lures of sports-racing cars at its fabled French home are strong.

Me? I'll be recapturing the spirit and fun of the speed events of my youth at the Chateau Impney Hill Climb near Droitwich in Worcestershire. Run from 1957-67 by the Hagley & District Car Club, the meeting was rekindled by the Spollon family last season, ending a 48-year break. On a longer, more challenging 1000-yard course, the retrospective proved a huge hit with competitors and spectators. I recall it as the best new event of 2015, and it's grown.

Even when populated with today's bespoke hillclimb projectiles, there is something wonderfully quaint about the settings for these races against the clock on narrow tracks at hallowed venues like nearby Shelsley Walsh, which has hosted events on the same course since 1905. At Chateau Impney, 200 competing cars are dotted around in clusters, which make for fascinating paddock tours with plenty of scope for photography if you are there early.

The capacity entry reads like an encyclopedia of hillclimbing. Four ERAs – including R4D (subject of a

superb new book by previous custodian Mac Hulbert, launched at Prescott last week), in which marque founder Raymond Mays won the inaugural British championship in '47 – grace it, as do many of the scary-looking lightweight concoctions that colour the history of the specialised pursuit, including the GN Caesar Special, GN Wasp, Hardy Specials and Basil Davenport's lairy Spider 2.

Ground-shaking bangers are in vogue this year, with Duncan Pittaway's monster Fiat S76 'Beast of Turin', Mark Walker's spindly Darracq 200hp, Hughie Walker's shapely Amilcar-Hispano, F1 engineer Dr Robin Tuluie's Riley-based Menasco Pirate and American Ernie Nagamatsu's Ol' Yeller among those guaranteed to entertain.

Classic sportscars, 500cc racers and '60s touring and GT cars are out in force, while local hero Jack Woodhouse defends his 42.42-second hill record against even stronger opposition in his family's Formula Junior Lotus 20/22.

Not sold on the idea yet? Chateau Impney is a very pleasant olde worlde family day out and the wide choice of catering, showcasing local artisan food and drink, offers tasty alternatives to taking a picnic. So set your TVs to record and head out.

• At Brands Hatch last Sunday, I was introduced to double German FJunior champion Kurt Ahrens Jr by ex-Autosport staffer Chris Witty, who is writing a book on Formula 2 using the magical photography of Jutta Fausel. Ahrens, 76, laid a memorial to his friend and Porsche team-mate Jo Siffert, who died at Brands on October 24, 1971 when his BRM crashed in the World Championship Victory Race. Ironically, 'Seppi' had scored his first, of two, F1 grands prix victories there in '68, in a Rob Walker-entered Lotus 49. 🏁



PYETT'S PERSEVERANCE REWARDED

"Ten years and five engines later it's flying," grinned Singapore-based Daniel Pyett after winning Sunday's Classic Racing Cars race at Brands Hatch in his BDA-powered 1968 F2 Tecno. The car (carrying chassis number 000284, raced by Clay Regazzoni) also showed potential in the Derek Bell Trophy encounters.



PANGBORN GOES F3 WITH BRABHAM

Formula Junior frontrunner Mark Pangborn netted a third on his 1000cc F3 graduation at Brands Hatch last Sunday. His Brabham BT28 – believed to be John Kendall's Frank Williams car, later hillclimbed by the late Paul Squires and Phil Kidsley – had not been out in 15 years since Tommy Reid used it.



FF2000 PENFOLD'S BRANDS RUN

Historic FF2000 Association co-founder Iain Rowley gave the late Mick Penfold's unique chassis a post-restoration shakedown at Kirkistown recently, but returned the machine to its old Brands Hatch stamping ground last Sunday. More pioneering 1975-78 cars are being sought to bolster the Ford Pinto-powered class.

BRANDS HATCH
HSCC JULY 1-3

Leone roars to epic F3 double at Brands

ITALIAN VALERIO LEONE'S CLASSIC Formula 3 double in a sensational field, including period returnees Ian Flux and Richard Trott, topped the rebranded Legends of Brands Hatch Superprix.

Leone shot his ex-Teo Fabi March 783 from fifth to second in two laps on Saturday, then hounded David Shaw's Ralt RT1 until its battery wilted. As Gaius Ghinn (Ralt-VW RT3), Flux (783) and the Chevrons of Max Bartell (B34) and Fred Lajoux (B43) ganged up behind, Leone bagged a resounding win.

Leone led throughout on Sunday, but CF3 rookie Cameron Jackson (ex-Oscar Larrauri March-Alfa Romeo 813) was homing in with Ghinn, Bartell and Flux when he stopped at Dingle Dell. Bartell usurped Ghinn three laps from home and clung on to a British class-winning second as they carved through lapped traffic.

A shower before Saturday's FIA F2 race brought a tyre quandary and poleman Richard Evans (in Hugh Price's ICI/Derek Daly tribute Chevron-Hart B42) knew immediately that his slicks call was optimistic. After a safety car erased wet-shod Mark Dwyer's 17-second lead,



Wet-tyre management kept Dwyer ahead of Evans in first F2 race

slicks came into their own, but Dwyer (March-BDG 742) thwarted Evans's attacks under enormous pressure. They finished nose-to-tail with Frazer Gibney's March-BMW 782 third. Evans streaked away from Dean Forward (782) and Dwyer in Sunday's sunshine as triple champion Robert Simac (March 712) suppressed Marty Bullock (Chevron B17C) and Paul Bason (ex-James Hunt 712) for a 1600cc double.

The Formula Junior Diamond Jubilee World Tour trifecta featured 99 starters. Stuart Roach (Alexis Mk2) stole front-engined gold, pipping Ray Mallock (U2) after fuel surge hobbled runaway leader Chris Drake's downdraught carburetted Terrier. Drake won the rear-engined drum-braked split, however; his Elva 300 ran clear of James Hicks (Caravelle) and German Ivo Goeckman's Jolus.

The 1962-63 disc-braked race was the most open. Andrew Hibberd (Lotus 22) and Cameron Jackson (Brabham BT2) had displaced James Murray (Lola Mk5A) before Roach's Alexis Mk4 lost a rear wheel at Surtees — following a tap — which triggered a caution. Murray redoubled his efforts at the green, demoting Jackson, but Hibberd prevailed.

Michael Lyons's versatility now extends to tin tops, because after having won both Super Touring races in New Zealander Lindsay O'Donnell's Volvo S40 he leapt into the ex-John Love Formula 1 Surtees TS9 for a Derek Bell Trophy double in F5000-rich Historic Race of Champions contests.



Leone took his March 783 to a brace of GP circuit F3 wins

Patrick Watts (Peugeot) and Stewart Whyte (Honda) kept him focused in the touring cars. F2 winner Mark Dwyer led the DBT chases ahead of mighty Mallock handler Mark Charteris.

Charles Barter was again unflappable in '70s Road Sports: the Lotus Europas of son Julian and Jim Dean scrapped in his Datsun 240Z's mirrors having passed Peter Shaw's TVR as it shed a front wheel. Dean bagged second when Barter Jr missed gears. HRS polesitter John Davison (Elan S3) outran Shaw's front-brakeless S1 in Sunday's Historic stanza. Second qualifier Ian Burford (Ginetta G4) recovered from an abysmal start to land his first podium.

At the scene of his Chequered Flag Brabham BT18's period driver Chris Irwin's F1 debut in 1966, Andrew Hibberd spanked 1000cc F3 rivals both days. Poleman James Denty (ex-Mo Nunn Lotus 41) slipped to third behind Simon Armer (March 703) on Saturday but retired from race two, with Peter Thompson

RESULTS

CLASSIC F3 (14 LAPS) 1 Valerio Leone (March 783); 2 Gaius Ghinn (Ralt RT3) +1.985s; 3 Ian Flux (March 783); 4 Maxim Bartell (Chevron B34); 5 Fred Lajoux (Chevron B43); 6 Richard Trott (Chevron B43). **Class winners** Ghinn; Adrian Langridge (Dastle Mk10); Ian Pearson (Van Diemen RF83/82). **Fastest lap** Leone 1m32.078s (95.12mph). **Pole** Ghinn. **Starters** 38. **RACE 2 (13 LAPS) 1 Leone;** 2 Bartell +2.401s; 3 Ghinn; 4 Lajoux; 5 Flux; 6 Trott. **CW** Bartell; Langridge. **FL** Cameron Jackson (March 813) 1m31.242s (95.99mph). **P** Leone. **S** 32. **HISTORIC F2 (11 LAPS) 1 Mark Dwyer (March-BDG 742);** 2 Richard Evans (Chevron-Hart B42) +0.119s; 3 Frazer Gibney (March-BMW 782); 4 Jeremy Wheatley (Surtees-BDG TS15); 5 Dean

Forward (March-BMW 782); 6 Robert Simac (March-BDA 712). **CW** Simac; Max Blees (Brabham-FVC BT30). **FL** Dwyer 1m37.965s (89.42mph). **P** Evans. **S** 17. **RACE 2 (14 LAPS) 1 Evans;** 2 Forward +13.648s; 3 Dwyer; 4 Richard Meins (March-BMW 772); 5 Gibney; 6 Wheatley. **CW** Simac; Blees. **FL** Evans 1m26.011s (101.83mph). **P** Dwyer. **S** 17. **FJHRA FORMULA JUNIOR, FRONT-ENGINE (11 LAPS) 1 Stuart Roach (Alexis Mk2);** 2 Ray Mallock (U2 Mk2) +0.900s; 3 Mark Woodhouse (Elva 100); 4 Andrew Tart (Bond FJ); 5 Robin Longdon (Lola Mk2); 6 Michael Hibberd (Lola Mk2). **CW** Tony Olisoff (Elfin Mk1); Tom De Gres (Stanguellini FJ). **FL** Roach 1m46.347s (82.36mph). **P** Mallock. **S** 35. **FORMULA JUNIOR, REAR-ENGINE (12 LAPS) 1 Chris Drake (Elva 300);** 2 James Hicks

(Caravelle Mk3) +17.227s; 3 Ivo Goeckman (Jolus FJ); 4 Stuart Roach (Condor S111); 5 John Chisholm (Gemini Mk3A); 6 Laine Martin (Lotus 20). **CW** Nick Finburgh (Envoy Mk1); Simon Durling (Lotus 18); Gregan Thruston (Lotus 20). **FL** Drake 1m43.838s (84.35mph). **P** Drake. **S** 32. **FORMULA JUNIOR, REAR-ENGINE (11 LAPS) 1 Andrew Hibberd (Lotus 22);** 2 James Murray (Lola Mk5A) +2.028s; 3 Cameron Jackson (Brabham BT2); 4 Sam Wilson (Lotus 20/22); 5 Manfred Rossi di Montelera (Lotus 22); 6 Callum Grant (Merlyn Mk5/7). **CW** Malcolm Wishart (Cooper T65). **FL** Murray 1m40.010s (87.58mph). **P** Hibberd. **S** 32. **SUPER TOURING (10 LAPS) 1 Michael Lyons (Volvo S40);** 2 Patrick Watts (Peugeot 406) +1.611s; 3 Stewart Whyte (Honda Accord); 4 Neil Smith (Alfa

Romeo 156); 5 Simon Garrad (Opel Vectra); 6 Mark Smith (BMW E30 M3). **CW** M Smith; Keith Butcher (Audi A4); Scott O'Donnell (Ford Mondeo). **FL** Whyte 1m34.969s (92.23mph). **P** Lyons. **S** 19. **RACE 2 (12 LAPS) 1 Lyons;** 2 Whyte +4.534s; 3 N Smith; 4 Watts; 5 Mark Lemmer (Honda Accord); 6 M Smith. **CW** M Smith; Mark Wright (Ford Escort RS1800); Butcher. **FL** Lyons 1m35.508s (91.71mph). **P** Lyons. **S** 18. **DEREK BELL TROPHY (BOTH 14 LAPS) 1 Michael Lyons (Surtees-DFV TS9);** 2 Mark Dwyer (March-BDG 742) +13.695s; 3 Mark Charteris (Mallock-Ford Mk20/21); 4 Adrian Hall (Trojan-Chevrolet T101); 5 Paul Campfield (Chevron-Chevrolet B28); 6 Simon Taylor (Chevron-Chevrolet B28). **CW** Dwyer; Charteris; Hall; Martyn Donn (Lola-BDA T760); Chris Atkinson (Surtees-Chevrolet TS8); Marc Mercer

(Van Diemen-Ford RF82); Daniel Pyett (Tecno F2). **FL** Lyons 1m25.737s (102.16mph). **P** Lyons. **S** 24. **RACE 2 1 Lyons;** 2 Dwyer +18.739s; 3 Hall; 4 Neil Glover (Lola-Chevrolet T330/332); 5 Daryl Taylor (Chevron-Chevrolet B28); 6 Atkinson. **CW** Dwyer; Hall; Atkinson; Donn; Rob Wainwright (Crossle 18F); John Harrison (Mallock Mk21); Robert Cracknell (Reynard SF84). **FL** Lyons 1m26.374s (101.41mph). **P** Lyons. **S** 21. **70S ROAD SPORTS (10 LAPS) 1 Charles Barter (Datsun 240Z);** 2 James Dean (Lotus Europa) +3.463s; 3 Julian Barter (Lotus Europa); 4 Mark Leverett (Lotus Elan); 5 John Williams (Porsche 911SC); 6 Steve Skipworth (Lotus Europa). **CW** Dean; Chris Fisher (MG Arkley); Neil Brown (Lotus Eclat). Inv Jim Baynam (MGB). **FL** J Barter 1m46.606s (82.16mph). **P** C Barter. **S** 20. **HISTORIC F3 (BOTH 12 LAPS)**



ALL PICS: HAWKINS



and class debutant Mark Pangborn (Brabhams) completing that podium.

With Charlie Allison's and James Schryver's Chevron B8s beached at Paddock Hill, Ben Mitchell controlled the Guards Trophy race in Michael Schryver's B6. When Michael took over Richard Piper (Brahma) reeled him in, but a clash at Stirlings put Piper out, gifting victory to Max Bartell/Callum Grant (ex-Keith St John Radio London Elva-BMW Mk7S).

Grant had Leo Voyazides' Shelby Cobra Daytona Coupe bellowing in his wake, finisher Simon Hadfield having shaken off Philip Nelson's B8. John Davison extended his points lead with another classy win in his 'Gold Bug' Elan, while Andrew Hibberd mirrored his result in the Lotus 23B started by father Michael.

Grant and Bartell saddled their Historic FF1600 Merlyns for Sunday's finale. They enjoyed a humdinger of a fight out front while table topper Rob Wainwright — who put his Elden on pole

but was banished to the back for a carb-gasket irregularity— scythed to fifth, ahead of former F1 racer Tiff Needell. Bartell almost deposed Grant, who held on for win number five and leads the championship to Croft. Circuit debutant Benn Tilley set another superb fastest lap and took third from Mark Shaw.

URS standout Ian Pearson slid off at Sheene Curve, ceding the FF2000 advantage to Historic points leader Andy Park, who just bested Classic winner Marc Mercer. Despite a spin at Surtees, Pearson pipped Nelson Rowe to third. The race was made by the CRC set — Andy Jarvis (Palliser twin-cam) made the initial running, but Singapore commuter Daniel Pyett screamed his pristine BDA-powered Tecno ahead as the closely matched duo battled to fifth and sixth overall.

With Craig Davies's Chevrolet Corvette out early, Voyazides/Hadfield overcame a gearbox issue en route to GT & Sports Car Cup victory in Leo's AC Cobra. GT3 division winners Jeremy Welch/Martyn

Lyons tasted success in single-seaters (above in Derek Bell Trophy) and in Super Tourers

Corfield (Austin-Healey 3000) were overjoyed with second ahead of Canadian Read Gomm's Jaguar E-type. Brands specialist Wil Arif relayed TVR Grantura owner Malcolm Paul to GT2 honours.

The shrill Cosworth DFV note of the Voyazides/Hadfield Lola T282 resonated through the trees en route to a straightforward 80s Endurance win. On the smoky demise of Manfredo Rossi's Osella Abarth PA1, the G-CAT March-BDG 75Ss of Richard Piper/Greg Caton and Doug Hart finished second and third, 1.3 seconds apart.

Leo and Simon split for a Touring one-two in Voyazides' Falcon and Lotus Cortina, ahead of Rob Fenn (Mustang) and Bob Bullen's Anglia as Simon Benoy (Hillman Imp) stretched his championship lead.

Jon Fairley staved off a determined Peter Horsman in both HGPCA races, maximising his Brabham's 2.7-litre Climax's edge over the 2.5 Lotus.

MARCUS PYE

1 Andrew Hibberd (Brabham BT18A);

2 Simon Armer (March 703) +13.263s; 3 James Denty (Lotus 41); 4 Peter Thompson (Brabham BT21); 5 Mark Pangborn (Brabham BT28); 6 Francois Derossi (Chevron B17). **FL** Hibberd 1m39.334s (88.17mph). **P** Denty. **S** 25.

RACE 2 1 Hibberd; 2 Thompson +29.876s; 3 Pangborn; 4 Armer; 5 Christoph Widmer (Brabham BT18A); 6 Leif Bosson (Brabham BT28). **FL** Hibberd 1m38.365s (89.04mph). **P** Hibberd. **S** 21.

GUARDS TROPHY (22 LAPS)

1 Maxim Bartell/Callum Grant (Elva-BMW Mk7S); 2 Leo Voyazides/Simon Hadfield (Shelby Daytona Coupe) +0.388s; 3 Philip Nelson (Chevron-BMW B8); 4 Nick Thompson/Sean McClurg (Chevron-BMW B6); 5 Mike Gardiner/Dan Cox (TVR Griffith); 6 Michael Schryver/Ben Mitchell (Chevron-BMW B6). **CW** Voyazides/Hadfield; Nelson; Andrew &

Michael Hibberd (Lotus-t/c 23B); Brian Casey (Lenham P69); John Davison (Lotus Elan); Andrew Hill/Harry Wyndham (Austin-Healey 3000); Richard Piper (Fitzgerald B2 Brahma). **FL** Mitchell 1m39.004s (88.47mph). **P** Mitchell. **S** 29.

HISTORIC FF1600 (12 LAPS)

1 Callum Grant (Merlyn Mk20A); 2 Maxim Bartell (Merlyn Mk20A) +0.339s; 3 Benn Tilley (Merlyn Mk20); 4 Mark Shaw (Merlyn Mk20); 5 Rob Wainwright (Elden Mk8); 6 Tiff Needell (Lotus 69). **FL** Tilley 1m39.153s (88.34mph). **P** Grant. **S** 32.

HISTORIC FF2000, URS CLASSIC FF2000 & CLASSIC RACING CARS (13 LAPS)

1 Andrew Park (Reynard SF81); 2 Marc Mercer (Van Diemen RF82) +0.885s; 3 Ian Pearson (Van Diemen RF83/82); 4 Nelson Rowe (Reynard SF79); 5 Daniel Pyett (Tecno F2); 6 Andy Jarvis (Palliser WDB2). **CW** Mercer; Jarvis;

Tom White (Osella FAF); John Stapleton (Tui BH2); Peter Finnigan (Merlyn Mk20A/11A). **FL** Pearson 1m33.159s (94.02mph). **P** Pearson. **S** 27.

GT & SPORTS CAR CUP FOR PRE-'66 GT & PRE-'63 SPORTS RACING CARS (28 LAPS)

1 Leo Voyazides/Simon Hadfield (AC Cobra); 2 Jeremy Welch/Martyn Corfield (Austin-Healey 3000) +2m02.286s; 3 Read Gomm (Jaguar E-type low-drag coupe); 4 David Smithes/Chris Clarkson (Austin-Healey 3000); 5 Nils-Fredrik Nyblaeus/Jeremy Welch (Austin-Healey 3000); 6 Mike Bell/Simon Orebi Gann (Morgan +4 SLR). **CW** Welch/Corfield; Wil Arif/Malcolm Paul (TVR Grantura Mk3); Nick Taylor/Richard Tyzack (Kellison J2R); Guy Peeters (Lotus 11). **FL** Hadfield 1m44.328s (83.93mph). **P** Hadfield. **S** 25.

PRE-'80 ENDURANCE CHALLENGE FOR SPORTS RACING, GT &

TOURING CARS (25 LAPS) 1 Leo

Voyazides/Simon Hadfield (Lola-DFV T282); 2 Richard Piper/Greg Caton (March-BDG 75S) +1.937s; 3 Doug Hart (March-BDG 75S); 4 Maxim Bartell/Mike Catlow (Chevron-FVC B19); 5 James & Andrew Schryver (Chevron-BDG B26); 6 Guy Peeters (Chevron-FVC B23). **CW** Piper/Caton; Catlow/Bartell; Peter Hallford (Chevrolet Corvette); Neal Stevenson (Tiga SC81); Georg Nolte (Ford GT40). Inv Vicky & Bob Brooks (Lola-BDG T212). **FL** Hadfield 1m28.020s (99.51mph). **P** Hadfield. **S** 21.

HISTORIC TOURING CARS (11 LAPS) 1

Leo Voyazides (Ford Falcon); 2 Simon Hadfield (Ford Lotus Cortina) +17.098s; 3 Rob Fenn (Ford Mustang); 4 Bob Bullen (Ford Anglia); 5 John Spiers (Ford Lotus Cortina); 6 John Davison (Ford Lotus Cortina). **CW** Hadfield; Bullen; Simon Benoy (Hillman Imp); Nick Paddy (Morris

Cooper S); David Lloyd (Ford Mustang).

Inv Fenn. **FL** Voyazides 1m48.178s (80.97mph). **P** Voyazides. **S** 22.

HGPCA PRE-'61 GRAND PRIX CARS (BOTH 15 LAPS) 1 Jon Fairley

(Brabham BT11); 2 Peter Horsman (Lotus 18/21) +1.126s; 3 Rod Jolley (Cooper T45/51); 4 Miles Griffiths (Lotus-BRM 24); 5 Eddy Perk (Heron-Alfa Romeo); 6 Alan Baillie (Cooper T71/73). **CW** Jolley; Griffiths; Perk; Malcolm Cook (Cooper T43); Scotty Taylor (Cooper T45). Inv David Wenman (Cooper-Bristol Mk1). **FL** Fairley 1m39.594s (87.94mph).

P Griffiths. **S** 20. **RACE 2 1 Fairley;** 2 Horsman +1.739s; 3 Jolley; 4 Rudiger Friedrichs (Cooper T53); 5 Rainer Ott (Cooper T53); 6 Baillie. **CW** Jolley; Baillie; Cook; Charles McCabe (BRM P57); Taylor. Inv Wenman. **FL** Horsman 1m39.218s (88.28mph). **P** Fairley. **S** 17.

DONINGTON PARK
MASTERS FESTIVAL JULY 2-3

Padmore takes two F1 Masters wins at Donington

NICK PADMORE TOOK HIS SECOND consecutive double FIA Masters Historic Formula 1 victory to grab the overall lead in this year's championship.

The first race boiled down to an exciting battle between the Williams FW07C of Padmore, the similar-vintage Tyrrell 010 of Loic Deman and Martin Stretton's younger Tyrrell 012.

Starting from pole, Padmore lost out to Stretton at the start. The lead duo began to sprint away but ran side by side a couple of times at the Esses, which allowed Deman to close in before a light shower arrived.

"I was first into the Old Hairpin in the drizzle and ran wide," said Stretton, who slipped to third behind Padmore and Deman. A lap later Padmore was "too cautious" at the Esses, which allowed Deman to take the lead.

The lead changed hands twice more before Padmore returned to the front in increasing drizzle, with the three frontrunners nose to tail as they caught a backmarker at Goddards. As Padmore backed off, Stretton caught his rear wheel and the Tyrrell's front bodywork flew off.

Padmore held on in the final laps to win from Deman, while Stretton's exit allowed the howling Ligier JS17 of Rob Hall – its Matra V12 engine contrasting with the V8 Cosworths around it – to claim third.

Padmore's race-two victory was a more routine one, as he led from lights to flag with the majority of the action behind.

Stretton ousted the Williams FW07D of Wrigley for second on lap two and Deman followed suit at the Esses a lap later. Stretton did make things interesting towards the end as he edged

closer and closer to Padmore, but the Williams driver just held on by 0.341s, with Deman taking third.

Wrigley fell back into a battle for fourth with Lotus 91 pilot Greg Thornton. Into the Esses for the fifth time Wrigley tried to fend off Thornton but skated into the gravel and out of the race, before Thornton went off at Goddards a lap later. That promoted Hall to fourth, while Thornton later pitted his Lotus with gear-selection problems.

Dave Forsbrey and Andy Newall came back from almost a lap down to take their Ford GT40 to victory in the Masters Three Hours. Forsbrey had an early battle with Chris Chiles Jr's AC Cobra before building a substantial lead. Chiles retained second, which became the lead when Forsbrey handed to Newall and the GT40 required a longer fuelling stop. The Jaguar E-type of John and Gary Pearson had been third for most of the race, aided by Jon Minshaw's E-type retiring early.

While Newall set about regaining the lead, the Cobra (now in Chiles Sr's hands) was hauled in by the similar machine of Rob Hall and Andy Willis and the Pearson E-type, both passing in the last half-hour.

Padmore beat Tyrrell of Deman in a close race one for first win of his Donington double

David Tomlin was another double winner in the Ferrari Formula Classics. Tristan Simpson's F355 led race one until he slid off at McLeans the third lap, leaving Richard Dougal and Tomlin duelling, Jim Cartwright later joining in to make it a three-way fight.

Tomlin just held on to a narrow advantage and, with Dougal's F355 cutting out at McLeans four laps from home, Cartwright finished second ahead of the recovering Simpson.

Although Simpson led again from the start of race two, Cartwright quickly moved to the head of the pack ahead of Tomlin. The lead changed a couple more times before Tomlin was able to make a move stick, while Simpson and Tim Mogridge were promoted to second and third after Cartwright picked up a track-limits penalty.

Both Allcomers and Can-Am Interserie races were comfortably won by Andy Newall's McLaren M8F. John Grant (M8C/D) was on course to finish second in the opening race until he pitted two laps from home with a puncture. Mike Donovan's Lola T70, which had lost an early third place to the clutchless March 717 of Frank Bradley, came home second after Bradley had crashed out at the Old Hairpin. Paul Gibson's T70 was third.

It was lights-to-flag for Newall again in race two, with Bradley pipping Grant for second by 0.106s.

Tommy Gilmartin and his Morgan Plus 8 led a three-car break in the first Scottish Classic Sports & Saloon race, but was kept honest during the second half by John Kinmond's Rover 3500, which had passed Raymond Boyd (Porsche 911) on lap three. But a track-



GT40 won Three Hours with Forsbrey and Newall at wheel



limits penalty later dropped Kinmond to third position, back behind Boyd.

It was a similar story in race two, but after Kinmond ousted Boyd on lap four he retained second in the final results.

Returning Scottish BMW Compact Cup champion Steven Dailly had the legs on current championship leader Gary Clark in both races, the pairing holding station in first and second on each occasion. Having taken a comfortable third in race one, Ray MacDowall had a fight on his hands in race two. He exchanged places with Cliff Harper three times, but dropped behind his rival exiting the final corner on the last lap.

Henry Mann's Ford Fairlane dominated the Pre-'66 Touring Cars race. The Andy Wolfe/Michael Gans Lotus Cortina was closest throughout, while Mark Burton (Ford Mustang) completed the podium.

Patrick Sherrington's MCR was never headed in the first Sports 2000 race, with Michael Gibbins and Paul Trayhurn finishing second and third. The MCR of Gibbins was the initial leader in race two, but Sherrington made his decisive move into the Esses on lap nine, with Gibbins fending off a determined Trayhurn for second at the flag.

Mark Piercy and Martin Stretton won the FIA Masters Historic Sports Cars race. Robert Oldershaw (Lola T212) came from the back of the grid to lead by lap 15 of 36, but after Piercy handed over the second-placed Lola T210 Stretton went wheel to wheel for the lead with Oldershaw and came out ahead. Paul Gibson was third on the road, but a penalty handed the place to Michael Gans (Lola T290).

PETER SCHERER

Piercy/Stretton Lola was comfortable Sports Cars winner

RESULTS

FIA MASTERS HISTORIC

FORMULA 1 (17 LAPS) 1 Nick

Padmore (Williams FW07C); 2 Loic Deman (Tyrrell 010) +0.802s; 3 Rob Hall (Ligier-Matra JS17); 4 Mike Wrigley (Williams FW07D); 5 Simon Fish (Ensign N180); 6 Greg Thornton (Lotus 91). **Class winners** Max Smith-Hilliard (Shadow DN5); Martin Stretton (Tyrrell 012).

Fastest lap Padmore 1m24.940s (105.42mph). **Pole** Padmore.

Starters 13. RACE 2 (18 LAPS)

1 Padmore; 2 Stretton +0.341s; 3 Deman; 4 Hall; 5 Fish; 6 David Abbott (Arrows A4). **CW** Stretton. **FL** Stretton 1m24.468s (106.01mph). **P** Padmore. **S** 10.

MASTERS THREE HOURS (94 LAPS) 1 Dave Forsbrey/Andy

Newall (Ford GT40); 2 Andy Willis/Rob Hall (Shelby American Cobra) +38.642s; 3 John Pearson/Gary Pearson (Jaguar E-type); 4 Chris Chiles Jr/Chris Chiles Sr (AC Cobra); 5 Graham Wilson/Nigel Greensall (Lotus Elan 26R); 6 Ronnie Maydon/James Hagan (Ginetta G4R). **CW** Willis/Hall; Wilson/Greensall; Nicholas Ruddell/Peter Rimer/Robert Crofton (Ford Mustang).

FL Newall 1m46.627s (83.97mph). **P** Forsbrey/Newall. **S** 23.

PIRELLI FERRARI FORMULA CLASSIC (BOTH 11 LAPS)

1 David Tomlin (308 GTB); 2 James Cartwright (328 GTB) +0.621s; 3 Tristan Simpson (F355 Challenge); 4 Richard Cook (F355 Challenge); 5 Chris Butler (328 GTB); 6 Peter Everingham (328 GTB). **CW** Cartwright; Simpson; Butler; William Moorwood (308 GT4). **FL** Cartwright 1m49.715s (81.61mph). **P** Tomlin. **S** 22.

RACE 2 1 Tomlin; 2 Simpson +5.912s; 3 Tim Mogridge (F355

Challenge); 4 Cartwright; 5 Cook; 6 Everingham.

CW Simpson; Cartwright; Everingham; Moorwood.

FL Mogridge 1m48.929s (82.20mph). **P** Dougal. **S** 19.

MASTERS ALLCOMERS & CAN-AM INTERSERIE CHALLENGE (BOTH 13 LAPS)

1 Andy Newall (McLaren M8F); 2 Mike Donovan (Lola T70) +37.677s; 3 Paul Gibson (Lola T70); 4 Jonathan Loader (Chevron B19); 5 John Grant (McLaren M8C/D); 6 George Taylor (McLaren M6B). **CW** Donovan; Loader. **FL** Newall 1m30.584s (98.85mph). **P** Newall. **S** 8. **RACE 2 1 Newall;** 2 Frank Bradley (March 717) +10.319s; 3 Grant; 4 Donovan; 5 Gibson; 6 Taylor. **CW** Donovan. **FL** Bradley 1m31.459s (97.90mph). **P** Newall. **S** 7.

SCOTTISH CLASSIC SPORTS & SALOONS (BOTH 8 LAPS)

1 Tommy Gilmartin (Morgan +8); 2 Raymond Boyd (Porsche 911) +0.855s; 3 John Kinmond (Rover 3500); 4 Andrew Graham (Triumph TR8); 5 Scott Brennan (Ford Mustang); 6 Jimmy Crow (Ford Escort Mk1 RS). **CW** Boyd; Crow; Ian Daltrey (Alfa Romeo Alfasud). **FL** Kinmond 1m51.849s (80.05mph). **P** Gilmartin. **S** 13.

RACE 2 1 Gilmartin; 2 Kinmond +1.469s; 3 Boyd; 4 Graham; 5 Crow; 6 Brennan. **CW** Boyd; Crow; Daltrey. **FL** Graham 1m52.701s (79.45mph). **P** Gilmartin. **S** 11.

SCOTTISH BMW COMPACT CUP (BOTH 8 LAPS) 1 Steven Dailly;

2 Gary Clark +3.670s; 3 Ray MacDowall; 4 Cliff Harper; 5 Stephen Goldie; 6 David McNaughton. **FL** Dailly 1m58.170s (75.77mph). **P** Dailly. **S** 14. **RACE 2 1 Dailly;** 2 Clark +5.278s; 3 Harper; 4 MacDowall;

5 Neil MacInnes; 6 Liam Grant.

FL Dailly 1m59.475s (74.94mph).

P Dailly. **S** 14.

MASTERS PRE-'66 TOURING CARS (31 LAPS) 1 Henry Mann

(Ford Fairlane); 2 Andy Wolfe/Michael Gans (Lotus Cortina) +6.460s; 3 Mark Burton (Ford Mustang); 4 Carlos Monteverde/Gary Pearson (Lotus Cortina); 5 Graham Pattle (Lotus Cortina); 6 Andrew Haddon/Mark Martin (Lotus Cortina). **CW** Wolfe/Gans; Burton; Jonathan Lewis (Mini Cooper S). **FL** Mann 1m53.989s (78.55mph). **P** Mann. **S** 13.

SPORTS 2000 (BOTH 16 LAPS)

1 Patrick Sherrington (MCR); 2 Michael Gibbins (MCR) +4.979s; 3 Paul Trayhurn (Gunn TS11); 4 Tom Stoten (Gunn TS11); 5 David Houghton (MCR); 6 Paul Martin (MCR). **CW** Trayhurn; Alaric Gordon (Carbir CS2); Colin Feyerabend (Lola T90/90); Clive Steeper (Tiga SC80); Damien Griffin (Lola T598). **FL** Sherrington 1m34.931s (94.32mph). **P** Sherrington. **S** 31.

RACE 2 1 Sherrington; 2 Gibbins +9.747s; 3 Trayhurn; 4 Stoten; 5 Houghton; 6 Martin. **CW** Trayhurn; Gordon; Feyerabend; Griffin; Steeper. **FL** Sherrington 1m35.431s (93.83mph).

P Sherrington. **S** 28.

FIA MASTERS HISTORIC SPORTS CARS (36 LAPS) 1 Mark

Piercy/Martin Stretton (Lola T210); 2 Robert Oldershaw (Lola T212) +23.759s; 3 Michael Gans (Lola T290); 4 Paul Gibson (Lola T70); 5 Nick Pink/Scott Mansell (Lola T210); 6 Mike Donovan (Lola T70). **CW** Gibson; Keith Ahlers/Jack Bellinger (Cooper Monaco King Cobra); Mark Owen/Andrew Owen (Chevron B8); Bruce White (Porsche 911 RSR). **FL** Stretton 1m34.560s (94.69mph). **P** Piercy/Stretton. **S** 20.



ALL PICS: WALKER

THRUXTON
BARC JULY 2-3

Updated Gent Impreza takes touring car spoils

A MAMMOTH ENTRY FROM THE Classic Touring Cars was split into three grids and provided a trio of dominant showings at Thruxton.

Dale Gent was the most impressive winner of the touring car events, taking a commanding Thunder Saloon brace.

Gent's Subaru Impreza had the grunt required at the high-speed circuit, but a new, bigger rear wing pushed him to another level ahead of his competitors.

In each race, Gent held his lead through the opening corners before pulling away into the distance. "This is only my second time at Thruxton, but it suits the car so well," he said. "We added a bigger spoiler as it could be twitchy through Church, but I was absolutely planted this time."

It meant that nearest rivals Vaughan Fletcher (Impreza) and Tom Hibbert (BMW M3) would run to second and third respectively both times.

Ray West added a double of his own with two wins in the combined Pre-'93 Touring Cars and the Blue Oval Saloons, but had to overcome a backmarker error and a safety-car restart to take his brace.

In the opener West's BMW M3 pulled clear, but his lead was soon wiped out by a safety car after Andrew Smith's Honda went off on the second lap. West survived the restart to win ahead of Paul Bellamy. He then beat David Hickton in race two.

That second win, his fourth in a row, was threatened by a backmarking Fiesta that ran wide and came close to hitting West at the chicane on the penultimate lap, but he emerged unscathed for victory.

While Gent and West could breathe relatively easily in their events come the

finish, Stephen Primett had no such comfort in the Group 1 Touring Cars and Pre-2005 Production Touring cars. Primett's Ford Escort Mk1 was caught up in an enthralling battle with Stephen Cripps's Escort Mk2 in each race as the duo proved to be closely matched.

Primett's Thruxton experience was a match for the Mk2's youth. Cripps was simply unable to find a way past in the opener, before Primett took a marginally more comfortable second win.

While the sprints enthralled, it was Nigel Moore and Phil Hanson who combined to take honours in the Britcar Endurance two-hour race in their Audi R8, despite a late change in strategy.

The pair took a risk by opting to serve just the mandatory stop at first for Hanson to hand over to Moore, which initially had them one lap clear of the field.

But Moore had to abandon that plan late on in order to change tyres as the notoriously abrasive Thruxton surface took its toll. While a large chunk of the advantage evaporated, Moore was able to consistently lap quicker than the second-placed Lamborghini Gallardo of Nigel Mustill and Craig Dolby.

This polesitting Lamborghini had been double-stinted at the start by Dolby in a bid to build an unassailable lead.

But as he was set to return to the track, a Dunlop technician pointed out the heavy wear on the rear tyres. Fitting four replacements cost a chunk of time, which handed Moore his path to victory.

Mustill was a distant second, ahead of Anthony and Mike Wilds's Ferrari 458.

This podium trio also showed well in the first Dunlop Production and GT



New Impreza wing worked to devastating effect as Gent won both Thunder Saloon/Classic VW races

Challenge race, but they were unable to stop the thundering Mosler MT900 of Javier Morcillo and Manuel Cintrano taking the victory.

They were chased initially by the Dolby/Mustill Lamborghini, until it picked up a puncture that ended its charge with Dolby at the wheel. At this point, that handed the Ferrari 458 GT3 of Calum Lockie the race lead.

Lockie managed to hold off the Mosler on track before the two leading cars pitted at the same time. With both taking 90-second success penalties, it came down to who could pull off the slicker stop, and Cintrano returned ahead of Lockie's team-mate, David Mason.

Cintrano pulled a sizeable advantage over Mason, enough to cover for a spin at Cobb, and cantered to victory.

RESULTS

THUNDER SALOON & PRE-'03 CLASSIC VW (12 LAPS) 1 Dale Gent (Subaru Impreza); 2 Vaughan Fletcher (Subaru Impreza) +4.157s; 3 Tom Hibbert (BMW E36 M3 Evo); 4 Andrew Robey (BMW E36 M3); 5 Lee James Sturges (SEAT Supercopa); 6 Andy Thompson (SEAT Toledo). **Class winners** Hibbert; Robey; Thompson; Neil Wade (Mini Cooper); Ken Lark (Volkswagen Corrado); Chris Mohan (Volkswagen Golf GTi Mk4). **Fastest lap** Gent 1m20.610s (105.21mph). **Pole** Gent. **Starters** 21. **RACE 2 (11 LAPS) 1 Gent;** 2 Fletcher +7.054s; 3 Hibbert; 4 Robey; 5 Ray West (BMW M3);

6 Sturges. **CW** Hibbert; Robey; West; Sturges; Thompson; Lark; Mohan; Wade. **FL** Gent 1m19.887s (106.17mph). **P** Gent. **S** 25. **PRE-'93 TOURING CARS & BLUE OVAL SALOONS (9 LAPS) 1 Ray West (BMW M3);** 2 Paul Bellamy (BMW M3 E36) +2.874s; 3 David Hickton (BMW M3 E36); 4 Kevin Willis (BMW M3 E36); 5 AJ Owen (Honda Civic Type R); 6 Danny Cassar (Honda Integra DC5). **CW** Owen; Cassar; Simon Ward (Vauxhall Astra GTE); Stephen Cripps (Ford Escort Mk2 RS2000); Alan Eason (Ford Fiesta XR2i); Simon Athrell (Volkswagen Golf GTi). **FL** West 1m26.536s (98.01mph). **P** West. **S** 21. **RACE 2 (11 LAPS) 1 West;** 2 Hickton +4.667s;

3 Bellamy; 4 Willis; 5 Owen; 6 George Young (Honda Civic Type R). **CW** Owen; Cassar; Ward; Cripps; Benjamin Smith (VW Golf Mk2); Brian Long (Ford Fiesta); Athrell. **FL** West 1m25.545s (99.14mph). **P** West. **S** 20. **GROUP 1 TOURING CAR & PRE-'05 PRODUCTION TOURING CAR (BOTH 10 LAPS) 1 Stephen Primett (Ford Escort Mk1);** 2 Stephen Cripps (Ford Escort Mk2); 3 Gary Parkes (Peugeot 206 GTi); 4 Tony Crudgington (Triumph Dolomite); 5 Scott Parkes (Peugeot 206 GTi); 6 Gary Fletcher (Vauxhall Firenza). **CW** G Parkes; David Howard (Jaguar XJ12); Jeffrey Windsor (Ford Puma); Steve Barber (Renault Clio 182). **FL** Primett 1m31.339s (92.85mph).

P Primett. **S** 16. **RACE 2 1 Primett;** 2 Cripps +0.534s; 3 G Parkes; 4 S Parkes; 5 Andrew Busby (Peugeot 206); 6 Fletcher. **CW** G Parkes; Windsor; Barber. **FL** Cripps 1m30.990s (93.21mph). **P** Primett. **S** 14. **BRITCAR ENDURANCE (90 LAPS) 1 Phil Hanson/Nigel Moore (Audi R8 GT3);** 2 Craig Dolby/Nigel Mustill (Lamborghini Gallardo) +15.095s; 3 Anthony Wilds/Mike Wilds (Ferrari 458 GT3); 4 Jacob Mathiasen/Steve Fresle (Ginetta G55 GT4); 5 Lee Atkins/Sam Allpass (BMW E46 GTR); 6 Calum Lockie/David Mason (Ferrari 458 GT3). **CW** Wilds/Wilds; Mathiasen/Fresle; Atkins/Allpass; Alyn James (Honda Civic Type R).

FL Dolby 1m13.172s (115.91mph). **P** Dolby/Mustill. **S** 11. **DUNLOP PRODUCTION & GT (37 LAPS) 1 Manuel Cintrano/Javier Morcillo (Mosler MT900);** 2 Mike Wilds/Anthony Wilds (Ferrari 458 Challenge) +4.247s; 3 Calum Lockie/David Mason (Ferrari 458 GT3); 4 Steve Fresle (Ginetta G55 GT4); 5 Sam Allpass/Lee Atkins (BMW E46 GTR); 6 Mike Moss (BMW M3 E46). **CW** Nigel Mustill/Craig Dolby (Lamborghini Gallardo GT3); Wilds/Wilds; Fresle; Allpass/Atkins. **FL** Dolby 1m14.117s (114.43mph). **P** Dolby/Mustill. **S** 11. **RACE 2 (34 LAPS) 1 Wilds/Wilds;** 2 Lockie/Mason +3.043s; 3 Atkins; 4 Moss; 5 Chris Murphy/Jonny Cocker (Aston Martin



Primett (left) was pushed hard by Cripps in Group 1/ Production race one

ALL PICS: JONES



Production & GT win went to Morcillo/ Cintrano Mosler

The Wilds Ferrari, with Anthony at the wheel, was able to make up significant ground to beat Mason to second late on.

Several teams withdrew from race two in order to conserve their cars for the Britcar endurance event. Nevertheless, the second race featured a repeat of Anthony Wilds's chase of David Mason, this time for the win.

Russell McCarthy's wait for an elusive first MGCC BGV8 win goes on after James Wheeler twice pipped him to the victory.

Their battle in the first race was truly exciting. Wheeler made the stronger start of the two, while Robert Spencer's excellent launch meant that he and McCarthy jostled for second in a three-car lead train.

Spencer's getaway would count for nothing later on. After passing McCarthy for second he missed fifth gear twice, which allowed McCarthy back through, but it was too late to challenge Wheeler.

Come the second race, Wheeler had held pole, but a smart move by McCarthy pushed him ahead and into a race-long battle for victory. McCarthy repelled everything Wheeler threw at him until Wheeler got an excellent launch out of Segrave, drawing level on the approach to Noble before making the pass.

A 40-car entry made up the Nippon Challenge/Deutsche Marke/Tricolore Trophy offering, requiring savvy traffic management on a packed circuit. Nerijus Zabotka made the most of his Subaru Impreza's grunt to take the win, having climbed from ninth on the grid. He

looked set to make it two wins from two in the finale, but slowed with a mechanical issue late on to allow Michael Hamlett's Civic to win from fourth.

The MR2 Racing Series may have had a relatively small grid, but it provided the closest racing at Thruxton. Throughout both encounters the top five were regularly within a second of each other, and it was Adam Lockwood and Arron Pullan who shared the race spoils.

In the Thoroughbred Sports Car race, Robert Spencer's participation was only confirmed when rival Neil Fowler loaned him a front bumper, following an incident earlier in the weekend. The two then proceeded to battle for the victory in Sunday's race, with Spencer taking a narrow win.

TOM ERRINGTON

Vantage GT4); 6 Del Shelton (BMW E36 M3). **CW** Mason/Lockie; Atkins; Murphy/Cocker. **FL** Lockie 1m13.877s (114.80mph). **P** Wilds/Wilds. **S** 7.

MGBCV8 (11 LAPS) 1 James Wheeler (B GT V8); 2 Russell McCarthy (B GT V8) +0.514s; 3 Robert Spencer (B GTV8); 4 Simon Cripps (B GTV8); 5 Neil Fowler (B GTV8); 6 Jordan Spencer (B GTV8).

CW J Spencer; Babak Farsian (B Roadster); Bob Luff (B). **FL** R Spencer 1m27.502s (96.93mph). **P** Wheeler. **S** 19. **RACE 2 (10 LAPS) 1 Wheeler; 2 McCarthy +0.351s; 3 Fowler; Cripps; 5 R Spencer; 6 J Spencer. CW** J Spencer; Mark Scott (B Roadster); John Wreghitt (B Roadster). **FL** Wheeler 1m27.165s (97.30mph).

P Wheeler. **S** 19.

NIPPON CHALLENGE/DEUTSCHE MARQUE CUP/TRICOLERE TROPHY (BOTH 10 LAPS) 1 Nerijus Zabotka (Subaru Impreza); 2 Danny Cassar (Honda Civic Type R) +0.702s; 3 Rich Hockley (Honda Civic); 4 Michael Hamlett (Honda Civic Type R); 5 Tony Hunter (Renault Clio); 6 Andrew Mitchell (Peugeot 206 GTi). CW

Cassar; Hamlett; Hunter; Mitchell; Michael Harris (Peugeot 205 GTi); Craig Tompkinson (Opel Corsa); Daniel Adams (Proton Satria); Alex Gassman (Toyota MR2 Mk3); Tyrone Luffarelli (Peugeot 106 GTi); Paul Clothier (Renault Clio Cup 197); Jonathan Candler (Peugeot 306 GTi); Jason Jesse (Volkswagen Bora);

Roger Pullan (Audi A3). **FL** Zabotka 1m28.717s (95.60mph). **P** Zabotka.

S 41. **RACE 2 1 Hamlett; 2 Cassar +1.364s; 3 Zabotka; 4 Hockley; 5 Adams; 6 Hunter. CW** Cassar; Zabotka; Adams; Hunter; Mitchell; Luffarelli; Harris; James Mumbray (BMW M3); Robert Buckland (Renault Clio); Candler; Jesse; David Hemmingway (Toyota MR2 Mk2). **FL** Zabotka 1m28.066s (96.30mph).

P Zabotka. **S** 37. **MR2 RACING SERIES (BOTH 10 LAPS) 1 Adam Lockwood; 2 Nathan Harrison +0.754s; 3 David Hemmingway; 4 Arron Pullan; 5 Peter Highton; 6 Daniel Farmer. FL** Pullan 1m35.663s (88.66mph). **P** Pullan. **S** 17. **RACE 2 1 Pullan;**



McCarthy led BGV8 race two, but was denied win by Wheeler (behind)

2 Lockwood +1.607s; 3 Hemmingway; 4 Harrison; 5 Neil Stratton; 6 Highton. **FL** Pullan 1m34.348s (89.89mph). **P** Lockwood. **S** 17.

THOROUGHbred SPORTS CARS (14 LAPS) 1 Robert Spencer (MGB GTV8); 2 Neil Fowler (MGB GTV8) +1.136s; 3 Alan Charlton

(Triumph TR6); 4 Paul Khouri (MGB GTV8); 5 Rob Roodhouse (Triumph TR6); 6 Barry Holmes (MGB GTV8). **CW** Charlton; Roodhouse; Steve Lockhart (MGB GTV8); Phillip Lambe (Triumph TR6). **FL** Fowler 1m29.253s (95.02mph). **P** Spencer. **S** 13.

MALLORY PARK
MGCC JULY 3

Cool Connell breaks 2016 Cup duck

MG METRO CUP POINTS LEADER BEN Rushworth managed only fifth in round six of the championship at Mallory Park as Lee Connell enjoyed a first win (and podium finish) of the season.

Connell started strongly from the outside of the front row and led into Gerard's Bend. Rushworth dropped back from pole into fourth, but then recovered two places on the second lap before diving through on the inside of Connell at Gerard's to take the lead on lap four. Rushworth built a small margin but problems set in and Connell retook him at the Esses on lap 11, with battling Ashton brothers Andrew and Jack following through a couple of laps later. Richard Garrard won the drag race to fourth at the flag from the down-on-power Rushworth, while Andrew Ashton got the better of Jack, having trailed for much of the contest.

Doug Cole won the first MG Trophy bout, despite being caught off guard at the start and dropping to ninth. His only rival in the ZR190 class, Robin Walker, took advantage before suffering dramas on lap seven. "I lost all revs coming out of Gerard's and had to drop it into third," he said after retiring. That allowed the recovering Cole through but sent series leader Lee Sullivan over the grass in avoidance, costing him two places.

Ten laps later Sullivan got ahead of Paul Luti for second in the ZR170 class by diving through on the inside at Gerard's. Richard Marsh, who had suffered hub failure in practice, defended stoutly, but ceded the class win (and second overall) to Sullivan at the hairpin two laps from the end.

Cole romped away with the second race, but the highlight was the fight for second and Class B victory. Luti spent the best part of a lap alongside Sullivan mid-race, sealing the position at the hairpin. Sullivan audaciously swept back



through around the outside at Gerard's two laps later, before Luti was relegated to fourth by Fergus Campbell, who salvaged what he could from an incident-packed day. William Payne, second in the points coming into the weekend, was on top of the ZR160 division in both races.

Thomas Halliwell's MG ZR dominated the first MG Cup encounter after some entertaining early exchanges with the invitation Rover Tomcat of Richard Buckley, which retired after seven laps of a restarted race. Tom Diment inherited second in his ZR170, but the hard work of his team to repair damage after a qualifying incident went unrewarded when he pulled in. Lewis Anderson finished second in his ZR170, fending off James Walpole's B Roadster.

Halliwell notched his seventh win of the year in race two after again overcoming the initial threat of Buckley, who placed second. Third went to James Darby's B GT. Anderson and Dave Thompson jostled with Darby mid-race, but later slowed each other up before Anderson secured fourth on the last tour.

Ross Makar converted his comfortable Cockshoot Cup pole position into an

Connell led home Ashton brothers for his first Metro Cup win of the year

equally comfortable win, but he didn't make it easy for himself.

Philip Standish (TF LE500) made the best start from the outside of row two to lead by Gerard's Bend, with Makar also shuffled behind Ashley Woodward's ZS. Makar (ZR190) retrieved second at Devil's Elbow on lap three, but it took another six laps to get the lead. He and Standish ran side-by-side for half a lap before Makar slotted through at the Esses, with Standish shuffled back to fourth after a sort-out at the hairpin. Woodward finished second, with Gary Wetton (ZR190) getting the better of Standish on lap 12 to take third.

Tom Smith's MGB was the clear winner of the Equipe GTS endurance race. Rob Cull (TVR Grantura) had a stint in second until John Andon's Triumph TR4 got through. A spin on the exit of Gerard's dropped Cull to sixth near the finish, but he climbed back to fourth, beaten by Pete Foster (TR4).

James Dunkley led from lights to flag in the Midget/Sprite Challenge – just. Graeme Adams, quicker through the hairpin loop, came close to passing him in the early stages, but he dropped away and behind the car of David Weston (who himself had emerged from a great fight with Martin Morris) mid-race. Adams's tentative attempt on second place at Gerard's on the final lap came to nothing. Stephen Collier won Class B from Carl Chadwick, but it all nearly went wrong at Gerard's on lap 11 when Peter Kennerley flew past both of them, then spun.

Brian Arculus was shadowed throughout the Iconic 50s/FISCAR race by Jonathan Smare, who made it a Lotus Elite one-two.

IAN SOWMAN



Midget/Sprite winner Dunkley faced early pressure from Adams



Smith finished comfortably clear of Equipe GTS rivals

RESULTS

MG METRO CUP (18 LAPS) 1 Lee Connell;

2 Andrew Ashton +0.421s; 3 Jack Ashton; 4 Richard Garrard; 5 Ben Rushworth; 6 Tony Connell. **Fastest lap** Rushworth 55.768s (87.14mph). **Pole** Rushworth. **Starters** 19.

MG TROPHY (BOTH 22 LAPS) 1 Doug Cole

(ZR190); 2 Lee Sullivan (ZR170) +19.531s; 3 Richard Marsh (ZR170); 4 Paul Luti (ZR170); 5 Jack Roberts (ZR170); 6 Fergus Campbell (ZR170). **Class winners** Sullivan; William Payne (ZR160). **FL** Cole 53.268s (91.23mph). **P** Cole. **S20. RACE 2 1 Cole**; 2 Sullivan +21.411s; 3 Campbell; 4 Luti; 5 Marsh; 6 Simon Byrne (ZR170). **CW** Sullivan; Payne. **FL** Cole 53.687s (90.52mph). **P** Cole. **S20.**

MG CUP (16 LAPS) 1 Thomas Halliwell (ZR);

2 Lewis Anderson (ZR170) +25.268s; 3 James Walpole (B Roadster); 4 Grant Summersbee (ZR170); 5 Steve Tyler (ZR160); 6 David Thompson (ZR170). **CW** Anderson; Walpole; Derek Bowley (Rover 216GTi). **FL** Halliwell 54.973s (88.40mph). **P** Halliwell. **S18. RACE 2 (22 LAPS) 1 Halliwell**; 2 Richard Buckley (Rover Tomcat) +9.137s; 3 James Darby (B GT); 4 Anderson; 5 Thompson; 6 Walpole. **CW** Buckley; Darby; Walpole. **FL** Buckley 54.890s (88.54mph). **P** Halliwell. **S16.**

COCKSHOOT CUP (17 LAPS) 1 Ross Makar

(ZR190); 2 Ashley Woodward (ZS180) +9.253s; 3 Gary Wotton (ZR190); 4 Philip Standish (TF LE500); 5 Jonathan Harker (TF LE500); 6 Ian Winstanley (ZR170). **CW** Winstanley; Jeremy Toes (Midget); Adam Key (F). **FL** Makar 53.114s (91.50mph). **P** Makar. **S20.**

EQUIPE GTS (37 LAPS) 1 Tom Smith (MGB

Roadster); 2 John Andon (Triumph TR4) +26.235s; 3 Pete Foster (Triumph TR4); 4 Rob Cull (TVR Grantura); 5 Max Cawthorn (MGB Roadster); 6 David Griffiths (Triumph TR4). **CW** Andon; Brian Arculus (Lotus Elite).

FL Smith 56.991s (85.27mph). **P** Smith. **S16.**

MIDGET/SPRITE CHALLENGE (20 LAPS)

1 James Dunkley; 2 David Weston +4.776s; 3 Graeme Adams; 4 Martin Morris; 5 Stephen Collier; 6 Carl Chadwick. **CW** Collier; David Morrison; Dean Stanton. **FL** Adams 51.258s (94.81mph). **P** Dunkley. **S15.**

ICONIC 50S/FISCAR (17 LAPS) 1 Brian

Arculus (Lotus Elite); 2 Jonathan Smare (Lotus Elite) +0.667s; 3 Graham Coles (MGA Coupe); 4 Alex Quattlebaum (MG LECO 2); 5 Bob Lines (MGA Roadster); 6 Shaun Bromley (TVR Grantura). **CW** Coles; Quattlebaum; Bromley; Barry Dye (Lotus Elite). **FL** Smare 58.054s (83.71mph). **P** Smare. **S12.**



Arculus led FISCAR grid away and hung on to win

BARBON MANOR & HAREWOOD

HILLCLIMB JULY 2-3

Moran matches Willis weekend double

SCOTT MORAN KEPT HIS 18-POINT LEAD in the British Hillclimb Championship standings over closest rival Trevor Willis, who matched Moran's score in a gruelling pair of events at Barbon Manor and Harewood.

The championship protagonists may have equalled each other's tallies over the weekend, but built their totals in different fashions. Moran appeared to have the edge after an early victory on a soggy Saturday at Barbon, but the five-time champion was only fourth in the second event as Willis took the win.

Willis also won the first encounter at Harewood, but it was the last five runs of the weekend that caught the eye. As a wily Moran coasted down from the hilltop paddock to the starting area with engine off, he pulled up and waited for Willis's time to appear on the digital displays. Only then did he move down to the line and less than four minutes later he took a hundredth out of the record he set in May last year for an invaluable bonus point.

Until Moran's run, local specialist Richard Spedding, second-fastest qualifier and third in the day's earlier event, had set the provisional fastest time to defeat Willis, Wallace Menzies and a resurgent Will Hall.

Things hadn't been quite so clean for Moran a day earlier, as three bursts of rain of varying intensity struck Barbon. The first, a torrential

downpour, hit as the first cars came to the line for the opening road-going classes' practice runs. Although the rain eased off, it later returned to affect Q2 with a short burst after Sean Gould — who had not competed at Barbon since 1988 and had not visited the venue since '99 — set the quickest qualifying time.

A final shower came after the first three dual-driven cars had taken their round 16 run-off shots. By the time that Gould came to the line the howling wind had begun to dry the fellside track, but he was unable to repeat his form as Willis and Moran set times that would have been inconceivable in the earlier rain.

Moran's Barbon victory run was especially dramatic because he suffered a lurid tail slide into the final hairpin with the finish only 35 metres after the apex. Still, he had enough in hand to beat Willis by 0.06 seconds.

Spedding's Barbon form was a far cry from his Sunday exploits, managing only seventh in the opening shootout at Harewood before being pushed out by the wet conditions in Q2.

Last year's number one, Alex Summers, made one of his part-time appearances at Harewood, being loaned the Marsh brothers' DJ Firehawk. His reward was a class victory and 10 championship points from two sixth positions in the run-offs.

EDDIE WALDER



Moran presses on to new hill record at Harewood

RESULTS

MSA BRITISH HILLCLIMB ROUND 15

1 Scott Moran (3.5 Gould-NME GR61X)

23.69s; 2 Trevor Willis (3.2 OMS-RPE 28) 23.75s; 3 Wallace Menzies (3.5 Gould-NME GR55) 24.18s; 4 Will Hall (2.0 Force-AER/XTec WH) 24.32s; 5 Dave Uren (1.3t Force-Suzuki PC) 24.64s; 6 Eynon Price (1.6 Gould-Suzuki GR59) 24.73s; 7 Sean Gould (1.6 Gould-Suzuki GR59) 24.96s; 8 Richard Spedding (1.6 GWR-Suzuki Raptor 3) 25.30s; 9 Graham Wynn (3.5 Gould-Cosworth GR55) 26.04s; 10 Paul Haines (1.3t Gould-Suzuki GR59) 26.70s; 11 Nicola Menzies (1.3t Force-Suzuki PC) 27.74s; 12 Steve Marr (1.6 GWR-Suzuki Raptor 3) 28.47s.

ROUND 16 1 Willis 23.40s; 2 W Menzies

23.64s; 3 Gould 23.69s; 4 Moran 24.00s; 5 Ed Hollier (1.6 Empire-Suzuki Evo 00)

24.16s; 6 Uren 24.23s; 7 Price 24.82s; 8 Haines 25.02s; 9 Wynn 25.29s; 10 Simon Fidoe (1.0 Empire-Suzuki Wraith) 26.38s; 11 N Menzies 26.51s; 12 Darren Gumbley (1.0 Empire-Suzuki Wraith) 27.45s. **Barbon class winners** Jamie Powell (2.0t Mitsubishi Evo 5) 29.09s; Colin Satchell (2.0 Peugeot 205) 27.94s; Geoff Twemlow (2.5 Subaru Impreza) 32.42s; Tim Higgins (2.0 Westfield-Vauxhall Sei) 29.87s; Allan McDonald (2.4t Morris Mini Evo) 25.69s; Fidoe 25.73s; Price 22.87s; Uren 22.79s; Willis 22.34s **BTD.**

ROUND 17 1 Willis 49.25s; 2 Moran 49.64s; 3 Spedding 49.93s; 4 Hall 49.95s; 5 W Menzies 50.25s; 6 Alex Summers (1.3s DJ-Suzuki Firehawk) 50.59s; 7 Gould 51.09s; 8 Hollier 51.12s; 9 Price 53.11s; 10 Lee Griffiths (1.3s OMS-Suzuki 25) 53.68s; 11 Fidoe 54.66s; Haines DNS.

ROUND 18 1 Moran 48.80s BTD and

Record; 2 Spedding 49.58s; 3 Willis 49.95s; 4 W Menzies 50.18s; 5 Hall 50.33s; 6 Summers 50.87s; 7 Hollier 50.97s; 8= Gould & Price 51.49s; 10 Haines 51.79s; 11 Wynn 53.30s; Fidoe DNS. **Harewood class winners** Jonathan Mounsey (1.9 Peugeot 205) 68.53s; Stephen Darley (2.3t Subaru Impreza) 62.11s Rec; David Warburton (2.5 Caterham-Duratec) 60.85s; Andrew Russell (1.1 Ginetta G15) 66.99s; Colin Satchell (2.0 Peugeot 205) 59.98s Rec; Twemlow 66.02s; Simon Jenks (1.6 Caterham-Suzuki) 58.62s; McDonald 58.96s; Fidoe 53.83s; Spedding 50.46s; Tim Elmer (2.0 Dallara-TKD F303) 55.05s; Summers 51.11s; Moran 49.88s.

POINTS 1 Moran 170; 2 Willis 152; 3 W Menzies 111; 4 Hall 78; 5 Spedding 76; 6 Uren 72; 7 Hollier 54; 8 Gould 53; 9 Price 51; 10= Summers & Wynn 27.

WHAT'S ON

MEDIA GIANT CNN IS EMBRACING electric single-seater championship Formula E with a new programme called *Supercharged*. Presenter Nicki Shields explains why.

SCOTT MITCHELL: How did Formula E end up with a bespoke CNN programme?

NICKI SHIELDS: CNN have kind of been following the Formula E story from the beginning. They love the series and have a Formula 1 show, but wanted to bring it to a general audience. They decided they wanted to showcase Formula E, but also what it stands for – the sustainable cities we visit, what they're doing to lead the charge, showcase the travel element of what FE does and where it goes to, and the technology around FE. The FE programme is great how it is, but it's focused on the racing and the championship. There's not time to show the other supporting elements. CNN's audience loves technology, it loves travel and obviously sport. That's how *Supercharged* evolved; it's a perfect hybrid of all those elements.

SM: How has that influenced the variety of content?

NS: The show is kind of split into different elements. *Supercharged* follows the FE season and we have a show that comes out one week after each race. The final part is always about the racing. There's a feature around the city, looking at sustainable elements – for example in Long Beach we went to the port of Los Angeles, and part of it is now all-electric. There'll always be a tech feature, which doesn't have to be in the city of the race. We went to the Bosch HQ and that was all about autonomous car technology, and we've gone to Williams Advanced Engineering to explain how the battery technology works. It's nice to dig a bit deeper into the technology that's being showcased on the track and on the road. And we'll always do a feature with a driver – a track walk or a guide to the city, like Nico Prost driving me around Paris in a Renault Twizy!

SM: Good opportunity to help spread awareness?

NS: Exactly. Formula E stands for entertainment, the environment and electric mobility. But it's a racing programme. *Supercharged* stands



Nicki Shields quizzes Sir Richard Branson on the future of FE

Why CNN has got behind Formula E

for what FE stands for. It's a showcase of what the city is doing. Lots of cities applied to host an FE race and only certain cities were successful, and there are reasons why – their green credentials and innovations.

SM: How does it compare and complement the other Formula E coverage you're involved in?

NS: Obviously the main thing is it isn't

DS Virgin Racing driver Sam Bird is on Sunday's show



live! So it's a different style of show. And also the viewer on CNN is not necessarily someone who followed the championship. So we pitch it at more of an entry-level sort of view. You don't have to watch the whole series to understand what's going on. With FE's coverage it's a completely different job. It's very time-sensitive and it's about telling the story of the race.

SM: How important is it to target that non-devotee demographic?

NS: Massively. FE has been met with very different opinions and we're doing our best to make it appeal to a wider audience and keep growing support. It's pitched at the perfect level to encourage people to embrace that. It's a great series and I think people are very interested in technology and travel and motorsport, so *Supercharged* wraps that up in one half-hour show.

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HOT ON THE WEB THIS WEEK

You Tube HIGGINS SPANKS MANX TT COURSE

Search for: 2016 Subaru WRX STI Isle of Man TT Flat Out

Enjoy the extraordinary onboard spectacle of three-time British Rally champion Mark Higgins' four-wheeled record-breaking lap (17m35.139s, 128.730mph average) of the Isle of Man TT course last month. Note the figure in red at the bottom right of the screengrab.



TV PICK OF THE WEEK

BRITISH GRAND PRIX

SKY SPORTS F1 AND CHANNEL 4

Sunday from 1200

If you can't make it to Silverstone for Britain's round of the Formula 1 World Championship, you should still be able to catch all the action. Sky Sports F1 and Channel 4 have extensive coverage, and the race comes at an interesting point in the title battle. Can Lewis Hamilton score his fourth British GP success?

INTERNATIONAL MOTORSPORT

INDYCAR SERIES

Rd 10/15

Iowa Speedway, USA

July 10

WATCH ON TV

Live ESPN, 2230

INDY LIGHTS

Rd 7/11

Iowa Speedway, USA

July 10

BRITISH FORMULA 3

Rd 6/8

Spa, Belgium

July 8-9

BRITISH GT

Rd 5/7

Spa, Belgium

July 9

IMSA SPORTSCAR

Rd 7/12

Mosport, Ontario, Canada

July 10

NASCAR SPRINT CUP

Rd 18/36

Kentucky Speedway, USA

July 9

WATCH ON TV

Live Premier Sports TV, 0000

V8 SUPERCARS

Rd 7/14

Townsville, Queensland, Australia

July 9-10

WATCH ON TV

Live Saturday, BT Sport 2, 0700
Sunday, BT Sport 2, 0700

SCANDINAVIAN TOURING CARS

Rd 4/7

Falkenberg, Sweden

July 9



SM: What has the response been to it?

NS: It's been really popular. Fingers crossed it will come back again next year — it's a sponsored programme and DHL is an integral partner. We're going to lots of new cities next season, so we'll be able to produce so much new content and there's always so much going on in a new city that we can never fit everything into a programme. We never run out of ideas.

Supercharged's season-finale episode airs on Sunday on CNN International (available in the UK on Sky, Freesat and Virgin) on Sunday at 0830, 1500 and 1830. It features an interview with British driver Sam Bird, Virgin chief Richard Branson on what the future holds for FE and electric vehicles — and Nick Heidfeld acting as a chauffeur in Mahindra's new e2o electric road car.

UK MOTORSPORT



BRITISH GP

BRITISH GRAND PRIX

Silverstone

F1, GP2, GP3, Porsche Supercup
July 8-10

WATCH ON TV

F1 Live Sky Sports F1, Sunday 1230 or Channel 4, Sunday 1200

GP2 Live Sky Sports F1, Saturday 1435 and Sunday 0915

GP3 Live Sky Sports F1, Saturday 1620 and Sunday 0805

BRANDS HATCH BRSCC

July 9-10

FF1600, Formula Jedi, Open Sports, Mazda MX5, Production GTi

NICKY GRIST STAGES BRC

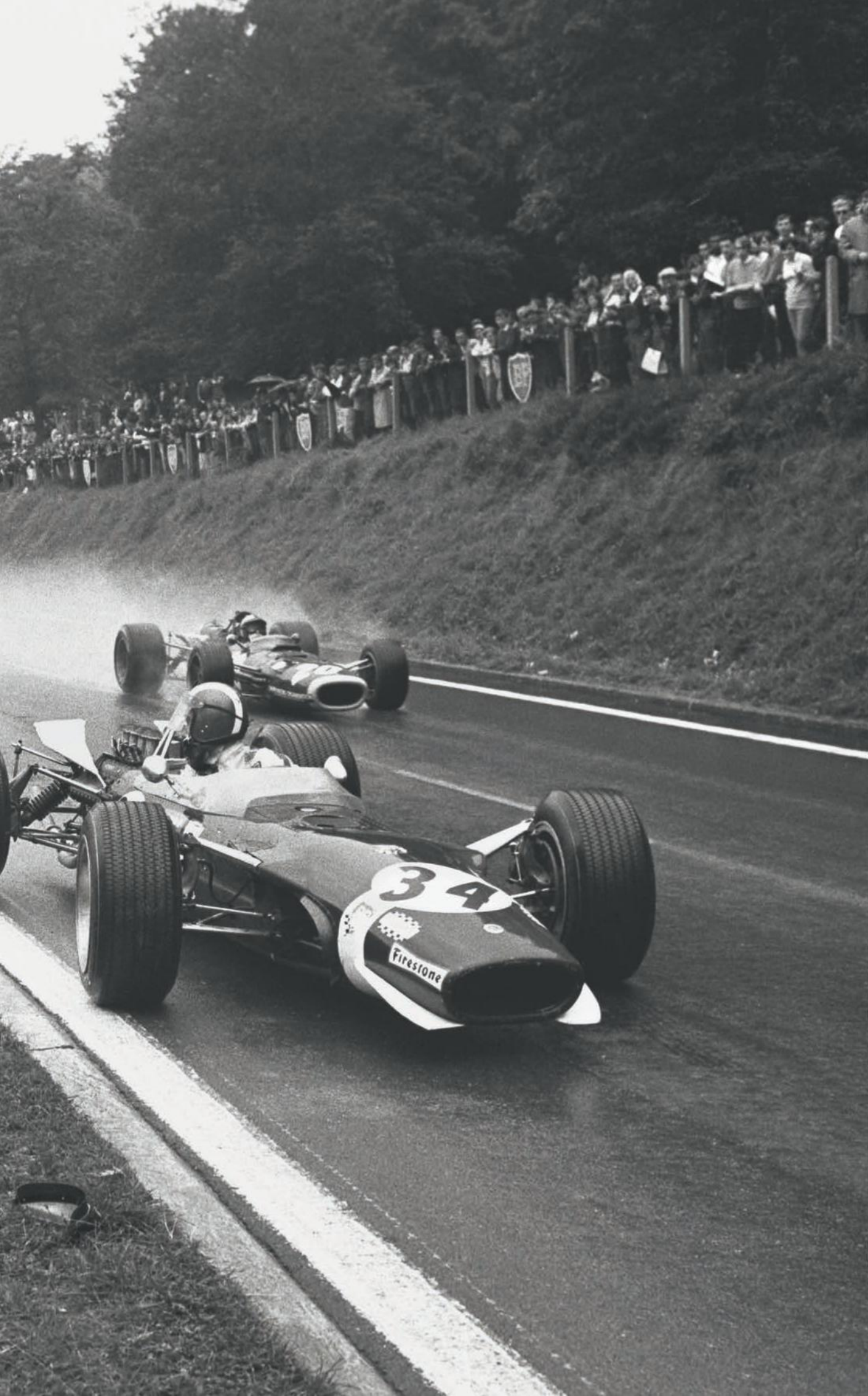
Builth Wells, July 9-10

MONDELLO PARK CKMC

July 9-10

Formula Vee, Stryker Sportscars, Touring Cars, Historic Racing Cars, Ginetta Junior, Fiesta Zetec, Fiesta Junior, Formula Libre, SEATs, Future Classics, Fiesta Junior, Supercars





THE ARCHIVE

French Grand Prix,
Rouen-les-Essarts,
July 7 1968: Jo Siffert
(#34 Lotus 49) stops at
the trackside so that
Graham Hill can give
him his visor. Siffert
had been struggling
for vision in the wet
conditions, and Hill
had no more use for
his visor after his
Lotus was sidelined
by a broken halfshaft.
Siffert went on to
finish 11th and last, six
laps down on winner
Jacky Ickx's Ferrari.

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HAVE-A-GO HERO

WHEN DRIVERS
CROP UP IN
UNEXPECTED
PLACES



MIKE CONWAY

ALL PICS: HOLDEN MOTORSPORT

WHEN V8 SUPERCARS MADE IT mandatory for teams to find an international co-driver for the brace of Surfers Paradise races in October 2012, a host of star names headed to the Gold Coast. In addition to ex-Formula 1 drivers like Mika Salo – who won the second instalment alongside Will Davison – and Nick Heidfeld, seven active IndyCar drivers also took part: Justin Wilson, Will Power, Simon Pagenaud, Marco Andretti, Sebastien Bourdais (who won race one with Jamie Whincup), Graham Rahal – and Mike Conway.

“I’ve got a few friends in V8SC and there were a few IndyCar drivers doing it so I kept asking and pushing to see if I could get in there,” Conway remembers.

Conway was driving for AJ Foyt’s IndyCar team at the time and just weeks after confirming his seat in a Lucas Dumbrell Motorsport Holden with Taz Douglas, he announced he would skip the Fontana IndyCar finale because he was no longer competing on ovals. The Surfers race in October offered a welcome boost at the end of a tough season.

“It was cool, fun – they are beasts!” he says. “They have a lot of power and are really heavy, but they have really skinny tyres. It’s a really hard car to get used to.”

Douglas crashed in practice and restricted Conway’s track time, far from ideal given his complete lack of tin-top experience. And Conway admits he was taken aback by the physical requirements of the car.

“I remember when Taz got in he couldn’t plug in his cool suit,” he says. “I felt it was no problem, he was like, ‘Mate, I’m really hot in here’. I was like, ‘Oh shit, you must really do a lot!’.”

Douglas qualified the duo a second off the pace in 26th. Conway took the start from the pitlane – something that proved quite handy when two attempts at the start were aborted due to “huge shunts both times!”. That boosted Conway five places immediately and he ran as high as 10th before stopping. The duo wound up 14th, and then 16th in race two.

“It was fun – at the back chicane at Surfers it’s like you’re floating with one wheel on the ground,” he says. “I’d love to get back in one again now I’m more experienced, but I’ve never really talked about it.”

SCOTT MITCHELL



Conway is now
a works Toyota
driver in the
WEC, but the
V8 race was
his first roofed
experience

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